



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

Vol. VII, No. 7

July, 1980

280,000 ATTEND

MASSIVE CROWDS JAM BASE FOR WESTOVER'S FORTIETH



The open house's biggest attraction was the C-5A Galaxy from Dover AFB.

What better way to celebrate an important occasion than to invite the neighbors.

That's exactly what Westover's citizen-airmen did on June 18th and 19th

to commemorate the base's 40th anniversary.

During the two-day, mid-week birthday celebration, more than 280,000 neighbors toured the base, marking the

event as the largest and most successful open house since Westover became a reserve-operated base.

Throngs of men, women and children
(continued on page 6)

PAID RAMPART PAYS BIG DIVIDENDS



A 439th Hercules descends over the Labrador tundra on final approach to the Goose Bay airport.



MSgt. Eugene Longfield, MSgt. Thomas Smith and TSgt. Theodore Erhardt, members of the PAID RAMPART advance cadre, perform some bullwork in preparation for the arrival of the main body.



Brig. Gen. Donald E. Haugen, Lt. Col. Lee Weber and Lt. Col. Robert Motley survey the Goose Bay drop zone.



MSgt. Arthur Needham tugs on a generator starter cord. Generator power was the sole source of electricity at Twin Falls.

By SSgt. Dean Mauro
Airmen from the 439th TAW flew to the nation of Serfa on June 10th and spent six days there helping to defend a massive hydro-electric plant from hostile forces.

Serfa (AFRES spelled backwards) was really the area surrounding Goose Bay, Labrador. The mission was actually a readiness exercise known as PAID RAMPART. But the successful mobilization and deployment to Canada, part of a nationwide Air Force Reserve test dubbed PAID REDOUBT, was an excellent opportunity for the 439th TAW with its 914th TAG to test their capabilities under simulated combat conditions.

The Westover and Niagara units sent 18 aircraft—12 C-130s and six C-123s and 300 personnel to Goose Bay, Churchill Falls and Twin Falls for PAID RAMPART. The reservists had four goals during the mission: (1) to mobilize and deploy the aircrews and support the personnel to a distant and unfamiliar locale; (2) to establish and operate a forward base in a remote site; (3) to improve flying skills by flying

simulated combat missions over unfamiliar terrain and; (4) to gather data that would aid in improving future training missions.

Despite adverse weather conditions that included drizzling rain or poor visibility, the 439th realized their goals during PAID RAMPART.

"I was most satisfied with the result," Col. Paul Huffman, exercise commander said. "The training, planning, and mobilization and deployment are the significant parts of any exercise of

the scope of PAID RAMPART. Although the airdrop part of the exercise was cancelled because of the weather, we made a number of assault landings under simulated battlefield conditions at the gravel strip at Twin Falls. The members of the wing received very realistic training."

"The very fact that we packed and brought 300 people up to Labrador is the most valuable part of the exercise," he added.

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439 TAW Commander

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Capt. David J. Keefe

Capt. Richard Dyer

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A1C. Donna M. Stewart Amn. Paul Graveline

Rampart . . .

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Colonel Huffman said the chances of returning to Goose Bay for the future training missions were very good.

"We have the plans and know-how to come back," he said, "I believe we will come up to Goose Bay with several aircraft within the next two months to complete the air drops."

Under the scenario established for the exercise, the 439th and 914th members formed the 439th Provisional Tactical Airlift Group upon arrival at Goose Bay. They were then to provide airlift support for combat troops de-

fending the power plants. Churchill Falls actually has such a facility, one of the largest hydro-electric plants in the world.

All aircraft arrived at their destination by Friday, June 13. The 439th PTAG was quickly formed and operational. The group, patterned after the 439th TAW, ran the exercise at the forward base with aid from the Canadian Department of National Defense, the Canadian Ministry of Transportation, Detachment One of the 438th MAW and the power company which controls the hydro-power site at Churchill Falls. Within the 439th PTAG were the provisional flying squadrons, support and

maintenance services, base operations center and a director of operations.

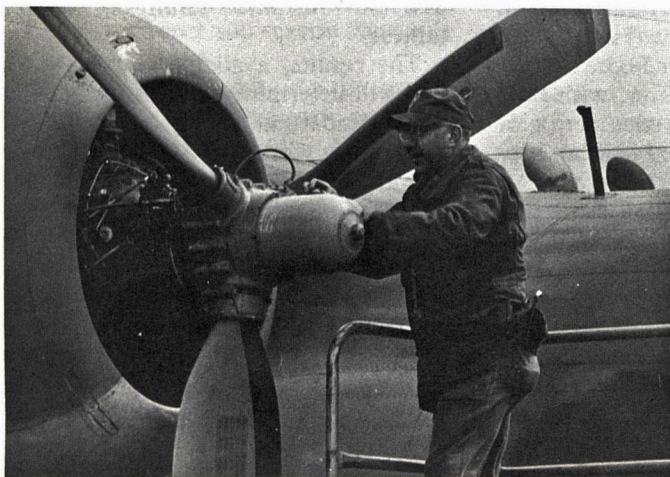
A portion of charred forest was cleared Friday at Goose Bay by a local contractor to create a drop zone. The 4,700-foot strip at Twin Falls, abandoned for six years, was restored and heavy equipment including a 44,000 pound P-14 fire truck, were brought in. An ambulance, fire wagon, two fork lifts, jeep, trailer and station wagon were also brought to Labrador from Westover and Niagara Falls.

By late Friday the weather began to turn for the worse. The skies became covered with clouds. The ceiling

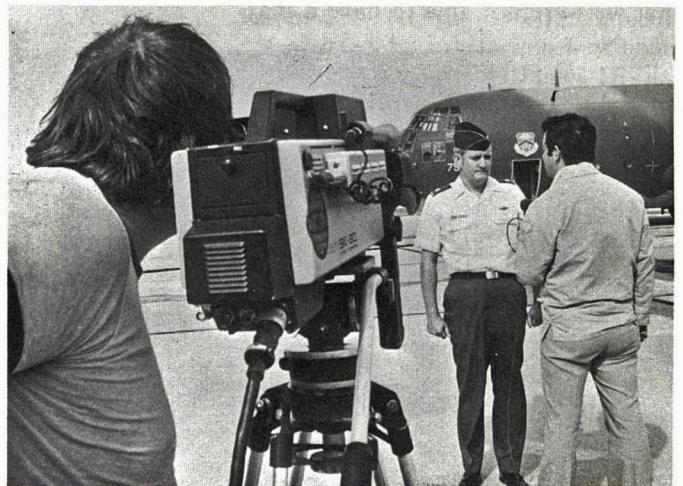
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Members of the 10th Special Forces Group embark on a mission to capture a bridge between Churchill Falls and Twin Falls via a 439th ambulance.



TSgt. Paul F. Lacombe performs a post flight check on a Provider's engine on the Goose Bay flight line.



Lt. Col. Robert Motley "stars" on a Canadian Broadcasting Company program during one of several interviews with 439th officials conducted by the CBC.



439th TAW and CSG people collect their baggage after arrival at Goose Bay.

Rampart . . .

(continued from page 3)

dropped as low as 350 feet by midday Saturday—the time when the majority of the air drops and assault landings were scheduled.

Although the poor weather caused the airdrop flights to be scrubbed on Saturday, the C-123 and C-130 crews left Labrador with plenty of practice performing assault landings and take-offs at Twin Falls before Saturday's poor weather.

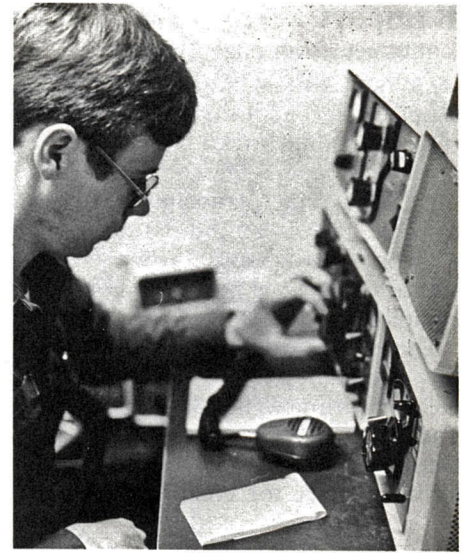
"The mission was very realistic and carefully planned," Wing Commander, Brig. Gen. Donald E. Haugen said. "The training and experience was very worthwhile. I was disappointed that we were not able to have a max-

imum effort on Saturday, but we still accomplished a lot and the exercise was highly positive."

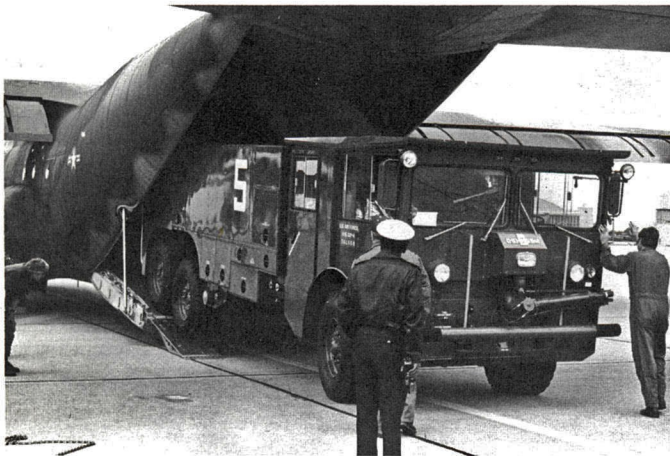
PAID REDOUBT was the largest comprehensive readiness test ever conducted by the Air Force Reserve and involved every Air Force Reserve unit in the country.

Lt. Col. Clarence Kirkwood, director of current operations, 14th Air Force, visited Westover and Goose Bay as Brig. Gen. James E. McAdoo's, 14th Air Force commander, personal observer.

General McAdoo "is personally interested in the 439th TAW important participation and contribution to the operation through 'PAID RAMPART,'" according to Colonel Kirkwood.



SrA. Lawrence A. Clarke, 901st CF, listens for the latest weather information transmitted to the Goose Bay location from the C-130 weather ship, "Blue Sky."



A 44,000-pound P-14 fire truck rolls up a C-130B ramp. It was airlifted from Westover to a gravel air strip at Twin Falls. Base Fire Chief Haskel Jenkins, left, watches as TSgt. Thomas V. Dzwonkus, 337th TAS loadmaster, directs the truck onto the aircraft.



TSgt. Barbara Lozanski, medical technician, washes mess equipment in a rain puddle at Twin Falls.

74th AES Aids Cuban Camps

Cuban refugees, housed at Eglin AFB, were to receive additional medical assistance, courtesy of the 74th AES and three other Air Force Reserve Aeromedical Evacuation units.

The Westover reservists were scheduled for their two week annual tour at the Florida base starting on June 28. Lt. Col. Joan Hartnett, four other officers and 18 enlisted members will supplement the staff at the base's USAF Regional Hospital.

The 74th's Eglin trip is not a change of assignment because of the Cuban evacuation. The unit previously had been scheduled for training at that base.

Base Runways Tested for Stress

No, they weren't drilling for oil under Westover's runways. Rather, five airmen from the Air Force's Engineering and Service Center, with base civil engineers, conducted a series of tests of the runway's load bearing capabilities.

"The team from Tyndall AFB performed an Airfield Pavement Evaluation," explains Leroy Clink, a base civil engineer and project officer. They took 5,000 pounds of Westover back with them for further testing. The core samples of the runway's concrete and asphalt and soil beneath will determine if there have been any alterations to the integrity of the materials over the years. This might occur from the pounding from the aircraft, frost

penetration and changing water tables."

The results, available in four months, will determine what future repairs will be undertaken. The engineers hope that future work will bring Westover's 15-33 short runway up to standards for a medium load aircraft such as a C-141. The other runway, 12,000 foot 05-23, can hold any Air Force plane.

The team and their laboratory-equipped van came to Westover via a 337th TAS C-130. Afterwards, they departed for a White Sands Missile Range. A 35,000 foot runway is an alternate landing site for the space shuttle. It, too, needed the team's scrutiny and approval.

Chaplains Find Reserve Duties Offer "The Best of Both Worlds"

by Capt. Rick Dyer

The life of a military chaplain isn't always easy, but Westover's chaplains agree their reserve duties offer them "the best of both worlds."

"I was on active duty as an Air Force chaplain for eight years," Chaplain (Maj.) Albert Ryan, a Roman Catholic priest and the base's chief chaplain, said recently. "But I enjoy being able to combine my civilian responsibilities as a parish priest with a part-time military career. It's truly the best of both worlds," he said.

Chaplain Ryan is one of three reserve chaplains staffing Westover. Chaplain (Capt.) William Charbonneau, also a Roman Catholic priest, and Chaplain (Capt.) Francesco Passamonte, a Protestant minister, have joined the chaplain service within the past year.

"We view our job as that of bringing the liturgy to our people, and also being available to assist them with problems or other concerns," Chaplain Ryan said.

"Availability is a key, and we try to visit the units when we are not conducting services or counseling," he added.

A native of Boston, Chaplain Ryan was ordained as a priest in 1958 in Litchfield, Conn. He taught in a seminary and was involved in parish work until 1966. He says his decision to become a chaplain was motivated, at least in part, by "brotherly love."

"My brother was a career recruiter with the Air Force and he recruited me," Chaplain Ryan said with a smile.

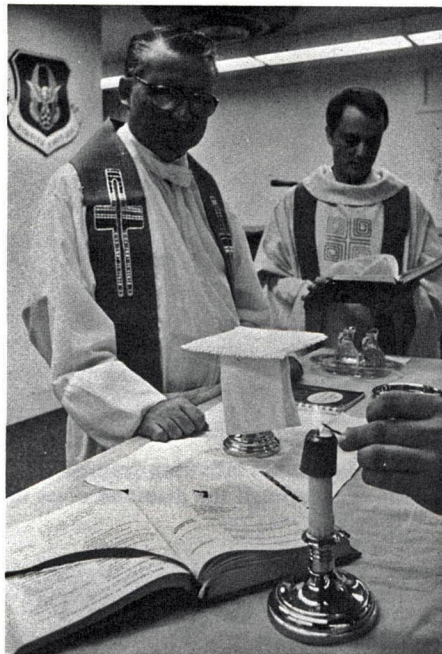
The chaplain served on active duty from 1966 until 1974, with tours in Thailand, Greece and several state-side bases.

He left active duty to return to parish work, and is currently an assistant pastor at St. Mary's Church in Taunton, Mass. He also serves as a chaplain with the Taunton Fire Department.

Like Chaplain Ryan, Chaplain Charbonneau was also introduced to the Air Force by a close relative.

"My sister, Joan, is a captain on active duty at Wright-Patterson AFB in Ohio, and her involvement led to my interest in the Air Force Reserve," Chaplain Charbonneau said.

Chaplain Charbonneau, a Manchester, Conn. native, was ordained in Rome in 1973. He is the assistant prin-



Chaplain (Capt.) William Charbonneau, left, and Chaplain (Maj.) Albert Ryan, right, prepare for the readings which they will use during the celebration of the Mass in the Base Hanger, wing briefing room. (Photo by TSgt. Marshall Hathaway)

cipal at St. Thomas Aquinas High School in New Britain, Conn., and has done part-time work with the Archdiocese of Hartford's Office of Communication.

He also hosted a weekly radio show on station WQQW in Waterbury, Conn., which combined topical religious issues with youth-oriented music.

Chaplain Passamonte is an ordained minister with the Assemblies of God, and serves as the Associated Pastor of St. Paul's Evangelical Church in Somerville, Mass.

He was ordained in 1977 and holds degrees from the Zion Bible Institute and the Evangel College. He received a Master of Divinity degree, cum laude, in 1978 from the Gordon-Conwell Theological Seminary in South Hamilton, Mass.

The chaplain served on active duty from 1967 to 1971 as a sergeant in the supply management field.

In 1973, Chaplain Passamonte joined the Massachusetts Air National Guard at Otis AFB, Mass., as a chapel management specialist. He subsequently transferred to the 439th CSG where he served in the same capacity as a technical sergeant until receiving a

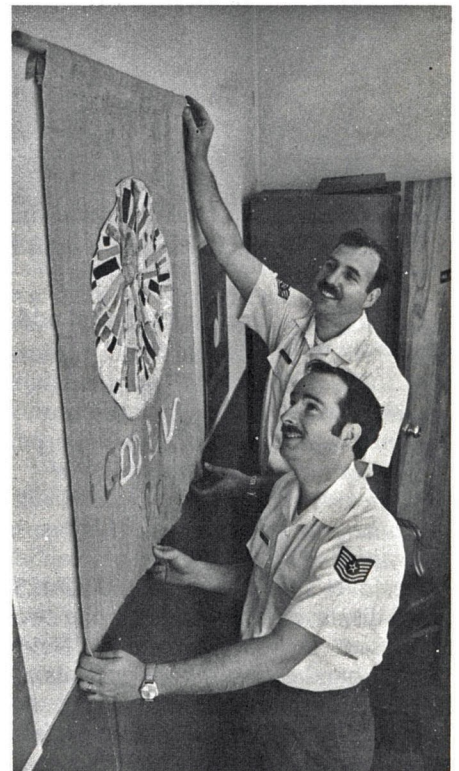
direct commission last May.

"Because I am the only Protestant chaplain on base, I find that I take a more general approach to my ministry here than I do in my civilian ministry," Chaplain Passamonte said.

Chaplain Ryan said he and the other chaplains are sometimes approached with spiritual or personal matters that people might be reluctant to address with their local priests or ministers. "We provide a neutral, non-threatening atmosphere which may make it easier for some people," the chaplain said.

The chaplain's office is located in Room 212, Hangar 3. The chaplains are assisted by three chapel management assistants: MSgt. James DiVita, NCOIC; TSgt. David Stebbins and SSgt. Robert Kazalski.

Protestant services are held on UTA Sundays at 7:30 a.m. in the Blue Room at the Consolidated Open Mess. Catholic Mass is celebrated at the wing briefing room in the Base Hangar at 4 p.m. on Saturday, and 7:30 a.m. on Sunday during the UTA weekends.



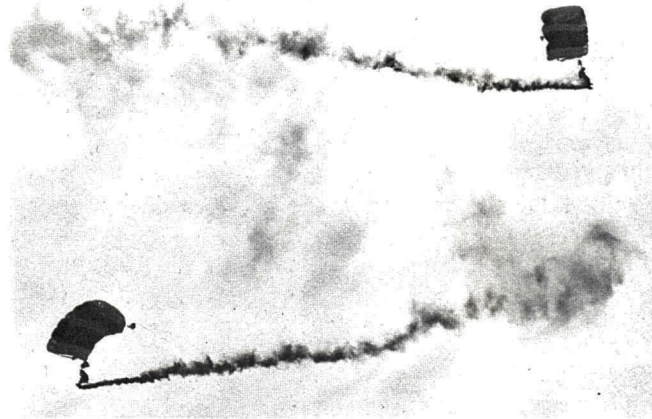
TSgt. David Stebbins, foreground and MSgt. James DiVita, chapel management specialists, hang a religious poster in the Chaplain's office. (Photo by TSgt. Marshall Hathaway)

OPEN HOUSE DRAWS 280,000

(continued from page 1)

dren streamed through the gates, anxious to tour the elaborate ground displays provided by the 439th Tactical Airlift Wing, and the other branches of the armed forces assigned to Westover. Stretching the length of hangar row and the flight line were 35 planes of all sizes and descriptions—one of the largest assemblages of static aircraft ever gathered on an Air Force Reserve base.

The massive crowds were treated to the precision flying of the Air Force Thunderbirds, and were thrilled by the Golden Knights, the Army's official parachute team, who hurtled through the clear summer skies like self-propelled human meteorites.



With smoke plumes billowing from ankle canisters, the Golden Knights soar through the diamond cross maneuver.



Silhouetted against the sky, four birds streak over Westover.



SMSgt. Salvatore DeAngelis and his family watch the Golden Knights perform.

The public address announcers added greatly to the excitement:

The jumpers are out and the smoke is on. It takes a minimum amount of time to separate because they're tracking away from each other, at speeds of over 180 mph.

Westover's own C-130 and C-123 crews displayed their skills during two impressive air shows, and a Navy "rock" band entertained thousands of spectators on the ground.

With two days of near-perfect weather, and a host of displays and concessions added to the equation, Westover became a smorgasbord of excitement, with something for everyone.

"I was delighted with the turnout,

and the excellent effort that all of our personnel put into making the open house such a success," Brig. Gen. Donald E. Haugen, commander of the 439th TAW, said. "It was a pleasure having so many people here to see firsthand what goes on at Westover, and to view the skills demonstrated by the 439th and the other reserve and active duty units."

Their positions are very much like a snow ski jumper's. Arms at their sides, legs straight, knees locked, shoulders rolled out trying to catch as much wind as possible. A good tracker can track on lateral foot for every foot he descends. At a predesignated altitude, the

jumpers turn and track back to one another.

The Golden Knights, rebounding from a tragedy which occurred two days earlier, arrived at Westover on June 17 and staged three skydiving exhibitions. One of the teams' members, Sgt. 1st Class Thomas Johnson, was killed June 15 during a West Virginia performance.

The Knights put their personal loss aside, however, and, with smoke plumes billowing from ankle canisters, soared and glided flawlessly through their free-fall maneuvers.

"It's more like flying than jumping," one team member said later. At the end of their final performance, the team presented Chicopee Mayor Robert F. Kumor, Jr., a former Marine parachute jumper, with a baton which had been passed among the skydivers in a formation maneuver 10,000 feet above the base.

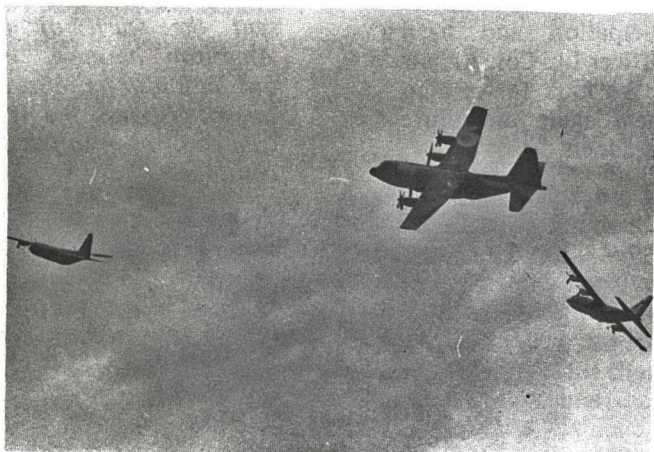
At this point they're over a mile apart from each other, and each is trying to pick up the fine smoke trail of his partner. With each jumper moving at speeds of 180 mph his partner looks very much like a rocket aimed directly towards him. They get closer and closer and with closing speeds of 300 mph a mid air collision would surely prove fatal.

The Thunderbirds, performing their 2,340th and 2,342nd aerial demonstrations, also highlighted the open house activities.

VISITORS TO WESTOVER



he six Thunder-



C-130s complete the star burst maneuver.



Cargo drops from Westover aircraft as the Thunderbirds T-38s stand ready on the flight line.

Led by Lt. Col. D. L. Smith, the Thunderbirds roared their red, white and blue T-38 Talon jets through a dazzling series of loops, rolls, dives and upside down patterns. Flying in formations that often seemed to have the aircraft inches apart, the Thunderbirds held the mammoth audiences breathless throughout the presentation.

Crews from the 731st and 337th Tactical Airlift Squadrons, aided by a C-7 crew from Dobbins AFB, staged flying exhibitions on both days. The programs were coordinated by Capt. Robert Martens and 1st Lt. Tim Olmsted of the 731st TAS, and Maj. Sandy Whittier of the 337th TAS. Featured were assault take offs and landings, high-speed off-loads, fly-overs, air-drops and other tactical maneuvers conducted under simulated combat conditions.

During one portion of the Westover flying demonstration, troops from the Army's 10th Special Forces at Fort Devens, Mass. parachuted onto a drop zone adjacent to the runway. Another segment featured pinpoint cargo drops by the C-130s and C-123s.

There was heavy, but well-coordinated, air traffic above the base, and on the ground, Westover resembled an aviation museum. Aircraft of all shapes and sizes were on display for public viewing, and two particular favorites were a C-5A Galaxy from Dover AFB, Del., and a B-52 Stratofortress.

The B-52, flown in from Loring AFB, conjured up memories for most

of the visitors and base personnel. They remembered when Westover, as a Strategic Air Command facility, had its own B-52s.

To your left Colonel Smith has positioned the diamond for one of the most graceful maneuvers performed. Watch and listen as the Thunderbirds execute the diamond roll.

Other aircraft on display included a T-38 from Vance AFB, Calif., a T-37 from Pease AFB, N.H., a KC-135 from Griffiss AFB, N.Y., and O-2 from the New York Air National Guard at Peoria; two F-15s from Elgin AFB, Fla., a T-34C and a T-28 from the Whiting Field Naval Air Station; a T-2 from the Meridian Naval Air Station; an A-10 from the Massachusetts Air National Guard at Barnes Airport; and FB-111 from Plattsburgh AFB, N.Y. and an Army UH-1 helicopter.

Also, a CH-54 helicopter from the Connecticut Army National Guard, a P-3 from the Willow Grove Naval Air Station, Pa.; a UH-1E and an A-4E from the Weymouth Naval Air Station, Mass.; a CH-53 from Willow Grove; an EB-57 from the Vermont Air National Guard; a C-141 from McGuire AFB, N.J.; a U-21 and T-41 from the U.S. Army 2d Aviation Detachment at West Point, N.Y., a Marine F-4 from Andrews AFB, Md.; and a U-10 from the Concord Composite Squadron of the Civil Air Patrol.

Not all the aircraft on display were regulation size. Westfield architect

Quentin Winfield Sizer exhibited scale model World War II and Viet Nam airfields, replete with over 250 replicas of military planes from those eras.

Capt. Childers will join his teammates to form the six delta formation for the delta roll. As the six aircraft pass before you they represent the entire Thunderbirds team. It is this team effort that allow the Thunderbirds to maintain a record of never having cancelled a demonstration due to maintenance difficulties in more than 27 years of flying.

Westover's guests also had the opportunity to view missile weapons systems, firefighting equipment, and a disaster preparedness display. Recruiters from all branches of the service were on hand to answer questions, and aspiring marksmen were given the chance to test their skills at a BB gun shooting range operated by the Massachusetts Army National Guard.

"What a fantastic day," said Mrs. Ellie Sablone of Randolph, Mass., who attended the open house with her two children on June 19th. "There was just so much to see and do."

Her sentiments were echoed by Mrs. Millie Whalen of East Hartford, Conn., who had her two-year old granddaughter, Meghan, in tow. "I was extremely impressed by the Thunderbirds I couldn't believe the things those pilots could do," she said.

Meghan, in turn, had her favorite aircraft—a merry-go-round airplane
(continued on page 8)

Open House . . .

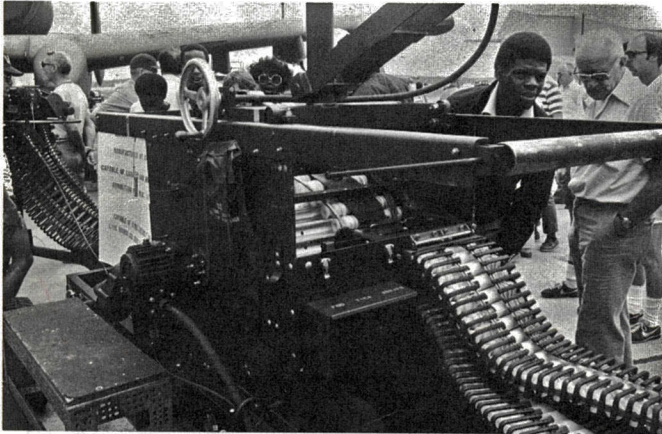
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she rode near the flight-line.

The successful two-day event capped six-months of extensive planning that involved both base officials and members of the Chicopee Chamber of

Commerce. "We were all extremely gratified by the community involvement which resulted from the Chicopee Chamber's participation and hard work," project officer Lt. Col. Arthur Sorenson said. "We look forward to working with them again on future open houses," he added.

As all six red, white and blue thunderbirds aircraft fly over the top, they represent the spirit of our American heritage. With our nation in its third century of progress, the American dedication to freedom continues.



A mechanized munitions loader for the A-10 Thunderbolt II aircraft receives careful scrutiny.



Members of the Long Island Sounds, a Navy "rock" band, entertain spectators on the flight line.



Visitors recall some nostalgic memories as they wait to view a B-52 Stratofortress once again on Westover's flight line.



A C-130 taxis in the shadow of the C-5A in preparation for its participation in the flying activities.



A Marine pilot boosts a younger visitor for a better view of a T-28 trainer.

Golfers Par-Take in Annual Tourney

Bob Bender, Anita Murphy and Mitzi Vincillette were double winners in the annual 439th TAW golf tournament held on June 11.

Bender shot a 75 for 1st low gross honors and recorded the longest drive on the 16th hole with a 263-yard blast.

Murphy took similar honors in the women's category with her 98 score and 180 yard drive.

Vincillette came in second in the women's 2nd low net with a 79, and came closest to the number 10 pin with a distance of 37 feet.

Other men's division winners were

Capt. Jim Hosey with a 2nd low gross of 78. Dave Curtis took the 1st low net position with his 73. Art Murphy came within 6 feet 1 inch of the number 10 pin.

Judy Haugen took 2nd low gross with a 124 score while Blanche Swartz received her trophy for a 1st low net of 77.

More than 60 reservists, active duty and civilian personnel and their dependents participated in the tournament held at the Westover Golf Club in Ludlow.

Disaster Prep Trains 63 Police Rookies

The Disaster Preparedness Division recently hosted 63 members of the Springfield Police Academy who arrived during the 439th CSG annual tour to participate in a Civil Defense Headquarters program.

Supervised by John Wilson, chief of Disaster Preparedness, the candidates received radiological response and monitoring training. The training is made possible through the mutual assistance agreements between Westover and the local communities.

The training was conducted by Mr. Ralph Nugent of the Springfield Civil Defense Agency. Mr. Nugent, formerly the base disaster preparedness officer, was assisted by reservist MSgt. Albert Breton, and technicians George Copeland and Paul Gilman.

The candidates viewed a training film on radiological fallout and necessary response actions. They then participated in a response exercise using radiological source materials. The program develops the participants' ability to detect radioactive material and conduct an on-scene summary.

Visit Evokes Nostalgia for Retired Colonel

34 Years Later

Westover had many visitors during its 40th anniversary celebration in June, but one visit held special significance for a former "alumnus" of the base.

Retired Col. Jeffrey Hanford, USAFR, was on a business trip to Pratt & Whitney Aircraft in East Hartford, Conn. when he decided to visit the base he last saw 34 years ago.

Colonel Hanford (then a major) served with the Air Transport Command at Westover as a C-54 pilot during 1945 and 1946. He said the base held a special place in his memory, because it was his first duty station following service overseas during World War II.

The colonel was a decorated combat veteran during the war, serving as a B-17 squadron commander with the 8th Air Force in Europe. He flew 35 combat missions, including the first daylight bombing raid on Berlin.

Now vice-president of the California

Avi-tron Corporation in Inglewood, Calif., Colonel Hanford has resided in California for a number of years, and has since retired from the Air Force Reserve.

But when business brought him to Connecticut, he welcomed the chance to make the trip up I-91 to "relive some memories" at Westover.

Accompanied by Richard Couture, manager of Production Engine Programs at Pratt & Whitney, the colonel toured the base on June 12. He said he was surprised to learn the base is now operated by the Air Force Reserve, and noted the obvious changes in the base's physical characteristics since he served here.

"But the flight line certainly looks familiar, and it's interesting to note that Westover is once again the home for cargo aircraft," he said.

Capt. Robert Martens of the 731st gave the visitors a tour of a C-123, and the two pilots swapped stories about present and former aircraft.

"It was great to come back; I'm glad I came," Colonel Hanford said. "It certainly brought back some wonderful memories."

Westover Squadron Outstanding Unit

by Amn. Paul Graveline

The 58th Mobile Aerial Port Squadron received the Reserve Officers Association's Annual Outstanding Reserve Unit Award (Non-Flying).

The 58th was cited for its achievements in the areas of training, safety, unit accomplishments and special tours.

The squadron was selected from approximately 1,000 eligible units, according to SMSgt. Leonard F. Dube, terminal operations section air transportation superintendent.

Sergeant Dube noted the squadron became "mobile" last October, when its mission was changed so in the event of mobilization, it would deploy to assist tactical airlift operations.

"We now have the capability to go into the field and establish mobile terminal operations for the support of airlift forces," said Dube.

In training to meet its mission, 25 reservists from the 58th have attended the Combat Air Mobility School at Dover AFB, Del. Upon graduation, they were awarded the coveted "Red Hat",

in recognition of extreme proficiency in the air transportation field.

Emphasis on training was probably the strongest point contributing to the 58th's receiving the award, according to Lt. Col. Don V. Williams, squadron commander.

"Training is the major thing we do, considering the fact that the primary function of the Reserve is to train for mobilization. The academic and professional training we have done over the last few years contributes significantly to this award."

Col. Williams noted the accomplishments of the squadron's Training Section in developing and personalizing unit lesson plans. Due to their efforts and those of Unit Administration, the 58th trains the 901st and 905th MAPFs, as well as the 911th MAPF from Pittsburgh, Pa.

"MAP flights have the opportunity for hands-on-training," said Williams, "yet it's difficult for them, due to manpower restrictions, to conduct academic programs. So we've arranged for our people to train them."

To Williams, the award recognizes that "we've been able to make an outstanding unit out of ordinary folk. We've been able to develop a sense among our reservists where they realize they're part of the total force."

Wing Members Tie the Knot

It must have been something in the June air at wing headquarters. Five members of the headquarters squadron were set to drop their single status for married life. Three of the couples met while at Westover.

On June 27, SrA. Allen Tomlinson married Marily Mercado in Springfield. One hour later and 25 miles away in Windsor, Conn., SSgt. Nancy Peters walked down the aisle with SSgt. David McKemie, a 37th TAS loadmaster.

The next day, a Medford, Mass. ceremony took place for A1C. Donna Pefine and Michael Prior.

While on his 1978 annual tour, SSgt. Larry Jones met Kim Riddle, a civilian working in his office during the summer. They'll marry next May.

No date has been set for the fifth match. SSgt. Mona St. Pierre became engaged to SSgt. Danny Donofrio, a member of the 74th AES.

The rest is history!



PROMOTIONS

Maj. John J. Gallagher
 Maj. Edward S. Starzyk
 Capt. David C. Kennedy
 Capt. Glenn C. Martin
 MSgt. Mark W. Andrews
 MSgt. Kenneth B. King
 TSgt. Richard J. Anderson
 TSgt. Bruce L. Bornstein
 TSgt. Lawrence Cincotta
 TSgt. Margaret A. Comeau
 TSgt. Vernel Creveling
 TSgt. Raymond Durette
 TSgt. Stephen C. Dutily
 TSgt. David W. Eisenhauer
 TSgt. Gerrit Faber
 TSgt. Joaquim Henriques
 TSgt. Michael B. Horton
 TSgt. Harry J. Ledbury
 TSgt. Barbara A. Lozanski
 TSgt. Victor M. Marden
 TSgt. Gail M. Mas
 TSgt. Nancy J. Olszewski
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 SrA. Sandra L. Walls
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 A1C. Doris E. Butler
 A1C. Manuel F. Carrera
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 A1C. Donald M. Morriar
 A1C. Linus P. Nazzaro
 A1C. Brain P. Picard
 A1C. Henry Renaud, III
 A1C. Ellen E. Smith

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 TSgt. James L. Barnes
 TSgt. William R. Brewster

TSgt. Donald Butler
 TSgt. Jonathan Q. Curtiss
 TSgt. Winfred W. Dailey
 TSgt. Gary E. Gladu
 TSgt. Victor J. Gobbi
 TSgt. Garth Orville Parker, Jr.
 TSgt. Jeremiah J. Peters
 TSgt. Steven D. Stetson
 TSgt. Gregory K. Swanson
 SSgt. Bruce M. Benoit
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 SSgt. Thomas F. Fassbender, Jr.
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 SSgt. John B. Langevin
 SSgt. Gary A. Lawrence
 SSgt. Harry J. Ledbury, III
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 SSgt. Cheryl M. Mathieu
 SSgt. Daniel J. O'Brien
 SSgt. John W. Pappas
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 SSgt. Jo-Ann M. Rodrigue
 SSgt. Paul A. Rudnicki
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 AB Peter S. Robinson
 AB Ronald R. Turmelle

BRIEFS

The 901st Mobility Support Flight's NCOIC of Supply, **MSgt. Frank J. D'Amore**, retired this June after 25 years of military service. D'Amore began his military career during World War II, when he served in the Army Air Corps. Enlisting in the Reserve in 1956, he served seven years at Westover. D'Amore expects to keep busy in his civilian job as senior designer for jet engines and test cells at General Electric in Lynn, Mass.

The base open house was a homecoming for **Lt. Dean Fournier**, a pilot flying the Navy's T-2 Trainer. After hours, he visited with his parents who live in Granby and his uncle, Charles Fournier and aunt, Doris Labonte, both of whom work in Base Supply. The pilot is assigned to the Navy's Air Training Command at the Meridian Naval Air Station, Miss.

SMSgt. John Rodgers, Det. 5, 1ACOMMGp, received the Strategic Communications Area Detachment Chief of the Year Award from Lt. Col. Edwin Sullivan, 1st Aerospace Communications Group vice commander.

(AFRNS)—Two Air Force Reserve Aerospace Rescue and Recovery Squadrons participated in the life-saving efforts in the aftermath of the Mount St. Helens volcanic eruption. The AFRES units involved were the 303rd Aerospace Rescue and Recovery Squadron, March AFB, Calif., and the 304th ARRs, Portland IAP, Ore. The 304th was a 70-year old man suffering medical complications following a stroke. A C-130 Hercules from the 303rd ARRS provided overhead communication links with disaster relief agencies and all other aircraft involved in the operation.

Team members of the deceased servicemen have established a special

scholarship fund for the children of the eight Air Force and Marine people killed in the Iranian rescue attempt. The fund will ensure the 17 surviving children will have an opportunity to go to college without burden on their families. Individuals who desire to contribute to the scholarship should send their donations to Col. Arthur D. Simons Memorial Fund, c/o Lt. Gen. Leroy J. Manor, USAF (Ret.) 507 Magnolia Court, Destin FL 32514.

Admission officers and veteran counselors from various area colleges will speak to enlisted personnel during the August UTA, according to **TSgt. Virginia Thomas**, 439th CSG education specialist. The college representatives, invited by the Base Education Office, will be at the dining hall from 10 a.m. to 2 p.m., Sat. August 9. They'll discuss opportunities for personal and professional developments in conjunction with the Community College of the Air Force.

Memories Remain

Tornado Ends 616's Career



R.I.P. Ole Six-One-Six

(Michael Gordon Photo courtesy of Springfield Morning Union)

by Roy A. McCord

439th TAW Executive Officer

Webster's New Collegiate Dictionary calls an Epilogue "the final scene of a play that comments on or summarizes the main action."

This is the epilogue to the distinguished flying career of old "Six-One-Six," a retired, venerable Flying Boxcar, and Air Force C-119 aircraft that found happiness and dignity in retirement, only to lose out in a violent ending to the vagaries of Mother Nature.

After almost 75,000 hours of flying for the Air Force as a dependable troop carrier and cargo aircraft, seeing service in troop dropping combat in Korea and peacetime cargo hauling in Europe, it was transferred to the Air Force Reserve. After spending an addi-

tional 2,500 flying hours training reservist aircrews and providing opportune cargo hauling by reservists in support of the active forces, in 1965 old Six-One-Six taxied into involuntary retirement at Bradley Field, Conn.

Members of the 905th Tactical Airlift Group also at Bradley, had turned ole Six-One-Six over to the newly-formed Connecticut Historical Air Museum. There the old bird became a charter member of the museum and eventually went on display to the public. For years, young and old enjoyed the proud air warrior and wandered through the cavernous interior and perhaps fantasized a little. (The 905th TAG and the 901st TAG from Hanscom Field, in 1974 incorporated into the new 439th TAW.)

Throughout the many years, the fate

of Six-One-Six was obviously far better than the fate of hundreds of other C-119s that were flown to their final destiny at Davis Monthan AFB in Arizona—there to sit side by side among thousands of other Air Force relics in the blistering desert sun, aligned year after year until they were eventually chopped up into scrap.

Six-One-Six was never alone at the museum. As time went by, numerous other retired aircraft joined the array. Included was a giant C-124 that retired from the Air Force Reserve and the 905th in early 1972. The museum became known as the Bradley Air Museum with other obsolete Air Force, Navy, Marine, Army and civilian aircraft on display. Most of these were positioned in the open on a grassy com-

(continued on page 12)

Memories Remain . . .

(continued from page 11)

pound along the main highway adjacent to Bradley Field.

Inside an old hangar, were many other less hardy aircraft, some "one-of-a-kind" that could not withstand the hot summers, cold winters and windy falls and spring. But with unexpected and unprecedented suddenness, a new dimension of Mother Nature far exceeded anything these old warriors had ever endured.

On October 3, 1979, without warning and with awesome fury, a tornado spawned out of a passing frontal system, touched down about two miles away, and began its rapid ravaging trip thru Windsor, Windsor Locks and Suffield in Connecticut, and into Agawam and West Springfield, Mass. Within minutes, the Bradley Air Museum was in unbelievable turmoil. Aircraft were tossed about like toys; buildings and hangars were ripped apart or knocked down; debris was scattered in all directions—and then there was relative calm.

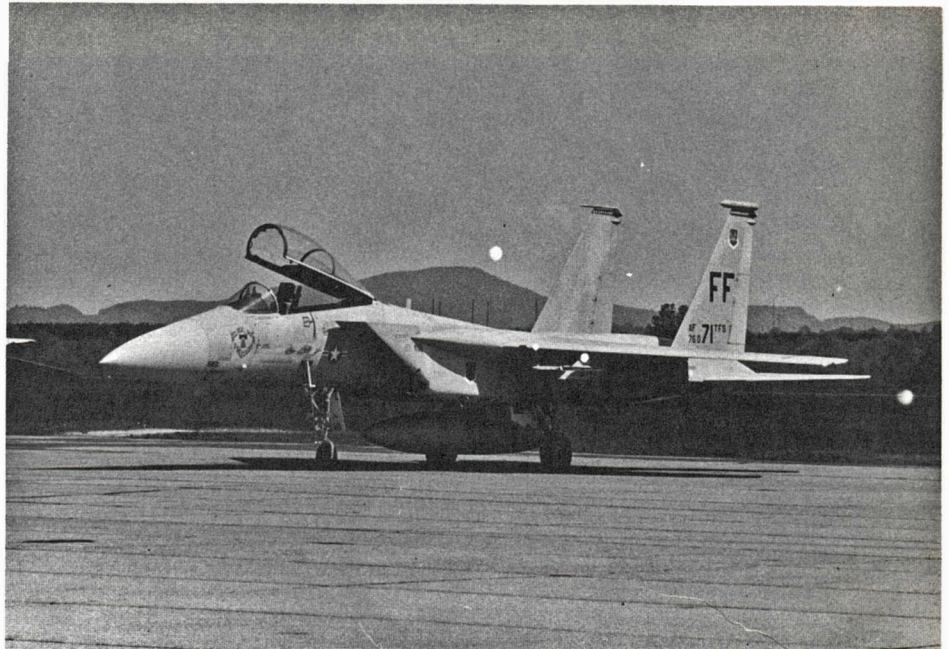
Ole Six-One-Six's last flight was unscheduled—about a hundred years—from its "on-display" location midst the compound to a crash site in a field across the street, in the middle of the debris of its compatriot aircraft. They, too, had taken their last flights.

Now the Epilogue was over.

A few footnotes may be added from time to time, but the story was complete. Within a few hours, and for the next several days, old Six-One-Six managed a last questionable claim to fame. National television and newspaper media were to see the proud numbers "616" boldly displayed from the crumpled remains. The twin booms were gone. The entire tail section could not be located. Both engines were ripped off. The right main gear had collapsed. The clam shell doors were nowhere to be found. The outer wing panels were totally demolished and ripped off. The empty internal fuel bladders were dangling in the wind. The engine firewalls were jaggedly protruding into the sunlight. The nose section was bashed in.

But those big black buzz numbers "616" stood out against the grey panelled background below the co-pilot's seat section. As complete and total as the damage was, old Six-One-Six held onto its identity until the very end.

Eagles Give Show of Their Own



The F-15 "Eagle" is considered to be the finest Fighter Aircraft in the world.

by Amn. Paul Graveline

Spectators at Westover's open house celebration were treated to the added attraction of the F-15 "Eagle," thanks to the 58th Tactical Fighter Squadron from Eglin AFB, Fla., who deployed three of their fighters here June 16 through 26.

The 58th provided one of the Eagles, the Air Force's most advanced fighter, for a ground display during the open house. A single-seat, twin-engine, jet fighter, the F-15 can carry both short and long-range missiles. It also has an internally mounted rapid-firing gun.

The Eagles, designed specifically to excel in the air superiority role, demonstrated their ability and maneuverability for the crowd as they soared off on sorties to accomplish their mission.

Actually, the 58th wasn't here to exhibit the fighters, but to participate in a training exercise known as "Eagle Watch 1," which simulated mainland defense operations.

Maj. Jim Edwards, detachment commander, noted the 58th's role in the exercise was to deploy as a strike group against mainland targets, and evade interception by Marine-piloted F-4s. They would also alternate roles and defend the target areas from the Marines.

Their stay at Westover is one more example of how the base remains an integrate part of the active Air Force. While the 58th brought its own maintenance crew, Westover provided logistical support for the men and their planes.

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