

PATRIOT

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

VOLUME XV, NUMBER 6

JUNE 1988

Westover is back-up shuttle landing site

By Maj. Rick Dyer

When the space shuttle Discovery blasts off from the Kennedy Space Center in Florida in August, its computer memory bank will contain the precise locations and dimensions of Westover's runway.

The base has been designated as an emergency landing site (ELS) for the shuttle orbiter, and is one of approximately 30 military installations located throughout the world where the spacecraft could touch down in the event of a problem.

Air Force officials say, however, that it is unlikely that the shuttle would be making an unexpected pit stop at Westover.

"The shuttle's three primary landing sites are at Edwards AFB, Calif., White Sands Space Harbor, New Mexico, and the Kennedy Space Center," said SMSgt. Michael Beeman, superintendent of public affairs at Patrick AFB, Fla.

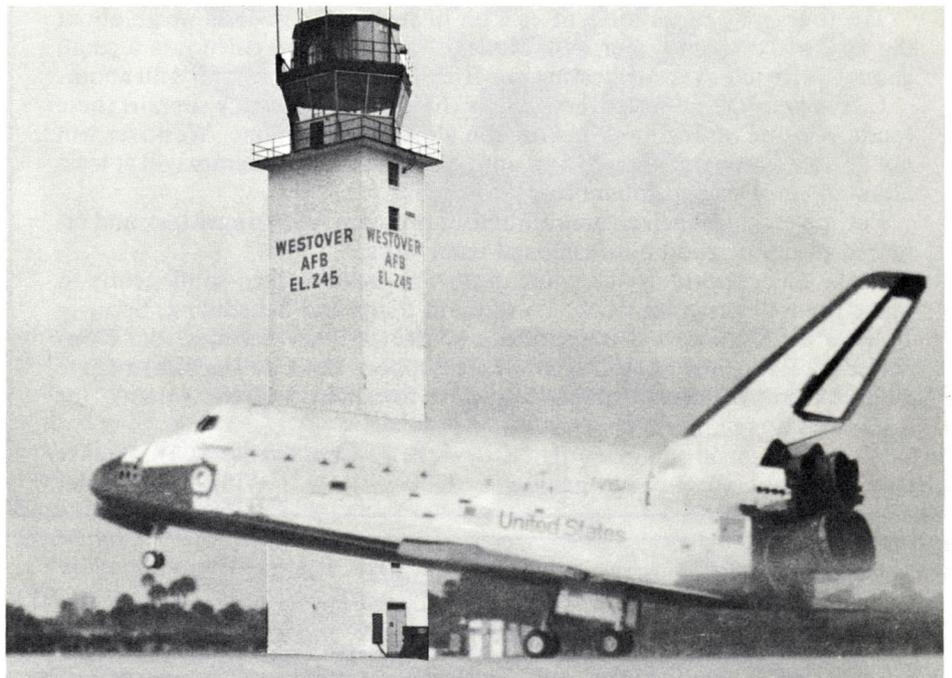
According to Sergeant Beeman, the miles of desert flatlands located at Edwards and White Sands make those facilities especially ideal locations for a shuttle landing.

In an emergency, the orbiter could touch down on any runway with more than 10,000 feet. Westover was selected as an ELS because its main runway is 11,600 feet long, and 300 feet wide.

A unit at Patrick, known as the DoD Manager's Space Transportation System Contingency Support Office (DDMS), is responsible for planning and coordinating DoD responses to space shuttle emergencies.

One of its functions is to ensure that Westover, and all of the other DoD alternate and emergency landing sites, would be prepared to accommodate a space shuttle recovery.

"If the spacecraft was required to



deorbit unexpectedly due to an emergency, it would be directed to one of the designated landing sites," Sergeant Beeman said. "Exactly where it would land depends on several factors, including the nature of the emergency and where it reentered the earth's atmosphere."

The space shuttle's computer contains data about the size and location of all the potential landing sites. Additional information could be transmitted to the orbiter via satellite from NASA computers at the Johnson Space Center in Houston.

DDMS Personnel at Patrick have prepared contingency plans which would be followed at an emergency landing site to which the shuttle was diverted.

Those plans are currently being reviewed at Westover in anticipation of the Discovery launch this summer.

"We obviously hope that we'll never

be called upon to assist with a shuttle recovery, but we'll be prepared to do what we've been trained to do," said John Wilson, chief of disaster preparedness.

Mr. Wilson said that the base's disaster control group would be mobilized upon notification of a possible space shuttle landing. He indicated that the Westover fire department would have the primary responsibility for removing the shuttle's crew from the orbiter.

"Our rescue vehicle carries the specific tools which would be needed to open the space shuttle's hatches," said Chief Haskell Jenkins of the base fire department. According to the chief, those tools include a 10-inch ratchet with a 1/2-inch drive, a 3/8-inch phillips head screwdriver, a 24-foot extension ladder, a power saw and a disarming tool.

Continued on page 13

EDITORIAL**Tour program is working**

Since the "Patriot Wing" began inviting our neighbors to visit Westover and tour our newly acquired C-5As in March, hundreds of members of area civic organizations, aviation buffs, interested taxpayers and yes Cub Scouts, Brownies and Boy Scouts have climbed through the giant Galaxies.

Most, we felt, went home with a better understanding of the magnitude of the mission that has been assigned to the men and women of the 439th MAW.

With warm weather upon us thousands more have already signed up to take a look and the free world's largest aircraft and that's good. We encourage all of our neighbors to get to know just what Westover's C-5A mission is all about.

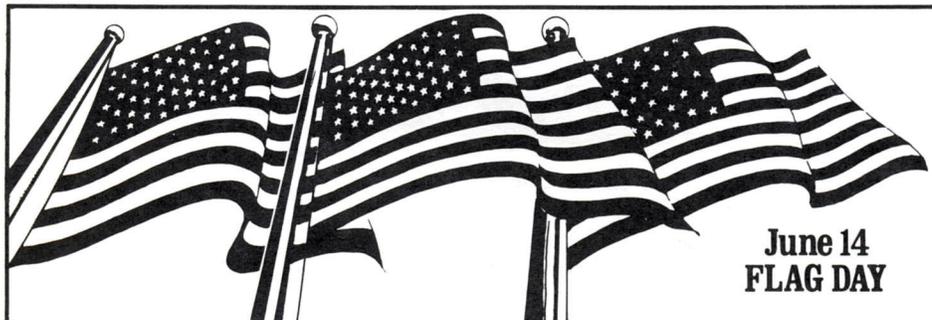
The tours may cause some of us a bit of temporary grief as we go about the task of completing our daily duties. But the inconvenience is a small enough price to pay for educating our friends, and that's what it's all about.

I want everyone at Westover to know that I wholeheartedly support these tours. Because of ongoing construction along our flight line, Westover will not be able to conduct an air show until 1990. Our tour program will at least allow some of our neighbors to pay us a visit.

Putting together such an ambitious tour program was no easy task and required plenty of good old-fashioned team work.

I take this opportunity to salute those who have worked so diligently to make the tour program work. To those in Plans and Scheduling, Security Police, the 337th MAS, transportation, Recreational Services, the Open Mess, the Parachute Shop, Aircrew Life Support, the Fire Department, the Public Affairs office and others I may have forgotten, I offer my thanks for a job well done.

— Brig. Gen. Frederick D. Walker
Wing Commander

**PATRIOT**

"This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the **PATRIOT** are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force.

"The editorial content is edited, prepared, and provided by the Public Affairs Office of the 439th Military Airlift Wing, Westover Air Force Base."

439th MAW Commander

Brig. Gen. Frederick D. Walker

Base Commander

Lt. Col. Thomas G. Hargis

Base Public Affairs Officer

Dr. Frank Faulkner

Wing Public Affairs Officer

Maj. Rick Dyer

Public Affairs Assistant

Ms. Monica M. Lindberg

Editor NCOIC

MSgt. Gordon A. Newell

Assistant Editor

TSgt. Sandra M. Michon

Staff

TSgt. Tom Allocco

Sgt. Vincent Blanchard

Sgt. Alan Duffy

AB Christine Mora

Co-op Students

Patricia Michalski

Patrick Wright

Briefs**Civilian Personnel is best in Reserve**

The Westover Civilian Personnel Office and Richard Wright, who heads the office, were named best in the Air Force Reserve in April. The office also earned first runner-up honors when it was rated among 119 civilian personnel offices Air Force wide.

The base personnel office serves 920 civilian employees at Westover and 500 of the 914th TAG at Niagara Falls IAP. Responsibilities have expanded as the civilian payroll has increased by about 240 since last October.

The office was judged best in such categories as service to customers, innovation and records keeping.

Mr. Wright has been the base civilian personnel office for about 18 months. He was recognized for special achievement in recruitment, human resource management and other areas.

As best in AFRES, he received citations from Brig. Gen. Frederick D. "Mike" Walker, wing commander, and Lt. Col. Thomas Hargis, base commander.

HCC salutes Westover

Holyoke Community College has honored Westover Air Force Base as Cooperative Education Employers of the year during an appreciation breakfast held at the college May 3.

Seventeen HCC students are currently receiving job experience at Westover through the program.

Dick Wright, the base's civilian personnel director, accepted the award.

C-5 souvenirs

Reservists who wish to purchase C-5 souvenirs and mementos may do so through the base Public Affairs office in Building 1850.

The Georgia Lockheed Employees' Recreation Club maintains a store near the plant where C-5s are made in Marietta, Ga. and a catalog and order blanks are available through PA.

Items are also available for other military aircraft that are manufactured by Lockheed.

Westover, Chicopee planning birthday bashes

by TSgt. Tom Allocco

Westover AFB and the City of Chicopee will celebrate birthdays in 1990 with a string of events culminating in an international air show expected to attract more than one million spectators to the base.

Brig. Gen. Frederick D. "Mike" Walker, wing commander, and Chicopee Mayor Joseph J. Chessey Jr. made the official announcement in May of plans to celebrate Westover's 50th birthday and Chicopee's 100th anniversary as a city.

Tentative plans to celebrate the birthdays call for festivities spanning more than a year, including military balls, parades, air races, and hot air balloon show.

The celebrations are being organized by a Centennial Committee made up of Chicopee and Westover members. They have adopted an official logo which prominently features Westover and a C-5A Galaxy.

The international air show is scheduled for Friday through Sunday, July 20-22, 1990.

"Planning is still tentative, but organizers expect the air show to be the biggest such event ever in Western Massachusetts, and perhaps all New England," said Centennial Committee vice president Robert Motley, Westover airfield manager.

Committee members will invite the Canadian Snowbirds precision flying team; the Confederate Air Force, which features historical aircraft; Italian Air Force and other foreign aerial demonstration teams. The Snowbirds, flying the CF-18, are Canada's version of the "Thunderbirds."

Westover's birthday party will be held on Friday, April 6, 1990, the 50th anniversary of the opening of the base. A parade, fly-by and giant birthday cake are among the proposals to mark the golden anniversary.

A fireworks display at Westover will highlight Chicopee's 100th birthday Sunday, April 29, 1990. The Centennial Committee is considering sponsorship of a road race to be held the day before the fireworks.

A Chicopee Centennial Parade will be held on May 6, 1990.

The Centennial Committee hopes to raise funds for the birthday celebrations through individual and corporate



sponsorship and the sale of souvenirs at Chicopee area community events.

The series of festivities will kick off with booths at the Chicopee Kielbasa Festival at Fairfield Mall, Sept. 7-9, 1989, and the ~~Big E (Eastern States Exposition) in West Springfield, Sept. 13-24, 1989.~~ *Aut*

The committee will mark Sept. 15, 1989 as the 50th anniversary of the selection in 1939 of tobacco farming land as the site for Westover.

Military balls are tentatively planned for Sept. 16, 1989, and June 23, 1990, although the locations have not been determined.

During the 1989 holiday season, Halloween and Christmas parties for youngsters are being considered, as well as a turkey shoot and concerts. A winter carnival, with ice sculptures and winter sports is also on the agenda for January, 1990.

The Centennial Committee will sponsor activities at the Chicopee Mayor's Inaugural Ball, Jan. 6, 1990 and will host the invitation-only Inaugural Costume Ball the following Feb. 17.

Other tentative plans for 1990 include a float and marchers in the Holyoke St. Patrick's Day Parade in March, high school "Olympic" competition in May and a three-day golf tournament in August.

Birthday events will be part of the Taste of Chicopee outdoor food festi-

val on June 8 and 9, 1990 and the Centennial Committee will sponsor an outdoor breakfast in Chicopee Center on ~~June 10, 1990.~~

Air races are being planned for the civilian side of the Westover airfield for July 3-8, 1990 and the national Academy of Model Aeronautics will be invited to conduct competitive events in July.

The golden anniversary and centennial festivities are scheduled to conclude with a Hot Air Balloon Classic to feature the launching of at least 100 hot air balloons at Westover, Sept. 1-3, 1990. A fireworks display is planned for Sept. 2.

All planning remains tentative and depends on community support, Mr. Motley said.

"We don't know how big the festivities will become before they are completed. The Centennial Committee has the support of most businesses in Chicopee and the cooperation is excellent between Westover and the city," he said.

"We're looking for ideas from everyone in the community. We'd particularly like to hear from school organizations, high school and military bands and business and community groups," Mr. Motley said.

He invited those who would like to participate to call him at extension 2187.



(USAF photo by Sgt. Vin Blanchard)

AT THE GATE — Navy reserve Petty Officer Michael Charette looks on as SSgt. McClair Malhoitt provides a

visitor's pass to a motorist driving onto Westover.

Navy reservists train at security gates

by Sgt. Alan Duffy

Sailors in white hats and traditional bell bottoms on Westover's gates may cause drivers to do a double take, but the Navy has been an on-going part of Westover's security scene.

For two years Westover's 439th Security Police Squadron has been assisting the Navy in teaching their reservists who are cross training into the Naval master at arms rating, the equivalent to the Air Force's Security Police specialty.

Petty Officer 2nd class Michael Charette was formerly rated as a gunner's mate, and is currently undergoing on the job training with the 439th SPS.

"Training with the Air Force has been very good for the Navy reservists. It not only offers Navy people a chance to receive training, but it gives both the services a chance to work together and makes us more cohesive," said Petty Officer Charette.

Groton, Conn. is the home port of the sailors in training. The Navy is limited as to where these reservists can undergo and receive law enforcement training, but now Westover has been

instrumental in providing both an adequate location and quality training for their counterparts.

"Westover's location, and the 439th's training capabilities offered the Navy a cost effective alternative for training their people," said SSgt. Mc-

Clair Malhoitt who explained some of the finer points of manning the gate to Petty Officer Charette, "The Navy people are super to work with, and they show a real desire to learn and become proficient in the security field," he added.

OER system changed

Procedures in the officer evaluation system for the Air Force Reserve are being revised, according to AFRES personnel officials.

Details about these changes will not be available until the revisions are approved by Air Force, said Capt. Ronald R. See, chief of AFRES consolidated base personnel office management and command records division.

Capt. Robert White, Westover's CBPO chief said, "I must emphasize that the procedures are not in effect at the present time for reserve officers."

The changes are in line with the revised officer evaluation system that went into effect for active duty officers

in March.

"The proposed implementation policy for Reserve unit and individual mobilization augmentee officers contains a number of exceptions and amendments to the procedures and processes prescribed for the active duty component," said Captain See. "Exact details cannot be released until final approval is received from Air Force," he added.

"Any officer curious about some of the new ideas in the evaluation area may wish to read an article on the subject that appeared in the April 1988 issue of 'Airman' magazine," said Captain White.



(USAF photo by TSgt. Sandi Michon)

PEDALS FOR MEDALS — Retired CMSgt. Joe Pannitto and his wife Margaret, of West Springfield, wait on their tandem bicycle for the start of the 15-kilometer bike event. Below, Mark Huckins, 10, of Easthampton, displays the

medal he received after completing the bike course. He is the son of SMSgt. Ken Huckins, 439th FMS aircraft mechanic foreman.



(USAF photo by Sgt. Vin Blanchard)

Focus on fitness and fun

The focus was on fitness and fun during the Air Force-sponsored annual 5K run at Westover on May 8.

The noon sun beat down on the 29 participants as they walked, pedalled or ran the various courses. The five-kilometer run began first, followed by the 15-kilometer bike event and the 10-kilometer walk.

According to Mike McNicholas, recreation services chief, winning is not the issue; everyone that participates is a winner. "The objective of the event is to promote fitness," he said. Participants each paid \$1 to enter, and every finisher received a medal for their efforts.

Summer heats up activity level at Westover

Article and photos by TSgt. Sandi Michon

It's summertime, and the living is easy... but not for Westover's recreation staff. "Summer is our busiest season," said Mike McNicholas, recreation services chief. "We offer activities that cater to most any interest. Our programs offer swimming, softball, children's camps, baseball trips, bowling, and much more." MWR programs are for men, women and children and are available as much as possible on UTA's as well as during the month. Eligible personnel are active duty and Reserve members, retirees, and DoD civilians, and dependents of all categories.

The gym, bowling alley, rental store and theater are available throughout the year, but summertime introduces several extra programs.

The following is a summary of information to guide patrons in the use of recreation services activities.

BASE GYMNASIUM

557-3958 557-2532

Summer hours: 15 June — 15 Sept.

Monday-Friday 10 a.m.-7 p.m. Saturday 9 a.m.-3 p.m.

"A" UTA Sat. 9 a.m.-9 p.m. Sun. 11 a.m.-3 p.m.

"B" UTA Sat. 9 a.m.-6 p.m. Sun. 11 a.m.-3 p.m.

Gym facilities include comprehensive Nautilus equipment, free weights, billiard and ping-pong, basketball, racquetball and an in-house video club. Various activities are available throughout the year.

BOWLING CENTER

557-3990

Summer hours from 1 May to 1 Sept.

Monday-Friday 11 a.m.-9 p.m.

Saturday and Sunday 12-9 p.m.

The bowling center offers league bowling from September to May, as well as a children's league on Saturday mornings. The non-league cost is \$1.30 a string and .65 for shoe rental. A snack bar is available.

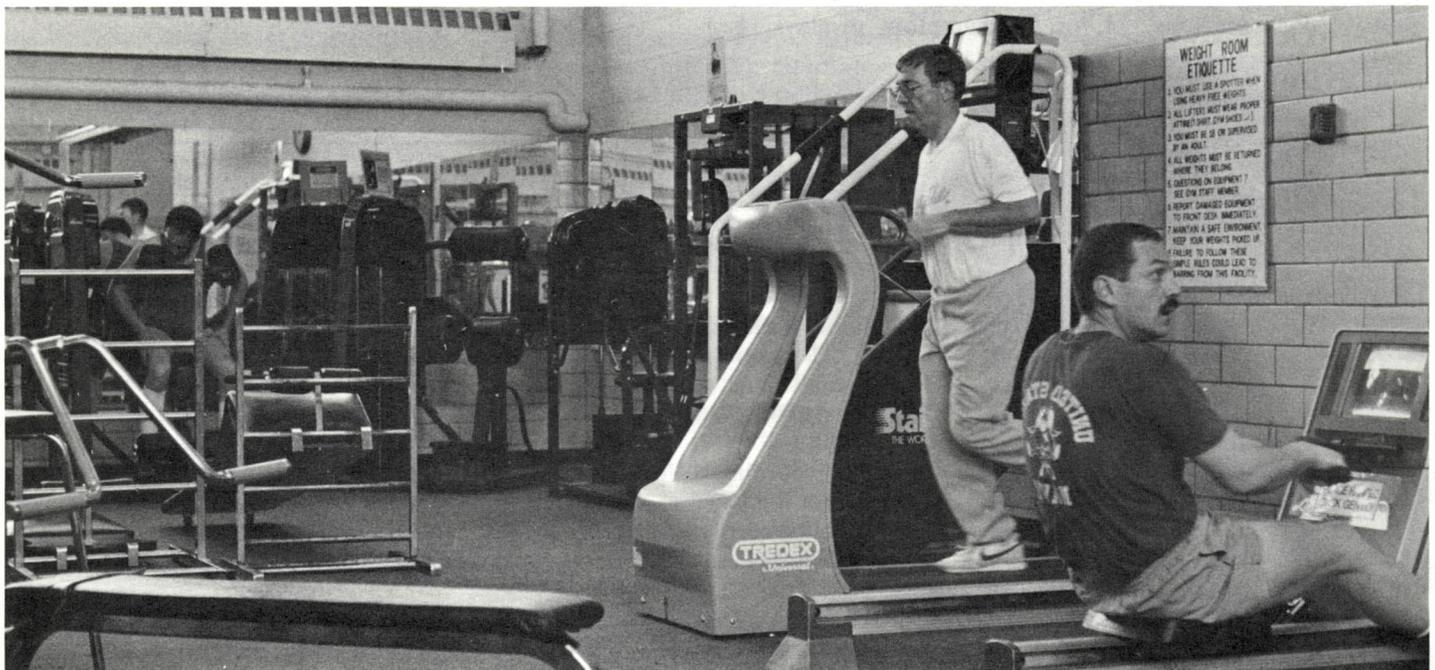
FOUR SEASONS CHECKOUT STORE

557-2974

Monday-Friday 11 a.m.-5 p.m. Saturday 9 a.m.-noon

"A" and "B" UTA Saturdays 9 a.m.-1 p.m.

The checkout store offers a wide variety of camping, boating, sports and lawn equipment. Popular summer items are the camping trailers (Scamps, pop-ups and U-drives) and the boats (speed boats, fishing boats, canoes and sailboats). New this year are three water bicycles.



SWEAT SHOP — Navy Lt. David Dubois, bottom right, strokes the rowing machine while Lt. Col. Frank Purnell, center, jogs on the treadmill. SMSgt. Chip Connolly, in background, works out on the Nautilus stomach machine.



STRETCHING OUT — SSgt. Cheryl Ethier, 439th ABG administration technician, performs a leg stretch on Station #23 on Westover's fitness trail.

“Activities offered by MWR are for everyone to enjoy,” said Lt. Col. Thomas G. Hargis, base commander. “Reservists should make every effort to enjoy the services offered to them. It is why MWR exists.”

BASE POOL

557-2980

Open 11 a.m.-8 p.m. seven days a week Opens June 4

Cost: .50 per day or \$6 for summer pass
(\$30 for families with five members or more)

The swimming pool offers lifeguard supervised swimming, with slide and roped-off diving area with one and three-meter boards. There is a fenced area with children's wading pool and large lawn chair area. A snack bar is opened periodically throughout pool hours.

Free swimming lessons are offered from 9 a.m. to 10:30. The three-week sessions cover beginner to advanced swimming and diving classes and are open to individuals of any age.

BASE THEATER

557-3152

Movies are shown Friday and Saturday nights during the “A” and “B” UTAs. Attractions are featured on three base marquees and in the base bulletin. Doors open at 7 p.m. and the movie is shown at 7:30, and the cost is \$1.75.

FITNESS TRAIL

The 21-station fitness trail is located across from the base pool. There are two entry points with posted usage guidelines and each station has posted information. Further information is available through gym personnel.

TENNIS COURTS

There are three tennis courts adjacent to the base pool. They are open throughout the no-snow season and lights have been installed for night tennis. No reservations are required.

Recreation services provides a host of special summer activities. All reservations and information requests should be directed to base gym personnel.

(Activities continued on page 14)

Why we're here!

Berlin blockade forced maturation of airlift

By Dr. Frank Faulkner

Westover became a Military Air Transport Service base in early 1948 after 4,000 members of the Navy Air Transport Service were combined with about 80,000 people assigned to the Air Transport Command.

General William H. Tunner, former commander of the "Assam Trucking Company," became deputy commander of MATS and assigned Capt. Robert Hogg as his Atlantic Division administrative officer at Westover.

Since V-E Day, relations among the Allied superpowers and the Soviet Union had been in decline. Berlin, deep in Soviet-controlled Germany, was occupied by the four powers and supplied from the West by highway, rail and canal.

On June 18, 1948, West German currency was reformed to aid the economic miracle of the Marshall Plan. The following day, Marshal Sokolovsky, the Soviet military governor of Berlin, issued an angry statement terming the city "part of the Soviet occupation zone."

Russian soldiers began tearing up railroad tracks, marking bridges as unsafe for vehicular traffic and putting obstacles to navigation in the canals.

The Allied leadership estimated the city could hold out without resupply for only 30 days.

When the Soviet blockade was complete on June 24, 1948, Berlin's mayor-elect, Ernst Reuter, orchestrated a mass gathering of 80,000 people. His

call for united defiance of the Soviet blockade was answered by a roar of approval.

Short of possibly starting a war by having an armored column drive to Berlin, the Pentagon's only available non-combat option to support the people of Berlin was airlift.

A costly skybridge to Berlin was preferable to fighting another war.

The airlift lessons learned a few years before over the Himalayas were honed and combined with ideas gathered from strategic bombing and matured into a professional concept of airlift.

Soon after General Tunner was tapped to run the operation he flew to Westover and picked up Captain Hogg, who became one of his major task force planners. As the general assembled a planning team of former ATC "Hump" pilots, they quickly realized that resupplying the military force in Berlin would be relatively easy.

The problem was providing food, fuel and medicine for nearly 2.5 million civilians in West Berlin. The bean-counters figured the city imported 15,500 tons a day before the blockade.

"Can you transport coal by air?" the city's American military commander asked the USAFE chief, Maj. Gen. Curtis LeMay, a former operations officer at Westover.

"Sir," General LeMay reportedly responded, "the Air Force can deliver anything!"

What was to become world famous



as "Operation Vittles," began 40 years ago on June 27, with just 102 C-47s, each capable of lugging 6,000 pounds, and only two C-54s with 10-ton capacity in Europe.

In the first two days, 80 tons of flour, milk and medicine were delivered. The 1,000-ton mark was reached by July 7, 1948. People began wondering if airlift could even sustain a city geared to importing more than 100,000 tons a week.

The months-old Military Air Transport Service had less than 300 C-54s in the system, and many of these planes were heading to Westover AFB to become part of the airbridge to Berlin.

Newspapers and newsreels carried reports of haggard pilots sleeping under desks in base ops, and staff officers flying aircraft, but to General Tunner these heroic news accounts were just indications of an amateur airlift doomed to failure.

"The capability of airlift was unknown to Europe," he wrote in 1964, as the concept "was generally unknown in our military. . . In air transport everything is different — rules, methods, attitudes, procedures, results."



TOURING THE C-54 — Visitors tour C-54s on Westover's flight line when the Berlin Airlift was over.

In India there had been Dumbastapur and a dozen other bases feeding into a half-dozen Chinese fields. In Germany, the Allies had only three air corridors to Berlin's two airfields — Gatow in the British sector and Tempelhof in the American portion.

Built in 1935, Tempelhof was an architectural wonder with a whole Messerschmidt factory underground, but the sod runways would never withstand the around-the-clock punishment from fully loaded C-54s and C-47s. One runway had steel mats — forerunners of PSP — over rubble, and Allied sappers scurried to make repairs between air operations.

During the first month, ground operations were being thwarted by exhausted and hungry aircrews walking away from their aircraft during unloading and refueling. The German Red Cross solved the problem by sending out mobile snack bars staffed by their most beautiful volunteers. "There were no more moans about staying by the plane," General Tunner said. "You couldn't chase them away."

By August of 1948, turn-around time was down to 30 minutes and an aircraft was landing every three minutes. But heavily laden planes were crashing, others were stacked up in the limited airspace, air traffic controllers were going nuts with frequencies jammed with chatter, Soviet fighters were buzzing and playing "chicken" with aircraft in the narrow corridors — there was still much to be learned about airlift.

To maintain the flow, General Tunner laid down harsh ground rules. Any pilot who messed up an approach had to exit the airspace and fly 200 or 400 miles back to the base of origin for rescheduling.

Any pilot who failed to land with more than 400 feet ceiling and a mile visibility would be reduced to copilot. Any pilot landing with less than 400 feet and a mile would be court-martialed. The RAF reduced limits at Gatow to 200 feet and a half-mile visibility.

Tales of tired pilots might get good press, but lousy flying wasn't going to avert war and keep Berlin in the Allied camp.

Next month, the *Patriot* will examine some of the lessons learned during the Berlin Airlift which we heed today at Westover.

Ten tons at a time!

By TSgt. Tom Allocco

Forty years ago West Berlin was like a man choking for air and calling for help. The Russians tried to throttle the city and Westover men and women were among those on the worldwide Berlin Airlift team which came to the rescue.

When the Soviets blockaded Berlin in 1948, Westover flightlines were part of the around-the-clock supply effort and base members helped maintain the air bridge from America's fields, factories and mines. They helped save the life of a city. Four decades later, they remember the Berlin Airlift as a high point of their careers.

MSgt. William Hutchinson, 439th FMS environmental systems supervisor, contributed to the airlift as an aircraft mechanic responsible for three C-54s making the run between Rhein-Main AB and Berlin's Tempelhof Airport.

Sergeant Hutchinson remembers the airlift as an endless shuttle of C-54s which demanded grueling hours from the mechanics who had to keep them airworthy.

"We lived in a former German offi-

cers' quarters in Frankfurt and worked nine days and then had a couple days off. Our lives revolved between the barracks and the airfield. I can still remember the tail numbers of my three planes — 94, 95 and 96."

He and his crew worked outdoors because there were no hangars available in an area that had hardly begun to recover from the bombings of World War II.

Breaks in the routine included three or four trips to Tempelhof on the C-54s.

"The Germans would unload the coal and flour. The crew just had time to get off and have coffee and a snack and then they took right off again."

After the Russians lifted the siege of Berlin, Sergeant Hutchinson joined the 1253rd Troop Carrier Squadron at Westover with the Atlantic Division of MATS.

Betty O'Connell, retired Westover public affairs officer, worked in Base Supply in Hangar 3 during the airlift. She was part of the long chain of people who kept material moving to the flightline as C-54s took off from West-

(Continued on next page)



HELP FROM ABOVE — Young Berliners watch as allied planes roar in with blockade-busting supplies in 1948. This is one of 300 photos included in *Time Magazine's* special anniversary issue, "The Most Amazing 60 Years in History."

Westover men and women helped keep Berlin alive

(Continued from page 9)

over with 10-ton loads.

"We handled everything from electric sockets to aircraft tires," she said. "While we worked, we could look out the hanger and see the C-54s landing and taking off. It went on constantly."

Like most other Westover civilian employees at the time, she had worked on the base during World War II and shared in the spirit of achievement when the U.S. emerged as victor and major world power.

"There was a feeling that after having gone through the war we could do anything. There was a sense of pride in the country following the success of World War II," she said.

"That is the way we felt about working in supply. We had a sense of pride knowing that we were helping supply the Berlin Airlift."

For Air Force retiree Don Twitchell of Chicopee, the Berlin Airlift caused an unexpected transfer to Europe.

He was a corporal in a Westover supply squadron when the Russian blockade began in June 1948. Mr. Twitchell received sudden orders sending him to Rhein-Main AB where people were needed to handle mountains of supplies.

"It was an around-the-clock job," he said of the long hours. Frankfurt was a center for coal deliveries to Berlin.

"The mechanics had to put on new engines because they were wearing out from the constant flying," he said.

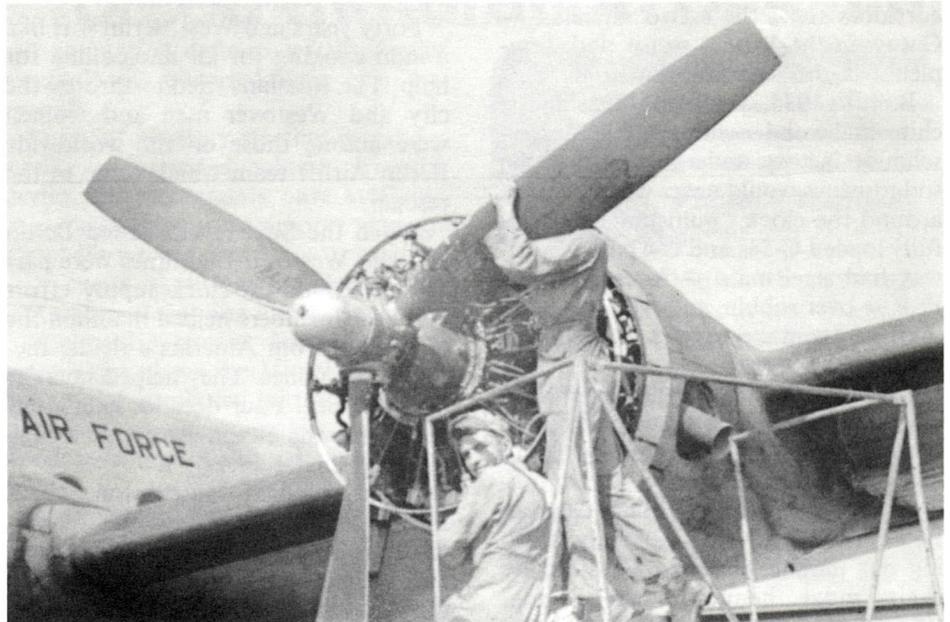
"I hitched a ride to Templehof on a C-54 and saw the men and women unloading coal."

Following the Berlin Airlift, he returned to Westover, and retired from the base in 1966.

"I met refugees from East Germany, and we had it good in the American sector compared to the Communist side. We felt protected by having the Americans."

CMSgt.

Ludwig Schwechheimer



TUNE-UP — MSgt. Hutchinson works on a C-54 engine at Rhein-Main AB. He was responsible for three planes in the Berlin Airlift.

Charles Catania, a civilian employee at the Four Seasons store, is another Air Force retiree who remembers the coal-hauling C-54s. He was a mechanic in Burtonwood, England, who worked day and night, seven days a week to keep the cargo planes flying.

"They flew in from Germany and we worked on them. The airplanes took a beating from hauling coal. They were dirty and parts were hard to get," he said. "It seemed like everything was going to Germany...we didn't get much food at Burtonwood," he remembers.

Retired Westover Fire Chief Howard Cox of South Hadley was a base firefighter in 1948 who witnessed the coming and going of planes and cargo through Westover.

"We maintained a 24-hour standby at the flightline. For me, it was 24 hours on duty and 24 off," he said.

CMSgt. Ludwig Schwechheimer of the 439th Security Police Squadron saw the Berlin Airlift from a different perspective. He was a 13-year-old native German whose home was on the Rhine River near the border with France.

He'll never forget the streams of planes coming from different direc-

tions, all flying toward Berlin.

"I remember when they bombed us, but it was good to see the cargo planes. I lived in the American sector of Germany and we really felt the goodwill of the Americans."

The years immediately after the war were hard for Europeans.

"I went to sleep hungry many nights," Chief Schwechheimer said. "Meat was very rare. The main diet was potatoes. I don't eat potatoes today," he said.

Even as a grammar school boy, he understood what the Berliners faced if the Allied airlift failed.

"I met refugees from East Germany, and we had it good in the American sector compared to the Communist side. We felt protected by having the Americans."

Chief Schwechheimer joined the Air Force Reserve after emigrating to the United States in the early 1950s. "I owed a debt to America," he said.

Forty years after the blockade, Berlin is a living memorial to airlift and to what determined men and women can accomplish. Westover men and women helped make it possible when a city was kept fed, heated and clothed by air, 10 tons at a time.

Westover to get new \$1.8 million phone system

by Airman Christine M. Mora

Frustration is a common feeling at times when people at Westover try to make that important call and hear an unusual buzzing on the other end. It's not a busy signal or a dial tone. The origin remains a mystery. One finally realizes that the call can't go through-again. They'll have to try again.

Relief is in the horizon as plans are in the works for installation of a new \$1.8 million telephone system to begin at Westover in September, 1988.

"A new digital-switch system will replace the former 1940's vintage,

electro-mechanical system," explained Joseph F. Ryan, base programs manager.

Installation should last about a year and the old system will be maintained as the new system is being implemented. Consequently, there will be "no real inconvenience to base personnel, although, they will undergo a sort of learning experience as they adapt to the new system, according to Ryan.

"Reliability of telecommunication will be improved as the system is state-of-the-art technology," Ryan said. "This system is the type

used in most homes and offices."

The new system includes many features such as call-forwarding, call-pick-up, conferencing, and call-waiting. Ryan mentioned that the extent of the features depends on where the telephone is allocated. The autovon will also be expanded, eliminating frequent tie-ups experienced with the present system.

"I'm excited about the new system. It will provide more convenience, productivity and the features will make it easier to do business," said Lt. Col. Thomas G. Hargis, base commander.

ART Program offers the best of both worlds

by Patrick Wright

Air Force Reservists can apply for employment that offers the best of both worlds — the job security of civil service and the benefits of a bluesuiter.

Air Reserve Technicians serve as full-time civilian employees, trainers, administrators and managers of reservists during the week and military members of their Air Force Reserve units during training periods. In case of mobilization, ARTs become the nucleus around which units are formed.

Reserve leaders firmly believe that ARTs provide the framework for oper-

ationally-ready AFRES units, and the need for these technicians is ongoing.

"Since October of 1987, Westover has hired over 300 Air Reserve Technicians and is still looking to add 200 more," said the chief of the affirmative employment branch, Julie Fitzgerald. "Three fourths of the current Air Reserve Technicians were hired from this area. In the future we hope to attract technicians from around the country," added Fitzgerald.

"Aircraft maintenance or 'journeymen' positions are in great demand at

Westover due to the C5-A conversion," said Fitzgerald. Once these positions are full, Westover will be provided with a permanent cadre of civilian technicians ready for instant mobilization."

In June 1957, the Civil Service Commission approved the ART plan. That allowed for the transfer of nearly 9,000 regular Air Force personnel from Reserve support assignments to active duty units throughout the world. Today, the ART program has some 8,800 officer and enlisted technicians.



THE BATTLE IS WON — A C-54, sitting on the tarmac at Templehof Airport in Berlin, was used as a billboard once the Berlin Blockade was over. According to the Military Airlift Command, the United States airlifted 2 million tons of cargo to Vietnam during that war. Operation Vittles took almost that amount into Berlin.

Space A travel pamphlet

Everything you always wanted to know about space-available travel can be found in a new pamphlet now available.

Military Airlift Command Pamphlet 76-4, titled Space Available Travel Information, is the most up-to-date guide on seeing the world courtesy of MAC airlift.

The pamphlet contains information on how to sign up for space-A flights, baggage limitations, suggestions on how to improve your chances of travel and a myriad of other helpful tips.

The pamphlet is available at all MAC terminals or can be obtained by writing to: HQ MAC/TRPO, Attn: Space Available Information, Scott AFN, IL. 63335-5001.



DoD survey creates profile of members of the select reserve

(USAF photo by Sgt. Vin Blanchard)

WASHINGTON (AFNS) — The Department of Defense released results of an extensive survey on members of the Select Reserve.

Stephen M. Duncan, assistant secretary of defense for reserve affairs, said information from the survey will assist DOD in developing policies that encourage recruitment and retention of qualified guardsmen and reservists. He said the survey provided a better understanding of the needs, attitudes and desires of active reserve members.

More than 52,000 enlisted and 12,000 officers participated in the survey that began in 1985.

The Selected Reserve consists of more than 1.1 million people in seven separate components: the Army National Guard, Army Reserve, Naval Reserve, Marine Corps Reserve, Air National Guard, Air Force Reserve and Coast Guard Reserve.

The average age of enlisted reservists is 29.5 years; reserve officers average 37.9 years.

More than 90 percent of enlisted reservists are high school graduates. Eighty percent of the officers have a college degree, and 96 percent have completed some college. Fifty-five percent of enlisted people and 76 percent of officers are married.

A survey of approximately 33,000 spouses of the same reservists has been

completed; however, the results will be not be available for another six weeks.

The survey shows that three-quarters of the reservists were from families in which other members had served in the armed forces. Many of the reserve component members themselves have spent substantial time on active-duty. The survey showed that 47 percent of enlisted people had spent an average of 4.2 years on active duty, and 62 percent of the officers had an average of five years on active duty.

Although there is turnover in the lower enlisted ranks, the enlisted members have served an average of seven years in the reserves and 4.9 years in their present units. Officers average 10.5 years' service in the reserves and 4.6 years in their present unit. The data suggests a stability of service in the selected reserve by those who have substantial family connections to the military and considerable military experience.

Retirement benefits were listed as a major reason for remaining in the reserves by one-half of the enlisted respondents. Fifty-five percent of all respondents stated that their desire to serve also was a major reason.

More than one-third of the enlisted people and 23 percent of the officers listed compensation as a major reason for continuing reserve service.

Respondents to the survey reported high morale in their units and expressed satisfaction with major features of reserve service.

Fifty-eight percent of those surveyed said their employers responded favorably or very favorably to reserve participation. Only 15 percent reported unfavorable attitudes. The remainder perceived their employer's attitude as neutral.

Three-quarters of the married respondents reported their spouse's attitude to reserve duty as favorable. A substantial number of reserve spouses work outside the home. Forty-eight percent of the spouses of enlisted members and 44 percent of spouses of officers are employed full-time. Another 16 percent and 20 percent, respectively, are employed part-time.

Reservists surveyed expressed general satisfaction with annual training. A significant number reported dissatisfaction with weekend drills at sites lacking modern equipment.

Thirty-seven percent of the respondents expressed dissatisfaction with promotion opportunities for enlisted people. Only 15 percent of the officers expressed dissatisfaction. Responses varied among the components.

Thirty-seven percent of the enlisted respondents and 70 percent of the officers indicated they plan to remain in the National Guard or Reserve.

(Continued from page 1)

Chief Jenkins has attended a space shuttle familiarization course for firefighters which was conducted by personnel from Edwards. His firefighters periodically review the shuttle's technical orders and rescue procedures.

"We have a videotape on shuttle rescue techniques which all of our people see periodically, and I intend to send other members of my department to the shuttle school," the fire chief added.

Chief Jenkins said the space shuttle's hypergolic fuels — hydrazine and an oxidizer which ignite on contact with each other — create the risk of fire and the release of toxic fumes.

After the space shuttle lands, only personnel wearing self-contained breathing apparatus and protective suits may initially approach the orbiter, which is 122 feet long and 52 feet high from the ground to the tip of its vertical stabilizer.

The videotape shown to Westover rescue personnel depicts firefighting techniques and the procedures for removing crew members from the spacecraft.

Mr. Wilson said that astronauts requiring medical treatment after landing at Westover would be transported to the Baystate Medical Center in Springfield.

Westover has recently entered into an agreement with Baystate which calls for the medical center to treat patients injured in mishaps at the base. Mr. Wilson said that a space shuttle emergency would be covered under that operating agreement.

In addition to Westover's fire and disaster preparedness personnel, members of the base's law enforcement, operations, command post, USAF Clinic and public affairs staffs would respond in the event of a shuttle landing.

A special team of NASA and Department of Defense personnel would be flown to the base to oversee recovery operations.

Lt. Col. Thomas G. Hargis, base commander, said that Westover personnel will be scrutinizing the space shuttle contingency plans prior to the August launch.

"Everyone here is praying that we'll never be called upon, but we want everyone here to be ready in the event that we are," Colonel Hargis said.



RESCUE TOOLS — Assistant Fire Chief Don Cloutier, left, and Chief Haskell Jenkins of the Westover Fire Department, display the rescue tools which would be used in the event of an emergency landing of the space shuttle at the base.

Westover signs agreement with Baystate

Westover officials have recently signed a contract with the Baystate Medical Center for emergency medical treatment and triage in the event of an aircraft accident at the base.

The agreement, which was reached in April, calls for the Springfield-based medical center to be the primary treatment facility for persons injured in a serious mishap here.

According to John Wilson, Westover's chief of disaster preparedness, the agreement also establishes notification procedures and has contingency plans for the use of other hospitals in the event that the number of casualties exceeds Baystate's treatment capabilities.

"This agreement spells out what is expected from Westover and what is expected from the medical center," Mr. Wilson said. "It is the basis for a close and vital working relationship in the event of a major disaster."

Westover's command post would notify Baystate's emergency service by

telephone in the event of a potential or actual aircraft accident.

Upon notification, the medical center would prepare for the arrival of casualties and undertake "appropriate actions as determined by the casualties."

If necessary, Baystate would send a "triage" team of medical personnel to the base or accident site to assist in the evaluation and evacuation of the injured.

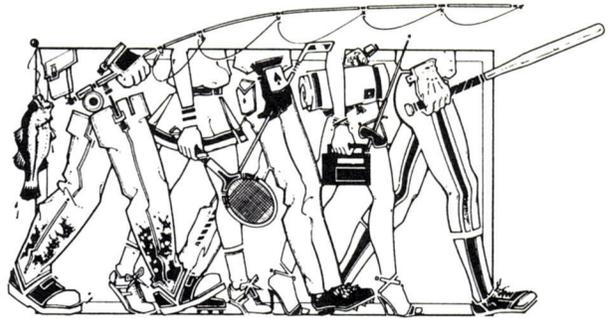
The triage team would be transported to the base by the Chicopee and Springfield Police Departments.

The casualties would be transported to Baystate by civilian ambulances or by helicopters.

In the event that the number of casualties exceeded the capabilities of the medical center, Baystate would coordinate the use of other area medical facilities as receiving hospitals. They include Mercy, Providence, Holyoke and other hospitals in the Pioneer Valley.

Recreation summer activities

(Continued from pages 6-7)



SPECIAL TRIPS

INTRAMURAL SOFTBALL

There are currently six co-ed and eight to ten men's teams formed. The season starts mid-May and runs through the end of August. All games are played on Westover diamonds and a team averages two games weekly. Anyone interested in playing should contact Rick Oliver at the base gym. There is no cost to play.

CHILDREN'S SUMMER CAMP

Held the second and fourth weeks of July
Monday-Friday from 10 a.m. to 3 p.m.
Children six to 12-years-old are eligible
Cost: \$35

The summer camp program offers swimming instruction, fishing, arts and crafts, nature walks, bowling, gymnastics, canoeing, camping skills instruction and tours of the base. A nutritional lunch is provided each day. Those interested may register their children at the gym up to the day the camp begins.

HEALTH FAIRS

There will be a nutritional health fair held June 3-4 at the base gym from 10 a.m.-2 p.m. both days. The fair will offer information and exhibits relating to nutrition and offer samples as well.

Baseball trips

There will be two trips to Fenway Park in Boston. On July 20, a bus will depart Westover at 4:30 p.m. for the Minnesota vs. Boston game. On Aug. 14, a bus departs Westover at 10:30 a.m. to Boston to watch the Red Sox play the Detroit Tigers.

The cost is \$35 and covers box seats on the third-base line as well as Greyhound transportation from and to Westover. Past trips were well-attended and early registration is advised.

Symphony trip

For the fifth year, MWR is sponsoring a trip to Tanglewood in Lenox, Mass. to listen to the Boston Symphony. This year's trip is scheduled for Aug. 6. The cost ranges from \$6 to \$8. Those interested may register at the base gym up to noon the day of the concert.

RIVERSIDE PARK

The base gym offers discount tickets to Riverside Amusement Park in Agawam, Mass. Tickets are available throughout the summer.

DINER'S CLUB CARDS

Diner's club cards are offered at a discount through the base gym. The card allows for one free meal (when two or more are purchased) at any of the 45 local restaurants included in the plan. The club card is \$17.50 and is good for the calendar year.

earning a **PAT** on the back

Promotions

MSgt. John P. Mailo
MSgt. Gary R. Miller
MSgt. Paul A. Petersante
TSgt. Paul K. Bardwell
TSgt. Alan P. Dedinas
TSgt. Stephen Kovaleski

SSgt. Nevin C. Fannin
SSgt. Daniel J. Giddinge
SSgt. Cindy M. Hatfield
SSgt. Sharon Ingram
SSgt. Daryl K. Kaeka
SSgt. James L. Mastergeorge
SSgt. Scott D. McPherson
SSgt. James S. Rooney
SSgt. Eric J.D. Sanchez
SSgt. Frederick L. Tiernan
Sgt. Susan P. Corey
Sgt. Richard M. Nunes
Sgt. Michael P. Leger

Sgt. Robert M. Levesque
Sgt. Robert B. Linton
Sgt. Thomas G. McDonough
Sgt. Angel L. Rivera Jr.
Sgt. John J. Ryan III
A1C Nardella M. Thomas
AB Michelle M. Kantor
AB Maria T. Ofurie
Reenlistments
MSgt. Gary A. Lawrence
MSgt. John J. Leclair
MSgt. Steven J. McCauslin
TSgt. Reginald Feazell

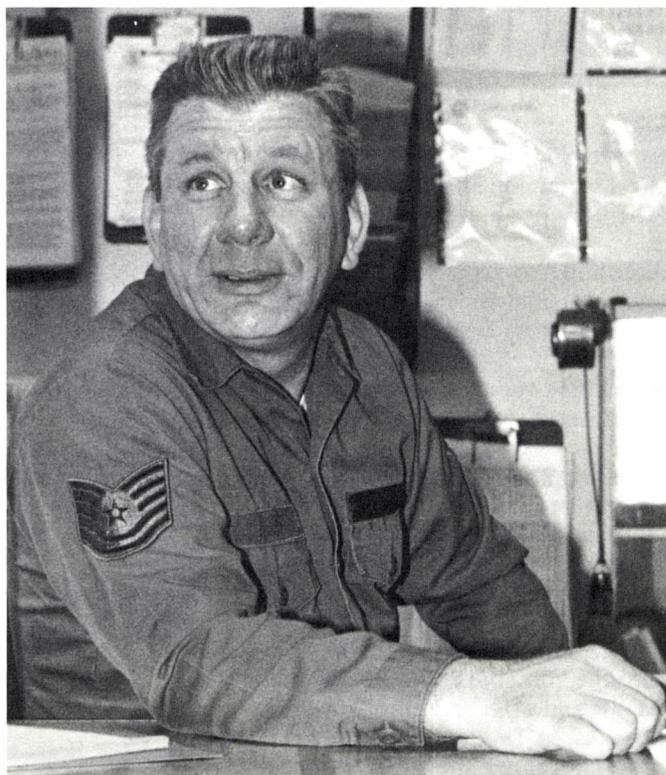
TSgt. Gerald J. Greene
TSgt. Peter E. Jensen
TSgt. Kirk N. Stout
TSgt. Kenneth M. Squier
TSgt. Eugene C. Waskiewicz
SSgt. Dominick A. Galizia
SSgt. Michael J. Healy
SSgt. Paul Jakacky
SSgt. John R. McGowan
SSgt. Nancy E. Taylor
SSgt. Timothy B. Yuhus
SSgt. Victor R. Zina
Sgt. Dennis J. Creamer

Enlistments

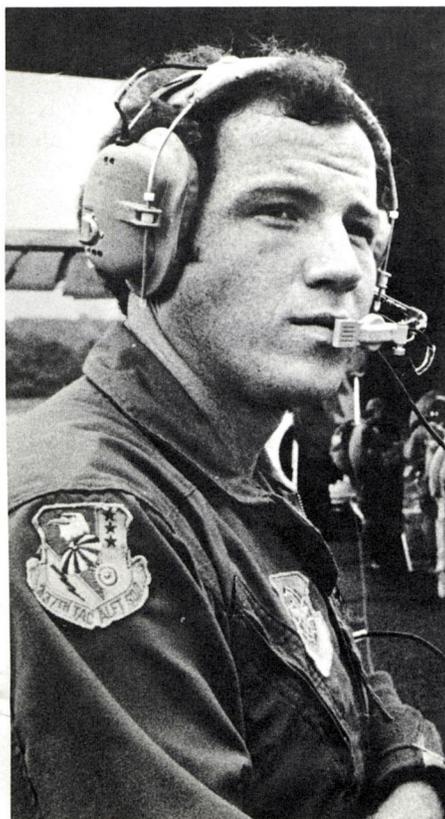
SSgt. Deborah E. Ash
SSgt. Michael N. Bousquet
SSgt. Mark S. Budesheim

"Patriot People"

Name: William "Bill" Boone
Rank: TSgt.
Age: 43
Address: Torrington, Conn.
Unit: 439th ABC
Position: Vehicle operator dispatcher
Civilian Occupation: Police officer
Favorite Food: Lobster
Favorite Beverage: Coffee
Favorite Sport: Auto racing
Favorite Hobby: Auto mechanics
Ideal Vacation: Relaxing at Cape Hatteras, N.C.
Best Way to Relax: Reading a good book
Preferred Entertainment: Movies
Favorite Celebrity: Robert Redford
Favorite Music: 50's rock and roll
Favorite Book: Glitter Dome
Favorite Color: Blue
Favorite Car: Dodge pick-up truck
Pet Peeve: Negative people
Best Thing About Westover: A break from my civilian job
Worst Thing About Westover: Never enough time



TSgt. William "Bill" Boone



Capt. Dwight F. Cook

Capt. Dwight F. Cook, 33; former Westover reservist

Capt. Dwight F. Cook Sr., 33, a former Westover reservist, died April 26, at the Buffalo, N.Y. Veterans Administration Hospital of cancer.

He joined the Air Force Reserve in 1977 and served in the 439th Avionics Maintenance Branch before transferring to the 337th Tactical Airlift Squadron as a loadmaster in June of that year. In October, 1981, he received his commission and was assigned as an F-4 weapons systems officer with the 134th TFS, Vermont ANG. When the 134th TFS was converted from F-4s to F-16s, Captain Cook was assigned to the 135th Fighter Interceptor Squadron, New York ANG at Niagara Falls, N.Y., which was his assignment at the time of his death.

Captain Cook lived at 62 Lyrae Drive, Getzville, N.Y. with his wife, the former Denise Wilcox, formerly of

Ludlow, Mass. and his 18-month-old son, Dwight Jr.

Besides his wife and son, he is survived by his father, Harry Cook of Newfane, Vt.; four brothers, Vernon of Winchendon, Mass., Harry Jr. of New Hampshire, Gerald of Texas and Dennis of Gardner, Mass. and two sisters, Martha Harris of Winchendon, Mass. and Dianne Tillson of New Hampshire.

A memorial service was conducted May 2 in St. Mary of the Assumption Church in Ludlow. Burial followed in Hillcrest Cemetery, Springfield. The 134th TFS performed a fly over in the traditional missing man formation.

Memorial contributions may be made to the Dwight F. Cook Jr. Trust Fund in care of Richard Wilcox, 486 Holyoke St., Ludlow, 01056, or the Cancer Society, 57 Suffolk St., Holyoke, 01040.

Wade Lake picnic area expanded

by TSgt. Sandi Michon

Seabees of the Navy Reserve at Westover are working at Wade Lake to create a recreation area and access road for the use of base personnel this summer.

According to Cmdr. John Frykenberg, unit commander, approximately 15 Seabees from Battalion 27, detachment 5 have been cleaning the area, installed a boat ramp, leveled ground for parking, and renovating the picnic structure.

"We are working hard to complete an access road to the area from the main base road," said Commander Frykenberg. Access to the recreation area is now gained through back tax-ways.

The 22-acre recreational area adjacent to the golf course will be operated by MWR and offer recreational vehicle camp sites, A-frame shelters, a small craft boat ramp, sheltered barbecue area and water bicycles.

Westover has leased the land from Ludlow and the leasing has proved to be mutually beneficial. According to Jack Alves, vice chairman of the town conservation commission, the site had suffered repeated vandalism.

"Westover wanted the land for recreation purposes, and the security that they now provide has eliminated the vandalism problem," said Mr. Alves.

The lake, which is about 10 feet



(USAF photo by Sgt. Vin Blanchard)

AB Jennifer Harder (l.) and A1C Chris Greenia, base recreation personnel, demonstrate a water bicycle on Wade Lake. It is one of three available through the Four Seasons Checkout Store.

deep, offers fishing, but swimming is prohibited.

According to Dave Michaud, base services and MWR director, the area is available to military and DoD personnel and their dependents. People wishing to use the facility should contact the MWR staff at the gym or Four Seasons store.

He said electricity will be available, but has no drinking water source. Por-

table toilet stalls will be placed on the premises. Small boats, with no motors, will be allowed during certain hours and water bicycles will be available through the rental store.

"We would like to expand the area in the years to come," said Mr. Michaud, "but our objective now is to make operational whatever we can in time for summer use."

PATRIOT

Coming in July — Operation Vittles at Westover



Published monthly for Patriots like TSgt. Richard Guiles of Bridgeport, Conn. and 2,121 members of the 439th MAW at Westover AFB.

HQ 439TH MILITARY AIRLIFT WING
WESTOVER AIR FORCE BASE, MA 01022

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300

THIRD CLASS
BULK RATE
POSTAGE & FEES PAID
USAF
PERMIT NO. G-1