



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

Vol. VI, No. 10

October, 1979

439th Successfully Weathers Its ORI

by MSgt. Larry Lentz

Rain—the only element of an Operational Readiness Inspection the 439th could not prepare for. Unit members had refined their mobility processing procedures, inspected and re-inspected their C-123s and C-130s, and double-checked their operations plans in anticipation of the scheduled ORI on Saturday, the 22nd, and Sunday, the 23rd, of September.

It was the weather—rain and low ceilings on Saturday, however, which threw the proverbial monkey wrench into the two days of planned activities. But it was the ingenuity of the 439th members which overcame nature's obstacles with a new set of plans. It was the expertise which resulted in the ORI's successful completion.

The 38-member team of inspectors from the Military Airlift Command's Inspector General's Office at Scott AFB, Ill., planned to evaluate the unit's combat readiness during two days. The 439th was to demonstrate the deployment of personnel and cargo to a simulated forward operating base, and then perform employment of flying activities, such as airdrops and short-field landings. But the inclement weather washed away the first day's flying.

"When weather forced cancellation of all flying activity on Saturday," said Col. James Thomas, wing deputy commander for operations, "squadron and wing operations planners had to put their heads together and develop a plan to accomplish all required ORI events in one day.

"Through many hours of hard work and by drawing on their skill and expertise, they turned out a plan which

accomplished all flying requirements in less than a five-hour period.

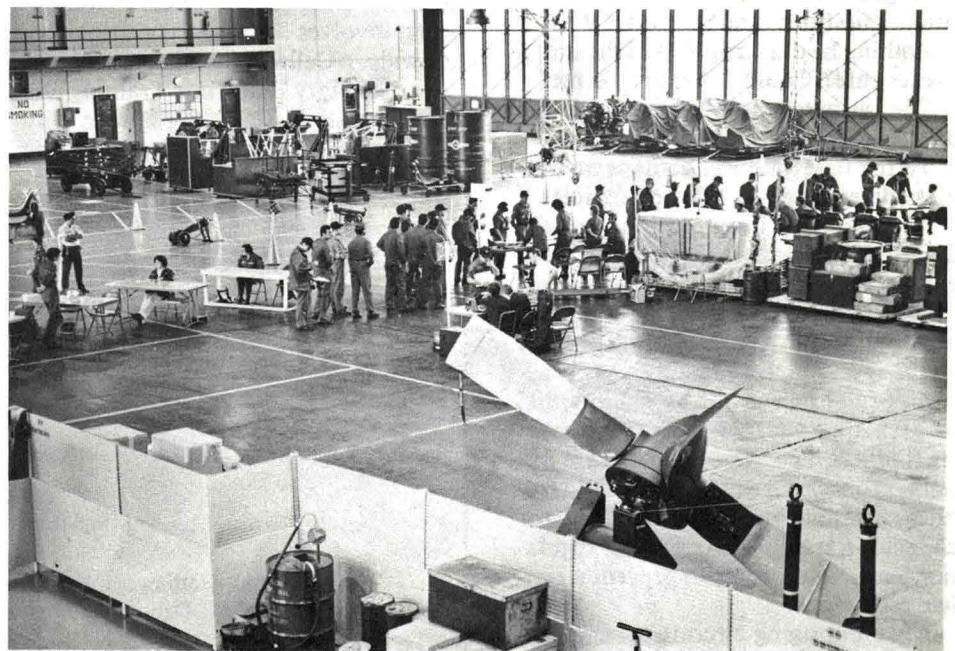
"With the excellent aircraft provided by our maintenance folks," continued Colonel Thomas, "the crews executed the plan flawlessly on Sunday. They really impressed the IG and certainly made me proud of them."

Despite the weather, mobility processing continued on schedule. In approximately two hours, 156 wing personnel inched their way past the eight stations. The processors verified personal records, administrative records, immunizations, gave briefings, and marshalled the passengers to the aircraft sites.

The processing of cargo occupied those in the Air Cargo Terminal. More

than 126,000 pounds was sorted and loaded onto a variety of real and simulated aircraft. The "New Look ORI" introduced new dilemmas into the wing's planning. The inspectors, for example, reported a cholera epidemic at one of the deployment sites. Crew members, if they had needed a cholera shot, would have been ineligible to fly for 12 hours, but shot records were all up to date and no change to the crew assignments was necessary.

"In the past, the ORI team used a standard scenario which did not vary from one unit to the next," explains Maj. George Caldwell, wing mobility officer. "Now we don't know what to expect until the inspectors arrive the (continued on page 4)



With the Maintenance Propeller Shop in the foreground, the mobility line proceeds through the center of Hangar 9.



Wing Commander's Message

by Brig. Gen. Donald E. Haugen

Tragedy has struck the 439th.

It happened on a C-123 flight which carried 10th Special Force paratroopers from Stewart AFB, N.Y. to a drop zone over Fort Devens on Sept. 1. As he did so many times before during his 21 years in the Air Force, the plane's loadmaster, MSgt. Laurent Barbeau, began preparations for the drop by removing the transport's door.

"The air was clear and the flight, at 5,000 feet, was smooth," reports Lt. Col. Donald Ridgway, chief of safety. "Somehow, and without warning, Sergeant Barbeau fell from the open door. Although he was wearing a parachute, for some reason, he did not deploy it."

The 48-year-old Woonsocket resident leaves four daughters, a son and a mother. He leaves behind a military career which includes four years of active duty, eight years in the Rhode Island Air National Guard and 11 years in the Air Force Reserve.

Sergeant Barbeau also leaves behind some questions and doubts. Was it something he did wrong? Are the unit's planes safe? Could it happen to me?

The answers aren't easy and the doubts will linger.

To the first question perhaps no ultimate determination will be possible.

A thorough investigation by the Safety Investigation Board has been completed. Colonel Ridgway states, "As far as aircraft safety is concerned, although there never is a warranty, the C-123 is as safe as humanly possible."

A formal report has been submitted to Headquarters, Air Force Reserve. Its findings, however, will not be made public for 60 days. These findings frequently result in recommendations for changes in training procedures, regulations and tech. orders to prevent a similar recurrence.

Have our aging aircraft passed their prime? "Not so," claims CMSgt. Charles Fusco, 901st CAMS organiza-

tional maintenance superintendent. "Each one is rigidly checked prior to and after each flight. There are two major inspections each year and constant inspections in between. The successful launching of all our aircraft during the recent ORI testifies to the maintenance status of the C-123."

There is, too, the unfortunate irony that newness doesn't guarantee infallibility. The nation still mourns the death of 275 airline passengers following a DC-10's engine loss over Chicago on May 25th. As recently as Sept. 19th, newspaper headlines reported a DC-9's inflight loss of a tail section over the Atlantic and also told of the five pieces of a wing flap which broke off of a Boeing 707.

Could it happen to me? Yes. But statistically chances are infinitesimal. Much more likely you'll slip in the bathtub and gravely injure yourself.

Was Sergeant Barbeau's death meaningless? I believe yes and no.

No accidental death, no matter from what cause, is ever justified.

But perhaps the death of Sergeant

Barbeau could give us cause to consider not what Sergeant Barbeau was doing in the plane, but why he was doing it. He was a member of the Air Force Reserve. Perhaps we should all reflect on that participation. Each one of us shares a voluntary commitment to the military which normally remains unspoken and perhaps even unconscious.

Sergeant Barbeau's accidental death should be viewed as a reminder. We all must be prepared to fulfill our responsibilities no matter the sacrifice. His last flight, while routinely scheduled was no ordinary flight. No flight is. Each one is a small, but vital, part of our nation's defense. Sergeant Barbeau was prepared, and gave his life for his country. If life must be expended, there could be no greater cause.

The horror which has befallen us should provoke, within each of us, a clearer realization of our Air Force obligations and the risks. They should be understood and valiantly accepted. If for no other purpose, the death of Sergeant Barbeau was not in vain.

Congress Orders ANG Active-Duty Tests

WASHINGTON (AFNS) — The Air National Guard will bring more than 700 people on active duty during fiscal years 1979 and 1980 in two congressionally ordered programs.

The first, already underway in conjunction with other reserve components, involves 346 Guard positions nationwide. Called the Air National Guard Military Full-Time Training and Administration Test, its purpose is to evaluate the Guard's ability to attract and employ military personnel in full-

time training and unit administrative tasks.

Assignment length for the test is two years, although initial plans call for an evaluation of the program in September 1980. Guard members already on board will have first crack at these jobs.

People in all career fields are taking part. Most of the force is enlisted, with about 70 percent in grades E-6 and below. Ten percent are officers, major and below.

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439 TAW Commander
Brig. Gen. Donald E. Haugen

Wing Public Affairs Officer
Maj. Rudolph G. DiLuzio

Base Commander
Col. J. Frank Moore

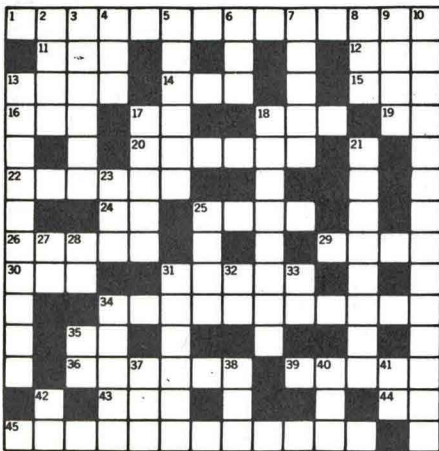
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Air Force Crosswords



- | | |
|--------------------------------|--|
| ACROSS | DOWN |
| 1. B-17 WWII bomber | 2. Jet aircraft company |
| 11. Electric fish | 3. He agrees with everything |
| 12. Decay | 4. Instrument landing system (abbr) |
| 13. Go around | 5. C-5A transport |
| 14. Top | 6. Not young |
| 15. Hearing organ | 7. Military's three defenses |
| 16. Not a leg | 8. Before (poet) |
| 17. Transient Alert (abbr) | 9. Glide |
| 18. Gen. Arnold's nickname | 10. B-52 bomber |
| 19. Egyptian sun god | 11. Travelers |
| 20. Deported | 17. Concise |
| 22. E-3A AWACS | 18. C-130 transport |
| 24. Exists | 21. F-4s |
| 25. Ill | 23. Time in service (abbr) |
| 26. Loud sound | 25. Knock unconscious |
| 29. To and upon (prep) | 27. Yiddish exclamation |
| 30. Cheat | 28. Instructor pilot (abbr) |
| 31. Twinge of guilt | 31. Having four leaves to the printed page |
| 34. P-47 WWII fighter | 32. Active duty (abbr) |
| 35. Training instructor (abbr) | 33. Memo for record (abbr) |
| 36. F-86s used in Korea | 34. Jeweled headress |
| 39. This makes waste | 35. Top Secret (abbr) |
| 43. Bigger than a mouse | 37. Winged animal |
| 44. Extra-sensory (abbr) | 38. Ocean |
| 45. KC-135 aerial refueler | 40. Pilot scoring five kills |
| | 41. Tight end (abbr) |
| | 42. Object or thing |

BRIEFS

The "alpha" team of Det. 5, 1st Aerospace Communications Group, is the new Westover Slo-Pitch Softball champion. Home runs from coach **Jim Pakla, Dan Perry and Terry Newlon** swept the team past the Navy "bravo" team, 16-9 and 18-5 in the final series. During the 14 intramural games, the team recorded 13 victories and one loss; had a batting average of .496; scored 205 runs and allowed only 74.

* * * * *

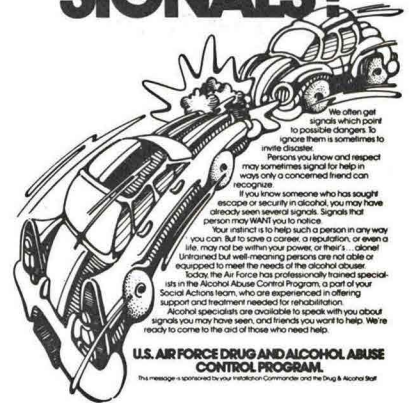
Capt. Stephen P. Gross is the new commander of Detachment 5, 1st Aerospace Communications Group. Previously, he was the assistant executive officer for the commander of the Strategic Communications Region. **Captain Gross** succeeded **CMSgt. John Rogers** on Aug. 23.

* * * * *

Our condolences go to the family of **Gerald Champigny**, 1917th CS, who died on Sept. 15.

* * * * *

HAVE YOU MISSED ANY SIGNALS?



The sympathy of all personnel is extended to the family of **Lt. Col. Leo J. Prone** who died on Sept. 22. **Colonel Prone** was assigned to the former 901st TAG, and when he left the Air Force Reserve, was senior navigator for the 337th TAS.

* * * * *

President Asks Congress To Reform Government Employee Pay System

WASHINGTON (AFPS) — A sweeping reform of the federal government's pay system for civilian employees has been approved by the President and sent to congress for action.

Called "The Federal Employees Compensation Reform Act of 1979," the proposed legislation would change or alter many familiar aspects of the current pay system, such as the method of the annual pay comparability survey, nationwide wage scales, premium pay, blue collar step increases in the grades, the "Monroney Amendment," and cost-of-living allowances in non-foreign areas.

This new pay act would affect some 1.4 million GS "white collar" employees and 500,000 Federal Wage System "blue collar" workers.

The President said he does not expect any employee to suffer actual reduction in current pay as a result of his proposals, but he does expect long term savings of at least \$3 billion an-

nually when and if the program is implemented.

The main element of this proposed pay package is the so-called "Total Compensation Comparability" which broadens the principle of comparabil-

ity with industry to include fringe benefits as well as wages and to include, for the first time, state and local government pay scales in the annual "Professional, Administrative, Technical, Clerical" survey.



If these walls could only talk, what secrets they might divulge! Under the wrecker's ball is the former incinerator used to burn classified material when SAC units were stationed at Westover.

ORI Weathered . . .

(continued from page 1)

night before. In my 28 years in the service, this New Look ORI was probably the toughest, most comprehensive inspection I have ever gone through."

As with any ORI, the inspectors checked the performances of the unit members who normally have other responsibilities throughout the year. Among those wearing "different hats" was CMSgt. Eugene Longfield, the wing training officer. He became the ramp coordinator and planned all aircraft loading activities.

As air cargo terminal officer, Capt.

David Keefe, 439th TAW Headquarters Section commander, is responsible for preparing all cargo for loading. 1st Lt. James Hosie left his dining hall food service position to insure the proper manifesting of passengers as the air passenger officer.

The flying, postponed from Saturday, began Sunday afternoon.

By Monday morning, the inspectors were ready to present their findings. Of the 21 evaluated areas, the 439th TAW scored exceptionally high in 13, strongly performed in four and received passing marks in four others.

"In the areas which we routinely

handle, such as aerial port, flying and maintenance, we did extremely well," states Brig. Gen. Donald Haugen, wing commander. "The functions we only periodically practice, however, such as mobility and security awareness, received minimal acceptable ratings. Those scores clearly indicate what has to be reviewed and receive a great deal of our future attention.

"But as always, I am extremely pleased with the wing's performance. The ORI only reaffirms what we always knew: the members of the 439th, when it comes to flying and fighting, are Outstanding."



PROMOTED

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 TSgt. Joseph A. Beckman
 TSgt. Albert P. Benard
 TSgt. Steven Q. Bethke
 TSgt. Robert R. Bolduc
 TSgt. William A. Bowles
 TSgt. Arthur A. Breyare
 TSgt. Roy R. Brosseau
 TSgt. John M. Budenas
 TSgt. Steven J. Budleski
 TSgt. Donald Budzynkiewicz
 TSgt. James D. Buell
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 TSgt. David G. Cantin
 TSgt. Robert Cartagena-Hernandez
 TSgt. Wayne R. Carter
 TSgt. William G. Chaput
 TSgt. William J. Cichaski
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 TSgt. Robert Fetherston
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 TSgt. John H. Galbraith
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 TSgt. Kenneth J. Gilbert
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 TSgt. Robert G. Hull
 TSgt. Gordon R. Hunt

TSgt. Peter A. Johnson
 TSgt. Richard C. King
 TSgt. Paul E. LaCombe
 TSgt. Wilfred J. Lacos, Jr.
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 TSgt. John J. LeClair
 TSgt. Charles A. Lexius
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 TSgt. David L. Maloy
 TSgt. Roger D. Marcoulier
 TSgt. Thomas R. McShane
 TSgt. David C. Mee
 TSgt. David G. Miller
 TSgt. John C. Miller
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 TSgt. Robert P. Patenaude
 TSgt. Michael A. Roberto
 TSgt. Edwin G. Ross
 TSgt. Kenneth E. Schworm
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 TSgt. Ronald J. Silwa
 TSgt. John A. Surette, Jr.
 TSgt. Ernest R. Talbot
 TSgt. Richard F. Tardof
 TSgt. Virginia M. Thomas
 TSgt. Richard J. Thureson
 TSgt. Noel J. Underwood
 TSgt. Robert W. Waugh
 TSgt. Arthur C. Weber, Jr.
 SSgt. Michael C. Albert
 SSgt. Reginald C. Allen
 SSgt. William B. Bowen
 SSgt. James A. Bray
 SSgt. Mark W. Brindle
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 SSgt. Paul A. Carroccia
 SSgt. Neil B. Cormier
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 SSgt. Janice L. Emmith
 SSgt. Mary P. Ferriter
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 SSgt. Eugene Gilman
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 SSgt. Larry A. Helmer
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 SSgt. Judith A. James
 SSgt. Lynn M. Johnson
 SSgt. John B. Langevin
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 SSgt. David E. Levreault
 SSgt. Dean Mauro
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 SSgt. Michael A. Spano
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 SSgt. Robert H. Tisdell
 SSgt. Donald G. Twarkins
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 SSgt. Augusta M. Weldon
 SSgt. Richard Wojtowicz
 Sgt. Lawrence J. Bara
 Sgt. Bruce M. Benoit
 Sgt. Daniel J. Carr
 Sgt. Marilu Depaolo
 Sgt. Robert A. Lussier
 Sgt. Warren D. Rivers, Jr.
 Sgt. Robert C. Thibault
 Sgt. Roger A. Williams
 Sgt. Robert A. Wise
 SrA. Carolyn Pietrewicz
 A1C. Christopher Boulais
 A1C. George V. Barrett

ENLISTED

TSgt. Frederick A. Carroll
 TSgt. Jesse B. Henman, Jr.
 SSgt. Francis I. Johnson, Jr.
 SSgt. David A. Korpiewski
 SSgt. Alfred R. Stronczek
 Sgt. Roland F. Gregoire
 Sgt. George L. Hoagland
 Sgt. Paula M. Tinnemeyer
 Sgt. Paul A. Yankus
 SrA. Frank C. Agiato
 SrA. Ernest W. McCollum
 A1C. Clifford J. Enright, III
 A1C. Bruce A. Guindon
 A1C. Arnold N. Korman
 A1C. James T., Rhodes
 AB Ann M. Vilodeau
 AB David G. Breen
 AB Rock V. Brisson
 AB Michael S. Bukau
 AB David K. N. Carter
 AB Robin L. Florio

AB Mark T. Harvie
 AB George A. Kopy, Jr.
 AB Kenneth E. Kwasnik
 AB Gabrielle J. Lodice
 AB Kevin P. McHugh
 AB Margo A. Pettijohn

REENLISTED

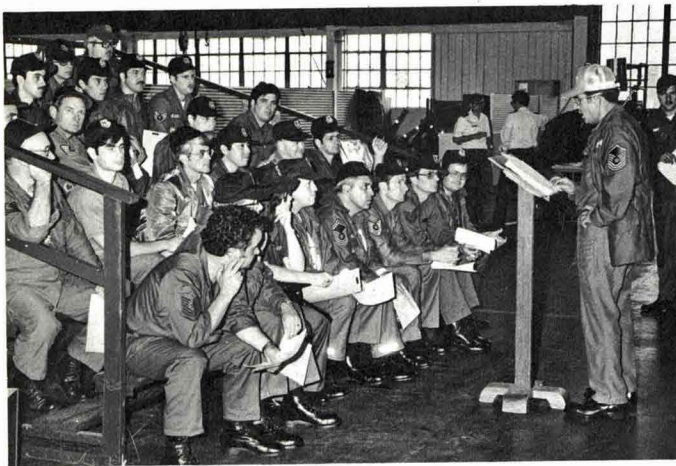
MSgt. Ernest S. Henley
 MSgt. George J. Kudla
 MSgt. Francis R. Notturmo
 MSgt. Garfield N. Tardy
 TSgt. Richard R. Berryman
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 SSgt. Ronald H. Couture
 SSgt. Mark F. Dastoli
 SSgt. Stephen C. Dutily
 SSgt. Roxann J. Henry
 SSgt. Thomas R. McShane
 SSgt. Stella L. Nine
 SSgt. Joseph P. Pangilinan
 SSgt. David M. Pirog
 Sgt. Nancy A. Peters
 Sgt. Jerilyn L. Wills
 A1C. Carolyn M. Pietrewicz

REASSIGNED

TSgt. Francis M. Hartley
 TSgt. Larry G. Moore
 SSgt. Jon S. Berry
 SSgt. John C. Schuster
 A1C. Kelly A. Patton

DISCHARGED

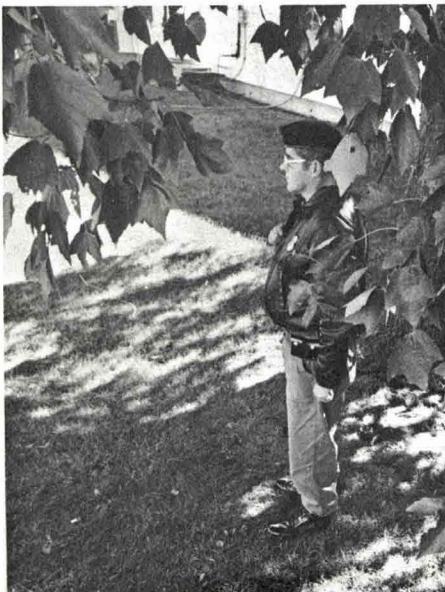
SSgt. Donald E. Poudrier
 SSgt. Willie Simmons
 SSgt. Michael E. Smith
 SrA. Frederick L. Cocker, Jr.
 SrA. Robert G. Hebert
 SrA. William L. Smith
 SrA. Bruce W. Trewin
 AB Anne Dubay



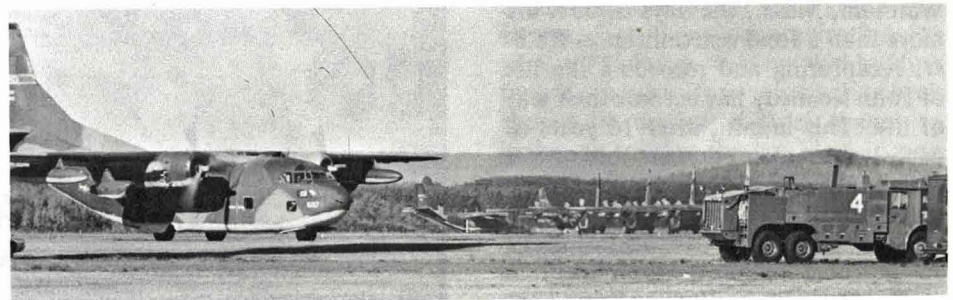
At the first stop in the mobility processing line, SMSgt. Robert Latulippe conducts the general processing briefing.



Cargo handlers, reflected on the floor of the "D.C." hangar, perform their duties in semi-silhouette against the C-123 flight line.



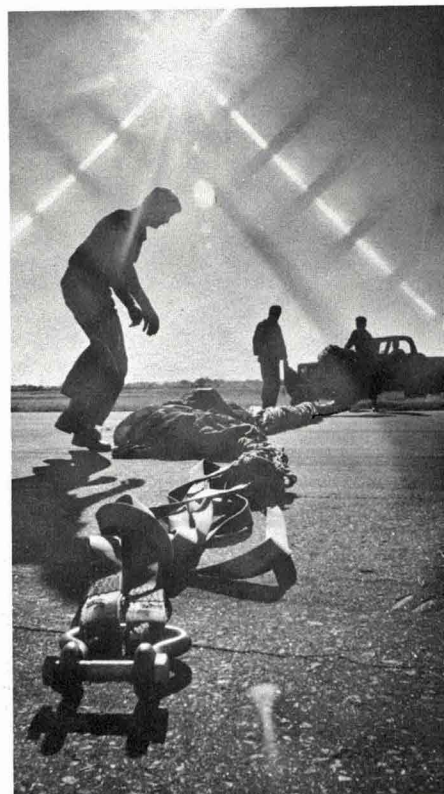
SSgt. Donald Lahue, 901st WSSF, maintains a lonely vigil outside Wing Headquarters building during the ORI. Tight security was imposed base wide during the inspection.



At left, a C-123 prepares to taxi as base fire equipment stands by. In the background, a line of C-130s await takeoff.



Officers of the 731st TAS listen to a weather briefing prior to Sunday's first flight.



Members of the 905th MAPS secure a parachute after a C-130 CDS airdrop. A late afternoon sun and special camera effects add drama to the action.

A Correct Reserve Retirement Requires Work at Both Ends

HQ AFRES, ROBINS AFB, Ga. (AFRNS) — For the conscientious reservist, retirement is a long-range goal. It is an earned benefit that follows 20 years of satisfactory service (which requires you earn 50 points each year) with at least the last eight years in a reserve capacity, and wartime service if you were a reserve member of the armed forces before August 16, 1945.

Your reserve retirement is administered by the Air Reserve Personnel Center. Here is what happens when you qualify — an action notice is kicked out by the ARPC computer to the Retirement Branch. Your record is pulled and audited to make sure the requirements have been met. Once the data proves your eligibility, you are sent a "Notification of Eligibility for Retired Pay at Age 60" letter.

With recent changes in the Survivor Benefit Plan, you will have 90 days after receiving that letter to select an op-

(continued on page 7)

Building For Our JFK Heritage

by MSgt. Larry Lentz

Camelot—the two years, ten months and two days of the presidency of John Fitzgerald Kennedy. It was a time of a Berlin visit, a missile confrontation off of Cuba, of John-John and Caroline, of space exploration, and of a solitary walk down a Hyannis beach. It was a period of national optimism and pride. It was an era which ended in a brief moment one fateful day in Dallas.

For most, those memories of John Kennedy have grown dimmer with the passage of time. However, to workers at the Federal Records Center in Waltham, Mass., the days of JFK are more than a fond remembrance. Rather, recapturing and recording the life of John Kennedy has become their way of life. This month, after 16 years of persistence, their dreams become a reality when they open the John Fitzgerald Kennedy Museum and Library on the University of Massachusetts campus overlooking Boston harbor.

One of those workers who has been vitally instrumental in the preparations of the new library has been Peter Colerico, the museum's technician. When he is not surrounded by the 13,657 JFK artifacts at the center, he might be surrounded by his fellow Air Force reservists at Westover's 439th TAW. He's a master sergeant and the 901st MOBSFlt's first sergeant.

The Work Begins

Planning for a Kennedy memorial, one which would chronicle his career and times, actually began during the president's tenure. Kennedy had chosen a Harvard Square, in Cambridge, location and had planned a Harvard University teaching career. He would return to his alma mater after his second term's completion.

After the president's death and after years of debate and evaluation, the Harvard location was rejected. A more appropriate site, one which could accommodate the expected million visitors a year, was sought.

Sergeant Colerico reports that the museum's new seaside location was chosen because of Kennedy's love for the ocean. Outside the nine-story building, his sailboat, Victoria, will permanently sail the harbor breezes. Inside, two movie theatres and changing exhibits will trace the Kennedy leg-

acy and document his presidency. The fourth floor will house the files and books which open the Kennedy years to researchers.

During the building's construction, the collection of the countless documents, gifts, mementos and keepsakes began at the center by the museum's curator and long-time Kennedy aide,

Dave Powers. By 1966, he needed assistance and requested the full time help of Sergeant Colerico, a nine-year center employee. Since then, Powers, Colerico and 30 others have been preparing for the new museum and library complex.

(continued on page 7)



Sergeant Colerico and museum curator Dave Powers examine a model of a whaler made of ivory. The ship model, given to the president by Chairman Khrushchev, is valued at \$50,000. Behind them, the presidential seal, displayed at the Kennedy inauguration, dwarfs other JFK memorabilia.

Kennedy Museum . . .

(continued from page 6)

The Dream Takes Shape

"We've assembled many of the gifts given by world leaders to Kennedy while he was president," explains Sergeant Colerico. "For instance, there's a solid gold tea set presented by Russia's Khrushchev, and a marble replica of Michelangelo's Pieta given by Pope Paul in July 1963.

"But most of the items were donated after the president's death from his family and from people around the globe. We have 1,541 paintings and 289 busts of the president. There are more than 500 dolls and 100 pictures of the Kennedys drawn by children and even 34 walking canes ranging from very plain to those with ornately carved ivory handles. We'll even display some of the Kennedy clothes and even an American flag crocheted by an 83-year-old woman. It took her three years to complete it."

As museum technician, Sergeant Colerico accepts these gifts, catalogs them and maintains their inventory. In preparation for the new building, he has worked with Jacqueline Kennedy, other members of the Kennedy family and the museum architects designing the exhibit areas.

The new library's exhibits include many of the items from the Oval Office including Kennedy's desk, rocking chair, globe and telephone. The coconut Lieutenant Kennedy inscribed his S.O.S. message on during World War II will be shown as will the family bible used in the presidential inauguration.

The new library and museum will stand as a living memorial to the slain president, his life and accomplishments. It also represents the dreams and unceasing efforts of Sergeant Colerico and his colleagues. Because of their devotion, the age of Camelot will not be forgotten. Rather, the memory of John Fitzgerald Kennedy, like an eternal flame at an Arlington Cemetery graveside, will forever glow warm and bright.

* * * * *

October 1979
INTERNATIONAL ENERGY CONSERVATION MONTH

Don't let your guard reserve down — think and act energy conservation.



Although surrounded by the sailfish caught by President Kennedy, priceless paintings and photographs of the presidential family, the reproduction next to Sergeant Colerico's desk is that of his other "love" — a C-123K Provider.

Reserve Retirement . . .

(continued from page 5)

tion under SBP. One of your options is to decline SBP at that time. Your reserve career after that is up to you. You can retire at that time without pay if under age 60, continue your reserve participation if eligible, or even drop out of the Reserve and be discharged. It's your choice.

Now begins the wait for age 60 when the benefits really begin. It may be a matter of a few years or as much as 20, depending on when you began your participation.

Approximately six months before your 60th birthday is when you, as a retiree, really get involved again. The Retirements Branch will send you a pay packet. You'll get an application for pay, a TD Form W-4 for withholding tax, an inquiry as to where the check should be mailed, a final chance to make an option under SBP if you haven't done so, a completed point tally, and other documents.

If there are no hitches, eureka, you get that first check and you become an "Air Force retiree" at age 60, with all benefits accorded regular Air Force retirees.

That's the ideal situation and what happens most often, but there are sometimes hitches. Generally, they are caused by point discrepancies. When you get that ARPC total at 59-1/2, it should agree with your own records. If it doesn't, contact ARPC/Retirements Branch and furnish all documentation you have to substantiate your claim.

Evelyn Nordheim, Chief of ARPC's Retirements Branch, offers this advice to reservists: "I'd save a copy of every document that serves as a record for points. Build a portfolio that shows your complete participation. We can get your pay adjusted upward if you can prove you did participate. And those who choose to drop out after getting their Eligibility for Retired Pay letter should keep in touch with us. For instance, there may be some who elected discharge and are eligible right now to make an election under SBP, but we don't know where they are."

A reserve retirement with pay is an earned benefit. The ARPC will take every conceivable step to make sure that the paychecks begin on time. You can help by keeping in touch and documenting your participation throughout your reserve career.

Crossword Puzzle Answers

F	L	I	N	G	F	O	R	T	R	E	S
E	E	L	A	L	R	R	O	T			
P	A	S	S	L	I	D	I	E	A	R	
A	R	M	T	A	H	A	P	R	A		
S	A	E	X	I	T	E	D	P	T		
S	E	N	T	R	Y	R	H	O			
E	I	S	I	C	K	A	F				
N	O	I	S	E	T	U	O	N	T	O	
G	Y	P	Q	U	A	L	M	T	R		
E	T	H	U	N	D	E	R	B	O	L	T
R	T	I	A	S	M	R					
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Three's a Crowd As Inspectors Descend on Base

by SrA. Deborah Elliot

September's UTA was the time for Westover's units to be put under the microscope. Not only were there an ORI and an MEI going on, but a Health Services Management Inspection tripled the scrutiny we were under.

The HSMI team, headed by Lt. Col. John Vanherpen, inspected the 74th Aeromedical Evacuation Squadron and the 439th Tactical Hospital functions. The eight-man team from Headquarters Air Force Inspection and Safety Center, Norton AFB, Calif., began their inspection Friday morning. It ended with the customary out-briefings Sunday afternoon.

Both the 74th AES and the 439th Tac. Hosp. are medically related functions, and therefore have areas in common. The administration and documentation inspector inspected both units in this area. The other inspectors broke off into two groups in their respective specialty areas.

Basically, the ART program, OJT training, wartime posture, weight control, mobility management, organization and disaster preparedness plans were assessed. "The 439th Tac Hospital annual active duty training program is the best we've seen to date," said Maj. Raymond B. Lombardo, team chief, at the unit's out-briefing.

Each unit received an unofficial record of the team's findings at the out-briefing. The official report will be sent in three to four weeks.

Mobile Aerial Port Squadrons Undergo MEI

by SrA. Deborah Elliot

While the 439th TAW's operational readiness inspection was going on full-speed ahead in the middle of hangar 9, the 58th and 59th Mobile Aerial Port Squadrons were busy with their own inspection—a management effectiveness inspection.

A team of six visiting MAC MEI inspectors split up into two groups to see just how well the two squadrons were operating. The morning inbriefing of-

ficially kicked off their inspection, although work had begun Friday night.

Listed on each inspector's roster were four main categories to be checked. They were the unit's management, its self-evaluation and cross-tell program (whereby a unit's inspection deficiencies are circulated Air Force wide as a warning to other units), a loading exercise and its academic training.

The merit of each category was assembled mainly by checking records and going over procedures with assigned personnel. "This is principally an administrative inspection," says MSgt. Jerome Palko, 58th MAPS AFRES advisor. "We are doing the same job we have been doing all along, but now we are being graded on it."

The visitors sat in on each unit's classroom instruction and evaluated its presentation and content. Although the loading exercise was not carried out because of ORI requirements, the paperwork and everything else involved with the exercise was examined.

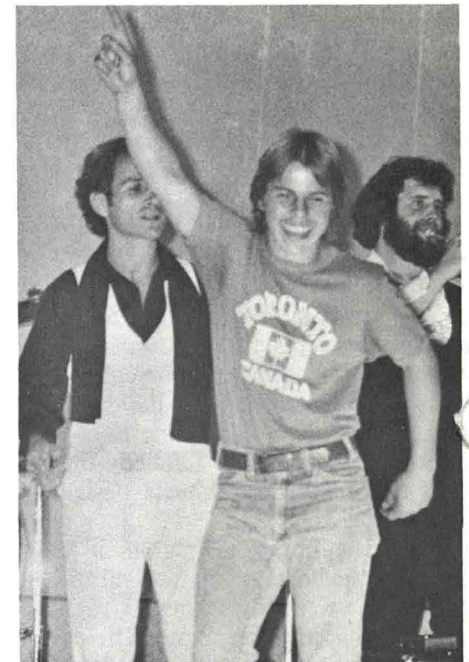
"I don't perform any differently during an inspection," says MSgt. John Brady, 59th MAPS OJT manager. "It's not that I take these inspections lightly—don't misunderstand me—I do my best. When one of the inspectors wants to go over OJT records, I'm more than available. The difference is I don't sit and wait nervously for that time to come."

MSgt. Romuald Lankosz, the MAC advisor for both squadrons and the two MAPFs, said, "Being new to this outfit, I'm thrilled to death with their performance; they're very proficient in their jobs. The flights were also exceptional in their ORI support."

MSgt. Virginia Upham, AFRES advisor, participating in her first such inspection, was also impressed with the showing of the squadrons. "The in-

spectors were outstanding," she told us. "Our people responded very well to the inspection, and wanted to prove what they could do. I hadn't realized the inspectors were so thorough. They even took time to explain everything and gave them pointers. They showed interest in the units and convinced me they weren't here to hurt anyone."

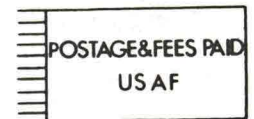
"This inspection was a thorough one," remarked Col. Kenneth C. Stevens, Jr., 59th MAPS commander. "The outbriefing on Sunday afternoon bore out the fact we have two top-notch units."



Steve Romankiw performs an impromptu disco routine at the base theatre during a show featuring the Spiral Starecase on Sept. 19. Behind Steve is Michael Anthony, leader of the Starecase. The group is on tour under a six-month contract with the Air Force. Steve is the son of Sgt. 1st Class Peter and Mrs. Judy Romankiw of 58 Mellinger Lane, Westover AFB. His father is serving a tour at Heidelberg in Germany.

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