

PATRIOT

439TH TACTICAL AIRLIFT WING (AIR FORCE RESERVE)

WESTOVER AIR FORCE BASE, MASS.

Vol. XIII, No. 9

September 1985

Anniversary open house attracts huge crowds

By Capt. Rick Dyer

Bombers, bands, birthday cakes and crowds of buzzing bystanders highlighted Westover's 45th anniversary celebration July 27 when the base staged an open-house and aerial demonstration.

More than 100,000 people streamed through the gates during the day-long event, which was held in conjunction with a national model airplane meet. (See related stories and photos on pages 4 through 7.)

Aviation buffs visiting Westover had a field day. They toured more than 20 military planes displayed along the flight line and watched in awe as C-130, A-10 and FB-111 aircraft flew precision maneuvers overhead.

Crews from Westover's 337th Tactical Airlift Squadron opened the aerial demonstration with a series of flawless cargo and heavy equipment airdrops. Shortly thereafter, billowing parachutes filled the sky as Army paratroopers from Fort Devens, Mass. "bailed out" of the wing C-130s.

The cargo planes were followed by A-10 aircraft from the 104th Tactical Fighter Group at Barnes Airport in Westfield, and FB-111s from the 509th Bombardment Wing at Pease AFB, N.H. The fighter jets hurtled above the flight line in a series of high performance passes that demonstrated the speed and agility of each plane.

One of the biggest "crowd pleasers" was the skydiving demonstration conducted by the Golden Knights, the Army's precision parachuting team.

During one maneuver, four of the skydivers locked arms to join in a free-fall for 60 seconds in the shape of a diamond. To help make themselves visible to the onlookers below, each diver activated a red smoke canister strapped to his ankle.

The fast-paced action was not limited to the sky. "TOPS IN BLUE," a traveling Air Force entertainment ensemble,



From a vantage point outside the flight deck of a B-52G Stratofortress, Joey Marsh, left, who is seven-years-old and his 11-year-old brother, Ray, of Belchertown, turn their attention skyward as an FB-111 streaks past.

(USAF photo by MSgt. Larry Lentz.)

played to a standing room only crowd in the Base Hangar.

The 28-member troupe sang, danced, and acted during the the hour and a half performance and earned a standing ovation with their medley of patriotic songs during the show's finale.

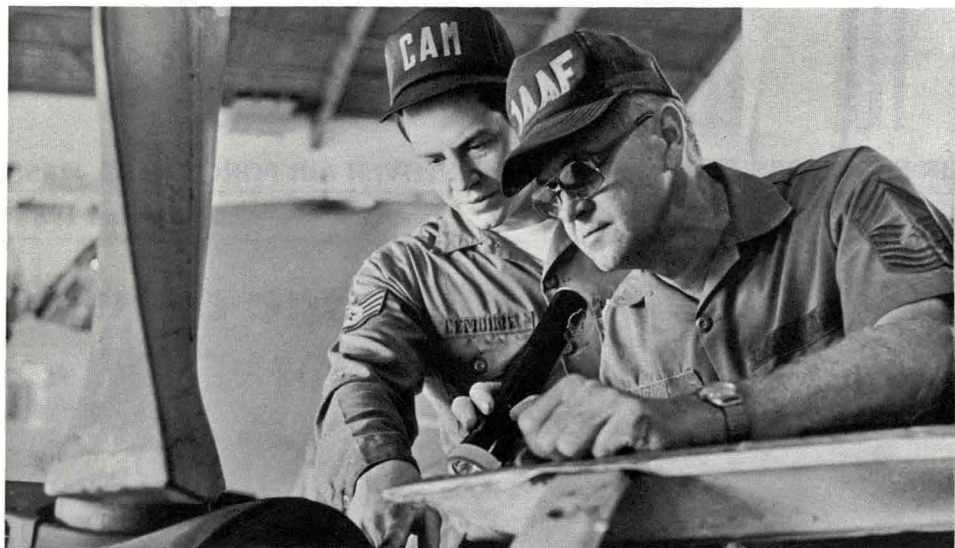
"Air Wave," a rock n' roll band from Pease, delighted younger visitors with a

performance of popular songs.

Westover — past, present and future — was on display along the flight line. A B-52 bomber, which recalled the base's days as a Strategic Air Command installation, was parked not far from one of the wing's C-130 cargo transports.

(continued on page 4)

439th CAMS undergoes new evaluation by 14th AF



SSgt. Joseph M. Lemoine, 439th CAMS propeller mechanic, works on a prop as CMSgt. Ralph C. Berry of the evaluation team looks on. (USAF photo by MSgt. Larry Lentz)

Story and Photo by SSgt. Glenn Bogart

Westover served as a guinea pig for a new kind of inspection Aug. 9-14.

Maintenance experts from the 14th Air Force performed the first-ever Maintenance Field Evaluation at the 439th Consolidated Aircraft Maintenance Squadron.

Lt. Col. Stanley H. Barton led the 10-member evaluation team. He said the MFE program replaces the AFRES Maintenance Standardization and Evaluation Team program. Under MFE, each numbered Air Force has been charged with developing an inspection plan tailored to its own management needs.

While the colonel could not comment on the results of the inspection, he did say that Westover has traditionally had an excellent reputation for maintenance, especially in quality assurance.

"That's one of the reasons we chose Westover for the first MFE visit," said Colonel Barton. "This is as much a test of the evaluation system itself as it is of the unit."

The inspection team examined aircraft, equipment and records. They also watched 439th CAMS quality assurance personnel on the job to evaluate their skills and procedures.

The evaluation had five major objectives:

- to assess the quality of aircraft and equipment;
- to check the proficiency of CAMS mechanics;
- to evaluate the unit's quality assurance program;
- to validate that required corrective actions were taken after earlier inspections; and
- to perform a general management assessment.

Maj. Alan B. Clune, 439th CAMS commander, was positive about the evaluation. "Feedback was continuous during the visit, and we think our people are doing very well," the major said.

The inspection team planned to return to Dobbins, AFB, Ga., after more than five days of work, Aug. 14. "Then we will determine whether this new evaluation program will give the deputy commander for maintenance a management tool to improve the organization," Colonel Barton said. "That is our primary objective in being here."

Wing commander's corner

By Brig. Gen. Jack P. Ferguson

There's an old adage that every dark cloud has a silver lining. I thought about that recently when I heard about an unfortunate incident involving a Reservist from another unit.

The Reservist, who was on temporary active duty with his unit at a large Air Force installation, was caught by law enforcement personnel in possession of cocaine.

He was immediately arrested and detained. Because Reservists are subject to the Uniform Code of Military Justice, he was ordered to active duty and confined pending a court martial.

The Reservist was found guilty at his trial. The penalty was six months imprisonment, a reduction in rank to airman basic, and a dishonorable discharge.

It's not pleasant to consider the prospect of someone going to jail, or having his career destroyed. But if there is any silver lining to be found in this dark

cloud, it is the fact that we all can hopefully learn something from this sad incident.

As citizens, we are all expected to obey the laws of our states and nation. As Reservists, we are also subject to the same code of conduct as our active duty counterparts.

These laws and regulations are real, and they were intended to be enforced. Part-time military status does not shield a person from full-time responsibility if he or she violates the UCMJ.

This is not intended to be a sermon about drugs — although I'm sure that everyone realizes what tremendous problems stem from substance abuse.

Rather, I hope that this message is construed as a reminder about pride, personal responsibility and plain old common sense.

They are important attributes. When they are forgotten or forsaken, there can be tragic consequences.

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BRIEFS

Dining out deadline

Tickets for the annual NCO Dining Out must be purchased by the September UTA. The event, which will be held Oct. 26 at the Consolidated Open Mess, is open to all enlisted personnel.

The featured speaker will be retired Brig. Gen. Billy Knowles, former commander of the 439th Tactical Airlift Wing.

Medevac drill

Members of the 74th Aeromedical Evacuation Squadron teamed up with a C-130 crew from the 337th Tactical Airlift Squadron during the August UTA for a "MASH on-load" exercise.

The purpose of the drill was to test how fast the medical personnel could dismantle a field hospital and load patients and equipment aboard the aircraft. Officials from both units called the exercise a success.

Space-A

Air Force Reserve officials are reminding retirees that they don't have to wait until age 60 to be eligible for space-available military flights.

Retirees below age 60 can travel "Space-A" as long as they have received notification of eligibility for retirement pay at age 60. The retiree must present an ID card to the terminal reservations center and show a copy of his or her eligibility notification letter.

New recruiters

Three recruiters were recently assigned to the Reserve recruiting office at Westover. They are: TSgt. Carl France, SSgt. Bill Neal and SSgt. Ron Salafia.

Sergeants Neal and Salafia graduated from the Reserve Recruiting School in June. Sergeant France, who served a prior tour at Westover and has six years of experience in the recruiting field, was previously at Pease AFB, N.H.

New first shirt

MSgt. Joseph R. LaFrance has been named first sergeant of the 42nd Mobile Aerial Port Squadron. A former loadmaster, the sergeant replaces MSgt. David A. Gaboury. Sergeant Gaboury has been named assistant NCOIC of the 42nd's Air Terminal Operations Center.

White heads Westover's CBPO

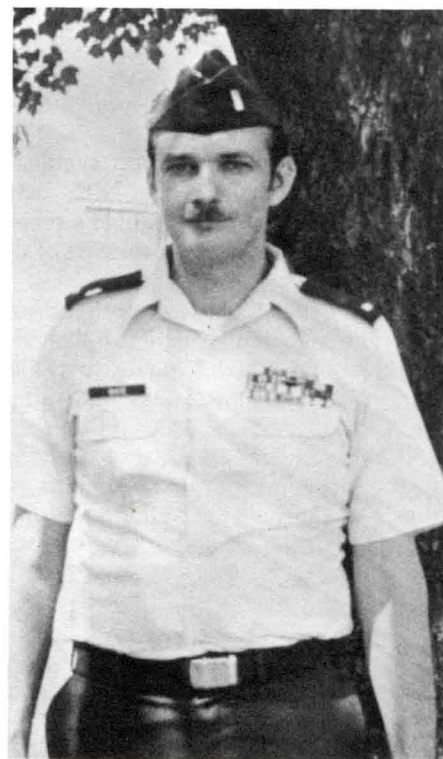
1st Lt. Robert N. White has assumed his duties as the head of Westover's CBPO, replacing Lt. Col. Edward Seilius who retired in June.

The lieutenant comes from Scott AFB, Ill. where he held a similar position with the 932nd Aeromedical Evacuation Group for the past two years.

A native of Los Angeles, Lieutenant White has served in the military for 14 years. He spent eight years on active duty as an enlisted man in the Army before enlisting in the Air Force Reserve as an Air Reserve Technician. Two years later he was commissioned a second lieutenant at Youngstown, Ohio. After an assignment at Charleston AFB, S.C. he moved to Scott.

"I've only been at Westover for a few days," he said during the August UTA, "but already I can see that we have a group of hard-working and competent people. I'm looking forward to working with them."

Lt. White is awaiting the arrival of his wife Carole, a native of Derby Line, Vermont, who is still in Illinois.



1st. Lt. Robert N. White New CBPO chief

(USAF photo by SSgt. Sandi Michon)

"Patriot People"



Name: LUCIEN J. CHARETTE

Rank: CMSgt.

Age: 58

Address: 23 Franklin Ave.
Methuen, MA

Unit: 59th APS

Position: air transportation manager

Civilian occupation: accounting

Favorite Food: seafood

Favorite Beverage: coffee

Favorite Sport: baseball

Favorite Hobby: politics

Ideal Vacation: tour of Europe

Best Way To Relax: reading

Preferred Entertainment: music

Favorite Celebrity: Johnny Carson

Favorite Music: classical

Favorite Magazine: U.S. News

Favorite Color: blue

Best Thing About Westover: The important part it plays in the Total Force concept.

Golden Knights lead daring, nomadic lives

By SSgt. Sandi Michon

Like the barnstormers and wing walkers who crisscrossed the country half a century ago, the Army's Golden Knights lead a life that is part nomad and part daredevil.

The 11-member precision skydiving team from Fort Bragg, N.C. who thrilled thousands at Westover's recent open house, are the barnstormers of the present.

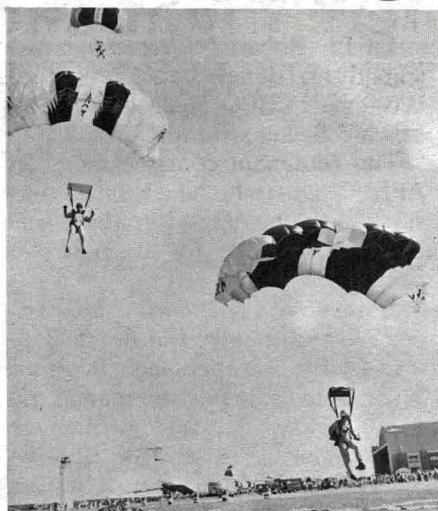
Just as their daredevil predecessors did, the Golden Knights travel the world, continually defying death as they perform their precision parachute jumps from altitudes averaging 25,000 feet.

It almost seems that the sky is home to the close-knit group of jumpers, as their barnstorming keeps them performing up to 300 days a year. As the satis-



A Golden Knight "hits the mark" just minutes after departing from the aircraft at 25,000 feet.

(USAF photo by SSgt. Kathleen Lincoln)



A succession of Golden Knights head toward the landing marker after executing their halo drop from 25,000 feet.

(USAF photo by SSgt. Sandi Michon)

fied spectators of each show travel home, the Golden Knights are usually heading to yet another performance.

"It's pretty hard, with our schedule, to maintain relationships at home," explained Sgt. Andrea Gross, the only female on the team. Sergeant Gross, 21, has been jumping for two years and has been on the team for eight months. Perhaps it is both their schedule, and the precarious nature of their work, that contributes to the almost family unity sensed among the team members.

The Golden Knights, in their 26-year history, have suffered tragedies, but that is a subject never discussed. Most members even deny the presence of fear.

"The adrenalin flows, but there is no fear," said Team First Sergeant Fred Patterson, "we think about our performance." "Fear is for the novice jumper," agreed Sgt. 1st Class Greg Vares, a 16-year veteran jumper with four years as a Golden Knight. "We concentrate on what the people on the ground will see when we jump," said Sergeant Vares.

Each parachutist jumps with a main chute and a reserve chute. "I always believe my parachute will open," said Sergeant Patterson, "If it doesn't, I only have about five seconds to decide what to do next."

Their enthusiasm for the sport is obvious. What else would cause a person to jump out of a plane thousands of feet in the air, with only some nylon, rope and harness between them and the ground? For most it is a irresistible attraction. Spec. 4 Willie Lee, 23, started jumping at 17-years old. "I did it once, and I was addicted," he said.

Some members of the team have made up to 1,000 jumps in one year, and the entire team racks up a total of more than 5,000 jumps each year. "For every performance jump we do, we've made 15 to 20 training jumps to prepare for it," explained Sergeant Patterson.

The 11-member team that performed at Westover is one of the two performance teams. There is a third team strictly for competition. The selection process is tough. Those chosen are truly the best.



Scott LaRoche, six-year-old son of Westover Air Reserve Technician TSgt. Brian LaRoche, waits patiently for the autograph of Sergeant First Class Johnny Reyes, a member of the Army's Golden Knights.

(USAF photo by MSgt. Larry Lentz)

Open House . . . (continued from page 1)

Nearby, looming like a giant prehistoric bird, was the mammoth C-5 aircraft. The plane — the world's largest — was a focal point for visitors since eight of them will be assigned to the wing in fiscal year 1988.

The open house also gave 439th units the opportunity to display their skills. Personnel from Westover's fire department, life support unit and disaster preparedness section conducted demonstrations throughout the day.

Members of the base police department spent much of their time fingerprinting children. According to Chief Harold Voelker, more than 2,000 youngsters were fingerprinted on identification cards donated by local police departments.

Among the many visitors to the base was Chicopee Mayor Richard Lak.

Mayor Lak, who is also a sergeant in the Massachusetts Air National Guard, assisted Brig. Gen. Jack P. Ferguson, 439th Tactical Airlift Wing Commander, in cutting a giant birthday cake.

"We're proud of Westover," the Mayor said. "It's a good neighbor and plays a vital role, not only in our community, but in the defense of our nation." Chicopee and the base have always enjoyed a close relationship, and I know that will continue to grow in the future."

General Ferguson said that he was impressed by the response to the open house. "I was delighted with the turnout," he said, "It's always great when we can get together with so many of our friends and neighbors and show them first-hand what goes on here at Westover."

Personal reflections

Open House: where flight and memories soar

By MSgt. Larry Lentz

His unsteady gait was only slightly helped by the cane worn smooth from years held by a bony hand. A gray stubble of a beard highlighted the crow's feet around even grayer eyes. But the old man's voice was strong and his words are confident.

"Tell me, young fella," pointing his cane in the general direction of the B-52's nose, "what are those used for?"

"They're television cameras which enable us to see in very low light situations," responded 1st Lt. Al Montaluo, one of the bomber's two navigators. "With them, we can fly as low as 100 feet above the ground and avoid enemy radar. The cameras are part of the new offensive avionics and weapons systems that were recently installed. The new equipment cost \$10 million," the crew member continued, "which is pretty amazing since the plane, when it was built, only cost \$20 million."

"My, my, my" countered the old man as he turned his gaze to the aircraft's massive, drooping wings. "I was here back in '44. We worked 'round the clock repairing fuel tanks on B-24s, 17s and 25s. We could put four bombers and two fighters in each of those hangars," again waving his walking stick for emphasis. "Then, we thought \$35,000 for each engine was a



One of the most popular attractions during Westover's Open House was the C-5 Galaxy. Thousands of visitors walked through the cavernous plane, which was parked outside a hangar.

(USAF photo by SSgt. Sandi Michon)

lot of money."

After a few more minutes, with his curiosity apparently satisfied, the old man, George Woods, age 84 of Northampton, bid his tour guide good bye and began the slow trek to the next static display.

Woods was one of the 100,000 of Westover's neighbors touring the base on Saturday, July 27. Many were young families pushing baby carriages or teenage boys exploring the many mystical aircraft. Woods, however, was one of a small, distinct group of visitors. Their link to the Air Force spans the four decades since the end of World War II. To them, the open house provided the opportunity to rekindle memories somewhat dimmed with the passage of 40 years.

Woods' observation point at the SAC bomber soon was taken by Carl White, of Springfield. He, too, was getting reacquainted with Westover.

"The last time I was here, my brother was in the stockade," he recalled with a smile. "That was during World War II and we both were in the Army. I came up to try to get him out. But no luck. He even had to postpone his marriage for two months."

"Now, I watch the planes take off and land all the time," he continued. I wanted to get out to Westover sooner. But just never had the chance," White said. "It's amazing how much the place

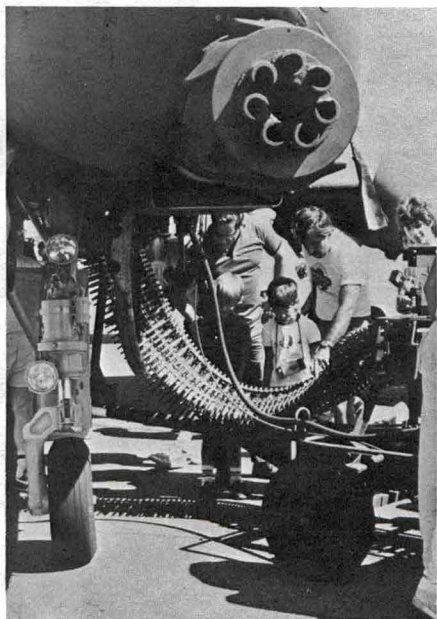
has changed. But there's still enough to bring back a lot of memories."

Further down the flight line, on the C-5's ramp, retired truck driver Manuel Ferreira, of Ludlow, stood shaking his head while staring into the aircraft's cavernous cargo hold. The plane's loadmaster had just recited a litany of statistics: "The weight of the C-5's 49,000 gallons of fuel, 318,000 pounds, equals the total weight of a fully loaded-141," boasted the airman at the conclusion.

"Truly unbelievable," was the visitor's first response and then there was a long pause. "During the war, we wouldn't have even imagined a plane like this. I can't imagine how they get this thing into the air. There just isn't a word to describe it."

Near the 337 TAS's C-130, Peter Marshall, of Blanford, Mass., was taking a photo with his Instamatic. His 84 years made him an another exception to the typical Westover visitor. Dressed in a tweed sport coat, knit tie, deck shoes and baseball cap, his attire also didn't match nearly everyone's else's 'uniform of the day — jeans and t-shirt. He slowly strode down the flight line systematically examining each aircraft.

"I was a project engineer with the Air Corps's 8th Air Force in Northern Ireland. We were sent there to convert P-38 pursuit ships to bombers. The Germans, thinking they were fighters, (continued on page 11)



Richard Bennett and his son Darrien, left and Charles Bertolino and his son Steven, all of Agawam, inspect munitions for a Gatling gun on an A-10.

(USAF photo by MSgt. Larry Lentz)

Westover's 40th Anniversary Open House



Ed and Grace Bartosz of Chicopee relax in the shade of a C-130 with their grandson, Shane Michon, 2. (USAF photo by MSgt. Larry Lentz)



The C-5A Galaxy on static display gave those in attendance a preview of the aircraft's interior.



Youngsters attending the Open House had a chance to wear the fire fighting gear at the Base Fire Department display. (USAF photo by SSgt. Kathleen Lincoln)



TSgt. Martha Costa, a law enforcement specialist with the 439th Combat Support Group, Mass., during the open house.

e had something for just about everyone



w of the future at Westover.

(USAF photo by MSgt. Larry Lentz)



Jessica Krawiec, five, of Springfield, checks a tire on a C-141 visiting Westover from McGuire, AFB, N.H.

(USAF photo by MSgt. Larry Lentz)



, fingerprints Michael Collier of Shrewsbury,

(USAF photo by SSgt. Sandi Michon)



The Air Force's "Tops in Blue" put on their variety show in the Base Hangar to the delight of an audience of 800.

(USAF photo by MSgt. Larry Lentz)

Model airplane enthusiasts gather at Westover

Westover's C-130s took a back seat to their miniature cousins for more than a week this summer when model airplane enthusiasts gathered at the base for an international competition.

Sponsored by the Academy of Model Aeronautics, the event was held July 27-Aug. 8 and was billed as the world's largest model airplane meet.

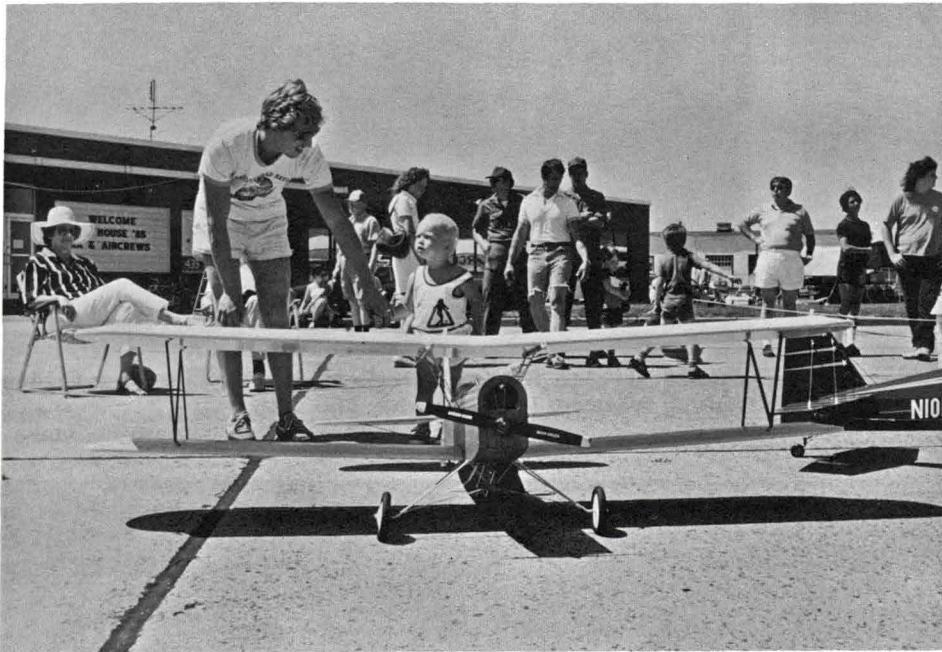
The airplanes came in all shapes and sizes. There were two-ounce paper planes, balsa wood craft propelled by rubber bands, and motorized models with three-foot wing spans that achieved speeds of nearly 170 miles per hour.

Many of the events featured radio operated aircraft. "Pilots" on the ground using radio transmitters had their aircraft soaring along the flight

line, weaving in and out around an obstacle course, and performing nose dives.

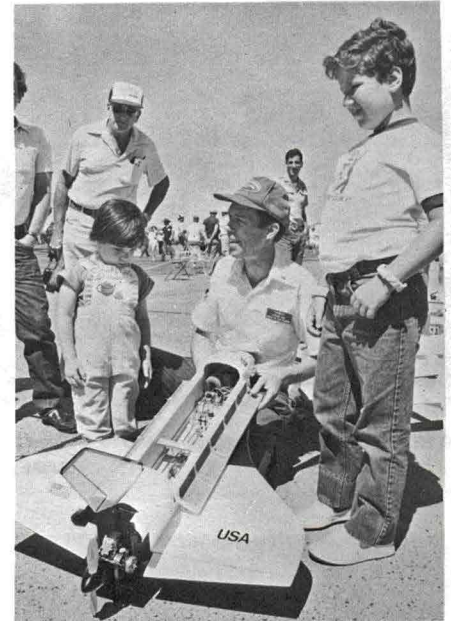
The competition also featured the first "Olympics" of model airplane racing.

Teams from nine nations competed in that championship, which was won by Australia.



"I'm sorry, but we can't take it home," seems to be the dialogue of this father and son at Westover's Open House.

(USAF photo by SSgt. Sandi Michon)



Luther Hux, member of the Propbuster's demonstration team, explains the construction of his model to Open House visitors.

(USAF Photo by SSgt. Kathleen Lincoln)

Hernandez runs 2nd marathon in four weeks and wins

By Capt. Rick Dyer

Call him iron man.

When Celio Hernandez won the Holyoke Marathon on May 19, he left some onlookers shaking their heads in astonishment.

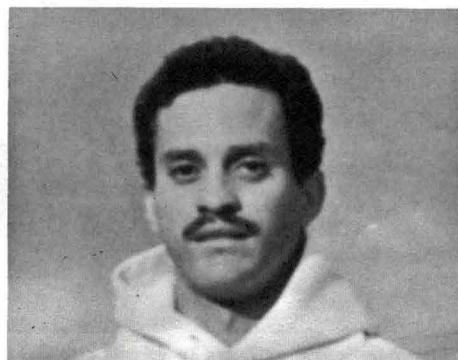
It wasn't because he had won the grueling race for the second straight year, or because his time of 2:32.3 put him a full 11 minutes ahead of his nearest follower.

What made the victory such a memorable feat was the fact that Hernandez, a technical sergeant with the 439th Consolidated Aircraft Maintenance Squadron, was running his second marathon in four weeks.

On April 15, the 31-year-old Reservist competed against 7,000 other runners in the prestigious Boston Marathon. He covered the torturous,

26-mile, 385-yard course in 2:38. The effort was good enough to earn a respectable 122nd place finish, but it left Hernandez disappointed.

"I wanted to break two hours and twenty minutes, but the heat got to me early in the race," he said. "I ran in Hol-



Celio Hernandez

yoke because I was disappointed with my performance in Boston.

Hernandez said that it usually takes runners two months to "recover" from a marathon.

But the brief layoff apparently didn't hamper Westover's "Running Reservist."

Hernandez took an early lead in the race and streaked away from the crowded field. His time this year was more than two minutes faster than his winning effort last year.

Hernandez says that he'll compete in some shorter races this summer and fall, but he isn't certain when he'll attempt his next marathon.

He had one big "event" planned for July 12, but it didn't involve running. That's the day that he walked — down the aisle — at his wedding.

439th ISS pulls annual tour in Aviano, Italy

By TSgt. G. Mark LaFrancis
439ISS PA Representative

Although 4,050 miles usually separates them, members of the 2187th Information Systems Group at Aviano AB, Italy and Westover's 439th Information Systems Squadron have become like old friends.

Most of the 40-member 439th traveled to Aviano for their annual tour. For

some of them, it was the third time. Previous trips were in 1981 and 1983. Reservists worked with regulars in such work centers as Data Automation, Radio Operations, Communications Center, Telephone Maintenance and Administration.

The three visits have created a strong bond between the two Air Force Communications Command units; so much

so that when the 439th arrives, its personnel need little orientation. "Every time they come they are very helpful," said MSgt. Richard L. Hofer, wire maintenance chief for the Aviano unit. "When the crew comes in, we put them right to work."

That impression was shared by 2187th commander Col. Pierre A. Dillman, who observed the 439th for the first time. "I get really good feedback from our people (about your work). If they weren't impressed, they would be telling me," he said. "I was very impressed with the quality of people and the competency you have. We can't win a war without you."

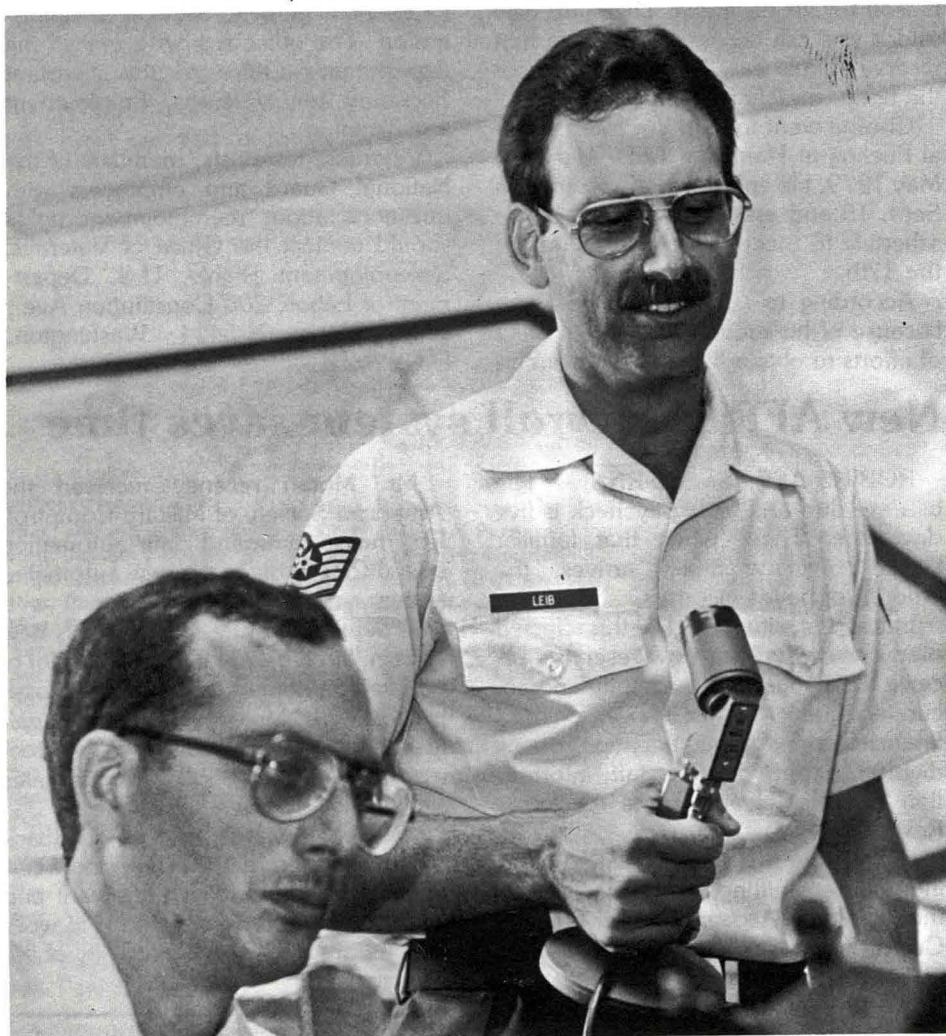
Members of the squadron, led by Capt. Stephen P. Gross, used their civilian job skills to accomplish several major projects for the 2187th. For example, TSgt. Robert E. Smith, a radio operator, went to a microwave station high atop Mount Limbara on the island of Sardinia to assist with the installation of a waveguide for communications equipment. Sergeant Smith works for Raytheon Corp., the firm which developed the equipment. And, SMSgt. Paul T. Babin, 439th communications superintendent, used his computer skills to help unravel a programming problem in the 2187th Data Automation Center.

Captain Gross emphasized the broad talent the Reserve unit offers. "We offer technical expertise and another dimension based on our civilian backgrounds rather than being just an additional set of hands to help out."

Several other 439th members were on temporary duty assignments. TSgt. Ronald Dehart and SSgt. Ann Bilodeau worked at the Autovon Switching Center of the 2181st ISS on Mount Vergine. SSgts. Rick Martin and Brian Monette checked ground radio equipment at Ghedi-torre and Rimini.

The bond, however, extends beyond the Air Force and into the country itself. The 439th members not only have gained an in-depth knowledge of Italian places and customs, but built an appreciation for the people. MSgt. Harold B. Crapo Jr. of 439th said unit members "have developed a better appreciation for the Italians. They are extremely congenial, very low-keyed and very industrious. I have a great respect for the local people."

During the tour, Reservists took in some regional sights, including Venice and points in Germany and Austria.



TSgt. Steven Leib, 439th ISS radio operations supervisor, standing receives instruction on radio logs for NATO traffic from SSgt. Daniel Pisanti, of the 2187 Information Systems Group.

(USAF photo by TSgt. Mark LaFlais)

914th is named an outstanding unit

The 914th Tactical Airlift Group, Niagara Falls IAP, N.Y., is one of seven Air Force Reserve units that have been selected for the Air Force Outstanding Unit Award.

The Niagara unit is attached to the 439th Tactical Airlift Wing.

Also selected are the 10th Civil Engineering Flight, Bergstrom AFB, Texas; 403rd Civil Engineering Squadron,

Keesler AFB, Miss.; 445th Avionics Maintenance Squadron, Norton AFB, Calif.; 446th Military Airlift Wing, McChord AFB, Wash.; 459th Tactical Airlift Wing, Andrews AFB, Md.; and the 730th Military Airlift Group, Norton AFB, Calif.

Also the 581st Air Force Band, an active duty unit assigned to Headquarters Air Force Reserve, Robins AFB, Ga., has been chosen for this award.

Reservist wins court case; back pay awarded

WASHINGTON D.C. (AFRNS) — A ruling upholding the reemployment rights of military reservists has been hailed by a U.S. Department of Labor official.

The ruling, by a three-judge federal appeals panel, confirmed a federal district court back pay award to a Massachusetts aircraft fueler who, both courts said, was fired because of his reserve obligation to attend a weekend drill once a month.

The deputy assistant secretary of labor for veterans' employment and training said the case adds a legal precedent

protecting the rights of returning servicemen and women and reservists and National Guard members under the Veteran's Reemployment Rights statutes. In the case of "*Michael Chesna vs. International Fueling Co., Inc.*," the U.S. court ruled that Chesna was not a temporary employee and that an altercation in which he used profane language to his supervisor was not the real reason for his dismissal. The court also said it was not necessary to prove that reserve status was the sole reason for the firing, merely that it was a reason.

Chesna went to work for International Fueling at Hanscom AFB, Mass., in May 1979. He enlisted in the reserve on Sept. 15 and asked his employer for a schedule to meet his drill obligation on the 17th.

According to Chesna, he was fired because of his request. After a number of efforts to obtain his job back from his

employer, Chesna went to the Labor Department's Boston regional office in November 1979 and asked for assistance. Labor Department efforts at settlement were also unsuccessful, and the case was turned over to the Justice Department for prosecution.

The case was investigated by the Labor Department's Office of Veterans' Reemployment Rights, then part of the Labor-Management Services Administration. The office is now a unit of the department's Office of the Assistant Secretary for Veterans' Employment and Training.

Veterans, reservists, members of the National Guard and employers with questions about reemployment rights should contact the Office of Veterans' Reemployment Rights, U.S. Department of Labor, 200 Constitution Ave., N.W., Room N-5414, Washington, D.C. 20210.

Reservists must conform to new uniform changes

— Air Force Reservists traveling by commercial plane, train or bus who choose to wear a uniform may wear any uniform with a tie/tab, according to Manpower and Personnel Center officials here.

Other changes to Air Force Regulation 35-10, Dress and Personal Appearance of Air Force Personnel, include:

- Authorized wear of fatigues off-base has been expanded to include short convenience stops and fast food restaurants.

- When not being worn, the flight cap may be tucked under the belt on the left side between the first and second belt loops with the opening of the cap facing the rear. The hat must not protrude above the top of the belt.

- Gloves may be worn without outer-garments (overcoat, all-weather coat, or parka) with the service dress uniform. Gloves cannot be worn with other uniforms unless one of the outer-garments, the lightweight blue jacket or pullover sweater is also worn.

New AFRES payroll system saves time

ROBINS AFB, Ga. (AFRNS) — The bills are due and your paycheck is five days late. Then, when that familiar brown envelope finally arrives, the amount of pay is incorrect.

In the past, situations like this affected many reservists. But now reservists receive their paychecks promptly and accurately thanks to Mac Moran, chief of financial and civil engineering systems division, deputy chief of staff, information systems, Headquarters Air Force Reserve.

Before, the method of creating, editing and transmitting pay transactions to the Air Force Accounting and Finance Center in Denver had sometimes been inefficient, error-prone and time consuming. Reservists were frequently paid late or incorrectly, generating complaints to senior management and Congressional representatives.

Transactions are now created with a minimal input of information by the pay clerk and, in the case of large volume formula, by the stroke of one key.

"The measured benefits of this automated system were immediate and dynamic. Format errors and lost cards were completely eliminated. Rejects due to wrong Social Security account numbers or off-punched data fell to zero. Paycheck accuracy and timeliness increased and complaints decreased drastically," said Jim Garner, director of systems software.

Mr. Moran recently received the American Society of Military Comptrollers major command data automation award for his role in the new automated system.

"They call me the father of this new system, but I just put it together. A lot of people contributed to make it all possible," said Mr. Moran. "We're continually working on ways to improve the process. In fact, we've had four updates since this system went into effect."

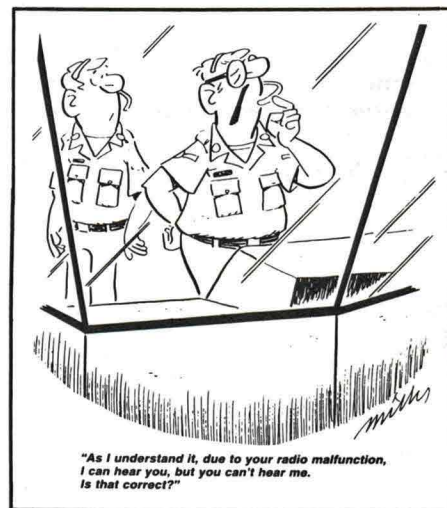
"We're constantly getting feedback from the system users. They know better than anybody what they want and what works best. And we want to work with them to enhance the quality of the new system."

**If you think you're
having a heart attack,
think out loud.**



Chest discomfort that lasts longer than two minutes is nothing to fool around with.

Play it safe and ask someone to get you to a hospital emergency room — immediately.



Sergeant Malek improves aerial port procedure

By MSgt. Marshall Hathaway,
wing historian

When TSgt. Jean Malek, 58th Aerial Port Squadron, recently completed his annual tour at McGuire AFB, N.J., he left behind a legacy of aerial port expertise and ingenuity.

After watching members of his host unit, the 438th APS, repair the cracked platform of a pallet elevator, he introduced himself and asked if he could make a suggestion.

As his proposal did not violate Air Force regulations or procedures, the repair team decided to follow Sergeant

Malek's advice. The new procedure resulted in their eight to ten hour job reduced to a one hour task.

The standard procedure for repairing the decks called for their entire disassembly and removal of all electrical connections. This was necessary to prevent damage to the deck's four electric weight sensors.

Malek reasoned the job could be done by simply disconnecting the sensors and placing insulating material under them. The McGuire people found and used wood blocks. It worked much to their delight.

Remarkably, Malek was unfamiliar with the equipment. As Westover doesn't have the pallet elevators, it was the first time he saw one needing repair.

In addition to the obvious savings in time and money, there are other by-product accomplishments of Malek's method. As there is no dismantling of the pallets, warehouse space is preserved and the saved labor time could be used in pallet production rather than repair.

Malek formally submitted his idea to the 438th APS. They, in turn, are officially accepting it and recommending that the idea be implemented Air Force wide.

In civilian life, Sergeant Malek is the owner/operator of Malek's Auto Service in Whately, Mass.



REENLISTMENTS

MSgt. Donald J. Campbell
MSgt. Joseph F. Duffy
MSgt. Thomas G. Durkin
MSgt. Paul H. Gilman
MSgt. Ernest S. Henley
TSgt. Donald G. Bascom
TSgt. Lisa A. Charette
TSgt. Lester H. Eldridge, Sr.
TSgt. Victor J. Gobbi
TSgt. Herman W. Jones
TSgt. Thomas R. McShane
TSgt. Alan N. Osterwell
TSgt. Brian M. Quirk
TSgt. David E. Shields
TSgt. Philip A. Snell
SSgt. David A. Archibald
SSgt. Ann M. Bilodeau
SSgt. Richard I. Boyce
SSgt. Richard D. Bready, Jr.
SSgt. Paul E. Cote

SSgt. Roberto Diaz
SSgt. Blaine J. Ferneza
SSgt. James M. Gorman
SSgt. John F. Gray, Jr.
SSgt. Larry Jones
SSgt. Stanley M. Kerwin
SSgt. Kenneth E. Kwasnik
SSgt. Thomas L. Levesque
SSgt. Charles E. Lord
SSgt. Carol L. McLellan
SSgt. Calvin A. Mellor
SSgt. Henry J. Stebbins, III
SSgt. Paul J. Viola
SSgt. Jean-Pierre Wood
SSgt. William P. Wood
Sgt. John E. Carnes
Sgt. Peter A. Faust
Sgt. Donald F. Long
Sgt. Shaun C. Scallan
SrA. Vicky D. Gallagher
SrA. Cynthia J. Pucillo

ENLISTMENTS

TSgt. Jeffrey B. Sherwin
SSgt. David Charles Beauchamp
SSgt. Frederick J. Benoit, Jr.
SSgt. Kenneth Earl Davis, Jr.
SSgt. Michael C. Wright
SSgt. John F. Zapf, Jr.
Sgt. Janet A. Andreucci
Sgt. Leonard E. Bladjda
Sgt. John D. Hockman
Sgt. William H. Lee
Sgt. Paul F. Rowen
SrA. Jorel V. Booker
AMN. Karen M. Harrelson
AB. Scott E. Early
AB. Tami Alyn Estabrook
AB. Steven E. O'Neil
AB. David A. Robert

Open House memories . . .

(continued from page 5)

would leave them alone and go after other planes," he explained. "So much has changed since those days. Now, I look at these planes. Their size is incredible. But their engines certainly can't be as fuel efficient as what we had during the war.

"Today, has been great," Marshall said. "I wouldn't have missed this for the world. I guess it's in my blood."

And so the visitors came and went throughout the day. The young and the not-so-young. By 4 p.m., the Golden Knights were packing their parachutes; the Tops in Blue were striking their show's lights and scenery; and the many vendors were counting their receipts.

Most of the visitors were heading for the gates. They all would leave with very different thoughts about Westover's Open House.

For the families, the day was full of sights and spectacle. Perhaps, some left with a better understanding and appreciation of the Air Force Reserve and Westover's contribution.

Perhaps some of the young boys, after their first close up look at an F-4 or RC-135, left hoping that, one day, they would be pilots.

And perhaps those not-so-young boys, those veterans of a bygone era, left wishing they were pilots again for one day.

Commander's Call

Col. David L. Webber conducted his first commander's call, during the August UTA, as the new deputy commander for operations.

He presented **MSgt. Nicholas F. Perfido** the Air Force Commendation Medal for outstanding skill, knowledge and devotion to duty as the logistics plans technician. **MSgt. Peter A. Johnson** received an As-

sociate in Applied Science degree from the Community College of the Air Force.

During the July UTA's commander's call, Capt. Thomas Gray, 439th CAMS executive officer, presented **Maj. Robert W. Kinley**, field maintenance branch officer, with the Commendation Medal in recognition of his outstanding contribution to their unit.



A reunion of 140 former members and guests of the 731st Tactical Airlift Squadron included a C-123 and reception at "The Wherehouse?". The Holyoke restaurant displays a C-123 nose and dedicated a wall with memorabilia of the Provider aircraft and the unit. Members of the squadron, past and present, welcomed by Brig. Gen. Jack Ferguson, wing commander, are (from left) CMSgt. Charles Fusco, 439th TAW chief of organizational maintenance and reunion organizer; former/squadron commander Col. Louis Paskevicz, wing vice commander; SMSgt. Sal Palumbo, 439th CAMS first sergeant; retired Col. Peter Kane, former commander; Brig. Gen. Donald Balch, former unit commander and now commander of the 440th TAW; retired Maj. Gen. Stephen Keefe, a former squadron commander; and Lt. Col. Gale French, wing safety officer.

Air Force Reserve is beefing up its inventory

In addition to the 439th's conversion to C-5 aircraft, the Air Force Reserve will add its second F-16 Fighting Falcon unit, assume a maintenance role for the KC-10 Extender, convert two C-130 Hercules units to later models of the aircraft and activate 10 additional civil engineering squadrons, according to a Feb. 4 Air Force announcement.

At Luke AFB, Ariz., the 302nd Special Operations Squadron is programmed to convert from two CH-3E and four HH-3E helicopters to 24 "factory fresh" F-16C/D fighters beginning in fiscal year 1987. Supporting the Tactical Air Command, the change will increase the reserve work force at Luke by about 835 reservists and 241 air reserve technicians (ARTs) and civilian employees and involve some \$3.5 million in military construction.

A portion of the maintenance responsibility for Strategic Air Command KC-10 units at March AFB, Calif.; Barksdale AFB, La.; and Seymour Johnson AFB, N.C., will be transferred from the active force to new reserve associate maintenance units. This transfer will result in an increase of some 77

ART and 367 reserve manpower spaces at March and an increase of approximately 77 ART and 150 Reserve manpower spaces at Barksdale, with action beginning in late 1986.

The net result of the transfer at Seymour Johnson will be an increase of some 77 ART and 368 reserve manpower spaces with action being in late 1986.

The 357th TAS at Maxwell, AFB, Ala., will receive eight new C-130H Hercules aircraft in place of its current

C-130Es beginning in fiscal year 1987, while the 328th TAS, Niagara Falls IAP, N.Y. will move up from eight C-130As to a like number of C-130Es beginning in fiscal year 1986.

New AFRES civil engineering squadrons are programmed for activation at Davis-Monthan AFB, Ariz.; Elmendorf AFB, Alaska, Chamute AFB, Ill.; Holloman AFB, N.M.; Griffis AFB, N.Y.; Kirtland AFB, N.M.; McConnell AFB, Kan.; Offutt AFB, Neb.; Pope AFB, N.C.; and Seymour Johnson.

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