

P A T R I O T

439TH TACTICAL AIRLIFT WING (AIR FORCE RESERVE)

WESTOVER AIR FORCE BASE, MASS.

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905th cops tops with guns, brillo and mops



USAF photo by Maj. Robert Carroll

by Capt. Rick Dyer

Brillo, ajax, and hundreds of volunteer hours aren't conventional weapons, but they recently played a crucial role in the biggest victory won to date by the 905th WSSF.

The unit, commanded by Maj. Frank L. McCormack, was selected in February as the Air Force Reserve's outstanding weapons system security flight.

It was the first national honor won by the 905th security policemen, who proved as handy with mops and scrub brushes as they were with M-16s in captivity (continued on page 5)

SSgt. Thomas G. Devane, center, and TSgt. Kenneth W. Seymour, right, of the 905th WSSF, show of their winning security style as they 'weapon search' SSgt. John F. Szewc, 42nd MAPS during a flight line security exercise. Their efforts, along with other members of the unit, helped it be selected as the Air Force Reserve's Outstanding WSSF.



IN THIS ISSUE:

- Reservist stop suicide
- Message from Maj. Gen. Gill
- Feature on Frain

Reservist stops suicide, saves life

by SSgt. Deborah Elliot

TSgt. Aidan Prendergast, a maintenance man on the 1½-mile Kingston-Rhinecliff Bridge in Kingston, N.Y., prevented a desperate man from leaping 200 feet to his death on Jan. 20.

"Once I saw him there and got my hands on him, I couldn't let go," he said. "I couldn't have lived with myself if I had let him slip away."

"The day this happened was an ordinary day except for the extreme cold," recalled Sergeant Prendergast. "About 2:00 in the afternoon I got a call and figured it was just someone with car trouble."

Something unusual

But as he approached the scene, he knew something unusual was happening. He saw a man lying on his stomach atop the waist-high, four-inch-wide guard rail and three men clinging to him. One man had him by the foot, one by the shirt, and the other by the belt. "As I approached, I knew that this was no charade," he said. "This man was desperate."

"Immediately, I tried to help the other three pull him off the rail. I don't know where he got his strength from. It seems the harder we struggled, the stronger he got. He was fighting like an animal."

"In one fierce motion, the man threw his legs over the rail and pulled the torso of one of the men with him." Still, the would-be rescuer wouldn't let go. "I knew I had to act then or we would lose them both," said the sergeant.

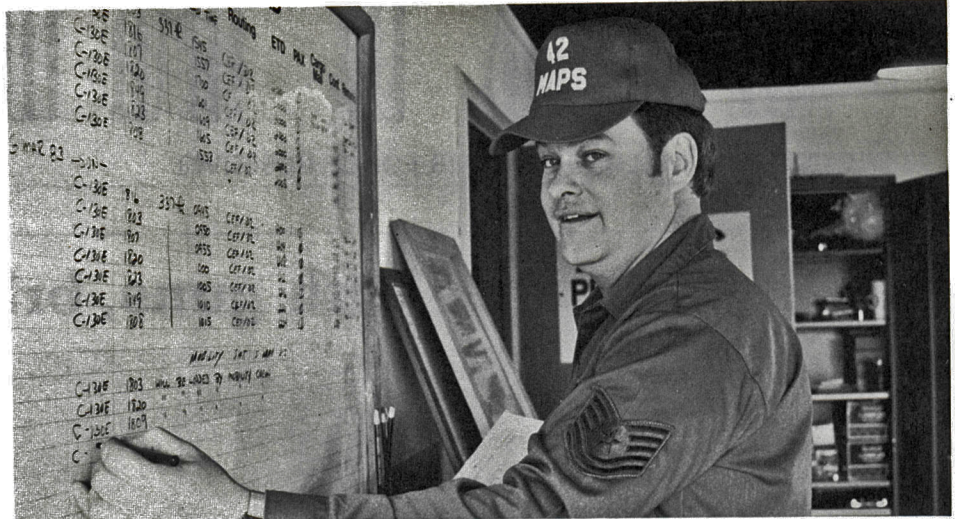
The final rescue

At this point, Sergeant Prendergast locked his arms around the man's neck, choking him, and pulled with all his might. The four men then managed to pin him between the plow of a snow truck and a four wheel drive vehicle.

Soon, police arrived, and not without a struggle, took the man into custody. His wife arrived shortly afterward.

"We've had several suicides at this bridge before," said Sergeant Prendergast, "but usually they jump before we can get there. This time it was different. Once I saw him, I couldn't let go."

"I guess I learned something about myself and how I feel about life," he said. "I hope that someday this man will want to live as desperately as he wanted to die."



USAF photo by Maj. Robert Carroll

TSgt. Aidan Prendergast logs an aircraft's arrival time on the schedule board in his unit's air terminal operations center, where he works. He is a member of the 42nd Mobile Aerial Port Squadron.

Wing base staff judge advocate dead at 38

Maj. Arthur J. King, 38, Wing base staff judge advocate, 439th TAW, died March 20 in Northampton after a short illness.

Maj. King, of Williamsburg, MA was a member of the board of selectmen and an attorney in Northampton. He was born in Dedham, MA. He received his bachelor's degree from Tufts University in 1966 and his law degree from Boston University in 1969. He lived in Easthampton from 1974 to 1978, and lived in Williamsburg for the last five years.

Maj. King was commissioned as a 2nd lieutenant in June 1969 and served active duty as a legal staff officer at Wright-Patterson AFB, Ohio from Feb. 1970 to Feb. 1974. He joined the 439th

TAW at Westover in May 1975 as the staff judge advocate.

As staff judge advocate, Maj. King provided legal guidance in many areas. He gave legal support to the base commander and served as legal representative for security police in many situations. He also reviewed contracts for base procurement and contracting. The major coordinated the AFRES JAG conference held here last year.

Brig. Gen. Donald E. Haugen, 439th TAW commander related his thoughts on Maj. King. "He has provided excellent legal counsel on many occasions. His advice was always consistent, accurate and helpful; I always held him in professional esteem. He will be solely missed."

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One-on-One

with

Maj. Gen. Sloan R. Gill

(Editor's note: The following is an Air Force Reserve News Service interview with Maj. Gen. Sloan R. Gill, chief of Air Force Reserve and AFRES commander. General Gill assumed his present duties Nov. 1, 1982.)

Q: General Gill, one of the great resources you bring to the job as chief of the Air Force Reserve is your extensive experience in this component. You've been a Reservist since 1956. What are the most important changes you've seen in your career?

General Gill: The main thing I've seen since 1956 is our expanded participation in the day-to-day activities of the Air Force. We've really come a long way since those days of flying C-123s at Dobbins (AFB, Ga.). In those days we trained and trained for mobilization, but we really didn't participate in joint exercises and daily Air Force activities to the degree that we do now.

A good example is our Volant Oak operation in Panama. We share that with the Air National Guard in three-month increments. We keep six C-130s and seven crews there plus the maintenance people to keep the operation going and to resupply our embassies throughout South and Central America.

We also keep one C-130 on what we call Military Airlift Command's administrative airlift. We keep a crew and an airplane 365 days a year, flying regular Air Force missions throughout the continental United States.

These are some of the tremendous changes that have come about since 1956. The Reserve has changed from being a reserve force for use only in mobilization to an adjunct force having a big part of the everyday operation of the Air Force.

Q: For six years we've exceeded our manning goals and our retention continues to improve. Why do you think the Air Force Reserve is so successful?

General Gill: Well, first of all, we have interesting missions. People can leave with a sense of satisfaction and accomplishment after participating in a unit training assembly or additional fly-



Maj. Gen. Sloan R. Gill, chief of Air Force Reserve and AFRES commander.

ing training period. This has a positive effect on our retention. We've been an all-volunteer force in a true sense of the word because within the Air Force Reserve individuals, if they want to stop participating, can vote with their feet and walk out.

There is no doubt that the problems in our civilian economy affect our good retention, but I don't really believe that's a big factor. Our recruiters are going for quality people. We're getting the people who want to stay. We give our people good training and job satisfaction. They feel they're really accomplishing something that's the real secret to our retention.

Q: What do you see later as far as Air Force Reserve modernization and new missions?

General Gill: We've made great strides over the last two or three years.

We have C-130H's coming into the inventory. The first delivery to a unit was made at Dobbins last fall, and they're brand new C-130H aircraft right off the assembly line from the Lockheed Co. in Marietta. (Ga.).

We also have moved into A-10s and more F-4s. We'll be receiving our first F-16s to replace the last of our F-105s. And, we've gotten into the KC-10 program and associate mode at Barksdale

(AFB, La.) and at March (AFB, Calif.).

So, there have been some tremendous changes that have taken place. As always, modernization is a very difficult task, because we share the shortfalls with the Air Force.

Q: What do you see as our greatest challenge in the years ahead?

General Gill: There are going to be many challenges.

One I've already touched on is equipment — always a difficult problem.

The other is the increasing pressure on the Air Force Reserve to take more and more of the day-to-day missions of the Air Force. Many of our Reservists are giving more than their 14 days of annual training and their two days each month of unit training. Crew members give much more than that. Also, many of our aerial porters, our enroute maintenance technicians, all of our support people are being asked to do full-time missions in support of the Air Force. We're at the point that many of our people are giving about all the time they possibly can from their civilian employers and from their families.

Q: Let me turn to a question about your family. You and your wife have raised three children during the time you have been actively involved with the Reserve. What are your views about family support and the sacrifices that go with Reserve affiliation?

General Gill: Strong family support for a Reservist is essential. Our family made nine moves in 12 years and during all that time I had the full support of my wife and children. Many of those moves were real hardships, and I certainly wouldn't like to go through some of them again. Without the support of the family, Reservists have a tough time, and the amount of time they have to devote away from their family and away from their private business because of Reserve participation is increasing. We try to support the family with open houses to bring families together and let them see what dad or mom does. We make them a part of the Air Force family to see what some of the sacrifices that they are making are for.

Alterations to regulation affect uniform wear

ROBINS AFB, GA (AFRNS) — Changes in the wear of trousers and slacks, the women's longer length overblouse and organizational baseball cap are among several recent changes to Air Force Regulation 35-10, say Air Force Reserve officials.

Other major revisions include prohibiting wear of sleeveless or athletic-type undershirts when the work utility shirt is removed in the immediate work area, allowing women to wear the men's cardigan sweater and permitting the sleeves of the women's long-sleeve light-blue shirt to be shortened to match the current overblouse sleeve length.

The change in the wear of trousers and slacks requires men's trousers and women's slacks to rest on the front of the shoe with a slight break in the crease. The back of the trousers and slacks should be about seven-eighths of an inch longer than the front.

This AFR 35-10 change, as well as the others, is already in effect, but individuals have until Aug. 1, 1985, to comply with the new trouser and slack length policy.

The change concerning the wear of the women's longer overblouse allows



The wear of the organizational base-women to use it better with other uniform combinations. The overblouse may now be worn with a skirt, with waistband, if tucked in, or may be tucked into slacks with waistband. Previously the overblouse was not permitted for wear with a skirt or underneath the women's semibox service coat since it was not authorized to be tucked in.

ball cap was the target of two regulation changes.

The first gives officers the option of not wearing grade insignia on the baseball cap if insignia are visible elsewhere. If grade insignia are worn, they will be metal and centered one-half inch above the visor. Officers will continue to wear grade insignia with the work utility cap.

The second change allows people to wear authorized organizational or major command cloth or silk-screened emblems or one of the badges currently authorized by the regulation. This is subject to approval by the installation commander. If worn, the badge or emblem will be centered one-half inch above the visor.

A shortage of women's cardigan sweaters prompted the move to allow women to wear the men's cardigan sweater. Cardigans will be phased out in 1984, according to Air Force officials.

Although the sleeves of the women's long-sleeve shirt may now be shortened, they must be altered to match current overblouse length and design.

Personnel officers have an update of all recent AFR 35-10 changes.

Into eternity, in less time than you think

The Automobile Research Division at Cornell University Medical College has provided terrifying pictures of what happens to steel and glass, and flesh and blood, in the split-second a human is hurled to death. This is a reconstruction of what will happen when your car, traveling 55 MPH, hits a tree.

One-tenth of a second: your front bumper and chrome frosting of the grill collapse. Slivers of steel penetrate the tree one and one-half inches or more.

Two-tenths of a second: your hood crumples as it rises. Smashing into your windshield. The spinning wheels leave the ground. The grill disintegrates. Your fenders come in contact with the tree, forcing the rear part to splay out over the front doors, your body continues to move forward at the vehicle's original speed, a force of 20 times gravity, your body weighing 3,200 pounds. Your ramrod-straight legs snap at the joints.

Three-tenths of a second: your body is off the seat, torso upright, broken knees pressing against the dashboard. The plastic and steel frame of the steer-

death grip. Your head is now near the sun visor, your chest above the steering column.

Four-tenths of a second: the car's front 24 inches are now demolished, but the rear end is still traveling at 55 MPH. The half-ton motor block crunches into the tree. The rear of the car rises high enough to scrap bark off the low branches.

Five-tenths of a second: your fear-frozen hands bend the steering column. Jagged steel punctures lungs, blood spurts into your lungs.

Six-tenths of a second: your feet are ripped from your tightly laced shoes. The chassis bends in the middle, shearing the body bolts. Your head smashes into the windshield. The rear of the car begins its downward fall. Spinning wheels digging into the ground.

Seven-tenths of a second: the car body is forced out of shape. Hinges tear, doors spring open. In one last convulsion the seat rams forward hitting you against the steel steering shaft.



Blood leaps from your mouth. Shock has frozen your heart. Elapsed time: seven-tenths of a second. You are now dead.

The picture isn't pretty. It isn't supposed to be. It's supposed to make you think about how you drive as you cruise down the highway at 55.

Did it?

Wing prepares for Operational Readiness Inspection

The 439th staged a dress rehearsal for the Operational Readiness Inspection it faces in May, when it conducted a combat capability evaluation during the March UTA.

The "self-test", which simulated an emergency mobilization of the Wing, will help the senior staff to gauge the unit's strengths and weaknesses prior to the ORI.

The drill had an unexpected element of realism injected into it when toxic chemical fumes blew onto the flight line

where crews were loading several C-130's. (See related story on this page). The nitric acid fumes were caused by a mishap at a nearby chemical plant and caused a brief evacuation of the flight line area.

The CCE was supervised by Maj. George Caldwell, installation mobility officer, who stated that such exercises are periodically held as part of the 439th's ongoing training efforts. "Obviously, they take on particular signifi-

cance when you are facing the external scrutiny of an ORI," the major said.

Major Caldwell added, "we loaded two airplanes but we tumbled on the way. We experienced some basic breakdowns. This exercise was run to get us prepared for the ORI so we'll be doing it all over again during the April UTA."

Staff members from Military Airlift Command Headquarters office will visit Westover May 14-15 to conduct the evaluation.

Chemical plant mishap adds realism to UTA training

Westover Reservists had a touch of realism added to their training on March 5 when toxic chemical fumes from a neighboring industrial plant wafted onto the base.

The incident occurred when a defective storage vat at the Catad Chemical Corp. at the Westover Industrial Park in Ludlow allowed two chemicals to mix together. As a result of the mishap, dangerous nitric acid fumes were released into the atmosphere.

Wing members, who were in the midst of a combat capability exercise, were ordered inside when winds blew the fumes onto the base. Flight line activities were suspended for approximately one hour.

No injuries were reported during the incident.

Personnel from the base fire department went to the chemical plant in response to a "mutual assistance" request from Ludlow authorities. John Wilson, head of Westover's disaster preparedness unit, established a mobile command post on the east ramp of the flight line.

Ludlow firefighters brought the situation under control by hosing the chemical vat until the mixture inside it cooled.

"Cops are tops" (continued from page 1)



905th WSSF members gear up for a security exercise during the March UTA.

ting the award.

"We were judged on the overall performance of our security police functions, but the real story here was all the volunteer time donated by unit members to get us ready for inspection," said MSgt. Gerard Farrell, NCOIC for operations with the 905th. "Our people literally gave hundreds of hours of their free time to clean our building and update records prior to the judging," he said.

The 905th, which had earlier won 14th Air Force honors, was inspected by representatives from AFRES Security Police during the February UTA. The unit was pitted against the 301st WSSF from Carswell AFB (10th Air Force) and the 441st from McChord AFB (4th Air Force) in the national competition.

The victory was particularly sweet for Major McCormack, whose 51 flight members have been working together for less than six months. The old 901st and 905th weapons system security flights were merged into a consolidated unit last October.

"I'm proud of every man and woman in our unit," the major said. Everyone

came together in a very short time, and put in a great deal of extra effort to help us achieve this," he added.

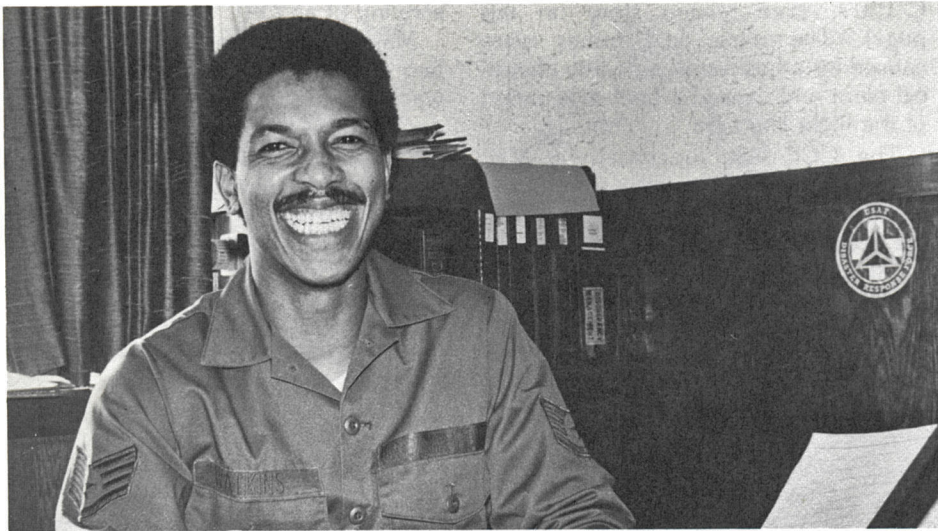
According to Major McCormack, the 905th scored high points in all areas, and especially flightline security. "I'm told that the judges who observed us during the chemical warfare exercise were impressed by our ability to function in the chemical warfare gear," he added.

Earning special praise from the unit commander were SMSgt. Ludwig Schweichheimer, MSgt. Winfred Dailley, Sergeant Farrell, MSgt. Allen Misner, TSgt. Randy Humphries, TSgt. Peter Kingsbury, TSgt. Reginald Fezell, TSgt. Owen Schwartz, TSgt. William MacLaughlin, SSgt. Jill Himelick, SSgt. William Noble, SSgt. James Stone Jr., and Sgt. Deborah Plourde.

"They all went way above and beyond the call of duty to help us prepare," Major McCormack said.

The 905th will now represent AFRES in competition against the country's outstanding Air National Guard weapons flight during the May UTA.

"Patriot People"



Name: FRANK WATKINS JR.

Rank: SSgt.

Age: 26

Address: 214H East Mountain St.
Worcester, MA 01606

Unit: 905 CAMS

Position: Assist. Security Manager

Civilian Occupation: Non Distinctive
Test Technician

Favorite Food: Rib Eye Steak

Favorite Beverage: Coke

Favorite Sports: Basketball &
Football

Favorite Hobby: Girl Watching &

Reading

Ideal Vacation: Bahamas

Best Way to Relax: Lay out in the
Sun

Preferred Entertainment: Music

Favorite Celebrity: Cheryl Ladd

Favorite Music: Soul & Pop

Favorite Magazine: Time & People

Favorite Book: Life of GLI

Favorite Color: Blue

Favorite Car: Corvette

Best Thing About Westover: People
& Atmosphere

Worst Thing About Westover: Travel



Promotions Enlistments & Re-enlistments

Congratulations

PROMOTED

Lt. Col. Mary C. Coyle
Lt. Col. Charles S. Joslin Jr.
Maj. Dante A. Mazzochi
Maj. Paul M. Torpey

REENLISTED

SMSgt. Robert C. Adams III
MSgt. Frederick A. Flood
TSgt. Robert F. Bieniek
TSgt. Arthur A. Breyare
TSgt. Donald J. Butler
TSgt. Alvin T. Correira
TSgt. Charles J. Cotnoir
TSgt. Patrick J. Devens
TSgt. Michael A. Graham
TSgt. Walter R. Grochmal Jr.
TSgt. Joaquim M. Henriques

TSgt. Edward T. Kolodjay
TSgt. Curtis Morrison
TSgt. Carl H. Quist
TSgt. Francis T. Simone
TSgt. Clyde D. Small Jr.
TSgt. Claude W. Thompson
TSgt. Charles E. Twitchell
TSgt. Gerald P. Vesper
SSgt. Vidal I. Bustamante
SSgt. John W. Giles
SSgt. John W. Clark
SSgt. David E. Holding
SSgt. Ronald E. Michon
SSgt. Richard W. Turpin
SSgt. Judith A. Young
Sgt. John E. Miller II
Sgt. Steven L. Porteus
SrA. Roland P. Gouin

ENLISTED

SSgt. Gregory J. Boyd
SSgt. Charles E. Fournier Jr.
Sgt. Edward J. Brewer Jr.
Sgt. Albert J. Burkhart III
Sgt. Warren S. Compton III
Sgt. Judith M. Cummings
Sgt. Gilberto Jimenez
Sgt. Frank Lo Bianco Jr.
Sgt. Allen G. Stingel
SrA. Deborah A. Malek
A1C. Carol B. Carrington
A1C. Anita I. Mancini
AB Michael A. Auld
AB Keith Green
AB James B. Hafner
AB Jennifer L. Hawkins
AB Gerard M. Lafleur

BRIEFS

Weigh in

All Wing members will weigh in during the April UTA. Originally scheduled for March, the weigh in was postponed because of the Combat Capability Evaluation.

UTA billeting

Effective during the April UTA, dormitory assignments will be made without regard to the individual's unit of assignment. Assignments will be made to one facility until its capacity is reached and will be repeated for each dormitory in turn. Keys will be provided only to individuals being assigned the quarters.

Federal women's session

Topics ranging from "Recruitment and Placement" to "Cosmopolitan Career Day" held at the Westover Open Mess on Feb. 9.

Sponsored by the Federal Women's program, the one day session was attended by 125 members of the Westover staff.

Speakers for the meeting included Roberta Hay, Base Civilian Personnel; Vangie Bates, AFRES EEO and Affirmative Actions; Maj. John Shelby, a Reservist with the 439th TAW and Personnel Manager of the Department of Energy; and Madeline Cipriano, Personnel Manager, New England Exchanges.

MWR wins awards

Base recreation walked off with three awards in the 1982 AFRES MWR Awards Competition.

SSgt. Ronald R. Turmelle was awarded the outstanding MWR Supervisor (Reservist). Turmelle is the Westover Assistant Recreation Director. He has been with the 439th for two years.

Ms. Debra A. Shapiro was named MWR Technician (civilian). Ms. Shapiro is a Recreation Assistant Supervisor — Bowling Center. She has been with the Bowling Center since it opened in July 1981.

A special award was given to Mrs. Carol A. Koper, as the AFRES MWR Volunteer of the Year. Mrs. Koper is the wife of Reserve Recruiter SMSgt. Ron Koper.

A long career remembered

The unusual becomes the usual for Frain

by Sgt. Sandra M. Michon

It's unusual to go from officer to the enlisted ranks twice, and have four separate enlistments in three different wars. But when you're a person who loves action, it becomes the usual.

As SMSgt. Lyman Frain tells his story, he smiles often, remembering parts of his life he obviously relishes. As his 6-foot-one, 200-pound frame leans back in his chair, everything is recalled in vivid detail and the stories spill one into another.

Sergeant Frain is NCOIC of Westover's command post both as a Reservist and an Air Reserve Technician following aircraft movement and reporting combat readiness status. Operating Westover's command post is mundane in comparison to Sergeant Frain's past activities.

The first enlistment

He was born in Pottstown, PA., but living in Philadelphia when he enlisted as an aviation cadet in the Army Air Corps in 1943. His love affair with flying began there. He completed aviation school and served as a bomber pilot flying B-24 Liberators with the 15th Air Force in Italy during World War II. Sergeant Frain left the military after the war



USAF photo by Sgt. Sandra M. Michon

SMSgt. Frain at Westover's Command post.

and went back to complete high school and then left for Hollywood, Calif. to fly private charters.

His enlistment as a sergeant in the Army Air Corps in 1947 was "just for the hell of it," according to Sergeant Frain. "Nothing exciting was happening. I love to travel and I love to fly." As proof of that, when his tour in Korea was over, Sergeant Frain requested an administrative demotion to corporal to avoid transfer back to the States. Then wanting to fly, but told he couldn't, Sergeant Frain took another novel approach.

A novel approach

A Stars and Stripes article told of two officers being court martialed for not accepting a flying tour in Korea. Sergeant Frain sent copies of that article along with past personal requests for flight duty to two senators from Pennsylvania. Within a month, he was flying C-54's in Korea as a 2nd lieutenant. After serving time in Pittsburgh and Guam, and the war ended, he resigned his commission because, "nothing was happening."

In 1960, at age 35, Sergeant Frain enlisted for the Vietnam conflict with hopes of getting into the action. He enlisted as an airman first class but instead of Vietnam, spent his time in Greenland. Because of that, he got out in 1963 as a staff sergeant.

His current enlistment in the Reserves started in 1974 as a staff sergeant at McGuire AFB, N.J. "I wanted to take advantage of all my active duty years," he explained, "so someday I can retire." He came to Westover as an operations clerk with the 337th TAS in 1976 and took over the command post in 1979.

Several career fields

Sergeant Frain's military career has spanned three wars and several career fields. He began as a multi-engine pilot and also served as air operations officer, aircraft engine mechanic, radio repairman and operator and missile systems analyst.

Sergeant Frain said he has held many different ranks, but that rank never bothered him. "Maybe I should have invested in velcro rank insignia," he commented. "Rank is a somewhat artificial



Army Aviation cadet Frain lands a PT-17 Stearman, at Lodwick School of Aeronautics at Lakeland, Fla. in 1944.

measure. My main concern was flying airplanes."

In a civilian capacity, Sergeant Frain would have made travel agents rich. His military tours have taken him to many parts of the world. He said that until he came to Westover, he had never lived anywhere for more than 22 months. His favorite place was Japan, where he lived for five years. "The life style is simple and the style of living is cleaner."

In retrospect

In retrospect, Frain thinks the military has changed since his active duty tours. "There's too much emphasis on the individual and not enough on the unit mission," he said. "I used to have only a bed and a locker to myself in a 40-bed, open bay barracks. Contrast that to today's quarters."

Other Westover personnel recognize Frain's experience. "Sergeant Frain has a wealth of knowledge you rarely find in a command post controller," said Col. James Thomas, deputy commander for operations.

Maj. Dan Mazzochi, scheduler for the 337th TAS, added, "Among the high ranking NCO's at Westover Sgt. Frain is tops. He adds that added dimension of experience that most of his counterparts cannot bring to the job."

Sergeant Frain, who resides in Chocopee with his wife and two children, describes himself jokingly as "not fully grown".

A happy solution to a weighty problem

EDITOR'S NOTE: The following article is a first person account by Capt. Dave Keefe of the 439th TAW Public Affairs Office as he was losing weight under the Air Force Weight Control Program. His story has a happy ending as Capt. Keefe's weight dropped into his authorized weight zone on the March UTA. He lost a total of 26 pounds in order to reach the zone.

by Capt. Dave Keefe

It was embarrassing!

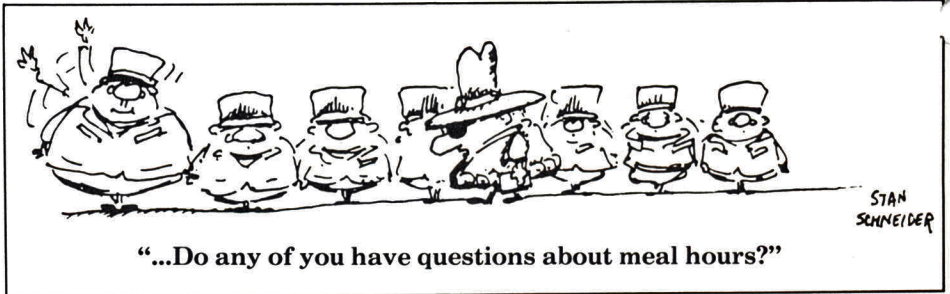
I knew I was carrying around extra pounds, but I tried to ignore the stark reality that confronted me every day when I stepped on the scale. I also tried to rationalize the excess tonnage. "After all," I told myself, "the Air Force wanted me for my brains not my body."

But suddenly, I was on the weight control roster. There would be no more room for excuses or self-delusion — the digital scale at the gym could not be fooled.

I don't know how I got to 235 pounds. I guess the easiest explanation is that I love to eat. I work long hours and the thought of eating seemed to be a welcome diversion, almost a sporting event.

You can imagine after 60 hours a week of dodging corporate coups, beating on the bank doors for better interest rates, and attending hell hour each evening around the dinner table at my house (hell hour is the time when my wife and I attempt to put our three children to bed), that the thought of a huge steak, (1100 calories) baked potatoe, (290 calories) and wine (549 calories) were pretty comforting.

But the Air Force wasn't listening to



my reasons, there was a weight chart, and that was that.

The reduction process started slowly and progress was painful. If I didn't make the weight check progress, I would be red lined and would not be paid for the UTA.

The scale doesn't lie, and the progress didn't always meet the standard. The humiliation of being sent home because of my weight was maddening.

But then something rather nice happened, my clothes began to fit. I was suddenly motivated to take off weight and soon was under 220 pounds. People volunteered that I looked better. (Compared to looking bad before? . . .

the truth hurts.) I was noticeably slimmer. I bought some new clothes, (a size smaller), and I felt better.

It's funny how your attitude changes when you've lost weight. There are the obvious things, you feel good, you look better. But there is an internal change one that is tied to your ego. I guess it's the other side of the "being fat feeling," you now feel good about your body.

My goals now go beyond just meeting the Air Force maximum weight, they extend to a desire to get back to a weight I haven't seen since OTS. Unfortunately, this saga is not over. The story will continue until the end of time or the invention of calorie less food.

Command changes

Washington (AFRNS) — The chief of Air Force Reserve and AFRES Commander, Maj. Gen. Sloan R. Gill, has announced several senior officer changes in the command.

Brig. Gen. James C. Wahleithner, deputy to the chief of Air Force Reserve, since April 1981 will become vice commander of AFRES, 10th Air Force, Bergstrom AFB, Texas. He previously commanded the 349th Military Airlift Wing (Associate), Travis AFB, Calif.

Brig. Gen. Roger P. Scheer, present-

ly commander of the 301st Tactical Fighter Wing, Carswell AFB, Texas, moves to General Wahleithner's post in the Pentagon. His new assignment will be effective April 1.

Col. Dale R. Baumler, deputy chief of staff for operations at 14th Air Force, Dobbins AFB, Ga., is assuming command of the 446th Military Airlift Wing (Associate), McChord AFB, Texas, to command the 433rd Tactical Airlift Wing.



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