

P A T R I O T

439TH TACTICAL AIRLIFT WING (AIR FORCE RESERVE)

WESTOVER AIR FORCE BASE, MASS.

Vol. IX, No. 10

October 1982

42nd MAPS Is Largest In Reserve

by TSgt. John Wallace Spencer

Many important changes have taken place at Westover AFB over the past few months. One of the most significant is the merging of the 901st MAPF and the 905th MAPF into the 42nd Mobile Aerial Port Squadron.

The new unit with 150 personnel, is the largest Mobile Aerial Port Squadron in the Air Force Reserve. Personnel of the two MAP flights gave meaning to the term "Ready Reserve." For more than a year the flights unofficially merged in preparation for a smooth transition.

Since the mid-1970's, the mission of the two MAPFs has been the preparation of air cargo loads for air delivery. Personnel trained in rigging cargo, and loading of aircraft as well as retrieving containerized delivery systems and tactical training bundles from the drop zone.

From Aug. 7 to 21, both flights were the first units in the 14th AF (AFRES), to be given Airlift Control Element familiarization training at Dover AFB. Personnel were taught how to receive cargo, inspect equipment and vehicles for airlift, prepare and monitor load plans, load aircraft and off load in simulated combat zones.

Major Barry Monahan, 42nd Commander said, "We have worked and trained hard so that the transition would come off without a hitch. We have done the job because of the dedication and caliber of our people. I am proud of each and every one of them."



The Army awards the C-123 the Iron Mike trophy for years of faithful service. Additional stories on the departure of the C-123 on pages 4-5. (USAF photo by Capt. Philip Weber)

Gen. Bodycombe To Retire

The Chief of Air Force Reserve and Commander of AFRES, Maj. Gen. Richard Bodycombe, has announced his retirement on Nov. 1, culminating a military career of almost 40 years.

Reflecting on the state of the Air Force Reserve as a part of the total defense force, General Bodycombe termed the component at its finest state of readiness. "All units are fully manned with highly skilled and intensely dedicated citizen volunteer Reservists," he stated.

"Each flying squadron has a part in at least one major U.S. war plan, and has been tested satisfactorily by active duty inspectors. A far-reaching five-year plan that brought us an increased degree of modernization in airlift tanker rescue

and fighter aircraft is almost complete now. The right units are now on the right bases in the regions of the country best suited for their particular combat mission. In the past two years, we have compiled the finest flying safety record in the Air Force. "When I retire in November and resume my career in general aviation, I know I will feel extremely proud of each and everyone of you and your contribution to our corporate success."

As chief of Air Force Reserves, General Bodycombe serves as the principal adviser on Reserve matters to the Air Force Chief of Staff. As commander of the Air Force Reserve, he has full responsibility for the supervision of all U.S. Air Force Reserve units.

General Bodycombe was born April 29, 1922, in Pittsburgh. He received a bachelor's degree and master of science degree in 1948 and 1952 respectively, the latter under the Air Force's Bootstrap Program.

He is a command pilot with more than 16,500 flying hours, 5,500 of which were flown in jet and propjet aircraft.



IN THIS ISSUE:

- Westover woman in AF brochure
- Weight program reviewed
- 905th CF's annual tour at Westover

BRIEFS

Dining Out

The 8th annual Wing NCO/Airman Dining Out will be held Saturday Nov. 6 at the Consolidated Mess. A cocktail hour will begin at 6 p.m. with dinner scheduled for 7.

Col. George "Bud" Day, the nation's most highly decorated officer since Gen. Douglas MacArthur, will be guest speaker.

The Dining Out is being held on a non-UTA weekend because all arrangements were made before an unexpected change in the November UTA.

However for those who do not live in the immediate area and wish to attend, arrangements have been made to ease the financial burden. On-base billeting will be available on a space available, first come-first served basis.

ALCE certified

The 439th TAW Airlift Control Element (ALCE) has been certified by the 438th MAW from McGuire AFB during Reforger 82 at Forbes Field, Kansas. The ALCE team, headed by Lt. Col. Robert J. McMillan, is one of five AFRES units tasked by headquarters to form and operate an airlift control element cadre. The ten-member unit will participate in the planning phase of an exercise or respond to a "no-notice" contingency. The deployment phase of certification began on Aug. 30 and concluded on Sept. 8.

Congratulations

Congratulations to MSgt. Barbara Bender, on the birth of her daughter, Kimberly Ann, on Aug. 27. . . . and to SSgt. Larry Pray, 58th MAPS, and SrA. Mary Borelli, on their engagement.

UTA Dates

Oct. 2-3	Apr. 9-10
Oct. 30-31	May 14-15
Dec. 4-5	June 11-12
Jan. 8-9	July 9-10
Feb. 5-6	Aug. 6-7
Mar. 5-6	Sept. 10-11

Carol Flood named Procurement Chief

by SrA Sandra M. Michon

Household spending is a cinch to Carol Flood, compared to making decisions on more than \$5 million in contracts at Westover.

MSgt. Carol Ann Flood, 439th CSG, NCOIC of on-the-job training, started her new civil service job as Procurement Chief at Westover this summer.

She is in charge of virtually all contracts dealing with service, construction or repairs at Westover and oversees a crew of nine employees. Her staff reviews all proposed contracts to select contractors to do work on Westover.

"We deal with over 2,000 contractors nationwide," Sergeant Flood explained. "We coordinate with the Small Business Administration to try and issue contracts to small businesses. Local industry is boosted by Westover and when out-of-state contracts are issued, generally local people are subcontracted."

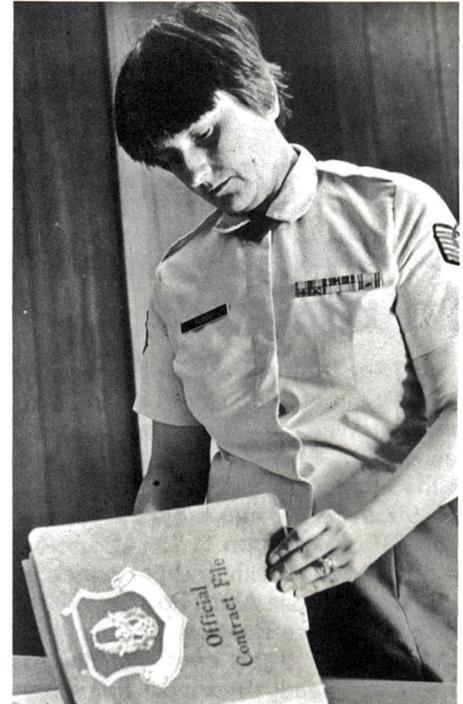
Sergeant Flood, a native of Peabody, Ma., has been a civil service employee for 21 years. Most recently she was a contract specialist for the U.S. Department of Labor in their division of Employment and Training in Boston. In this capacity, she oversaw government contracts dealing with the Small Business Administration.

In 1972, Sergeant Flood was assigned to a special task force that initiated the Equal Employment Administration program. In 1975, she played a major role in developing the CETA program. She received awards for her part in initiating both programs.

Sergeant Flood served a four year active duty Air Force tour at Otis AFB, Mass. from 1961-1964. She has been a member of the Air Force Reserve for 17 years. Her military awards include the Air Force Commendation Medal, two Outstanding Unit awards, Good Conduct and Longevity medals.

The Air Force is woven through her life as Sergeant Flood met her husband, Fred, at Westover in 1975. She was NCOIC of the 439th CSG orderly room and Fred was working for the base commander. They were married in June 1978 and moved to Georgetown, Mass. where they now reside with their 18-month-old son Erich.

Sergeant Flood holds an Associates degree in Business Administration from the Mass. Bay Community College in



Carol Flood

Newton and expects shortly to complete her Bachelors degree at Boston State College.

Sergeant Flood said she is very challenged by her new position. "I feel great about the job," she said. "Everyone at Westover has been really friendly and cooperative."

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

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SrA. Mary L. Borelli

SrA. Kathleen Lincoln

Patriot Profile

A fond goodbye to a good, good Guy

by Capt. Rick Dyer

He dined with Glenn Miller in the Maxwell AFB cafeteria, and he chatted with Franklin D. Roosevelt.

He joined the Army Air Corps back when it still had World War I aircraft, and he gave survival training to one of the first astronauts who walked on the moon.

He is SMSgt. Guy T. Iannuzzo, and he is retiring from the 439th TAW this month. When he does, the wing will lose a large chunk of its history.

The 59-year old reservist, who is the 439th's life support superintendent, joined the U.S. Army Air Corps on Oct. 29, 1942.

His first assignment was as a flight engineer on B-24 bombers in the "brown shoe Air Force." He remembers vividly planes with open cockpits and two wings at his first base.

"Obviously, I've seen a lot of changes over the years," the veteran NCO said with a smile.

Met Miller, FDR

It was as a new private at Maxwell that Iannuzzo met Miller and President Roosevelt.

"I was following the big bands in those days, just like the young kids do today," Sergeant Iannuzzo said. "I was in the Maxwell BX, and I saw the sales clerks asking a man to autograph their cash register receipts," he said. It was Glenn Miller."

Iannuzzo said that he struck up a conversation with the band leader, who was then an Army captain.

Miller invited the young enlisted man to have breakfast with him. "He was an awfully nice guy," the sergeant remembered.

Iannuzzo's memories also include a chance meeting with the President of the United States. "We knew that President Roosevelt would be landing at Maxwell that day, and my top kick told me to go out and police the area in front of the barracks," he said.

While he was picking up gum wrappers, the presidential motorcade appeared and Roosevelt's limousine stopped nearby.

"There was some kind of delay and FDR rolled down his window and chatted with me for several minutes," Sergeant Iannuzzo said.

Iannuzzo said that his sergeant, unaware of what was happening outside



SMSgt. Guy T. Iannuzzo

was angrily looking for him. "He asked where I was and someone said I was outside talking to the President. That made him even madder, until he looked out the window and saw that I was," he recalled.

Sergeant Iannuzzo served as a flight engineer on B-24s and B-29s during World War II. He was discharged from active duty in 1946 and entered the Reserve upon his return to Massachusetts.

"I had originally intended to stay on active duty, but my parents were sick and they needed me at home," he said. "So the Air Force Reserve became my second career."

Iannuzzo served with the 89th Fighter Bomber Wing and the 94th Troop Carrier Wing at Hanscom AFB. He also took a civilian job there as a training officer, a position he still holds.

While at Hanscom, he met a young captain, Edwin "Buzz" Aldrin who had been selected for the astronaut program.

"Aldrin was studying at MIT in the early '60s in connection with the space program, but he used our base for flying," Iannuzzo said.

"I was his survival instructor, and I joked with him that he had better listen to me carefully, because he might have to build a shelter on the moon someday," the sergeant said.

At least half of Iannuzzo's prophecy was fulfilled during July of 1969 when Neil Armstrong and Aldrin became the first men to walk on the moon.

Called to Duty

Sergeant Iannuzzo was recalled to active duty with his reserve units during the Korean War, and the Cuban Missile Crisis. When the 439th was formed in 1974, he came to Westover.

"I have loved every minute of the Reserve, even when I was recalled," he said. "I've particularly enjoyed teaching life support and survival to the aircrews," he added. Those guys are great."

Although Sergeant Iannuzzo earns his "grey card" this month, he will still be a reservist—of sorts.

For the past 11 years, he has been a member of the Assabet Village Minute Men. The group dresses in colonial garb and re-enacts Revolutionary War battles in places like Lexington and Concord.

"They were the first reservists," Iannuzzo said. "I guess I share a kindred spirit with them."

Despite all the places he's been and all the people he's met, the sergeant said that the fondest memory of his military career occurred last year in Illinois when he participated in the Air Force commissioning ceremony of his son, 2nd Lt. Leonard Iannuzzo, who now serves at Edwards AFB. "I hope the Air Force will be as good to him as it has been to me," he said.

Ready then



Ready now

Army bids C-123 "farewell"

by A1C Kathleen E. Lincoln

The C-123 Provider was no stranger to the airborne trainees at the US Army Infantry School at Fort Benning, Georgia. For the past nine years Westover's 731st Tactical Airlift Squadron has flown C-123 support missions for the infantry school's airborne classes.

On Sept. 2 Fort Benning gave its farewell salute to the C-123 and the graduates of the Basic Airborne Class #37-82 in a joint ceremony. As part of the ceremony, open to the public, the C-123 performed a low pass and assault landing. The infantry school contributed with a tailgate jump by the Fort Benning Command Parachute Exhibition Team, the Silver Wings and a halo drop by the airborne graduates.

Crewmembers on the last mission were Lt. Col. Lyle West, aircraft commander; Capt. John Walsh, co-pilot; Lt. Col. John Comfort, navigator; TSgt. Jack Gallagher, flight mechanic; and MSgt. Bud Wiehe and SSgt. Peter Murray, loadmasters.

Col. Louis Paskevicz, 439th TAW vice-commander, joined the C-123 crew on its last flight to Fort Benning. As the Air Force Reserve representative, he presented C-123 lithographs signed

by the 439th TAW Commander, Brig. Gen. Donald E. Haugen, the vice-commander and crew members, to the officer and enlisted honor graduates and to Col. Robert S. Rose, US Army Infantry School Brigade Commander.

In recognition of their outstanding performance both honor graduates and the 731st received the Iron Mike Award from the 4th Airborne Training Battalion. Colonel Rose noted, "Westover has supported airborne training at Fort Benning since 1973 and the Iron Mike is in appreciation of that service."

After the handshakes and with shouts of thanks and good-byes, the crew members climbed aboard aircraft #583 and brought the ceremony to an end with a short field takeoff. MSgt. John White, a former C-123 crew chief and narrator during the low pass, assault landing and short field takeoff, remarked, "Only a C-123 could put on a show like that!"

On the flight back to Westover Sergeant Jack Gallagher, flight mechanic, said, "It's a good plane and I hate to see it go." And Sergeant Wiehe, loadmaster, agreed. "It's been around more than 20 years and I wish it would stay for another 20."



The line-up of C-123's is only a memory now.

The long, proud history

by TSgt John Wallace Spencer

Westover AFB no longer includes C-123Ks as part of its aircraft inventory as of Sept. 30. During the past several months, in preparation for the phase out, transfer of Westover's Providers has been actively underway.

One at a time, C-123Ks have taken off on long, one-way flights to the "Military Aircraft Storage and Disposition Center" at Davis-Monthan AFB, Arizona.

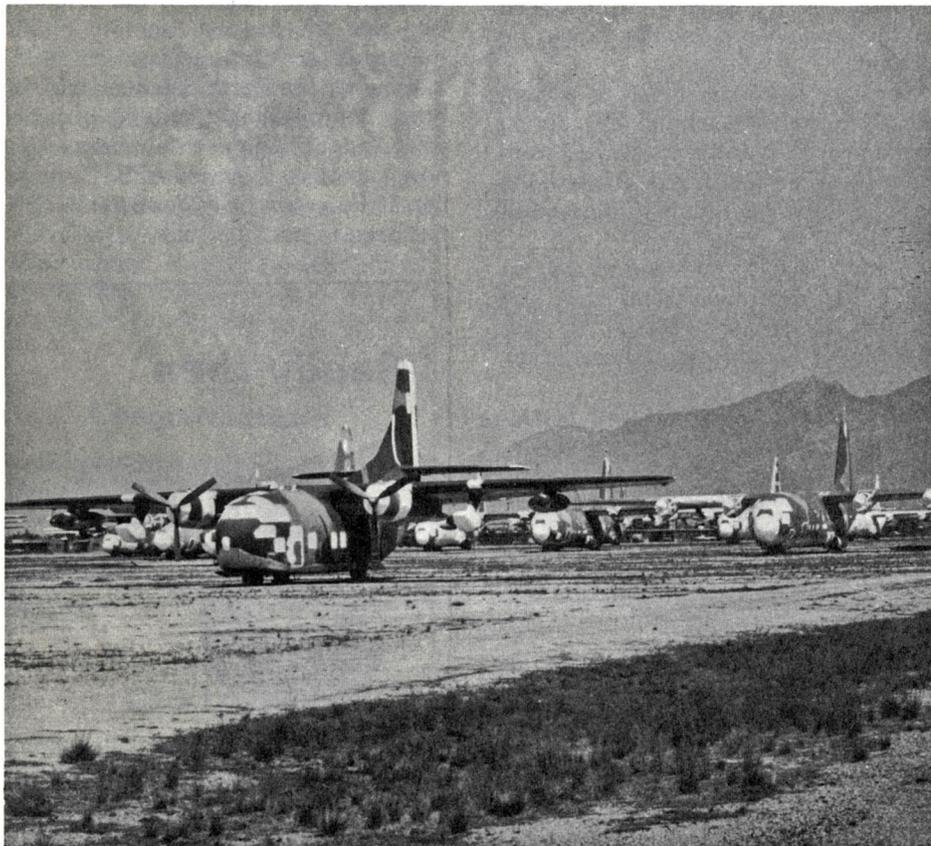
The MASDC has been mistakenly referred to as "the bone yard" or "grave yard", a misnomer that demands correction.

When an aircraft is turned over to the MASDC it goes into one of four categories. Depending upon the needs of the government, some aircraft are destined to be sold to foreign nations. Others are sealed, preserved and stored for years on stand-by status on the sands of the arid desert. Some are stored for parts while other are chopped up for scrap.

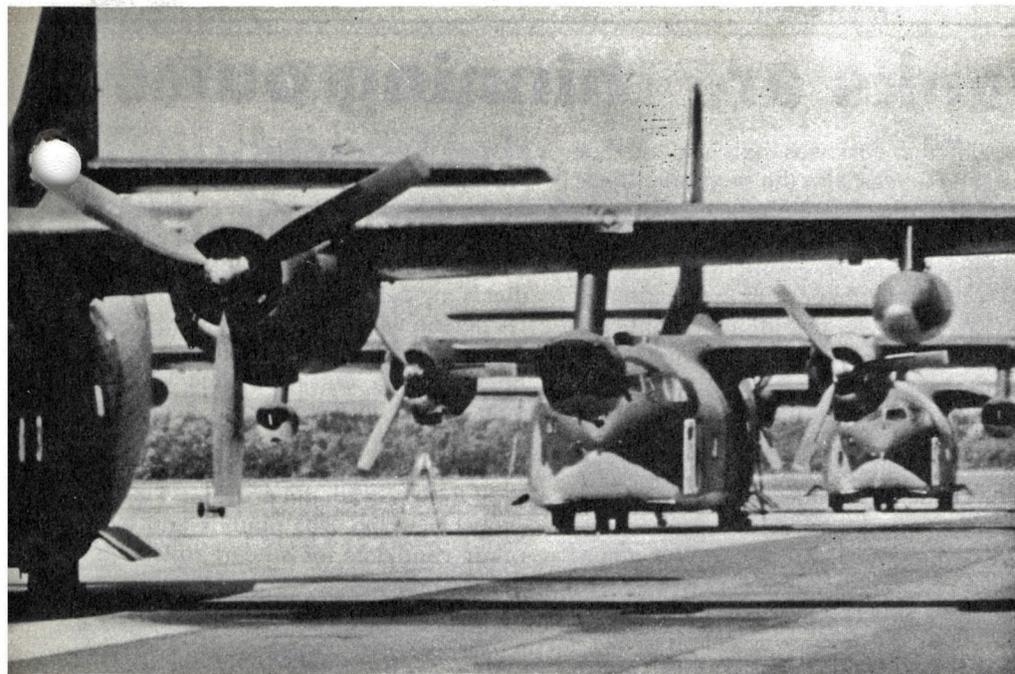
As for C-123Ks, some will be sold, while others will be stored, ready for reactivation, if needed.

Retirement of the Provider aircraft is the result of an energetic modernization program instituted by Maj. Gen. Richard Bodycombe, chief of Air Force Reserve and AFRES commander.

General Bodycombe's high regard for the Provider was evidenced by his personal request to take an active part in the C-123K retirement. As a result, Aug. 15 was selected as the symbolic official retirement date for all Providers.



Retired C-123's are taped, sealed and stored at Davis-Monthan AFB, Arizona (USAF Photo by TSgt. John W. Spencer)



The last C-123 left Westover Sept. 24. (USAF Photo by Capt. Philip Weber)

of the Provider ends at Westover

Westover's Aircraft 54-0592 was designated as the Provider that would represent all C-123s. The crew selected to fly 592 to Arizona was: Lt. Col. Edward F. Lincoln, commander 731st TAS; co-pilot, Lt. Col. Arthur J. Sorenson, assistant deputy commander for operations, 439th TAW; flight mechanic, MSgt. James R. Gauthier, 731st TAS; and loadmaster, TSgt. Ronald H. Couture.

Joins Crew

General Bodycombe joined the crew at Kelly AFB, Texas as a pilot and flew the final leg of the mission into Davis-Monthan AFB. In an interview before take-off, General Bodycombe commented, "I am nostalgic and sad about the retirement of the C-123. My feelings are similar to those one gets when a good friend goes away. The Provider has done yeoman service, however, modernization dictates that AFRES moves on to newer equipment. We're all going to miss the Providers but, let me assure everyone, we have not seen the last of her. Several emerging nations have acquired C-123s and they will be around for many years to come."

As 592 began its final descent into Davis-Monthan AFB, the crew was awestruck by the vast 20 mile expanse of thousands of aircraft below.

Good Plane

Sergeant Gauthier who has been a flight mechanic on C123Ks for three years thought "This airplane as well as all the rest of the C-123 fleet are good,

reliable aircraft that have always taken me where I wanted to go. In over 600 flying hours I've never had to abort a single mission. Providers grow on everyone who comes in contact with them and I wouldn't hesitate to fly in a C-123 any time, any place. I'm sorry to see her go."

With landing assured, General Bodycombe eased 592 onto the runway and began the slow taxi. Off in the distance was a welcoming committee ready to take possession of our Provider.

Within a short time, the 27 year history of nearly 11,000 flying hours of 592 came to an end. Her engines had stopped and everyone sat motionless as if offering the deafening silence in prayer.

Sergeant Couture, who has flown over 800 hours in C-123s wanted to express his feelings. He stated, "I remember five years ago when I was first assigned to the Provider. A lot of Reservists joked about her. But, when we were told that all C-123s were being phased out, those same people fought like hell to save her. I want everyone to know that I'm proud and honored to have been given the opportunity to have been a part of Provider's story."

The change of ownership ceremony took less than a minute as 592's logs were turned over to the MASDC. Quietly and efficiently the crew went about its duty of securing the aircraft. The new owners politely rejected the offer of 592's door keys by explaining there was no further need to lock her up.

The final destinations of the 19 C-123's stationed at Westover:

AIRCRAFT

361	Davis-Monthan AFB
362	USAF Museum AFB
565	Davis-Monthan AFB
580	Davis-Monthan AFB
581	Davis-Monthan AFB
583	Davis-Monthan AFB
586	Davis-Monthan AFB
592	Davis-Monthan AFB
606	Foreign country sale
607	Davis-Monthan AFB
610	Davis-Monthan AFB
629	McGuire AFB
635	Davis-Monthan AFB
663	Foreign country sale
669	Davis-Monthan AFB
681	Sheppard AFB
683	Smithsonian Institution
703	Foreign country sale
706	Davis-Monthan AFB



Maj. Gen. Richard Bodycombe transfers the command of aircraft #592 to Jerry D. Mullin, deputy commander MASDC.

Westover ranks are thinning out

by SrA Sandra M. Michon

The topic is not personnel loss, but partial personnel loss . . . losing weight.

The new weight standard directive, issued in October 1981, required compliance by the April 1982 UTA. Any Reservists not in compliance with standards were then expected to lose an average of three pounds monthly, or face non-pay consequences for UTA's.

Response to the new weight standards has varied but many Reservists have been successful in attaining the revised standards, and are grateful for the stricter weight requirements.

CMSgt. Eugene Longfield, Wing training officer, and monitor of the weight program, relates his experience, "I lost 32 pounds in two months. I never was on the program because I lost the weight before the April UTA. I did it because I had to, but I know the health benefits are positive."

Chief Longfield said he feels positive about the weight program. He stated that stricter controls have encouraged results.

SMSgt. Lyman Frain, 439th TAW Command and Control NCOIC, lost 14 pounds in two weeks. He said, "It was either lose the weight or I couldn't go to Spain." His method of weight loss . . . "Don't eat." He said that losing the

weight that fast was not healthy, but says he agrees with the program. "I actually feel much better now that I've lost the weight," Sergeant Frain added.

MSgt. Paul Bergeron, of the 901st CAMS, lost eight pounds in two months to go below his maximum weight. He attributes his success to jogging and reducing his food intake, but admitted it was hard to lose and is difficult to maintain his weight. Sergeant Bergeron commented on the weight program, "It is causing me to focus more on my weight control, and explore different exercise programs. My wife has encouraged me for a long time. She's very

pleased with the results."

Major Frank Purnell, executive officer of the 439th CSG sees many positive aspects to the program. "Staying in shape means a longer, happier life and that is my desire for everyone," he said. "A person with a weight problem needs motivation. Sometimes it comes from home but an outside source is a big help. Under this program, I needed to lose weight. I lost 12 pounds and now I feel much better," he stated.

"If this program did not exist, I would probably weigh 240 pounds and be a prime candidate for a heart attack," he concluded.

Geneva Harrison retires

"We sure will miss her around here," said Lt. Col. Robert Motley, executive officer of the 731st Tactical Airlift Squadron.

He was speaking of Geneva Harrison, who recently retired from her position as clerk-typist with that unit.

Mrs. Harrison's retirement marks the end of a 36-year Civil Service career that began in 1946 with the Marine Corps in Washington, D.C. She subsequently held positions with the Army

Quartermaster Corps, the Veteran's Administration in New York and at the Springfield Armory. She came to Westover in 1967, working for the 905th Military Airlift Group.

During her long career, Mrs. Harrison, a resident of Springfield, was the recipient of three Merit Achievement Awards.

A retirement reception was held at the Chateau Provost and was attended by 50 well wishers.



PROMOTED

Lt. Col. Thomas C. Adamchak
Lt. Col. Philip W. Crutchfield
Maj. Edwin A. Doty Jr.
Maj. Robert C. Kirschling
Maj. Philip E. Pettitt Jr.
Maj. James L. Scott
Capt. Kent E. Berwick
Capt. Thomas B. Gary
Capt. James R. Hosey Jr.
Capt. Michael J. Rosen
SrA. Jack A. Cohen
SrA. Norman P. T. Kane
SrA. Robin M. Pleva
SrA. George L. Smith
A1C Michael Henriques

ENLISTED

TSgt. Robert A. Boisvert
TSgt. Peter D. Chiaramida
SSgt. Joseph J. Menzyk
SSgt. Darrel C. Redd
Sgt. Mark O. Huard
A1C William E. Harris

REENLISTED

SMSgt. Joseph R. LaFrance
SMSgt. William H. Lane
MSgt. Wayne R. Carter
MSgt. Alfred J. Ciaglo Sr.
MSgt. Raymond D. Desrosiers
MSgt. Robert R. Draper
MSgt. Wilbur J. Hunt Jr.
MSgt. Henry A. Lapa
MSgt. William F. Roberts
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TSgt. Thomas S. Stepniak
TSgt. Marlene B. Wilson

TSgt. Robert A. Wise
SSgt. Gerald E. Barron
SSgt. John H. Hart
Sgt. Lawrence G. Kent
SSgt. Christopher Keyes
SSgt. Gilles R. Lapointe
SSgt. Henry C. Lomba
SSgt. George J. Nalesnik
SSgt. Macsata Frederick Jr.
SSgt. Brian M. Quirk
SSgt. David C. Pierrepont
SSgt. Alan D. Reilly
SSgt. Gary N. Vickers
SSgt. Pamela A. Vogel
SSgt. William J. Roberts
SSgt. Paul W. Rondeau
SSgt. Bradley S. Schwebler
SSgt. Raymond G. Weatherbee
Sgt. Deborah A. Elliot
Sgt. James H. Swotchak Jr.
Sgt. Frank G. Stefanelli Jr.
SrA. George Graham Jr.

905th CF says, "Good-bye Italy, hello Westover!"

by TSgt. G. Mark LaFrancis

Maj. Alan M. Salus started with the bad news contained in the message.

It was July 9, one week before he and the 45-member 905th Communications Flight, AFRES, planned to fly to Aviano, Air Base, Italy, for the unit's annual two-week encampment.

Major Salus had difficulty hiding his disappointment as he told the flight that the fly-away was canceled—an announcement that elicited muffled moans and sad faces from the fatigued troops who gathered in the unit's briefing room.

To them, his message meant good-bye Italy and hello Westover.

Brushing off their disappointment, a task force of NCOs, headed by acting First Sergeant MSgt. Harold B. Crapo Jr., began piecing together an encampment plan—one that would go far beyond just keeping personnel busy, but provide unique and varied training despite the handicap of not working with active duty counterparts.

The brainstorming proved fruitful as the plan included daily physical training and briefings for all personnel, an in-depth review of training records, slide presentations, field exercises, specialty training and other tasks.

But, as Major Salus put it, "Everybody took it—the bad news—in a very adult and military way. Of course, everybody was disappointed." He said,

From motorcycles to jet engines . . .

901st mechanic gives tender loving repair

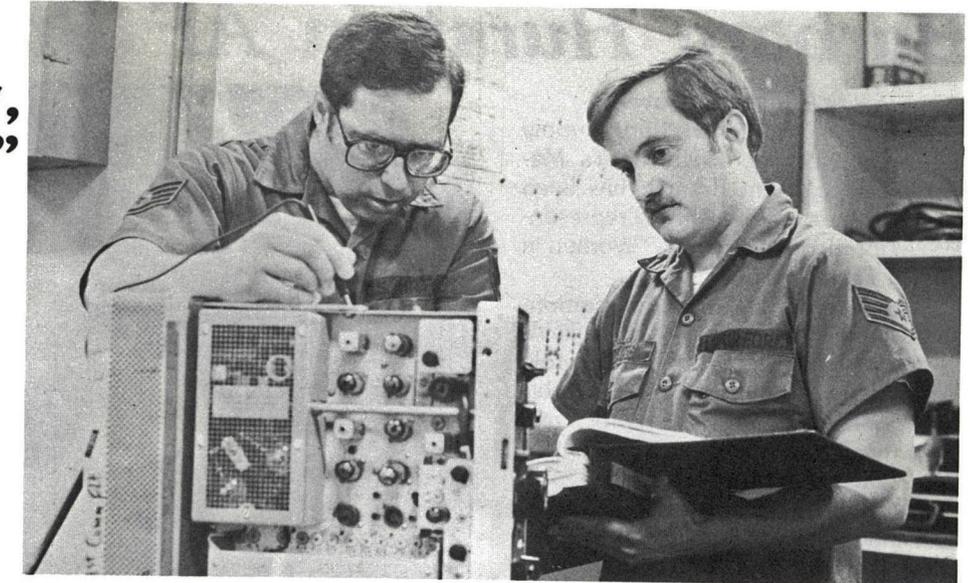
"I was determined to become an aircraft engine mechanic," said A1C Laurie Butler of the 901st CAMS, Engine Shop.

Before enlisting in the Reserve, a year and a half ago, Laurie told her recruiter that she wanted to be trained as a reciprocating engine mechanic.

After scoring high in her Armed Services Vocational Battery, Laurie was off to basic training followed by tech school at Sheppard AFB, Texas.

Airman Butler stated that she is happy in her chosen career field. "I look forward to UTA's and annual active duty training because I enjoy working on aircraft engines.

"My duty assignment at Westover is



SSgt. Keith A. Randall, left, tests a KWM-2A Transceiver with SSgt. Charles F. Darling in the 905th Comm Flight's Radio Maintenance Section. (USAF Photo by TSgt. G. Mark LaFrancis).

"I didn't expect much to be accomplished at Westover, where training facilities are limited," adding, "I'm very pleasantly surprised at the quality of training we received."

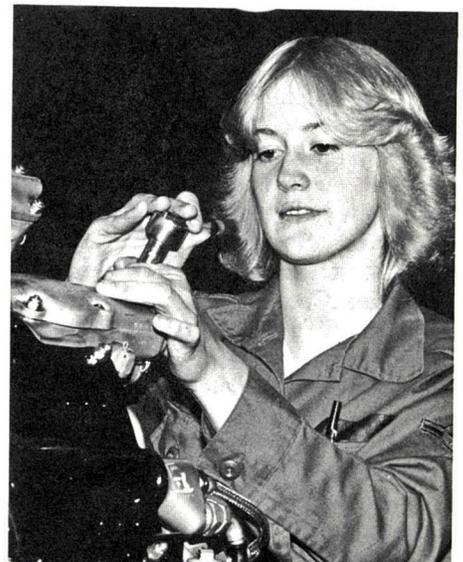
The pinnacle of the encampment was the field training, which pitted three unit teams against each other to erect, in Westover's Dogpatch area, a 12-man tent and high frequency radio antenna while individuals wore chemical biological warfare suits. The field scenario also called for radio phone-patches and priority military messages over Region 1 MARS.

Also during the encampment, individuals received classroom briefings on training records, administration forms, Airman Proficiency Reports, communication skills and other topics, while

completing small arms qualifications, vehicle training, first aid, disaster preparedness and other requirements.

Some 905th members, however, did travel to training sites. Four telephone installers were sent to the 2187th Communications Squadron at Aviano at the 2187th's request. Five communications center specialists helped out at Hanscom Air Force Base and two radio maintenance technicians assisted units at Seymour Johnson Air Force Base, N.C. and an Air National Guard unit at Wellesley, Mass.

For the most part, those who stayed "at home" capitalized on some old American ingenuity and turned what could have been a depressing situation into "one of the best annual tours we've ever had," said Major Salus.



A1C Laurie Butler tackles a repair job at the 901st CAMS engine shop.

really different from my civilian job as cash report clerk in the home office of Chess King Company in Worcester.

"I've always been mechanically inclined. Instead of relying on mechanics to keep my car and motorcycle running at top performance, I've always taken wrench in hand and tackled each repair problem myself."

MSgt. William Bowker, Reciprocating Engine Shop foreman is pleased with Laurie's work. He said, "Airman Butler can be given any assignment no matter how dirty or heavy. She always digs right in and goes to it."

In October Laurie goes back to school, this time to learn how to work on the P-56 jet engine.

Barbara Hurst In AF Brochure

by SrA Mary L. Borelli

Barbara Hurst, Supervisory Supply Technician for the 439th CSG's Materials Management Branch, has been selected as one of the AFRES representatives for the new brochure "Women in the Air Force."

The brochure, is designed to demonstrate some of the many Air Force fields in which women play an integral roll. Women from as many areas as possible were nominated for the honor, and from those only a few were chosen.

Surprised and honored

"I was both surprised and honored to hear that I was even in the running for this distinction," said Hurst. "I found out about the nomination in May and received confirmation of my selection in July."

Hurst was chosen on the merit of her work while in government service. She has been in this service for over twenty years now, most of these spent here at Westover.

"I began here as a clerk-typist. Then in 1976, due to a RIF, I moved into a supply clerk slot. Each move I made gave me more of a challenge and encouraged me to continue to improve myself through seminars and courses," Hurst stated.

Her continued efforts in self-improvement have proven effective. Hurst moved into the 439th TAW Base Engine Manager slot next. Her duties here included supervising stock control and MICAP functions. Then, in February of this year, she was promoted to her present position.

Job keeps her busy

"My job continually keeps me busy and interested. As the material management chief I have charge of four major areas—stock control, MICAP, engine management, and special assets."

Hurst's professionalism and dedication are evident in the number of awards she has received. These include Sustained Superior Performance Awards, Outstanding Performance Awards, a Case Award, and most recently the Outstanding AFRES Supply Manager for the year 1981, Civilian General Schedule Category.

"I'm excited, and I am proud to have been chosen by the Air Force for their brochure. To be considered a representative of women in the Air Force has really given me a boost. It also makes me realize that the work I am willing to put into my job is definitely worthwhile," she said.



Barbara Hurst, Supervisory Supply Technician for the 439th CSG. (USAF photo by Capt. Philip Weber)

Commander's Call

Four Air Force Commendation Medals were awarded by Col. Louis Paskevicz, Wing vice-commander during the September UTA Commander's Call.

Lt. Col. John Comfort was awarded for his meritorious service as squadron airlift navigator, 731st TAS. Colonel Comfort's professional skill, technical expertise and dedication contributed greatly to the successful record of the 731st.

SMSgt. Gaetano Iannuzzo, 439th TAW, received a commendation medal for identifying problem areas in the life support field and developing and implementing solutions.

MSgt. Paul Bergeron, 901st CAMS, was presented a commenda-

tion medal for his outstanding contribution as electrical shop chief. His skills knowledge and leadership abilities help immeasurably to identify and solve existing problems.

MSgt. Marshall Hathaway was awarded for his outstanding contribution as public affairs technician. His untiring efforts resulted in increased publicity and recognition for the 439th TAW and the Air Force Reserve.

TSgt. Carl France received a plaque for his exceptional achievement in recruiting. He enlisted more personnel into the Individual Mobilization Augmentee Program than any other recruiter within the 14th Air Force.

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