

# PATRIBUT

439TH TACTICAL AIRLIFT WING (AIR FORCE RESERVE)

WESTOVER AIR FORCE BASE, MASS.

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September 1984



The huge C-5A dwarfs the C-130 as the huge aircraft awaits deployment to Denmark as part of Oksboel 84.

(USAF photo by Capt. Philip Weber)

## Westover personnel provide support for Denmark deployment

Westover was the launch site for two New England communications units participating in Oksboel 84 from Aug. 3-13.

The exercise was aimed at moving the tactical communications squadrons into Denmark from the United States with all of their equipment. The two communications units were the 101st Tactical Communications Squadron from Worcester and the 103rd Tactical Communications Squadron from Providence, R.I.

In order to move all of the manpower and equipment assigned to the two units four C-5A's, 17 C-141's and a C-130 were used in the exercise. The aircraft moved a total of 1,202,896 pounds of cargo during the deployment phase of Oksboel 84 into Billund, Denmark.

On the ground at Westover, the following units provided ground support for the exercise; 439th TAW ALCE, 42nd MAPS, 58th APS, Vehicle Trans-

portation, and Fuels Branch. "Westover people took over the entire responsibility of receiving, loading and launching the aircraft," commented Maj. Thomas Frisbee, a member of the ALCE coordination team.

The aircraft involved in the exercise were flown by Reserve and active duty aircrews and came from Dover AFB, Del.; McGuire AFB, N.J.; Charleston AFB, S.C.; and Savannah ANGB, Ga.

The redeployment phase of Oksboel 84 through Westover is scheduled sometime in September.

In another deployment, the 104th Tactical Fighter Group used Westover as its initial launch site for the unit's participation in Operation "Opportune Journey" on Aug. 18. The Barnes unit had to use Westover as its launch site for the exercise due to runway repairs on their home airfield. A total of nine A-10's, two KC-135's and a C-141 were involved in the deployment to Barbers Point NAS, Hawaii. During the deployment, the 104th will be providing close air support for the 25th Infantry Division.



### IN THIS ISSUE:

- Sergeant believes in miracles
- 905 WSSF completes exercise
- Smokey the Bear at Westover

# Mixing business with pleasure

While vacationing in Alabama, MSgt. Frank Smeryda, of the 905th Comm Flight reenlisted with his son-in-law performing the honor. His son-in-law is Capt. Daniel Pelissier, a communications officer at Maxwell AFB, Ala.



Capt. Daniel Pelissier reenlists his father-in-law, MSgt. Frank Smeryda.

(USAF photo)

## REENLISTMENTS

MSgt. John S. Indomenico  
MSgt. William E. Mahoney III  
MSgt. Michael E. Noonan  
MSgt. Michael W. Schuell  
MSgt. Steven L. Storm  
MSgt. Frank Sweryda  
MSgt. Edward A. Tylutki  
MSgt. Paul D. Wood  
TSgt. Bruce L. Bornstein  
TSgt. John A. Dejnack Jr.  
TSgt. Daniel J. Donofrio  
TSgt. John Gallagher  
TSgt. John M. Kellar Jr.  
TSgt. David E. Levreault  
TSgt. Robert H. Odell  
TSgt. Roger J. Pelletier  
TSgt. Joseph Picard  
TSgt. Bruce D. Simmons  
TSgt. Richard A. Turnberg  
SSgt. Carlos M. Alicea  
SSgt. Marilynne K. Barney  
SSgt. Nancy A. Basque

SSgt. Robert A. Cekovsky  
SSgt. Neil A. Delisle  
SSgt. Mary J. Dussault  
SSgt. Harry S. Fett Jr.  
SSgt. Domenico P. Fratamico  
SSgt. Paul J. Gagnon  
SSgt. Joseph A. Isherwood  
SSgt. Robert P. Marcin  
SSgt. Richard A. Martin  
SSgt. Brenda A. Miazga  
SSgt. Lawrence N. Milliken  
SSgt. Ronald Mink  
SSgt. Christina M. Parker  
SSgt. Andrew J. Pietras



SSgt. Alberta M. Ross  
SSgt. Frank H. Szekeres  
Sgt. Frederick D. Fraini Jr.  
Sgt. Edward E. Slade

## PROMOTIONS

Lt. Col. Jerold E. Budinoff  
Lt. Col. Elsworth K. Hart  
Lt. Col. Carole A. Nanis  
Maj. James B. Bird  
Maj. Thomas M. Frisbee  
Maj. Ethel F. Harris  
Maj. Robert T. Martens  
Maj. Rocky Quintana

Capt. Robert C. Carty  
Capt. Natalie C. Iryshe  
1Lt. Diane R. Nosan

## ENLISTMENTS

SSgt. Norman P. Lorange  
SSgt. Hector J. Suarez  
SSgt. Robert W. Uccello  
Sgt. Robert C. Allen  
Sgt. Joseph A. Kochapski  
Sgt. Francis P. Lukas  
Sgt. Yvonne A. Lumpkin  
Sgt. Terrence D. Moore  
Sgt. Titus Moore  
SrA. Peter B. Lafont  
SrA. Patricia A. Spencer  
A1C. Nicholas J. Sevarino  
AMN. Daniel J. Coelho  
AMN. Michael P. Healey  
AMN. Annie M. Rice  
AB. Jaye C. Thompson  
AB. Stephen A. Warren  
AB. Victoria L. Wierprecht

## Dining Out selects new site

The site for the 10th Annual NCO/Airman Dining Out has been switched from the Consolidated Open Mess to the Crescent House at Five Corners in Granby. Maj. Byron K. Lichtenberg, who served as a payload specialist aboard the Space Shuttle Columbia in 1983, will address the gathering scheduled for Oct. 13. Tickets are still available from MSgt. Marshall Hathaway in the base historian's office building 1100.

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*He believes in miracles*

## Severed foot fails to stop gutsy sergeant

**By Capt. Rick Dyer**

If you don't believe in miracles, spend a minute or two talking with Sgt. Terry Smith.

Maybe you'll change your mind.

Sergeant Smith, a security specialist with the 905th WSSF, spent a weekend in July participating with his unit at an airbase defense exercise at the Knightville Dam in Huntington, Mass.

The 23-year-old NCO lugged his M-16 and field pack on long patrols over rugged wilderness terrain.

There was nothing miraculous, or even extraordinary, about the mission. But Sergeant Smith's participation in the exercise had Wing officials shaking their heads in astonishment.

Exactly one year earlier, the sergeant's left foot had been completely severed in a motorcycle accident. He also sustained a compound fracture of the right leg, and his right ankle was shattered in six pieces.

Doctors told Sergeant Smith shortly after the accident that it was unlikely that they could save his left foot. They also indicated that he might be disabled due to the multiple fractures.

### **Struck by Automobile**

The July 14, 1983 mishap occurred when the NCO's motorcycle was struck by an automobile which veered into his lane on Pleasant St. in Millis, Mass.

What had started as a quick errand to a nearby store resulted in a year-long odyssey through seven operations and hours of painful therapy.

"The other driver made an unexpected turn in front of my motorcycle and I collided with him head-on in my lane," he recalled.

The sergeant was thrown from his motorcycle over the hood of the auto. "I landed in the street and my left foot hit at an angle and was completely torn off," Sergeant Smith said. "My right foot hit with such force that it actually made an indentation on the pavement."

The NCO credits a local ambulance crew, and Dr. Michael Kennedy of Natick, Mass., with saving his foot.

"The ambulance people got to the accident in what seemed like 40 seconds and rushed me to a hospital in Natick," he said. "Their quick response, and Dr. Kennedy's skill as a surgeon, made all of the difference."

Dr. Kennedy, an orthopedic surgeon who specializes in sports medicine, reat-

**"My right foot hit with such force that it actually made an indentation on the pavement."**



**Sgt. Terry Smith . . . back on the job**  
(USAF photo by SSgt. G. Newell)

tached the severed foot, pinned its badly shattered bones, and set Smith's right leg in a cast. The early prognosis was poor.

"Before they put me under for the first operation, Dr. Kennedy told me that it was bad and that I'd probably lose the left foot," the NCO recounted.

The initial operation took 14 hours, and six subsequent operations were required to graft veins in the left foot and to repair the seriously fractured right leg

and ankle.

Two days after the accident, Dr. Kennedy told the sergeant that the left foot might still have to be amputated. It was then that Sergeant Smith told the physician about his Reserve assignment.

"I could do my civilian job as a warehouse analyst regardless of what happened, since it's basically a desk job," he said. "But nine-tenths of my desire to save the foot stemmed from the fact that I love being in the 905th and I knew I'd be out if I lost the foot. I told him to do everything he could to save it."

Confined to his bed or wheel chair, the sergeant was hospitalized at the Leonard Morse Hospital in Natick for the next two and one half months. There was some progress, but the physicians were still unsure as to whether or not the injuries would cause permanent disability.

### **Another tragedy**

In October of 1983, tragedy invaded Sergeant Smith's life for a second time. His father, Edwin William Smith, was killed in an airplane crash in Venice, Fla.

"I still hadn't walked yet, but I was determined to make it to my Dad's funeral, the NCO related. Dr. Kennedy authorized me to start walking with crutches, and I left the hospital for the funeral in Florida."

Over the next several months, Sergeant Smith continued with out-patient therapy that finally enabled him to walk without crutches in April. But merely walking wasn't enough for the Westover Reservist.

"I knew that if I wanted to get back to my unit, I'd have to be able to run."

During May, he started jogging. "On my first try, I think I got about 50 feet and then collapsed," he said. "I had to learn how to do everything all over again, but I got stronger with each successive try."

Although he's still receiving therapy, Sergeant Smith can now run more than two miles, and he walks without a limp. His recovery has amazed his doctors, and base officials.

"I saw his X-rays, and the mere fact that he is back with the unit is absolutely astonishing to me," said Maj. Frank McCormack, 905th commander. Before the accident, Terry was always volunteering, always highly motivated, and I

(continued on page 6)

# Air Force Museum in Ohio expansion needs funds

A home for "Patches" is just one of the aims of the current fund raising drive being conducted by the Air Force Museum Foundation.

The Air Force Museum at Wright-Patterson, AFB, Ohio, needs money — \$10.8 million to be exact.

The money is needed to expand the current facility, according to museum officials. The expansion will add 160,000 square feet of new exhibit space and is being designed to be architecturally compatible with the present museum.

The federal government will provide half the money needed for the project. The rest must come from the Air Force Museum Foundation which is currently conducting the fund raising drive at Air Force Bases throughout the United States.

Today, one hundred aircraft are exhibited inside the main museum and 50 others have been moved to a temporary annex. Twenty-five aircraft, however, remain outdoors where corrosion and vandalism are taking a toll on this precious part of American Military Aviation.

One of the aircraft outside the museum that needs protection from the ele-



Proposed expansion drawing

ments to prevent its eventual loss is a C-123 known as "Patches". After having flown in the Vietnam War for ten years, where it derived its nickname from the over 1,000 bullet and shrapnel hits that needed patching, the tiny transport became the pride of the 731st Tactical Airlift Squadron at Westover.

Many of the reserve pilots at Westover recall with pride being able to fly

"Patches" until her eventual retirement to the Museum in June 1980. The new addition will provide space for "Patches" as well as other important Air Force aircraft of the past.

Those interested in making a donation to the building of the museum addition are asked to contact Capt. Phil Weber, project officer, Public Affairs Office, Westover AFB.

## A National Safety Council suggestion: Saving a life is no accident

People don't like to get involved at the scene of an auto accident, but a few minutes of help could save a life, says the Automotive Information Council.

If you witness an accident, stop to see if help is needed. If there appears to be adequate assistance, continue on because stopping or slowing down to gawk at the accident can create an additional hazard. If you stop to help, park with your car's emergency flashers on to avoid another accident.

First, switch off the car's ignition if the driver has not already done so. This will reduce the chance of a fire.

Next, check the condition of the vehicle's passengers. If there are injuries, do not attempt to move the people unless there is immediate danger of a fire. Keep in mind that people involved in auto accidents may have fractured

limbs, necks or spine injuries, and moving them improperly could cause even greater injuries.



In cases of serious injury, time will be very important to the injured: they may

need someone to go for help. When you make a phone call for help, remember to give the location of the accident, what kind of help is needed, and the number of persons involved. Stay on the line a moment to confirm any information.

Back at the accident site, protect the victims from shock by keeping them as warm and comfortable as possible. While waiting for help, control the accident scene to prevent a single accident from turning into a multiple one. If you can, station someone to warn approaching traffic.

An inexpensive first-aid kit carried in the glove compartment or trunk (and used properly) could help save a life. To learn more about first-aid training, contact your local Red Cross, emergency medical service or fire department.

# Exercise challenges Wing's security units

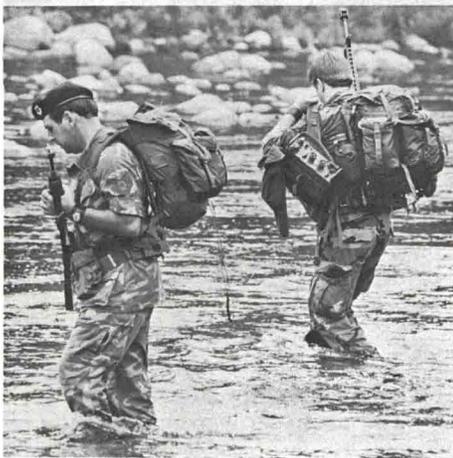
By MSgt. Marshall Hathaway —  
Photos by TSgt. Howard Garbarsky

The aggressor force had kidnapped 'General Rosie' and was holding her for ransom. With the moon and stars hidden by an overcast sky, it was completely dark and silent. Unseen they slithered through the woods towards their next objective: kill the friendly forces and destroy their C-130s parked in an open field.

The action was part of a 439th exercise, Patriot Thunder, held at the Knightville Dam in Huntington, Mass. July 21-22. Thunder was the first fully-operational Wing exercise totally



A Pittsburgh Reservist is ready for any sign of the aggressor.



TSgt. George Hoagland (l.) and SSgt. Francis Desjardins find the going gets wet.

planned by an enlisted person — TSgt. Bradley W. Himelick, of the 905th WSSF.

After a short period of negotiations, the friendly forces agreed to pay General Rosie's ransom and the aggressors said they would deliver the general to the base in a staff car. The car arrived soon. Its headlights slicing through the night provided the only illumination the friendly forces had seen. The car left the road and swerved to a stop at the edge of the bare base. It was a trap. Suddenly the trunk flew open and the aggressor inside opened fire with an M-60 machine gun. All the defenders were dead and the bare base had been taken by the enemy.

Thunder, was the first wing weapons systems exercise involving all three 439th weapons units from Westover, Niagara and Pittsburgh. It also included the Conn. Air National Guard's 103rd Combat Support Squadron and 103rd WSSF. The Mass. ANG's 104th Tacti-

cal Fighter Group, provided air strike support with strafing runs by two of its A-10 Thunderbolts. Other 439th participation was from Life Support, the Tactical Hospital, 337th TAS and 74th AES, who conducted exercise — related escape, evasion and rescue activities.

The logistics of amassing people, equipment, vehicles and a myriad of other details was accomplished by Maj. Frank L. McCormack, 905th WSSF commander, MSgt. Gerald Farrell, NCOIC, and TSgt. Donald Lahue.

Thunder was made up with five basic elements — a bare base, defenders, aggressors, Thunder Control and evaluators. Lt. Col. George W. Harris, 14th AF Security Police chief, observed, and commented, "I have never seen a more

outstanding job of planning."

During the exercise there was little opportunity for sleep as the teams took part in 13 separate operations until 4 a.m. Those missions were recovery, ambush, rescue, reconnaissance and combat patrols conducted with stringent safety requirements. Points were scored on mission effectiveness and for "kills."

The atmosphere was mixed. Most of the time there was either dead silence or continuous gunfire, accented by ground burst simulators, smoke bombs and flares.

When the bare base was finally taken, the exercise was terminated.

It was the beginning of what 905th WSSF people hope will be an exercise series. They are looking forward to Patriot Thunder II.



MSgt. Bob Holland, NCOIC of the 911th WSSF fires the rocket launcher at enemy aggressors.

## "Patriot People"



(USAF photo by Capt. Phillip Weber)

**Name:** CHUCK CURCI

**Rank:** Captain

**Age:** 39

**Address:** 675 Main Street  
Shrewsbury, Mass. 01545

**Unit:** 439th TAW/SL

**Position:** Alcohol/Drug Abuse  
Training Officer

**Civilian Occupation:** Administrator (Deputy Director of Personnel and Community Activities) at Fort Devens

**Favorite Food:** Italian (Meatballs/Spaghetti)

**Favorite Beverage:** Hot Tea

**Favorite Sport:** Baseball

**Favorite Hobby:** Photography

**Ideal Vacation:** Florida Days in March

**Best Way To Relax:** Travel (get away-anywhere-from daily routine)

**Preferred Entertainment:** A good movie, fiction/fantasy

**Favorite Celebrity:** Alan Alda

**Favorite Music:** Folk

**Favorite Book:** The Tao of Poo

**Favorite Color:** Brown

**Favorite Car:** Porsche

**Pet Peeve:** People who drive like me

**Best Thing About Westover:** Professionalism/Congeniality

**Worst Thing About Westover:**

Trying to "think up" the worst thing about Westover

## Commander's Call

A variety of honors were bestowed on wing members by Col. Jack B. Ferguson, wing commander, on Sunday Aug. 12.

**Maj. Robert T. Martens**, received the Meritorious Service Medal for his service in the 731st and 337th Tactical Airlift Squadrons in flying safety, standardization and operations. The Air Force Commendation Medal was given to **Maj. Theresa A. Maher** a 74th AES flight nurse; **Capt. Thomas M. Mannello**, 337th TAS for his outstanding aeronautical skills and devotion to duty; **Capt. Joan E. Riccios** for work as a 74th AES flight nurse, **MSgt. Paul N. LaRoche**, for developing training programs in chemical and bacteriological warfare as a Life Support Supervisor in the 337 TAS; and **SSgt. Henry M.**

**Olearcek, Jr.** for distinguishing himself as a unit Instructor Flight Engineer from the 437th MAW at Charleston Air Force Base, S.C.

**SMSgt. Thomas E. Carameri** received his first oak leaf cluster to the Air Force Commendation Medal. He was recognized for his work in the Air Cargo Transportation Field with the 59 AES.

In addition the Air Force Achievement medal was presented to **TSgt. Donald C. Cherry, Jr.**, **SSgt. Linda E. Gutermuth** and **SSgt. Marie R. Vautour** all of the 74th AES.

Finally, **TSgt. Allen G. Alward**, 439th TAC Hospital, was awarded his Associate in Applied Science degree in Biomedical Equipment Technology from the Community College of the Air Force.

## Severed foot . . . (continued from page 3)

believe that has a lot to do with his amazing recovery."

Before he could return to the 905th, Smith had to satisfy Dr. Kennedy, and Air Force physicians, that his limbs could withstand the rigors of combat duty.

In June, Sergeant Smith passed his physical and rejoined his buddies at Westover. Again certified for worldwide duty with the Reserve, he left with

his unit on Aug. 12 for a two-week tour of active duty at the Rhein Main Air Base in Germany.

Despite the tragedies he has endured during the past year, Sergeant Smith is optimistic about the future.

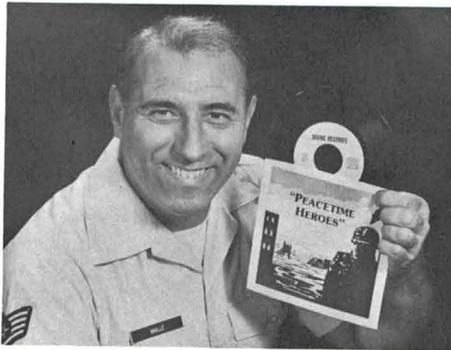
"The past year was bad in many respects, but I'm back with my unit and my legs are healing better than "anyone expected," he said with a smile. I guess I really do believe in miracles.



**MSgt. Faith Longfield**, base career advisor, shows off the newest member of her family and the 439th, Linus. The doll's uniform was made by a neighbor, Fern Gouger, of South Hadley, Mass.

(USAF photo by Capt. Phillip Weber)

## Sergeant sings



**SSgt. Pete Maille and his recently produced record, "Peacetime Heroes."**

(Photo by MSgt. Marshall Hathaway)

It was 2 a.m. on St. Patrick's Day, 1984. SSgt. Pete Maille, an air cargo specialist with the 58th APS, sat at his home in Springfield thinking of his son, Ken an Army Sergeant who was about to observe the second anniversary of his enlistment in Manheim, Germany.

Soon, the older Maille began thinking about all members of the military who were away from their loved ones. He was thinking too, about Reservists, some of whom were also away from home on frequent occasions.

He became overwhelmed by emotion. He went to the piano and began to compose. When he finished, one of the country's most unusual patriotic songs were born — "Peacetime Heroes".

It was a unique song of patriotism which was also a love song, a ballad with a country and western flavor. The lyrics tell of someone who is wondering how a loved one is feeling away from home.

The piece was produced and released later in the month by Devine Productions at a special function at the Windsor Locks Ramada Inn. It also got special attention at the unveiling ceremony of a Vietnam veterans monument at Court Square in Springfield when a copy of the 45 rpm record was presented to the president of the Winchester Square Vets Ltd.

"Peacetime Heroes" has gotten off to a slow start but Maille said it is getting good exposure from several radio stations in the Los Angeles area, Texas, Oklahoma and around Atlantic City.

In addition, "Billboard", the music world's publication has carried three articles on "Heroes" and veterans groups have asked to have it played at dedications, rallies and social affairs.

American  
Red Cross



**When the call was sounded the Westover community responded. In response to an urgent appeal for blood, by the American Red Cross, on June 1 and 2, the following 90 Wing members rolled up their sleeves and donated a pint:**

Abdow, Barbara A.  
Barnard, David W.  
Barnes, Barbara B.  
Barsalou, Paul A.  
Bernot, John W.  
Berube, Cynthia L.  
Brailsford, Michael A.  
Callery, Robert F.  
Cierpial, Dennis A.  
Cordes, Suzanne M.  
Crapo, Harold B., III  
Dedinas, Alan P.  
Pickett, Larry A.  
Dooley Petitto, Jane  
Genezczko, Thomas E.  
Grabowski, William E.  
Gross, Stephen P.  
Gutermuth, Linda E.  
Hart, Jeffrey W.  
Huff, Susan A.  
Jackson, Barbara A.

Janeczek, Paul J.  
Jeremicz, Theodore  
Keery, Timothy  
Kent, Lawrence G.  
Kinley, Robert W.  
Kogos, Alan C.  
Longo, Mikel R.  
Mackey, Louis  
Marden, Victor M.  
Markitans, Ansis  
Martin, Rick A.  
Mathiew, Cheryl M.  
Mellas, Chris J.  
McCutchen, Randall L.  
Nyman, Catherine J.M.  
Olszewski, Nancy J.  
Paradise, Mary L.  
Piecuch, Joseph A.  
Pooler, Edward T.  
Quirk, Brian M.  
Rampolla, Louis

Ranck, Lisa M.  
Ricci, Richard A.  
Rogers, Alan P.  
Ross, Stephen T.  
Schuell, Michael W.  
Shaw, Thomas D.  
Sleboda, Katherine M.  
Squire, Laberta D.  
Walton, Michael F.  
Colelli, Gregory E.  
Condon, Martin T.  
Connolly, Ann M.  
Dows, David E.  
Driscoll, Edwin G. Jr.  
Farrenkopf, Kent J.  
Filain, Lyman  
Gill, Sharon I.  
Guiliani, Michael J.  
Hacca, Richard W.  
Harmon, Robert C.  
Helmns, Helen J.

Henry, David P.  
Hurst, Barbara J.  
Kashmanian, Marcos L.  
Krstyen, Robert J.  
Kruzlic, Edward A.  
LeMieux, Janet E.  
Longfield, Eugene M.  
Longfield, Faith E.  
Martin, Roger J., Jr.  
Martin, Ronald H., Sr.  
Morrissey, William B.  
Nodwell, Rita M.  
Parker, Lawrence E.  
Perry, William R.  
Rinehart, Kenneth  
Rizzo, Vincent  
Sapowsky, Donald C.  
Targonski, Peter S.  
Thomas, Michael P.  
Wackford, Timothy R.  
Welch, Kevin M.  
Woodward, Daniel R.

## Worldwide competition comes to Westover

The public is cordially invited to the annual model airplane International Control Line Competition, Sept. 16 to Sept. 22 at Westover. It is the first time this event will be held in the United States.

The week-long program will bring more than 200 model aviation enthusiasts from 20 nations, including the People's Republic of China, Hungary, and Poland, to the 'olympics' of model fly-

ing.

There is no admission charge to any of the daylight-hour activities on the base flightline.

This year's competition is sponsored by the Academy of Model Aeronautics, based in Reston, Va. AMA officials had requested the 439th's participation after last September's National Model Airplane Championships at Westover.



**Felix Banas (second from left) receives a plague commemorating his selection as Westover Safe Driver of the Year for 1984 from Col. Roy Ayers, base commander, on behalf of the Traffic Coordinating Group. Banas was cited for "operating government motor vehicles of all types for some 18 years and 216,000 miles with no mishaps or traffic violations." Participating in the presentation are Ron Wortelboer, chief of ground safety (left) and Jim Oster, vehicle operations foreman.**

(USAF photo by Capt. Phillip Weber)

# Base throws burly bear a birthday bash

It isn't every day that an Air Force base throws a birthday party for a middle-aged bear, but that's exactly what happened at Westover on Saturday of the August UTA.

Smokey the Bear was marking his 40th birthday, and fans feted the fabled bruin with a birthday cake and celebration at the base exchange.

The shindig was staged by Westover's Fire Department as part of its ongoing fire prevention campaign.

Smokey, who was played by TSgt. Mike Horton, greeted a throng of children after arriving at the exchange atop a fire engine. Later, as onlookers sang "Happy Birthday," he joined Base Commander Col. Roy E. Ayers Jr. in cutting the traditional cake.

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**“ . . . this sure was a fun way to spread the message . . . ”**

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Sergeant Horton, a Reservist with the base fire department, found the job to be right up his alley. In civilian life, he is employed as an environmental analyst.

The party was arranged by Asst. Fire Chief Phil Boyer and fire safety inspectors SMSgt. Wilbur Hunt and Louie Roman.

“We're always trying to dramatize the need for fire safety, and this sure was a fun way to spread the message,” Roman said.

The Smokey the Bear concept has been helping in fire prevention efforts since 1944. Previously, the U.S. Forest Service had used the cartoon character 'Bambi'. However, when the contract with the Walt Disney studios wasn't renewed, another cartoonist drew a bear character with camp hat and jeans. In 1946, the bear was named Smokey after Smokey Joe Martin the New York Fire Commissioner from 1919 to 1930.

The first 'live' Smokey, a bear cub, was found by firefighters following a fire in New Mexico's Lincoln National Forest in 1950. He was brought to the National Zoo in Washington, D.C. and later was joined by a female companion, Goldie.

Before he died in 1976, Smokey's motto “only you can prevent forest fires” became university recognized.

Another bear, also from the Lincoln Forest, has taken up the 'good will' ambassador's responsibilities.



**Smokey the Bear greets children at Westover on the August UTA.**

(USAF photo by Capt. Philip Weber)

HQ 439TH TACTICAL AIRLIFT WING (AFRES)  
WESTOVER AIR FORCE BASE, MA 01022

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**THIRD CLASS - BULK RATE**