

# PATRIOT

439TH TACTICAL AIRLIFT WING (AIR FORCE RESERVE)

WESTOVER AIR FORCE BASE, MASS.

Vol. XIII, No. 3

March 1985

*It's official!*

## C-5's are coming to Westover

**By Capt. Phil Weber and  
Capt. Rick Dyer**

Eight C-5 Galaxies — the world's largest aircraft — will be assigned to Westover Air Force Base in fiscal year 1988, the Air Force announced on Feb. 4.

The announcement, which ended months of speculation about the possibility of new planes for the base, signals some major changes for both the 439th Tactical Airlift Wing, and the Westover community.

Under plans for the conversion, the unit's 337th Tactical Airlift Squadron will be redesignated as the 337th Mili-

tary Airlift Squadron. Its present inventory of 16 C-130E aircraft will be replaced by the huge C-5 airplanes.

The switch will mean that an additional 478 Reservists, and 393 civil service workers, will come to Westover. The base presently has 1800 Reservists and 900 full-time civil service employees.

With the additional Air Force Reserve and civilian positions added to the rosters here, officials estimate that Westover's annual payroll will be increased by \$9 million.

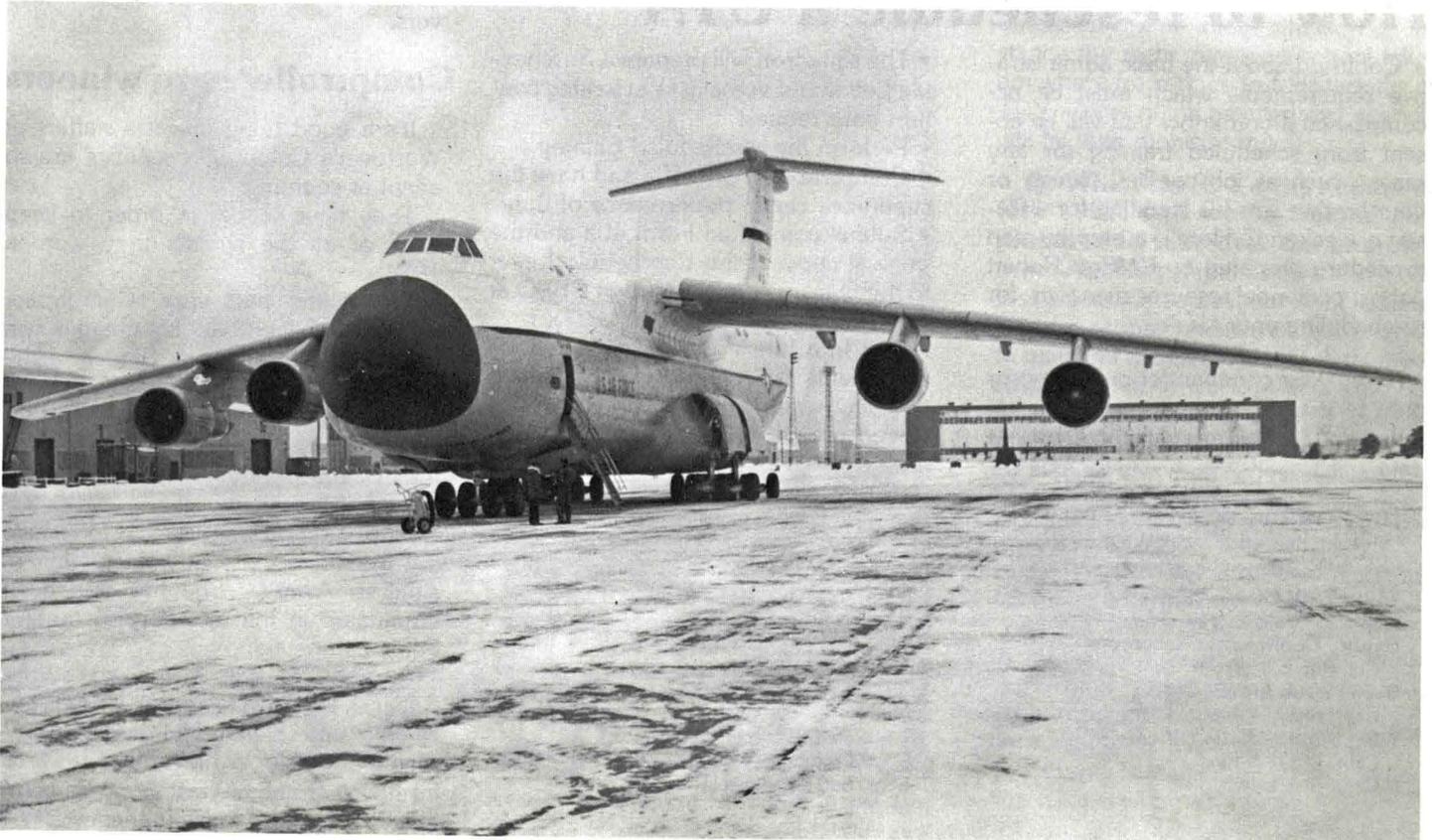
The Air Force has also announced that \$35.7 million of new military construction will take place at the base to

accommodate the jumbo cargo transports.

"Obviously, by this change in our mission, the Air Force has recognized and expanded Westover's role in the national defense," Brig. Gen. Jack P. Ferguson, commander of the 439th TAW, said.

"I believe that we were selected to receive the C-5s because the people and facilities here are widely respected, and because of the very strong support which the Air Force has historically received from the communities surrounding the base," the commander added.

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## EDITORIAL

## The name will stay the same

Like any other publication, the *Patriot* often receives comments and criticisms from its readers.

They are usually constructive, and cover every aspect of the newspaper — its layout, its articles, and even its name.

As a result of some of this input, readers will be seeing some changes in the *Patriot's* design and content during the coming months.

But don't expect a name change.

The word patriot is derived from the latin word "patria," which means country. Webster's Dictionary defines the term as a "person who loves his country and promotes and defends its interests."

We believe it fitting that a Massachusetts Reserve unit should be associated with the nickname.

Two hundred years ago, right here in our back yard, a group of citizen-soldiers banded together to preserve ideals of freedom that were being threatened.

They were farmers, teachers, carpenters, lawyers, printers, doctors, mechanics, silversmiths, merchants and businessmen.

They drilled together on Boston Common and the Lexington Green, and they viewed their military service as an avocation necessary to protect their way of life.

If all this sounds familiar, it should. M-16s have replaced muskets, and the technology of Westover's flight line would amaze those who stood their ground at Concord and Lexington.

But in the final analysis, every member of the Wing is following in the footsteps of those patriots who left their homes and answered the call to arms two centuries ago.

The *Patriot*, like our ever-expanding technology, will change from time to time in an attempt to improve. But we won't change the name on our banner.

It says something special about every man and woman serving in the 439th.

**Capt. Rick Dyer**  
Public Affairs Officer

## How to reschedule a UTA

Confused about the basic administrative requirements which must be accomplished if you know you will be absent from scheduled training for any reason such as job conflict, illness, or your brother sets his wedding for a Reserve weekend? Here's a step-by-step procedure prepared by CMSgt. Robert Johns, personnel resource manager, for rescheduling your UTA:

- Notify your commander or supervisor prior to the UTA and request it be rescheduled at a mutually convenient date.

- The squadron will prepare a Reschedule Letter and verbally or in writing confirm your request.

- Perform the rescheduled training.
- Complete AF Form 40a and have the supervisor certify performance of duty.
- Submit completed Form 40a and the original copy of the Reschedule Letter to the Quality Force Branch at CBPO at the completion of training.

**Note:** In a future *Patriot* issue, the requirements for performing equivalent training (when no authorization is received prior to a missed UTA) will be addressed.

**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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## BRIEFS

### Busy year for 439th

What kind of year was 1984 for 439th TAW personnel at Westover?

Busy.

According to MSgt. Marshall Hathaway, wing historian, the unit's 16 C-130s logged 6,210.5 flying hours in 1984, flew 2,908 sorties and hauled 1,626.9 tons of cargo.

### 337th delivers SEALS

Aircrew members from the 337th TAS handle a variety of military missions, and a wide range of cargoes.

In January, they airlifted a load of seals to Hawaii.

Actually, the cargo consisted of Navy SEALS, crack special warfare troops who get their name from their ability to fight on sea, air and land.

The C-130, piloted by Maj. Robert Martens of the 337th, provided airlift for personnel from the Explosive Ordnance Disposal Group Two.

The unit is based in Fort Story, Va. and was deployed to Hawaii on the 10-day mission to practice high altitude, low opening (HALO) skydiving maneuvers.

### Comptrollers are winners

It's a good thing that the staffers at Westover's Comptroller's Office are so adept at counting.

They have to be, in order to keep track of all the awards they won in 1984.

During the past year, Comptroller Raymond Gilbert saw his charges win the 439th TAW "Work Center of the Year" and AFRES "Most Improved Disbursing Agent" awards.

They were also cited by AFRES as the "Data Processing Installation of the Year."

Mary Tuohey was selected to receive the AFRES "Cost and Management Analysis Award." She has also been nominated in that category in the Air Force competition.

In addition, staff members Thomas Kubacki, George D'Amours, Joseph Cicerchia and Helen Helmns each received notable achievement awards from Col. Roy E. Ayers, Jr., base commander, for their individual efforts.

# Q and A: Brig. Gen. Jack P. Ferguson

With the announcement of the unit's conversion to C-5A aircraft in FY '88, Brig. Gen. Jack P. Ferguson, Wing Commander, had these responses to the following questions.

**Q. Now that the Air Force has made it official that Westover will become a base for the C-5 Galaxy, how long do you think it will be before we start getting the planes?**

A. The conversion is not something that is going to happen overnight. We have been given plenty of lead time to accomplish the change. As of now, we are scheduled to get our first C-5's in fiscal year 1988, probably sometime in October 1987. In the meantime, we are still a C-130 unit and we will maintain our combat readiness for that mission just as we always have. Our primary concern is not only doing it smoothly but taking care of our people during the transition.

**Q. Do you see any immediate effect here at Westover from the conversion?**

A. There will be no immediate effect, but ultimately of course, the size of the unit will increase substantially. But that's still a long way down the road. Things will remain pretty much status quo until we get closer to conversion when various training programs will begin.

**Q. New construction to accommodate the C-5 at Westover will total around \$35.7 million. Can you tell us where this money will be spent?**

A. The biggest problem you have with the C-5 is where do you put it to work on it? So we're primarily looking at maintenance facilities. That's where the lion's share of the money will be spent. However, one project doesn't have anything to do with maintenance but it does have something to do with ramp space. We need space for the C-5

where the fire station is presently located. So we will have a new fire station built. Because of the C-5, this will be expedited. We had anticipated building a new fire station anyway, now we'll just have it a little sooner. The present station must be moved so that we can tear down all four of the nose docks on our main ramp. We will go back into the DC hangar, and that will become a fuel cell repair facility and a nose dock or dock facility for inspections. We also will build a new hangar adjacent to it that will become a corrosion control and a de-icing facility.

**Q. Can you tell us approximately how many people will be added to the unit and in which fields?**

A. We will be adding somewhere around 800 people, primarily in the maintenance fields. But there of course will also be additions to air crews, and in some support areas.

**Q. How soon do you think training on the C-5 will get underway?**

A. That will depend on the types of school. Some schools will require a longer lead-time than others. For instance the flight engineers school takes anywhere from three to four months of TDY. Some of the maintenance schools will be nine months long.

**Q. When the C-5's first come in late 1987, will we be trained and prepared to take over the aircraft?**

A. Yes, but it depends on the first delivery date. Of course, we want to have a cadre of maintenance people trained to maintain the first airplanes that arrive, whether they arrive one at a time, or two or three come in at once. And of course we want the crews to be able to fly it so on the date of first delivery we plan to have crews and maintenance people trained to use the airplane.

**Q. What other aspects of maintenance will increase?**

A. We will go from one consolidated maintenance squadron to three, I think. We'll have an avionics maintenance squadron, and organizational maintenance squadron and a field maintenance squadron. That's a standard organization for a military airlift wing.

continued on page 4



A C-5 Galaxy, the aircraft that will be playing a very large role in the future for Westover AFB, passes the base's tower during a take-off. (USAF photo by Capt. Philip Weber)

## "Patriot People"



**Name:** LORI LESTER

**Rank:** A1C

**Age:** 25

**Address:** 42 Reynolds St.  
Danielson, Conn.

**Unit:** 439th CES

**Position:** site developer

**Civilian Occupation:** accounting clerk

**Favorite Food:** raw oysters on a half shell

**Favorite Beverage:** water

**Favorite Sport:** equestrian

**Favorite Hobby:** show jumping

**Ideal Vacation:** fox hunting

**Best Way to Relax:** riding

**Preferred Entertainment:** the arts

**Favorite Celebrity:** Olympic equestrian team

**Favorite Music:** modern jazz

**Favorite Book:** The Lonely Lady

**Favorite Color:** blue

**Favorite Car:** Alfa Romeo

**Pet Peeve:** litter

**Best Thing about Westover:** quiet

**Worst Thing about Westover:** trash

### Q & A continued from page 3

**Q. When the C-5s first come to Westover what type of mission do you see us getting involved in?**

A. For the first year that they are here, it'll be a heavy local training mission. We probably won't have too many airplanes that are participating in missions away from Westover other than required training missions. After that, we'll be flying the same type of missions that the C-5 is flying at this time and we'll be going right into the active duty channel missions or their special missions. The C-5 of course has a world-wide mission. With the capabilities of the airplane, a trip to Europe is a short

haul. And with the in-flight re-fueling capability the range becomes almost endless.

**Q. Because the C-5 has no aeromedical evacuation mission, what will happen to the 74th AES?**

A. I don't know of any plans that exist for all of the units that we have assigned to a tactical airlift wing. The only thing I can say is that the C-5 does not at this time have an aeromedical evac mission. That doesn't necessarily mean that the 74th will not stay just the way it is and be supported by other C-130 units. Niagara and Pittsburgh are not converting for instance.

**Q. Overall, then, things won't really be changing much around Westover until 1990?**

A. Probably not. I hope we can do the conversion and people will not even realize we are converting. Of course I know you can't hide a C-5 but I hope any turmoil created by this reorganization can be handled well enough so that people won't even realize what's happening and that it won't upset their life or their position. We are going to be very attuned to people and what their needs are. We will handle that very carefully and hopefully it will be as painless as possible.

### C-5's coming continued from page 1

The conversion to the Galaxy will mean a major mission change for the 439th.

The smaller C-130 aircraft would be used primarily for shorter, tactical missions in time of war. The C-5s, which stand six stories tall and have cargo compartments as long as football fields, are flown on world-wide strategic airlift assignments.

The switch-over will affect Westover's Reservists in other ways.

The 439th's pilots and aircrew members will undergo cross-training to familiarize them with the Galaxy.

"You have to bear in mind that it will be several more years before the con-

version actually takes place," General Ferguson said. "During the interim, we'll be continuing our regular C-130 missions, and planning for the personnel changes that the switch will entail. We are going to do everything in our power to ensure that the skills and talents of all our people are not wasted."

The change in aircraft at Westover is part of a nationwide modernization of the Air Force Reserve's airlift force structure.

The first Air Force Reserve unit to receive C-5 aircraft, the 433rd Military Airlift Wing at Kelly AFB, Texas, is programmed to increase from a previously announced 14 to 16 C-5 aircraft. The

last two aircraft will be transferred, one each, in FY 88 and FY 89.

The 328th Tactical Airlift Squadron at Niagara Falls, which is affiliated with the 439th TAW at Westover, will convert from eight C-130A's to eight C-130E's in FY 86.

The 357th Tactical Airlift Squadron at Maxwell AFB, Ala. is programmed to convert from eight C-130E's to eight brand new C-130H's in FY 87.

"We have several years to plan for the conversion, and this gives us ample time to achieve a smooth transition," General Ferguson said. "Things are not going to change over night, but this will be a very exciting time at Westover."

*He's no ground pounder*

# Desroches leads wing with a year in the clouds

**By Capt. Rick Dyer**

Msgt. Raymond Desroches, a flight engineer with the 337th TAS, is 59 years old.

He spent one of them in the air.

The veteran Reservist is Westover's most prolific flyer. According to records compiled by his unit, he has accumulated 8,667.5 hours flying as a crew member aboard military aircraft.

As any school kid can relate, there are 24 hours in a day, 365 days in a year hence, 8,760 hours per annum.

With nearly that number of flying hours to his credit, Sergeant Desroches is just a couple of missions away from having spent one full turn of the calendar in the "wild blue yonder."

"I'm glad I didn't have to do it all at one time," joked the sergeant. He's

spent 34 years in the Air Force and Air Force Reserve, and plans on retiring next October.

**1.7 Million miles**

A resident of Enfield, Conn., the 337th NCO has served as a crewman aboard C-54, C-124 and C-130 aircraft. He estimates that he has flown nearly 1,700,000 miles in military planes.

On one mission in 1974, Sergeant Desroches flew around the world when his crew was assigned to ferry a C-130 to Indonesia.

"I've always loved airplanes," he recalled. "I started building model aircraft when I was real young, and I attended an aviation high school in New York City."

Sergeant Desroches enlisted in the Army Air Corps in Oct., 1943, and has been a military aviator ever since. He subsequently served on active duty in the Korean War, the Cuban Missile Crisis and the Vietnam War.

Although the well-traveled NCO presently holds the distinction as Westover's military flying time leader, he's being challenged for the honor by several of his 337th colleagues.

According to TSgt. Gary Miller, a flight engineer and awards and decorations NCO with the unit, four other squadron fliers have exceeded the 8,000-hour mark in military airplanes.

MSgt. Robert Whitman, also a 337th flight engineer, has flown 8,453.7 hours.

**Top pilot**

Col. Louis Paskevicz, 439th TAW vice commander, leads Westover's pilots. The colonel, a veteran C-130 aircraft commander who has also piloted B-47, B-66, C-123 and C-124 planes, has logged 8,402.6 hours at the stick.

Lt. Col. Sudro Brown, a 337th navigator, has flown 8,331.6 hours and MSgt. Ed Tylutki, another flight engineer with the unit, has amassed 8,106.4.

"What Ray and the others have done is pretty impressive, especially when you consider that they are Reservists," Sergeant Miller said.

"Their numbers represent more than just statistics," he added. "They are indicative of the tremendous amount of military flying experience which we have in the squadron."



**MSgt. Raymond Desroches, 337th TAS flight engineer, goes over the instrument panel in preparation for another flight.**

(USAF photo by SSgt. Kathleen Lincoln)

## POSITIONS LOOKING FOR PEOPLE

- Electric Power Line Specialist
- Flight Engineer
- Telecommunications Operations Specialist
- Electrician Specialist
- Refrigeration & Cryogenics Specialist
- Carpentry Specialist
- Plumbing Specialist
- Pest Management Specialist
- Air Passenger Specialist
- Air Cargo Specialist
- Food Service Specialist
- Automated Systems Personnel
- Career Advisory Specialist
- Combat Arms Training Maintenance Specialist
- Public Affairs Specialist
- Airfield Management Specialist
- Ground Radio Operator
- AGE
- Turbo Propulsion Mechanic
- Administration Specialist
- Personnel Specialist
- Medical Administration
- Environmental Medic
- Optometry

- Medical Laboratory
- Maintenance Systems Analysis Specialist
- Maintenance Scheduling Specialist
- Aircraft Egress Systems Mechanic
- Aircraft Fuel Systems Mechanic
- Jet Engine Mechanic
- Corrosion Control Specialist
- Airframe Repair Specialist
- Aircraft Maintenance Specialist
- Munitions Systems Specialist
- Aircraft Armament Systems Specialist
- Liquid Fuel Systems Maintenance Specialist
- Pavements Maintenance Specialist
- Masonry Specialist
- Production Control Specialist
- Fuel Specialist
- Inflight Medical Service Specialist
- Surgical Service Specialist
- Ortho Surgical Service Specialist
- Bioenvironmental Engineering Specialist
- Mental Health Clinic Specialist
- Medical Material Specialist
- Diet Therapy Specialist
- Military Training Instructor

**Call Reserve Recruiting (413) 557-3923**

# The C-5 Galaxy: one big, big bird

Think big.

That's the word at Westover these days, following the recent announcement that a fleet of huge, C-5 Galaxy aircraft will be housed at the base.

The C-5, a heavy cargo work-horse designed for massive strategic airlift missions, is known as the world's largest airplane. But just how big is it?

It is almost as long as a football field, and as high as a six-story building. Its cargo compartment is the size of an eight-lane bowling alley, and it could hold six Greyhound buses.

The Galaxy's 12 fuel tanks can carry 49,000 pounds of jet fuel — enough to fill six and one half regular-sized railroad tank cars.

It can haul a maximum wartime payload of 242,500 pounds, and it is designed to carry any type of Army combat equipment, including a 74-ton mobile bridge.

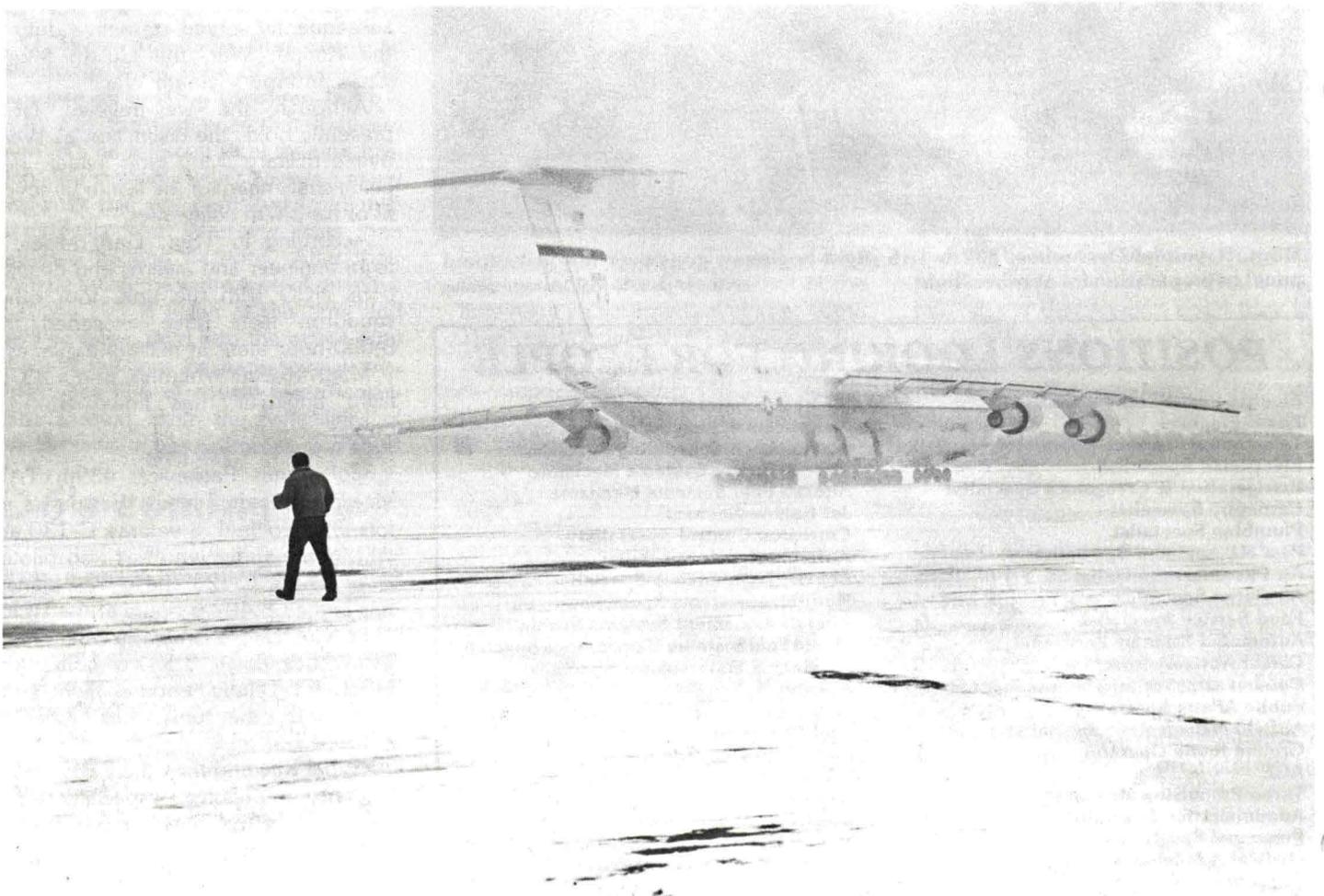
The aircraft, which was first built in 1969 by the Lockheed-Georgia Company, is powered by four General Electric turbofan engines. Each engine pod is nearly 27 feet long, weighs 7,260

pounds, and has an air intake opening of more than 8 and one half feet in diameter.

With a maximum takeoff weight of 769,000 pounds, it can fly at speeds of more than 495 miles per hour, at altitudes in excess of 25,000 feet.

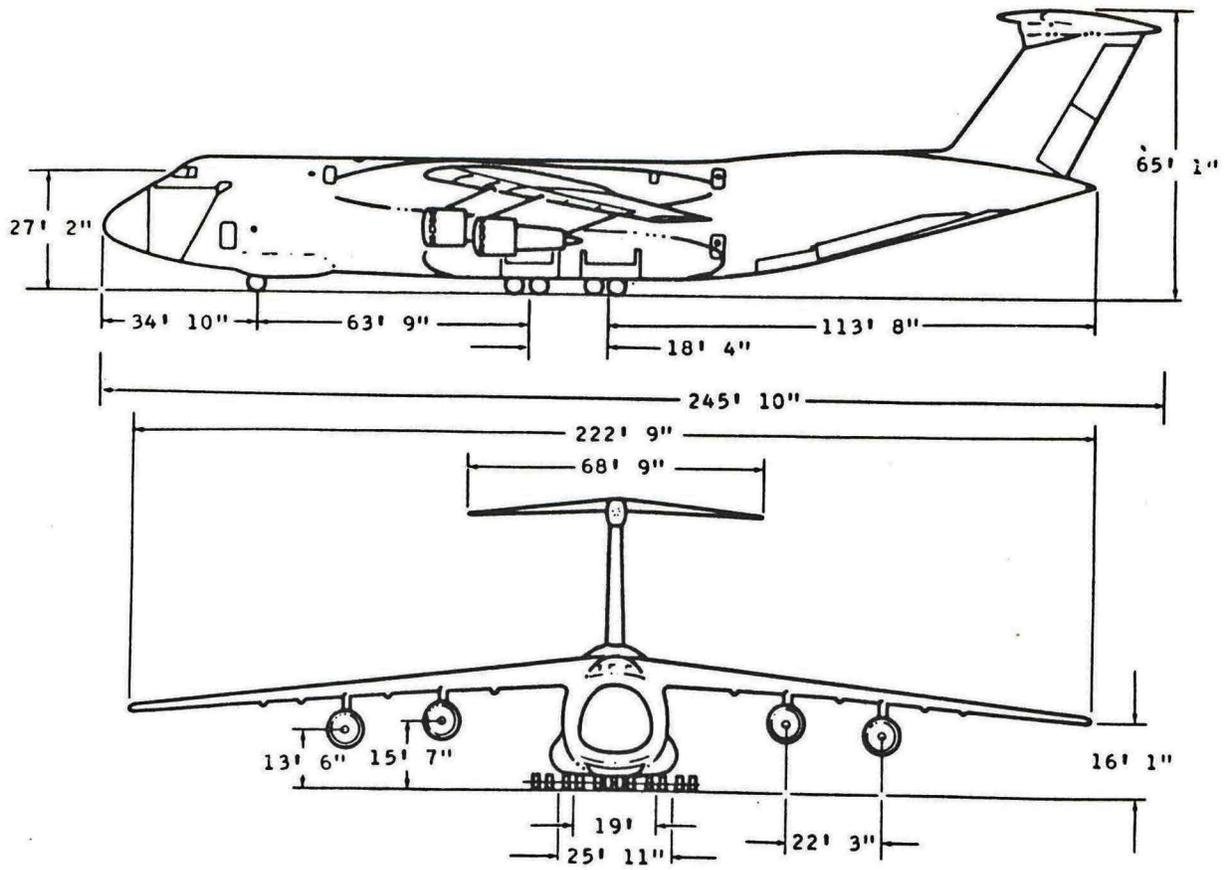
The C-5 has an unrefueled range of 5,259 miles when carrying 112,600 pounds of cargo.

It has 28 wheels, and can even land on unimproved surfaces during emergency operations.



**With its giant turbine engines creating a snow blizzard, a C-5 Galaxy taxis out to Westover's main runway on Feb. 5 preparing for its return flight to Dover AFB.**

(USAF photo by Capt. Philip Weber)



**Airplane Dimensions**



**A C-5 parked for the night at Westover will become commonplace starting in October 1987.**

(USAF photo by TSgt. Howard Garbarsky)

## 337th aircrews being fitted with 'foam domes'

By SSgt. Kathleen Lincoln

Thanks to a new design and the use of the latest lightweight materials, flight helmets will be fitting a lot more snugly. Base Life Support is busy making individually molded helmets for more than two hundred Westover air crew members.

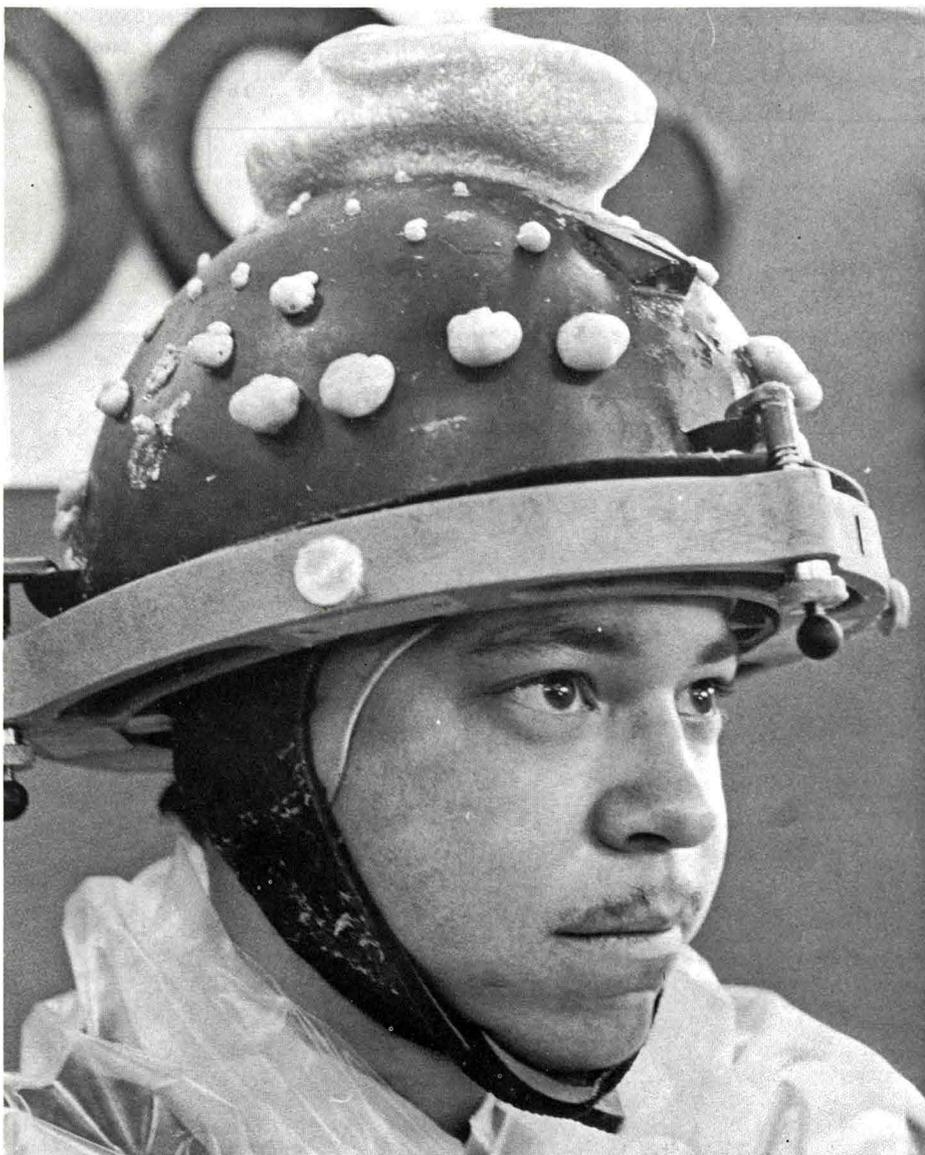
The new design also allows the chemical warfare mask to be worn. "There's a wider face opening," explained MSgt. Paul LaRochelle, 337th Tactical Airlift Squadron Life Support supervisor. "With the lighter weight, individual fit and ability to be worn with the chemical warfare mask, the helmet is a significant improvement and now that a second helmet for the chemical warfare gear is

no longer needed the dual-purpose helmet is a cost-savings as well."

The custom-fit is achieved with polyurethane foam. The procedure is not difficult but timing is critical according to Sergeant LaRochelle. "First, we cover the head with a very tight fitting rubber cap, much like a swimmer's cap. Then a teflon-coated metal mold is put over that and filled with a liquid plastic. Within seconds it turns to foam and hardens. It conforms to your head. If you run your fingers over the inside you can feel every bump and node on the head. This foam inner helmet is then trimmed and placed inside a new lighter weight shell."

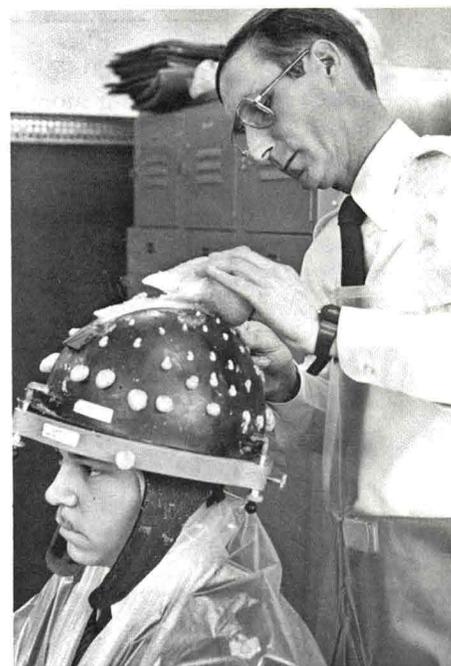
TSgt. Ed Rose, 337th TAS Life Sup-

port specialist, was the first to be fitted with the newly designed head gear. "I was a little nervous with the idea of having liquid plastic poured over my head but what a difference in helmets! It's lighter and doesn't slip around like the old one. And there shouldn't be any problems identifying your own helmet," he added.



No its not a new wave rock star, just SSgt. Jean-Pierre Wood wearing the molding device that is used to make form fitting liners for Air Force flying helmets.

(USAF photo by SSgt. Kathleen Lincoln)



TSgt. Edwin Ross applies the foam mixture to make the helmet insert liner for SSgt. Jean-Pierre Wood.

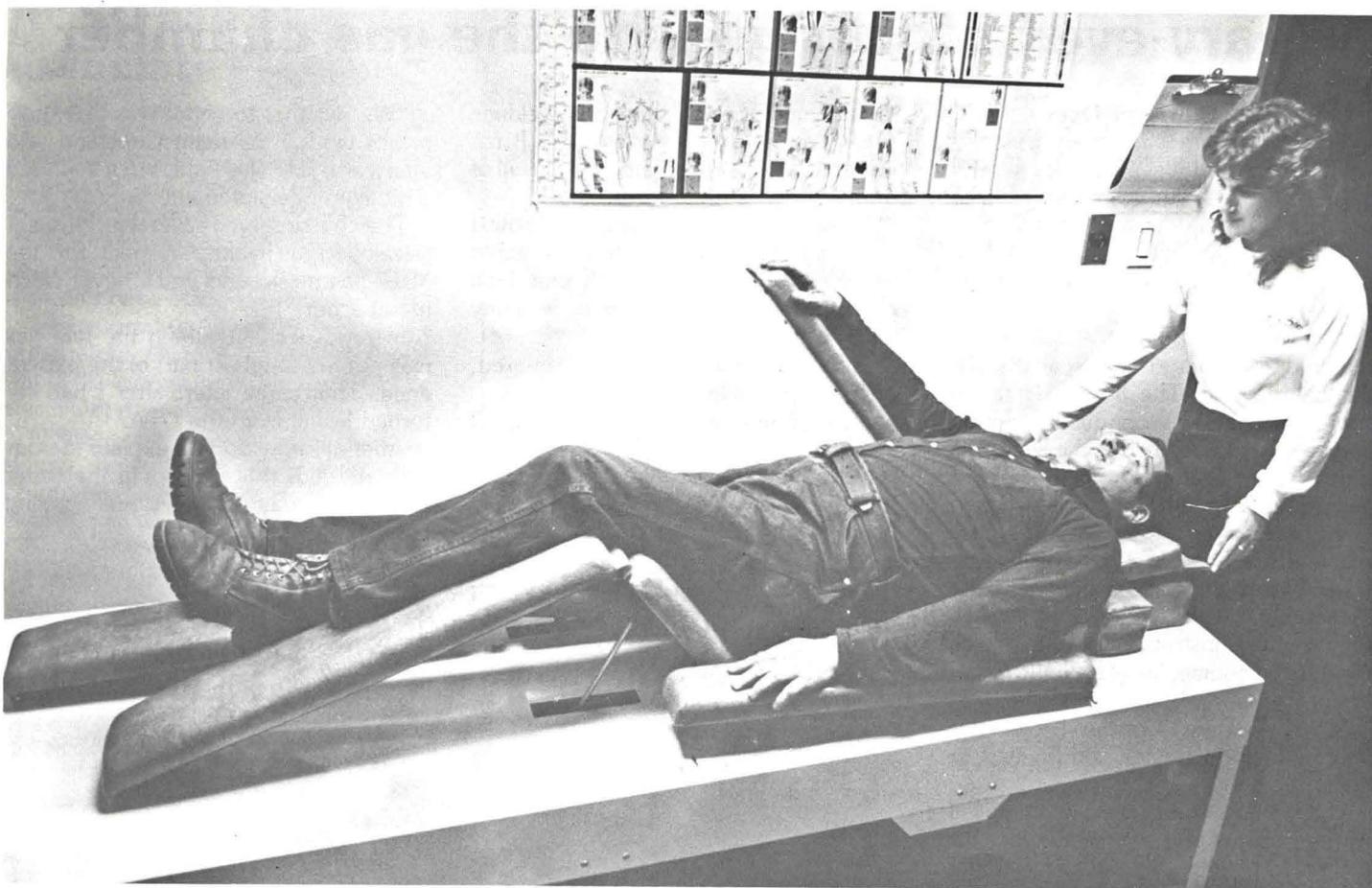
(USAF photo by SSgt. Kathleen Lincoln)

## Reservists need new travel form

WASHINGTON, D.C. (AFRNS) — Reservists who plan to travel on military aircraft on a space available basis must present the April 1, 1984, revised version of DD Form 1853, "Authentication of Reserve Status for Travel Eligibility," according to Maj. Geraldine Dodson, reserve advisor for the directorate of transportation, Hq. USAF.

The revised version of the DD Form 1853 dated April 1, 1984, is the only edition of this form that will be accepted for air travel as of Jan. 1, 1985. The previous edition, dated March 1, 1974, will no longer be accepted at passenger terminals.

Reservists are asked to make sure they receive the correct form in order to qualify for space available travel.



TSgt. David Shields of the 74th AES demonstrates the "gingerbread man machine" to Terri Levitt.

(photo courtesy of Chuck Blake of the Greenfield Recorder)

## Reservist helps bring hope to handicapped

By SSgt. Glenn Bogart

A medical technician from the 74th Aeromedical Evacuation Squadron has been using his spare time and his Air Force Reserve training to bring an innovative treatment program to cerebral palsy patients, and others who are unable to walk.

TSgt. David E. Shields, a resident of Charlemont, Mass., is working with his Charlemont Lions Club to demonstrate the "gingerbread man machine," a unique medical device which offers new hope to those suffering from brain damage.

The sergeant says that the machine's function is to help a patient simulate the motions of walking.

"By automatically raising and lowering the knees and arms of a patient in the rhythm of ordinary walking, the machine helps the brain of a disabled person to relearn the patterns of walking," he explained.

The "gingerbread man machine" — which got its name from its physical appearance — is owned by a private or-

ganization in Greenfield, Mass.

Sergeant Shields became interested in the therapy program and, along with other Lions Club members, has been volunteering his time to conduct "outreach" demonstrations of the machine.

A 10-year veteran of the Reserve

who served four years on active duty in the Air Force, the 74th NCO is no stranger to community service.

In addition to his volunteer work with the "gingerbread man machine," Sergeant Shields is also a volunteer firefighter, civil defense director, and an Eagle Scout.

## Sergeant Boryta dies

SSgt. Alfred G. Boryta, an aeromedical evacuation technician with the 74th AES, died in Peekskill, N.Y. on January 12 the victim of a hit and run accident.

The 23-year old sergeant was crossing a divided highway to assist a disabled motorist when the accident occurred.

"He was an outstanding young man," said Lt. Col. Edward T. Kosakoski, 74th AES commander. "He was always

willing to lend a helping hand."

Sergeant Boryta, who resided in Plainfield, Mass., joined the 74th several years ago after serving four years on active duty with the Air Force.

He is survived by his parents and two brothers.

Members of the 74th served as pallbearers and honor guard members at the sergeant's funeral. A memorial service at Westover was held in the Base Hangar briefing room on Feb. 2.

# Teary-eyed officer goes to the gas chamber

By Capt. Rick Dyer

This time, there was no reprieve.

The date had been set on several prior occasions, but, for one reason or another, there had always been a stay.

This time, however, there would be no more delays. I was definitely going to the gas chamber.

Like every Reservist at Westover, I'm required to undergo chemical warfare defense training. The basic orientation course, which was conducted during the February UTA, included a lecture, a slide presentation, and a trip to the base gas chamber.

The classroom portion didn't phase me — I like home movies and I've always done pretty well in school. But the "practicum" at the chamber known by the grinning instructor as the "mask confidence course," was an entirely different matter.

MSgt. George Copeland, disaster preparedness instructor, did his best to ready the class.

He explained the various chemical warfare agents and their antidotes. He patiently showed us how to wear the chemical warfare ensemble and the M-17 protective mask.

"It's your lifeline," he said as he pointed to the gas mask. "Make sure it forms a tight seal over your face."

After three hours of tutoring by Sergeant Copeland, our class was ready for the moment of truth. We donned the bulky chemical warfare suits and shuffled aboard a bus for a trip to the infamous gas chamber.

Outside the building, we practiced donning the mask and hood. "Mask," Sergeant Copeland yelled, as the class scurried to put on their respirator shrouds.

As we filed into the chamber, we noticed the metal can on the floor. It was rather innocuous-looking, and the only tip-off as to its purpose was a faint wisp of smoke that trickled from a hole in the top.

My mask was working perfectly. I was breathing clean fresh air. "This is going to be a piece of cake," I thought confidently.

Then the instructor approached.

"Remove your mask and recite your social security number," he told me.

I took off the mask. "Oh-four-oh," I exhaled. I was fine for the first three digits, and then it hit me.

My throat felt as though I had swal-

lowed the business end of a lit welder's torch. My eyes became geysers. It felt like I had just peeled a railroad car full of onions.

"Four-two," I continued. By now I was thinking of the lyrics to my favorite Smokey Robinson song: "If you look closely it's easy to trace, the tracks of my tears."

"Four-six-three-three," I stammered, and quickly walked from the room.

Now, I realize that an airman isn't supposed to cry. But that stuff would have reduced Dick Butkus to a blubbering mess. Even John Wayne would have begged for a hanky.

"We did that to show you that your masks work," Sergeant Copeland said afterwards. He was right, but it sounded a bit like understatement.

The course served several purposes. I developed a healthy respect for the M-17 gas mask, and you'll never catch me at a riot.

In retrospect, breathing the tear gas was not the toughest part of the experience. That came later, after I had returned home from the UTA.

After all, how do you explain to your wife and kids that you spent the better part of a day at Westover getting gassed?



SSgt. Chris Mellas proudly displays the mirror he created for the command post.

(USAF photo by SSgt. Sandi Michon)

## Reflections of the 439th

Most mirrors merely reflect beauty, but the mirror outside Westover's command post is attractive all by itself.

The mirror of mention has the 439th TAW shield sandblasted onto its surface and was created and donated by SSgt. Chris Mellas, 439th TAW command post controller.

He had an extra piece of mirror and thought he would experiment. The sandblasting process involved drawing the Wing patch, transferring the image to plastic called "resist", and cutting the

stencil. A compressor was then utilized to blast aluminum-oxide sand onto the mirror surface, which caused fine chips in the glass to create the image.

"The response to the mirror was positive," said Sergeant Mellas. "Many people were interested in the process." Sergeant Mellas does sandblast etching and stain glass windows as a part time job at a studio in Upper Montclair, N.J., but hopes one day to develop it into a full time venture. His full time position is with U.S. Electric Motors in Hackensack, N.J. as a field engineer.

## ACSC will begin associate program at Westover soon

Air University will activate new Air Command and Staff College (ACSC) associate programs this year. The ACSC intermediate PMI courses have been reconstructed and new curriculum materials have been developed.

The associate programs consist of two prerequisite courses (courses 32 and 33), a 40-lesson core curriculum and an elective correspondence course.

Officers who have six years commissioned service and have completed Squadron Officer School (SOS) are eligible, as well as civilians in grade GS-11 and above. (Waivers for SOS will be considered on an individual basis.)

Eligible personnel who wish to complete ACSC should enroll in prerequisite course 00032 (Staff Communications) and course 00033 (Thinking about War). For 1985 seminars, ACSC will waive completion of these courses prior to the seminar start date, but students must complete the courses early in the formal seminar program.

The seminars are scheduled to be held each UTA for two years beginning September 1985. Capt. Laverne Cholewa can be contacted at the education office (x3827) on UTAs for more information.

## Shops receive safety awards

The Base Safety Office has presented trophies to the maintenance squadron's Electrical and Machine Shops for their tenth year of no 'lost-time mishaps.' In addition, the 439th Communications Flight received a plaque for reaching the five-year point of no reportable mishaps.

Certificates of Achievement also were presented to numerous other shops and offices for their safety efforts, including the Commercial Transportation Office for its eight-year unblemished record.

"While members of these work centers may have been involved in an accident, its severity didn't require any individual to lose time away from work the next day," explains Capt. Jack Sanocki, 439th CSG ground safety officer. "We're very pleased to honor these and the other shops for their efforts. A year of no lost-time safety reflects their adherence to good safety concepts and practices."

American Red Cross



**A blood drive, sponsored by the Chicopee chapter of the Red Cross was held at the base gym Feb. 3. More than 40 people donated a pint of blood to bring the final tally to almost four gallons. TSgt. Terry Parmenter, a supply technician with the 42nd MAPS, has been giving blood for 20 years. "I give blood because it's necessary," he said. Caring for others was the major motivation for most donors.**

**The Red Cross sponsors a blood drive at Westover twice yearly. The following people donated blood:**

Lawrence D. Manchester  
Thomas E. Geneczko  
Donna J. Anderson  
John J. Gallagher  
Terrence P. Parmenter  
David W. Barnard  
William P. de Vries  
Catherine J. Pecor  
Mark A. Wehrer  
Robert R. Viel  
Joseph Schmad Jr.

Martin J. Dumont  
Gregory J. Zakrzewski  
Louis Rampolla  
Donald E. Anderson  
Ansis Markitans  
Michael F. Walton  
Bradford J. June  
Ronald L. Dehart  
Alan P. Rogers  
Mary L. Paradise  
Robert E. LePage

David P. Henry  
Daniel P. Adams  
William X. Forget  
Frank R. Gustafson  
Edward A. Kruzlic  
Shari C. Scott  
Kenneth A. Hackett  
Roland R. Allen  
Michael J. Kondeau  
Howard G. Rae  
Laberta D. Malone

Brian M. Vesper  
Gregory E. Colelli  
Timothy J. Kerry  
Sharon I. Gill  
Suzanne Cordes  
Raymond Laurin  
Claire Stanbrook  
Paul Janeczek  
John Kakoda

## Alcohol and drugs: fatal mixture

The whole world knows that drinking and driving don't mix. But mixing alcohol with other drugs and then driving is an even more lethal practice, according to a study of male drivers conducted by the non-profit Insurance Institute for Highway Safety.

Its study shows that the higher the number of drugs taken — and alcohol is a drug — the more likely the driver was to be responsible for the accident in which he was killed.

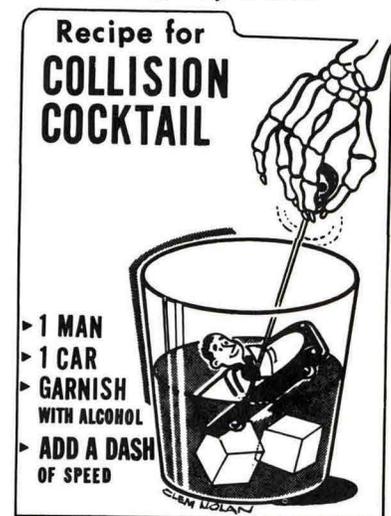
Some 87 percent of the drivers with one drug in their bloodstream at the time of their accidents were found to be responsible for the crashes. Drivers with two or more drugs in their system were found to be responsible in 96 percent of the cases. Nearly half of the victims had two or more drugs in their blood.

The findings were based on analyses of blood samples from 440 male drivers, 15-34 years old, who were killed in motor vehicle crashes in a four-county area of California.

One or more drugs were found in 81 percent of these drivers. The research-

ers said multiple drug use was "common." Alcohol, found in 70 percent of the fatally injured drivers, showed up most often. Marijuana was in 37 percent of the drivers, cocaine in 11 percent.

The study is the first in the United States where researchers screened the toxicology reports of a large number of consecutive highway deaths.



## Capt. Friedhofer joins base maintenance team

Capt. William Friedhofer recently joined the Westover team as the base maintenance control officer. The captain is an air reserve technician, and he supervises the areas of job control, plans and scheduling, documentation, and maintenance supply.

Captain Friedhofer comes to the 439th CAMS from Maxwell AFB, Ala., where he was in charge of Maxwell's conversion from C-7A Caribou aircraft to C-130E's. Holder of a bachelor's degree from Southern Illinois University, the captain has 25 years of combined active and Reserve experience.

# AF Secretary defends retirement pay

WASHINGTON (AFNS) "It's not lavish and it's a management tool we need," stressed Secretary of the Air Force Verne Orr. His statements are a retort to recent attacks on the military retirement system.

Secretary Orr defended retirement pay Feb. 7 in an interview with Air Force Radio News Service. He was reacting to charges made two days earlier by David A. Stockman, Director of the Office of Management and Budget.

Mr. Stockman asked congress to reduce military retirement pay, calling it a "scandal" and an "outrage." He also said Pentagon Institutional Forces are more concerned about protecting their pay than the defense of the country.

Referring to Mr. Stockman's charges, Secretary Orr said, "Well, they hurt, and I think they were ill-advised and ill-informed."

## Two new recruiters assigned to 439th

Two new recruiters have been assigned to the 439th's Recruiting Office. TSgt. Cass Noecker is working out of Griffiss AFB, N.Y. while SSgt. Gary Turner has been assigned to the Wing's Hanscom AFB location. The additions bring the recruiter's complement to seven.

Sergeant Noecker is a six-year veteran recruiter. Previously, he served at Niagara. Now, he will be responsible for filling vacancies for the 439th and for units at Griffiss from candidates in the New York area.

Sergeant Turner brings 12 years of military experience to his position. He served with Westover's 42nd MAPS and in the Coast Guard and Air National Guard. He'll be recruiting for the 439th and for Hanscom's two Reserve aerial port units. He is responsible for recruiting activities in the eastern Massachusetts and Rhode Island areas.

Those interested in a Reserve career or who know someone who might be should call Sergeant Noecker at (315) 330-2715 or Sergeant Turner at (617) 861-4461.

The Wing's Recruiting Office also is recruiting other recruiters. Call SMSgt. Ron Koper for more information.

"The public has a great misconception about the retirement system," he said. The secretary said he visits about one base per week and the number one question on every base, every time, is about retirement.

"And that doesn't come, as Mr. Stockman seemed to indicate from generals in the Pentagon, protecting their own retirement, those questions come from our airmen and NCO's out there on the bases who are concerned about all the talk," he continued.

"Let's clear up some misunderstandings," he said. "The average person does not retire with 50 percent of his pay. In the first place, the average person does not retire — only 13 percent of

those who enter the military use the retirement system."

"They talk about it being 50 percent of pay," he said. "But we all know retirement is computed only on base pay and does not include allowances such as housing and subsistence. Now let's get it straight."

Secretary Orr expects other attacks on the retirement system, but was encouraged by what Rep. William L. Dickinson, R-Ala. told him. Rep. Dickinson, ranking minority member of the House Armed Services Committee, told the secretary that he knows of no intention to change the retirement system for people now on active duty.

## Commander's Call

Eight awards were presented by Lt. Col. Arthur J. Sorenson, deputy commander for operations, at the Wing Commander's Call during the February UTA.

Retired MSgt. **Frederick W. Fries** of Southington, Conn. was invited to Westover AFB to receive the Meritorious Service Medal. Sergeant Fries earned the award for outstanding service while stationed at Kapaun Air Station, Germany from 1980 to 1984.

Air Force Commendation Medals were presented to: **Lt. Col. Alvin J. Burge** (second Oak Leaf Cluster) for outstanding professional skill in base

level supply management; **Capt. Mark E. Rensi** (first Oak Leaf Cluster) for meritorious service when he was a pilot at the 757th Tactical Airlift Squadron, Youngstown Municipal Airport, Ohio; and **Maj. George W. Caldwell** for outstanding knowledge in base level logistical planning, mobility deployment, and logistical support.

Air Force Achievement Medals were presented to: **SMSgt. Donald H. Cowern**, for his ability to produce a certified MAC ALCE, and to **TSgt. John Wallace Spencer** for knowledge and leadership in the field of public affairs.

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