

REDOUBT REVIEW

Number 2

AIR FORCE RESERVE

Aug. 21, 1981

Westover AFB, Mass.

RESERVISTS MOBILIZE, DEPLOY

Engines began revving up all over the United States last weekend as planes flown by Air Force Reservists took to the air to begin Condor Redoubt '81.

And, on Monday morning more

than 98 percent of the participants in the giant exercise were in place, according to Col. James P. Thomas, deputy commander for operations for the exercise.

Colonel Thomas said as of

Monday morning only one plane load of 24 persons was not in place. They were delayed by engine problems.

The exercise has sent Reservists and some of their Army counterparts to several points around the globe.

Some F-105 fighters from Utah and Texas stopped at Westover, briefly, before winging on to Denmark where they are playing their roles in the scenario.

Other planes and reservists went to Goose Bay, Labrador.

Still others will fly to the Azores.

Highlights of the rest of Condor Redoubt include the erecting of an acre of tents at Westover that is part of an air transportable hospital.

Other medical units from around the country are to be dispatched to Otis ANG Base, South Weymouth Naval Air Station and Fort Devens, all in Massachusetts, to participate in the medical portion of Redoubt.

Paratroopers will dot the skies at the end of each of the two weeks of the exercise and on Sunday at Westover, according to Colonel Thomas.

Almost 300 paratroopers will be dropped each time with one group being flown in all the way from the Azores to bail out over the Bean Bag Drop Zone at Westover.

Troops hitting the Westover drop zone will be from the U.S. Army's 10th Special Forces, and the Army Reserve's 11th and 12th Special Forces.

Paratroop drops will be part of the Air Tactics Demonstration at Westover on Sunday.

Purpose of that part of the exercise is to simulate a combat scenario that is to include A-37, A-10, F-4, and F-105 aircraft, paratroopers, medical evacuation, air refueling, equipment drops and a chemical warfare attack.



KEEP 'EM FLYING--Members of the 905th Maintenance Squadron work into the evening hours during Redoubt to keep the J85 engines on this plane turning. (U.S. Air Force Photo by Greg Schmitt)

MCADOO: READINESS TAKES EFFORT



MAJ. GEN. JAMES McADOO
Redoubt Theater Commander

After one ring of the telephone he picks up the receiver and says, "General McAdoo."

General officers usually don't make a practice of directly answering phone calls, but then again they aren't always taking part in a large military exercise such as Condor Redoubt '81.

In addition to occasionally answering his own phone, Maj. Gen. James McAdoo, exercise theater commander, is responsible for all of the exercise activities at Westover, Goose Airport in Newfoundland, Canada, and the Azores.

"We conduct these exercises once a year to give our units a chance to do what they're trained to do -- mobilize and deploy," said the general, who's also commander of the Reserve's 14th Air Force.

"We set the stage for this exercise. We've met our objectives halfway. Now it's up to the units to accomplish their goals. An exercise such as Condor Redoubt is a tremendously complicated operation. Readiness doesn't come easy; it takes time and effort.

"Hopefully, the units will accomplish their mission, and we'll have provided a meaningful exercise environment for them. That's what Condor Redoubt is all about."

MYTHICAL COUNTRIES FIGHT WAR

INTELLIGENCE PLANS EXERCISE

Air Force Reservists assigned to the 414th Composite Provisional Wing's intelligence division during Condor Redoubt are making decisions that effect everyone involved in the exercise.

"All units are reacting to the inputs we're making to the exercise," said Maj. Tony Zilinsky Jr. chief of the division.

Under the plan developed by the division, Reservists are taking part in a mock war between the Atlantic Pact countries of North Maritime, Maritime and North Appalachia, and the Great Lakes League nations of Hudson and South Appalachia.

Ambitious to annex North Maritime, a constitutional monarchy, to acquire access to the straits of the Saint Lawrence, the communist country of Hudson started a confrontation along the Hudson-North Maritime border. The Atlantic Pact declared war on Hudson after the communist country invaded North Maritime, hijacked a civilian airliner and captured a vital hydroelectric plant.

According to Major Zilinsky, the plan is designed to train intelligence people, instruct aircrews in reporting procedures and test communications systems.



WAR PLANNERS--Members of the 414th Composite Provisional Wing's intelligence division discuss the mock war being conducted during Condor Redoubt '81. Maj. Tony Zilinsky Jr. (left) of the host 439th Tactical Airlift Wing is in charge of the division. Other members of the staff include (from left) MSgt. Philip Johnson, Capt. Thomas Costello and TSgt. Virginia Gubich, all from the 439th TAW, and Maj. Jerald G. Weatherman of the 433rd TAW, Kelly AFB, Texas. (U.S. Air Force Photo by TSgt. Jim Miller)



JUST OFF THE PLANE -- Newly arrived members of the 459th TAW gather their gear. (U.S. Air Force Photo)

AERIAL PORT MOVES TONS OF CARGO

The Westover-based 905th Mobile Aerial Port Flight has rigged more than 120,000 pounds of cargo in preparation for Condor Redoubt.

The 62 Massachusetts Reservists, working nearly around the clock since operations began at 8 a.m. Saturday, have assembled the massive amounts of cargo for movement by Air Force Reserve airlift units during the two-week exercise.

The airlift units, flying a variety of aircraft, including the largest airplane in the world, the C-5 Galaxy, have converged on Westover from Reserve bases across the United States.

Most of the cargo is ready for air drops at Westover. The rest is scheduled for transport to Goose Airport, Newfoundland, Canada, where Condor Redoubt operations are in progress. Operating locations in Europe, Panama and other Canadian areas as well as several U.S. Reserve and active force bases are also sites for Redoubt activity.

"We have had no problems so far, and with the perfect weather we are having, it's going to be a good show," said MSgt. Bobby Adams, the noncommissioned officer in charge of the aerial port flight.

The 905th MAPF is part of the 439th Tactical Airlift Wing, the Reserve organization permanently stationed at Westover.



BIG JOB--Six jeeps and more than 60 tons of cargo are readied for loading and air drops. (U.S. Air Force Photo by MSgt. Larry Watts)



OFF-LOADING -- One of the many aircraft unloaded by the 905th MAPS during Redoubt '81 was this C-130. A1C Jean Wagner is at the forklift wheel and SSgt. Frank Aulisio is at the ramp. (U.S. Air Force Photo by Sgt. John O. Meekins)

SECURITY POLICE GUARD PLANES, VEHICLES

By TSgt. Pam Ancker

Reserve law enforcement and weapons security specialists have a key role in Condor Redoubt '81.

According to Harold Voelker, chief of security police at Westover, the deployed reservists will be working with the full-time security policemen, helping to protect property, guarding the gates, conducting building checks

and patrolling the area in military police vehicles.

"Our mission is to insure that the aircraft and property are protected and that we do all we can to get the flyers off the ground on time," said Chief Voelker. "We're all geared up to do our part in seeing that the exercise is accomplished successfully and in an outstanding manner."

Twenty law enforcement specialists from the 914th Tactical Airlift Group, Niagara Falls, N.Y.; the 926th Tactical Fighter Group, New Orleans, La.; and the 440th Tactical Airlift Wing, Milwaukee, Wis., are providing a variety of police duties for which they have been trained as Reservists.

"This exercise will show we can protect this flight line and the aircraft and get them out on time to fly their missions," Voelker said.

Maj. James Fitzsimmons is commander of the weapons system security flight for Condor Redoubt '81. At Dover AFB, Del., he is commander of the Reserve's 512th Weapons Security Flight.

The WSSF's mission during the exercise is to provide real and simulated security around the base.

The flight's objective, according to Major Fitzsimmons, is to make themselves visible and identify potential violations and damages to aircraft or vehicles.

"Our job is not only to keep unauthorized people out of restricted areas, but also to know the aircraft so we're able to report any suspicious activity," said Major Fitzsimmons.

A majority of the 40 weapons security specialists assigned to Major Fitzsimmons are from the 911th Tactical Airlift Group, Pittsburgh, Pa.; and the 913th Tactical Airlift Group, Willow Grove, Pa. Other WSSF specialists are from the 926th TFG, the 440th TAW and the 439th TAW, Westover.

"With this exercise we'll be able to prove that the Reserve can respond to a real life crisis," Major Fitzsimmons said.



MARCHING HIS POST -- SSgt Ozias Schwartz of the 905th Weapons System Security Flight marches his post in front of the F-105 jet fighters parked at Westover AFB during Redoubt '81. (U.S. Air Force Photo by Greg Schmitt)

UNEXPECTED KEEPS BILLETING STAFF BUSY

By Sgt. John O. Meekins

The people with the magic wands for Condor Redoubt '81 might well be MSgt. Don Inglis and his fellow workers at the Westover AFB billeting office.

"It's been OK for the people we expected," said Sergeant Inglis, noncommissioned officer in charge of the billeting office. "It's been the unexpected that has created a few surprises."

The unexpected has been up to

50 people at a time who for some reason suddenly find themselves having to stay the night at Westover.

"This office is just not that big, and when it is filled with 40 to 50 tired people looking for a place to stay--well, this office is just not that big," Sergeant Inglis said.

Besides the unforeseen requests for rooms, there have been some unusual ones, too.

Continuing, Sergeant Inglis said, "After a while, when you sit down and look back, it gets funny...and, sometimes we ask ourselves: "How did we get all those people taken care of?"

People the billeting office has taken care of so far include about 600 provided quarters on base and hundreds more who are staying at seven off-base motels, Sergeant Inglis said.

SPOTLIGHT



TAKING A BREAK — Amn. Kathryn Chandler of the 301st TAC Hospital, Carswell AFB, Texas rests for a few minutes after helping set up tents for the mobile hospital. (U.S. Air Force Photo by MSgt. Larry Watts)



LAST MINUTE DETAILS — 1st Lt. John Kramer of the 356th TAS, Rickenbacker ANG Base, Ohio, prepares a flight plan for Goose Airport, Canada. (U.S. Air Force Photo by Greg Schmitt)



LOOKING FOR TROUBLE — MSgt. William Bowker of the 901st Maintenance Squadron's reciprocating engine shop takes a close look at a C-123 engine. (U.S. Air Force Photo by Greg Schmitt)

BUSY PLACE--Phones to answer, reports to complete, wall charts to mark, things to talk about--all in the Wing Operations Center. (U.S. Air Force Photo)





COOKS TESTING MOBILE KITCHEN

At first glance it looks like a huge, screened-in camper. But, to maintenance personnel and others in the Dogpatch area, it's a good place to eat.

The mobile field kitchen, one of five prototypes developed by Natick Laboratories of Natick, Mass., is on loan to base food services for Condor Redoubt.

"It was tried in Europe and proven functional for the Army," said SMSgt. Frank Babin, chief of base food services and the one who suggested getting the kitchen.

According to the sergeant, the field kitchen can be set up in 20 minutes. It can feed 250 to 375 people in one to two hours, depending on the method of food preparation.

Commenting on the new addition to the exercise, Sgt. Peter Hansen of the 901st Consolidated Aircraft Maintenance Squadron said, "It's better than the chow hall. The food's very good."

In addition to offering on-site food for personnel, the kitchen also provides field training for food services personnel. "The kitchen can be operated with three people, but we usually have four or five on hand for training," Sergeant Babin said.

TRYING IT OUT -- Reservists at Dogpatch on Westover AFB during Redoubt have given the new mobile field kitchen their rave reviews. At right some Reservists leave the kitchen. In above photo Maj. Tony Zilinsky of the 439th Tactical Airlift Wing is served by TSgt. Art Weber. To Sergeant Weber's left is A1C Patricia Boucher, also assigned to the kitchen. (U.S. Air Force Photos)



F-105S DEPLOY TO DENMARK

Aircraft and personnel of the 508th Tactical Fighter Group from Hill AFB, Utah, deployed to Skrydstrup, Denmark, Aug. 15 in support of Condor Redoubt '81.

Twenty-three F-105 Thunderchiefs arrived at Westover Aug. 13 for personnel and aircraft support. Only 18 of the 23 fighters continued on to Denmark. Five were deployed from Utah as backup aircraft.

A C-141 Starlifter transported maintenance personnel from the 508th TFG who are providing ground support for the aircraft at Skrydstrup.

The F-105 pilots are flying a variety of mixed missions with the Danish pilots, and are being exposed to conditions they might encounter during an actual wartime deployment.

Commander of the 508th TFG and leader of the deployment is Col. Jonathan Gardner.

SCHEDULE DINING HALL

Hours of the consolidated mess at Westover during Redoubt '81 are:

-- Breakfast, 6:30 to 10 a.m. daily.

--Lunch, 11 a.m. to 1:30 p.m. daily.

-- Dinner, Sunday, Monday and Tuesday, 5 to 8 p.m.; Wednesday 5 to 9 p.m.; Thursday 5 to 8 p.m.; and Friday and Saturday 5 to 10 p.m.

CHAPEL

Chapel services at Westover AFB during Condor Redoubt '81 are:

--Catholic mass: 12:05 p.m. daily, 4 p.m. Saturday; 7:30 a.m. and 12:05 p.m. Sunday.

-- Jewish services: No on-base services.

--Protestant services: 7:30 a.m. Sunday, Blue Room, Consolidated Mess.

MOVIES

On base movies begin at 7:30 p.m. The schedule is:

"Excalibur," Friday, Saturday and Sunday.

"1941," Tuesday, Wednesday.

"The Jazz Singer," Friday, Saturday, and Sunday, August 28, 29 and 30.



SSgt. Paul Wiater and steed (U.S. Air Force Photo by TSgt. Marshall Hathaway)

SERGEANT COVERS FLIGHT LINE ON TRIKE

By Capt. Rick Dyer

It may be the jet age, but airplanes aren't the only mode of transportation at Westover during Condor Redoubt '81.

SSgt. Paul Wiater, a metals processing specialist with the 905th Consolidated Aircraft Maintenance Squadron at Westover, has plenty of flight line to cover as he goes from aircraft to aircraft

on various welding assignments.

The answer to his personal transportation problem is a hand-made tricycle. The Reservist used his welding skills, some spare parts and his Yankee ingenuity to fashion the unusual three-wheeler.

"It may not be elegant, but it gets me there," Sergeant Wiater said. "Besides, think of all the gasoline I save."



DOGPATCH NERVE CENTER -- Tents, trailers, generators, trucks, jeeps and airplanes are in the "rough" at

the Dogpatch site for Redoubt '81 at Westover AFB, Mass. (U.S. Air Force Photo by Sgt. John O. Meekins)

DOGPATCH: TENTS, JEEPS, SAND AND PLANES

Dogpatch of comic strip fame was "out in the woods" and so is the place of the same name during Condor Redoubt '81 at Westover AFB.

Al Capp, the late cartoonist, originated the name Dogpatch for

the comic strip.

Maj. Ron K. Peacock of the 375th Tactical Airlift Squadron, Maxwell AFB, Ala., said Dogpatch came to his mind as he envisioned and planned the forward operations base for Condor Redoubt at

Westover.

"It's out in the boonocks," said Major Peacock, who is director of C-7 operations for the 4th Composite Air Group operating from Dogpatch.

And, it is.

Dogpatch is an "L" shaped area at the west end of the flight line at Westover. A long line of C-7s are parked on a packed sand area on one leg of the "L," and clusters of C-123s are grouped on the other.

The center of the "L" is a group of tents that house supply, maintenance and communications activities for Dogpatch. Dogpatch also has a mess tent that has drawn rave reviews from the many who have stood in its line.

Dogpatch was created to simulate a forward operating area of the type that might be used by C-7s and C-123s in small, remote airfields Major Peacock said.

The planes are designed to operate in rough, unimproved areas and on unpaved airstrips, he said.



C-7 GETS PUSH -- A C-7 gets nudged into place on hard-packed sand in the "Dogpatch" area at Westover AFB during Redoubt '81. (U.S. Air Force Photo by Sgt. John O. Meekins)