



# THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

Vol. VIII, No. 4

April 1981

## Air Force agrees to civilian use of base

by MSgt Larry Lentz

Civilian aircraft, taxiing down Westover's runways, will soon be as commonplace as the military planes now using the base. The Air Force recently approved an agreement which permits joint use of the runways by the 439th TAW and the tenants of the Westover Metropolitan Development Corporation's Westover Industrial Park.

"The civilian aircraft will use Westover's facilities during the base's operating hours of 7 a.m. to 11 p.m. However, no training flights will be permitted," says Arthur Murphy, chief of airfield operations. "The existing Air Force personnel will provide all air traffic control functions. The government will be reimbursed by the WMDC for its services after the first year of operations."

"The addition of civilian aircraft will not adversely affect our mission," explains Col. J. Frank Moore, base commander. "Rather, the expanded use of the base is another indication of the government's commitment to Westover's expanding new role."

The WMDC was chartered through an act of the Massachusetts State Legislature in August, 1974, when the Air Force deemed portions of Westover to be in excess of present needs. It is governed by a nine-member board of directors from local cities and towns. The WMDC supervised the acquisition of the surplus facilities and property by various private companies. It is responsible for the development and marketing of the industrial and commercial land and buildings.

(continued on page 3)



Michael Styckiewicz battles for a rebound with a Bergstrom player during the championship game of the AFRES Basketball Tournament at Westover's gym on Feb. 15.



## Wing Commander's Message

by Brig. Gen. Donald E. Haugen

One of the best parts of my job is the opportunity which I have at Commander's Call each month to present awards and decorations to members of the 439th.

Although the ceremonies are always similar, I believe that each one says something very important and very special about our unit.

The increasing number of awards is indicative of the fact that our members are committed to quality and excel-

lence in the performance of their reserve duties. Furthermore, when one of us is recognized or honored, that reflects in a positive way on each and every member of the 439th.

No distinction is made between Reservists and members of the regular Air Force in the award selection process. We are judged by the same criteria, and held to the same standards, as our active duty colleagues.

That's why it is always exciting for me to pin an Air Force Commendation Medal on a deserving airman, or to present a course completion certification. The ceremony is a tribute — to individual and collective achievement.

We have done more recently to see to it that our people are recognized. Unit commanders and supervisors have been encouraged to nominate deserving members of their units.

The awards and decorations program is one of the ways we say "thanks" for devoted service, and for jobs well done. We've already honored many outstanding people, and I know we've only scratched the surface.

## Former wing commander retires

Brig. Gen. Billy M. Knowles, 439th TAW commander from 1974 to 1978, retired from the Air Force Reserve on March 8 at ceremonies attended by several Westover officials.

Commander of the 94th TAW at Dobbins AFB, Ga. he retired after 38 years of military service. He is scheduled for assignment to HQ AFRES in a civilian position.

The general was presented a hand-made desk, built by Lt. Col. Donald L. Ridgway, 439th TAW chief of safety, in honor of General Knowles' four years as commander at Westover.

A retirement luncheon, attended by 175 people, included guest-of-honor Maj. Gen. Richard Bodycombe, AFRES commander; Brig. Gen. Donald E. Haugen, 439th TAW commander and Col. J. Frank Moore, 439th CSG commander.

General Knowles was honored at a parade ceremony on the Dobbins' flight line by approximately 500 participants.

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Photos in this edition by TSgt. Marshall Hathaway

## Prime BEEF

### Civil Engineer units in joint deployment

by SrA. Josephine Mitchell, 905th CEF

Florida in January sounded good to 101 members of the 901st CES, 905th CEF and the 439th CSG Prime Rib teams. They went to Eglin AFB, Fla. for special Prime BEEF/Prime Rib training on January 31st. This is also the first joint mobility deployment of these units.

Leaving behind extra cold weather for what they thought would be much milder temperatures, the members soon found out it would not be the case. Equipped with mobility bags and M-17 protective masks, the teams lived under field conditions for five days of training with temperatures not more than 30°.

They wore protective masks and suits during a simulated gas attack while installing runway matting. It was part of an intensive training and evaluation program by the Air Force Engineering Service.

Training courses included rapid runway repair, explosive ordnance reconnaissance, chemical warfare and bomb

damage repair.

"As usual, the Prime BEEF teams gave an excellent accountability of their skills and enthusiasm despite the less than ideal weather conditions," says Capt. William Garrity, Prime BEEF officer.

From Florida, 905th CEF members went to Pittsburgh, while the 901st CES and 439th CSG returned to Westover. In Pittsburgh, the weather was no surprise. The Reservists found the wind chill factor to be 20° below zero.

Despite the adverse weather, the 905th CEF performed ten days of engineering construction work on a base enhancement project.

They put in window installation, replaced sidings with weather proof materials and did other exterior work. Electrical, plumbing and structural repairs to the dining hall and several dormitories was also completed.

914th TAG Commander Col. William McQuade expressed his deepest appreciation for an outstanding job by the 905th CEF members.

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. Donald E. Haugen

#### Base Commander

Col. J. Frank Moore

#### Wing Public Affairs Officers

Capt. David J. Keefe

Capt. Richard Dyer

#### Base Public Affairs Officer

Miss Betty O'Connell

#### Editor

MSgt. Lawrence H. Lentz

#### Staff

TSgt. Marshall Hathaway

SSgt. Dean M. Mauro

SSgt. John W. Spencer, Jr.

SrA. Donna M. Stewart

Amn. Paul Graveline

## Joint use of base . . .

(continued from page 1)

Two firms, Air Kaman and Pratt & Whitney have already invested more than \$1 million renovating existing hangars in anticipation of the joint runway use agreement, with more expenditures planned.

The former completed the rehabilitation of three 28,600 square foot hangars for its aircraft overhaul and maintenance facility. Meanwhile, Pratt & Whitney, after 1978 tornado damage at its Bradley Field, Conn. location, moved its engine flight test operations to Westover. The company has leased two 28,000 square foot hangars and may become a permanent tenant. (See March 1981 *Patriot* for related story.)

In addition, a 3,500,000 gallon aviation fuel storage terminal was totally reconditioned for future civilian use.

The civilian AirPark is expected to attract other aviation companies and employ 300 to 500 workers within five years. WMDC Executive Director Vincent McGovern also predicts 3,000 to 3,500 flights during the AirPark's first year of operation and 35,000 flights during the next five years. The corporation also hopes to gain an additional 82 acres of undeveloped land, taxiways and the 128,000 square foot Hangar 7000.

The excess properties, not required by the Air Force Reserve, also included three schools, presently occupied but whose future is in doubt; the former 100-bed regional hospital; an eighteen-hole golf course and 315 acres of park and recreation area.

The former site of a weapons storage area known as Stony Brook Air Force Station now has a fossil fuel generating plant, estimated to cost approximately \$300 million which should be completed late in the summer of 1981. It will be owned and operated by a consortium of 31 municipal electric systems known as the Massachusetts Municipal Wholesale Electric Company. It is located on a 480-acre site in Ludlow, and will use No. 2 fuel oil delivered by pipeline. It also has natural and synthetic gas capability.

MMWEC employs more than 100 staff and administration personnel plus 350 construction workers. 29 other companies are occupying Westover sites and have 1,000 employees.

## The truck drops here

Members of the 905th MAPF will prepare a "deuce-and-a-half" truck for an airdrop from a C-130 some time later this year or early in 1982.

The 2-1/2-ton Army surplus truck will be the "biggest thing ever dropped here at Westover" by the aerial port unit, according to MSgt. Robert Adams.

"It's a good realistic training," unit member SSgt. Gary Gladu said. "It gives us the chance to do actual rigging of a large vehicle."

Because of its size, prior to a drop the truck requires more preparation than a jeep, usually the largest vehicle dropped by the unit.

"A jeep needs three 60-foot diameter parachutes," Sergeant Gladu said. "But because it is so much bigger, the truck will have three 100-foot chutes,"

Suspension slings will lash the truck to its platform and the parachutes to the entire unit. Two holes will be welded into the truck's body to attach the slings.

The platform is a 24-foot pallet of plywood sandwiched between sheets of aluminum. Unit members built the pallet from four-foot sections.

A crane will load the truck onto its platform. A 25-K loader will carry the 13,000 pound package onto the aircraft.

## Fire Department Keeps on Trucking

The Base Fire Department acquired a new P-2 crash truck last month, and is scheduled to receive another one in August. The next addition will boost Westover's fleet of crash trucks to two P2s and two P4s.

The new truck is lime yellow. The highly visible color is required on all new or refurbished Air Force fire vehicles. The equipment increases the department's capabilities because of its speed and effective range.

With a capacity of 2300 gallons of water and 200 gallons of foam, its turret nozzle can deliver 100 gallons per minute as far as 300 feet. A C-5A Galaxy is the only aircraft in the world big enough to airlift it.

Two V-8 diesels propel the giant with 700 horsepower and can accelerate from zero to 55 miles per hour in 60 seconds. Its gross weight is 66,800 and it is 118-1/2 inches in height.



Fire Lieutenant Jack Flanagan, left, reviews the specifications of Westover's new P2 crash truck with 901st CES Reservists, TSgt. Michael Horton and SSgt. Lawrence Weir.

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## How would you like to work for you?

(AFNS) How would you like to be your own boss?

Sound great? I think everyone dreams of that at one time or another.

But how would you like to work for you? Are you the type of leader you would like to work for? If not, chances are your subordinates don't feel that way either.

All supervisors have been exposed to the qualities or attributes desirable for effective leadership. Some, however, have not progressed past the exposed stage.

The effective leader continues to cultivate, develop and grow. The leader seeks out more knowledge and applies it in the everyday working environment.

Here are some things your subordinates may be saying about you if you are an effective leader.

My supervisor:

- Always takes the time to explain what is required.
- Shows me how to do the job.
- Corrects my mistakes and shows me how to prevent them.
- Listens and considers my suggestions for improvements.
- Explains why, if my suggestions won't work.
- Always listens to my problems and helps me solve them.
- Knows me and my family.
- Knows where and how I live.
- Asks for my suggestions when a change is anticipated.
- Always sets the example in word and deed.
- Tells me when I have done a job well.
- Keeps me informed.

Haven't you said some of these things

about supervisors you have worked for?

On the other hand, if you are not a very good leader, your subordinates are very likely putting the word "doesn't" in front of those statements.

To help develop those qualities of leadership, you should apply some empathy in each of your actions. Ask yourself how you would react if you were in the subordinate role vs. the supervisor role. If you already do this, you are very likely the type of leader you would like to work for. More important, you're the type your subordinates like working for.

## Wing members receive Commendation Medals

Two Air Force Commendation Medals were given to Reservists by Col. Paul E. Huffman, 439th TAW wing vice commander during the March UTA.

MSgt. Peter P. McCavick, 337th TAS first sergeant, received his medal as a result of his expert knowledge and control of administrative functions under four different squadron commanders. His ability to maintain a high level of efficiency in all aspects of his job has aided the 337th TAS immeasurably in attaining its goals.

Also, MSgt. Joseph A. Robitaille, 901st CAMS maintenance control and organizational maintenance line chief, was awarded the Commendation Medal for his professional skill, leadership and outstanding maintenance knowl-

## Titus takes the gun

by MSgt. Larry Lentz

His name is more American than Smith or Brown. His ancestors, matter of fact, were in America when the Smiths and Browns arrived on the Mayflower. But America has not been the land of plenty for him and his family. His name is Titus Takes the Gun and he's a Crow Indian living on a reservation in southeast Montana.

But America is still a land of compassion. To help with their expenses, Titus and his grandparents, with whom he lives, receive \$15 a month due to the generosity of the members of the 905th WSSF.

"We have been participating in the Christian Children's Fund for more than a year," reports MSgt. Gerard Farrell, security supervisor, the program's initiator. "Everyone contributes a dollar each UTA. For Christmas, we send a little extra as well as books and clothes. We also mail Titus post cards whenever we go to a different base for training."

In return, the Reservists received a photo of their eight-year old friend and letters from Titus, through the fund. They also get something else. Sergeant Farrell states, "We're getting some love sent across the country and a lot of satisfaction."

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edge, which contributed directly to the many successful accomplishments of the unit.



### PROMOTIONS

Maj. Edward C. Custer, Jr.  
SMSgt. Lyman U. Frain  
MSgt. James R. Maynard  
SSgt. Michael L. Goldberg  
Sgt. John G. Clarke  
Sgt. Melvin A. Collings  
Sgt. Candace J. Jackson

Sgt. John A. Knechtel  
Sgt. Linda E. Scollin  
Sgt. Steven S. Szloch  
SrA. Marian Rutigliano

### REENLISTMENTS

MSgt. George J. Desrosiers  
MSgt. John Nagy  
TSgt. Charles J. Cotnoir  
TSgt. Gerrit Faber  
TSgt. Robert S. Hamilton, Jr.  
TSgt. William C. Hubbard  
TSgt. Barbara Ann Lozanski  
TSgt. Eugene C. Smith  
TSgt. Glenn R. Thayer  
TSgt. John F. Watkins, II  
SSgt. Martin G. Barker  
SSgt. Joseph P. Belanger  
SSgt. Richard H. Bialoglowy  
SSgt. Robert R. Durand

SSgt. David J. Frankiewicz  
SSgt. Robert M. J. Mercure  
SSgt. Denise M. Nash  
SSgt. Robert A. Patzelt, Sr.  
SSgt. Francis J. Roberts  
SSgt. John W. Spencer, Jr.  
SSgt. Michael S. Spinato  
SSgt. Peter R. Vanderpoel  
Sgt. Anthony Naylor  
Sgt. George D. Stone  
SrA. Thomas M. Wright

### ENLISTMENTS

TSgt. Kent W. Hautanen  
TSgt. Ian R. McLeish  
SSgt. Henry Nosar  
SSgt. David C. Sacharko  
Sgt. Melvin J. Charron  
Sgt. Jack W. Drabble  
Sgt. Denise M. Duff

Sgt. Henry Grace  
Sgt. Frank G. Higgins  
Sgt. David E. Holding  
Sgt. Audrey S. Marsh  
Sgt. Elizabeth B. Souza  
A1C. Sandra M. Bartosz  
A1C. Michael F. Cadran  
A1C. Robert P. Marcin  
A1C. Thomas W. Stark, III  
Amn. Edward W. Anderson, III  
Amn. Peter C. Landry  
AB Wess K. Boucher  
AB George E. Dykeman  
AB Steven W. Gurau  
AB Michael J. Henriques  
AB Lana L. Lue  
AB Kevin J. McLaughlin  
AB Manos Peros  
AB Dale P. Sanborn  
AB Kenneth H. Sanborn, Jr.

*Bergstrom men, Pittsburgh women #1*

## AFRES basketball tournament proves exciting, entertaining

by Ann. Paul Graveline

Westover's men's team gave spectators hours of thrilling action as they put together a string of back-to-back victories, in a determined comeback bid during the 3rd annual AFRES basketball tournament held at Westover on February 14 and 15.

Although they lost in the final to Bergstrom AFB, the Westover crew earned themselves an impressive reputation, as they downed five teams in a row to earn a play-off berth.

Perhaps their sweetest victory came in their rematch against Mather AFB, who had defeated them, in overtime, in their first game.

In the women's competition, a bitter rivalry started to develop between Westover and Pittsburgh, as both teams met after impressive first game victories.

But ten minutes into the first half, Westover's star center, Susie Henderson, suffered a leg injury which benched her for the rest of the tournament, allowing Pittsburgh's Linda Johnson to dominate the boards and

lead her team to the first place berth.

Under the direction of Recreation Director Michael McNicholas, Westover hosted 12 men's and four women's teams from across the country.

Base Commander Col. J. Frank Moore expressed his appreciation for the community support Westover received in staging the tournament, as the number of participants necessitated the use of courts at Chicopee High School, Chicopee Comprehensive High School and the Bellamy Middle School.

Board #31 of the International Association of Approved Basketball Officials refereed the games.

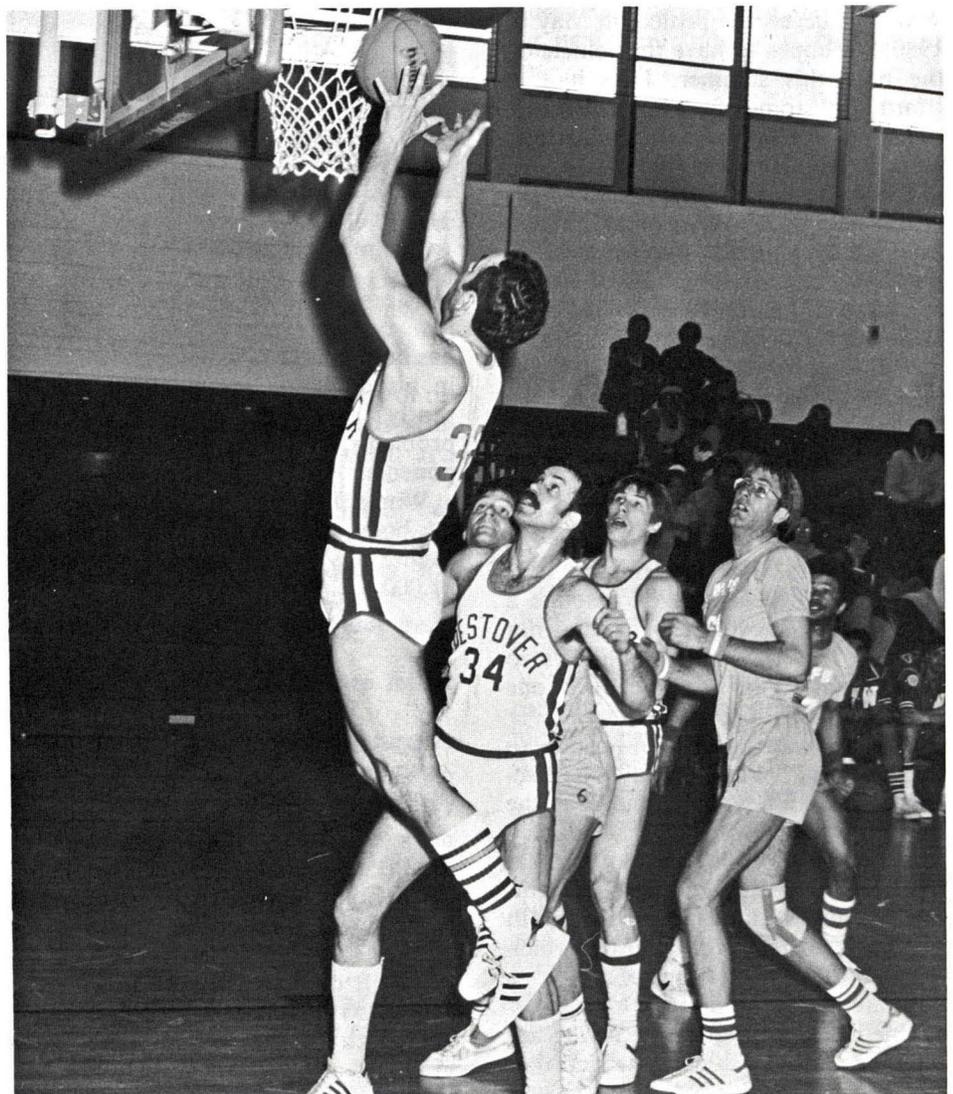
Chief of Morale, Welfare and Recreation, 1st Lt. Thomas Gray, noted the success of the tournament was due in large part to people from the 439th CSG and the 74th AES, who put in 14-hour days during the tournament.

"These people went out of their way to insure that things ran smoothly," he said, "and made every effort to provide first-rate services to the visiting teams."

The coaches and tournament officials chose Westover's Kim Chagnon, Patty Burns, William Dotson and Robert Michaud for membership in the AFRES all-star team in the active duty Air Force tournament.



Sandy Bartosz (21) of the Westover's women's basketball team dribbles around a Niagara defender as Kim Chagnon (11) moves into position.



Bob Michaud of the Westover men's basketball team leaps for a rebound during the AFRES tournament as teammate Jim Gilbert (34) looks on.

## An 'Electrifying' Project

# Winter takes charge in conservation war

by Capt. Rick Dyer

Many people talk about conservation, but Henry Winter is a rarity. He actually does something about it.

Winter, Westover's ground safety manager, started his own personal conservation program back in the early 1970s when gas lines and OPEC started making the headlines.

He switched from oil heat to a coal furnace. He purchased a two-cylinder automobile. He became a disciple of the 55 miles-per-hour speed limit, and he started a car pool on base.

Winter's latest effort, however, is by far his most ambitious. He has been using his spare time to build an electric automobile from scratch.

Winter began the project in May of 1980 and hopes to have the vehicle on the road this summer. He's had to "farm out" some of the labor, but he's done most of the work himself, using plans he obtained last year.

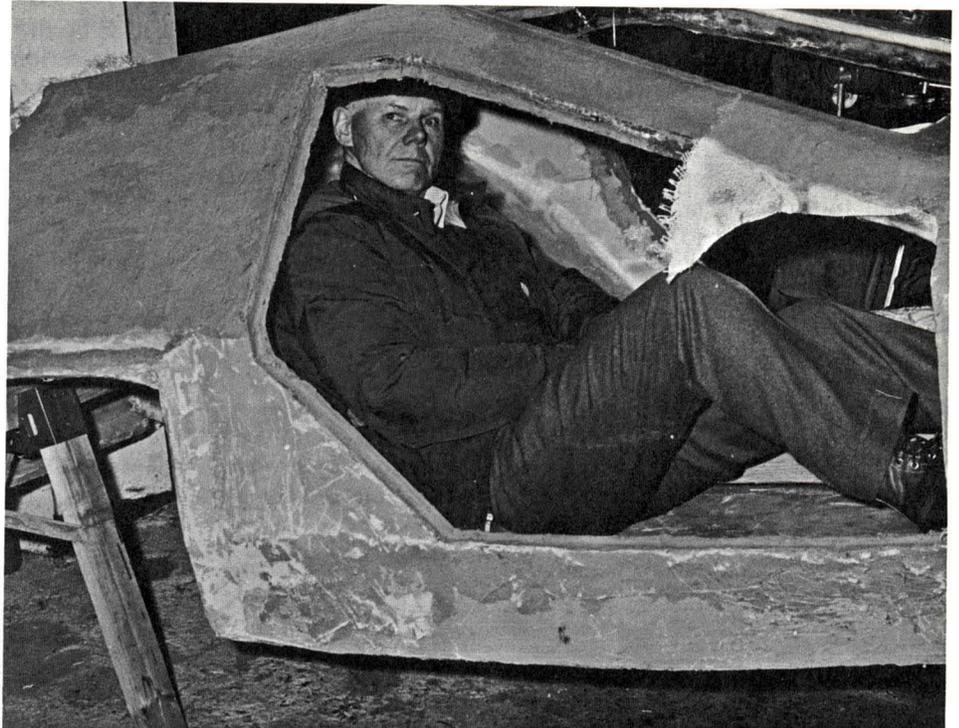
The two-passenger vehicle will have a fiberglass body and an electric motor powered by eight six-volt batteries. He says that the automobile should have a top speed of 50 mph and a range of 40 miles between charges.

Winter plans to use the electric car primarily for transportation to the base from his home in Belchertown, Mass. It will take eight hours to recharge the vehicle, at a cost of approximately 40¢ per charge.

An employee at Westover for the past 13 years, Winter estimates he'll save nearly 600 gallons of gasoline a year by using the vehicle. That may not be cause for the OPEC ministers to worry, but Winter figures it's one man's contribution, and a start.

"I don't want to be held hostage to the gas lines," Winter said. "The electric car doesn't pollute, and it is the only automobile which can be adapted to use every available source of alternative energy." He noted that the Japanese have met with particular success in building solar-powered autos which have power cells on the roofs.

Winter knows of seven or eight other people in the Springfield area who are building electric vehicles. He said that they have formed a loose-knit group, periodically meeting to swap suggestions and ideas.



Henry Winter, Westover's ground safety officer, sits in the hand-built electric car which he hopes to begin driving to work this summer.

The recent cold weather has slowed his project somewhat, since he has been unable to work with fiberglass in his unheated garage. So he's currently resolving some mechanical problems, and assembling other components.

Winter has spent \$2700 thus far for the body, frame and other parts. The engine he wants will cost another \$1,000.

The safety manager admits that the electric automobile will have its limitations with respect to range and power. He hopes to increase the car's capabilities with a sophisticated electric motor and motor control.

All in all, Winter feels that the pluses outweigh the minuses. His new car won't take him everywhere he wants to go but, then again, it won't take him to the gas station, either.

## Briefs

**Chaplain (Capt.) William Charbonneau** served as a commentator for WSFB television Channel 3 in Hartford, Conn. during the recent funeral Mass for **Governor Ella Grasso** at St. Joseph's Cathedral. Father Charbonneau left the 439th CSG following the March UTA to assume a similar assignment with the Connecticut Air National Guard at Bradley International Airport.

The Bob Fellows Magic Show will entertain at the base theatre on Saturday, May 2. Base personnel are invited to the free 6 p.m. performance. The three-man, one-woman presentation has been touring theatres around the country. The movie, *Raging Bull*, starring Robert DiNiro, will be featured after the show. Tickets for the movie will be on sale for \$1.75.

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## 1917th CS sergeant takes STEP to master



MSgt. Frederick Wright

by SSgt. Dean Mauro

An afternoon telephone call March 3 from Brig. Gen. Richard Pryor, Air Force Communications Command, Northern Area commander, brought the good news to TSgt. Frederick Wright of Westover's 1917th CS. He had been promoted to master sergeant under a new Air Force program.

Sergeant Wright was one of only 18 airmen out of 23,426 E-4 through E-6 personnel in AFCC promoted under the Stripes for Exceptional Performers (STEP) program.

"Sergeant Wright is one of the most dedicated people with whom I have ever worked," his commander, Capt. Stephen Gross, said. "He doesn't stop working until the job is done 100 percent correctly.

"Because he didn't have enough time in grade, he wouldn't have been

able to be promoted if it weren't for STEP."

Sergeant Wright was originally recommended by Captain Gross for STEP promotion, to the AFCC's Northern Communications Area. At the regional headquarters, his "promotion package" was reviewed by a team of six chief master sergeants. The recommendation was approved and submitted for final approval to Maj. Gen. Robert Herres, AFCC commander.

Sergeant Wright, a member of the Air Force for 14 years, has been at Westover for the past three and a half years.

He manages the 1917 CS' communications support for wing and base operational commitments. He also provides technical planning and budgeting for new communications facilities on base.

## Briefs

The 439th Tactical Hospital has been named the Outstanding Recruiting Support Unit for 1980 by 14th AF. Approximately 35 new recruits per month are given physicals and medical processing in addition to the hospital's busy schedule and emergency medical service.

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TSgt. Edward Vail, a Westover recruiter since October 1980, and MSgt. Dane Bruce are co-recipients of the Mobilization Augmentee Recruiters Award for 1st quarter efforts during FY 1980. The 14th AF chose them from approximately 66 other eligible recruiters.

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Base Commander Col. J. Frank Moore, has received word from HQ AFRES that the Air Force Welfare Board has approved the loan for the base bowling alley. Colonel Moore said he hopes it will be in full operation before the upcoming CONDOR REDOUBT 81 exercise. It will have 16 lanes, full snack bar, tables and chairs, game room and a "pro" shop.

## Airlift: key to readiness

(AFNS) "A key part of Air Force Readiness is the ability to respond immediately to crisis in every corner of the world. Currently this ability is hampered by our limited airlift resource.

"Even the Air Force capability of responding to humanitarian needs is in question," said Gen. Lew Allen, Jr., Air Force chief of staff.

Airlift affects every segment of our defense. Tactical and strategic missions depend on the proper supplies and equipment being airlifted. Forward-deployed forces depend on quick reinforcement.

Yet our airlift resources are falling short of demands.

Recent studies and strategic exercises have confirmed that our airlift capability is inadequate for mission requirements.

Modernization of airlift force is vital and under way.

First is the modernization of existing airlift elements. The C-5 Galaxy is undergoing a wing-modification program to extend the aircraft's service life from its present 8,000 hours to an estimated 30,000 hours.

C-141 Starlifters are being stretched and provided with in-flight refueling capability to expand their cargo capac-

ity and reduce dependence on foreign landing facilities.

Second is the design of a new transport known as the C-X.

The C-X will improve our ability to carry outsize cargo, such as the Army's XM-1 battle tank, over the distances and at the speed required to project power effectively.

The new KC-10 Extender will allow us to transport personnel and cargo as well as provide vitally needed aerial refueling to other aircraft.

Present and future improvements to the KC-135A Stratotanker will also enhance our current refueling force.

"While we see challenges ahead, we can also reflect on many accomplishments during the past year," General Allen pointed out.

"Our training deployments and airlift missions to Europe, Korea and the Persian Gulf successfully demonstrated our ability to respond to worldwide contingencies. We also continued our support of humanitarian missions around the globe, missions which demonstrate our will and our ability to respond whenever and wherever needed."

Our nation has the will to respond. Modernization of airlift forces will ensure we continue to have the ability.

## 59th MAPS teaches Navy how to give their anchors "a weigh"

by Capt. Rick Dyer

Ever wonder how you'd load 255 tons of heavy construction equipment onto various airplanes?

Navy Seabees who train at Westover were asking that very question recently, but they didn't have to look very far for the right answers.

Reservists from the 59th MAPS became tutors to their Navy neighbors during the March UTA. The Seabees, who are combat construction engineers, are members of Detachment 0527 and drill at Westover's Armed Forces Reserve Center. Their parent organization is the Reserve Naval Mobile Construction Battalion 27, which is located at the Naval Air Station in Brunswick, Maine.

The cargo specialist and load masters from the 59th MAPS are training the Seabees in the proper way to weigh and then load their bulldozers and backhoes on Air Force tactical aircraft. It is a task that is trickier than it might seem.

"There are strong places and weak places in each type of cargo aircraft, and if you park and secure a heavy vehicle or piece of equipment in the wrong place, you can crush the cargo floor, or reduce the structural strength of the aircraft," Capt. William Shoeck of the 59th MAPS said. "This is particularly true with the type of equipment which the Seabees use, because of its physical density and heavy metal tracks."

In order to properly position heavy items on a plane, rather complicated mathematical formulas and measurements are used. The weights and wheel bases of various vehicles are determined, and their centers of balance are equated and marked.

Once that is done, information about the type of aircraft being used is plugged into an appropriate formula. The idea is to place the items within the aircraft in such a fashion that the load is properly balanced.

"This is exactly the type of hands-on training we need," Commissioned Warrant Officer James J. Hasson of the RNMCB 27 staff said. "Our battalion has 255 tons of heavy construction equipment, and we are on 48-hours notice for deployment to anywhere in the world for combat or disaster missions. Previously, we haven't had much training in loading our equipment, because



TSgt. Lewis Kalesnik, 59th MAPS, right, points out the proper placement of a portable truck scale to Commissioned Warrant Officer James J. Hasson, RNMCB 27.

we don't have our own planes," he added.

Capt. Shoeck said that his unit is training the Seabees in all phases of load planning. He believes this type of inter-service cooperation is extremely important, since it is likely that the Seabee unit will rely on Air Force airlift in the future.

TSgt. Lewis Kalesnik of the 59th MAPS was lead instructor during the March training sessions. He was assisted by TSgt. Michael Goldberg and SSgts. John Keller and Keith Provost.

Sergeant Kalesnik said his Navy pupils "were great students." "We gave them weights and measure instruction in March, and we'll get into other aspects of load planning when we meet again next May," he said.

The Seabee reservists perform duties similar to those performed by Air Force Prime BEEF units. The unit was one of two reserve Seabee battalions activated during the Vietnam War, and it won several unit citations for its combat service in Southeast Asia.

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WESTOVER AIR FORCE BASE, MA. 01022

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