



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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Wing Plays Key Role in REFORGER '80

story and photos
by SSgt. John W. Spencer

On a cold, windy Sept. 10th morning, Westover's Advance Support Team (ADVON) reported for duty at Echterdingen Army Airfield, Stuttgart, West Germany.

The team's arrival marked the beginning of a three-week combat support exercise involving members of the 439th TAW as part of REFORGER 80. REFORGER, which stands for the Return of Forces to Germany, is an annual joint Army, Navy and Air Force operation where military units are transported from the United States to Europe and returned. The purpose of the exercise is to enhance military training, while demonstrating the continuing resolve of the United States to reinforce North Atlantic Treaty Organization military commands in a possible crisis situation.

At first glance, the facilities at Echterdingen appeared an unlikely spot to accommodate 120 wing personnel scheduled to arrive there. It is a small post and most of its facilities — flight operations, security police, closet-sized PX and snack bar, dining hall, and Snoopy's, the post consolidated open mess — were clustered around the flag pole.

About five years ago, the U.S. Air Force left Echterdingen and turned the operation over to the Army's 223rd Aviation Battalion. Since then, it has functioned as the only air facility in the world where the U.S. Army is solely responsible for all military air operations. Military aircraft such as Mohawks, VIP — Beech Queen and King Aires, T-39s and combat helicopters

share the runway with the busy Stuttgart International Airport on the opposite side of the field.

The task of the 27-member ADVON was to prepare the way for the smooth transition of personnel, equipment and aircraft which would comprise the newly-formed Det. 1, 439th TAW (Prov'l). Office space, desks, typewriters, telephones and miscellaneous supplies were secured. Communications were established with various military units scattered throughout the Stuttgart area. Time was short, for within a day and a half, a C-130B from Westover would land with support personnel and equipment.

Army SFC. Gene Glasscock, the air-

port manager, offered his assistance and soon nearly everything needed to function efficiently had been scrounged. Six tents were erected for maintenance support. Vehicles were gathered for shuttle and taxi transportation, and billeting assignments were made. SMSgt. Julian L. Robbins of the 914th TAG coordinated dining hall operations. A small dispensary was readied by Lt. Col. (Dr.) Warner E. Jones, (flight surgeon) and Capt. Ethel Harris, flight nurse.

At sunset on Sept. 12, the first C-130B rolled to a stop on the Echterdingen ramp. Buses met arriving support personnel and rushed them to the

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Support team members gather their luggage upon arrival on a Westover C-130B at Echterdingen AAF.

Ready (?) Reservist Delivers Daughter

by TSgt. Mark LaFrancis, 905th CF

SSgt. Art Guterrez of the 905th Communications Flight knows the true meaning of the adage "children can't wait."

The telephone switching equipment repairman helped deliver his daughter, Melissa, in his Rutland, Mass. home on Aug. 9.

His role as mid-wife began around 4:34 a.m. when his wife Barbara called for his help. Labor had started, and it soon became apparent the baby's arrival was imminent.

"We were ready to go to the hospital, but we knew we'd never make the 40-minute drive." So after telephoning his wife's doctor and the paramedics, Guterrez called his mother-in-law, Libby Janes. "I never even delivered a farm animal, but my mother-in-law had," he said.

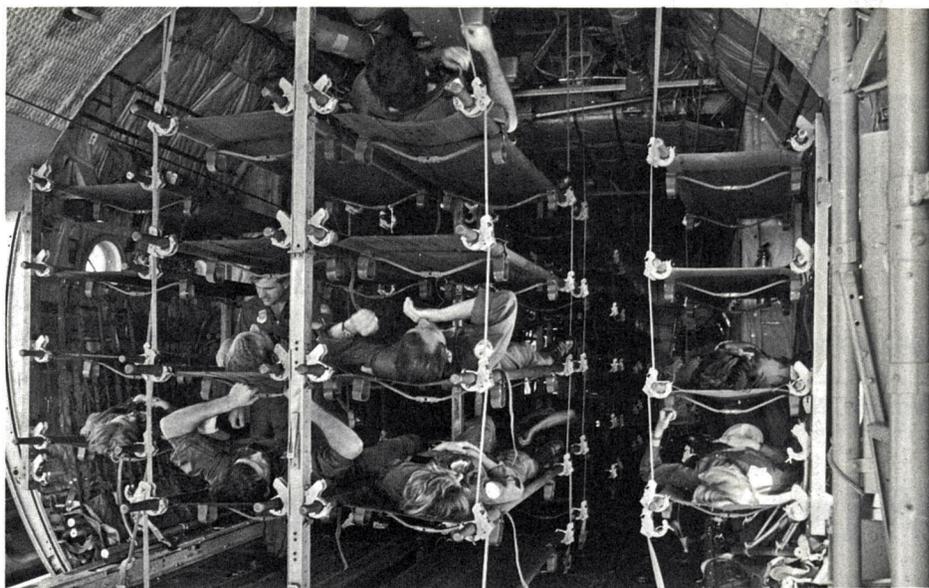
"The paramedics would have taken about 15 minutes to arrive, so we decided, or rather, the baby decided, not to wait," he added. "We remained calm and did what was necessary. All of a sudden, the baby arrived. It was a beautiful feeling, but I was a nervous wreck afterwards."

Fortunately, both Barbara and her 7 pound, 10 ounces daughter were in better shape, both being pronounced healthy by Barbara's doctor the next day.

Briefs

Col. Arthur G. Carroll died of a heart attack Sept. 28 while playing tennis near his home in Rocklin, Calif. Carroll was the former commander of the 89th Fighter Bomber Wing and the 94th Troop Carrier Wing at Hanscom AFB, Bedford, where he served with many members of the 439th TAW.

Travel to and from Westover with a friend. Share expenses and a few laughs along the way. The Patriot will list **Rides Wanted** and **Riders Wanted**. To add your name, home town and phone number, call TSgt. David Gundersen at Ext. 2001 during the UTAs.



Members of the 74th AES play the role of patients during training conducted for the first time in a fully-configured C-130. Completely set up, the aircraft accommodates 72 litters. (Photo by TSgt. Marshall Hathaway)

Mock Nuclear Attack Staged at Westover

by Amn. Paul Graveline

Westover's ability to survive a nuclear attack was tested on Sept. 25 by the base evaluation team.

All units functioned satisfactorily during the readiness exercise, according to John Wilson, chief of disaster preparedness.

The "Base-Wide Attack Response Exercise" was divided into three phases — pre-attack, trans-attack and post-attack.

The pre-attack phase simulated a deterioration of relations between the U.S. and the Soviet Union, which initiated the mobilization of participating units in preparation for an attack.

In the trans-attack phase, destruction of facilities from nuclear blasts and the paralyzing effects of nuclear fallout were simulated.

The post-attack phase emphasized protection of personnel and the recovery and restoration of base facilities and utilities.

Spicing up the exercise were simulated terrorist activities: a bomb blast in a hangar, a chemical mortar attack on aircraft and a kidnapping of personnel.

Wilson said future disaster preparedness exercises will concentrate on getting all Reserve personnel involved in the main stream of training, so they'll have the ability to survive and carry out their assigned missions.

To achieve this goal, Wilson said the base Reserve population will be heavily involved in nuclear, biological and chemical training during the 1981 UTAs. He expects all Reservists to be issued their own ground ensemble suit, to be worn during certain exercises.

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Base Commander

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Capt. David J. Keefe

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Base Public Affairs Officer

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Working on Space Suits Suits Colonel Just Fine

by Capt. Rick Dyer

When NASA's shuttle Enterprise is launched next March, Lt. Col. Theodore H. ("Ted") Beck will be taking a keen interest in what the crew members are wearing.

It's not that Colonel Beck, who recently retired from the Air Force Reserve after serving as the 439th Tactical Airlift Wing's chief of plans, is a spaceage Christian Dior or Pierre Cardin. It's just that in his civilian job as an assistant project engineer at Hamilton Standard in Windsor Locks, Conn., he has spent the past several years working on the space suit which the shuttle personnel will wear outside their vehicle.

The colonel has been involved with the design and construction of life support systems for the suit, or extra-vehicular mobility unit (EMU) as it is known, since 1978.

"The space shuttle crews will be working outside the spacecraft conducting tests and performing construction tasks, and the EMU is designed to protect them and to enable them to function in the outside environment," Colonel Beck said.

"I've been primarily involved with the testing of the life support and environmental aspects — things like oxygen and cooling systems which must be built into the suit," he said. "This project requires an EMU that will give the crew greater mobility outside the spacecraft, and that is one of the areas on which we've done extensive work," he added.

Colonel Beck has spent his entire adult life working with aircraft or space projects.

He was commissioned from the ROTC program at the University of Missouri in 1952, and earned his pilot's wings in 1954. From 1954 until 1957 he served on active duty and flew B-25 bombers as an instructor pilot.

Colonel Beck joined the Air Force Reserve in 1958. He served first with the 73rd Tactical Airlift Squadron at Scott AFB, Ill., and then with the 337th TAS at Bradley Field and Westover. He's logged more than 2,000 flying hours as a C-130 pilot.

Prior to working on the space shuttle program, the colonel's civilian employment included testing the fuel control for the F-100 engine used in the F-15

and F-16 fighters, and the development of testing equipment for the life support systems used aboard lunar modules during the Apollo moon missions.

"We started conducting tests of the life support equipment for the moon shots back in 1962," he said.

The support systems on which he worked figured in saving the lives of three Apollo 13 astronauts when an explosion occurred in the spacecraft during a moon mission. The lunar landing was scrubbed, but the Apollo crewmen returned to earth unharmed.

"The astronauts were very grateful for the work which we did on those life support systems, and one of them, John L. Swigert, Jr., actually came to Hamilton and presented us with silver "Snoopy" tie tacks as tokens of the crew's appreciation," he recalled.

Although Colonel Beck is retiring from the Air Force Reserve, he'll still be very much involved with aviation on a daily basis at Hamilton Standard. "We'll continue working on the shuttle project into 1981, and who knows what will develop after that," he said. "I'm sure, however, that it will involve some type of space or aviation engineering."

Although he's worked with NASA for the past two years on the space shuttle program, and before that on Apollo mission, the veteran pilot and engineer doubts he'll ever have the chance to fly aboard the Enterprise.

Air Force Advisor Assigned to Base

Maj. Thomas J. Vining has been named Westover's new senior Air Force advisor.

A C-130 flight examiner and 15-year Air Force veteran, Major Vining fills the position recently vacated by Lt. Col. Kermit Pruyne.

Prior to coming to Westover, the major served a four-year tour of duty with the 616th Military Airlift Group at Elmendorf AFB, Alaska. The veteran pilot has had seven years tactical airlift experience.

As senior Air Force advisor, Major Vining served as the active duty on-scene liaison between the 439th Tactical Airlift Wing and the Military Airlift Command. He is assigned to the 317th Tactical Airlift Wing at Pope AFB, N.C.

Major Vining said he volunteered



Lt. Col. Theodore Beck inspects the space suit which will be worn next March by crew members aboard the space shuttle, Enterprise. (Photo courtesy of Hamilton Standard Division, United Technologies)

"I expect that it will be a long while before they'll let the general public participate in space shuttle flights," Colonel Beck said, "But of course, I'd love to fly on it. It would be a great ride."

for this assignment for the chance to live in New England, and for the challenge of a new and different job experience.

The major, who prefers to be called by his middle name, Jerry, will live on base with his wife, Binkey, and two daughters, Katrina, 11 and Alicia, 8.

His predecessor, Colonel Pruyne, left Westover Sept. 26 for an assignment with the 38th Tactical Airlift Squadron, Rhein Main AB, Germany.

Our condolences are extended to the family of **MSgt. Clarence Jackson**, a flight engineer with the 901st CAMS, who passed away on Oct. 6. He had been a member of the Air Force and the Air Force Reserve for almost 32 years.



Chief navigator of the 731st TAS, Lt. Col. Louis J. Siroy, points out drop zones to crew members during preflight briefing.



Loadmaster TSgt. Richard J. Kirkem shuts cargo door prior to takeoff on REFORGER mission.

Reforger '80 . . .

(continued from page 1)

dining hall for a hot meal and a quick briefing. Aerial port troops quickly offloaded the aircraft. Within two hours of touchdown, the support personnel — drivers, mechanics, administrative clerks and cooks — from the 439th CSG and 914th TAG checked into their contract quarters in Boblingen and Stuttgart.

The next morning, Echterdingen AAF was a beehive of activity as 74 skilled Air Force Reservists invaded the quiet Army facility. Det. 1, 439th TAW (Prov'l.) comprised of Reservists from Westover, Niagara Falls International Airport, N.Y., Greater Pittsburgh International Airport, Pa., and Richards Gebaur AFB, Mo., was in full operation.

At nightfall, another C-130A from the 934th TAG at Minneapolis-St. Paul Municipal Airport arrived with equipment and support personnel. Within two hours, the first Provider contacted Stuttgart tower for landing instructions.

As the mission commander's aircraft taxied in, Maj. Gen. Thomas A. Diab's two-star plaque was prominently displayed on the cockpit window. Lt. Col. Louis Paskevicz, C-123K mission commander said, "The 4,000 mile journey was very pleasant and uneventful. General Diab helped ease the flying burden by serving as pilot during a large portion of the North Atlantic crossing." General Diab's duty assignment is mobilization assistant to the deputy chief of staff for operations, HQ, MAC; he flew with the 439th as MAC mission observer.

By 9 p.m., all four C-123Ks from Westover were silhouetted against the darkened West Germany sky. The final contingent of 29 crew members and 16 maintenance personnel had sped through the indoctrination process. Before midnight, all four Providers had been stripped of their extra overwater equipment, refueled, turned around and were ready for the next missions.

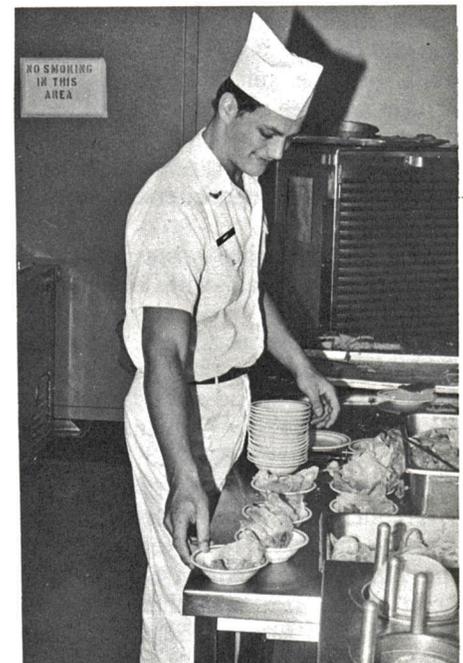
CMSgt. Charles C. Fusco of the 901st CAMS and maintenance supervisor for REFORGER, proudly said, "Since the C-123Ks are more than 20 years old, our job was very critical. Preparing the C-123Ks for the 8,000 mile round trip across the North Atlantic meant installing two benson tanks, two drop tanks, a 50-gallon drum of oil with capability to transfer oil in flight, and adequate prop oil in addition to standard equipment and required overwater life support gear. Even with the extra fuel, the Providers had to be refueled at St. John's, Newfoundland, and at Lajes AB, Azores."

All the planning and preparation moved into the action phase at 8 a.m. Monday, as the first C-124K began winding up. The roar of engines reverberated off the small cluster of buildings. For six days and nights, Westover's C-123Ks took part in low-level special operations including short takeoffs and landings, and container and personnel airdrops.

From Sept. 15 through Sept. 22, Westover's C-123Ks flew a total of 81 sorties in 80.4 hours. Det. 1, 439th TAW (Prov'l.) completed 51 personnel airdrops and 37 troop airdrops. Four Providers airdropped 68.14 tons of equipment, and airdropped 15:32 tons.

The ideal weather helped make the exercise perfect — 29 missions scheduled, 29 missions successfully completed!

"The small squadron of C-123Ks crossed the North Atlantic in about 25 hours during the deployment, and 33 hours for the redeployment," Lt. Col. Haven D. (Bud) Gorman, chief of maintenance, said. "Precautionary HC-130 Duckbutt aircraft support was provided by the 39th Aerospace Rescue and Recovery Service out of Eglin AFB, Fla. Their HC-130 supported the four Providers during the overwater



A1C Dana E. Lambert makes himself feel right at home in the Army's dining hall at Echterdingen, where 439th TAW and 914th TAG Food Service personnel worked side by side with the Army cooks.

routes and provided navigational assistance, weather reconnaissance and other services.

"Maintenance personnel did an excellent job," Colonel Gorman added. "No missions were missed, and we had a 100 percent operational ready rate. In fact, we didn't even have to make a single schedule change because of a maintenance problem. Eight additional crew members flew on the deployment and redeployment, two on each aircraft. Their job was to maintain, pre-flight and turn the C-123Ks around at each of the enroute locations."

439th TAW Assistant Deputy Commander for Operations Lt. Col. Arthur J. Sorenson stated, "One of the least visible but most significant of the 731st TAS efforts was the amount and quality of planning done by squadron members in preparation for the deployment. The results of their planning were very apparent. This was undoubtedly one of the best organized and most smoothly run missions ever."

Brig. Gen. Donald E. Haugen also had praise for the unit's air operations. "If I were an Army man in the trenches or moving fast along the front lines, and I needed resupply — quick and dirty — I'd look for the C-123K," he said. "There are some things a Provider can do better than a C-130, and the kinds of missions flown by the 731st during REFORGER 80 demonstrated that."

Colonel Paskevich praised both the Provider and personnel when he said, "The C-123K is unbeatable for delivering troops and supplies to forward combat areas by airdrop and ground delivery. The STOL aircraft can go nearly anywhere to support a great variety of airlift operations. REFORGER 80 helped NATO test the feasibility of landing transport aircraft on unimproved airstrips and short fields. It offered 439th TAW personnel a great opportunity to demonstrate the readiness and competence of an Air Force Reserve flying unit. There are hundreds of airfields in Europe which are only open to aircraft such as the C-123K.

"We set two new records — the first was 100 percent of missions scheduled, departed on time, more than any other aircraft unit participating in the REFORGER 80 exercise. The other was that C-123Ks airdropped 36 container delivery system bundles, 850 pounds each, more than any other REFORGER group in history."

Storm Brings Flashy End To REFORGER Support

by TSgt. Marshall Hathaway

It was a full-fledged Hollywood electrical storm — like something you'd see in a Frankenstein movie.

Chain lighting streaked above Westover at rapid intervals, silhouetting a line of MAC Starlifters on the East ramp. It was an unusually violent thunderstorm for the Westover area, and more closely resembled a storm associated with the mid-West.

Thunderclaps sent vibrations through base nose docks and lightning bolts blazed, appearing to hit the ramp and the main runway. At times, the entire base was illuminated by networks of streaks that stretched across the entire horizon. Suddenly, the light from the sky was the only light. The entire base, except for a few buildings with emergency power, was hit with a three-hour blackout.

Shortly before the storm moved in, eight C-141s carrying 600 82nd Airborne troops, landed here at ten-minute intervals. They were on their way to Germany to participate in REFORGER '80. The lead plane was piloted by Maj. Gen. Thomas Sadler, 21st AF commander. Maj. Gen. Guy Maloy, 82nd Airborne commander, was a passenger.

The Starlifters were scheduled to refuel at Westover and continue to Germany where the Army members would be airdropped. Refueling operations were in progress when the storm became imminent. Takeoff was to be at 1:05 a.m. and it was already past 11 p.m. Three C-141s remained to be fueled — the storm could delay the mission.

General Sadler stood outside base operations, surveying the sky with serious concern. Suddenly he spoke into his radio, "Fuel 'em!"

Then came the power failure. Navigational aids, tower equipment and runway lights went to emergency power. The operation went on. Army troops, who had waited out the refueling, boarded in the dark, and in driving rain.

At exactly 1:05 a.m. the eight aircraft thundered down Westover's main runway at 30 second intervals. When the last transport lifted off, a crowd of MAC ALCE team members, base officials and just spectators applauded and cheered — the rain had reduced to a steady drizzle and Westover's job was done.

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Maj. Gen. Thomas Sadler, 21st Air Force commander, left, pauses at Base Operations during REFORGER refueling operations. Brig. Gen. Donald E. Haugen, 439th TAW commander, right, chats with Maj. Gen. Guy Maloy, 82nd Airborne Division commander. (Photo by TSgt. Marshall Hathaway)

Annual Charity Drive Underway at Westover

The Combined Federal Campaign at Westover ends on Nov. 14, and campaign coordinator George Copeland hopes this year's charity appeal will be one of the most successful held on base.

Copeland, a disaster preparedness technician, said civilian and active duty employees at Westover are being solicited for contributions during the six-week drive in order to raise funds for numerous charitable organizations.

"We are working in conjunction with the United Way of Chicopee, and we hope every employee will consider

giving through the payroll deduction plan," Copeland said. "It's a painless way to help so many people."

He added that a recent change in the campaign's rules also enables donors to earmark their contribution for a specific charity, if they wish.

"We hope that those who haven't already given will do so prior to the 14th," Copeland said.

Col. J. Frank Moore, base commander, is serving as the overall chairman of the Combined Federal Campaign.

Commander's Call Honors Group Reservists

Base Commander J. Frank Moore presided over the October Commander's Call, in which Reservists of the 439th CSG were recognized for their varied efforts and numerous achievements.

Colonel Moore began by presenting the Air Force Commendation Medal to **Lt. Col. Joseph F. Hellauer, Jr.** of the 439th CSG, who distinguished himself as base executive officer from July 1979 to June 1980. His outstanding professional skill aided in identifying problem areas in the field of executive command, and in developing and implementing research projects capable of solving these problems.

Colonel Hellauer also received a certificate recognizing him as an Honorary Air Force Recruiter. A letter accompanying the certificate cited his constant efforts in referring prospective Reservists, which has greatly aided the recruiters in meeting their assigned goals.

Also receiving Air Force Commendation Medals were:

Lt. Col. Walter H. King, Jr., of Headquarters, Air Force Reserve, for meritorious service as base disaster preparedness officer at Westover from June 1975 to September 1980. Colonel King's willingness to perform beyond his normal duties aided in the attainment of a high state of readiness of the disaster preparedness program.

MSgt. Glendon S. Bemis of the 439th CSG, who distinguished himself as group training monitor from May 1978 to June 1980. Sergeant Bemis' professional knowledge in the field of training aided immeasurably in identifying and rectifying problem areas in his field.

TSgt. Paul H. Crespo of the 905th Communications Flight, who distinguished himself as telecommunications operations specialist and telecommunications operations supervisor from July 1975 to December 1979. His professional skill and knowledge helped maintain his unit's requirements and the development of its communications operations capability.

SSgt. George W. Caulton of the 58th MAPS, for meritorious service as air transportation supervisor, cargo processing section, from Sept. 1977 to May 1980. Sergeant Caulton's superior knowledge of transportation systems contributed directly to the numerous accomplishments of the 58th MAPS.

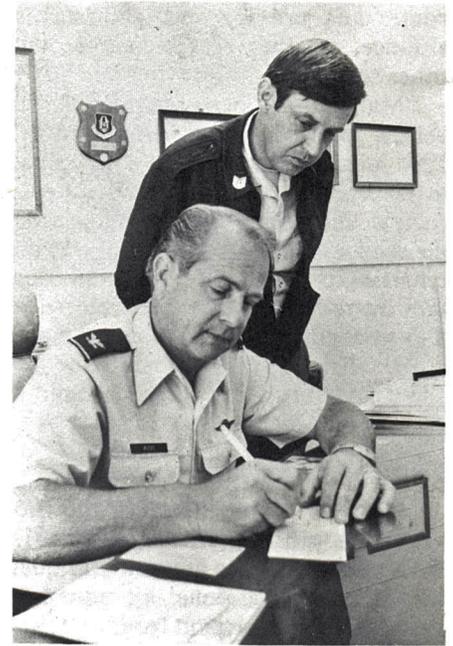
Hot Wiring Foils Flick

The Westover base theater was evacuated when its movie projector's electrical wiring caught fire shortly before the start of the October UTA's Saturday night movie.

Approximately 200 patrons were told to leave the building about 7:30 p.m., as a safety precaution, according to Westover Fire Chief Haskel Jenkins. The minor fire was confined to the projector itself.

The moviegoers left the building in an orderly way when told mechanical problems would prevent the movie *Apocalypse Now* from being shown. Ticket money was refunded.

Theater management said the Sunday, Oct. 5 show was cancelled because of the damaged projector.



Col. J. Frank Moore, base commander, fills out his Combined Federal Campaign card with campaign coordinator MSgt. George Copeland. (Photo by TSgt. Marshall Hathaway)

Civil Engineering Employees Honored

Two Civil Engineering employees were recently honored for outstanding service during the month of September.

Helen Lemiech of the Cost Accounting section was named "Employee of the Month" for her work as accounts maintenance clerk. Roger Martin of the Liquid Fuels section was also cited for his outstanding contributions during the REFORGER exercise.

Outstanding Units Recognized

DOBBINS AFB, GA. — Three 14th Air Force units have been awarded Air Force Outstanding Unit awards, Brig. Gen. James E. McAdoo, 14th Air Force commander announced. The units, which are all repeat winners of the Air Force's top peacetime award, are the 31st Aeromedical Evacuation Squadron at Charleston AFB, S.C.; the 302nd Tactical Airlift Wing at Rickenbacker, ANGB, Ohio; and the 514th Military Airlift Wing (Assoc) at McGuire AFB, N.J.

**PROMOTIONS**

Lt. Col. Maria J. Camperlengo
 Lt. Col. Walter C. Holliday
 Lt. Col. Jean P. Oslin
 Maj. Rachel E. Fraleigh
 1st Lt. Laverne Cholewa
 1st Lt. Armand P. Tourangeau
 SMSgt. Lawrence B. Lose
 MSgt. Barbara A. Bender
 MSgt. Edward J. Lacroix
 TSgt. Allen G. Alward
 TSgt. Mark D. Baker
 TSgt. Arthur E. Carpenter
 TSgt. George W. Caulton
 TSgt. Howard F. Cormier
 TSgt. Carl Y. France
 TSgt. David F. Hawkins
 TSgt. James Hniedzijko
 TSgt. Edward T. Kolodjay
 TSgt. Galen M. LaFrancis
 TSgt. Raymond P. Lakota
 TSgt. Donald G. Lariviere
 TSgt. Louis P. Lizotte, Jr.
 TSgt. Randy J. Malek
 TSgt. Janet R. Malouin
 TSgt. Arnold L. Martin, Jr.
 TSgt. Karen S. Martin
 TSgt. Kevin M. Murphy
 TSgt. Phillip H. Raymond
 TSgt. Brian M. Vesper
 TSgt. Marlene B. Wilson
 SSgt. Frank C. Agiato
 SSgt. James M. Fayer
 SSgt. Kathy G. Gasaway
 SSgt. Roland F. Gregoire
 SSgt. Maureen G. Haddock
 SSgt. George L. Hoagland
 SSgt. George J. Nalesnik
 SSgt. Jor H. Ohlin
 SSgt. Robert A. Parrott
 SSgt. Daniel W. Plawecki
 SSgt. Shirley Scarafoni
 SSgt. Allen R. Tomlinson
 SSgt. Jeffrey Treganowan
 SSgt. Pamela A. Vogel
 SSgt. Gary W. Watson
 SSgt. Bruce W. Wilcox
 Sgt. Brian R. Alix
 Sgt. Deborah A. Cary
 Sgt. Ronald G. Chevalier
 Sgt. Dennis Cierpial
 Sgt. Robert A. Crotto
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 Sgt. Lawrence Garwacki
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 Sgt. John H. Leonard
 Sgt. Robert McLaughlin
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 Sgt. Lionel N. Paul

Sgt. Lee B. Pearsall
 Sgt. Edward J. Wall
 Sgt. Susan M. Vitolo
 SrA. Michael V. Critelli
 SrA. Daryl G. Jamieson
 SrA. Simone E. Kapinos
 SrA. Marcia M. Keedy
 SrA. Scot P. Padgett
 SrA. Diane M. Spenard
 SrA. Donna M. Stewart
 SrA. Henry R. Talbot
 SrA. Steven F. Thorn
 SrA. Jeffrey W. Urbank
 SrA. Dannie J. Webster
 A1C. David A. Archibald
 A1C. Mark D. Bernier
 A1C. Paul E. Borek
 A1C. Wayne E. Britto
 A1C. Magdalene N. Brown
 A1C. Annafred B. Chapman
 A1C. Sondra T. Dixon
 A1C. Timothy J. Donnelly
 A1C. Timothy J. Foley
 A1C. Geoffrey M. Gelinas
 A1C. Rogelio E. Gibb
 A1C. Stephanie E. Henry
 A1C. David C. Huffman
 A1C. Gary A. Kelly
 A1C. Ellen R. Klimm
 A1C. Antoinette Roberts
 A1C. Michael F. Walton
 A1C. Regina A. Wheeler

REENLISTMENTS

CMSgt. Paul N. Dube
 CMSgt. Peter L. Marchese
 CMSgt. Anthony L. Palmieri
 MSgt. Theodore C. Martin
 TSgt. John A. Dejnak, Jr.
 TSgt. James R. Gauthier
 TSgt. Theodore T. Grace
 TSgt. Donald J. Hamel
 TSgt. Herbert H. Humphriss
 TSgt. Richard J. Kirkham, Sr.
 TSgt. Gerald Podkowka
 TSgt. Robert W. Schofield
 TSgt. Charles E. Woodruff
 SSgt. Charles F. Bemis
 SSgt. Gary J. Brougham
 SSgt. John A. Caldafone
 SSgt. Daniel J. Carr
 SSgt. Kenneth A. Hackett
 SSgt. Steven R. Hoadley
 SSgt. Robert John Kazalski
 SSgt. James A. Lacroix
 SSgt. Daniel V. Larue
 SSgt. John P. Mailo
 SSgt. Steven J. McCauslin
 SSgt. George C. Murray
 SSgt. Thomas M. O'Brien
 SSgt. Louis R. Poirier
 SSgt. William E. Slifka
 SSgt. Marlene B. Wilson
 SSgt. Robert A. Wise
 Sgt. Peter A. Nikonczyk
 Sgt. Paul W. Rondeau
 Sgt. Kenneth M. Squier
 Sgt. Paula M. Tinnemeyer
 SrA. Deborah A. Cary

SrA. Marcia M. Keddy
 SrA. Peter F. Nuzzi

ENLISTMENTS

TSgt. Kenneth L. Jones
 TSgt. Linda J. Kinash
 TSgt. Richard A. Silvestro
 SSgt. Robert J. Andreoli
 SSgt. Gerald E. Barron
 SSgt. Louis A. Capuano
 SSgt. Donald C. Cherry, Jr.
 SSgt. James E. Foley
 SSgt. William X. Forget
 SSgt. Edward J. Goodfield, Jr.
 SSgt. John H. Hart
 SSgt. Richard E. Herman
 SSgt. Henry S. Johnson
 SSgt. Gilles R. LaPointe, Sr.
 SSgt. William O. McGhee
 SSgt. Robert N. Olsen
 SSgt. John A. Potter
 SSgt. Albert J. Rivers
 SSgt. Richard N. Roy
 SSgt. Derrick M. St. Thomas
 SSgt. Wade W. Tate
 Sgt. Reynold L. J. Albert
 Sgt. Allen T. Barnes
 Sgt. Joseph J. Breton
 Sgt. Timothy C. Brown
 Sgt. Henry Coleman
 Sgt. James H. Doyle, Jr.
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 Sgt. Gerald J. Greene
 Sgt. Edwin A. Holtz
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 Sgt. Raymond L. Kenyon
 Sgt. Harry R. Knowlen
 Sgt. Kenneth W. Konarski
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 Sgt. John D. Lichtler
 Sgt. Thomas M. Morris
 Sgt. Frankie C. Pierce
 Sgt. David C. Pierrepont, Jr.

Sgt. George H. Porter
 Sgt. Gary D. Quirk
 Sgt. Randy A. Sawtelle
 Sgt. Harold A. Shaw
 Sgt. Marvin Elton Spooner
 Sgt. James H. Swotchak, Jr.
 Sgt. Donald R. Talbot
 A1C. Mark S. Alaji
 A1C. Earl C. Arsenault
 A1C. George Graham, Jr.
 A1C. Charmaine A. N. Grey
 A1C. David S. Hess
 A1C. Doreen M. Hocter
 A1C. Menzo Mims, Jr.
 A1C. Thomas J. Pelkey
 A1C. Alberta M. Ross
 A1C. Richard J. Ruddock
 A1C. Thomas J. Terbush
 AMN. Richard J. Toomey
 AB Kim M. Chagnon
 AB Suzanne C. Gaffney
 AB David B. Gagnon
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 AB Linda L. LaFever
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 AB Lorraine Lombardo
 AB Frank A. Manegio, Jr.
 AB Cheryl A. McCormick
 AB David C. Mendonsa
 AB Judith R. Miller
 AB Virginia G. Pelletier
 AB Karen S. Reader
 AB Donald L. Reynolds
 AB Kimberly J. Richards
 AB John J. Rose
 AB Helen M. Ruiz
 AB Charles E. Samples, Jr.
 AB George L. Smith
 AB Kurt T. Toomey
 AB Lawrence S. Warner
 AB Guy F. Waterman



Maj. Peter November, staff procurement officer, center, opens a bid for building the vehicle maintenance parking lot. Witnessing the opening are, from left, Josephine Wegrzynek, purchasing agent and LeRoy Clink and John Hoar from Base Civil Engineering. With his back to the camera is E. W. Berestka, representing the B & M Construction Co. of Hadley, the successful bidder. (Photo by SMSgt. Clayton Gallant)

Recruiter's Enlistment Was "Relatively" Easy

by SSgt. John W. Spencer

TSgt. Robert Hartung obviously believes in taking his work home with him.

The sergeant, an Air Force Reserve recruiter at Westover, proved that recently when he recruited his wife, Georgia.

"It all started when Georgia asked me about the Armed Forces Vocational Aptitude Battery Test and wondered if she could pass it," Sergeant Hartung said.

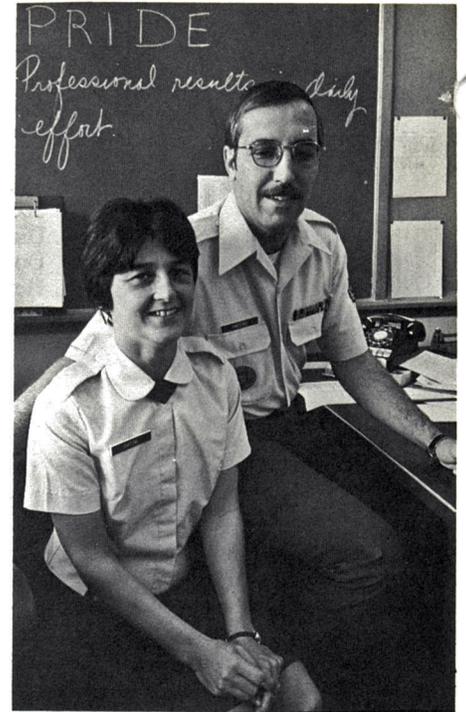
Georgia breezed through the aptitude test, and also scored well on the examination for administrative specialist. Before you could say "Lackland"

she was off to basic training.

Georgia was enlisted under the "Stripes for Skills" program which enables qualified non-prior service enlistees to gain three extra stripes for experience or training beyond high school, which is directly related to their Air Force specialties.

After six weeks of basic training and 42 days of on-the-job experience with the 439th Combat Support Group's administrative section, Georgia will be promoted to senior airman.

The Hartung family now boasts two blue uniforms, and, by the time Thanksgiving rolls around, they'll have a combined total of eight stripes.



AB Georgia and TSgt. Robert Hartung

first time, after a takeoff from the U.S., that troops were airdropped directly into Europe. It was also the first time since World War II the 82nd Airborne operated in Europe.

Reforger Support . . .

(continued from page 5)

The action marked the end of Westover's on-base support of REFORGER, although members of the 439th were still in Germany directly involved with the exercise. From Aug. 31-Sept. 19, 192 REFORGER support aircraft, 176 of which were C-141s, were serviced here by base and MAC ALCE personnel.

Westover's fuels section set a record, pumping 2,296,793 gallons of JP-4 fuel. For the time period involved, it was the largest amount of fuel loaded

in the 40-year history of Westover, including the periods when it was a Military Air Transport Service and Strategic Air Command facility. The tonnage that passed through the base was 1,080.7, and 6,100 passengers were processed.

Westover was also a cog in military history. That dramatic flight of those Starlifters during the storm marked the

Base Second in Fuels Management

Westover's Fuels Management Branch was the second place winner of the 1980 AFRES-wide American Petroleum Institute awards competition for top fuels management organization.

Westover's Fuels Management Branch and the Willow Grove Air Reserve Facility, Pa., tied for the number one position after information collected during previous inspections was reviewed by HQ AFRES. To break the

deadlock for the number one unit, a tiebreaker inspection was ordered.

The two bases were visited in late September, with all aspects of the fuels management operation reviewed by the on-site inspectors.

After deliberation to determine a difference between the closely matched Pennsylvania unit and Westover, Willow Grove was declared the winner, and Westover was given the runner-up award.

Tag Sale Treasure Bought for a Song

It will never make the "Top 40," but Westover has been immortalized in song.

The song, entitled the "Westover March," was written and scored by Owen T. Durant of Springfield in 1940.

The lyrics praise the then "Westover Field" as a "place that will help protect us against all enemies that be."

Base officials became aware of the march when Howard E. Codney, vice president and general manager of Air Kaman, Inc. at the Westover Industrial Park, recently sent a copy of the song to Col. J. Frank Moore, the base commander.

Mr. Codney discovered the march when he purchased some old sheet music at a tag sale.

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WESTOVER AIR FORCE BASE, MA. 01022

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