

PATRIOT

439TH TACTICAL AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

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MAY 1986

439th TAW gets new commander

By MSgt. Larry Lentz

Col. Frederick D. Walker, commander of the 446th Military Airlift Wing (Associate) at McChord AFB, Wash., has been named to succeed Brig. Gen. Jack P. Ferguson as the commander of the 439th Tactical Airlift Wing.

General Ferguson has been selected by Air Force Reserve Headquarters to assume command of the 514th Military Airlift Wing (Associate) at McGuire AFB, N.J. (The general reflects on his Westover tenure in a story on page 7.)

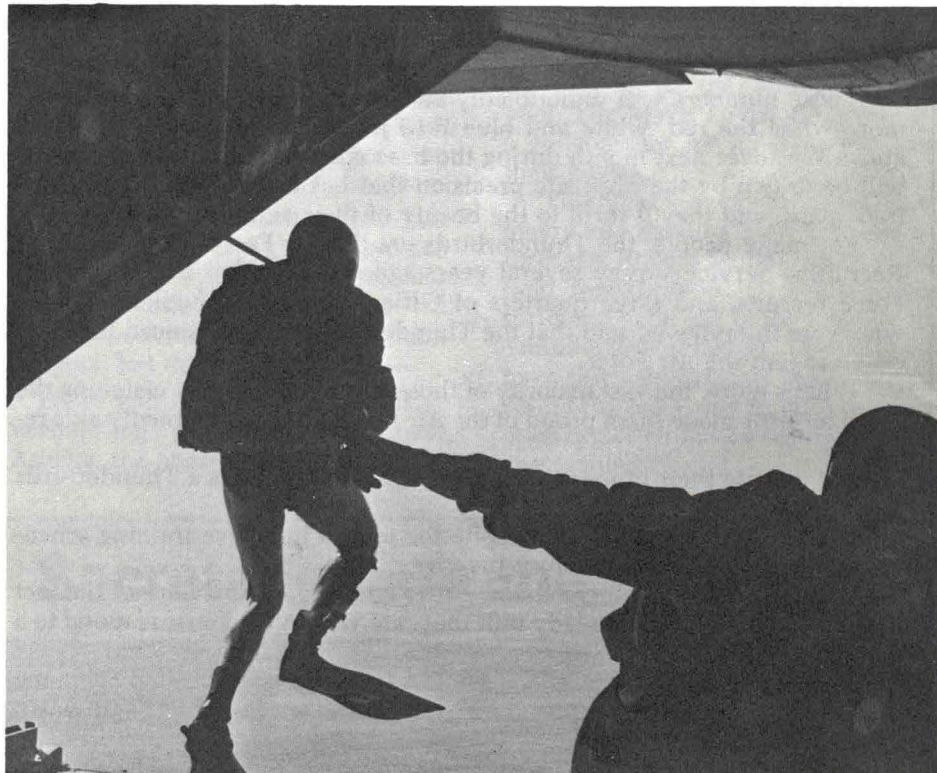
A command pilot with more than 6,000 flying hours, Colonel Walker is a graduate of Michigan State University receiving a bachelor of science degree in 1955.

Shortly after graduation he was commissioned a second lieutenant through the Air Force ROTC program and entered flight training at Greenville AFB, Miss. He completed Air War College at Maxwell AFB, Ala. in 1974, and the Industrial College of the Armed Forces in 1978. In 1975, he received an Airline Transport Pilot rating.

From 1956 through 1959, Colonel Walker was assigned to Dover AFB, Del. He flew C-124 aircraft worldwide as a line pilot and later was a maintenance officer assigned to flight test.

In 1960 he left active Air Force and purchased a dairy farm in Michigan. During ten years as a self-employed farmer, he became a leader in the local community.

Colonel Walker returned to the Air Force as a Reservist assigned to a



From approximately 1,000 feet, a Navy SEAL team jumps to the waters of the Pacific Ocean, near Hawaii, from a 337th TAS C-130. The story about the squadron's naval exploits begins on page 4.

(USAF Photo by Capt. Lynn Nagahiro)

C-119G airlift unit at Selfridge AFB, Mich. in February 1965. He entered the ART program in July 1969 when the unit picked up U3As as an interim aircraft for the Forward Air Control mission. He qualified in the O-2A as a FAC and trained the unit in the new mission.

In June 1971, C-130As were introduced for conversion of the unit to the Tactical Airlift Mission. He served as instructor pilot, squadron operations officer and director of operations in the 927th Tactical Air Group as well as being the senior ART.

In January 1975, with conversion of the 403rd Tactical Airlift Wing to Aerospace Rescue and Recovery (story continued on page 2)

On the Inside...

OPEN HOUSE

June 7

- Reservists receive patents
- Navy seals and C-130's
- Rodeo team trains

EDITORIAL

Meghan's special friends

Although she was only three years old the last time she saw them, Meghan has some vivid memories of the Air Force Thunderbirds.

She remembers the diamond formations and the barrel roles. Most of all, she remembers the pilots who flew upside down on a low-level run up the flightline near Hangar Row.

"They're neat," she said with the special eloquence of an eight-year-old, when told that the Thunderbirds would be performing again at Westover on June 7. "I really like them."

Meghan isn't alone. Air Force officials estimate that more than 194 million people have viewed the famed aerial demonstration team since it was formed in 1953.

Those numbers will undoubtedly swell by several hundred thousand more when the red, white and blue F-16 jets thunder through the skies above Westover next month during the base open house. Those spectators will be drawn by the exquisite precision that has become the "T-Birds' " trademark, and they'll thrill to the beauty of their aerial acrobatics.

For many people, the Thunderbirds are the Air Force. One Air Force Recruiting Service survey several years ago revealed that one half of Air Force recruits, and three quarters of Officer Training School candidates who were interviewed said that the Thunderbirds had influenced their decision to join the Air Force.

What's more, the vast majority of those surveyed said that watching the Thunderbirds made them proud of the Air Force. That undoubtedly aids retention.

But despite their immense popularity, not everyone is a Thunderbirds fan.

"Too risky," some worry, despite the team's intensive training schedule and meticulous maintenance practices.

"Too expensive," others claim, either ignoring, or unaware of the fact that the team is a combat-ready unit that can, within 72 hours, respond to a war zone.

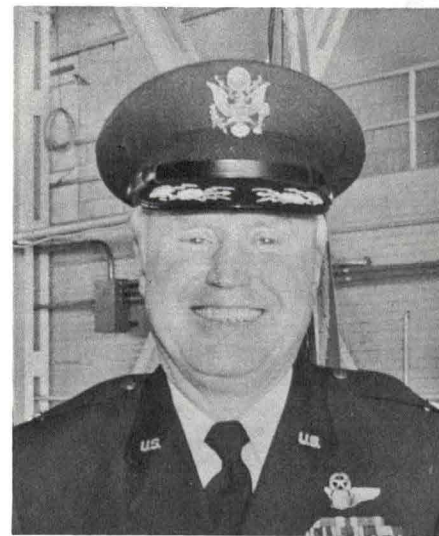
It can't be denied that there are risks and costs associated with the Thunderbirds' operations. Few things in life that are important and worth doing are without them.

But they are outweighed by the intangible products — pride, motivation, and patriotism — that the team produces with each performance. You can't, in short, pin a price tag on a national treasure.

Disband the Thunderbirds? Ground those special "Ambassadors in Blue?" We hope that will never happen.

Besides, someone would have to answer to Meghan.

Capt. Rick Dyer
Public Affairs Officer



Col. Frederick D. Walker

New commander . . .

(story continued from page 1)

Wing, Colonel Walker became assistant operations and training officer. He qualified on HC-130 aircraft in the rescue and tactical mission. After filling the operations and training officer position, he departed in October 1978 for a statutory tour as Reserve Forces Advisor to Aerospace Rescue and Recovery Service at the Military Airlift Command, Scott AFB, Ill.

Colonel Walker served as commander of the 913th Tactical Airlift Group, Willow Grove Air Reserve Facility, Pa. from June 1, 1981 to May 30, 1983. He was also the base commander.

He assumed the position of Deputy Chief of Staff Operations, Headquarters 14th Air Force, Dobbins AFB, Ga. on June 2, 1983, where he remained until his McChord assignment on June 24, 1984.

Colonel Walker and his wife Carol are natives of Carson City, Mich. They have five children: Laura, Michael, David, Jeffrey, and James.

PATRIOT

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Re-Up with the T-Birds

Anyone interested in joining with the Thunderbirds?

The famed Air Force precision flying team will conduct a reenlistment ceremony for members of the 439th TAW on Friday, June 6, at noon, immediately following their traditional arrival show.

Anyone interested should contact Sergeant Longfield in Building 1850 at extension 3026.

Air Force, Wing will show off at open house

By MSgt. Larry Lentz

There will be much more than the Air Force's Thunderbirds in the air during Westover's Open House celebration on Saturday, June 7, from 9 a.m. to 4 p.m.

Activities, throughout the day, have been planned to ensure something of interest for everyone.

Prior to the T-Birds' afternoon air show, the Army's famed Golden Knights sky diving team will perform. Their intricate free flight and parachute demonstrations, often from 25,000 feet, thrilled spectators at Westover's last open house a year ago.

In the morning and early afternoon, the skies belong to members of the Wing's 337th TAS. The flying squadron will show off their skills and C-130s in a series of aerial maneuvers as well as cargo and personnel drops.

Other flying units also have been invited to display their aircraft's capabilities.

One unit, however, won't be flying their aircraft from the pilot's seat. They are the "Propbusters", the demonstration team of the national Academy of Model Aeronautics. The hobbyists will put their radio controlled, scale model replicas through their paces during the day.

For those who prefer aircraft slightly larger, an assortment of Air Force planes from its proud past to the present will be available for inspection. The variety of 'static' aircraft promises to be as great as in previous years when Westover's ramp areas were crowded with representatives from the C-5 Galaxy to Cobra helicopters.

Meanwhile, in and near the hangars, wing units and shops have prepared an equally varied assortment of displays while concessionaires will fill the air with freshly cooked hamburgers, hot dogs and kielbasa.

There will be plenty of sounds reverberating throughout the base. Among the many groups invited is

the Air Force Band of New England. The 18 piece ensemble, from Pease AFB, will surely get tired feet tapping to the music.

And for 140 couples who enjoy dancing while they listen, the band will be performing at the Military Ball that evening at the Open Mess. The event is co-sponsored by Westover and the Military Affairs Committee of the Chicopee Chamber of Commerce.

At the same time, there will be music playing at the base swimming pool. The MWR Division is planning a get together for all Reservists and their guests.

"This year's event promises to be even more exciting than last year's," forecasts Robert Motley, chief of airfield management. "We are indeed fortunate to be one of the stops on the Thunderbird schedule. Their shows have thrilled countless millions. I am confident the balance of Westover's open house will be as memorable and spectacular."

Four of Westover's 100 secretaries and clerks have been named "Outstanding" in their career fields and have been selected to represent the base at the Boston Federal Executive Board's 12th Annual Awards Program in Boston on April 17.

The four honored were: Sharon Gauthier, a management assistant in the 2500th Management Engineering Flight; Jane Kolodjay, the civilian personnel officer's secretary; Mary Ann Syriac, a procurement clerk in base contracting and Rosanne Thompson, from the 3512th Recruiting Squadron.

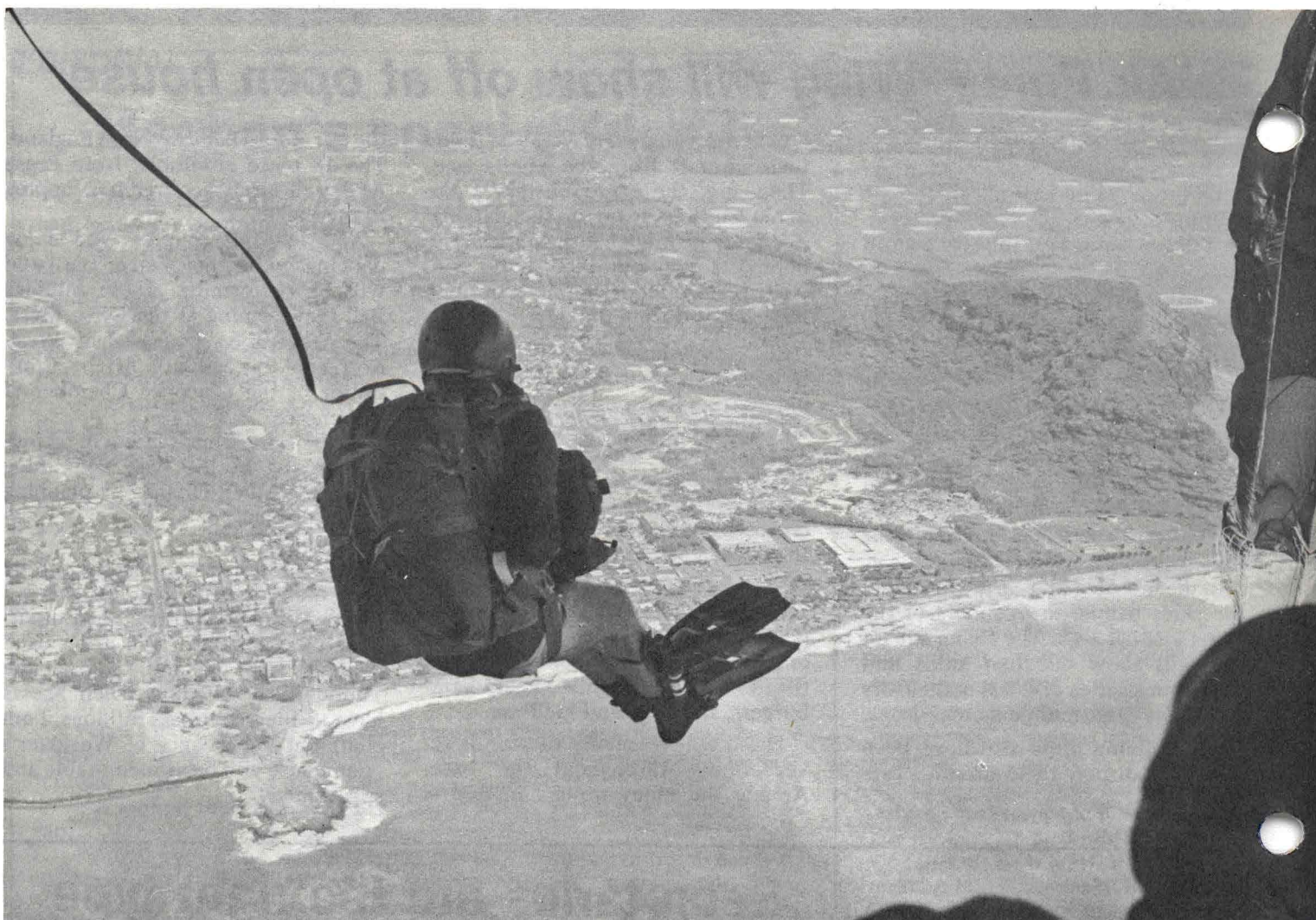
"All supervisors and managers were invited, by the Base's Civilian Personnel Office, to suggest their secretary or clerk. Each submission included a brief narrative detailing why the nominee's contributions were above and beyond that expected and why they have enhanced each organization," explained Barbara Bender, a civilian personnel employee relations specialist. "Then, from those nominations, a panel selected the two top secretaries and two clerks to represent the base at the prestigious event."

Secretaries are the right type



The outstanding secretaries: (seated) Jane Kolodjay, (standing L. to R.) Sharon Gauthier, Mary Ann Syriac and Roseanne Thompson.

(USAF photo by Capt. Philip Weber)



With the Hawaiian coastline 5,000 feet below a Navy SEAL starts his high altitude drop.

(USAF Photo by Capt. Lynn Nagahiro)

Navy SEALs team up with 337th TAS

By Maj. Richard Orpheus
337th TAS navigator

For the 337th TAS, dropping Navy SEAL (Sea, air and land) teams is no longer an infrequent or unusual mission.

In the past year the squadron has made water personnel drops in places as distant as Panama, Hawaii and Spain, and as close as Long Island Sound.

For most crew members it is a relatively easy, interesting mission and a welcomed change of pace.

But according to Capt. Paul Guinee, a 337th navigator, it can have its challenging moments.

"At one point out there, I would have given anything for a crossroads or a small town or cluster of lights, but there was only the flat surface of the ocean below, and darkness was

closing in," he said.

"Up until about two miles away from our destination coordinates, there was nothing significant on the radar or visually out the window," Captain Guinee continued. "Finally, I picked up a radar target out to the right. As we moved over toward that direction, we could see it, and then the on-board Navy observer confirmed that it was indeed the target ship."

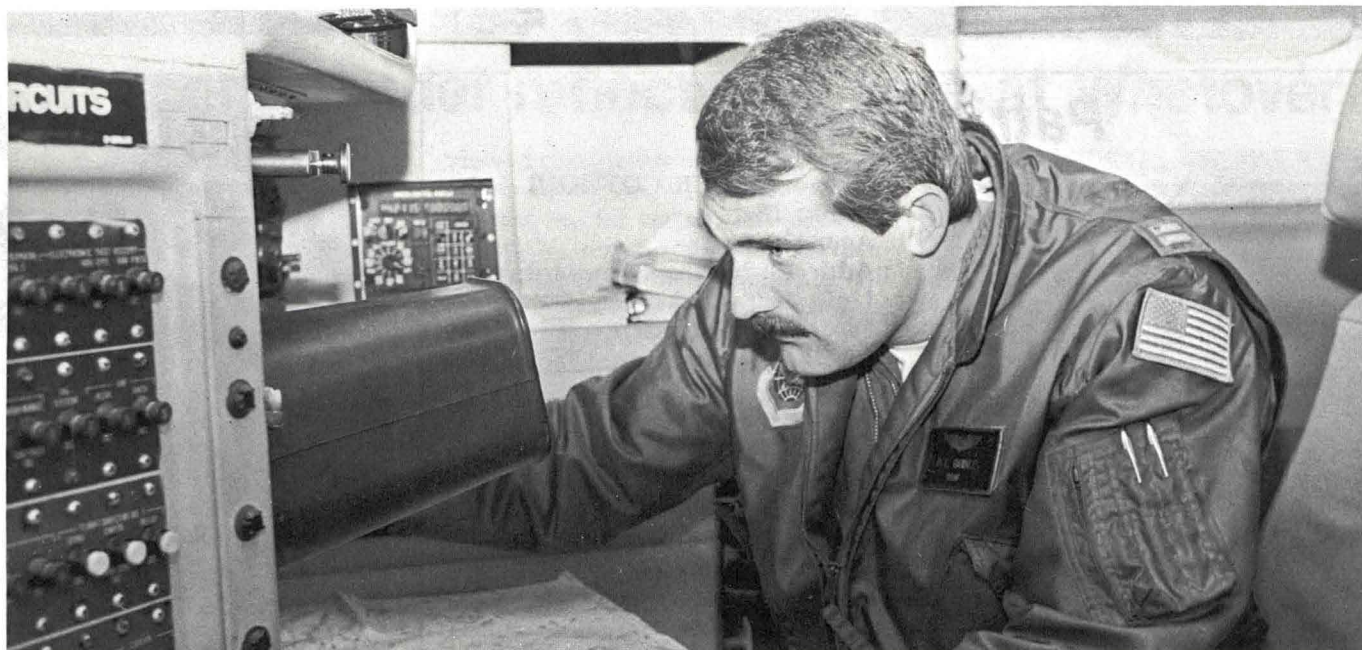
"Once the target is identified", the captain continued, "the C-130 usually takes up a 10 minute, racetrack-pattern at about 1,000 feet above the water. Then it comes in for a dry pass at 500 feet. This procedure is repeated for the actual drop, which usually occurs alongside the target ship".

The squadron has dropped person-

nel and rafts alongside a variety of ships. On a recent drop, in the Puerto Rico/St. Croix area, a C-130 crew dropped a SEAL team alongside a U.S. submarine.

A normal SEAL mission can involve either of the two SEAL teams based in Norfolk or San Diego, or their related EOD (Explosives Ordnance Demolition) teams. And the mission can require either low level drops alongside a ship or submarine or high altitude/low opening drops in which the jumpers free fall to 2,000-3,000 feet before opening their parachutes.

The most interesting for air crews is the ship drop, even though, according to loadmaster, TSgt. Garth Parker, it requires extensive rigging. "For loadmasters, it means rigging one or two CRRC's (Combat Rubber Raiding Craft) for airdropping just before the



Capt. Paul Guinee, 337th navigator, pinpoints the drop zone's exact position.

(USAF Photo by SSgt. Sandi Michon)

jumpers exit." Sergeant Parker said. Rigging the rubber rafts, the associated gear and chutes is something we don't do frequently and it requires close coordination with the Navy team."

For other members of the crew, there are other implications: as a JA/ATT (Joint Airborne/Air Transportability Training) mission, it means supplying airlift to either the Navy or the Army. According to 1st. Lt. Dave Maloy, who is involved with scheduling and coordinating these missions for the 337th, that is important.

"Any JA/ATT mission requires a different attitude than our normal mission," Lieutenant Maloy explained. "In flights within the squadron or on Air Force exercises, the planning and coordination is done for you.

Your function is to concentrate and absorb all the details," Lieutenant Maloy continued. There is an added-factor when you're working with an Army or Navy element. They are usually unfamiliar with your needs and requirements. Often you have to be your own command post or ops officer in ferreting out information you need, determining what can or can't be done and, in general, giving structure to the mission."

Despite these drawbacks and differences, 337th crewmen have found SEAL missions to be interesting and desirable change of pace in such locales as Hawaii, St. Croix and Spain.



TSgt. Garth Parker 337th TAS loadmaster, ties down a SEAL rubber raiding craft.

(USAF Photo by SSgt. Sandi Michon)

Patriot People



Chuck Cotnoir

Name: CHUCK COTNOIR
Rank: TSgt.
Age: 42
Address: Martha's Vineyard
Unit: 337th TAS
Position: Loadmaster
Civilian Occupation: Chimney sweep
Favorite Food: Lobster
Favorite Beverage: Ginger ale
Favorite Sport: Backpacking
Favorite Hobby: Flying
Ideal Vacation: Outwardbound
Best Way to Relax: In a hammock
Preferred Entertainment: Listening to Country Western music
Favorite Celebrity: Michael Jackson
Favorite Music: Country Western
Favorite Book: Gone with the Wind
Favorite Color: Blue
Favorite Car: Mazarotti
Pet Peeve: Wasting time
Best Thing About Westover: C5A's

Air Force members tested for AIDS

(AFNS) — The Air Force has begun testing active-duty members for antibodies linked to the Acquired Immune Deficiency Syndrome.

Testing began in late February of all medical people and airmen eligible for rapid overseas deployment. The test is designed to detect antibodies to the human T-cell lymphotropic virus type III which are found in people who have been exposed to

AIDS.

To date, about 1,600 people have been tested and all have been negative for HTLV-III antibody, said Col. (Dr.) William Wolfe, epidemiology division chief.

The Air Force is testing about 200 specimens per day, but it will hire a contractor later this year to test all Air Force members, including those in the Reserve and National Guard.

Westover once over

20 Years ago

(Taken from the Westover Yankee Flyer, May 20, 1966)

Ten aircrafts and one missile are scheduled to be on static display at this year's Armed Forces Day celebration at Westover tomorrow.

Among the planes to be displayed are a B-52 Stratofortress, a KC-135 Stratotanker, C-124 Globemaster, a C-119 Flying Boxcar, a T-29 Flying Classroom, a T-39 Sabreliner, an F-84 Thunderstreak, a Lockheed "Goose" missile and two RAF Vulcan B bombers.

10 Years ago

(Taken from the Patriot, May, 1976)

Lt. Col. Jack P. Ferguson pinned stars on the shoulders of newly promoted Brig. Gen. Billy Knowles at a surprise ceremony held at the Consolidated Open Mess after word of Senate confirmation was received at Westover.

5 Years ago

(Taken from the Patriot, May 1981)

More than 2,000 Reservists will be flooding into Westover between Aug. 15 and 29 for Condor Redoubt '81, the largest Air Force Reserve exercise ever held.

Westover will be the main operating base for flying operations covering the northeast United States, Labrador and Canada.

Promotions — Reenlistments — Enlistments

Promotions

MSgt. Donald Butler
 MSgt. Elton B. Caudle
 MSgt. Marilu Depaolo
 MSgt. Thomas V. Dzwonkus
 MSgt. Joseph Forgione
 MSgt. Robert C. Harmon
 MSgt. Frank H. Hoff, Jr.
 MSgt. Thomas C. Kelly
 TSgt. Timothy P. Murphy
 MSgt. Marguerite Schoonover
 TSgt. James G. Chappius
 TSgt. Francis J. Desjardins, Jr.
 TSgt. Theodore T. Grace
 TSgt. Steven H. Holloway
 TSgt. Donald E. Kobis
 TSgt. Rick A. Martin
 TSgt. Michael S. Ralston
 TSgt. Karen S. Reader

TSgt. Thomas W. Stark III
 TSgt. James H. Swotchak, Jr.
 SSgt. Paula L. Blanton
 SSgt. Carol B. Carrington
 SSgt. Steven C. Cohen
 SSgt. Arthur W. Davis
 SSgt. Eric A. Gallant
 SSgt. Deborah A. Malek
 SSgt. John S. Manzone
 SSgt. Michael Patenaude
 SSgt. Anita L. Richardson
 SSgt. Karen A. Senecal
 SSgt. Brian A. Stoddard
 SSgt. Louis J. Tiberii
 SSgt. Shirley A. Warbeck
 SSgt. Stanley C. Witek
 SrA. Christina A. Camara
 SrA. Julie J. Hansee
 SrA. Judith L. Hensley

SrA. Aline V. Lagasse
 SrA. Richard M. Lambert
 SrA. Lori J. Lester
 SrA. Travis P. Lynch
 SrA. Stephen McDonough
 SrA. Robert F. Wheeler
 AIC Richard J. Balchan
 AIC Warren E. Coleman
 AIC Kenneth P. Ferris
 AIC Kenneth E. Haney
 AIC Patricia McDonald
 AIC Richard T. Schmoke

Reenlistments

SSgt. Michael C. Angelastro
 SSgt. Ronald R. Beaver
 SSgt. David J. Boivin
 SSgt. Jacques F. Breton

SSgt. James D. Cleckley
 SSgt. Larry J. Clowers
 SMSgt. Owen F. Connolly, Jr.
 TSgt. Ronald L. DeHart
 TSgt. Henri M. Drenthe
 SSgt. Raymond S. Gehm
 TSgt. Richard C. Green
 SSgt. Richard Guiles
 TSgt. Kenneth A. Hackett
 SSgt. Robert W. Harris, Jr.
 TSgt. John M. Kellar, Jr.
 TSgt. Thomas C. Kelly
 SSgt. Mark E. Levesque
 SSgt. Ronald Mink
 SSgt. Robert R. Moiley
 SSgt. Wayne A. Moore
 TSgt. Daniel J. O'Brien
 SSgt. Mark W. Roderick
 SSgt. John W. Rowe

SrA. George H. Vadnais, Jr.
 TSgt. Marie R. Vautour
 SSgt. Eugene W. Walker
 TSgt. Virginia J. Zilinsky

Enlistments

AB. Daniel O. Bready
 SSgt. Daniel E. Clark
 Sgt. Paul R. Duhaime
 A1C Kenneth J. Evans
 Sgt. Clayton Delos Hanright
 A1C John S. Jackson
 Sgt. James V. Lewis, Jr.
 A1C Charles D. Livingstone
 SSgt. Glenn L. Myhaver
 SrA. Joseph A. Piecuch
 SSgt. Gary A. Porter
 SSgt. Raymond F. Theriaque

Wing commander reflects on time at Westover

By Capt. Rick Dyer

"They were two years of challenge and change."

Those were the thoughts of Brig. Gen. Jack P. Ferguson, 439th TAW commander, as he prepared to leave Westover after 25 months as head of the unit.

General Ferguson, a navigator, has led the 439th since April, 1984. His new assignment will take him to McGuire AFB, N.J. this month where he will assume command of the 514th Military Airlift Wing, a C-141 Reserve unit.

"I believe my two biggest accomplishments at Westover were the initiation of the conversion to C-5 Galaxy aircraft and the completion of the A-76 "contracting-out" study," General Ferguson said. "Both processes are now well underway and in fairly good shape."

"Since there are 18 months before the C-5s arrive, this is a very opportune time for me to leave," General Ferguson said. "My successor, Col. Frederick Walker, will have a year and a half to turn all that planning into reality."

The wing commander said that he

viewed completion of the A-76 study, which examines the feasibility of contracting out for certain services such as supply, transportation and civil engineering, as another milestone. "All the analysis and study has been done and the subcontractors are now in the process of formulating bids," he said.

General Ferguson believes that his new assignment will hold different challenges.

"The 514th is an associate unit, which means that it is a tenant on an active duty base and works hand-in-hand with the regular Air Force. Our relationship with the active duty component is the key to our mutual success, and has to be addressed constantly," he explained.

As he prepared to depart, the 52-year-old general had words of advice for his successor, and words of praise for the men and women at Westover.

"Colonel Walker's biggest challenge will be the 439th's conversion to the C-5, and the conversion to newer C-130s at the 911th TAG at Pittsburgh and the 914th at Niagara," the general said. "Anyone who takes over the 439th has to learn to run



Brig. Gen. Jack P. Ferguson

three locations at one time."

General Ferguson thanked his colleagues at the base. "I can't thank everyone enough for all the support they've given me," he said. "It's the people who make a good Wing, and this is an excellent one."

Base Team rounded-up for MAC Volant Rodeo

It happens every springtime.

Like the baseball players who congregate in Florida to train for the major league season, several Westover units have spent the past few months training for the Military Airlift Command's Volant Rodeo competition.

The event, which MAC stages annually at Pope AFB, N.C., will be held June 1-7.

More than 40 units from the regular Air Force, Reserve, National Guard and foreign nations will vie in the aerial competition and ground support events.

This year, Westover's contingent will be hoping to improve on its "back of the pack" finish of a year ago.

"We haven't won a trophy at the Rodeo since 1982," said Maj. Sandy Whittier who is this year's team

chief. "But this year we're going down there with winning in mind."

Members of the flight crew are Maj. B.J. Ferro, pilot; Capt. Russ Brown, co-pilot; Capt. Bob MacDonald, navigator and TSgt. Garth Parker and SSgt. Greg Morin, loadmasters. The flight engineer will be TSgt. Bruce Szeplak.

The flying crew is evaluated on tactical airdrops, navigation, assault takeoffs and short-field landings.

Making up the maintenance team will be Capt. William Friedhofer, maintenance team chief and MSgt. Thomas A. Smith, TSgt. Francis T. Simone, MSgt. William E. Bowker, SSgt. Richard I. Boyce, SSgt. Christopher P. Doyle, TSgt. Michael K. Doyle, TSgt. Robert L. Pratt, SSgt. James P. Scott and TSgt. George D. Stone. Areas of evaluation for the

maintenance team include pre-flight, basic post flight inspection, aircraft servicing and daily observation.

The 42nd MAPS will be supplying manpower for the Engine Running Offload Team and Joint Inspection Team. TSgt. Lewis Carter, TSgt. John Szczew, TSgt. Dianne Wise, SSgt. William Dillon and SSgt. Michael Gibson will be on the Engine Running Offload Team, while TSgt. Michael Ralston will handle the inspection.

Members of the 439th WSSF are scheduled to compete in combat tactics combat endurance, land navigation and combat patrol. The team includes: TSgt. Francis DesJardins, team leader; SSgt. Patrick Whelan, SrA. Michael Golenski, SSgt. Thomas Kent and SSgt. Gerard Renaud, alternate.

Westover Reservists receive patent for stand

By SSgt. Sandi Michon

Two Reservists recently proved they have the patent on creativity.

SMSgt. Vince Viglione, propulsion section supervisor and MSgt. Jack Tyndall, turbo prop propulsion technician, are the proud parents of a U.S. patent for their newly-designed maintenance stand.

The adage, "necessity is the mother of invention," was appropriate as Sergeants Viglione and Tyndall began their design project in April 1984 after discovering a maintenance safety problem.

When Westover converted from C-130 B-models to C-130 E-models, it created a problem for the maintenance people. The E-models have the external fuel tanks between the engines which get in the way when using existing work stands to work in the engines.

The problem

"We had to use two B-5 stands and one B-1 stand to get to the engines," explained Sergeant Viglione. "This required maintenance workers to lean from the stands to reach the engines and the A-frame used to hoist the engines kept smashing into the work stands.

"This safety problem forced us to the drawing board," said Sergeant Viglione. "We pinpointed our exact needs, measured the work area and made rough drafts of the new stand. We used parts from old C-123 stands and worked with our welders to construct our model. Our mechanics tested the new stand for three months and loved it!"

The solution

The new stand is adjustable, can be towed, and allows access to both sides of the engine with only one stand. It was also designed to be compatible with the A-frame engine hoist.

With the hope that the Air Force would love their new maintenance stand as much as they do, the innovative inventors submitted their design to the Air Force Suggestion Program and also to the Air Force Invention Program.

With the help of an Air Force attorney from Hanscom AFB, Mass. Ser-

geants Viglione and Tyndall prepared all the paperwork and submitted the information to the U.S. Patent Attorney's Office in Washington, D.C. in October 1984. The Air Force paid the fee for the patent title search which ensures that no other similar design exists.

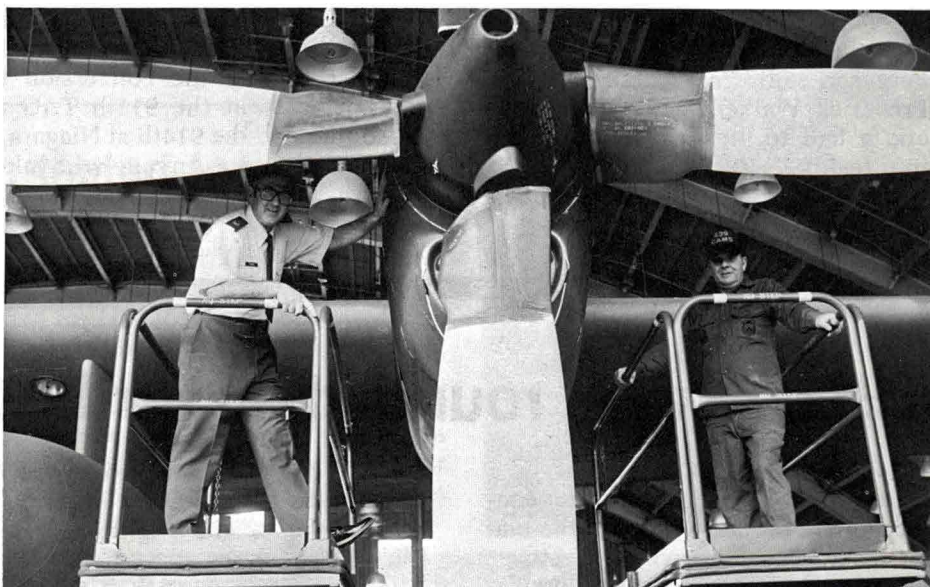
A U.S. patent was awarded to the CAMS inventors in June 1985. "The patent belongs to us," explained Sergeant Viglione, "but we had to sign a waiver stating that the U.S. government could use the design. Also, because the design originated because of and during work time, we cannot market our patent commercially."

In addition to praise and appreciation of their fellow workers, both sergeants will receive monetary awards from the Air Force Suggestion Program and the Air Force Invention Awards Program.



Previously, maintenance personnel needed two B-5 stands, a B-1 stand and an A-1 frame to work on a C-130E model engine.

(USAF Photo by SSgt. Sandi Michon)

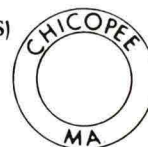


SMSgt. Vince Viglione (left) and MSgt. Jack Tyndall illustrate how their new maintenance stand allows easy access to both sides of the engine.

(USAF photo by SSgt. Sandi Michon)

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