



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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“Med Techs”, Learning to Care

Story & photos by MSgt. Larry Lentz

SSgt. Lillian LaFrance was busy. Very busy. The patient in room 332 required a change of her surgical dressing following total hip replacement surgery. Because of the woman's immobility, Sergeant LaFrance also took a reading of her vital signs, and then assisted with the patient's morning care — washing, dressing and feeding.

Next door, SSgt. Louise Young was caring for an 80-year old stroke victim. The reservist gave range of motion exercises which helps prevent debilitating contractures of the patient's little-used arms and leg muscles.

Both health professionals are medical technicians with the 439th Tactical Hospital. But they were not caring for patients at Westover. Rather, they, other unit “med. techs.” and nurses were working at Springfield's Mercy Hospital.

“We have been receiving invaluable, on-the-job, field experience at the hospital on Sundays for the past 12 UTAs or so,” reports Maj. Joy Garland, R.N., Mercy Hospital project officer. “This Air Force-required training gives us opportunities for patient care and we learn about and experience a major medical center. These wide-ranging situations are not possible at Westover's facility because it now serves as a first aid station.

“The Mercy Hospital program augments the technicians' six weeks of intensive training at Sheppard AFB, Texas. However, only four days are spent in a hospital environment. Even

(continued on page 4)



MSgt. Maurice “Santa” LaFortune greets a somewhat unwilling visitor at the base's children's Christmas party on Dec. 22. The annual celebration at the base gym was hosted by the Base Recreation staff, the Fire Department, the Westover Women's Club and other volunteers. \$8,000 worth of donated presents were divided among the 520 children. (Photo by TSgt. Marshall Hathaway.)

Altman Takes Air Force and SAC Awards

At Westover, he is responsible for 42 civilian employees and their maintenance of the base's 276 vehicles. At Anderson AFB, Guam, where he was stationed for two years, he supervised 86 workers and maintained more than 2,000 cars and trucks. For those unequalled efforts at that huge SAC base, Westover's base transportation officer, Howard (Dale) Altman, has been named SAC's Transportation Civilian Employee of the Year.

Altman competed against 2,500 other eligible civilians from 28 SAC bases throughout the world.

In January, Altman placed second in the Air Force wide Civilian Transportation Employee of the Year competition.

These two awards are only the latest of such achievements.

While maintenance superintendent

Suneson Named Detachment 5 Chief

SMSgt. John D. Suneson assumed command of Detachment 5, 1st Aerospace Communications Group on Jan. 12. He succeeds CMSgt. John F. Rogers. Chief Rogers, who had been assigned to Detachment 5 since 1978, will work for the Director, Command, Control, Communications and Intelligence, HQ USAF at the Pentagon. Sergeant Suneson has been assigned to Detachment 5 since August 1978 as chief, Operations Branch. He in turn was succeeded by MSgt. John Frame.

of SAC's 99th Bomb Wing at Westover in 1972, MSgt. Howard Altman received SAC's Military Transportation Person of the Year.

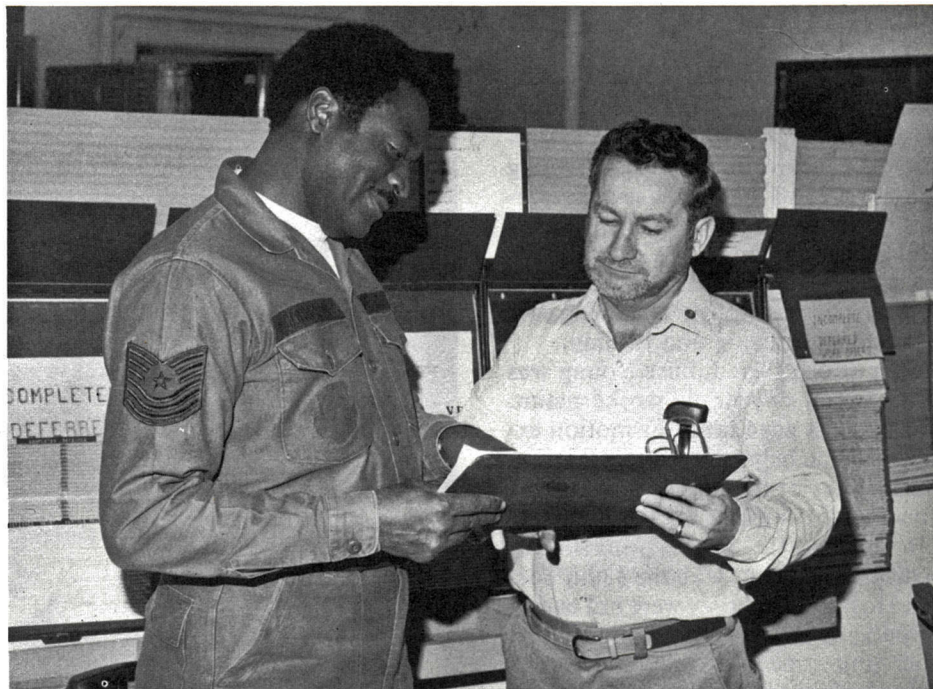
A year later, he retired from active duty but remained at Westover as the base's civilian transportation officer. Altman then took a two-year assignment in Guam in 1977 as the vehicle maintenance officer for the 43rd Bomb Wing.

Now, at Westover, Altman directs the Transportation Division's three sections, maintenance of vehicles, vehicle operations and traffic management.

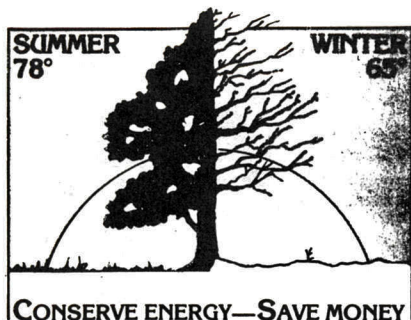
Altman was recently honored also by

his fellow members of the local chapter of the Air Force Sergeants Association. He was elected president — a position he held prior to his Guam departure. In addition, he is active in the Veterans of Foreign Wars, the Elks and the American Legion.

The SAC award singled out Altman's contribution to the SAC GIANT THRUST exercise which mobilized all of SAC's B-52 and KC-135 aircraft for a two-week period of continuous flying activities, and for his shop's excellent report following a no-notice maintenance standardization evaluation by a SAC Inspector General team.



Dale Altman reviews the Transportation Division's vehicle work orders with his NCOIC, Leroy Johnson.



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waste it.

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Base to Get New ILS System

Preparations have started for the arrival of a new instrument landing system at Westover in 1982.

During the January UTA, members of the 901st CES cleared a one-acre site near the Stony Brook picnic area.

The new solid state equipment will have the same purpose as the present system, but is more reliable. "The existing equipment is 1950 vintage," reports Capt. Stephen Gross, 1917th CS. "It has tubes and many mechanical parts. The new equipment requires less maintenance and stays on frequency with less adjustments. It is modular and easier to fix."

The new system includes an electronic beam and slope guidance systems which guide aircraft to the runway's center line at the required 2-1/2 angle of descent. Westover is one of 95 installations targeted for the new system.

Aerial Port Flights Train at Little Rock

by SSgt. Gary Gladu
905th MAPF

Personnel from the 901st and 905th Mobile Aerial Port Flights deployed to Little Rock AFB, Ark., during the December UTA. 2nd Lt. Alan F. Harrington supervised the 905th contingent, while MSgt. James Gillett was the senior NCO from the 901st. Lt. Col. Kenneth Stevens, from the 59th MAPS, accompanied the training team.

The aerial port flights have little trouble keeping busy at Westover as they support the airdrop missions of the 337th TAS and the 731st TAS. But they do have a problem obtaining training in the wartime functions of a mobile aerial port. This is because the only active "port operation" at Westover, a small volume of passenger traffic, is handled through Base Operations. For this reason, the aerial port units must rely on academic training here and "hands-on" training, primar-



SrA. Bruce LaTorella, 901st CES roads and grounds crew, cuts limbs from a felled tree near the Stony Brook picnic area during the January UTA. Members of the 901st cleared the area in preparation for the arrival of a new instrument landing system. (Photo by TSgt. Marshall Hathaway)

ily cargo handling, must be carried out at other stations.

Personnel from both units were enthusiastic about the trip. In spite of the long flight Friday night, the weekend made the trip worthwhile. Four training elements were formed and each rotated through demonstrations and "hands-on" training in aircraft loading, aerial port operations, aerial delivery, air terminal operations and

the operation of the materiel handling equipment used to load aircraft.

"The host 2nd Mobile Aerial Port Squadron at Little Rock AFB did an excellent job preparing for our visit and in conducting the training," says Lieutenant Harrington. "The experience gave everyone, especially our newer people, a real appreciation of the diversity and complexity of the aerial port units' mission."

Med Tech . . .

(continued from page 1)

the two weeks of annual tour, usually at the Pease AFB, N.H., hospital, are not sufficient to keep skills sharp and stay current on new innovations."

Besides learning new techniques at the bedside; through classroom demonstrations by their reserve-nurse supervisor; and at staff conferences, the technicians are also teaching.

SSgt. Vivian Sullins is one such instructor. "Depending on the diagnosis, we explain good health practices, such as proper nutrition, or demonstrate exercises to pre- and post-operative patients. For example, we show them breathing and coughing exercises. Or we will teach a diabetic urine testing and how to use a syringe."

Besides working at the bedside, the reservists observe the staff at their work throughout the hospital such as in the clinics and in the emergency room.

"Although we provide very specific services at Mercy, the 439th members do not take the place of hospital personnel," explains Maj. Carla Decker, R.N., chief nurse. "Instead, we work under a training agreement. Our technicians are supervised by our nurses and work alongside the staff. This gives us an ideal opportunity to refine the techniques we might one day be

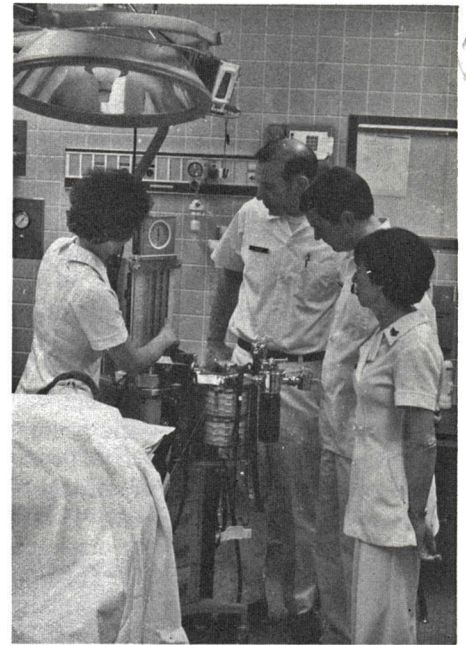
called upon to use if ever activated."

Some technicians, after caring for these sick people, decided to change their civilian occupations and chose a nursing career. 1st. Lt. John Mulcay became a nurse in 1976 while Sgt. Sandy Hodge and SSgt. William Canton are completing their nursing studies.

Their training also has been utilized when not in uniform. SSgt. Albert Guzzo, while making his rounds as a civilian security guard, came to the medical aid of a heart attack victim who had then fallen off of a ladder.

The reservists are acting as good will ambassadors, reports Major Garland. When asked by patients, staff and visitors about their Air Force uniforms, the technicians are quick to tell about the Air Force Reserve mission and about their work.

"The technicians are certainly contributing to Mercy's quality patient care," Major Decker continues. "At the same time, it's proving in another way, how the Air Force Reserve serves the community."



Maj. Joy Garland, left, demonstrates the Cast Rooms' anesthesia machine to SSgt. Albert Guzzo, TSgt. Mark Gilyard and SSgt. Louise Young while SSgt. Vivian Sullins lies down on the job.

Reservists Airlift Burn Victims from Japan

(AFNS) Air Force reservists of the 445th Military Airlift Wing (Associate), Norton AFB, Calif., were involved in an unprecedented aeromedical

evacuation mission. They were involved in the movement of 17 injured U.S. Marines from Japan to the burn treatment unit at Brooke Army Medical Center, San Antonio, Texas.

The Marines were victims of a catastrophic fire at Camp Fuji, Japan, which killed three and wounded 43. The fire was the result of damage caused by Typhoon Tip. A top priority aeromedical evacuation mission was directed by Military Airlift Command.

A 445th C-141 crew was in Okinawa preparing to return home after participation in Exercise Foal Eagle. They, instead, were rerouted to Yokota AB, Japan.

The specially configured C-141A Starlifter provided the necessary in-flight environment for the burn victims' care. Augmented by extra people for the exercise in the pilot, engineer and loadmaster positions, the Norton reservists qualified for a 24-hour duty period, and flew to Texas without an aircrew change.

A spokesman at the Medical Center praised the airlift effort and stated that without such assistance the victims' survival prognosis would have been dismal.



TSgt. Mark Gilyard completes a nursing assessment of a post-operative patient.

BRIEFS

The Air Force Communications Service has been redesignated the **Air Force Communications Command** to more accurately reflect the full range of communications, air traffic control and data automation services the 49,000 member organization performs.

* * * * *

The Air Force Sergeants Association's Westover Chapter 109 has launched a paper drive to raise money for its treasury. **MSgt. Mike Nolan** heads the base-wide project. Those who plan to bring newspapers to the Recruiting Office should first call ext. 2943, 2125 or 3923. Pickup will be arranged for large donations.

* * * * *

During October, Base Operations sponsored a "Golden Bolt" Award in conjunction with the Base Foreign Object Damage (FOD) Prevention program. These bolts were strategically placed on the aerodrome. Finders received an award when they returned the bolt to Base Operations. The following sharp-eyed members of the wing found and returned the bolts: **Frank Malone**, Transient Maintenance; **Eugene DeGrandpre**, Security Police; **Stanley Barringer**, 905th CAMS; **Michael Nunziato**, Transient Maintenance and the airfield lighting crew, **Warren Briggs**, **Ralph Maratea** and **Randy Malek** from Civil Engineering.

* * * * *

The Westover community mourns the deaths of three of its own: **SSgt. Edward O'Connor**, 901st MOBSF; and two former DOD security guards, **Robert Pelletier** and **Thomas O'Connor**.

* * * * *

Barbara Hurst, 439th engine manager, has been selected to represent AFRES at an AF workshop at Gunter AFS, Ala., Feb. 5-7, to assist in planning for automation of AF Form 1534, Engine Status Report.

* * * * *

When (or if) the Snow Flies

by A1C Donna Stewart

Well, it's that time of year again . . . or at least it's supposed to be. The skiers of New England are keeping a watchful eye on the sky just waiting for that telltale sign that means it is time to hit the slopes.

At Westover, the Base Civil Engineers are also waiting. Once again, approximately 25 civilians prepare to keep the base's runways and roads clear of snow. They are aided by the 20 members of the 901st CES on UTAs.

Together, they are tasked with the responsibility of providing safe conditions on 1,665,513 square yards of airfield pavement and roughly 30 miles of roads.

To tackle this immense job, the base has eight rollovers (an eight to 10-ton snow plow truck), two graders and three sweepers which are attached to tractors or the back of a truck. For icy conditions, the eight sand trucks are manned to insure clear roads and runways.

"If we get a light snow fall, say less than three inches, we would just hook up the sweepers and then sand the intersections. If the snow continues, we plow, pushing the snow to the side of the roads," explained CMSgt. Lindley "Pete" Casey, 901st CES pavements

and construction equipment superintendent.

The runways are a different story.

"As soon as it starts snowing, there are men at the airfield to insure maximum aircraft safety. It's what we call the automatic response snow plan," said Airfield Manager Arthur Murphy.

According to Sergeant Casey, a special noncorrosive material melts the ice on the airfield. Special care minimizes the chances of damage to the aircraft. "If the surface is dry, sometimes we run the demagnetizer over the runway to pick up anything that might have fallen off of the snow removal machinery," Casey continued.

The snow from the airfield is first pushed off the runways and then blowers are used to move the snow even further out of the way.

While Civil Engineering hasn't had much practice plowing this year (by the January UTA), in February 1978 it was a round-the-clock effort to keep up with the massive snow fall of the "Blizzard of '78." A record 15 inches fell during that storm, the largest snow fall recorded at Westover in the past six years. While some airports around New England had to close down, Westover was able to remain open.

Westover Tops in Energy Conservation

With an overall reduction of 40.5 percent, Westover AFB has won the AFRES Energy Conservation Award for 1979.

Based on Fiscal Year 1975 Baseline compared to FY 79, the base showed a 38.1 percent saving in electricity, 78.9 percent reduction in gas and 38.4 percent less fuel oil, for an overall total saving of 40.5 percent.

Second place unit was the 914th TAG at Niagara Falls, IAP, with an overall saving of 30.4 percent. The closest competitor to the 439th units had only a 15.3 percent saving.

The plaque was presented to Base Commander Col. J. Frank Moore during an AFRES commanders' conference in October 1979 and is on display in the Base Headquarters building.

Military Members Invited to Glenn Miller Concert

The M. Harriet McCormack Center for the Arts plans a tribute to the Air Force with a performance of the Glenn Miller band on Feb. 26 at 8 p.m. at the Strand Theatre in the Dorchester section of Boston.

Reduced price tickets will be available for \$5 (half price) to Air Force personnel. If you are interested, contact staff members at the Base Recreation Center, ext.2532.

If sufficient interest is shown, a bus will run from Westover to the concert. Those who live in that area and prefer to travel by private vehicle, should show their military identification at the box office.

Reservists Recognized at Commander's Call

Eleven Air Force Commendation Medals were awarded to Westover Reservists during the January UTA's Commander's Call.

Brig. Gen. Donald E. Haugen presented the awards to Maj. Edward L. Keins, 731st TAS; MSgt. Marthur B. Bumgardner, 439th TAW; Maj. Raymond J. Whitney, Jr., 901st CAMS; SMSgt. Salvatore J. DeAngelis, 439th TAW; MSgt. Vincent A. Mento, 901st CAMS; TSgt. Hassell A. Frye, Jr., 901st MAPS; SSgt. Carol J. Pelletier, 905th CAMS; TSgt. Lyman U. Frain, 439th TAW; MSgt. Ernest S. Henley, 901st CAMS; MSgt. Ronald J. Koper, chief recruiter and Lt. Col. Edward C. Slattery.

Colonel Slattery's contribution to planning the 337th TAS' deployment during exercises aided immeasurably to the success of these missions.

Major Keins was honored for "meritorious service" while assigned as an instructor navigator with the 335th Military Airlift Squadron and 514th Military Airlift Wing at McGuire AFB, N.J.

MSgt. Bumgardner was cited for her outstanding administrative and leadership skills as first sergeant of the 439th TAW's headquarters section.

Maj. Whitney distinguished himself as a field maintenance officer with the 901st CAMS.

SMSgt. DeAngelis received his commendation medal for "distinctive accomplishments" as an operations systems management supervisor with the 439th TAW.

MSgt. Mento was honored for meri-



Those honored at the January Commander's Call were, from left, Lt. Col. Edward Slattery, MSgt. Ernest Henley, Maj. Edward L. Keins and Raymond J. Whitney, Jr., MSgt. Vincent A. Mento, SMSgt. Salvatore J. DeAngelis, TSgt. Lyman U. Frain, SMSgt. Ronald Koper, TSgt. Hassell A. Frye, Jr., MSgt. Marthur B. Bumgardner and SSgt. Carol J. Pelletier.

torious service as schedule maintenance dock chief with the 901st CAMS.

SrA. Carberry was cited for his professional skill and initiative while assigned to the Entomology Unit of the 4392nd Civil Engineering Squadron at Vandenburg AFB, Calif.

The Commendation Medal was also awarded to Sergeant Henley. He contributed to the 901st CAMS' successes as an aircraft maintenance technician.

As one of the Air Force's top recruiters between 1974 and 1978, at the 512th MAW at Dover AFB, Del.,

justified Sergeant Koper's honors.

Sergeant Frain was honored for his work as the C-130 operations management supervisor while with the 337th TAS.

The award was also presented to Sergeant Frye. He significantly contributed to the mission of the 901st MAPF as aircraft loadmaster technician.

The last award was given to Sergeant Pelletier for her efforts as the 905th CAMS' administrative specialist and chief clerk.



PROMOTED

Lt. Col. Edward Lincoln

REENLISTED

SMSgt. Paul F. Joachim
MSgt. Donald R. Inglis

TSgt. Jack E. Bryant
TSgt. William G. Chaput
TSgt. Gilbert F. Rua
TSgt. Richard E. Stula
SSgt. William D. Martin
SSgt. Alan F. McEachern
SSgt. Lynn M. Johnson
SSgt. Charles E. Porter
SSgt. Sandra K. Wheeler
Sgt. Carla A. Letourneau
Sgt. Charron A. Letourneau

ENLISTED

SSgt. Salvatore N. Cava
SSgt. Timothy R. Weldon
Sgt. Lance A. Holmes
Sgt. Norman N. Hoskeer
Sgt. Theodore Jeremicz

Sgt. Steven A. Makuch
A1C. Philip J. Lupien
Amn. Laberta D. Squires
AB Myrna Cruz
AB John A. Gilbert
AB Roslyn D. Howard
AB Leonard J. Jasionkowski
AB Brian A. Jones
AB Alfred S. Knight III
AB Marlene H. Silverstone

REASSIGNED

Col. Charles R. Parrott
Maj. Marvin F. Proctor
MSgt. Stewart M. Greene
TSgt. Melvin G. Hogan
TSgt. David G. Miller
TSgt. Thomas M. Stigliano

Sgt. Charles A. Peters
SrA. Tyler L. Berriault
SrA. Enid K. Bevins
A1C. Christopher Boulais
AB Patricia A. Aversa
AB Alan J. Cardinni
AB Samuel Covington

DISCHARGED

TSgt. Michael K. Doyle
TSgt. Claude G. Drouin
TSgt. Kenneth G. Lane
TSgt. Richard J. Thureson
SSgt. John R. Dyer
SSgt. Mary P. Ferriter
SSgt. Andrew F. Goodwin
SrA. Helen M. Hillman
SrA. Charlene L. Noel

Roberts Named New ARES Senior Enlisted Advisor



Chief Master Sergeant Jack E. Roberts, newly appointed Air Force Reserve Senior Enlisted Advisor. (USAF Photo)

CMSgt. Jack E. Roberts is the new Air Force Reserve Senior Enlisted Advisor. He succeeds CMSgt. Jackie R. Farley who completed his two-year tour at AFRES headquarters on Oct. 10.

Representing about 40,000 Air Force Reservists, the chief will act as a

trouble-shooter for Maj. Gen. Richard Bodycombe, AFRES commander, and will keep him informed about matters concerning the morale and welfare of the Reserve enlisted force.

Chief Roberts brings a wealth of knowledge to his new job from his last assignment as the SEA for the 349th Military Airlift Wing (Associate) at Travis AFB, Calif.

The new AFRES SEA is a graduate of the Military Airlift Command's NCO Academy, Senior NCO Academy and Academic Instructor School.

Although he hasn't begun his duties, Chief Roberts has formed some conclusions: "I want to increase the awareness that communications from the lowest grade levels to the highest echelons and back again are vitally important if we are to retain an effective force. We must have an 'open door' policy.

"I think this can be accomplished in two ways. First, we have to convince more NCOs to take advantage of pro-

fessional military education courses to increase their effectiveness and efficiency. These courses will enhance management techniques useful not only in our Reservists' military jobs, but in a civilian occupation as well. We have to stress Air Force standards of conduct, and to make NCOs aware of their responsibilities.

"My second proposal will involve a study in the promotion system, particularly with regard to additional slots and upgrading lower slots so that first-term airmen can look forward to attaining a higher rank in their first six years, rather than be faced with becoming nothing more than a two-striper. I realize that personnel strengths are dictated by Congress and the Department of Defense, but we have to seek and provide for upward mobility in order to retain proficient personnel. One major problem that has caught everyone's attention is manning. It's a two-edged problem involving recruiting and retention."

905th CF Boosts Communications Capabilities

by SSgt. G. Mark LaFrancis, 905th CF

The 905th Communications Flight will beef up its radio operations capabilities by establishing an emergency Military Affiliate Radio Service (MARS) station and linking up with the Base Disaster Preparedness Office.

1st Lt. Jack M. Sanocki, 905th communications operations officer, said months of planning are nearly complete for institution of both services.

MARS supplements the facilities of the Air Force's world-wide air-to-ground communications network and provides emergency backup for all Air Force communications.

Lieutenant Sanocki and SSgt. G. Mark LaFrancis, radio operations supervisor, have coordinated efforts for the services with the Disaster Preparedness Office, Base Safety Office, 1917th Communications Squadron and MARS Headquarters at Scott AFB, Ill.

Plans call for the 905th radio operations to become mobile with its point-to-point radio system, which will communicate on the Air Force Communications Command Region One

High Frequency Radio Training Net, the Region One MARS net and amateur radio bands.

"The radio operators will not only broaden their training, but perform emergency MARS and amateur radio services," Lieutenant Sanocki, a licensed ham operator, said. In January, the operators will begin training in transcribing and sending Morse Code messages over ham bands.

"We hope to have our radio operations center completely mobile before spring, 1980," Lieutenant Sanocki said.

Sergeant LaFrancis said 905th radio operators SSgt. Irma J. Carper and SSgt. Robert E. Smith, also a licensed ham radio operator, are preparing a

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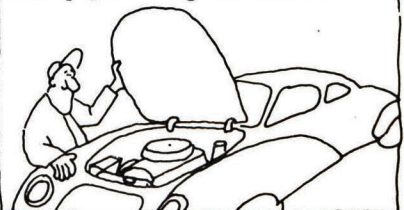
The January *Patriot* incorrectly reported the change of responsibilities for Lt. Col. Edward Kosakoski. The colonel will, in fact, remain as 74th AES commander and assume his unit's medical administrative officer position.

Morse Code training program.

"They both have had extensive code training and experience and should be able to adapt well to the new service," Sergeant LaFrancis said.

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C-123s Benefit from LORAN Conversion

Eight of the 731 TAS' C-123s received a navigational conversion from LORAN "A" to LORAN "C" equipment. LORAN, which stands for Long Range Navigation, is an electronic aid which provides fixes by triangulation. The conversion, which began in July of 1979, was completed in November, and was necessary because LORAN "A" transmitting stations will be off the air soon.

LORAN is the only long range navigation gear carried by Provider aircraft.

Because of the unavailability of enough "C" models, the remaining seven 123s will be without LORAN when the "A" stations cease to operate. They will rely on dead reckoning and celestial navigation for long flights, especially over water.

The gear came from Air Force C-141s which had converted to the Omega system. The work, completed at Rickenbacker, AFB, Ohio, included extensive rewiring, and the installation of a receiver, power supply, antenna matching unit, antenna coupler and a lightning arrestor.

The new LORAN tracks two stations constantly and automatically and uses as many as four slave stations. The "C" transmitter is more powerful, less subject to error from reflections and sky waves. It is accurate to within 500 feet at 1,000 miles away.



TSgts. Victor Gobbi and William Grabowski, 439th Avionics Maintenance, use an oscilloscope to trace a circuit of an APN-157 LORAN receiver.

ENERGY FAX

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