



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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Westover highlight of U.S. visit

Veteran Israeli pilot recounts Entebbe raid

By Capt. Rick Dyer

"It was all part of the job."

That's how Lt. Col. Yhezkal Harpaz describes his role in Israel's famous military operation — the daring raid to rescue hostages at the Entebbe Airport in Uganda.

Colonel Harpaz, a 33 year-old career officer, flew one of four C-130s which participated in the Entebbe mission on July 4, 1976. He visited Westover on Feb. 6-7 as the guest of the 337th and 731st Tactical Airlift Squadrons, and spent his time here discussing tactics with aircrews and observing the units' low-level airdrops.

Currently a student at the Air War College at Maxwell AFB, the colonel is a former squadron commander with the Israeli Air Force. He has logged more than 5000 flying hours, 3500 of them in C-130s. He is a 16-year veteran of the service, having entered flight school at age 18.

"The raid was really the culmination of all we had been trained to do," Colonel Harpaz said. "The mission involved night flying in bad weather. It was a long flight — 8 hours each way — and we obviously didn't ask for permission to land at Entebbe."

Only one week transpired between the time when the Israelis were hijacked to the time when the rescue mission was launched. "We did not have a lot of time for planning, but the mission was well planned," Colonel Harpaz said.

Colonel Harpaz was the aircraft

commander on the third plane to land at Entebbe. He had flown into the airport on several prior occasions, but obviously under much different circumstances.

Since Israeli construction crews had

"The mission involved night flying in bad weather — we obviously didn't ask permission to land at Entebbe."

• • •

"Only two of the 100 hostages were killed in the operation."

helped to build the airport, mission planners were quite familiar with the Entebbe layout.

"We landed near the new terminal at Entebbe, approximately 500 meters from the old terminal where the terrorists were holding the hostages," he said. "I stayed with my aircraft and, of course, we had the engines running the entire time we were on the ground," he smiled.

The operation — from landing to

take off — took just one hour. Only two of the 100 hostages were killed in the operation.

Colonel Harpaz said that the tactics employed by Israeli pilots differed somewhat from those he observed being utilized by the Westover crews. "The differences are not that great, but you must remember that my country has been at war constantly, and that situation accounts for the differences," he said.

The veteran pilot, who is married and has two young sons, lives in the village of Ramat Hadar, approximately 30 miles from Tel Aviv. His family is currently with him at Maxwell.

In addition to studying at the Air War College, the colonel is also pursuing his bachelor's degree at the University of Montgomery. Upon completion of his studies, he will return to Israel for another air force assignment.

Colonel Harpaz came to Westover at the invitation of Maj. Jerry Budinoff, a 337th navigator. The two met at a recent air tactics conference at Dobbins, AFB.

The Israeli pilot called his visit to Westover "the highlight of my stay in the United States." "I enjoyed the opportunity to visit Westover and observe your operation," he said. "Everyone was very kind, and I even got the chance to go skiing."

Most of all, Colonel Harpaz enjoyed his reunion with the C-130. "It was great to go up in a C-130 again," he said. "It really is the best airplane."

Emergency Rescue Teams put to the test

Their car skidded on a patch of ice before it crashed into a utility pole. A sparking electric wire was lying across the roof of the vehicle.

The driver, who it was later determined was legally drunk, was hurled against the steering wheel while the passenger was thrown into the windshield.

A bystander who tried to help the injured victims unwittingly touched the bare wire and was severely shocked.

Within minutes that Sunday morning Feb. 7, members of the Westover Fire Department, an ambulance crew from the 439th TAC Hospital, security police and a crew from the Base Civil Engineers were at the scene near the base tennis courts. Only then did they learn the crash was no accident. Rather it had been carefully prepared by Fire Chief Haskell Jenkins and SMSgt. Raymond Gosnell, medical services supervisor at the TAC Hospital.

Security personnel immediately set up a perimeter and the fire department set up for extrication. Civil engineers quickly cut electric power in the area allowing Emergency Medical Technicians to begin preparing the victims for transport to the hospital.

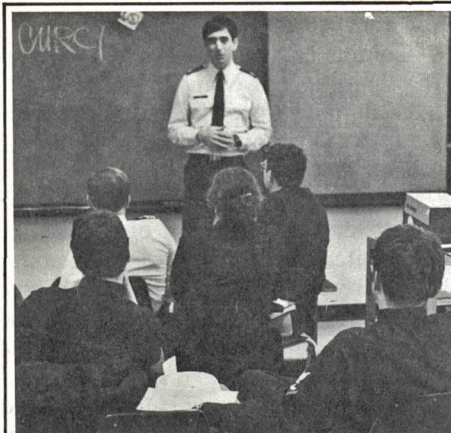
An emergency room had been set up at the 439th TAC Hospital where all three victims received treatment.

The driver suffered compound fractures of the tibia and fibula of the left leg, a fractured rib and severely lacerated jaw. The passenger had a fractured left ankle, a lacerated head, and possible head and neck injuries. The shocked victim suffered a severe burn on his right arm.

"Luckily," said Gosnell, "this was a drill. The entire operation, which was designed to test the readiness and coordination of all units involved, was a success. All of the units taking part in the "rescue" performed efficiently and professionally, in carrying out their assigned tasks. We're just happy it was not the real thing."



AIC Thomas W. Stark III and AIC Nancy Sheehan from the 439th TAC Hospital perform cardio-pulmonary resuscitation procedures on the electrocution "victim" during the emergency rescue team's response to a simulated car crash.



Capt. Chuck Curci, wing social actions officer, conducts a drug abuse class.

Navy Gets a 439th Class Act

Approximately 100 Naval reservists received their Drug and Alcohol Training courtesy of the Air Force Reserve and 439th. On Saturday, February 6, Capt. Charles Curci of the wing's Social Action's Office, conducted two classes at Westover's Armed Forces Center.

"The sailors were on base for testing and needed to fulfill their annual requirements," explains Captain Curci. "I scheduled the classes without interfering with the 439th's own training.

The instruction was similar except I didn't cover specific Air Force policies."

The reservists primarily discussed two areas. The first was alcohol abuse — its recognition and intervention techniques. The second focused on the hazards of marijuana smoking.

"They were an ideal group and very interested," Captain Curci continued, "I was very happy to provide the assistance and to extend some inter-service cooperation."

Recent tragedies increase concern

Winter flying means extra safety

By Sgt. Deborah Elliot

On January 13th, in Washington, D.C., Air Florida's flight 90 had "problems developing proper acceleration" during takeoff and crashed into the icy Potomac river, killing most of the passengers on board.

At Logan Airport recently, World Airways flight 30 skidded off the end of an icy runway and into Boston Harbor. Some of the passengers were treated for exposure and minor injuries while two are still missing and are presumed dead.

Ice problems

Flight 90 had ice on its wings and the aircraft may have stalled during takeoff. In Boston, flight 30's problem occurred during landing rather than takeoff. The plane could not stop on the runway due to the extremely slippery conditions and slid off the end of the runway into the ocean.

These aircraft accidents point out some of the hazards associated with winter flying. During these cold months, certain safety precautions

must be taken. "An ounce of prevention is worth a pound of cure," says Richard J. Smart, assistant airfield manager. "In the winter months we try to prevent the plane from icing. If we know a plane will be flying, we put it in a hanger the night before."

"There are certainly more hazards in winter flying than at any other time of the year," says Capt. Jim Gooding, a pilot with the 731st TAS. Capt. Gooding has accumulated many winter flying hours in his career. He says visibility and ceiling (the distance above ground and below the clouds that you can see) are frequently lower in the winter plus winds are stronger. "But," Capt. Gooding says, "icing is the biggest problem."

Ice can build up on the body of the plane and in the engine. Build-ups in both places can create problems. If ice builds up on the wings it destroys their lift while increasing the aerodynamic drag. Plus the ice adds weight to the aircraft. The plane does not handle the same. "It's the pilot's responsibility to

check for icing prior to takeoff and if need be, have the plane de-iced," he said.

Ice prevention

If, on the other hand, ice builds up in the engine, then information the pilot reads on his instrument gauges inside the cockpit are likely to be incorrect. Also, the engine might not function as it should during takeoff or in flight. The danger here is self-evident.

"We have heat sources for the wings and engines that can be turned on during flight," continued Captain Gooding. "Prior to flight, the body of the plane can be de-iced by pumping alcohol over it.

While in flight, the pilot receives a Runway Condition Report (RCR) from the tower or approach control. If the pilot decides the runway is too dangerous he can either land elsewhere or wait until conditions improve.

"During the winter, we just need to take things a little slower and think about what we're doing a little more," said Capt. Gooding. Taking things a little slower means checking and re-checking and then checking things one more time.

Crisis action team fine-tunes readiness with exercise

By Capt. Rick Dyer

The Wing fine-tuned its ability to respond to war or other emergencies during the February UTA when it staged a Crisis Action Team (CAT) exercise at Westover.

The CAT team is a group of staff and support personnel who assemble to direct the unit's response to various types of crisis situations. It is directed by Brig. Gen. Donald E. Haugen, wing commander, and is comprised of other key reservists and civilian employees.

"Our objective in staging any CAT exercise is to test how well we can manage the unit's resources while satisfying emergency requirements," said Lt. Col. Richard Kosnick, the 439th's chief of command and control. "We stage CAT exercises quarterly in order to maintain and sharpen our readiness skills."

During the January drill, CAT team members were hastily summoned to the

command post. As an armed guard stood watch outside, team members huddled to discuss strategy and operational plans inside the busy nerve center.

"It was a successful exercise," Lt. Col. Kosnick, the command post chief said, "It enabled us to simulate the changes which would occur if there was an activation."

In addition to activity in the command post, individual unit control centers were activated during the drill.

"One of the important things which we discussed during this test was the appointment of alternate CAT members, Colonel Kosnick added. "Making sure that each position is staffed is crucial to our response."

The Colonel said that the CAT team can be activated by the wing commander or by a higher authority. "We're constantly practicing, because next time it might not be a drill," he said.

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731st, Chuting Stars Shine at Island Air Show

By MSgt. Larry Lentz

Compared to other air shows, this one was quite small. Only a lone C-123 had dropped eight parachutists. But to 32,000 spectators, it was a once in a lifetime opportunity.

The aircraft was from the 731st TAS and its special passengers were members of the Navy's Chuting Stars Parachute Team. They were the featured part of a two day celebration on the Caribbean island of St. Kitts, 200 miles east of Puerto Rico.

On Jan. 25, as 7,000 natives looked on, the drops were into a small field within the arsenal. On the next day, another 25,000 watched a similar air show at a near-by soccer stadium.

The 439th aircrews and aircraft had been in Puerto Rico participating in training exercises with the Chuting Stars when they were given the assignment.

"What made the air show so unique was its location," Captain Eiche continued. "The Stars' landing zone, in the middle of that arsenal, was half the size of a football field. Considering that we dropped them from an altitude of two miles, there was no margin for error. And for the people of St. Kitts,



A member of the Chuting Stars illustrated his landing style at a demonstration here last October.

who have never seen anything close to this, the jumps were an extraordinary accomplishment and a fitting climax to their holiday."

In addition to Captain Eiche, the crew was Maj. Thomas Donovan, pilot; Maj. Whitey Joslin, co-pilot; Maj.

David Fitzgerald, navigator; Flight Mechanics SMSgt. Peter Fontana and TSgt. Leon MacDonald; and loadmasters TSgt. Paul Benson and Amn. John Hurst. Maintenance support during the mission was provided by TSgt. John Tankis and TSgt. Scotty Gehm.

Keep your job . . .

WASHINGTON (AFNS) — Air Force Reservists or National Guard members who are called to active duty won't lose their jobs because of the absence, reaffirms, Lt. Col. Nelson R. Kerr, Jr., Reserve affairs adviser to the Air Force judge advocate general.

Reservists and Guard members are protected by the Federal Veterans' Reemployment Rights Law if active duty is for initial training, two-weeks' active duty with their unit, or special tour of duty (even if voluntary), reports Colonel Kerr.

If a Reservist or Guard member feels a civilian job loss or demotion is the result of time taken for active duty, the matter can be reported to the Department of Labor. The Department of Labor then tries to negotiate a settlement with the company or business.

74th AES "On The Road Again"

By SrA Mary Borelli

Nine members of the 74th AES recently returned from two separate areas of advanced technical training.

This is not, however, an unusual event for the unit. According to MSgt. Vincent G. McCrave, Jr., NCOIC of nursing services, often up to a dozen of their people are on active duty training at any given time.

The first of the two classes was held at Pope AFB, North Carolina from February 15-18, and concerned tactical aeromedical evacuation. Instruction dealt with the use and care of support equipment such as radios, generators, and heaters for use during tactical medical emergency missions.

The five who attended were Lt. Col. Edward T. Kosakoski, squadron commander, 1st Lt. Robert L. Karpinski, aeromedical evacuation operations officer, TSgt. William M. Butler, medical technician, TSgt. Ronald J. Sliwa, assistant NCOIC of supply, and SSgt.

Leonard B. Scammons, NCOIC of communications.

The second course, called an aeromedical evacuation management conference, was held in San Antonio. It was concerned with creating smooth evacuation procedures.

Attending the conference were Lt. Col. Joan T. Hartnett, chief nurse, Maj. Theresa A. Maher, stan/eval officer, Maj. Carole A. Nania, assistant OIC of inflight medical care, and Maj. Leona G. Sorenson, OIC of inflight medical care.

Lt. Col. Kosakoski explained, "One of the main reasons for this training is to be prepared for the addition of two Mobile Aeromedical Staging Facilities to the squadron. The MASF is a tented medical unit designed for temporary casualty staging and evacuation."

"It is extremely important, especially in the medical field, to keep on top of the use of new equipment and procedures", MSgt. McCrave added.

Westover mourns Thunderbird loss



Thunder and lighting — and men

By Capt. Kevin Wentworth

Are the Thunderbirds an elite group of prima donnas operating a showy Air Force squadron to please crowds around the world? Are they a remote group of people, based somewhere in the desert, totally separate from the Air Force Reserve? The answer to both questions is a resounding NO!

The Thunderbirds are a team of United States Air Force members, from the officer and enlisted ranks and from practically all career fields, who are just like you! They aren't born to be a member of the Thunderbirds, they are trained to be skilled members of the Air Force team, just like you. Finally,

as people who have worked hard and done their job well, they are chosen to represent you and your organization to the world. It's important to remember where they came from, where we all come from — the Air Force.

The recent loss of four Thunderbirds is not somebody else's loss, it's your loss. These four men volunteered to represent you and the team you are a part of, the Air Force. In a sense they gave their lives for you.

The name, Thunderbird, came from plains Indians of the southwestern United States. Whenever there was a thunder and lightning storm, they would search the sky for the Thunder-

bird. The Thunderbird was power. He could decide wars, grant long life and represent an overwhelming force of good overcoming evil, his bolts of light, overcoming darkness. They believed the lightning was from the bird's flashing eyes and the thunder was from the flapping of its powerful wings.

Maybe the next time you see and hear a thunderstorm you will think of the meaning of the Thunderbird and remember the 18 men who have given their lives for us since the start of the Thunderbirds; and hope that the thunder will be heard and the lightning seen again over Westover and throughout the world.



The Westover community was saddened recently by the deaths of four Air Force Thunderbird pilots on January 18 during an aerial demonstration training mission near Nellis AFB, Nev.

Killed in the mishap were Maj. Norman L. Lowry of Radford, Va.; Capt. Willie Mays of Ripley, Tenn.; Capt. Joseph N. Peterson of Tuskegee, Ala.; and Capt. Mark Melancon of Dallas, Texas.

Mayor Robert F. Kumor, Jr. recently wrote to Brig. Gen. Donald E. Haugen, 439th commander, expressing his sympathy over the tragedy. "Having had the opportunity to witness the wonderful performance given by the Thunderbirds at Westover, I want to express to you and to the entire U.S. Air Force my sincere sorrow at the loss of the four pilots."



The Thunderbirds entertain at Westover's Open House in 1980. Thunderbirds shown l. to r.: Capt. Jim Jannette; Capt. "Pete" Peterson; Capt. Bob Fleer; Capt. "Sonny" Childers; Capt. R. D. Evans; Capt. Dale Cooke; Maj. Jim Latham; Capt. Jim Jiggins; Lt. Col. D. L. Smith. Military and Civic Officials l. to r.: Col. J. Frank Moore, CMSgt. Jack Murdock, Vincent McGovern, Ben Mathis, Mayor Robert F. Kumor, Jr., and Brig. Gen. Donald E. Haugen.

*Both Capt. Peterson and Lt. Col. Smith were killed in 1981 accidents.

Weather watch: "Ready for a change"

By MSgt. Dennis F. Gagne

Now that January and February are gone for another year, we can look forward to some "nice" days, weather-wise, in March.

The following are statistics for your March weather information:

Temperature: (F)
 average high: 45°
 average low: 27°
 record high: 86° (1945)
 record low: -13° (1948, 67)

Precipitation (inches):
 average; 3.5 liquid equivalent precipitation
 record high: 7.7 (1953)
 record low: 1.3 (1946)
 average snowfall: 10 in.
 record snow: 36 in. (1967)
Wind
 average speed: 12 knots (14mph)
 wind storms: 40 knots (average)
Cloud cover/structure:
 50% sunshine
 sky cover: average 70%

Sun usually breaks through early morning fog about 12 days a month. Most of the fog is caused by high amounts of air moisture caused by melting snow. This is commonly a driving hazard around the Connecticut and Pioneer Valleys when driving to work in the morning.

January Statistics:
 record high temp.: 53°
 record low temp.: -11°
 snowfall: 3.36 in.

Briefs

Officer's Dining Out

The Eighth Annual Officer's Dining Out is scheduled for Saturday evening, April 3, beginning at 7 p.m. at the Consolidated Open Mess.

According to Capt. Paul Topey, chairman of the Dining Out committee, tickets should be available from unit commanders during the March UTA sign-in.

Annie Oakley??

Ann Marie Buker, a senior airman with the 439th CSG, fulfilled every hunter's dream on a recent trip to Maine when she bagged a 270-pound, eight point whitetail deer with a single shot.

What makes the feat even more remarkable was that she was on her very first hunting trip, and had been out in the woods for less than an hour.

Anna said that she learned her sharpshooting skills from her father, and from the Air Force Reserve.

Thirty-eight take exam

Thirty Eight people took the Air Command and Staff Final Exam during the February UTA.

This marks the end of a 52-week program which is part of the Professional Military Education Program.

901st MAPF Reservists complete Panama Tour

Reservists from the 901st MAPF recently completed their two-week annual tour of active duty at Howard AFB, Panama.

The Westover airmen get some valuable "hands on" experience when they reconfigured a C-141 Starlifter cargo plane into a medivac aircraft. The plane was needed for an emergency aeromedical evacuation mission.

Led by Capt. Michael Dandirph, 901st MAPF commander, the reservists also worked with warehouse tugs, portable baggage conveyors, (which are not available at Westover) live ammunition and explosives.

Reservists honored at Commanders call

One Meritorious Service Medal, and four Air Force Commendation Medals were awarded by Brig. Gen. Donald E. Haugen, Wing Commander during the February UTA.

Maj. Alan Salus, 901st CF commander, was awarded the Meritorious Service Medal due to his outstanding leadership skills and devotion to duty.

Receiving Air Force Commendation Medals were:

—**MSgt. Robert L. Blouin**, for his distinctive accomplishments as 901st CF Senior NCO.

—**MSgt. Gerard R. Farrell, Jr.**, 905th WSSF NCOIC received his medal as a result of his exceptional skill, knowledge and leadership qualities.

—**TSgt. Michael E. Noonan**, Telecommunications operations specialist, telephone operations with the 905th CF, was recognized for his contributions to the unit's enhanced safety capability.

—**TSgt. Leroy T. Rose**, 58th MAPS crew chief was awarded his medal for his outstanding professional skill, knowledge and leadership.



Col. Roy E. Ayers, Jr., 439th CSG commander, accepts 14th Air Force Outstanding Reserve Unit Award for 1981 from Brig. Gen. Donald E. Haugen, Wing Commander.



ENLISTED

SSgt. Richard R. Lockery
SSgt. Stanley W. Lukomski
SSgt. McClair W. Mailhott Jr.
SSgt. Gordon A. Newell
SSgt. Brian A. Therrien
SSgt. John F. Wilson
SSgt. Paul G. Winnett
Sgt. Martha J. Krumm
A1C Thomas R. Craig
A1C Richard C. Messenger
Amn. Cindy L. Paige
AB Paul E. Beachell
AB Lori Beth Bostwick
AB Edward C. Byrne
AB Cathleen F. Craig

AB Donald L. Derosia
AB David J. Letasz
AB Robert V. Majewski Jr.
AB John J. Morrin
AB Barbara F. Stillwell
AB Douglas P. Trawick Jr.

REENLISTED

MSgt. Albert R. Breton
MSgt. Bruce B. Wood
TSgt. William M. Butler
TSgt. Lewis G. Carter
TSgt. William J. Cichaski
TSgt. Emery F. Filarski Jr.
TSgt. Norman R. Fioroni
TSgt. Galen M. Lafrancis
TSgt. Eugene F. Landry Jr.
TSgt. David J. Luhta
TSgt. Stephen H. Rehm
TSgt. Ann T. Roberto
TSgt. Zachary P. Slater
TSgt. John G. Vanbobbo
TSgt. Jeffrey C. Walker
TSgt. Gregory J. Zakrzewski
SSgt. Robert L. Bashaw
SSgt. Peter A. Coughlin
SSgt. Robert B. Enders

SSgt. Michael A. Fortier
SSgt. George L. Hoagland
SSgt. David Howard
SSgt. Robert W. Johnson Jr.
SSgt. April J. Jones
SSgt. John M. Leger
SSgt. Wayne P. McNeilly Sr.
SSgt. Chris J. Mellas
SSgt. Terrence P. Parmenter
SSgt. Michael J. Thomas
SrA. Frances M. Breedlove

PROMOTIONS

Maj. Peter C. Eiche
Maj. John J. Shenton
Sgt. John Aukstikalnis
Sgt. Vidal I. Bustamante
Sgt. Ronald L. Dehart
Sgt. Brian R. Duclos
Sgt. Leslie G. Howe III
Sgt. William R. J. Knight
Sgt. Donald E. Kobis
Sgt. Michael P. McCorkel
Sgt. Deborah A. Nogas
Sgt. Linda C. Novotny
Sgt. Michael W. Ohearne
Sgt. Nicholas B. Staszko

Communication is a family affair at the 905th

By TSgt. G. Mark LaFrancis

When you call the 905th Communications Flight and ask for Sergeant Crapo, you may be getting more than you bargained for.

You could get MSgt. Harold B. Crapo Jr., or TSgt. Elaine J. Crapo or Sgt. Harold B. "Burt" Crapo, 3rd.

The Crapos, who live in Penacook, N.H., have made the Air Force Reserve a family affair.

Crapo³

Sergeant "Burt" Crapo, son of MSgt. and TSgt. Crapo, joined his mom and dad at the 905th on Jan. 9, the day before his 23rd birthday. To further keep their Reserve duty in the family, all three Crapos are in the communications operations career field, which involves manning the base switchboard and Communications Center during UTAs.

The younger Crapo said that when he separated from active duty in September, his decision to join the Reserve was an easy one and one which his parents fully supported. "As far as pressure (from parents) there was none."

He became quite familiar with the Air Force during his childhood. His father served on active duty from July 1954 to August 1968 and entered the Reserves in March 1977. His mother served three years with the Army and joined the Air Force Reserve in April 1977. Both parents served with the former 901st Communications Flight, which was deactivated in October 1981 and merged with the 905th.



The sergeants Crapo establish new lines of communication in the 905th communications flight.

Oddly, the family and Reserve arrangement has not caused difficulties in the flight or at home. The Crapos stressed that they have no trouble separating Reserve from family life.

No "stripes" at home

His wife said that although MSgt. Crapo is the family leader, he does not "pull rank" when family chores or duties must be done. She said their relationship is strengthened because of the Reserve — a situation that their friends envy. "We are envied as being able, on a part-time basis, to support the peacetime mission," MSgt. Crapo said.

"It's something a lot of people would like to do. People realize that we travel together and can go overseas (on two week encampments) together. They realize it is not a vacation for us and they realize the importance of our Reserve involvement."

The trend continues

In the future, the "which Crapo do you want" query might be even more difficult to answer. The Crapos are looking forward to the day when another son, A1C Curt A. Crapo, finishes active duty and becomes the fourth Crapo with 905th.

Per diem equity takes effect, BAS for enlisted

ROBINS AFB, Ga. (AFRNS) — Equal per diem entitlements for officer and enlisted travelers are now in effect when facilities are equal as the result of the military pay bill passed in October. Another provision, which went into effect Sept. 15, entitles enlisted people to receive basic allowance for subsistence while in a travel status.

This means the current per diem rate of \$50 a day consists of whatever members pay for lodging up to \$27 plus \$6.50 for each meal plus \$3.50 for incidental expenses.

Before Nov. 1, whenever government meals were available, airmen ate meals free or for a small charge if they

were drawing BAS, but they lost the entire meal portion of the per diem whether they ate in the dining hall or not. Now, enlisted members in per diem status are charged a higher rate to eat in the dining hall, but they forfeit only \$3.40 of the \$6.50, leaving members \$3.10 for each meal. They will receive the \$3.10 for each meal regardless of whether or not they use it to purchase a meal in the dining hall.

Before Sept. 15, enlisted people could not receive BAS and per diem for the same meal. Now, any time airmen on active duty are entitled to per diem for a meal they are also entitled to BAS for the meal.

The new rules apply to Reservists the same as regular Air Force enlisted members, according to W. J. Pollock, Jr., chief of the finance branch at Headquarters Air Force Reserve at Robins, "Reservists ordered to commute to the duty station and members on annual tours with meals and quarters available are not in a per diem status and will not be affected by the new rules," he pointed out.

Mr. Pollock said government dining halls have been instructed not to charge the higher temporary duty rates to Reservists who are not in a per diem status, but the burden of proof may be on the Reservists.

Weight Control standards take effect in April

By SSgt. Gordon A. Newell

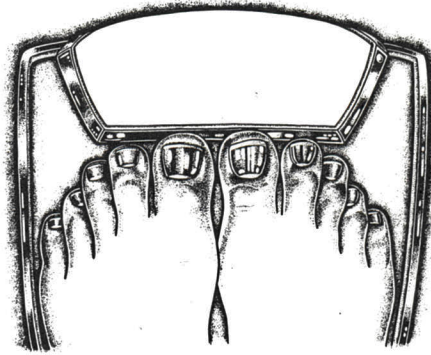
Your weight could pose some weighty problems.

Newly adopted Air Force weight-control standards mandate that Air Force Reservists be trim by April 15, 1982. Individuals who don't measure up could face the consequences of red-lining (no-pay for UTA's) or even separation from the Reserves.

If you're worried about "the battle of the bulge", don't despair. Base officials have some suggestions that can assist those seeking to shed excess pounds.

Mike McNicholas, morale, welfare and recreation director, says the keys to weight reduction are proper diet and a program of exercise. He suggests that Reservists check out Westover's excellent facilities.

"We have a full line of exercise and weight control equipment and we can easily compute an individual plan of exercise based on age, height and body structure. Anyone interested is welcome to stop by and see us. We'll be



happy to help in any way."

Increased physical activity, however is usually not enough and a change in dietary habits is necessary.

Maj. Dorothy Gates, Westover's weight control officer offers a few diet tips that go hand in hand with a good exercise plan.

"Calories must be sharply restricted until the desirable weight is obtained, then increased to a level that holds the weight steady."

"There are no short-cuts, magic formulas or wonder drugs. Crash diets, unless monitored by a physician, are usually harmful. A desirable weight-loss diet should be balanced in content, and lead to a loss on one or two pounds a week."

"Above all, a period of weight control dieting should be one of education. Learn what foods are fattening and why. Plan a program of physical activity that you can follow life-long."

Major Gates offers several general principles of diet control that are helpful.

"Most adults over the age of 25 do not need milk or cheese, both of which add unnecessary calories. Meats should have all visible fat removed and should be baked or broiled. Don't fry anything or add gravies.

"Extra high calorie foods to avoid include salad oil, mayonnaise, candy, jelly, jam, nuts, and alcohol. Smaller servings means fewer calories. If you get hungry between meals, have a piece of fruit or a crisp vegetable."

ASK THE AIRMAN:

QUESTION: "Weight control is now a topic of concern for many Westover reservists. What are you doing to either maintain your present weight or lower it to conform with the new weight standards?"

2 Lt. Weslie Carter, wing executive support officer "Like many other people, I have a weight problem. Its only because of the Air Force standards that I'm conscientious about it. Generally, I watch what I eat and diet from time to time to keep within the requirements."

TSgt. Alan Sorensen, administrative technician, 439 TAW "During the month, I coach high school wrestling and work out with the team. I'm about 15 pounds under the weight limit for people my height. Still, I do have a soft little paunch which I'm trying to firm up with daily situps."

SrA. William Knight, 439 CSG, warehouseman "Well, when I enlisted two years ago, I was just barely within the weight standards. Since then, I have lost 13 pounds by eliminating heavy meals. I eat a light breakfast and lunch then have a good hearty supper. I feel much better now about myself. I feel like a 30-year-old," says the 41-year-old Knight.

SrA. Mary Borelli, information specialist, 439 TAW "Unfortunately, I'm slightly over the Air Force weight limit for women of my height. Since November, I have been doing a series of exercises and watching what I eat. It would be nice if the weight came off steadily but it doesn't work that way. I hate the plateaus. For me, losing weight is often simply a matter of allowing the body to decide when its hungry, not deciding for it."

Capt. Glenn Martin, commander, headquarters squadron "I play racquetball and tennis twice a week. Its enjoyable and breaks up the weekly routine."

SSgt. Allen R. Tomlinson, administrative technician, 439 TAW "Everyday, including this morning, I do a series of situps, pushups, leg lifts, squats and arm rotations. Also, instead of drinking regular beer which I used to do, I drink Lite. I really cut down on the calories this way."

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