

Panama Canal's international flavor sampled by Guard soldiers in coast-to-coast voyage - pages 10-11



Photo by SFC Joe Zambone

Vets raise funds to exhume buddies' names

By Maj. Don C. Brunell

Many Guard soldiers have vivid memories of Vietnam. Some served there, most of us lost friends or relatives in the conflict, and for a few the anguish continues because loved ones are still missing in action (MIA).

The scars of that unpopular war run deep into the very fabric of America. Vietnam was not the image of John F. Kennedy, or of a John Wayne movie. For the G.I.s who served there it was moral confusion.

The lucky vets returned home, only to wonder if maybe the truly lucky ones were those who'd perished in combat. There were no ticker tape parades along thronged New York streets. No one wanted to hear what the vets had been through. People spit on their uniforms and called them murderers or baby killers.

"Why didn't you dodge the draft or go to Canada," many vets were asked. Or "how come you were stupid enough to go?" To the physically and mentally wounded, the body language of those waiting back home often indicated the "it serves you right" attitude.

Vets harbored searing hurts, deep down inside, and for many these powerful and disturbing feelings led to suicide or drug dependency. Emotions were buried in guilt and depression, and there was often no one to talk to who'd understand.

In the 1980s, the Vietnam veteran's plight finally began to surface. They pulled their uniforms from closet hiding places and rallied around "The Wall" on Veteran's Day, 1982.

Emotions flowed as thousands gathered from around America and marched, hobbled and rolled down the streets of our nation's capital. They came in droves, heads held high for the first time in years, to dedicate a memorial and pay homage to their 58,000 buddies who'd made the supreme sacrifice.

That same year, 1982, Washington State dedicated its own Vietnam Memorial in Olympia. It was a nondescript block of granite, with the names of our state's killed, or missing in action, buried inside the tomb.

To many Vietnam vets, the gray rock and buried names served only to rekindle flames of bitterness. More than anything else, the existing memorial is, in the words of one angry vet, "too little, too anonymous and too late."

A group of vets has set out to raise \$100,000, to build a wall similar to the one in Washington, D.C. To them, satisfaction will come only when the new memorial is completed, which they hope will be on Veteran's Day, 1986.

Funds must be collected this summer, and there are some big "ifs" in the way.

Fund raising is tough work, but Governor Booth Gardner and Secretary of State Ralph Munro are helping the vets. Munro suggests that "each of us consider giving \$10.55 - a penny for each Washington State soldier who died in Vietnam or is missing in action."

Better yet, if the state's 200,000-plus vets each gave \$1.55, there'd be not only enough money for a memorial, but also to establish a scholarship fund for the children of the 1,055. Many of these kids are now reaching college age.

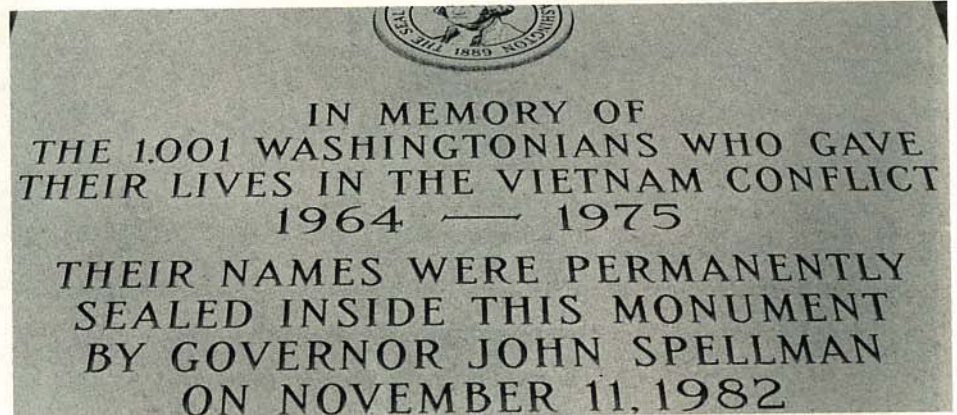
Washington National Guard soldiers can also help through contributions; a check for \$10.55 would be a warm remembrance for a fallen friend and patriot.

The new Vietnam War Memorial will be located near the existing memorial, on the state capitol campus in Olympia. The names of our 1,055 will be etched on a stark black marble wall for everyone to see, touch and remember.

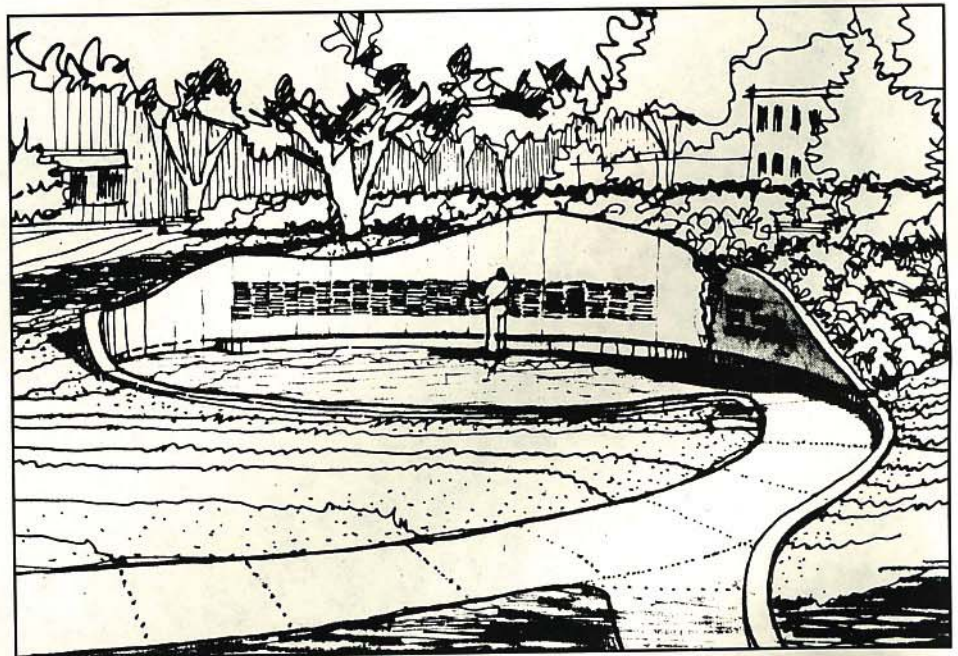
There is no way to replace the lives lost, or forget the scars left by war, but for the living veterans who've suffered - or who continue to suffer from the emotional stress of a confusing conflict - the new memorial will serve notice that their fall from our nation's good graces has finally ended.

For the rest of us, the memorial will serve as a reminder of the high costs of warfare, and that we owe our Vietnam vets a place of honor. ■

(See related story page 12-13)



Existing Vietnam Memorial is "too little, too anonymous," say vets.



Proposed Vietnam Memorial will add dignity to Capitol Campus.

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COVER PHOTO: The Panama Canal's international flavor is shown by this quartet of ships in Miraflores Lock: a Russian freighter; a Panamanian tour boat; a Canal Commission tugboat and a small canal delivery boat.

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4



Reserve forces team up at Pier 23 to load pre-fab armories bound for Anchorage.

10-11



Voyage through 'Teddys Trench' - EVERGREEN staffer on TDY.

18-19



Central American training has a lasting effect on reserve soldiers and local villagers.

5



Idaho desert training prepares Guard tankers for high-tech weapon systems.

12-13



State's veterans drum up funds for new Capitol Campus Vietnam Memorial.

20



Guard targets small arms qualifications.

8



Air Guard descends from the sky for fieldbound commo training.

16



'Impact Award' nails down top performers on the spot.

22



Washington 1, California 0: 951st moves to Yakima from Bay Area.

Betsy Ross delivers Alaska armories

Story by Sgt. Debra L. Tkaczak

Ropes and cables spiderweb the decks of the "Betsy Ross" and the crates stacked on the pier. The Army Guardsman operating the crane maneuvers a large crate over the ship's hold, while a Marine private on the pier tosses a guide rope to the man on ship dressed in a Naval Reserve blue work uniform.

The traditional rivalry that exists between different branches of the Armed Forces is nowhere to be seen in this inter-reserve shipping mission; each reserve element offers an area of expertise that benefits the others.

The mission is to load the crates stacked up on Pier 23 in Tacoma and transport them to Anchorage Alaska. The crates contain pre-fab building materials which will be assembled into two Scout armories for the Alaska National Guard.

The chance for this kind of training doesn't come along very often. "This is the most cargo we've seen in eight years," said CWO2 John McCoy, Master of the Vessel. McCoy is assigned to the 783d Transportation Company, as are most of the crew members of the Betsy Ross. Personnel from the 506th Transportation Company operate the cranes and help in loading the ship.

McCoy explained that the 176-foot ship itself is a good training aid. It can be used for transportation training and hands-on instruction in proper use of equipment. "We run into some problems," remarked McCoy, "the boom, which we used to support or guide the

cargo into the hold, has to be reset for each load. But it's good training."

McCoy is proud of this old island freighter and knows her history. The Betsy Ross was commissioned in 1944 and assigned to the South Pacific in World War II. On one occasion, the fuel tanker coming to resupply the Betsy Ross was torpedoed and put out of action. When the Betsy Ross ran out of fuel, her crew rigged the canvas hatch covers onto the boom and sailed into a safe port.

Commander Paul Reynolds, of the Naval Reserve Weapons Station in Bremerton supervised his personnel in the loading of the ship. "These people are experienced in loading and unloading ships," stated Reynolds, "Most of our work has been with ammo ships."

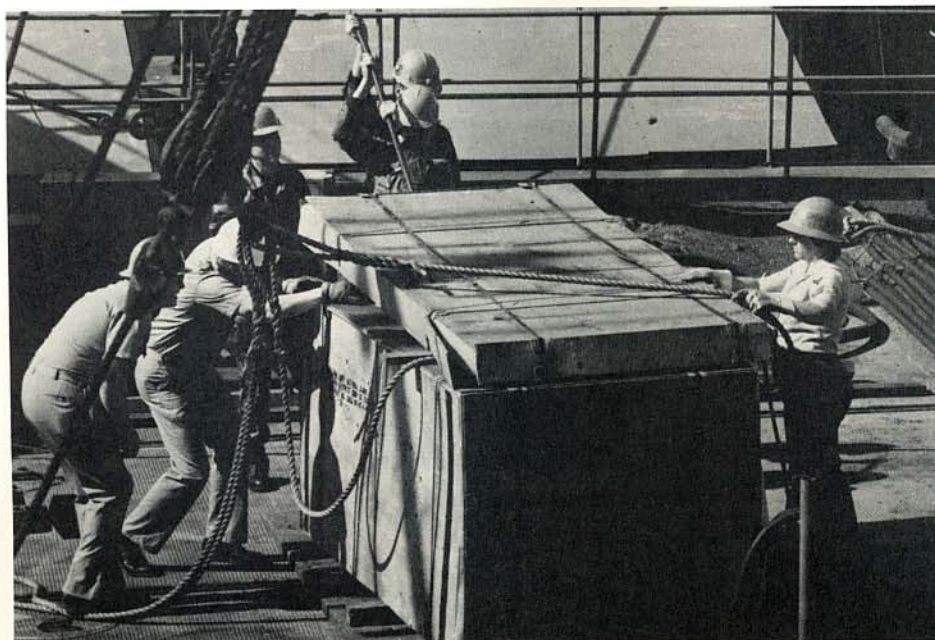
CWO Bryon Overton of the Marine Reserve 4th Landing Support Battalion at Sand Point described the mission as "just the job we were looking for. It's a fantastic training opportunity." The enlisted members of the Marine Reserve are a hatch loading team; they received some of their experience loading ships during training in Guam.

The Betsy Ross made the three-week trip to Alaska with a crew of 29; six warrant officers and 23 enlisted members.

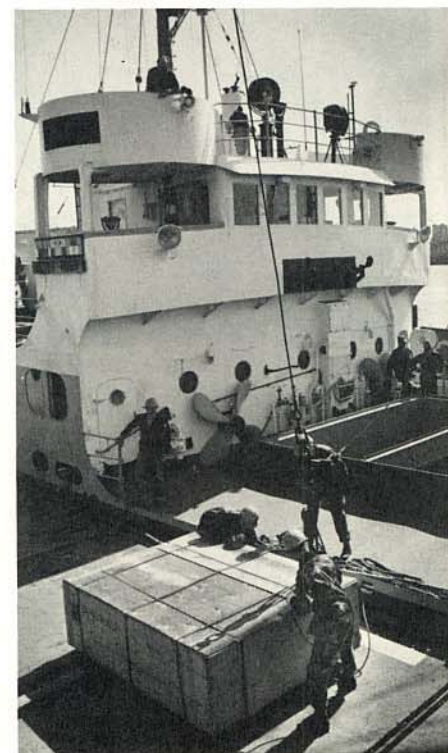
The multi-service mission was considered a great success by all members involved. Reynolds said, "I wish we had more opportunities for this kind of training." McCoy also hoped for more assignments like this one. "If we are activated, we anticipate working together." ■



Crane operator Sgt. Peter Prottengeier, 783rd Transportation Company, helps load crates on Guard freight ship. (Photo by Sp4 Richard J. Rabe)



Marine and Naval Reservists help National Guard sailors lasso crates of pre-fab buildings destined to become new armories in Anchorage. (Photo by Sgt. Don Green)



Traditional inter-service rivalry was missing as sailors filled the Betsy Ross with northward-bound cargo. (Photo by Sgt. Don Green)



Washington Guard tankers trained in Idaho this year, learning about the M60A3's quicker, more accurate and deadlier target acquisition system.



An 803rd tanker checks his score after firing.

Tankers train in Idaho's dust

Story & photos by Maj. Don C. Brunell

Over the next four years, the Army National Guard nationwide will receive 3,200 M60A3 tanks, or about 60 battalions worth. The tanks are being phased out of the active Army's inventory, reconditioned at Anniston (Ala.) Army Depot, then re-issued to National Guard armor outfits.

To make sure crewmen receive the proper training, and their sophisticated equipment gets the best care, Guard soldiers from around America have been recruited for 18-month duty tours to form 50-man Displaced Equipment Training Teams (DETT).

One DETT group is operational at Gowen Field, Idaho, and another will form soon at Camp Shelby, Miss. When fully geared up, DETTs will train 12 to 13 battalion-equivalents per year. DETT training is broken down into maintenance and tank gunnery.

Washington is one of the first states to send armor crewmen for DETT training. Elements of the 1st Battalion, 803rd Armor, 1st Battalion, 303rd Armor, and Troop E, 303rd Armored Cavalry began arriving at Gowen Field in April, and will finish training in late July. ■



DETT instructor guides Washington tankers through familiarization drill at Gowen Field, Idaho.



Tankers spent hours on the line during live fire exercises.



SFC Robert Attack, center, carefully guides the installation of a bore evacuator on M60A3's 105mm main gun tube.

High-tech turrets thrill tankers; troops give training 'thumbs up!'

Story and photos by Maj. Don C. Brunell

Washington Army National Guard tankers had a different kind of summer camp in 1986. Rather than stressing armor tactics, this year's training dealt with gunnery and maintenance just learning to shoot straight and keep things working right.

Instead of the 1st Battalion, 803rd Armor's traditional Yakima Firing Center (YFC) visit, teaming up for maneuvers with the Army's 9th Infantry Division or the Guard's 81st Infantry Brigade, the tankers went to Gowen Field, near Boise, Idaho.

Not only has travel distance increased—Gowen Field is a jaunt of more than 500 miles for some units—but this is the first time in years that units attended summer camp as separate companies. The Displaced Equipment Training Teams cadre can only handle company-size outfits on a weekly basis.



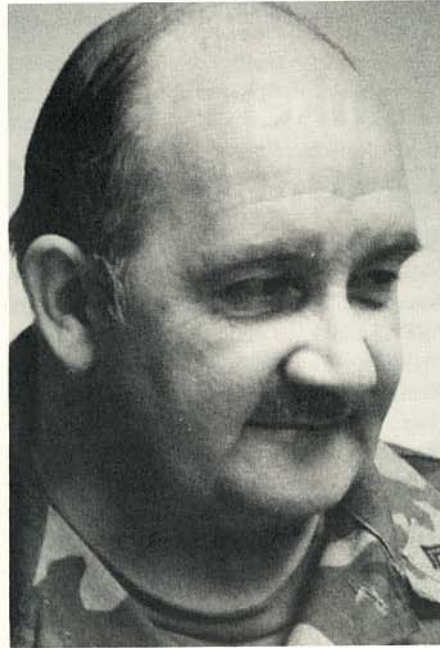
SFC Murl Barnes

"I've been in the 803rd for 12 years," said SFC Murl Barnes, acting motor sergeant of A Company, "and this is the first time I can recall that we've trained independently as an entire company."

"It's also the only time I've been through an equipment transition like this," the 22-year-career veteran added, referring to the switch from outdated M60A2 tanks to newly converted M60A3 versions.

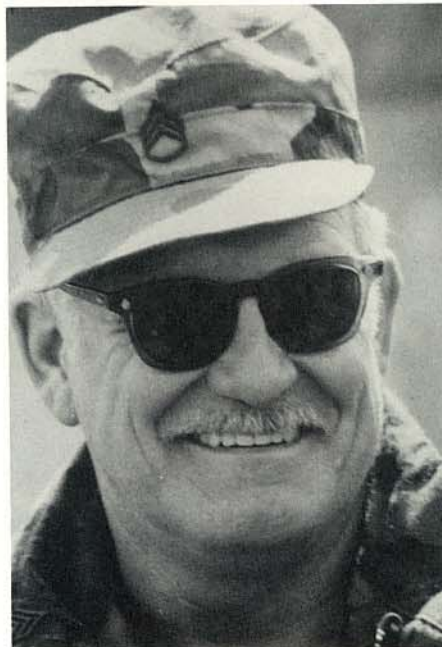
MSgt. John Huber, who works at YFC's Maintenance and Training Equipment Site (MATES), is an 81st Infantry Brigade soldier who went to Gowen Field to learn about the M60A3's high-tech systems.

Huber, who's been a Guardsman for 29 years, will work on the team which puts new tanks through their paces after arrival from Anniston (Ala.) Army Depot.



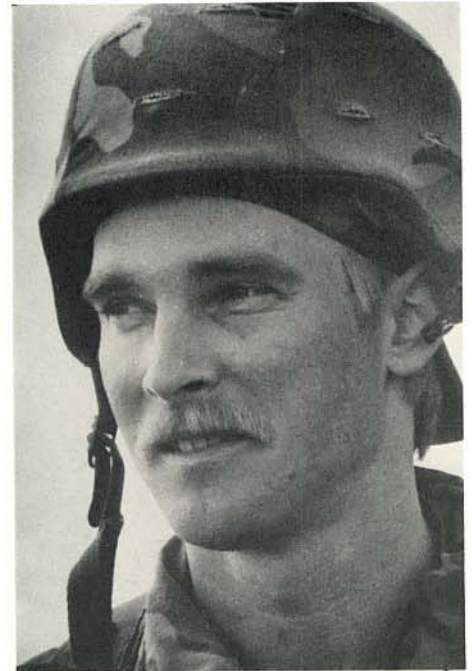
MSgt. John Huber

"The training here was excellent," said Huber. "We've been reading manuals about the tank's new systems, but it was good to get hands-on experience before we have to work on them."



SSgt. Marvin Rowan

To SSgt. Marvin Rowan, a medic in Company A, Guard duty is a new experience. "I spent 18 years in the Seabees," he explained, "and I'm not used to going to a field with dust. I just haven't been around tanks much, but I really enjoy it."



Sp4 Bob Halverson

Another near-new 803rd member at Gowen Field was Sp4 Bob Halverson, who was impressed with the training and the barren scenery. "The Idaho desert is certainly different," he chuckled, "and I'm glad we're here in April rather than July or August."

SFC Charlie Pittman, a DETT senior armor instructor, is a Tennessean undergoing his first summer at Boise.

"It's a dry heat up here and I kinda enjoy it now," he said. "We'll have to see how summer goes. I understand it's a scorcher."

Pittman was impressed with the Washington Guard troops he'd worked with. "They have tons of enthusiasm and learn quickly. In general they do real well in the testing phases, and we have very few failures."

Pittman works on gunnery and target acquisition training. One of his prize pupils was SFC Bob Rains, master gunner for Company C. To qualify as a master gunner, Rains completed a rigorous 12-week course at the Armor Center, Ft. Knox, KY.

(Continued on next page)



SFC Charlie Pittman

“It’s a whopper of a course,” explained Rains. “It really prepares you for this kind of training program.”

Rains gave the DETT high marks for its training program. “They teach you the basics,” he said. “It’s a crawl, walk and run program. It’s paced so well that you can’t get ahead of yourself or fall too far behind.”

The master gunner enjoyed his Gowen Field experience. “It’s been a long time since I’ve attended a summer camp that was strictly devoted to tank gunnery.”



SFC Bob Rains

Another master gunner participating in the training was SFC Robert Attack, of Company A, who noted the difference in training. “Usually when we go to AT we have a few days of tank table firing, then head directly into tactical exercises with the mech infantry.

“This year,” Attack added, “we have more time to learn our skills and increase proficiency, so morale is high and judging from test scores, we’re doing alright.”



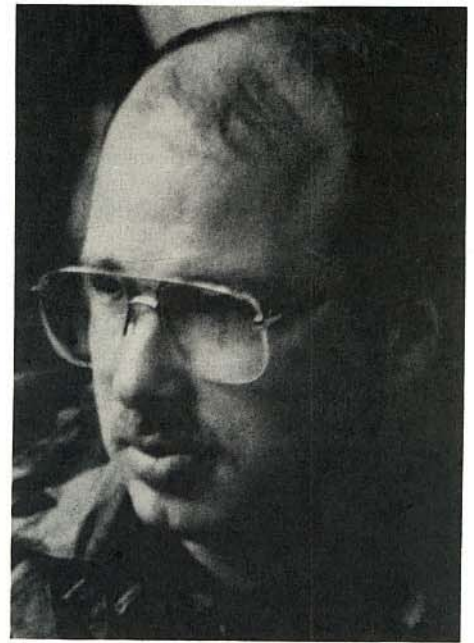
SFC Robert Attack



SSgt. Tom Dozier

SSgt. Tom Dozier is one reason morale is so high. He’s the Company C mess sergeant, and he had his mess section preparing for the Connelly Award (a competition for the best mess hall).

“We’re shooting for it!” said Dozier, excitedly. “And our cooks want it bad!”



Sgt. David Rash

Sgt. David Rash, Headquarters Company, summed up the feelings most tankers had at Gowen Field.

“As long as the quality of training is good and the program is designed to help us, the morale will be high. and when morale is high, that’s when we have fun learning. Most of us can’t wait to get the new A3 tanks back to our units to train with.”



SSgt. Mike Collins

Their “old-style” M60A2 tanks, some 125 of them, will soon be replaced by railroad car loads of upgraded M60A3 tanks with space-age capabilities.

“It’s like going from an Edsel to a Corvette,” said SSgt. Mike Collins, an 803rd tank commander, speaking of the new tank’s laser target acquisition system. ■

Commo experts 'get down' for field duty

Story by Maj. Dave Harris

The Army National Guard typically goes to the field for training close to nature, while clean-uniformed Air Guard aviators "super-vise" from the wild blue yonder.

But recently, khaki-clad members of the Washington Air Guard's 252nd Combat Information Systems Group "got down" for 36 hours of earthy combat communications training at wooded sites around the state.

Tents, camouflage netting and portable toilets dotted the countryside at such places as Mt. Pilchuck, Arlington, Weir Prairie, Longview, Pigeon Ridge and Deer Park in Washington, plus Bonneville, Oregon and several relay sites.

Steel-potted male and female combatants hauled, set up and operated equipment which bombarded tropospheric circuits with 'round-the-clock radio and teletype signals, sent and received in spite of "hostile" jamming efforts.

The exercise's purpose, explained Capt. Judy Giglio, operations officer for the 256th Combat Information Systems Squadron, was to work with sister units within the group to test capabilities by deploying, setting up and operating in a bare-base environment.

The commo experts used wide-band line-of-sight microwave equipment, and a high frequency radio link from the 242nd CISS in Spokane to Norfolk, VA, to establish world-



SSgt. Kamille Harrison loaded commo gear after "bare base" exercise. (Photo by TSgt. Harvey Tatel)

wide voice and data capability.

Training included work in the NBC environment - donning masks during a simulated gas attack - and some realistic bad-weather operations.

A hailstorm interrupted Sunday activities when the base camp had been nearly dismantled, said Giglio. "It got cold and wet," said one participant, "and it's hard work, but these people love it. I've never heard a complaint."

"One big morale booster," said Giglio, "was the marvelous food service. We enjoyed



MSgt. Dennis Yabsley checks into the radio net at Mt. Pilchuck base.

steak, baked potato and fresh salad after we wore ourselves out setting up, and we had steak or bacon and eggs for breakfast."

An active duty, on-site evaluator from the parent 3rd Combat Information Group, SSgt. Gary Coye, observed that "you people do as much in one weekend as we do during a 30-day deployment."

The Air National Guard performs 70 percent of the Total Air Force's combat communication, according to Lt. Gen. Emmett H. Walker, chief of the National Guard Bureau. ■



SMSgt. Harvey Boxum gets ready to "rough it" at Weir Prairie.



Communicators from Bellingham's 262nd CISS aim microwave antenna at Pigeon Ridge from Mt. Pilchuck transmitting site.

Air Guard digs Korea - literally

Story and photos by SRA Neil Curran

"We Dig Korea" became the motto of the Washington Air National Guard's Engineering Installation Squadron as they trenched, spliced and buried communication cable and installed radio systems in that country during the annual Joint Service Field Training Exercise, "Team Spirit 86."

"The exercise was performed as the actual war scenario might unfold," explained Maj. Robert Morikato, Installation OIC. "This was not a nine-to-five job with Saturday and Sunday off," he added.

During the 25-day field training exercise, members of the 215th worked at five different air base and radar sites, completing all their projects. Thirty-eight members of the squadron attended the exercise in Korea.

At Suwon Air Base three antennas were constructed, mounted and installed, adding UHF and VHF ground-to-air transceivers with remotes to their system.

Ground obstructions created one of the tougher problems at Kunsan Air Base, where 5,000 feet of 200-pair telephone cable was in-

stalled with only two splices. Two-thousand of those feet were dug by hand.

Capt. Robert Linn, OIC Wire Branch, boasting about his people's efforts said: "I knew that training within our individual teams was very high, but this exercise proved that we also have strong inter-team cooperation."

Because of severe wind and ice storms during the past winter, two communication poles

began to fall at a desolate mountain radar site. To straighten the poles, members of the 215th had to re-tension the support cables, using rappelling gear to get at the bottom anchor rods.

"Team Spirit", an annual Armed Forces-Joint Training exercise held in the Republic of Korea, was conducted from March 5 through 30. ■



East meets West as TSgt. Robert Schumer befriends two children in Taegue, Korea during Team Spirit 86.

Fly by night

7,000 return from Reforger 86

Story by SSgt. David Largent

As Annual Training winds down, with equipment cleaned and turned in, pay collected and after action-reports finished, it's time to head for home.

A simple task, unless you were involved in Reforger 86 and needed a lift from Germany to Home Base USA.

Over 7,000 soldiers found themselves in similar situations, but with the help of the 1444th Transportation Company, Washington Army National Guard, flight arrangements were made and everyone got home.

Seven members of the 1444th were attached to 39th Transportation Battalion, Rhein Main Air Force Base, Germany, to help operate an Air Terminal Movement Control Team (ATMCT). They were tasked with arranging for tactical movement of 7,000 returning

Reforger participants and their equipment, which included personal baggage and 400 tons of cargo.

"It took 52 flights, anywhere from two to five flights a day, and the help of a lot of people to get everyone back," said Capt. David English, commander of the 1444th.

Ensuring everyone went through Customs, was manifested for a flight, fed and bussed to the aircraft was all part of the 1444th's job. "We worked nights so the returning soldiers would arrive back in the States at a decent hour," said English.

"This was the first time we've worked as members of an ATMCT and we received a lot of good training," said English.

The lessons they learned will be put to use next year when they return to Rhein Main to help bring Guard troops home from Reforger 87. ■



Commo team proves they "dig Korea" during cable trenching at Kunsan Air Base.

Twelve hours before the mast: Panama Canal

Editor's note: During a recent five-week Guard Bureau tour in Panama as a public affairs supervisor, SFC Joe Zambone took a day off to transit the Panama Canal aboard a 52-foot sailing sloop.



SFC Joe Zambone

Story and photos by SFC Joe Zambone

The southern sky is still black as ink as the Balboa Yacht Club's ancient diesel launch sputters out to Stuart Wilcox-Simmonds' 52-foot sloop, the "El Gusto." Stuart is 55, a retired New Hampshire "capitalist," he explains, who sails the high seas with a Dutch wife and their pooch, Benji.

We weigh anchor before 6 a.m., just after our Panamanian pilot comes on board. All ships, no matter their size, have a pilot on board throughout the Canal transit. There's a

lot of intricate time scheduling during a day on the Panama Canal, and pilots stay in radio contact with control centers so everything runs smoothly.

Small boats like the El Gusto usually enter the Canal at daybreak, so they can complete the 50-mile transit in daylight. Four ships and those with hazardous cargoes (bulk fuel, ammo, nitrate fertilizer) also go first each morning, as do most military vessels. That's safer, and affords better sightseeing.

It's already hot and humid as we start under the Bridge of the Americas, which links north to south on Panama's Pacific Coast.

The Pacific side we're entering from has a four-mile "approach path" to allow huge ships to get properly sorted out before actually entering the Canal. It's sort of like an airport traffic holding pattern.

Once near Miraflores Locks, we wait until a 750-foot Weyerhaeuser container ship catches and passes us. The "Westwood Merchant" is 105 feet wide, and shoehorning it into the Canal's 110-foot wide locks is a masterpiece of tugboat driving. The El Gusto's deck is the best possible viewpoint from which to watch this intricate maneuver.

After the Westwood Merchant is snugged into the lock's forward portion, we enter the same lock behind her. We feel like a cork floating next to a redwood tree. One of the Panama Canal Commission's new tugs, the "Progreso," is heading north too, so it helps two other tugs maneuver our huge traveling companion into position.

We tie up in several places to the Progreso,

then wait for millions of gallons of fresh water to flow by gravity into our lock. It comes with a rush, so fast you can actually see water creep up the lock's concrete wall.

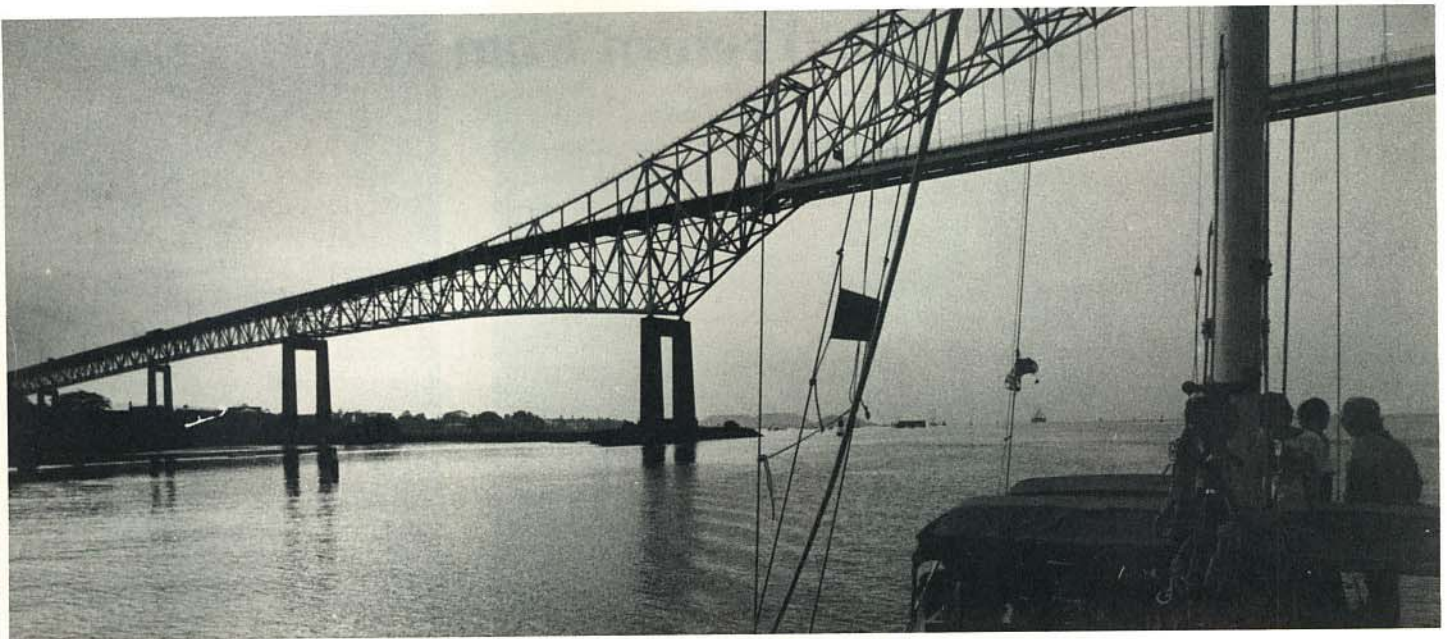
"This thing fills faster than my bathtub at home," says Sp4 Al Morland of the Minnesota Guard. He's my assistant for the public affairs exercise, and is along for the ride. Maj. Susan Sands has turned sailor for a day too; she's from the Oregon Guard, serving 37 days as the exercise public affairs officer.

As water surges in, our tiny vessel tugs at its mooring lines. The Westwood Merchant is so

(Continued on next page)



Weyerhaeuser freighter squeezed through 110-foot wide canal with 60-inch clearance.



Majestic Bridge of the Americas at sunrise frames the yacht "El Gusto" on the first leg of its Pacific-to-Atlantic voyage.

toured by sailboat

big it simply rises, although any side-to-side motion is quickly stopped by the six electric "mules" hooked to the ship by steel cables.

We zoom up about 30 feet in eight minutes amid clamor from rumbling ship engines, whining winches and nonstop Spanish instructions over the lock control tower's loudspeakers. Peaceful it ain't.

We motor from the first lock at Miraflores to the second one, after waiting for the Westwood Merchant to get into position. Another vertical ride of some 25 feet brings us to the level of Miraflores Lake, a mile-wide body of water between Miraflores' two locks and Pedro Miguel's single lock. The lake serves as a tugboat port and staging area for ships transiting the Canal.

At Pedro Miguel Lock we rise the last 31 feet to Gatun Lake, the longest section of the Canal at 85 feet above sea level.

Once out of Pedro Miguel we pass the Westwood Merchant as she slows to let line handlers off. Ships in the Canal cannot use their own crews to attach lines; Canal Commission employees do this with practiced precision, ensuring that an accident won't tie up this vital ocean-to-ocean link for days or weeks.

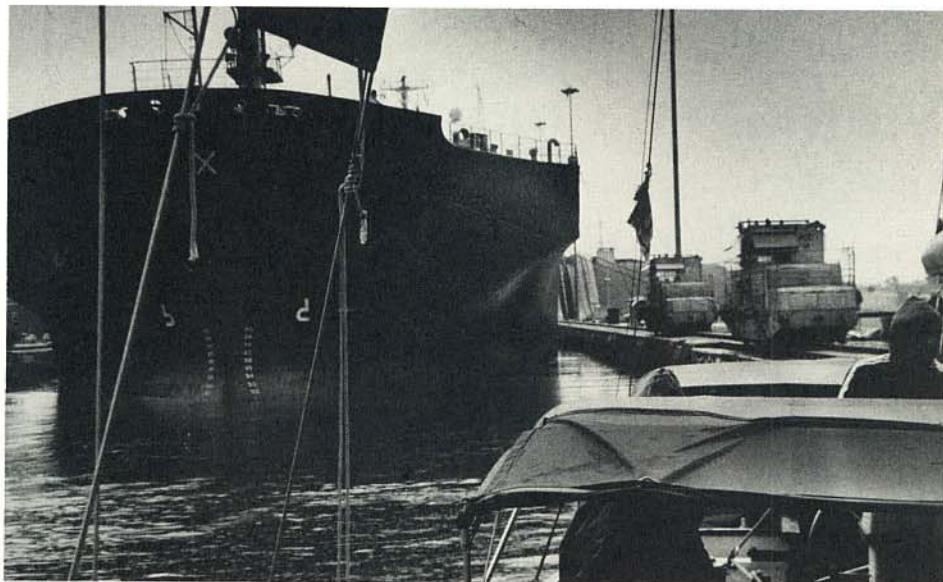
We head into Gaillard Cut, where French, and later American, engineers removed millions of yards of dirt and volcanic rock. Hundreds of workers died in this nine-mile stretch through the Continental Divide, from landslides, blasting accidents, disease, overwork and other causes.

The hillsides are terraced like some titanic garden. During construction, this section proved the most difficult because the more dirt that was taken out, the more the hilltops slid down into the Cut. A total of almost 20 million cubic yards of material, just from slides, was removed over the years.

The Cut is 500 feet wide, but when several large freighters pass us it seems more like a city street. Going through the Canal on a cruise ship must be awe-inspiring, but from the deck of a small sailboat one gets the idea of what it's like to feel truly small.

As we pass the port town of Gamboa, Ma Nature is gearing up for the afternoon's tropical downpour. You can feel the moisture in the air on afternoons like this, like it could be cut with a knife or a handful of air could be squeezed into a glass of drinking water. Sweat trickles off reddened bodies as we raise the mainsail part-way to save diesel fuel.

Rounding a turn in the jungle we come upon an American submarine dead in the water. River boats from the Vietnam era buzz around the mother ship like bees, full of



Electric "mules" with winch cables kept this monster ship from squashing us during return to sea level in Gatun Locks.

Marines enforcing a shoot-to-kill protective zone. The sub is obviously aground, and looks like a stranded whale.

A huge freighter comes towards us, loaded with hazardous cargo, and mild panic arises as it's clear that we'll both pass the sub and its no-entry zone at the same time. The channel is barely wide enough as the freighter throbs by at a low speed, her props churning up mud from the shallow bottom.

Military ships from all nations use the Panama Canal, with those from Panama and the United States taking scheduling precedence. The Canal's strategic importance is inestimable; in time of war, whoever controls the canal stands to win the overall sea battle. A Canal transit cuts an average of 21 days travel time off the trip from the Atlantic to Pacific Oceans, and removes the danger of sailing the Cape's stormy seas.

Artillery batteries sprouted up along the Canal during WWII, as America denied easy access to the world's oceans by German and Japanese warships.

Just as we reach Gatun Lake, second largest man-made lake in the world, the skies open with a crash, a boom and a sheet of rain which adds up to several inches per hour. It doesn't just rain in Panama. It's more like a waterfall, and we scurry for cover under G.I. ponchos, sitting out the squall on the El Gusto's front deck.

We head through the "Banana Cut," a shortcut which saves a mile. We sail through an eerie forest of naked treetops, sticking out of the water like bare bones. Trees were blasted out of the main channel before filling Gatun Lake, but here just a narrow passage was cleared. In years past banana boats saved time going to market by taking this cut, but only adventurers risk it now.

Gatun Locks are upon us by about 3 p.m.,

and we take the downward elevator three times to reach the Atlantic Ocean's level.

About 54 million gallons of fresh water flowed from Gatun Lake to allow our little ship and the Westwood Merchant to make the trip between two seas. There are 37 other ships making the transit this day, and that adds up to a lot of water - replenished solely by rainfall in the hills.

By 5 p.m. we've nosed into a berth at the Colon Yacht Club, wedged in amid small craft from a dozen other nations. The heat is stifling but the rain has stopped, and we disembark quickly in order to catch the Colon-to-Panama railway coach back home.

We miss the last train by 20 minutes, and settle for riding a vintage "express" bus to Panama City. It's express, alright, piloted by a madman who passes on hills and makes a serious effort to kill everyone on board. The Panamanian next to me fervently prays the whole trip, but I'm too pooped to care. Much, anyway.

It was a different sort of TDY day. ■



Swedish container ship looks out of place amid banana trees.

Veterans Day Goal:

Vietnam memorial wall dedication



Deloss and Alice Anderson traveled from Spokane to Olympia to honor their son, Navy Airman Deloss Anderson Jr.



Becky Alexander helped organize Tumwater High School's program to honor Vietnam veterans.



Gov. Booth Gardner helps raise the \$100,000 needed for new Vietnam memorial in Olympia.



Adrian Vaeler plays taps as Vietnam Memorial dedication

Story by Maj. Don C. Brunell

Washington's Vietnam veterans are trying to raise \$100,000 to construct a wall with the names of our state's 1,055 dead or missing in action.

According to Adrian Vaeler, a veteran from Olympia who served with the 11th Armored Cavalry during 1969 and 1970, the funds are solicited from private sources. The goal is to complete construction by Veterans Day (Nov. 11).

The new memorial will be located on the state capitol campus in Olympia, near the existing Vietnam Memorial which was dedicated in 1982 but has been the focal point of controversy.

Rick Covert, an NCO with the 1st Air Cavalry and 23rd Infantry Division in Vietnam during the 1970-71 period, is one of the vets outraged by the memorial.

"When I saw them bury the names of those who died in Vietnam, it kicked over the barrel

for me." Covert was referring to the list of names of Washington soldiers killed in Vietnam that were entombed in the monument.

"The memorial is a nondescript granite block which generally goes unnoticed," Vaeler said.

The Vietnam vets want the names of 1,019 Washington men and women killed in Vietnam, and the 36 listed as missing in action, on a black marble wall for everyone to see and touch.

To assist in the fund raising effort, students at Tumwater High School built a plywood display, painted black, which lists the names of Washington's 1,055 casualties.

Governor Booth Gardner and Secretary of State Ralph Munro are assisting with the fund raising. According to Munro, "If 1,000 people would give \$10.55, we'd have the money in no time."

"Frankly, I don't feel that \$10.55 is much to give considering those men and women gave their lives for this country."

Gardner and Munro want to appeal to the state's quarter of a million Vietnam vets as well as the National Guard and Reserves.

"I would like to see us not only build the memorial but establish a scholarship fund for the children of the killed or missing in action," Munro added. "Many of these kids are reaching college age and need help."

Randy Fisher, director of the state's Veterans Affairs Department, is coordinating the fund collection. For those interested in contributing, please send checks or money orders to:

*Vietnam Memorial
c/o Randy Fisher
Dept. of Veterans Affairs
Olympia, WA 98504*

Contributions are tax deductible. ■

Brothers share Marines, Guard and more

Story by Sp4 Richard J. Rabe

Sibling rivalry is usually short-lived, but for the Farrar brothers - Gary, Neil and John - it's been a way of life. From Marine Corps duty to present service with the Guard's 506th Transportation Co., the three brothers have kept up friendly competition over the years.

During the Vietnam era Gary, now 38, advised Neil, now 34, to stay out of the Marine Corps because it was "too hard." But Neil, just to prove to himself and his big brother that he could hack it, signed up anyway.

They both ended up in the 3rd Marine Division. Gary served on the U.S.S. Okinawa in 1965-1966, off the Vietnam coast, seeing combat inland when other units were in trouble. From 1968 to 1969 Neil was at Khe Sanh, near the DMZ, as a wireman and field radio operator.

The youngest Farrar brother, John, now 24, spent five years in the Marine Corps Reserve. "It was a family tradition," he explained, "and a matter of personal honor."

The brothers, indeed the whole Farrar family, have many things in common. Each of the boys middle name is Vernon, the same as their father, Harold Vernon Farrar, who served four years in the Navy. There are also three sisters sharing the same middle name, Nancy Lee, Donna Lee and Mary Lee.

In May, 1985, the three Farrar brothers

joined the Washington Army National Guard on a "Try-One Program" tour. They were enlisted the same day by SSgt. Bob Hill, a Kent recruiter, who, the brothers said, helped them a great deal in their return to uniform.

They were assigned to the 506th, and ended up working on Pier 23, though in different areas. The Auburn residents find carpooling convenient, since their drill weekends are all the same.

Aside from brotherly competition, the Farrars cite several reasons for joining the Guard: benefits, job choices, keeping the rank they'd attained earlier and getting more training. "And we kind of missed the military way of life," said John, his brothers nodding in agreement.

As a machinist at the Rottler Mfg. Co. in Kent, John puts his Guard machinist job to good use. "The MOS training I get on weekends helps me in civilian life," he explained, "and vice versa. I'll keep on honing my skills in both jobs for 10 or 20 years."

Neil works at Boeing's Everett plant as a sealer of 747 and 767 jumbo jet exteriors, and hopes to work into a watercraft machinist's job like brother John has, or train in refrigeration repair and maintenance like brother Gary.

Each of the "506th Farrars" is a family man, to round out the similarities. Gary and

his wife Sandy have daughters Tina; 15, and Lisa; 13. Neil and Laura are raising sons T.J.; 19, David; 14 and Timmy; 13, plus daughters Tiffany; 17 and Cindy; 10. John and his wife Terri have two kids, Joshua; 6, and Jennifer; 2. ■



Sgt. Gary Farrar repairs shipboard refrigeration systems. (Photos by SSgt. Dave Largent)



Sp4 Neil Farrar inspects marine engines for the 506th Transportation Company.



Sp4 John Farrar's machinist skills apply to both civilian and Guard jobs.



Rick Bishop relaxes with his wife, Betty, after 43 years of military life.

Ol' Salt sails into last port

Story and photos by Maj. Don C. Brunell

To some, he was a "cantankerous so and so" who was impossible to work for or with, but to others he was just a "salty ol' seaman who loved his men and always enjoyed a good time."

CWO4 Rick Bishop was the controversial skipper of the Washington Army National Guard's freight ship. He recently left the Guard after 43 years of service and is retired with his wife, Betty, at their island home near Gig Harbor.

Bishop is known from Alaska to Virginia, mainly by these descriptions: "he works hard, know's what he's doing, won't stand incompetence, isn't afraid to tell it like it is to anyone including a general, demands excellence and has an inventive mind."

The other side of Bishop is equally interesting, and well-known. Off duty he loves to have a good time, takes care of his men, and has the reputation of drinking the best under the table.

Bishop, who spent his last years in the Guard in the 783rd Transportation Company, is one of those characters that could easily be the subject of a novel or made-for-television movie. He is either loved or hated but always respected.

He could navigate the rough coastal waters off British Columbia and keep his crew entertained. Bishop loved to take the freighter to Alaska and his friends loved to see him arrive.

His background is as fascinating as his sea stories.

The son of a Spanish-American War veteran, Bishop was raised in Willapa Harbor

where he worked on his uncle's tug boat as a boy.

He volunteered for the U.S. Army Air Corps in 1943 and served in Europe. Bishop stayed in Germany following the war as a member of the occupation forces. His memories of a war-torn nation have a lasting impression.

"Nuremberg was leveled by the Allied bombing raids except for the area around the Palace of Justice," Bishop recalled. "People were starving to death and moving to get away from the Russians."

The Germans were confused and homeless. "They (Germans) not only suffered Hitler's wrath, but the aftermath of a demoralizing and devastating war. The human pain and agony was difficult to imagine unless you saw it first hand," Bishop added.

Bishop stayed with the Army-Air Corps until 1950 as an aviation ordnance technician and then transferred to the U.S. Naval Reserve.

In 1954, he joined the Washington Army National Guard as a full-time technician. He retired as a full-timer in 1982 but stayed on as skipper of the freight ship until this spring.

"The 'murder board' (retention board) got me. I don't like it and that's that, period," Bishop said.

Most of his early Guard years were spent with anti-aircraft units. Bishop saw the transition from 90 and 120 mm radar guns to the Nike Hercules missile and served at the Phantom Lake and Cougar Mountain battery sites.

When the Nikes were withdrawn from the

air defense system and the batteries disbanded, Bishop transferred to the 144th Transportation Battalion where he worked his way up to skipper of the freight ship.

Throughout his Guard career, Bishop was rewarded for his ingenuity. He was among the first National Guardsmen to be awarded bonus checks for his suggestions-like a redesign of an electronic hydrometer on a Nike missile.

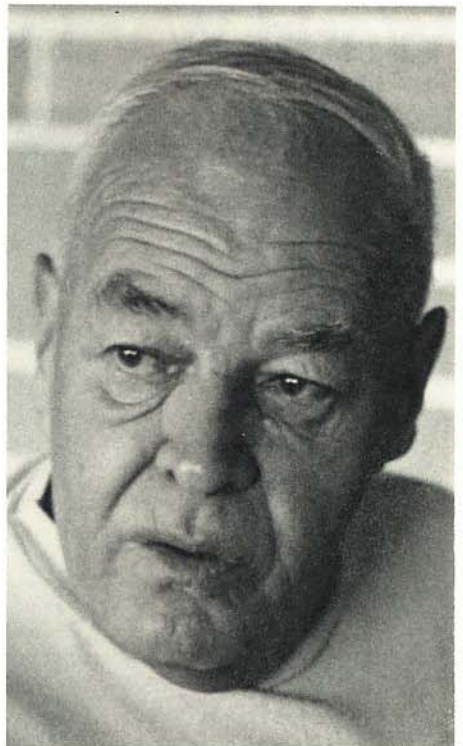
He was also known as a prankster. His favorite is when he was chairman of the entertainment committee of the Washington National Guard Association and he got a friend to pose as a Russian intelligence officer.

"This guy spoke like a Russian, dressed like one and had a quick wit," Bishop chuckled. "This guy had everybody fooled and thoroughly annoyed for an hour and a half. They were ready to kick my fanny out of the Guard for even contacting him."

Bishop is outspoken but had a knack for pulling things together and doing the job well, said a Guardsman who wished to remain anonymous: "He could rub folks the wrong way and wasn't afraid to challenge authority."

"If Bishop thought something was wrong, he'd go right to the top and lay his card on the table. He was an unusually gutsy guy who did his homework well. When he came storming through your door, you'd better have your act together or he'd have you by the throat."

"He'll miss the Guard, and the Guard will miss him," the source concluded, "he'll be hard to forget." ■



Bishop's legend stretches from Alaska to Virginia.

'Impact Award' hits heavy in the field

Story by Sgt. Debra L. Tkaczak

You're hot, tired, thirsty, hungry and upset that very little seems to be going right. It's a typical day in the field, and you'll probably put in a million extra hours without anyone even saying "thanks." Sound familiar?

Now imagine the feeling of seeing your adjutant general walking over, calling you to attention, and out of the clear blue sky pinning a medal on your chest! He then explains what you've done to earn this unexpected recognition.

This might seem too good to be true, but for some soldiers who've gotten on-the-spot awards it's very much a reality.

At the suggestion of CSM Durwood Johnson, enlisted personnel E-6 and below who are noted for hard work, enthusiasm and dedication receive an "Impact Award," which is a Washington Army National Guard Commendation Medal.

There's been one exception to the grade limitation: Johnson himself was presented an Impact Award when he retired this spring.

"The award definitely had an impact on me," said SSgt. Bill Moreland, training NCO for the 783rd Transportation Company.

"When Col. Barlow called me to attention and handed me that medal, I was simply stunned. It took a while to sink in."

Another recipient, SSgt. Tim Streutker, a

tank commander with Company C, 1st Battalion, 803rd Armor, thought he was hearing things when Barlow selected him for an Impact Award.

Streutker accepted the award on behalf of his crew members, who finished M60A3 tank gunnery with the highest recorded score during training this spring at Gowen Field, Idaho.

Only the adjutant general, assistant adjutant general and state command sergeant major are authorized to make an Impact Award. If your performance has been above and beyond the call of duty, and one of them notices, you'll be checked out further with your unit first sergeant or commander.

Criteria include AT and drill attendance, overweight status and attitude. If you meet these standards, you'll get a gold coin stamped with the National Guard emblem right then; a certificate, permanent order and ribbon will follow through channels.

"Most of the Commendation Medals awarded this year have been Impact Awards," said CW02 Murl Anderson, who helps monitor the program. "It's an incentive award," he explained, "and everyone likes to be recognized for doing a super job, especially if the award is made on the spur of the moment."

Seventeen Impact Awards have been presented so far this year, during scheduled visits to training sites. The next one might be pinned on your chest.

If you think no one notices when you put forth that extra effort, you'd better start looking over your shoulder. ■



SSgt. Tim Streutker's Impact Award from Col. Greg Barlow made his day.

Centennial plans are shaping up

Story by Sp4 Richard J. Rabe

Exciting things are about to happen all around Washington State! With our 100-year anniversary coming in 1989, plans are shaping up to celebrate the occasion in big ways. The Militia Act of 1888 formally established the Washington Militia as the Washington Army National Guard, so we have two centennials to commemorate.

Activities proposed include an art show of photos, paintings, watercolors, drawings and handicrafts. Other possibilities are a museum of military artifacts, a Washington National Guard Hall of Fame for 100 of the top Guardsmen & Guardswomen over the past 100 years, a Grand Militia Ball, historical reenactments, a black powder shoot, a year-book of history including photos of current Guard members and a "friendship flotilla" from Tacoma to Victoria, B.C.

For more information or to volunteer your services, contact Col. John Murphy, Building 10, Camp Murray, phone 964-6261 between 0700 hours and 1630 hours Monday through Friday or on drill weekends. Selection of committee people will start in September. Spouses are encouraged to get involved as no contribution is too great or too small. ■

World War I vet decorated



Van Buren Morehouse happily gets a chest full of 'vintage' medals.

Seventy years may have passed, but the honor was still there as Van Buren Morehouse received his long overdue awards at a special ceremony in Spokane recently.

Morehouse, 91-years old, is a veteran of World War I. He was called to active duty with his South Dakota National Guard unit in 1917 and assigned to the 77th Division, U.S. Army.

During his career, Morehouse earned the Purple Heart, WWI Victory Medal, Defense Sector Victory Device and battle clasps for service in France and Germany. But he never received the awards.

It took inquiries from his family and documentation from the Army Records Center to verify his honors.

Maj. Gen. Keith Eggen, Washington adjutant general presented Morehouse his awards at a ceremony in Spokane, commending him on his distinguished military service.

Morehouse's awards ceremony was sponsored by the Spokane V.F.W. Post 51, and attended by his nephew, Air Guard MSgt. George Dupree of the 141st Air Refueling Wing. ■

Reorganization will add 300 slots

Story by SSgt. David Largent

How many Guardsmen can Washington hold? Nobody knows for sure, but we may be getting closer to the answer very soon.

Washington Army National Guard is increasing in personnel and locations. This means a lot of work preparing to implement changes brought about by the reorganization of the Army, which opens over 300 new positions in Washington.

The J series Modified Table of Organization and Equipment (MTOE) is scheduled to be effective October 17, 1986. A lot of time and energy will be put in before the J series is fully functional.

The recruiting and retention section is gearing up to fill the openings.

"Our first mission is to get them federally recognized, which requires each unit to be at 50 percent strength within a year," said Lt. Col. Michael J. Beard, recruiting and retention officer, Washington Army National Guard. "We hope to have some of them close to full strength by this time next year," he added.

While the recruiters are gathering the people, engineering is busy making arrangements so the new units will have a home.

Preparations are being made to rent or

lease facilities to house the four or five new units which will be located in South King County and the lower Yakima Valley, according to Col. Harry L. Mayfield, director of engineering, Washington Army National Guard. They will join the 33 communities that currently have Guard facilities.

"We will spend about five years in the new areas before deciding whether to buy property and build an armory," added Mayfield.

Before deciding where the new units would be located a study was done to determine which areas could support them with manpower, and which were interested in having Guard units.

Community briefings were conducted by community relations personnel to inform local residents and politicians of the economic impacts the Guard units will have.

Local communities aren't the only ones that will see changes. Every unit in the 81st Infantry Brigade will go through some form of reorganization with the adoption of the J series, according to readiness personnel.

While some changes consist of minor identification changes, others include dropping or adding complete companies.

1st and 3rd Battalion, 161st Infantry's Combat Support Companies will be dropped



J-Series Brings New Armories to Five Washington Cities

and their personnel and equipment will be added to Headquarters Company, almost doubling its size. Another line company, Company D, will be added and a 70-man Anti-Armor unit, Company E, will also be added.

303rd Armor Battalion's Combat Support Company will also be dropped, with Headquarters absorbing their assets while another line tank company, Company D, will be added.

While adding one or two companies will cut the overall size of each line company, the concept will reduce control problems by shrinking down to four tank crews rather than five per platoon, or nine soldiers instead of 11 per infantry squad, while removing administrative sections from the fighting units and placing them in higher level units. ■

Top enlisted job changes hands

Story by SFC Doris Nelson

The Washington National Guard's top enlisted slot changes hands in July, as CSM Durwood Johnson retires and CSM Allen G. Hubert takes over as state command sergeant major.

Johnson, whose Guard career spans more than 38 years, served in the Air Force during World War II as a B-17 bomber tail gunner. He flew 35 missions over Germany from home base at Kimbolton, England, and received an honorable discharge on Oct. 17, 1945 as a staff sergeant.

The affable Louisiana native started his Guard career by signing up with Company A, 1st Battalion, 161st Infantry as a rifleman in February, 1949. After a series of promotions, Johnson was named the chief operations sergeant of the 81st Infantry Brigade in 1968.

In Oct. 1977, he was named to the top enlisted position in the 1st Battalion, 161st Infantry, holding that job until Jan. 1, 1981, when he moved up to operations sergeant major for Headquarters & Headquarters Detachment, Washington Army National Guard. Maj. Gen. George E. Coates named him as the state command sergeant major on Oct. 1, 1982.

Johnson and his wife, Beth, will return to Spokane, which has been permanent home base for 35 years despite a few temporary Guard job relocations. They plan to take a four-month motorhome trip this August. After that, Johnson plans to take up serious fishing, swimming and playing with his many grandchildren.

Hubert's new position as state command sergeant major involves ensuring the adjutant general's policies are executed throughout the

NCO ranks, and advising top Guard officers on matters pertaining to enlisted soldiers.

The new state CSM served with the Army during the Korean Conflict, and has held field artillery and armor jobs as a senior NCO. He brings 10 years experience as a command sergeant major to the top Guard enlisted slot.

Hubert, 54, and his wife, Lavonda, relocated from Toppenish to Tacoma in April. ■



CSM Allen G. Hubert takes the reins.



CSM Durwood Johnson ends 38-year career.

Engineers build 'bridges of hope'

Story by SFC Joe Zambone

There's a lot of U.S. reserve forces activity in Central America that many people don't know about, and very little of it is the sort of "war games" the press indignantly speaks of.

In Honduras, for example, which newspapers would have readers believe is a countrywide hotbed of American warmongering, there are instead roadbuilding exercises for National Guard troops, primarily from the Missouri Guard's engineer outfits.

The Honduras engineering effort is called "Exercise General Terrencio Sierra," or GTS for short, named after a Honduran general who died in exile.

About 5,500 Guard soldiers will participate in GTS this year, rotating in and out of Honduras some 600 at a time. They come to blast roads through impenetrable jungles, over lofty lava hillocks and spanning babbling streams which transform to raging rivers when the rainy season starts.

Exercise GTS is located near Tegucigalpa, the Honduran capital city, and is only about 30 to 40 miles away from the Nicaraguan border. The governors of some states have refused to let their Guard troops take part in GTS because they perceive the exercise as being "on the front lines" of sporadic Contra battling.

In truth, soldiers bulldozing a road through jungle plateau country might as well be on the

moon, so far as enemy danger goes. Distance isn't measured the normal way in underdeveloped countries, because roads simply don't exist. Travel in any direction is either uphill or downhill, through thick vegetation and swampy morass, across rain-swollen rivers. It ain't like commuting to work.

Many visiting media people asked "why hold a roadbuilding exercise here, instead of back at Ol' Camp Swampy in the states?" They argue that it's cheaper to keep troops at home, and a lot safer besides.

That's a valid question, with a valid answer.

By deploying Guard soldiers to other countries, several areas of expertise are honed in ways which are impossible if they simply truck 500 miles over the mountain to their regular training camp.

The very act of deploying overseas - likely in time of war - is a different sort of training. Shots are needed, as are panoramic X-rays. Personal equipment must be packed to stay within weight and size limits; you can't take along the kitchen sink which normally accompanies you to Annual Training. And whatever you forget, count on it, will not be available during the stay at some remote campsite in the middle of nowhere.

There are adjustments to flight time, often called "jet lag," which create tensions and

lethargy in troops who might some day have to hit the ground running. Terrain and weather are other factors which require adjustment, and it's real tough to import a Central American plateau to the U.S. just so Guard soldiers can savor a different type of world for two weeks.

Even the roads being punched through the wilderness have something to do with the overall equation. Troops at Camp Swampy typically build bridges and roads for 10 days, then spend three days tearing down what they put up. There's damned little sense of accomplishment to breaking up what you've built.

(Continued on next page)



Rock crushers help pave a new way of life for Honduran natives.



Alabama Army Reserve engineers built a permanent bridge linking Gobeia to civilization on Panama's Atlantic Coast.



Tennessee Guardsmen test newly-erected floating bridge which spans watery trade barrier for Panamanian natives.

But roads in Honduras, Costa Rica and Panama are used by local natives after the American engineers go home.

I visited Gobeia Base on Panama's Atlantic Coast, while spending my "vacation" down there. That's home for a contingent of Alabama Army Reserve engineers, working with a Tennessee floating bridge company in Exercise Costa Abajo.

These reserve forces, rather than learning new ways to wreak havoc on innocent native populations (as the press might say), are building a dirt road linking several remote coastal towns with larger cities and their produce markets.

The road will replace a tiny trail used for years by the local people, only the most venturesome of whom braved the trek over it to market local produce in the port city of Colon.

In other words, detractors of our Central American military presence aside, what we're doing down there has tangible benefits to a lot of people who've been in the Stone Age for centuries.

For these natives a new world has opened up. They can now shop for necessities, instead of depending on infrequent visits by traveling peddlers who charge exorbitantly for goods.



Guard engineer practices earthmoving skills during one of the many construction projects which helped local villagers toward a new way of life.



Fresh, pure water improves the quality of life for these Honduran villagers, courtesy of the Missouri National Guard.

They now have a way to earn money by selling produce and homemade products in a competitive market, instead of accepting the low prices paid by visiting buyers.

Medical units also "occupied" a lot of areas, bringing their skills to native populations which don't know what the word "doctor" means, let alone what one looks like. From severely abscessed teeth to innumerable machete cuts, villagers displayed a grocery list of ailments which would turn the average American's stomach.

U.S. citizens can't equate with what it's like to suffer a toothache every minute of every day for years, or what it's like to watch a child slowly die from an easily-treatable disease like measles. We're insulated from reality in this country, with medical care available to everyone - even those without insurance who insist on pursuing paths towards self-destruction. A street wino here gets three hots and a cot, often without deserving it, yet a kid in some remote Honduran village who's bright and cheerful and works hard may die

because, quite simply, medical care isn't available.

There will probably never be a headcount on how many natives were saved from death or permanent illness, or how many can now use limbs which were diseased or nearly cut off in accidents. And there's probably no way to evaluate the training our reserve medical people received, working on actual humans instead of rubber dummies in some boring Annual Training encampment.

So while the newspapers played up the "danger" our reserve forces face in various banana republics, a lot of Army Guard and Reserve soldiers sweated their way into the hearts of local people who'd still otherwise be in the Ox-Cart Age.

Sure, the mission was aimed at training, the sort of experience which can't be had at the usual summer camp, but there were a lot of fringe benefits thrown in. ■

Pistol marksmanship 'hits the spot'

Story by Sgt. Debra L. Tkaczak

My helmet's off to the gentlemen of the Small Arms Readiness Training Branch of DCSOPS. These men made the recent weapons qualification on the pistol range not only painless but actually a pleasant training exercise. My helmet is off because it is not required on the pistol range.

After five years of qualifying on M16 rifle ranges, I was prepared for the discomfort of field gear, a lengthy safety lecture, the constant delays for misfires, harsh shouting by the instructors and the interminable wait to get on the firing line. What I got was a worthwhile and enjoyable afternoon of weapons training.

The instruction and safety lecture provided by SSgt Glen Greavell was precise and educational. These men and the other instructors were at all times polite, helpful, informative and very experienced with the weapons.

I was only slightly humiliated at having to raise my hand and identify myself as a first-timer with the pistol. After a few minutes of personal instruction by SFC James Pearson, I felt completely secure with the weapon.

SGM Joseph Wulfekule called out firing instructions from his lawn chair behind the firing line and Capt. Bud Searles oversaw the entire operation with patience and good humor.

After the first round of qualification, those wishing more practice were encouraged to stay. While the atmosphere was informal and relaxed, safety practices were always main-

tained and the training was of the highest caliber (pun intended). My thanks to these truly professional soldiers. ■



SSgt. Don Manning demonstrates .45 auto pistol use to STARC shooters. (Photos by Sgt. Don Green)



Instructor gets "down and dirty" during pistol qualification.



Sgt. Tkaczak watches as SFC Jim Pearson scores her target.

ACES offers tuition assistance

Story by 2nd Lt. Douglas Woods

Did you know that it costs over \$21,000. to attend and graduate from The Evergreen State College? Private college costs are often much higher than that. As education costs continue to escalate, so do National Guard requirements for education.

Officers now have mandatory civilian education requirements and enlisted members may soon have them. There is a way to help meet these rising costs through the Army Continuing Education System (ACES).

ACES is now offered to all Army National Guard personnel (enlisted, warrant officers and commissioned officers) to provide quality educational opportunities in support of the 'Total Army' goals, and to offer personal growth through career development.

Designed for the soldier working full-time who wishes to pursue education in the evening as a part-time student, ACES is not intended to compete with or be used simultaneously with the New GI Bill. It provides many educational opportunities not covered by the New GI Bill benefits.

The following tuition and fees are authorized for enrollment in off-duty classes conducted by regionally accredited civilian schools:

- a) 100 percent for all high school courses for personnel without a high school diploma.
- b) College and other courses:
 - (1) 90 percent for all enlisted personnel E5 and above with less than 14 years service;
 - (2) 75 percent for all other personnel not covered in the above.

There is no single factor more important to individual success than education. ACES

helps to provide a comprehensive opportunity for all soldiers to reach their educational goals.

If you have any further questions regarding ACES or your educational benefits, contact your retention NCO or your state education services specialist at: commercial (206) 964-6899; SCAN 431-2899 or Autovon 355-7899. ■

KPUP offers job skills training

The Army National Guard Key Personnel Upgrade Program (KPUP), developed in 1980-81 to give a limited number of Guard members an extra training opportunity, has been expanded to include all eligible members, regardless of MOS, in the U.S. or overseas.

"It's one of those 'everybody wins' programs," explained Lt. Col. Ken Stilley of the National Guard Bureau. Guard units get a boost when the soldier returns and shares his knowledge. He in turn benefits from his extra active duty training; the active Army benefits from the manpower, and active duty soldiers learn more about the Guard.

KPUP volunteers are assigned to active duty units for training and work in their MOS. "Flexibility is the key," continued Stilley. "It's not a vacation. You're busy training in your MOS all the time you're there."

The active Army has a need for people in certain MOS categories and the National Guard fills the need with volunteers who gain valuable on-the-job training.

The program can also help a Guard member or unit that needs specific training on a system, weapon, etc., by working with an active unit that creates KPUP training opportunities tailored to Guard needs.

KPUP training is generally for two weeks, although periods can be as short as a few days or as long as 30 days for special training events. A recent all-states letter identified KPUP in Europe for medical personnel, who may volunteer for certain MOS jobs for 2, 3 or 4 week periods for each request.

Guard members interested in KPUP duty should start their inquiry at the unit level, usually with the training NCO. Overseas assignments are coordinated by the National Guard Bureau.

Currently, KPUP volunteers are being sent to active installations in Europe, Japan, Honduras, Korea and Panama for routine duty; or assignment to exercises such as REFORGER, Team Spirit and Blazing Trails.

During fiscal year 1985, the KPUP budget was \$11 million, with \$15 million planned for fiscal year 1986.

Contact your training NCO for information on how to volunteer or contact Lt. Col. Stilley or SGM Parrish, National Guard Bureau ARO-TO, Autovon 227-5217; commercial (202) 697-5217. ■

Guard speakers bureau formed

A speakers bureau, headed by Col. John Murphy, is being formed to represent the Washington National Guard before the public and military or governmental agencies.

Over 40 members of the Washington Army and Air National Guard have been selected to participate in the speakers bureau program.

This bureau was formed to heed the numerous requests received each year to provide speakers for civic, religious, private, and business groups as well as military and governmental agencies.

Initially the speakers bureau will involve the Army and Air staff of Headquarters, STARC, Washington. However, each major command will then be encouraged to form their own speakers bureau.

To help the speakers, a collection of reference material will be established and maintained in the Public Affairs Office in Building 1, Camp Murray. References will include copies of DoD produced speeches, "how-to books", dictionary of thought, prepared 35 mm slide shows, T.V. tapes and other reference materials.

Persons who wish to become members of the speakers bureau should contact Capt. Rick Daisley or Col. John Murphy.

Sign up now for ROTC program

SEATTLE, WA. -- Applications are currently being accepted for enrollment in the Army ROTC program at the University of Washington in Seattle for Autumn Quarter 1986.

Qualified enlisted reserve component soldiers who are attending college full time are eligible to enter the Army's Simultaneous Membership Program (SMP). The SMP program allows soldiers to retain membership in their USAR or National Guard Unit while also completing the requirements for earning a commission as an officer. ROTC graduates may serve on either active duty or on reserve duty following commissioning.

Financial benefits of the SMP program can be combined with guaranteed Loan repayment, enlisted pay, and the new G.I. Bill.

To qualify, enlisted soldiers must be enrolled full time in a college, be under age 25 (waivers to age 27), have had no convictions, pass a medical exam and pass the Officer Selection Battery Test.

For more information on the SMP Program at the University of Washington call (206) 442-7570 or write: Professor of Military Science, 104 Clark Hall, Mail Stop DU-20, University of Washington, Seattle, WA. 98195-0001.

Yakima Valley welcomes maintenance unit

Story and photos by Maj. Don C. Brunell

California's loss is Washington's gain, and the residents of the Yakima Valley couldn't be happier.

More than 700 of them jammed into the Yakima Firing Center's Mobilization and Training Equipment Site (MATES) shops on a sun-drenched April day to welcome the 951st Heavy Equipment Maintenance Company.

The new Washington Army National Guard unit opens 123 new jobs and is estimated to add more than \$920,000 each year to the Yakima-area economy.

"That's enough money to put a smile on anyone's face," Congressman Sid Morrison (R-5th District) told the crowd of cheering well-wishers.

"Frankly, anytime we can take something from California it's just fine with me. In this case it means jobs for the Yakima Valley." Morrison was among a legion of military and political leaders praising the Guard's acquisition.

The 951st was formed in 1971 and stationed in the San Francisco Bay Area as a unit of the California National Guard. After being moved from Walnut Creek to Benicia, it was de-activated on September 30, 1985.

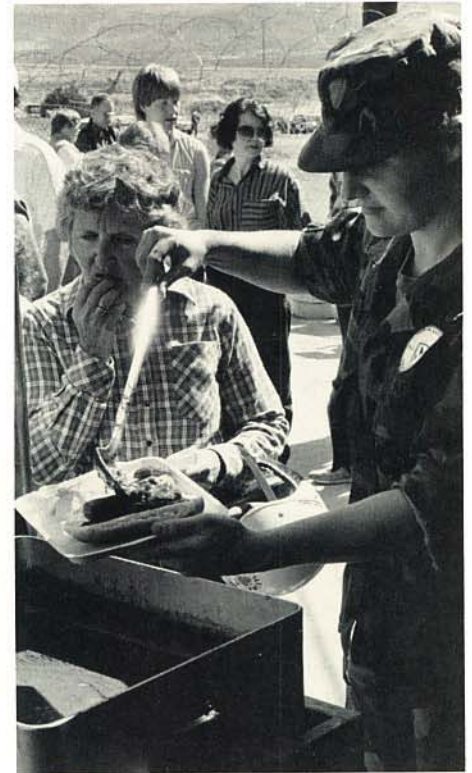
Washington wasted little time and garnered the 951st for the Yakima Firing Center. It was officially activated as a unit of the Washington Army National Guard on October 28, 1985. The unit's colors were delivered to the 951st by Maj. Gen. Keith Eggen, adjutant general, for the April 5 festivities.

The unit's mission is to provide general support maintenance for conventional heavy equipment and components.

The unit started from scratch recruiting new members and is expected to be at full strength by late summer. Much of the unit's equipment is being transferred from California to Yakima.

Following the formal program's conclusion, the visitors were treated to an open house which included hot dogs and refreshments.

"We were surprised by the large turnout and I wasn't sure that our supply of frankfurters would last," 1st Lt. Jim Buchanan, 951st commander, said, "but our cooks stretched the grub. It was just a great way to get started. There is nothing more important to a unit than to have solid community support." ■



Chili dogs fueled the celebration as residents opened their arms to the 951st Maintenance Company.



SFC Herb Horn explains some of the many parts which go together to make a military vehicle.



Yakima Mayor Henry Beauchamps, center, takes a closer look at a Guard tracked recovery vehicle.

741st Ordnance reunion

The first reunion of the 741st Ordnance Maintenance Battalion will be held in the Pierce County Armory, Saturday, July 12, 1986, starting at 1300 hours.

All former members of the battalion are cordially invited with their spouses. The committee is asking all to bring their favorite potluck dish. Liquid refreshments, coffee, pop, etc. will be provided.

Signs will be posted at Camp Murray directing you to the armory. If you know any former member who did not get the word, please pass it on to them.

Admission is \$2.00 for husband and spouse to cover cost of mailing and refreshments.

If you have any questions, call

Val Harkness (Tacoma)
537-6209

Bill Fosbre (Olympia)
943-0936

Hu Mills (Spanaway)
843-1582

More reunions slated

The 46th annual reunion of the 161st Infantry Regiment and the 116th Observation Squadron will be held at Cavanaugh's River Inn, N. 700 Division St., Spokane, WA, Sept. 20, 1986.

For further information, contact J.J. Dubois, secretary, East 59, Sanson Ave., Spokane, WA 99207 or call (509) 487-3005.

Happy Birthday!

The National Guard will commemorate its 350th anniversary on December 13, 1986.

That date marks the 350th anniversary of the 182nd Infantry and the 101st Engineer Battalions, Massachusetts Army National Guard, the first Guard units in the country. Since the National Guard traditionally observes the organization date of the two oldest Guard units as its own birthday, that date was selected as the national anniversary date.

The National Guard Bureau Public Affairs Office has developed a full program to include posters, 350th anniversary logo, short film histories to be aired as public service announcements, encourage the U.S. Postal Service to issue a commemorative stamp and the production of standard speeches, news articles and information papers to be distributed to the states. ■



Sp4 Dan Spilling's hand-painted unit crest dresses up refinished armory floor.

First in unit pride

Story by Capt. Dennis W. Newcomb

Company B, 1st Battalion of the 161st Infantry (M) in Colville is the proud owner of a newly varnished drill floor with the unit crest hand-painted on it.

After finding out their drill floor was in bad need of a re-varnishing job, the unit also found there were no funds available for several years to come.

Unit pride took over when unit members and local high school students supplied the funds for the project.

Sp4 Mike Mulvaney, Cpl. Jeff Denison and Sgt. Dan Greer donated almost three months of their spare hours to strip and revarnish the entire floor.

Between the stripping and varnishing time, Sp4 Dan Stilling spent a week applying his art to the floor in the form of the unit crest.

The unit's motto of "First in War, First in Peace" now has another line to add - first in unit pride. ■

Letters to the editor

Is the Evergreen sexist?

Over the years I have enjoyed reading *The Evergreen* magazine. Unfortunately I was not pleased to see the statement, on page 19, of the April 1986 edition. It was inappropriate to show a picture of Capt. Cheryl Kaplan with a description that included the phrase "a piece of cake." I doubt whether many of the enlisted women soldiers or women officers in this state will find this amusing.

Given the adjutant general's strong statement against sexist behavior in the military department workplace, I find this phrase/statement way out of line and clearly unacceptable.

Just in case you were interested in the background to this situp photograph, Capt. Cheryl Kaplan holds the situp record at the Commander's Cup Madigan Army Medical Center. She received a commendation from Brig. Gen. Powell for this performance that exceeded all male and female participants.

Maj. Allen Kaplan,
D.M.D.
WashARNG

Editor reply to Maj. Kaplan

The *Evergreen* staff apologizes to anyone who considers the phrase "a piece of cake" to be sexist. It was meant to mean "easy" or "with no difficulty." There was no intent to be offensive nor to downgrade the ability of Capt. Cheryl Kaplan.

We welcome opinions of readers as to how they regarded the phrase "a piece of cake."

He's happy but irritated

Dear Maj. Brunell:

As the Battalion Sergeant Major of the First Battalion, I would like to thank you and your staff for recognizing two outstanding soldiers from our battalion in your January 1986 issue. I would be somewhat untruthful if I did not admit that I felt that the pictures of these men deserved a better location and a more detailed write-up than on page 23.

This was especially the case when I received the April issue and found in the same location the pictures and a write-up of the Soldiers of the Year from the Third Battalion. All four individuals are deserving of recognition in your publication. Let me expand on the reason for irritation; that being, that Sgt. Nolte and PFC Michaels were the 1st Battalion Soldiers of the year, however, they also completed and were selected as the 81st Brigade Soldiers of the Year and went on to become the 1985 Washington State Army National Guard Soldiers of the Year. These men represented the State of Washington well at the Sixth Army Regional Soldiers of the Year Competition held this year in Las Vegas in February.

Sincerely,
Donald H. Skaufel
SGM, WashARNG
Battalion Sergeant Major

Testing chocolate-covered hockey pucks?

By SFC Joe Zambone

We've all met at least one fellow Guard soldier who couldn't walk and chew gum at the same time. Simple, everyday items become immensely complicated things in the hands of such people.

In fact, a pencil has too many moving parts for some G.I.s, while others innocently discover new and creative ways to foul up sturdy things like drop-forged wrenches, concrete blocks and - yup, you guessed it -military equipment.

With this fact of human nature in mind, you gotta wonder why military designers keep coming up with new goodies which require troops to have engineering degrees just to observe from a distance.

Can Tommy Tentpeg hack the technological transition from coping with a flat tire on his Jeep, to figuring out how to open a bag of dehydrated pork chops while ricocheting along at 40 mph in an aluminum tank?

In short, anyone who has trouble operating a combat tent peg might be in deep trouble with something as complicated as a nuclear-powered deep-dish pizza-maker and tactical foxhole digger.

Military experts currently subject all new-fangled equipment to extensive tests, which are supposed to reveal failures, glitches and other problems which can crop up in field use. Unfortunately, testers are often hand-picked, resulting in faulty data aimed at making the picture look rosy rather than causing normal failures or revealing weird problems.

If you doubt this, consider the chocolate-covered hockey puck which masquerades as "candy" in your MRE, or the Army's new 9 mm pistol, which has as many moving parts as a duffel bag full of marbles.



Before any more space-age equipment hits the field, a better test program is needed - using normal G.I.s who represent a cross-section of accidents looking for a place to happen. For example:

Field tests show that new 2nd lieutenants are quite adept at breaking things with moving parts. Ten percent of each OCS graduating class could be assigned to a year of test duty, working with such things as maps, compasses, mess kits, flashlights and vehicles with standard shift transmissions.

New food items should be tested before issue to real human soldiers. One good way to see if a new menu item "flies" is to feed it to armor crewmen or grunts in Yakima during Annual Training. But here's the secret: feed 'em only after they've spent the past three

days milling about in the dust, waiting for an event for which the plans have already been changed 38 times.

Everyone knows that sergeant majors don't talk like normal people, preferring instead to use 150 words when two will suffice. Thus written directions for new-fangled gizmos should pass the "SGM Test" - if they can understand the instructions, rewriting is needed. Owing to a shortage of high ranking NCOs, it would be OK to substitute officers in grade O-5 and above.

Really complicated items like electric can openers, laser fire control systems, steel helmets and missile launchers could be tested by Guard soldiers fresh out of Basic Training. If ever a problem was gonna crop up, they'd find it. If fresh troops aren't available, it would be OK to use E-7s, preferably desk-jockey types.

Vehicle testing could be performed by teenagers who've just gotten driver's licenses, or NCOs in their mid-40s who are frustrated hot-rodders from yesteryear. Maximum speed tests require nothing more than transporting troops and vehicles to an open area at YFC, telling them not to go over 5 mph, and leaving them alone for five days with lots of fuel.

Vehicle reliability testing can be done by that 10 percent of Guard soldiers whose cars never start at 4:30 p.m. on a drill weekend Sunday. Drivers of cars with more than 23 dings could perform durability testing. Maintenance tests would naturally be done by shade-tree mechanics whose cars never run more than two days straight.

Properly tested, many of the gizmos under development could (conceivably) help field troops get the job done better and more easily. The challenge lies with valid test procedures. ■

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