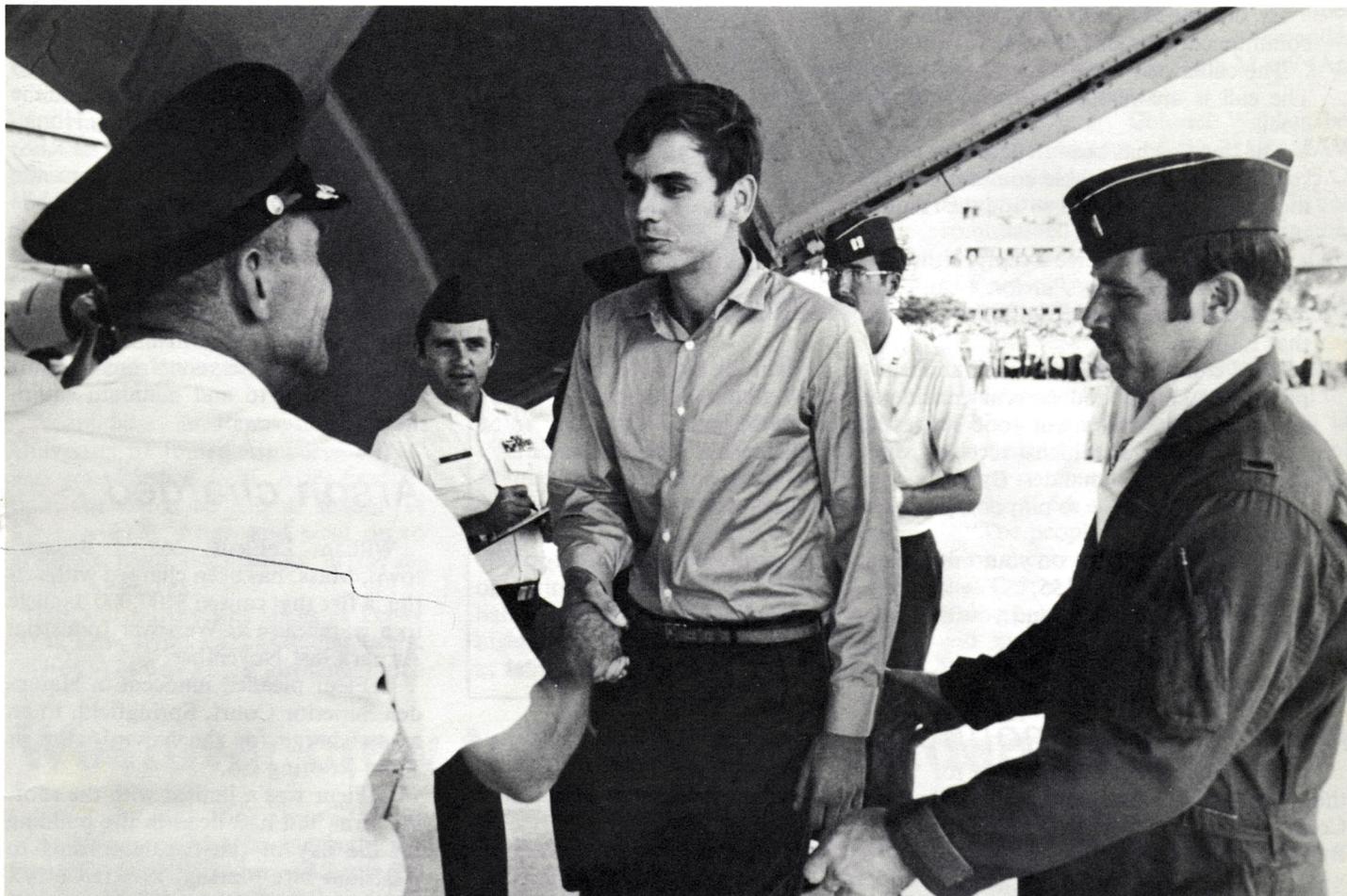


# PATRIOT

439TH MILITARY AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

VOLUME XV, NUMBER 4

APRIL 1988



(USAF photo 1973)

**GOING HOME** — Fifteen years ago this month a very thin Capt. Charles A. Brown Jr. shook hands with American officers at Hanoi's Gia Lam Airport minutes after he was re-

leased from North Vietnam's "Heartbreak Hotel Annex." Now a major in the Air Force Reserve's 439th MAW at Westover, he is the wing quality assurance officer.

## POW homecoming was 15 years ago

By TSgt. Tom Allocco

Fifteen years ago, Westover AFB was bustling with activity as 27 recently released prisoners of war returned from Vietnam for treatment at the Westover hospital.

Maj. Charles A. Brown Jr., today an Air Force Reserve member and chief of quality assurance for the 439th MAW at Westover, remembers vividly his C-141 flight out of Hanoi and his ar-

rival here aboard a sleek gray and white C-9 Nightingale.

The South Hadley pilot's B-52 had been knocked down three months earlier by surface to air missiles on the outskirts of Hanoi during a bombing mission to knock out a radio complex.

He was nearing completion of his fourth, four-month "Operation Arc Light" tour with Westover's 99th Bombardment Wing and his wife was

preparing to leave Westover to meet him in Guam for Christmas.

On Dec. 19, 1972, his B-52 was over Hanoi when one SAM streaked between the elevator and the left wing, and then another exploded under the left wing.

The Stratofortress convulsed and began burning. Major Brown and at least three of the six crew members para-

*Continued on page 8*

**EDITORIAL**

## Give us a call

There's an old saying that "if you're not part of the solution, you're part of the problem."

I've always subscribed to that theory, and to the corollary that it's necessary to know exactly what the problem is before you begin to tackle it.

That's precisely why we have installed the 24-hour commander's hot-line at Westover.

By dialing 557-2155, anyone with a question, problem or criticism can communicate his or her concern with the command staff.

The caller can leave a name and phone number, or remain anonymous. The call is answered by a recording device and is accessible around the clock.

The hot-line has been in place for several months now and, from my perspective, is an invaluable communications tool. A story about some of the inquiries we've received — and the responses given — appears in this edition of the *Patriot*.

Every call will receive a reply, either through personal communication or via publication in the *Patriot*. I can't promise that there will be an immediate resolution to every problem, or that you'll agree with every answer that is given.

But I can guarantee that each and every complaint or inquiry will receive prompt attention and careful consideration. We'll make changes where necessary, and implement good suggestions whenever possible.

The information which I receive from the hot-line will assist me to do a better job as a commander. By voicing your questions, comments and concerns, you'll help me to pinpoint problem areas and make improvements at Westover.

If there's something on your mind, or something that you want to get off your chest, dial 557-2155.

You may feel better, and you'll definitely be part of the solution.

— **Brig. Gen. Frederick D. Walker**  
Wing Commander

## New hours announced for credit union

New hours have been announced for the Western Massachusetts Federal Credit Union, which is located in Building 2400.

New hours follows:

Every Wednesday from 9 a.m. to

11 a.m.

"A" UTA from 9 a.m. to 2 p.m.

"B" UTA from 9 a.m. to 11 a.m.

# PATRIOT

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**Base Commander**

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Patrick T. Wright

## Briefs

### Wing member competes

A wing member is one of two reservists who will compete with their active duty and Air National Guard counterparts for Air Force life support awards.

SSgt. Richard P. Broadwick of the 758th Tactical Airlift Squadron at Greater Pittsburgh IAP, Pa. and SMSgt. James A. Clineman of the 482nd Tactical Fighter Wing, Homestead AFB, Fla. will represent AFRES. Sergeant Broadwick was chosen the command's NCO of the year while Sergeant Clineman was selected senior noncommissioned officer of the year. Both were cited for helping their units receive above average results in higher headquarters inspections.

Life support personnel provide survival training to and maintain equipment for aircrews.

## Arson charged

William LeFleur, 26, of Belcher-town, Mass. has been charged with setting a fire that caused \$400,000 damage to a warehouse at Westover Industrial Airpark last November.

LeFleur pleaded innocent in Hampden Superior Court, Springfield, to an arson charge for the Nov. 15 fire at Titan Roofing Co.

LeFleur was a janitor with the roofing firm and had been in the building on the day of the fire, according to Assistant Fire Marshal Robert Corry.

## F-16 pilot killed

LUKE AFB, Ariz. (AFRNS) — An Air Force Reserve pilot was killed Feb. 20 when his F-16 Fighting Falcon aircraft crashed while on a training mission in Southern Arizona.

Maj. Byrd Charles Willis "Willy" Kempe, 40, was flying over the Barry M. Goldwater Air Force Range when the accident occurred.

He was a Reserve officer with the 944th Tactical Fighter Group at Luke and a civilian pilot with American Airlines.

A board of officers has been convened to investigate the accident.

# Col. Webber goes from Galaxy to Cessna

by Patrick Wright

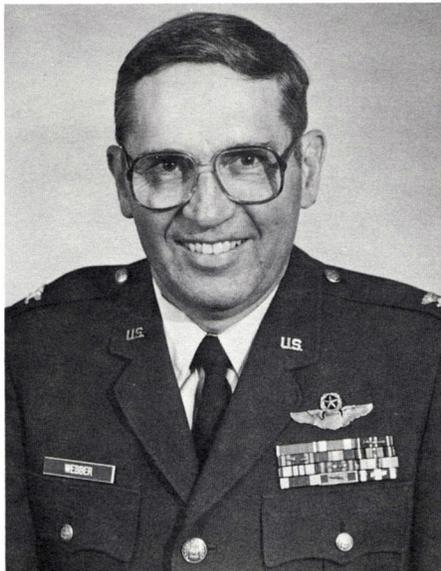
After 33 years in blue and more than 10,000 hours in the sky, Col. David L. Webber will be retiring April 30 and switching from huge "Patriot Wing" C-5A to his own Cessna 177B Cardinal.

His Delaware-based Cessna is comparatively tiny — about 220 feet shorter than a Galaxy — but to Colonel Webber, the 439th MAW deputy commander for operations, the thrill of flying is paramount. "The many missions of the Air Force provided diverse flying experiences for me, much more challenging than the airlines had to offer," said Colonel Webber.

As a boy growing up in Telford, Pa., he watched planes soaring overhead headed to Europe during World War II. He recalls dreaming then of a flying career.

Years later, at Pennsylvania State University he joined Air Force ROTC and graduated in 1955. After graduation, he attended flight school at Marana AFB, Ariz., and went on to graduate from B-25 school at Goodfellow AFB, Tex.

His active duty was spent at Dover AFB, Del., flying C-124 Globemasters. "The C-124 was a crew airplane, much



Col. David L. Webber

like the C-5A, we were able to fly long hours and visit all parts of the world."

In 1961, Colonel Webber joined the Air Force Reserve at Willow Grove ARF, Pa., and flew C-119s while serving in the 912th TAG as an instructor pilot/flight examiner and assistant operations officer. During this time he had a contracting business and taught high school while doing graduate work at Lehigh University.

He became an Air Reserve Technician in September 1968 and joined the initial cadre creating the C-141 Starlifter associate program at Dover. During the Vietnam War, he flew missions into and out of South East Asia from Dover AFB.

He completed C-5A Advanced Transport Pilot School in October 1973 and became deputy commander for operations of the 512th MAW (Associate) at Dover.

A year later, Colonel Webber became commander of the 315th MAW (Associate) at Charleston AFB, S.C. He returned to Dover in May 1976 and commanded the 512th until November 1979 when he became vice commander and senior Air Reserve Technician of the 302nd TAW at Rickenbacker AFB in Ohio.

After the wing was deactivated in 1981, Colonel Webber commanded the 907th TAG at Rickenbacker until he was assigned to Westover in 1985 to be deputy commander for operations during the C-5A conversion.

"The people at Westover are bound to be successful with the challenges of the C-5 mission. The emphasis on training and the talent of the people will make it happen," said Colonel Webber.

## Westover crew transports presidential party

By Maj. Rick Dyer

A Westover C-5A isn't exactly Air Force One, but a 337th MAS aircrew was involved in a presidential airlift of sorts during February.

The reservists were assigned to transport President Reagan's helicopters, communications equipment and a contingent of Secret Service agents and Marine aviators from Andrews AFB, Md., to Brussels, Belgium.

The president attended a meeting of NATO nations there in late February and early March.

"As far as I know, it was the first time an Air Force Reserve aircrew was given the honor of participating in a presidential airlift," said Lt. Col. Gale French, one of the 337th pilots who participated in the mission.

The C-5A departed Westover on Feb. 25 and flew to Andrews. After an

overnight stay there, the crew ferried the presidential party and equipment to Belgium.

The presidential airlift, which is known as "Volant Banner," is considered one of the highest priority Air Force strategic airlift assistance missions.

"The president needs his people and equipment there on time," Colonel French said. "That's why they need a reliable aircrew to perform the mission."

The primary aircraft commander on the mission was Maj. Robert Stewart of the 337th MAS. Other pilots included Maj. Robert Martens, Maj. Paul Torpey, Col. David Webber and Colonel French.

Other aircrew members included:  
Maj. Robert E. Stewart Jr. — a/c  
TSgt. David P. Cambio — Eng.

MSgt. Paul A. Couture — Flt. Eng.  
TSgt. Bruce W. Szepelak — Flt. Eng.  
TSgt. Gary R. Miller — Flt. Eng.  
MSgt. Gerald D. Fifield — Flt. Eng.  
MSgt. John M. Missale — Eval/Loadmaster  
MSgt. Thomas V. Dzwonkus — Eval/Loadmaster

TSgt. James E. Mason Jr. — Eval/Loadmaster  
MSgt. Thomas C. Kelly — Loadmaster  
TSgt. Thomas F. McCoy — Loadmaster  
TSgt. Charles J. Cotnoir — Loadmaster  
SSgt. Gay V. Gray — Loadmaster

After the trip to Belgium, the Westover reservists flew to Germany for a regularly scheduled training mission.

Colonel French said the Westover crew was honored to be part of the presidential airlift and hopes to be called upon for similar missions in the future.

"We're always happy to do our part for the Commander-In-Chief," he said.

# Area college students learning at Westover

## Program offers much needed job experience

by Patrick Wright

Eighteen Holyoke Community College and Springfield Technical Community College students are getting much needed job experience through Westover's cooperative education program.

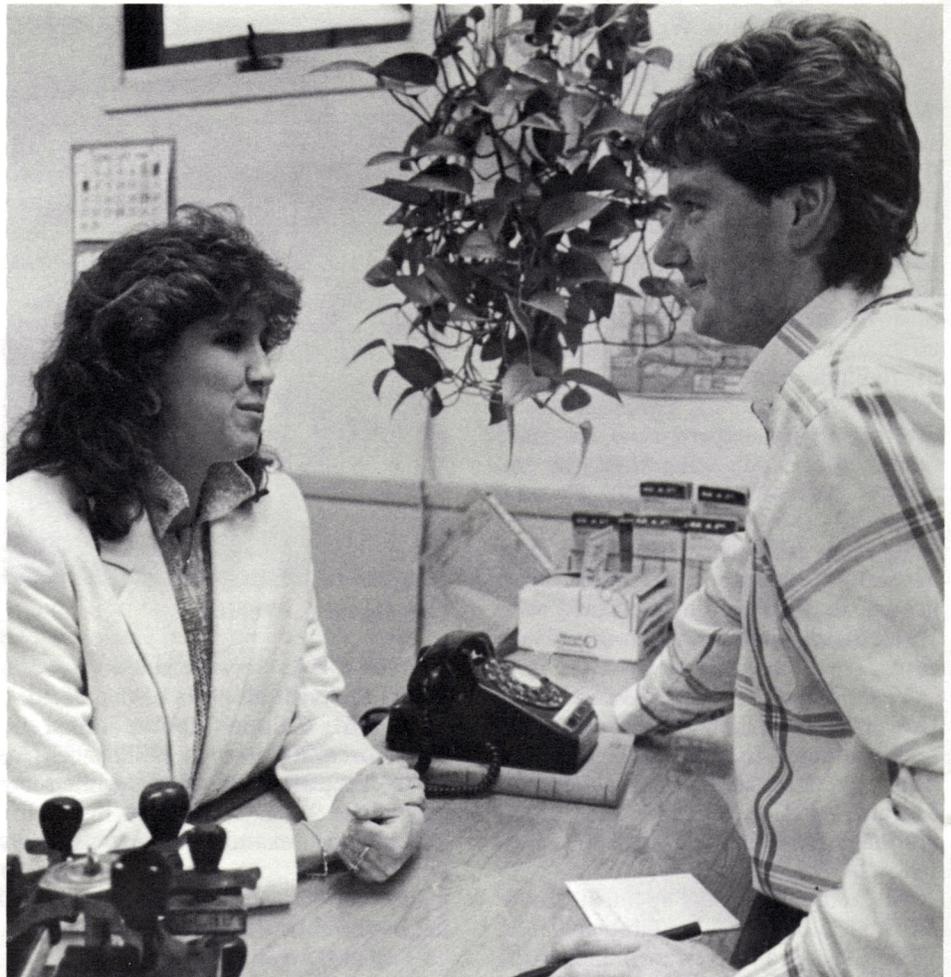
Co-op allows students to gain hands-on experience while taking related college courses. For many of the students, the experience acquired can be a greater asset than a diploma.

"It is our intention to foster a relationship with a number of young, energetic students from the area," said Richard Wright, civilian personnel officer, "so they can observe firsthand the federal government as a viable employer.

"The students' work at Westover has been an overwhelming success," he said. "I have received a tremendous amount of positive feedback about their performance from our individual program managers who oversee the co-op students on base."

Donna Kucinski, of Holyoke, is a business major at HCC. She has been working 20 hours per week as a desk clerk at the Flyer's Inn. Miss Kucinski's experience gained through Westover's co-op program will result in a full-time job in base billeting upon her graduation in June. "I didn't know what I wanted to do in the workplace, until I began working at Westover," said Miss Kucinski. "I've enjoyed working with the people so much that when they asked me to become full-time I was ecstatic."

Jodie Theroux of South Hadley is a general studies student at STCC. Miss Theroux is working in transportation along with another co-op student, Matt Malmborg, a business major at HCC. "These two students have been a great help in this office, we have been very pleased with their performance," said Marilyn Caldwell, traffic management officer. "Miss Theroux has had prior MAC experience, and works very well with people," said Mrs. Caldwell. "Mr. Malmborg is our receiving clerk at TMO, he hopes to work in carrier



(USAF photo by Frank Faulkner)

**STUDENTS AT WORK — Patrick Wright, right, interviews fellow co-op student Jodie Theroux for his article on co-op employment at Westover.**

services in the future, and with the experience he's gaining here, his chances are very high."

Patricia Michalski, of Chicopee, is enrolled in a graphic design certificate program at HCC. She is designing Westover AFB pamphlets among other projects in the public affairs office. "I would like to run my own business someday, and with the experience I'm gaining at Westover, plus my education, it could happen."

Bill Baxter, co-op job developer from HCC, said, "with Westover slated to grow as a manufacturing/distribution base, introducing our co-op students into the workforce there presents a wonderful chance for our students to avail themselves of the long-term employment opportunities that will be opening at the base."

Holyoke Community College stu-

dents taking part in the programs are: Kathy Sevarino of Springfield and Elaine LeHouiller of Chicopee in civilian personnel; John Rzewski of Amherst, Jenifer Drapeau of South Hadley, Beverly Morley of Granby in accounting and finance; James Legacy of Monson in the hospital and Donna Kucinski of Holyoke and Lynn Shagnan of Feeding Hills in billeting.

Also James J. Mahoney of Hanover, Matt Malmborg of West Springfield in transportation; Nora Venne of Easthampton and Robert Pawlikowski of Easthampton in maintenance; Fred Moriarty of Mansfield and David Pare of Chicopee in supply and Patrick Wright of Chicopee and Patricia Michalski of Chicopee in public affairs.

Jodie Theroux of South Hadley, who attends Springfield Technical Community College, is also working in transportation.

# Lockheed representatives tutoring reservists

by Maj. Rick Dyer

Jack Siegel doesn't wear a blue uniform or collect a government paycheck, but in the maintenance shops and along Westover's flight line, he's as familiar a sight as the C-5A Galaxies.

A former Air Force navigator and maintenance officer, Mr. Siegel is a regional representative for the Lockheed Aeronautical Systems Company of Georgia.

Along with three other Lockheed employees, he's been "stationed" at Westover since last June to assist 439th MAW members as they learn to fly and maintain the jumbo cargo transports.

"I'm the manufacturer's representative at Westover," said the 48-year-old Longmeadow resident. "My job makes me part trouble-shooter and part teacher."

Mr. Siegel supervises three Lockheed service representatives — William Murray, John Sills and Douglas Bare — who are also assigned to Westover.

Although the Lockheed technicians have an office in Hangar 7, much of their time is spent in classrooms and on the aircraft itself, familiarizing Westover personnel with the "nuts and bolts" of the C-5A.

"We are under contract to provide training, technical assistance and liaison between the unit and the company," Mr. Siegel said. "We work very closely with the front-line maintenance personnel — the people who actually turn the wrenches."

The Lockheed instructors say they have been impressed by the competence of their Air Force Reserve students. "We've found them to be excellent mechanics," said Mr. Siegel, "and all they need is specific information and knowledge about this aircraft."

The representatives are all graduates of Lockheed's C-5 training school and each has an extensive Air Force background.

Mr. Siegel spent 20 years on active duty as a navigator and maintenance officer, retiring as a major in 1980. Mr. Murray and Mr. Sills are retired Air Force NCOs, and Mr. Bare is a reservist and flight engineer with the 337th Military Airlift Squadron.

The instructors are each responsible for a specific area of expertise. "Doug deals with the mechanical portions of the aircraft, John is responsible for the

## 'Nuts and bolts' of C-5A is their subject

avionics, and Bill handles the airframe," Mr. Siegel explained.

"The Galaxy is a large and complex weapons system and requires a tremendous amount of training," he added.

In addition to their roles as teachers, the Lockheed "reps" also serve as a valuable communications link between the people who build the plane and the people who fly it.

"We meet daily with 439th maintenance and operations people, and forward the information we get from them to the company," Mr. Siegel said. "Our analysts at the factory constantly monitor data from the field to ensure safer, better built aircraft."

Mr. Siegel and his colleagues are constantly on the lookout for maintenance problems or trends. "If there's a leak in a gear box or a crack in a bracket, it may indicate the need for a design change," he said. "One of the benefits of having us here is the speed with which we can get this data to the Lockheed engineers."

The Air Force pays Lockheed for the instruction provided by the three service representatives. Westover officials believe the money is well spent.

"They are super people," said Lt. Col. Hal Lawrence, deputy command-

er for maintenance. "We work with them very closely and find their assistance and knowledge about the Galaxies to be invaluable."

Mr. Siegel says the Lockheed representatives will be at the base for "the foreseeable future."

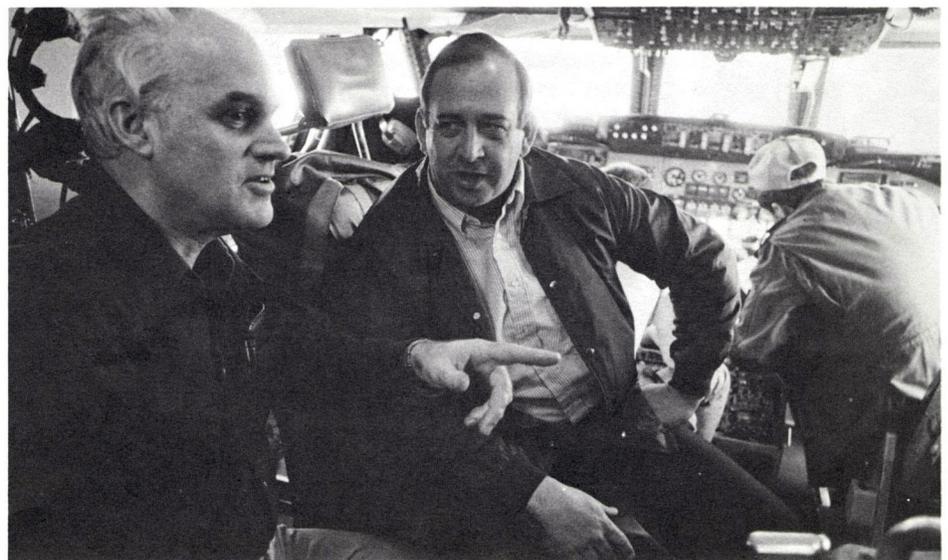
He said, "It's hard to predict exactly how long, especially since there are always major changes being made to the aircraft systems."

As an example, Mr. Siegel pointed to a malfunction analysis detection and recording system, known as MADAR, which is used in newer C-5B models and is slated for installation in Westover's C-5As.

"That alone will require a large amount of training, because the newer system changes the way we troubleshoot for malfunctions aboard the aircraft," Mr. Siegel said.

As the conversion continues, the men from Lockheed will continue to spend the bulk of their time rubbing elbows with 439th MAW mechanics and flight engineers and poring over technical manuals.

"There will be plenty of work to do," Mr. Siegel said. "Like the Galaxy itself, our job — and the wing's job — is a mighty big one."



(USAF photo by Frank Faulkner)

**SHOP TALK** — Jack Siegel, regional representative for Lockheed Aeronautical Systems Company of Georgia, and Douglas Bare, a Lockheed service representative, are part of a four-man team assigned here to teach Westover personnel about the plane.

## Commander's hotline ringing up answers

by TSgt. Sandi Michon

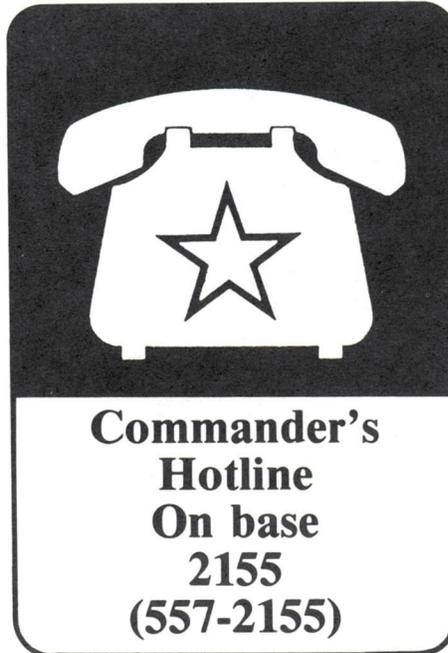
The commander's hotline has been ringing and questions are being answered.

The hotline was introduced in January as an additional tool for the commander to gather questions, observations, suggestions and problem areas from the troops.

The hotline number (557-2155) is answered by machine and a person may choose to remain anonymous. If a name and number are included with the call, the caller will be contacted with a response as soon as it becomes available.

Anonymous questions will be answered in the *Patriot* or directed to a specific work area indicated by the caller.

One question concerned the closing of the base back gate during a time it should have been open. "We looked into the matter, found the caller to be correct and rectified the problem,"



said Capt. Robert White, CBPO chief. Another caller inquired about the

authorization of billeting during additional flying training periods. "This question must be answered through higher headquarters," explained Captain White, "and we are still awaiting an answer."

Still another query expressed concern that contract ambulance services might have trouble locating the firing range should an accident occur there. A reply was sent to the individual which outlined safety regulations, safety record (no accidents) and base agencies involved.

The caller was informed that the police and fire department would be notified and our EMT personnel would attend to any emergencies until base police escort contract ambulance services to the scene.

"No question is a dumb question," said Brig. General Frederick "Mike" Walker. "We welcome all input, positive and negative. Information is key to improvement."



(USAF photo by Sgt. Vin Blanchard)

**HEADED DOWN UNDER** — The Royal Australian Air Force used Westover's Base Hangar in February to load their first Blackhawk helicopter for the long journey home. The UH-60, built by Sikorsky in Stratford, Conn., is the

first of 40 the RAAF will receive. The trip back to Brisbane took 32 hours with stops scheduled at Travis AFB, Calif., Hickham AFB, Hawaii and Fiji.



## Chris Greenia new program director Things are hopping at the base gym

Article and photo by  
TSgt. Sandi Michon

Music is blaring, the place is hopping... and kicking... and dancing... and clapping...

Some of the people look like they've had too much already, but others are obviously diehards.

The setting is not a disco, but the base gym during an aerobic workout session.

According to the American Heart Association, aerobic activity is a key factor in improving the condition of the heart. Westover's recreation staff has taken that information to heart and offers aerobic classes to fit anyone's schedule.

Classes are offered on Monday, Wednesday and Friday from 11:30-12:15 during the lunch hour, or the same days from 5-5:45. Each eight-week course is \$33 and sign-up is at the base gym.

Aerobic instructor Chris Greenia rates the class as intermediate, but encourages beginners to attend and work at their own pace. She allows a free trial class for those wanting to check out the program. "Most people stay with the classes after they see how

much fun they are," said Ms. Greenia.

"The classes have been well-received," said Rick Oliver, assistant director of recreation. "Chris starts with low-impact aerobics and increases the difficulty as the class progresses. She also varies the routines to keep it interesting."

Ms. Greenia is an airman first class and recreation specialist with the 439th ABG. She is in her junior year at Springfield College, majoring in health and fitness, and has run a family recreation center in Agawam, Mass. for four years. She is also a full-time employee at the base gym.

According to Mr. Oliver, she is the new civilian programs director. "In this new capacity, Chris welcomes any new ideas people may have to improve recreational services," said Mr. Oliver.

Aerobic classes are also offered to reservists. SSgt. Cathy Nyman, of the 74th AES, offers aerobic classes on at the base gym at 5:15 p.m. on Saturdays of the "A" UTA.

"There is no charge for the classes," said Sergeant Nyman. She volunteers her time to run the classes because she says it's a good way to have a good

time and promote fitness as well. Sergeant Nyman is a sophomore at the University of New Hampshire studying exercise physiology.

"The aerobics programs are great!" said Lt. Col. Thomas G. Hargis, base commander. "It's one more way to expand our recreational services and be more customer oriented."

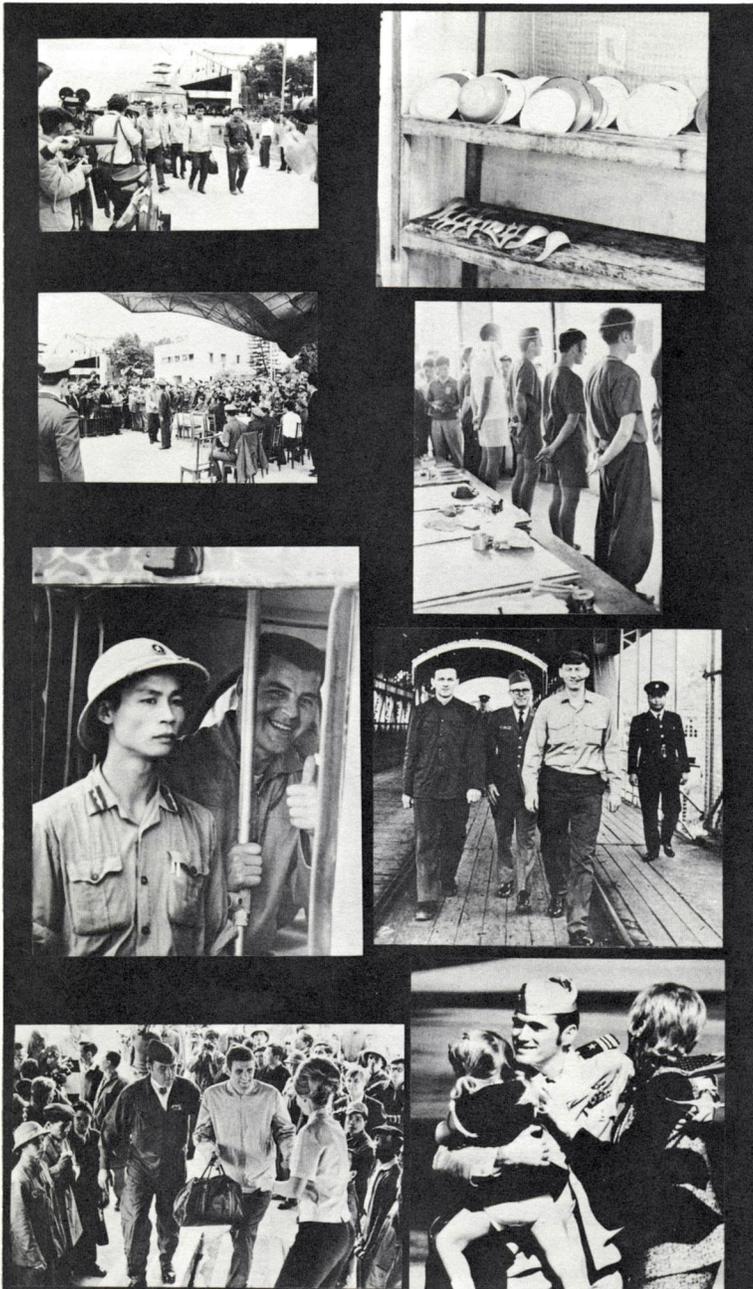
Colonel Hargis also commented on Ms. Greenia as the new recreational programs director. "She's a very talented, energetic individual," he said. "I'm looking forward to working with her to spread her enthusiasm for fitness throughout Westover."

### Base Gym Hours

Monday-Friday 11-8:00  
Saturday (non-UTA) 9-5:00  
"A" UTA Sat. 9-9:00 Sun. 11-3:00  
"B" UTA Sat. 9-6:00 Sun. 11-3:00

### Four Seasons Rental Store

Monday-Friday 11-5:00  
Saturday 9-3:00



Relatives race across Westover's tarmac to greet returning POWs

militiamen with saving his life.

Fed a diet almost exclusively of cabbage soup — “rice was a special Sunday meal,” he said — his 101-day captivity in Hanoi’s “Heartbreak Hotel Annex” stripped him of about 20 pounds and made his 26-year-old body prone to infections from every cut. Major Brown had also suffered burns and an injured knee when he was shot down.

After the peace accord was signed in Paris on Jan. 23, 1973, arrangements were made for an exchange of American and North Vietnamese prisoners of war. Westover was designated as a major medical site for the returnees.

When he boarded a bus in Hanoi on March 28, 1973, for the ride to the airport, he spotted CBS anchor Walter Cronkite outside. Major Brown leaned out the window and asked the newscaster, “How are the Bruins doing?”

The wisecrack was reported on American television and when he arrived here on April Fool’s Day, a Westover Flyers hockey team jacket was presented to him.

Major Brown was one of the lucky POWs and was able to go home with his wife, Martha, instead of staying at the Westover hospital.

“It was a feeling you can’t believe,” he remembered. “Everything was a blur, like looking through rose colored glasses. It took me a month or two to come down.”

Other former POWs were badly injured. “Some were injured in shootdowns and were in physically bad shape — concussions, broken limbs, puncture wounds and burns,” said Major Brown. “There were a lot of shrapnel wounds; sometimes the shrapnel burned all the way to the bone.”

MSgt. Robert Mathieu, today a medical technician with the 74th AES, had been a reservist in the former 21st Medical Service Squadron at Westover and was wardmaster of about two dozen former POWs.

“They were weak, they had no stamina,” said Sergeant Mathieu. “Many were 50 pounds underweight, suffering from wounds and vitamin deficiencies.

“One had no arms or legs, some were under psychiatric observation,” he said. “A few talked about torture. Some opened up and talked; I think it made them feel better to talk about their experience,” said Sergeant Mathieu.

“I remember one conversation, I had asked a patient how he made it through the interrogation. He said he built a house in his mind. That’s how he overcame the terror — he knew every nail and every board,” Sergeant Mathieu said.

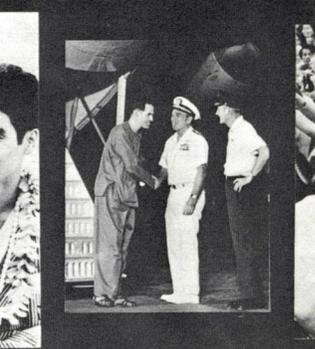
*Continued from Page 1*

chuted into the pre-dawn darkness above North Vietnam. His tail gunner and navigator were listed as missing in action.

Armed with only a .38 caliber pistol, he crawled into a treeline at the edge of a village, and was spotted by a seven-year-old boy. “He pointed at me, and I pointed back at him, raised my finger to my lips and said, ‘Shhhhh,’ but it didn’t do any good.” The boy ran to a nearby SAM site and told the militia.

The other pilot, Capt. Hal Wilson of Palmer, landed near a bridge and went to use the structure as cover from the bombs, but was captured by militiamen also hiding under the bridge. His bombardier’s parachute tangled on a building and the electronic warfare officer landed in a canal. All four were captured quickly.

“A civilian took my revolver and began waving it under my nose,” Major Brown said. “He was quite agitated, and my thought at the time was, ‘Oh, no. Not with my own gun!’” He credits quick intervention by North Vietnamese



CMSgt. Owen "Chip" Connolly, 439th MAW plans and mobility technician, was a patient 15 years ago when the returnees arrived at Westover hospital.

He remembers the hospital staff being very protective. "They tried to give them privacy and a chance to get back to reality," he said.

Chief Connolly and other Westover personnel took one of the former POWs, a senior master sergeant with seven children, to a Boston Celtics game and he was presented with a team jacket.

Maj. Mary Griffin-Bales, now an Air Force Reserve flight nurse with the 74th AES, was a second lieutenant on her first assignment in 1973. She remembers how several wards at the base hospital were rapidly remodeled for the returnees.

"The doctors, nurses and medical technicians couldn't do enough for the former POWs. Everyone gave them extra attention. They were extremely grateful to be home," she said. "Any little thing you did, they were very grateful."

"When you're a prisoner," said Major Brown, "someone controls every aspect of your life — what you eat, where you eat, when you sleep, whether you live or die," he said. "The tension is high. You don't know from one day to another if you are going to be alive."

## Medals are available for former Prisoners of War

The Department of Defense is expected to announce the issuance of a medal for honorable service while a prisoner of war. The purpose of the medal is to recognize the suffering and anguish the POW's endured during incarceration.

The award will be presented to ex-prisoners of war or their next of kin. The medal, which will have precedence over the Good Conduct Medal, was authorized by the 1986 Defense Appropriations Bill.

The award covers the period from April 5, 1917, to the present. Only

POWs in America's armed conflicts — World War I, World War II, Korea and Vietnam — will receive the medal. That excludes, for example, those held prisoner by terrorists.

According to defense officials, there have been about 142,000 POWs since April 1917, mostly from the World War II era. Almost 17,000 American prisoners of war died while in captivity. Defense officials have no good way of finding out how many ex-prisoners of war are still alive; however, the Veterans' Administration estimates around 85,000.

The services are working out verification and presentation procedures but are not ready to start receiving requests for the award yet. "The majority of prisoners of war came from the Army, and they will have the biggest load on issuing the medal," said a defense official.

Plans are to allow persons who think they qualify for the medal to write in with the pertinent information. This will include name, service, service number (or SSN), the time and place of imprisonment, and any documents to support the claim.

## Scaled-down defense budget affects AFRES

WASHINGTON (AFRNS) — A reduction in budget levels for fiscal year 1989 has led the Air Force to trim the current force structure of three Air Force Reserve units beginning in late 1988 and to scale down the size of another.

Air Force officials say these actions are necessary to satisfy budget reduction requirements brought on by a \$33 billion cut in the Department of Defense's planned budget request to Congress.

Among the units affected by the cuts is the 731st Tactical Airlift Squadron, Peterson AFB, Colo., which was assigned to Westover AFB, Mass. until 1982. The 731st was scheduled to receive 16 C-130Bs but will now get only 12.

In addition, the 711th Special Operations Squadron at Eglin Aux. Field 3, Fla. will have one less AC-130 A aircraft and at Portland IAP, Ore. the 304th Aerospace Rescue and Recovery Squadron will lose one HC-130P. Drill and manpower authorizations will also be reduced at these locations.

The previously announced conversion of the 465th Tactical Fighter Squadron at Tinker AFB, Okla. has been amended. In early 1989, the unit will convert from 24 F-4Ds to 18 F-16A/Bs. The programmed target of 24 F-16A/Bs was reduced because of fiscal restraints, Air Force officials said.

In other proposed actions, the 704th TFS at Bergstrom AFB, Texas will convert from 18 F-4D to 18 F-4E aircraft beginning in early 1989.

The most sweeping changes in the Air Force involve two active duty tactical fighter wings.

In compliance with the decision of the government of Spain, the United States will withdraw from that country the 401st TFW within three years of the new agreement.

Secretary of Defense Frank Carlucci said, "As a result, future Air Force capability will certainly be reduced and past gains will, in some cases, be reversed. In addition, cuts of this magnitude will increase risk to our national security. The United States deserves a better Air Force than this budget will provide."



(USAF photo by Sgt. Vincent Blanchard)

**WESTERN MASS. CHIEFS** — Capt. Robert Mooney of Westover's 439th SPS briefs local police chiefs, Stanley Chimielewski of Agawam, Thomas R. McNamara of West Springfield, Louis M. Barry of Granby and Paul Fenton of Springfield. Eighty members of the Western Mass. Police Chiefs Association met at Westover Mar. 9 for an orientation which included a local flight aboard a C-5A.

## 439th SPS members credited with putting out blaze

By SSgt. Robert Grace

A training exercise turned into a real life threatening emergency for members of the 439th Security Police Squadron, Feb. 9.

DoD police, along with Flightline Security personnel, had responded to Wing Headquarters for the exercise which called for a scenario involving a hostage-taking situation in the Wing Command Post.

After the exercise was over and critiqued, those involved began to leave the building, congratulating each other on a successful operation. But as the group reached a rear door the odor of smoke was detected.

A quick investigation revealed that a fire had started inside the wall near a light switch. Shift Supervisor Lt. Richard Fay immediately gave the order to evacuate the building.

When the evacuation was completed, several members of the security force who had firefighting experience began to fight the blaze.

Lieutenant Fay, MSgt. Bernard Taggart, TSgt. Larry Taylor, TSgt. James Eddington and SSgt. Robert Grace

grabbed fire extinguishers and battered at walls and the ceiling with broom handles to get at the flames.

As they struggled in the dark, smoke-filled hallway, ceiling tiles showered them from above. TSgt. Eddington said, "Some of the wiring was glowing cherry-red. I cooled it off with the carbon dioxide extinguisher and Sergeant Taggart pulled the wires from the wall with his bare hands." No one was seriously injured during the incident.

Base Fire Marshal Conrad L. Laflour, in a letter to Base Commander Lt. Col. Thomas G. Hargis, said, "Their firefighting knowledge concerning detection of the fire, fire reporting and proper selection of portable fire extinguishers with the proper application of agent are the only reasons why the fire in Building 1100 on Feb. 9 was extinguished with no loss of life and limited damage to a mission essential facility. Their accomplishments were carried out with remarkable accuracy, efficiency and courage."

Ceremonies are scheduled for retreat on Apr. 9 to recognize those who took part in the incident.

# Reservist's duty starts before training

WASHINGTON (AFRNS) — Employment concerns of Air Force Reservists and civilian employers usually disappear when they understand each other's responsibilities.

Some Westover reservists and employers may be unaware that time off to participate in the Reserve is protected by law and two federal agencies and a nationwide network of trained volunteers are available to help avoid time-off problems before they begin and to help resolve problems that arise.

In 1972, the Department of Defense organized the National Committee for Employer Support of the Guard and Reserve to ease employment problems related to Reserve obligations. Today, that committee is headed by Jack McElwee of Winchester, Mass.

NCESGR seeks to win the support of employers for their employees' participation in the Reserve forces. The committee consists of a nationwide network of more than 3,500 civilian volunteers, including many prominent employers in New England.

Senior Reserve and Guard commanders in each state work with these civilian volunteers. The Massachusetts ESGR Committee, led by Stanley Zucker of Longmeadow, is one of the most active in the nation. At Westover, Dr. Frank Faulkner and Gordon Newell are members of the state committee and Brig. Gen. Frederick D. Walker and Lt. Col. Thomas G. Hargis are active supporters of the committee.

These state volunteers are supported by a staff in Washington, D.C., most of whom are members of one of the seven Reserve and Guard components.

In cooperation with the state committees, the NCESGR headquarters staff develops programs for national public service advertising, operates a toll-free telephone hotline (800-336-4590) for questions and complaints, conducts an awards and recognition program for supportive employers, and coordinates employer visits to military installations and training sites and speakers bureau activities.

On Mar. 24, for example, some 60 Massachusetts employers and committee members flew from Westover for a two-day visit to Dobbins AFB, Ga., to tour Air Force Plant 6, the 76-acre building where C-5s are manufactured by Lockheed-Georgia Aerospace Co.

While employers are learning more about Reserve and Guard activities, NCESGR officials offer the following advice on how Westover reservists can keep their employers happy about duty with the 439th MAW:

- Let employers know as soon as possible when you expect to be absent from work. Tell them and confirm in writing. Notify in the same way if changes occur. If possible, don't schedule additional military training when you're needed the most in your civilian job.

- Tell employers about your military duties as a member of the 439th Military Airlift Wing at Westover. If your Reserve work relates to your civilian job, let them know you're learning skills in the Reserve that can pay off for them. Even if your tasks are unrelated, let them know what you're doing with your spare time and demonstrate your sense of responsibility.



- Understand the law. Basically, if you're a permanent employee of any private or public employer, and if you request time for military training, you must be granted time off for military duty with Westover units.

- Be honest about time off for training. While the law guarantees reservists time off from civilian work for military duties, abusing the law's protections can harm both your civilian and your military careers and other reservists. In addition, the law doesn't protect reservists from discipline or discharge for their own misconduct.

Repeated absences from work for lengthy tours of military duty and additional training scheduled to coincide with an employer's busiest season can be questioned. Even when reservists are technically right, they could be out of work for a long time before employment rights claims can be decided be-

cause of administrative backlogs and crowded court schedules.

- Invite your employer to sign a "Statement of Support." Upon request, NCESGR will send you such a statement, suitable for framing. Signers promise to allow employees time off from work for military duties without penalty. The document is displayed in many corporate offices and more than 350,000 signatures are on file.

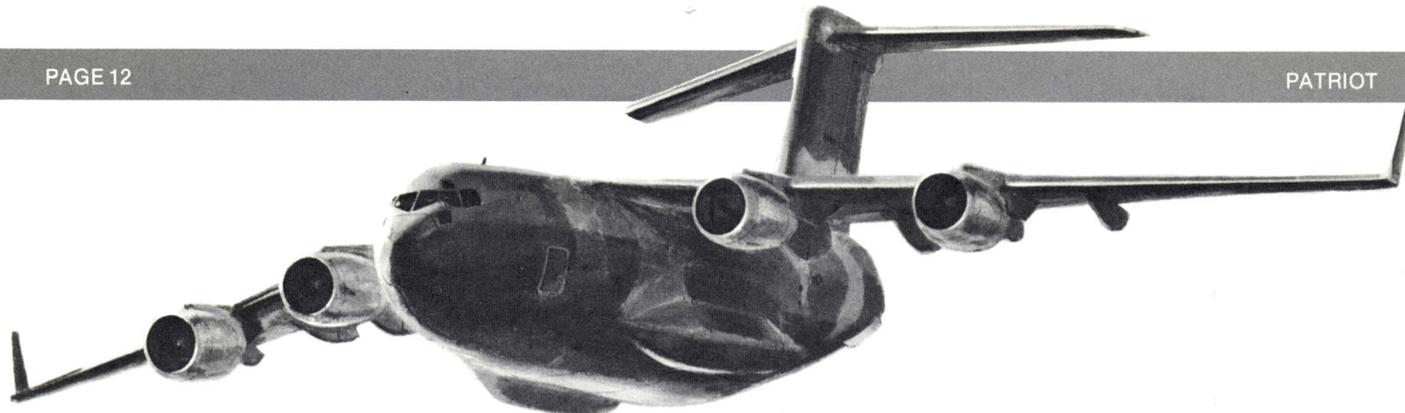
- Reward your employer for supporting your service. One way to thank employers for their help is by nominating them for "My Boss is a Pro" certificates. Nomination forms were published in the November *Patriot* and additional forms are available from the wing public affairs office or by writing to or calling NCESGR.

Another way to say thanks is to invite your boss to an employer support day at Westover. The next "Boss Day" will be held in the autumn and the *Patriot* will provide full details in enough time for wing members to invite their employers.

- Know where to turn for help. NCESGR has employer support committees in every state and even in the District of Columbia, Puerto Rico, the Virgin Islands, the Commonwealth of the Marianas and Guam. Committee people experienced in Reserve employment problems and rights operate the toll-free hotline during normal business hours (Eastern time zone), Monday through Friday. The line is not available for overseas and District of Columbia calls, but the staff will accept collect calls on (202) 653-0827. To reach the committee by AUTOVON, dial 294-0827, or write to NCESGR, 111 20th St. N.W., Suite 414, Washington, D.C. 20036-3407.

"Patriot Wing" reservists requiring in-depth assistance can also turn to the Department of Labor's Veterans' Employment and Training Service. VETS has area agents to help reservists evaluate and exercise their employment rights and responsibilities.

The closest VETS area agent can be located by calling the NCESGR hotline or by calling VETS: (202) 523-8611, or by writing to Veterans' Employment and Training Service, U.S. Department of Labor, 200 Constitution Ave., N.W., Washington, D.C. 20210.



## Charleston AFB selected as first C-17 base

WASHINGTON — The Air Force has decided to base the first operational C-17A wing at Charleston AFB, S.C., one of five sites studied for basing the C-5A's now assigned to Westover AFB.

The first of the 210 C-17s ordered by the Air Force is expected to be based at Charleston in 1992 after 16 months of testing which is scheduled to begin in 1990. When McDonnell Douglas is in full production, 29 aircraft a month are expected to roll out of the factory in California.

The construction cost for C-17 facilities at Charleston was estimated at only \$5.6 million. The base is near Fort Bragg, N.C., home of the famous 82nd Airborne Division, and the Marine Corps base at Camp Lejeune, S.C.

The Air Force proposed the wide-body C-17 in 1980 and the four-engine McDonnell Douglas airlifter was selected in August 1981 to complement existing C-141 and C-5A aircraft in the Military Airlift Command inventory.

An additional 50 C-5B's were ordered to meet strategic airlift requirements during development of the C-17. Twenty C-5B's have been delivered to the Air Force and four

C-5A's are now based at Westover.

Budget and manpower considerations caused by the new C-5's resulted in assigning C-5A's to the Air Reserve Forces and bases such as Westover.

Galaxies were based at Charleston in the early 1970s, but the cost of refurbishing facilities to accommodate 16 C-5A's was estimated at \$23.6 million.

Strategic airlift planners said 29 of the 54 assigned C-141B's would have to be moved to another base to make room for parking 16 C-5A's.

The cost of moving the C-141 Starlifters, plus the predicted difficulty in recruiting due to the existing Air Force Reserve wing — the 315th MAW (Associate) — at Charleston, were factors in assigning the Galaxies to Westover.

The smaller C-17s — with wingspans of 165 feet compared to the C-5A's 222-feet, and a length of 175 feet, some 73 feet shorter than a Galaxy — will be able to land on shorter air strips.

Presently, Westover's C-5A's and other strategic airlifters like the C-141B must fly into major airfields farther from the battle and transfer cargo to tactical aircraft such as the C-130 or ground vehicles for movement to combat areas.

The C-17, with a crew of three, has airdrop capability and can land at "austere" fields much shorter than those required for Galaxies or Starlifters. The C-17's wide and tall body, similar to that of a C-5A, will allow combat delivery of outsized cargo.

The C-17A is designed to have an unrefueled range of 2,400 nautical miles with a payload of 166,965 pounds. The ferry range is 5,000 nautical miles and the aircraft is air refuelable.

Maximum C-17 payload is 172,000 pounds and, like the C-130, the aircraft is capable of using LAPES, or low altitude parachute extraction system.

Using thrust reversers to force engine exhaust gases forward and upward, the C-17 will be capable of landing on 90-foot wide runways of compacted sand and gravel only 3,000 feet long.

In West Germany, for example, Westover's C-5A's can land at 47 airfields, but C-17's could land at 132 airfields. Worldwide, the C-17 will add 6,399 more airfields for America's vital strategic airlift.

## Westover drinking water surpasses federal EPA standards

by Patrick Wright

The Environmental Protection Agency has issued a regulation mandating the public be notified if a possibility of lead content exists in tap water. Fortunately for area families, Westover was one step ahead.

More than a year before the regulation was adopted, Westover AFB, under the specifications of the Department of Environmental Quality Engineering (DEQE), identified the problem, notified the public, and took the necessary corrective actions.

Military families living in Department of Defense housing adjacent to Westover were advised in early March to take special precautions against drinking water found to contain lead that exceeded the federally accepted amount of .05 milligrams per liter.

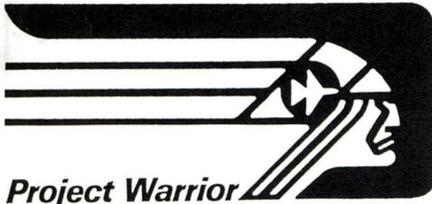
To solve this problem temporarily, the families were instructed to run their faucets five to 10 minutes before drinking in the morning, to reduce the lead accumulated overnight.

"We decided to take the bull by the horns," said Marion Mathieu, occupa-

tional health nurse at Westover. "An engineering study was performed in March, the results were received in June, and by July the existing water treatment facility was refurbished to control the lead content."

Sodium silicate, a food grade additive, was dissolved into the water to coat pipes and prevent corrosion. In turn, the federally accepted level of .05 milligrams of lead per liter of water, dropped to a nearly undetectable 0.015 milligrams per liter.

Westover's occupational health staff will continue to monitor the situation.



## Project Warrior

*(This new monthly column on doctrine and history will explore the important roles of Westover, the 439th MAW and the Air Force Reserve in strategic airlift.)*

By Dr. Frank Faulkner

The dream of having an international airfield in Chicopee to serve Western Massachusetts emerged in 1926, during the "Roaring Twenties" and only 23 years after the Wright Brothers' first flight.

That first flight, incidentally, was a foot shorter than the cargo hold of one of the C-5A Galaxies operating today at the base.

Westover AFB is the nation's largest Air Force Reserve base and more than 2,000 men and women from New England are members of the many units on this 2,300-acre base.

As of April 6, Westover AFB has a 48-year history of serving the needs of the nation. The wide and long runways are among the best on the East Coast.

The concept of turning Chicopee's tobacco fields into an airfield came during a golden post-war era when the nation was prospering and the future of Western Massachusetts was bright.

The vision of a major Greater Springfield airport here was promoted by Anthony J. Stonina, a young Polish immigrant and first-term Chicopee alderman.

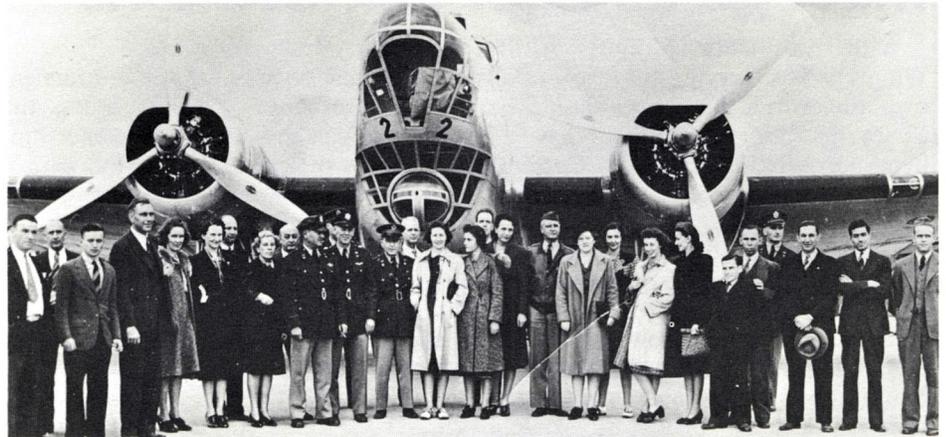
Faded newspaper accounts from the late 1920s indicate Stonina could not convince local officials of the soundness of his idea to turn the flat tobacco plains into an airport. Local politicians said the concept of air travel was too extravagant for a small industrial city like Chicopee.

When the stock market crashed in the autumn of 1929, Stonina was three years into his political career and a mayoral candidate. He won the election and tried to save Chicopee from slipping into bankruptcy.

Five years later, Congressional leaders spied the gathering war clouds in Europe and passed the Army Air Base Bill, better known as the "Wilcox Act of 1934," calling for construction

Why we're here!

# Westover AFB turns 48



**FIRST TO LAND** — This Martin B-10 bomber, the first all-metal monoplane in the Army Air Corps, was the first aircraft to land at Westover Field. This photograph from April 6, 1940, was taken the day the field was dedicated.

of several airfields deemed vital to the security of the nation. One major military airfield was to be in the Northeast.

In late 1938, General Henry "Hap" Arnold became Air Corps chief of staff after his friend, Major General Oscar Westover, died in a plane crash. As one of his first acts, Arnold recommended the War Department appoint a board of officers to select sites for the modern airfields authorized by the Wilcox Act.

By then, Mayor Stonina was in his fourth term in Chicopee's city hall. When he learned of Arnold's recommendation, Stonina fired off a telegram to the Secretary of War suggesting Chicopee as a suitable site for the Northeast Air Base.

In July 1939, a small contingent of officers visited the Pioneer Valley to tour the Springfield Airport, where the GeeBee air racers were born, to examine Bowles Airport in Agawam and to survey the flat Chicopee tobacco plains which extended into Ludlow.

Within only two months, Chicopee was to garner more interest from the War Department. On Sept. 1, 1939, Nazi forces smashed into Poland and the European war was ignited. Stonina was angered by the Nazi invasion of his native land and rushed to Washington, D.C., to meet with Arnold and to push for construction of the Northeast Air Base.

Within only two weeks — on Sept. 15, 1939 — the Secretary of War announced that Chicopee would "become an important link in the chain of

East Coast defense" because the city had been selected as the site for the Northeast Air Base.

A short while later, \$2,070,918 was allocated by the War Department to purchase a 7½ square-mile plot for the Northeast Air Base.

Construction began in early 1940 and various Air Corps units moved into homes and farm building on the tobacco plains. The work was done in earnest as the so-called "phony war" in Europe was becoming more dangerous for America.

While Westover was being built, War Department planners were drawing up a contract for a secret long-range bomber — known as the B-36 — which could fly from Westover and strike Germany.

Local newspapers contained many articles about how B-17s from Westover could fly directly to Russia, or could bomb Greenland to stop a Nazi invasion.

On April 6, 1940 — which was designated "Army Day" — Air Corps officers, state and city dignitaries and thousands of Greater Springfield residents gathered for the official dedication ceremonies.

In keeping with the American military tradition of naming ships, tanks, forts and airfields to honor departed heroes, the Northeast Air Base approved by the Wilcox Act was named in honor of Arnold's pal, Maj. Gen. Oscar Westover, the former Army private who had learned to fly.

## Wing members traveling overseas must go through U.S. Customs

With the 439th Military Airlift Wing's C-5As carrying out missions all over the world, Reservists should be aware that they are required to have all items inspected by the U.S. Customs Service. Also subject to inspection are packages mailed to the United States from overseas areas.

The Customs Service offers two free publications about how to mail packages from abroad, "Know Before You Go" and "U.S. Customs International Mail Imports." For copies, contact the nearest Customs office or send a postcard requesting the publications to U.S. Customs Service, P.O. Box 7407, Washington, D.C. 20044.

The U.S. Postal Service forwards all incoming foreign mail shipments to Customs for examination. Packages mailed to the United States from abroad and delivered after customs inspections are subject to a \$5 user fee and \$2.70 postal handling fee. Recipients must also pay any duty before receiving their shipments.

Unsolicited gifts can be mailed from abroad and received free of duty, but recipients cannot get more than \$50 of

such duty-free gifts a day.

Personal possessions that are foreign-made are subject to duty unless the traveler can show proof of ownership. Customs officials suggest that people planning to take cameras, tape recorders or other serial numbered items overseas should register them at the nearest customs office before departing. They should keep the registration slip as proof of ownership upon their return.

Customs officers are responsible for ensuring that items brought into the United States do not violate domestic manufacturers' copyrights and trademarks. If any of the items bought abroad are pirated copies of merchandise produced domestically, the purchase will be detained by customs.

U.S. residents who have been outside the country more than 48 hours are entitled to a \$400 duty exemption if they have not used it in the past 30 days. The exemption is \$800 if the traveler is returning from a U.S. territory. The exemptions only apply to items accompanying travelers at the time of their return.

## Consolidated Open Mess scheduled for major cosmetic changes

The Consolidated Open Mess may be getting a much needed face lift.

According to Lt. Col. Thomas G. Hargis, base commander, it has been 14 years since any major changes have been made at the club.

"We plan to call in an architect to evaluate our current space design and also an interior decorator to consult on color themes, fabrics and general appearance," said Colonel Hargis.

"The project is in the planning stages right now," said Club Manager Tony Fortunato. He said an estimated \$375,000 will go most to local contracts to begin work around the beginning of 1989.

"We want to brighten up the club from floor to ceiling," said Colonel Hargis. "We want to continue our emphasis on customer satisfactions and do all we can to serve our customers."

The club's current membership of reservists, civil service, military retirees and active duty totals approximately 3,500.

# Westover Once Over

**Five years ago**  
(Taken from *The Patriot*  
April 1983)

Westover reservists had a touch of realism added to their training during the March UTA when toxic chemical fumes wafted onto the base.

A defective storage vat at Catad Chemical Corp. at the Westover Industrial Park allowed two chemicals to mix together releasing dangerous nitric acid fumes. Wing members who were in the midst of a combat capability exercise were ordered inside when wind blew the fumes onto the base. Flight line activities were suspended for an hour. No injuries were reported.

Westover's 905th Weapons System Security Flight, commanded by Maj. Frank McCormack, was se-

lected as the Air Force Reserve's outstanding WSSF. It was the first national honor for the 905th.

**Ten years ago**  
(Taken from *the Patriot*,  
April 1978)

It is said that nothing worthwhile comes easily. And the 731st Tactical Airlift Squadron's Operational Readiness Inspection was no exception. On Mar. 3, just before the unit's ORI was to begin, Westover was hit by an eight-inch snowfall. But it wasn't enough to deter the 731st which went on to pass the inspection.

First-run motion pictures may soon be a weekly event at Westover at the newly renovated base theater.

Plans call for the theater, closed for some time, to reopen in April.

The lobby has been redecorated and a new projector and sound system have been installed.

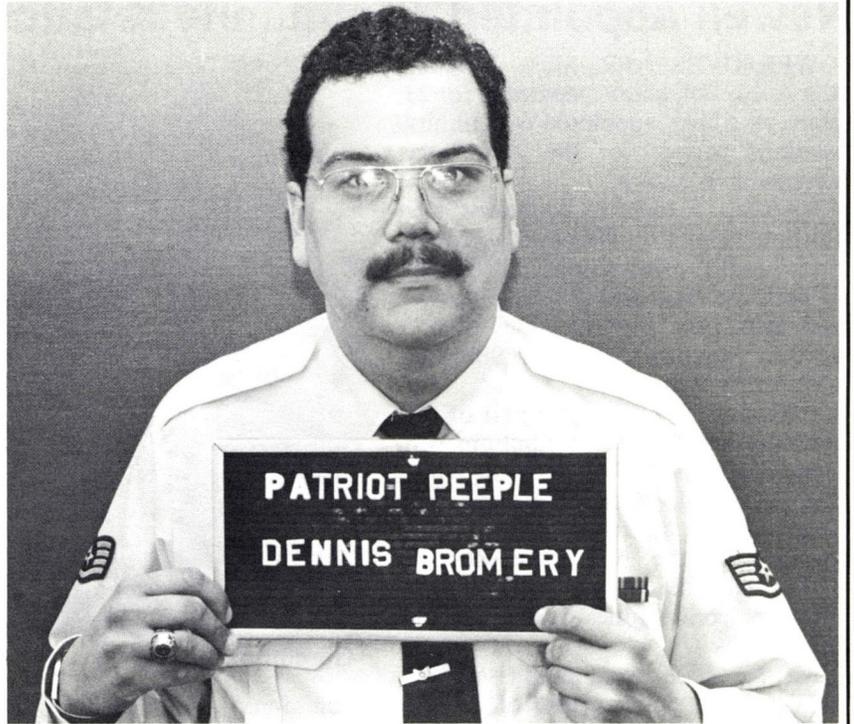
**20 years ago**  
(Taken from  
*The Westover Yankee Flyer*,  
April 1968)

Massachusetts Senator Edward W. Brooke, Jr. headed a long list of dignitaries heading a parade which officially opened festivities for Westover Appreciation Days.

Sponsored by the Chicopee Chamber of Commerce in cooperation with the Chambers of Commerce from Holyoke, Westfield and Northampton the day was established to welcome home the 99th Bomb Wing after a six month tour in the Western Pacific participating in SAC's Vietnam bombing operation.

## "Patriot People"

**Name:** Dennis Bromery  
**Rank:** SSgt.  
**Age:** 33  
**Address:** Amherst, MA  
**Unit:** 439th SPS  
**Position:** Pass and ID  
**Civilian Occupation:** Administrative assistant  
**Favorite Food:** Italian cuisine  
**Time at Westover:** Five years  
**Favorite Sport:** Football  
**Favorite Hobby:** Model building  
**Ideal Vacation:** Puerto Rico  
**Best Way to Relax:** Dining out  
**Preferred Entertainment:** Music  
**Favorite Celebrity:** Ronald Reagan  
**Favorite Music:** Danny Rivera  
**Favorite Book:** The One Minute Manager  
**Favorite Color:** Blue  
**Favorite Car:** Mercedes Benz  
**Pet Peeve:** Inconsiderate people  
**Best Thing About Westover:** People  
**Worst Thing About Westover:** Promotions



SSgt. Dennis Bromery

## Air Force Aid Society offers limited student loans

ARLINGTON, Va. (AFRNS) — When retired Air Force Reservists, reservists on extended active duty, their dependents or survivors of retirees need financial aid for education, they might consider turning to the Air Force Aid Society.

AFAS offers three types of guaranteed student loans for reservists.

The General Henry A. Arnold student loan is available to dependent children.

Another type of loan program, for parents, helps pay for the education of undergraduate dependent children. To

qualify for either type of loan, children must be dependents of a reservist on extended active duty or who was on extended active duty at time of death, or dependents of a retired member or deceased retiree.

Another type of loan, the General George S. Brown senior student loan, is for the reservist, retiree or spouse, or a widow or widower of a retired member.

Reservists must be on extended active duty during the term of the loan period in order to qualify or for their dependents to qualify for loans. Re-

tirees and their dependents qualify loans when the reservists retire, not when retirees start drawing other benefits at age 60.

Members and spouses must attend school at least on a half-time study basis; children must be full-time students.

For more information, write to Air Force Aid Society, National Headquarters, 1735 North Lynn St., Suite 202, Arlington, Va. 22209, or call AFAS at AUTOVON 222-9313 or (202) 692-9313.

## earning a **PAT** on the back

### Enlistments

SSgt. Robert M. Borfritz  
 SSgt. Michael L. Wentworth  
 Sgt. Russell A. Mallette  
 Sgt. David W. Vanasse  
 SrA. Robert L. Griffin  
 A1C Katie A. Hoagland  
 AB Stephanie D. Duquette

### Reenlistments

SMSgt. James E. Devitt  
 MSgt. Michael L. Herens  
 MSgt. Maurice S. Jiggetts  
 MSgt. John M. Missale  
 MSgt. Janis a. Sledge

TSgt. Patricia A. Byrnes  
 TSgt. Hugh G. Cullen  
 TSgt. Richard S. Fannier  
 TSgt. William X. Forger  
 TSgt. Bruce E. Goetsch  
 TSgt. Harry T. Herbert  
 TSgt. Eugene F. Landry, Mr.  
 TSgt. Patricia A. Petersen  
 TSgt. Frank S. Rys  
 TSgt. Larry J. Taylor  
 TSgt. Kathleen M. Yost  
 SSgt. Allen R. Bardos  
 SSgt. Margarida M. Carbonell  
 SSgt. William J. Czarnecki  
 SSgt. George E. Dykeman

SSgt. James M. Flushner  
 SSgt. Steven J. Hoffman  
 SSgt. Francis W. Hogan  
 SSgt. Scott D. Malone  
 SSgt. Glenn L. Myhaver  
 SSgt. Carl O. Oberg  
 SSgt. Russell S. Shaw, Jr.  
 SSgt. David A. Valliere  
 SSgt. William P. Wood  
 Sgt. James E. Fainer  
 Sgt. Timothy E. Partain  
 Sgt. Robin M. Riley  
 Sgt. Paul C. Wilson

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 who should become a  
 member of the 439th?

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## Newell appointed community relations officer at Westover

WESTOVER AFB, Mass. — Gordon A. Newell, a newspaperman for 23 years, has been appointed community relations officer for the Air Force Reserve at Westover.

"Adding a talented journalist like Gordon Newell to Westover's professional public affairs staff will benefit to both the base and our neighbors," said Brig. Gen. Frederick D. "Mike" Walker, commander of the 439th Military Airlift Wing.

"Westover is an integral part of the community and our contributions will increase as more C-5A's arrive at Westover," he said. "Gordon Newell's experience as a journalist and veteran member of the Air Force Reserve makes him a key liaison with the surrounding communities during our expansion."

Mr. Newell is also a master sergeant in Westover's public affairs office and editor of the award-winning base newspaper, the *Patriot*. He serves one weekend a month plus 15 days a year as an Air Force Reserve member.

For the past 21 years, Mr. Newell has been employed by the Fitchburg-Leominster "Sentinel and Enterprise," where he served as managing editor. The Athol native began his journalism career as a general assignment reporter with the "Athol Daily News" and later as a copy editor with the Worcester "Telegram."

"Westover has long proven itself to be a tremendous resource, both to the military and to the civilian



**Gordon A. Newell**

community," said Mr. Newell. "Westover has been host to military exercises, training conferences, national and international competitions, open houses, scout activities, local fire and police training and scores of base tours."

The base has mutual aid agreements with local fire and police departments, a joint-use runway agreement, and has frequently provided assistance during community disasters.

"Public interest in Westover has increased dramatically in the past three years since the C-5A announcement," said Dr. Frank Faulkner, base public affairs officer. "Bringing a top-notch

professional like Gordon Newell on board will allow us to better demonstrate the interdependence our citizen-soldiers have with this region."

"It's well-known that Westover has an extremely positive financial impact on this area," Mr. Newell said. "The federal payroll for civilians and reservists last year, before the first C-5A arriver, was nearly \$36 million.

"The C-5A expansion is expected to increase the payroll by another \$14 million," he said. Last year, Westover pumped more than \$1 million a week into the local economy.

"We're planning a 1990 extravaganza — an international air show — as Westover turns 50 and Chicopee celebrates 100 years as a city," said Mr. Newell. "We also expect a museum at Westover to be in full operation to mark the 50th anniversary of this famous base."

Although construction projects at Westover have curtailed air shows for the next two years, Mr. Newell said the base will be providing about 45 organized tours during the summer months.

Mr. Newell is a member of the Athol-Royalston Regional School Committee and is also a member of the board of assessors.

He resides in Athol with his wife, the former Pearl Blanchard.

"Westover may not be an active duty base, but it sure is an active base," said Mr. Newell. "My job is definitely cut out for me, but I'm excited about the challenge."

# PATRIOT

Coming in May — Westover airlift key for Thule AB



Published monthly for Patriots like TSgt. Nancy McKemie of Windsor Locks, Conn. and 2,040 members of the 439th MAW at Westover AFB.

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WESTOVER AIR FORCE BASE, MA 01022

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