



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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No Doubt About Redoubt

THE CONDOR SOARS AT WESTOVER AFB

by Capt. Rick Dyer and MSgt. Larry Lentz

The constant thunder in the skies and the incessant activity on the ground told the story during the last two weeks of August as Westover hosted Condor Redoubt '81, the most massive Air Force Reserve exercise ever held.

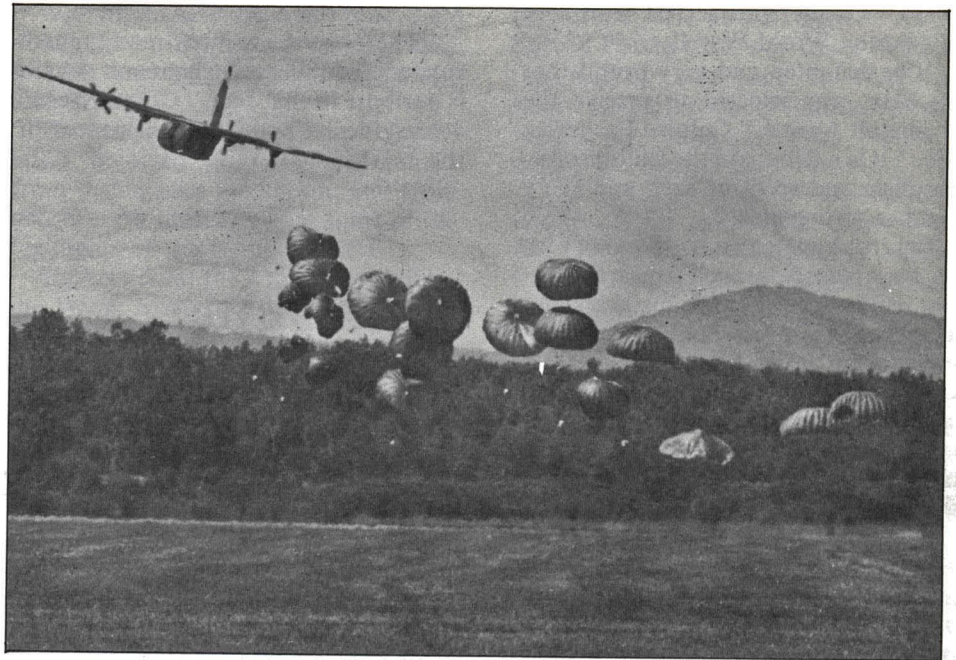
The national readiness exercise, the fifth in a series of such annual tests, brought 3,000 reservists, 200 aircraft and a flood of distinguished military and civilian visitors to the base.

Westover was the aerial port of embarkation for flights throughout the nation and the world. It was also the nerve center for the entire operation, with Maj. Gen. James E. McAdoo, 14th Air Force Commander, serving as Theater Commander, and Brig. Gen. Donald E. Haugen, commander of the 439th TAW, serving as Commander of the 414th Composite Wing, a provisional unit established for the exercise.

One of the most dramatic highlights of Condor Redoubt '81 was a four-hour tactical demonstration held Sunday, Aug. 23. Nicknamed "Surge Sunday", the demonstration included tactical flying by reserve cargo and fighter planes, an aero-medical evacuation exercise, and a chemical warfare simulation.

The program was witnessed by 250 dignitaries, including Maj. Gen. Richard Bodycombe, chief of the Air Force Reserve, Dr. Edward J. Philbin, deputy assistant secretary of defense for reserve affairs, and U.S. Senator Gordon J. Humphrey of New Hampshire, a member of the Senate Armed Services Committee.

Earlier in the week, Tidal W. Mc-



Parachutes billow over Westover as a C-130 resupplies troops during Condor Redoubt '81.

Coy, assistant secretary of the Air Force, visited Westover to observe the Condor Redoubt activities.

The entire exercise was conducted under simulated combat conditions. A forward operating base, dubbed Dogpatch by the exercise officials, was constructed in the "L" shaped area at the end of the flight line. Tents housed communications, maintenance and supply activities and fatigue-clad personnel were fed from an army field kitchen.

The armed sentries, the concertina wire, and the grass landing strip and aircraft parking areas added to the realism.

At another Westover location, an air

transportable hospital, which resembled the set of the television show MASH was established. Westover, Otis AFB, South Weymouth Naval Air Station and Fort Devens, Mass. were the sites of medical operations for the reserve aeromedical evacuation squadrons. The medical personnel preceded their field training with two days of instruction at the University of Massachusetts at Amherst.

In addition to the airlift of personnel and equipment to Westover, aircrews also flew personnel and equipment to Goose Bay, New Foundland, Canada. It was the second straight year that the Goose Bay and Churchill Falls areas of

(continued on page 4)

731st TAS wins Chennault award

By Capt. Rick Dyer

Call it a case of *dějá vu*.

Three years ago, when he commanded the 337th TAS, Col. Louis Paskevicz accepted the coveted General Claire Chennault Award which had been won by his C-130 squadron.

The colonel recently learned that he'll be repeating the experience — this time on behalf of the men and women he now commands in the 731st TAS.

The award, which commemorates the fabled "Flying Tiger" leader, is presented annually to the outstanding flying squadron in 14th Air Force. It is sponsored by the 14th Air Force Association, an organization of Army Air Corps veterans who served with that unit during World War II.

"I'm delighted and very proud that the 731st was selected to receive the Chennault Award," Colonel Paskevicz said. "It is a tribute to the skill, professionalism and spirit of each and every member of our unit."

The trophy is given to the unit with the best record in such areas as mission readiness, safety, flying skills and adherence to prescribed operational procedures. "The competition is always keen for this award and the units are judged on their overall effectiveness in performing their missions on a daily basis," Colonel Paskevicz emphasized.

The 731st commander said that recent unit statistics help to show why his unit was considered for the award. During the first six months of 1981, the unit's C-123 crews logged 2,673 flying hours while conducting 723 training and cross country missions.

They transported 61.5 tons of cargo and carried 1,611 passengers while air

Condor Redoubt's influx of reservists from bases across the country resulted in the renewal of many friendships. Perhaps the record for meeting a long lost acquaintance goes to SMSgt. Henry Scott, 439th CSG first sergeant, and Col. Lloyd Smith, 433rd TAW, Kelly AFB, wing executive officer. Twenty-five years ago they served as weapons and marksmanship instructors at Sampson AFB N.Y. During the exercise they recognized each other while working on the flight line.

dropping another 104.5 tons of cargo and 4,863 paratroopers. During this period, the squadron completed 100 per cent of their training requirements and maintained a 98.7 per cent authorized personnel level.

"But the statistics aren't the only reason we received the award. It is due, in good part, to those supporting our missions — from the mechanics braving the weather extremes on the flight line to the clerks who processed 1,176 781 Part A Forms without an error. Nothing would be possible without them."

In addition to its regular reserve training missions, the unit provides ongoing airlift support for such units as the 74th AES, Army Special Forces from Fort Devens, Mass., the Army Experimental Laboratory at Natick, Mass. and the Navy SEALs.

"The 731st is a combat-ready squadron, and winning the Chennault Award is a tribute to that fact," Colonel Paskevicz added. "I couldn't be prouder of the 731st."

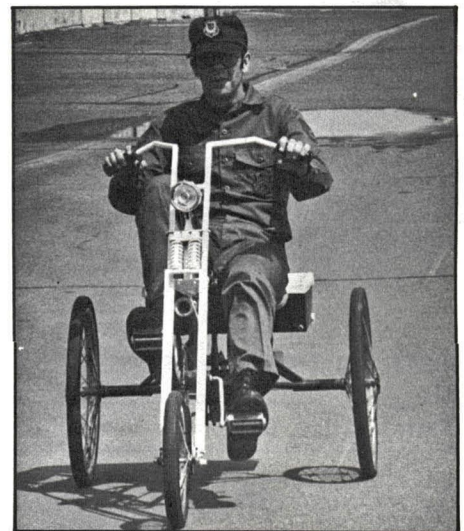
Stars shine on Redoubt

The Westover guest book during Condor Redoubt looked like a Pentagon's Who's Who. More than 75 military dignitaries visited the base during the exercises to observe, first hand, AFRES capabilities.

Lt. Gen. Paul W. Meyers, the USAF surgeon general, inspected the aeromedical exercises on Aug. 20 and 21.

In addition to Senator Humphrey, Generals Bodycombe and McAdoo, Dr. Philbin and Mr. McCoy (see Redoubt story on page 1) nine other major generals and 12 one stars were on hand.

Among the notables were Maj. Gen. Edward Dillon, AFRES vice commander; Maj. Gen. Sidney Novaresi, special assistant to the AFRES chief; Maj. Gen. John Taylor, 10th AF commander; and mobilization augmentees: Maj. Gen. Thomas Diab, MAC deputy chief of staff; Maj. Gen. Bruce Davidson, AF secretary; Maj. Gen. Stephen Keefe, 21st AF commander; Maj. Gen. Roy Marshall, TAC commander; Maj. Gen. Dalton Oliver, AFRES chief; and Maj. Gen. Ted Sorensen of MAC.



SSgt. Paul Wiater, a metals processing specialist with the 905th CAMS, rides his hand-made tricycle along the Westover flight line during Condor Redoubt '81.

Sergeant's trike covers Westover

It may be the jet age, but airplanes weren't the only means of transportation at Westover during Condor Redoubt '81.

SSgt. Paul Wiater, a metals processing specialist with the 905th CAMS, had plenty of flight line to cover when he serviced many of the 200 aircraft at the base during the two-week exercise.

The answer to his personal transportation problem was a hand-made tricycle. The sergeant used his welding skills, some spare parts and his Yankee ingenuity to build the unusual three-wheeler.

"It may not be elegant, but it gets me there," Sergeant Wiater said. Besides, look at all the gas I save."

Pay raise . . . how much?

By SSgt. John Wallace Spencer

All military personnel including reservists and federal civilian employees are in line for a basic pay raise effective October 1, 1981.

As of publication, nobody is exactly sure how much will be granted but the House is considering a 14.3 percent pay hike while the Senate is talking in terms of seven to 22 percent.

Last year, military people received an 11.7 percent pay raise, however, for the amount of this year's increase you'll have to stay tuned until October.

Civic leaders praise redoubt

During the Condor Redoubt exercises, a number of local dignitaries were invited to observe the flying and ground exercises. While here, AIC Mary Borelli asked some what they thought of the activities.

Mr. and Mrs. Robert F. Kumor, parents of Chicopee's mayor. "The exercise was wonderful. We believe it is a good experience for both the base personnel and private citizens. It seems to give confidence to the base personnel in the knowledge that they're doing their mission well, and it makes the civilian population more aware of the reservists' abilities."

Mr. Val Denault, Deputy Fire Chief: "Witnessing events like this gives me a sense of security for my country. I am especially impressed by the reservists' involvement and dedication in their mission. The amount of time involved in the training impressed me."

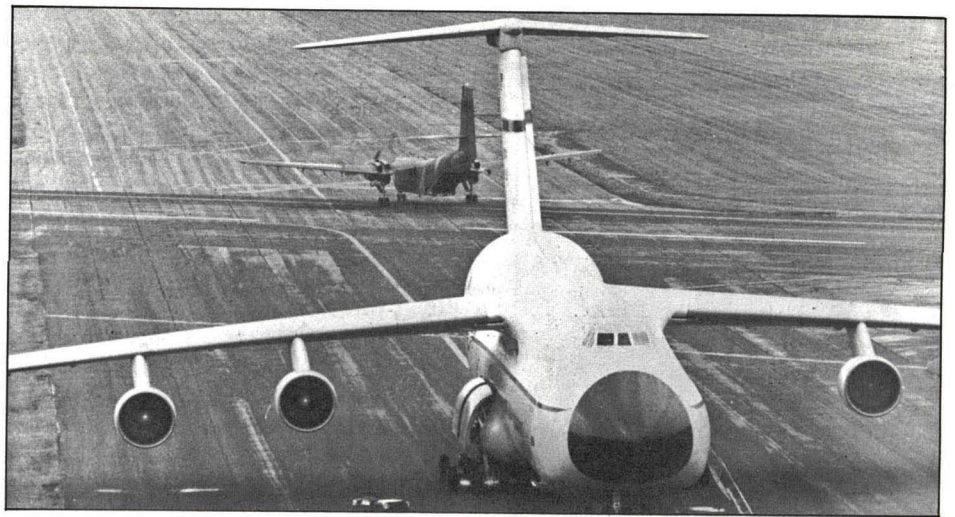
Mr. Wayne Alderman, President of Alderman Research and Development Corp.: "This exercise has opened my eyes to the great job the reserves are capable of. The public ought to see these because we aren't always aware of what goes on or the capabilities of the reservists. It was an excellent display, and I learned a lot."

Mr. Don Ryan, Retired Air Force Colonel: "Not enough people realize the importance of the reserves in the defense posture. If they had seen this display they would have realized that the reserves are a ready force. It was an absolutely impressive display, I only wish that more people could have seen it. Only by seeing these can they understand the support and loyalty of all our reserve forces."

Medics train in Maine

Twenty-seven reservists of the 439th Tactical Hospital trained with their active duty counterparts in various sections of the Air Force Hospital at Loring AFB, Me. between June 12 and June 26.

"They worked in administration, aerospace medicine, emergency room, nursing service, x-ray, and laboratory," reports Maj. Carla Decker, chief nurse. "Since our unit has a mobilization mission of supplementing or staffing an active Air Force medical facility, the training we received was invaluable."



The mighty C-5A and the mite-ty C-7 share the Westover flight line.

Redoubt features mammoth aerial operation

With all the aircraft involved in Condor Redoubt '81, it wasn't always easy to keep track of who was flying what, and where.

The massive Air Force Reserve operation involved aircrews and planes from throughout the nation, and from nearly every unit. Here are some of the highlights of the flying activity:

Tankers from the 452nd Air Refueling Wing, March AFB, Calif., including its subordinate units, the 931st Air Refueling Group, Grissom AFB, Ind., and the 904th AREFG, Mather AFB, Calif., augmented the European Tanker Task Force.

The 508th Tactical Fighter Group at Hill AFB, Utah sent F-105 fighters and personnel to Skrydstrup, Denmark.

The 433rd TAW at Kelly AFB, Texas sent eight C-130s to Westover. The nine C-7 aircraft which lined Taxiway D here belonged to the 94th TAW from Dobbins AFB, Ga. and its subordinate unit, the 905th TAG at Maxwell AFB, Ala.

The 439th's C-123s and C-130s, augmented by aircraft from the 911th TAG and 914th TAG, flew tactical and strategic missions both at Westover and at Goose Bay, Newfoundland, Canada.

Also at Westover and Goose Bay were helicopters from the 305th Aerospace Rescue and Recovery Squadron, Selfridge ANG Base, Mich. The 303rd ARRS from March also sent a helicopter to Goose for air and land rescue exercises there.

Three C-130s from the 442nd TAW, Richards-Gebaur AFB, Mo. conducted a long-range air assault Aug. 21-23, simulating the delivery of a strike force

to Europe. The aircraft carried Army Special Forces troops to Lajes Field in the Azores, and back to Westover where the paratroopers completed their journey by "jumping" onto Westover during the tactical demonstration.

The 919th Special Operations Group, Eglin AFB, Fla. sent three AC-130 gunships to Panama during Condor Redoubt, while eight helicopters from the 304th ARRS, Portland IAP, Ore. deployed to British Columbia.

The 302nd Special Operations Squadron, Luke AFB, Ariz. sent five of its CH-3E helicopter crews to Gowen Field in Boise, Idaho.

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The condor soars . . .

(continued from page 1)



A C-123's J-85 engine gets a post flight servicing from 901st CAMS mechanics SrA. David Anderson and SrA. William Oliver.

New Foundland have been the site of Air Force Reserve strategic and tactical flying missions.

Another international aspect of Condor Redoubt was the deployment of reserve F-105s to Denmark, KC-135 tankers to England, AC-130s to Panama, C-130s to Portugal and air rescue helicopters to British Columbia.

Condor Redoubt also meant a number of "firsts" for the Air Force Reserve. It marked the first test of long-range air assault tactics, the first use of overseas locations, and the first planned communications interference by Air Force communications units.

The later posed headaches for base and Redoubt officials who had to contend with "dead" phone lines and jammed radio communications throughout the two weeks. Here, too, the purpose was to simulate combat conditions — when an enemy might attempt to sabotage or interfere with vital communications networks.

For Westover, the focal point of Condor Redoubt, it was 15 days of non-stop activity as the base geared up to handle the high influx of troops and aircraft.

"We purposely strained our facilities and personnel in order to test our readiness as a staging area and operations center in time of war or mobilization," General Haugen said. "I definitely feel that we did very well," he said.

Under the scenario established for Condor Redoubt '81, the Air Force Reserve was mobilized when war broke

out between two fictional countries as the result of a border conflict. A telephone alert of reservists throughout the country set the exercise in motion.

For the two weeks which followed, the Reservists who converged on Westover had plenty of opportunity to put their Air Force Reserve training to practical use.

Aerial port flights scurried about the flight line to unload and load aircraft, maintenance planners and crew members worked around the clock to repair and maintain exercise aircraft, and personnel at base operations center handled the challenging chore of tracking and parking the countless planes which dotted the Western Massachusetts skies and filled the base flight lines to near capacity.

Reserve law enforcement personnel, and the base's civilian Department of Defense police, guarded restricted areas throughout Westover as the increased population and the presence of fighters and other sophisticated aircraft demanded heightened security measures.

The largest demonstration of Reserve capability and skill came during the tactical demonstration on "Surge Sunday."

Nearly 50 aircraft flew past the dignitaries seated along the flight line Sunday afternoon.

Cargo aircraft — C-7s, C-123s, and C-130s — flew precision cargo airdrop missions. During one sortie three pallets, suspended from red, white and blue parachutes, were dropped simultaneously.

The cargo planes also carried Army paratroopers. Nearly 200 Army Special Forces jumpers bailed out over the drop zone on Sunday. Approximately 260 troops had participated in parachute jumps here several days earlier.

Reserve fighters hurtled through the skies. Simulated tactical combat missions were performed by A-10, A-37, F-105, and F-4 aircraft, who shook the ground with simulated bombs.

The visitors also had the opportunity to view a simulated aeromedical evacuation drill. "Wounded" soldiers were ferried by helicopter to a mobile medical facility where they were given immediate treatment and then carried by stretcher to a waiting C-130 for an evacuation flight to a rear area hospital.

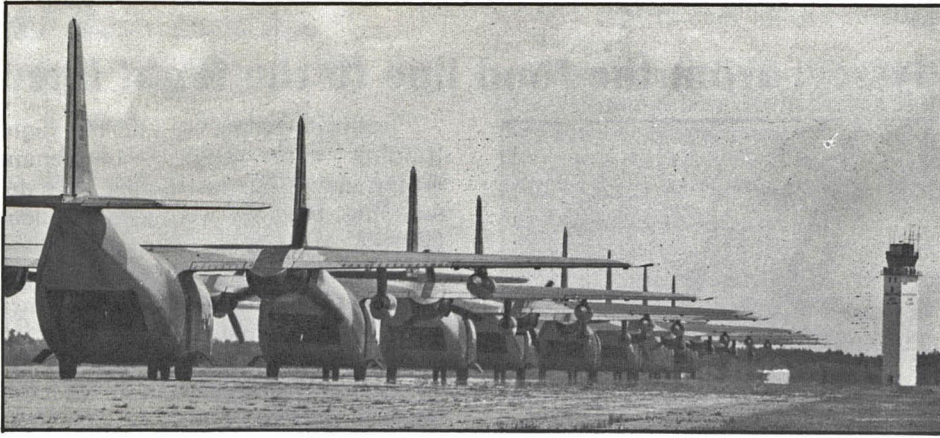
The tactical demonstration concluded with a chemical warfare exercise conducted in a wood and earthen revetment near the "Dogpatch" area. There, personnel wearing full chemical warfare ensembles decontaminated a plane which had been exposed to chemical agents, recovered the plane's crew, performed maintenance and refueling chores, loaded cargo and had the plane flying again in a matter of minutes.

The Condor Redoubt exercise attracted much media attention. Over 100 local and national media representatives visited the base during the two weeks to view the operations and interview the visiting military and civilian dignitaries.

Dr. Philbin, an Air Force Reserve (continued on page 5)



Dogpatch, famed in the 'lil Abner comic strip, took on the serious role of nerve center of C-7 and C-123 maintenance activities at the runway's west end.



Eight C-123's taxi to the runway, on Friday, Aug. 21, prior to the airdropping of 10th Special Forces troops.

Colonel, told the press that he was pleased by what he saw. The deputy assistant secretary said that the exercise demonstrated the "capability and potential" of the Air Force Reserve. "In my role as assistant secretary for reserve affairs I am the advocate for all branches of the reserve armed forces, and intend to do all I can to see that the reserves receive continued adequate funding and training."

Secretary McCoy, who has the responsibility for all Air Force facilities and installations, had similar sentiments. "The message that I will carry back to Washington is that they (Air Force Reservists) are mature, capable people who perform their tasks very well, and often under difficult conditions.

It will take several months before

Air Force Reserve and Condor Redoubt '81 officials complete their evaluation of the exercise. Initial reactions, however, were most positive.

"I don't see how you could have done it better," General McAadoo told reservists following the exercise.

"My most important job as commander is to help train my staff to do their jobs," General Haugen said. "Condor Redoubt was a most complex operation and I am pleased that everything ran so smoothly and exactly as planned."

"It also proves that staff planners and players are fully capable and have the skills to perform their jobs in time of national emergency," General Haugen added. "Condor Redoubt reaffirmed my confidence that we can perform if mobilized or committed."



Work in the WOC, or wing operations center, included liaison communications between forward operating aircraft and the theater command post located in the wing headquarters building. Working in the specially designed and built office at base operations are Capt. Glenn DeForge, 731st TAS; SSgt. Tony Vinyets, 439th CSG; Maj. Robert McMillan, 439th TAW; CMSgt. Frank Pecka, 58th MAPS, and CMSgt. Lucien Charrette, 59th MAPS.

Redoubt required coordination, communication

Condor Redoubt began long before the first reservists arrived at Westover on Aug. 15th. Members of the 439th TAW began planning for the exercise a year ago. They, in turn, worked closely with their 14th AF counterparts in coordinating efforts of other AFRES units. (See May and June, 1981 PATRIOTS)

The exercise officially started when a mock mobilization exercise notification was issued by the Secretary of Defense, through the Secretary of the Air Force, to the major commands and then to all AFRES field units.

They notified some 59,000 reservists through the telephone alerting system, who notified or reported to their unit. For most, their involvement with Redoubt ended or continued at their home facility. For others, some 3,000, Redoubt continued with their deployment to Westover and the other Massachusetts sites, Europe, Panama and two locations in Canada.

In addition, the Air Reserve Personnel Center, Denver, also participated. The ARPC, as it did last year, tested its ability to "recall" non-unit assigned reservists. For the first time, the center, using 5,000 mailgrams, contacted retired regular Air Force members under a policy which permits the recall of additional manpower.

Operation EDITH

National Fire Prevention Week will be observed at Westover during the week of Oct. 4-10, according to Joyce Saccoccio, base fire inspector.

Planned activities at the base include fire exit drills, extinguisher demonstrations, a display contest and other informational programs and activities.

"Fire safety is vital, because lives and property can be endangered unless all of us learn safety and prevention techniques," Ms. Saccoccio said. She indicated that this year's observance has been nicknamed "Operation EDITH" — an acronym for "exit drill in the home."

More information about fire prevention week can be obtained from Chief Haskel Jenkins or Ms. Saccoccio at the fire department, ext. 3911.

Patriot Profile

Jim Hosey's unique odyssey: from the food line to the flight line

By Capt. Rick Dyer

It's been a unique odyssey for Jim Hosey — one that has taken him from the food line to the flight line in less than a year.

1st Lt. James R. Hosey became Westover's newest pilot in August when he graduated from pilot training at Loughlin AFB, in Texas.

A year ago, however, the lieutenant was a food service officer with the 439th CSG and he would have laughed then if you had told him that he'd soon be soaring in T-37 and T-38 trainer jets.

"I had applied several years earlier for pilot training through the Reserve, but I had been passed over in favor of younger candidates, the 29-year old officer said. "But then, in early August of 1980, I got a phone call telling me that I had been accepted and that I had two weeks to report to undergraduate training at Loughlin."

It was a dream come true for Lieutenant Hosey, who has wanted to be an Air Force pilot since he was a boy. But the decision to pursue that ambition also meant personal sacrifice for the entire Hosey family.

"I was just getting established in a fine civilian job, and my wife was also employed, so it meant career disruption for both of us," he said. "It also meant that I would have to uproot my wife and daughter for the year that I was going through training."

The lieutenant decided to pursue his boyhood goal, although not without trepidation. "I had no prior flying experience, and with the exception of one guy who had been a navigator, I was the oldest pilot candidate in my class,"

Maj. Purnell named base executive officer

Maj. Frank Purnell has been named Base Executive Officer. He replaces Col. Joseph Hellauer who has been appointed the State Preparedness Liaison Officer for Rhode Island.

Colonel Hellauer's transfer closes a 17 year association with the 439th and its predecessor unit, the 905th TAG at Bradley Field, Conn. He has served as a communications officer and commander of the 905th CF between 1964 and 1977.

In his new position, Colonel Hellauer will coordinate disaster preparedness activities between the Rhode Island



1st. Lt. James Hosey, the 439th's newest pilot, stands near his T-38 jet at Loughlin AFB.

he said. "Besides, my training as a food service officer hadn't really prepared me for the experience," he quipped.

Lieutenant Hosey reported to Loughlin in mid August to begin the intensive, and exhausting, 49-week pilot training course. He was one of only six reservists or Air National Guard members in his 57-member class.

Of the 57 pilot candidates who started the training, only 46 earned the coveted silver wings.

The first six months at Loughlin were spent studying eight academic courses and receiving flight instruction in the T-37. During the second six-month segment, the student pilots took less classroom instruction (four courses) and spent more time training in the T-38s.

Adjutant General's office and the 14th AF.

His successor, Major Purnell, is a four year active duty veteran with SAC's 8th Air Force. He joined the 337th TAS in 1967 as an administrative officer before becoming the 905th MOBSFlt first commander in 1972. Five years later, Major Purnell joined the Resource Management staff as the Wing Staff Supply Officer.

Major Purnell, a senior officer with the Massachusetts Mutual Insurance Company, Springfield, is the Director of Financial Consulting Services.

"Both the academics and the flight training were tough," Lieutenant Hosey said. "The instructors were demanding, but they were also excellent pilots."

The lieutenant's T-37 flight instructor, Capt. Bill Shipley, was a former C-130 pilot with over 2,500 hours in that aircraft.

"He was just super, and we hit it off real well, especially since he knew that my reserve assignment would have me flying C-130s," Lieutenant Hosey said. "When I graduated, he gave me his own pilot's wings to wear."

Despite the rigors of the course, the new pilot said that he enjoyed UPT. His two fondest memories were his first T-37 solo (followed by the traditional "dunk" in a pool fully clothed) and the "wing ceremony" at graduation.

"The esprit and sense of tradition were just fantastic," he said. "And it was also a great experience training with the regular Air Force officers" he added.

Lieutenant Hosey did so well at pilot training that he qualified both as an instructor pilot and as a fighter pilot. His training isn't through yet, however.

In September, the new pilot will report to Little Rock AFB in Arkansas where he will undergo three months of advanced training in the C-130. That will be followed by survival training at Fairchild AFB, Washington.

By January, he'll be back at Westover, this time as a full-fledged C-130 pilot assigned to the 337th TAS.

"I'm looking forward to going back to the dining hall," he smiled, "but only as a patron."



Major Frank Purnell

AFRES medics treat "wounded"

By SrA. Donna Stewart

"Okay, get the ambulatory patients to the helicopter," somebody yelled. "Make sure you stay low." The patients with the imaginary injuries limped to the waiting chopper.

That was the scene at dogpatch on Thursdays and Fridays during Condor Redoubt '81. Thirty-seven medical units and approximately 900 reservists from 4th, 10th and 14th AF staged their field training exercise, which provided vital training for care of wounded personnel.

Four Massachusetts sites were used: Otis AFB, South Weymouth NAS, Ft. Devens AAF, and Westover AFB, headquarters for the medical exercise.

"In a real situation, we could be getting shot at while loading patients on the front line, so it's important that we move fast," and 1st Lt. Cindy Curry, flight nurse with the 36th AES, Richards-Gebauer AFB, Mo. "Without practice, we would not be fully effective at moving injured personnel to safer areas for comprehensive medical treatment."

There were three tactical aeromedical staging flight tents at Westover to process 45 casualties each day. The "victims" were dressed to simulate injuries and transported by ambulance and helicopter to the next ASF site.

From the second site, the patients were transported via C-123 or C-130 to the strategic mobil ASF at Otis AFB, Mass. The patients then would have been taken via C-141 to a predesignated hospital from Otis if they were

actually injured, but instead returned to Westover.

The exercise was an excellent opportunity to gain experience in preparation for operational readiness, said Lt. Col. Josephine Wolf, chief nurse, 52nd MSES, Scott AFB, Ill. Colonel Wolf was in charge of the Otis MASF.

The medical personnel also attended University of Massachusetts Medical School for a two-day combat medicine course. The classroom training provided a prelude to the field training exercise.

The course was divided into three categories, nurse program, medical technician and support personnel. Participants were instructed on various aspects of combat medicine including airway management, wound-shock management, chemical casualty treatment and cardio-pulmonary resuscitation.

According to Condor Redoubt officials, the operation was the largest field medical training exercise in AFRES history.

Female fliers finish third

By TSgt. Marshall Hathaway

Westover's women softball team finished third in the AFRES-wide tournament held at Rickenbacker AFB, Ohio on July 25 and 26, 1981.

A week earlier, the Westover men's team was eliminated from the finals when they were defeated in the Northeast Regional Competition held at Youngstown Municipal Airport, Ohio.

On opening day, Westover's women took the games against Mather and McGuire Air Force Bases. However, as

day two ended the Fliers from Westover were shut out by both AFRES and Rickenbacker.

When the dust settled, Rickenbacker's men and women were the tournament champions. Second place trophies went to the men of the Minneapolis-St. Paul Airport and the women of AFRES headquarters. The 919th Special Operations Group, Duke Field, Fla. took third place in the men's division. The Westover women's softball team wound up in third place out of 11 competing teams.

The Westover women were: Barbara Lozanski, Denise Nash, Patty Burns, Cheryl Clapgood, Ann Buker, Terry Perrault, Terry Rodriguez, Hazel Perry, Kim Twining, Patty Keene, Diane Archambeault, Claire Gaudreau and Ann Daugherty. They were coached by Roger Perrault assisted by Ron Turmelle.

This year's men's team coached by Mike McNicholas were: Jack Murdock, Paul Benson, Rich Reginer, Tom Owens, Mitch Staszko, Ron Michon, Dan Perry, Stan Robinson, Jack Karnos, Paul Gilman, Steve Willey and Bill Tweedy.

PARTIAL UTA SCHEDULE

September 12-13	November 7-8
October 3-4	December 5-6

58th MAPS Guam tour

Members of Westover's 58th MAPS journeyed to the South Pacific island of Guam for their annual duty on June 6. The 10 reservists worked with the 605th Military Airlift Support Squadron's air terminal specialists at Anderson AFB.

2nd Lt. Paul Bailey, 58th MAPS air freight manager said, "It was outstanding. The active duty people needed us and wanted us there. We were involved in every phase of the aerial port operation from the minute we arrived. The hands-on training will help us tremendously in operations at Westover. Many of the things we learned on the small Pacific island were put into practice during Condor Redoubt."

Westover reservists were split into two shifts loading C-130s, C-141s and C-5As. TSgt. Richard Silvestro explained, "We had the opportunity to operate all types of vehicles used in the loading and unloading of aircraft. We hauled everything from regular baggage to radioactive materials."



Reservists garbed in chemical warfare gear carry a "stricken" crew member from a C-123 to a waiting ambulance during a drill at the "Fort Apache" revetment.

Koper completes Academy

Westover's senior recruiter, SMSgt. Ronald Koper recently graduated from the Senior Non-Commissioned-Officer Academy. He is the first Air Force Reserve recruiter to complete the eight week program at Gunter Air Force Station, Ala. and is the fifth member of the 439th TAW to attend.

The others are SMSgt. Robert Bohn, 901st C.F.; SMSgt. Paul Joachim, 905th CEF; SMSgt. Robert Johns, 439th CSG; and SMSgt. Henry Scott, 439th CSG.

"Reservists traditionally progress through the ranks by taking correspondence courses and on-the-job training," explains Sergeant Koper. "But the academy presented a live-in atmosphere where one could get a more complete handle on all aspects of Professional Military Education. We also learned from other reservists and active duty personnel."

The program is divided into a core curriculum of three basic courses and 32 hours of electives divided into 10 additional courses. It emphasized leadership and management training by using such techniques as personality profile analysis, group dynamics and transactional analysis. Other areas included a thorough understanding of the Uniform Code of Military Justice and the role and authority of the non-commissioned officer.

"It was time well spent," he concludes, "I recommend that every senior NCO attend."



Following his last C-123 flight, after eight years in the 731st TAS, TSgt. Victor Park, Jr. gets a wet send off from the fire department. The loadmaster left for a new job in Georgia.

What's in a name?



Maj. Gen. Richard Bodycombe, Chief, AFRES left, receives a memento of Condor Redoubt '81 from Brig. Gen. Donald E. Haugen and Maj. Gen. James E. McAdoo.

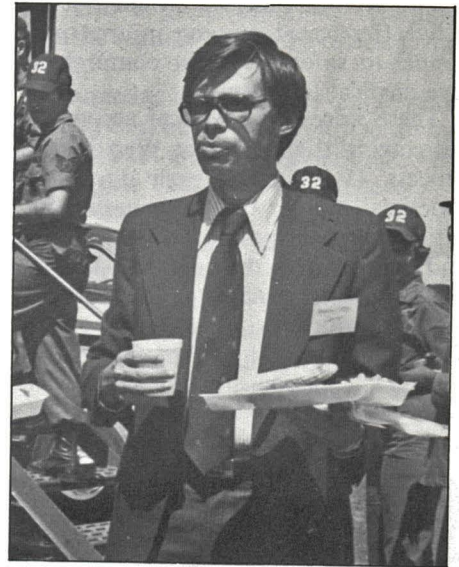
What's in a name?

Ask Maj. Gen. Richard Bodycombe. He's the man who christened the Air Force Reserve's largest exercise Condor Redoubt.

"I was wrestling with what to name the exercise and my wife happened to mention that she had visited a zoo earlier in the day and had seen a condor," the AFRES commander said.

"So, I looked it up in the encyclopedia and discovered it was one tough bird, and it was indigenous to the 'Americas," General Bodycombe continued. "A redoubt is a defensive fortification and I put the two together."

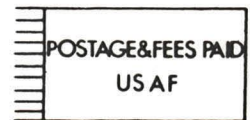
"I think they aptly described what this mission, and the Air Force Reserve, are all about," the general added.



Mr. Tidal W. McCoy, Assistant Secretary of the Air Force, share lunch with the troops at Dogpatch.

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