

PATRIOT

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

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(USAF photo by MSgt. Marshall Hathaway)

C-5A maintenance wages are increased

By Nora MacKay

The first step in the long and difficult road toward wage reform at Westover was successfully taken last month by Civilian Personnel Officer Richard Wright.

A wage increase for WG-10 and above employees in aircraft maintenance was approved by the Department of Defense Wage Fixing Authority and went into effect on July 3. The average starting wage for a new maintenance employee in these positions is now

almost \$11 per hour.

The eight percent to 12 percent increase will affect nearly 350 wage positions by increasing the yearly earnings of these employees an average of \$2,500. The total increase in salaries for this special wage consideration will be nearly \$1 million.

"We've had great difficulty in the recruitment and retention of qualified employees," said Mr. Wright. "This problem is across-the-board at Westover, but particularly acute for aircraft mechanics because that's where we're

actively recruiting now.

"The economic conditions of the area make the old wage inadequate," he said.

Those conditions—the most expensive housing costs in the country and the high cost of relocation to Western Massachusetts—make the overall cost of living in the Northeast almost double the national average. "These factors, combined with a low unemployment rate and the erosion of prime benefits to

(Continued on page 14)

EDITORIAL

For Springfield residents watching events unfold during the late hours of Saturday, June 18, the situation could hardly have been more tense. A fire in a chlorine processing facility unleashed a cloud of toxic chlorine gas that hung over the city of 160,000 slowly drifting in the evening breeze.

Up to 30,000 residents fled their homes. As firefighters fought the fire, four evacuation centers filled with distraught residents. Springfield emergency response forces were strained to the limit when the call for help went out from city officials.

Westover members proved not only to be good neighbors, but also well trained, well equipped neighbors who responded quickly when the call came.

For nurses and medical technicians of the 74th AES and 439th USAF Clinic, it was a call that came as a nighttime knock on the door in the dormitory or a ringing telephone at home. For most, the call came while resting after a full working day. It meant returning to work without sleep and putting in a long, exhausting night, while not knowing how long it would continue the next day.

They did it without complaint, and they did it efficiently and effectively, because that is what the men and women of Westover are trained to do.

Brig. Gen. Frederick D. "Mike" Walker, wing commander, summed it up later. "It's the job we train for — responding to emergencies — whether here in Springfield or 1,000 miles away."

The chlorine emergency was a textbook example of the citizen airman concept put into practice. The Westover team which responded — the medical, security, transportation, disaster preparedness, fire department and other members — know the community. In many cases, Springfield is where they live and where they work in their civilian jobs.

When the call for help went out, Westover ambulances rolled, tents went up and men and women went to work. Westover was the good neighbor and its men and women were an asset to their community. They were ready when they were needed, because that is what they train for — whether in Springfield of 1,000 miles away.

—TSgt. Tom Allocco
Public Affairs Technician

Briefs**Reservists honored**

Two reservists from the 911th Combat Support Squadron, Greater Pittsburgh IAP, Pa., have won Air Force security police awards for 1987.

MSgt. Douglas A. Bowland and TSgt. Edward G. Battista, were selected as Outstanding Reserve Component Combat Arms Training and Maintenance Manager and Specialist/Technician respectively.

They will be officially recognized later this year at an awards banquet.

30th C-5B delivered

Completing new C-5s at a rate of two-a-month, Lockheed Aeronautical Systems Company of Marietta, Ga., has delivered the 30th Galaxy of the new aircraft contract.

The additional 50 Galaxies will boost America's strategic airlift capacity by 7.5 million ton/miles per day.

Completion of the 50th aircraft is expected during the first quarter of 1989, according to Lockheed officials.

Boatwright feted

James F. Boatwright, deputy assistant secretary of the Air Force (installations) has been named winner of the 1987 DOD Distinguished Civilian Service Award.

The award was established to honor civilian employees whose careers reflect exceptional devotion to duty and extremely significant contributions of a broad scope to the efficiency and economy of DOD operations.

Decline slows

The rate of decline in Air Force strength slowed in May as 2,649 more people left than joined the force. In March and April, Air Force shrank by more than 21,000 people. At the end of May there were 579,212 people in the Air Force, down about 24,000 from the same time last year. Throughout all the services, the Army led the decline in May with a loss of 4,235 people. The total DOD strength on May 31 was 2,100,423.

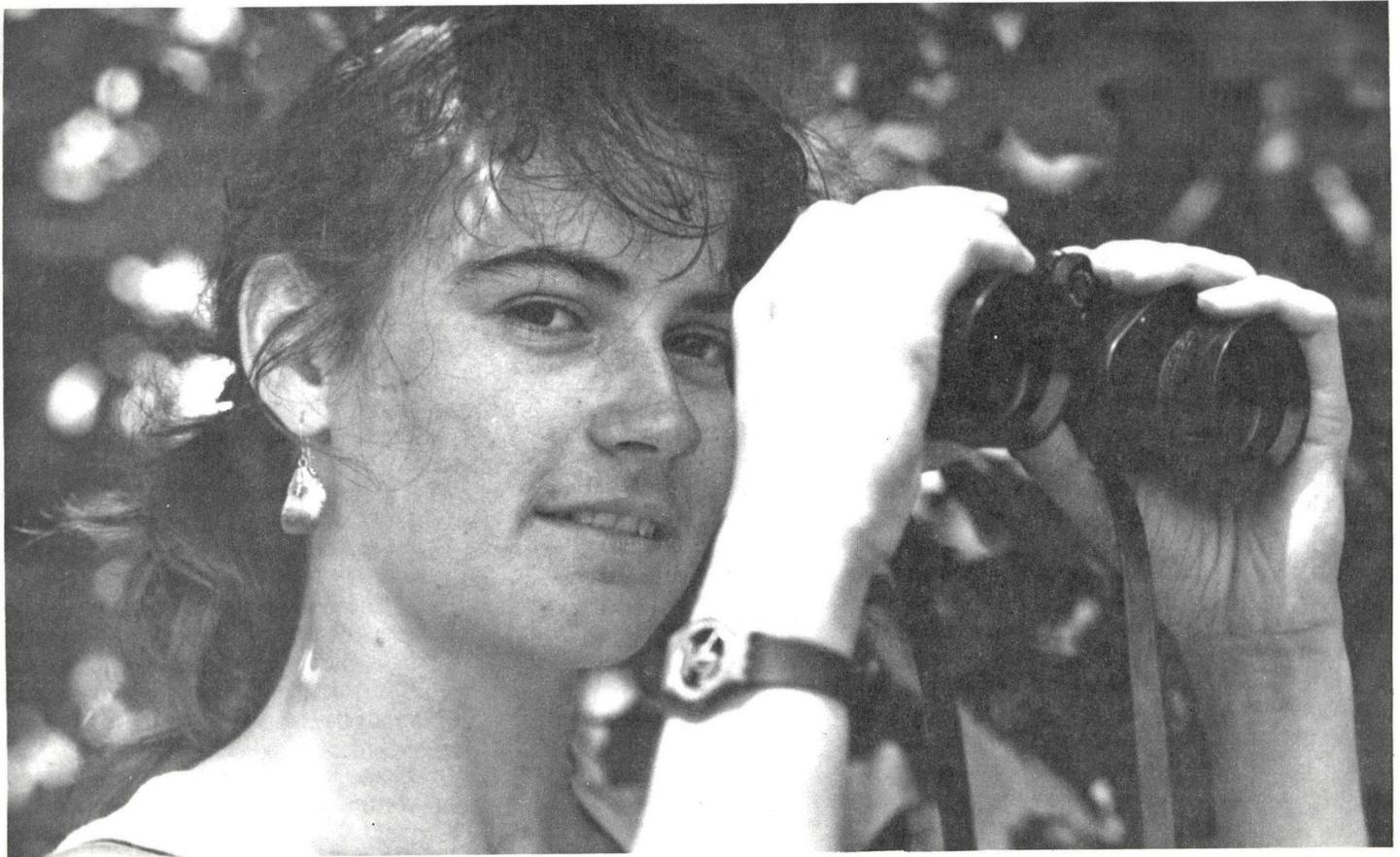
PATRIOT

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(USAF photo by Frank Faulkner)

Susan Papierski

Researcher finds bird life flourishing on base

By Kimberly Saganski

As clear skies herald the coming of warmer weather, the summer nesting season for grassland birds begins. The upland sandpiper, according to researcher Susan Papierski, has once again returned from South America to nest at Westover Air Force Base.

Ms. Papierski is part of the second phase of a three-year study, headed by Dr. Scott M. Melvin and funded by the Air Force, which is focusing on both the upland sandpiper, an endangered bird, and the grasshopper sparrow, currently classified as a bird of "special concern."

Dr. Melvin, who began this study last year with the aid of researcher Kim Bates from the University of Massachusetts, is an ornithologist working on the Massachusetts Division of Fisheries and Wildlife's Natural Heritage and Endangered Species Program.

Ms. Papierski majored in Natural Resource Studies with a minor in Wildlife Biology at the University of Massachusetts. Her task this summer is primarily to identify nest locations of the Upland Sandpiper and the Grasshopper Sparrow, count eggs and chicks, and correlate the success of the nests with the length of the grass surrounding the nesting sites. She began May 1 and will continue collecting data until mid-August, when nesting season is over.

Westover is one of the largest nesting sites in Massachusetts for the upland sandpiper as well as the grasshopper sparrow. Last year 10-15 pairs of sandpipers were recorded by this study and, according to Ms. Papierski, the population has at least remained stable this season. "It is possible," she said, "that the numbers of upland sandpipers might have even increased slightly."

While gathering information on the sandpiper and sparrow, Ms. Papierski

has spotted meadow larks, horned larks and bobolinks as well as other grassland birds. Unfortunately, predatory animals such as crows, red-tailed hawks, broad-winged hawks, ground-hogs and coyotes have also been seen in the area. The weasel and the red fox also live in the woods surrounding Westover, but, said Ms. Papierski, they have not been visible to her so far this season.

Although it may seem a foolish habit for the birds to nest in the open plain, Ms. Papierski said the grass is actually very safe. It is teeming with the birds' food sources, bugs and worms, and it is very difficult for predators to find the ground-level nests in the eight-inch tall grass, said Ms. Papierski.

The nests are at the base of the grasses, said Ms. Papierski, they rest in a shallow hole dug out of the ground.

The upland sandpiper and grasshopper
(Continued on page 14)

337th members will receive Expeditionary Medal

by Kimberly Saganski

Lt. Col. James P. Gallin, commander of Westover's 337th Military Airlift Squadron, has recommended that 16 of his squadron members receive the newly approved Armed Forces Expeditionary Medal for the Persian Gulf Region.

The medal will be awarded to all individuals who have participated in or directly supported Operation Ernest Will in the Persian Gulf since July 24, 1987.

Westover's 337th has been credited with carrying navy cargo from Norfolk, Va., and Rota, Spain, into the Persian Gulf Region as well as goods and materials to resupply the Americans already in residence.

According to Col. Joseph J. Tencza, Chief, Recognition and Special Programs Division of the USAF, the eligible area of operations for the Persian Gulf Expeditionary Medal is defined as "the air space, water, and land area from 20 degrees north latitude to 30 degrees, 30 minutes north latitude and from 46 degrees, 36 minutes east longitude eastward to 63 degrees east longitude."

The members of the 337th MAS who have been recommended for the Armed



Forces Expeditionary Medal are Lt. Col. Joseph E. Bulter, Maj. William B. Bradford, Maj. Merrill N. Cross, Maj. Nelson H. Newhouse, 1st Lt. Keith E. Mears, MSgt. Frederick R. Allard, MSgt. Paul A. Couture, MSgt. Paul A.

Harrison, MSgt. John M. Missale, MSgt. Garth O. Parker, Jr., TSgt. Paul G. Benson, TSgt. Charles J. Cotnoir, TSgt. Laurence E. Huffman, SSgt. Donald W. Callan, SSgt. Thomas A. Mellor, and SSgt. Guido J. Scarafoni, Jr.

The medal is a bronze circle 1 1/4 inches in diameter with an eagle, wings inverted, standing upon a sword loosened in its scabbard. This image is all superimposed on a radiant compass rose of eight points encircled with the words, "Armed Forces Expeditionary Service." On the reverse side is the shield from the Coat of Arms above laurel branches separated by a bullet, encircled by the words, "United States of America."

The ribbon is composed of vertical stripes of green, yellow, brown, black, light blue, dark blue, white, and red. The dark blue stripe is worn to the wearer's right.

The Armed Forces Expeditionary Medal for the Persian Gulf is not to be confused with the "Persian Gulf Campaign Medal" which is now being offered commercially. According to the Secretary of Defense, "This is not an official Department of Defense campaign medal or decoration, and it is not authorized for wear on military uniforms."

74th AES cited by medical inspection team

The men and women of the 74th Aeromedical Evacuation Squadron were cited for "professionalism" by an Air Force medical inspection team which also commended the unit for its efforts during the June Springfield gas cloud emergency.

The seven-member Health Services Readiness Inspection team from Norton AFB, Calif., spent four days scrutinizing the medical squadron. flight safety, medical readiness, training, continuing education and records-keeping were among areas which were rated:

"Your professionalism is evident," said Lt. Col. James Jeffrey, who headed the team during the inspection in July.

The Westover doctors, nurses and medical technicians earned the highest rating among all aeromedical evacuation

The Westover doctors, nurses and medical technicians earned the highest rating among all aeromedical evacuation squadrons inspected up to that time. They did not receive a single unsatisfactory rating the 54 areas which were reviewed.

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Col. Joseph Curley, squadron commander, saluted members for a "splendid effort" in earning the rating.

Colonel Jeffrey also presented a certificate commending the unit for contributions to the safety of Springfield residents who fled the chlorine gas cloud which threatened neighborhoods.

Medical people from the 74th AES and the base clinic were called to the scene during the night-long emergency.

Three members received individual recognition following the inspection. Recognized for outstanding performance were Lt. Col. Carole Nania, quality assurance; Lt. Col. Mary Coyle, continuing education; and Capt. Natalie Iryshé, for overseeing the unit's weight control and appearance program.

Command Post is Westover's global nerve center

By Maj. Rick Dyer

Maj. Allen C. Hoffacker knew something was up the moment he walked into Westover's command post on the night of June 18.

The telephone console was lit up like a Christmas tree and SSgt. Dean Meals, a fellow command post controller, was talking into four telephones at once.

Toxic chlorine clouds were escaping from a burning Springfield factory and storage facility, endangering lives and causing the evacuation of about 30,000 residents.

When Springfield officials turned to Westover AFB for immediate assistance, Major Hoffacker and Sergeant Meals coordinated the base's rapid response.

"We worked straight through for the next 16 hours, fielding requests for aid, and dispatching our emergency personnel and equipment," Major Hoffacker said. "We spent most of the time on the phone, calling reservists at home and on the base, and directing them to wherever they were needed."

Westover officials say the role of the command post during Springfield's chlorine disaster underscores the major change which has taken place here since the C-5 conversion last year.

"The command post was previously utilized primarily for training, and during emergencies and exercises," Major Hoffacker explained. "Now we are open for business around-the-clock, 365 days a year, and we are coordinating a great deal more activity."

The command post staff, which is made up of full-time Air Reserve Technicians and reservists, is responsible for coordinating emergency actions, following the movement of Westover's C-5A Galaxies throughout the world, and keeping local commanders and higher headquarters informed about the wing's activities.

"We are the 439th's nerve center," said MSgt. Lucian Giovannucci, as he hung up one of the many telephones in the command post. Sergeant Giovannucci, who is also a controller, had been speaking with an Air Force base in Texas to check on the status of a Westover C-5 which would return here shortly.

According to Sergeant Giovannucci, keeping track of seven giant C-5s which fly all over the world, is not an easy task. He explained how controllers rely



(USAF photo by Sgt. Vin Blanchard)

WESTOVER'S HUB—Westover Command Post has become an around-the-clock operation since the base's conversion to C-5A aircraft. Above, Maj. Thomas Mauzaka, seated at right at the telephone console explains his command post duties to SSgt. Theresa Dean and Maj. Allen Hoffacker. MSgt. Lucian Giovannucci works at left.

heavily of telephones, radios and computers to communicate with Westover crews and chart their progress during a mission.

The command post has UHF and VHF radios which can be used to speak with aircraft flying near Westover. For long distance communications with 439th C-5s, the controllers rely on Ma Bell.

"If I needed to speak with a 439th aircraft commander who was flying over South Carolina, I'd call the 21st Air Force command post at McGuire and request a telephone patch," said Maj. Glenn DeForge, command post controller. "They'd put me through to the pilot."

Wing aircrews stay in constant touch with the command post throughout their missions. "It's our job to know where they are and how they are doing at all times," said Maj. DeForge. "And if they encounter any problems, it's our responsibility to help solve them."

In addition to the telephone hotlines, radios and status charts, checklists are omnipresent throughout the command post. There are, seemingly, checklists of

instructions for nearly every contingency which a command post controller might encounter.

"We do have a lot of checklists," said Major Hoffacker, as he pointed to one of the thick loose-leaf notebooks on the controllers' console.

That particular manual detailed a step-by-step chain of procedures which the command post initiates 96 hours before each scheduled C-5 mission departs from Westover, and which ends only when the Galaxy lifts off from Runway 23.

"The command post is getting to be a pretty important place now," said Major Hoffacker, who sees his primary function as being "an aggressive controller and supplier of information."

"Because so many people depend on us, the information which we gather and disseminate has to be good," the major added.

Maj. Jay Lacklen, an Air Reserve Technician, was recently assigned to serve as the command post's full-time supervisor. He is assisted by MSgt. Ken Smith, also an ART, who is superintendent of command and control.

Disaster Preparedness chalks up another AFRES award

By TSgt. Sandi Michon

John Wilson and Westover's disaster preparedness crew, of two full time civilians and four reserve members, are making excellence a habit.

For six out of the past nine years, Mr. Wilson, disaster preparedness chief, has been named AFRES Outstanding Disaster Preparedness Officer. The base has been selected for the AFRES Large Installation Program Award for the fourth time in nine years.

According to Mr. Wilson, AFRES rates chemical warfare training, Reserve member testing, unit participation, evaluation of administration and mobility procedures.

"Our main objective is to be able to accomplish our unit mission under adverse nuclear, biological or chemical conditions," said Mr. Wilson. "The AFRES evaluation rates all our activities to meet that objective."

Mr. Wilson, soft-spoken and always cordial, is quick to transfer the praise to people around him. "I have been very fortunate to always have good people working for me and with me," he said.

Brig. Gen. Dale R. Baumler, 14th Air Force commander, sent a congratulatory letter passing along his praise to all the men and women of the Westover community. "They all earned the award by building a workable disaster preparedness program and by putting their confidence in it."

The disaster preparedness division effects thousands of people in the military and civilian communities. "Each of our approximately 2,000 reservists pass through some phase of disaster training each year," said Mr. Wilson. "We perform staff assistance visits to our base units and the TAGs at Niagara IAP and Pittsburgh IAP."

Disaster preparedness has a mutual aid agreement with six bases in the Northeast to handle downed military aircraft, and is part of national organizations such as the National Defense Medical System. "We also work with other DOD agencies like the NASA shuttle recovery team which met recently at Westover," said Mr. Wilson.

Disaster preparedness is very active in the surrounding communities. "We host and participate in civilian training

*"Our main objective
is to be able to accomplish
our unit mission
under adverse nuclear,
biological or chemical
conditions."*

—John Wilson

sessions yearly, and have several mutual aid agreements with the local communities in the event of a disaster," explained Mr. Wilson.

A recent example of the mutual aid was the chlorine plant fire in Springfield in June. George Copeland, disaster preparedness specialist, spent four days manning the command and control center at the fire scene in Springfield.

Mr. Copeland, who is also a master sergeant in disaster preparedness, was selected as 14th Air Force Outstanding

Disaster Preparedness Senior NCO. He also received honorable mention in the AFRES competition.

Mr. Wilson is proud of his staff which consists of Mr. Copeland and Edwin Ross during the week and Lt. Cols. Charles Hannaford and William Lee Jr., both disaster preparedness officers, and MSgts. George Copeland and James Lapsertis on UTA weekends.

An Indianapolis native, Mr. Wilson has a long history of achievements and awards. He graduated with a bachelor of science degree in education from Butler University in 1953 and received his commission in the Air Force through ROTC and Butler.

He spent 16 active years as a navigator in KC-135s, KC-97s, RC-121s and C-124s, including time in Southeast Asia. His military awards include the Air Medal with oak leaf clusters.

He joined the Reserve program with the 905th Military Airlift Group at Westover in 1970, and was assigned to HQ/AFRES, Robins AFB, Ga., in 1974 as the disaster preparedness mobilization augmentee officer. Mr. Wilson retired in 1981 as a lieutenant colonel with 28 years combined military service.

His government career as a civilian began in 1974 as a program analyst at Westover. In 1978, he assumed his current position as disaster preparedness officer. The laundry list of awards for himself and his unit began in 1978 and has continued at a steady pace.

After 14 years and a plethora of awards, Mr. Wilson says he is never one to rest on his laurels. "There is always room for improvement," he said. "Things are in a constant state of change and we need to keep striving to maintain a high level of proficiency."

Not content with active duty, Reserve and civilian service, Mr. Wilson also has owned his own real estate agency and has been as award-winning life insurance agent with John Hancock Life.

Mr. Wilson is married to the former Ethelyñ May who also works at Westover as non-appropriated funds personnel clerk. They reside in Springfield and have five grown children and 12 grandchildren.



Reservists assist in Springfield evacuation

By TSgt. Tom Allocco

Westover reservists were part of a Springfield area-wide emergency effort when thousands fled neighborhoods threatened by a cloud of escaped chlorine gas Saturday night, June 18.

Medical, security and other members worked through Saturday night and Sunday to aid Springfield families who had fled to evacuation centers. The emergency was declared when chlorine gas escaped a burning chlorine processing facility, forming a cloud which drifted at the whim of the winds.

The reservists were called out about 11 p.m. on Saturday of the "B" UTA, following a request from Springfield authorities to Lt. Col. Thomas Hargis, base commander.

The request for help set in motion an effort which included sending two base clinic ambulances, tents of the 74th AES, Security Police vehicles, and other equipment.

The 74th AES and base clinic nurses and medical technicians spent the long night assisting evacuated families at Municipal Hospital, the Springfield Civic Center, Central High School and Putnam High School.

The Aeromedical members also provided back-up support. They set up a 50-patient tent with stretchers and other equipment at Springfield Technical Community College. It was kept in reserve as a triage center with Westover generators and emergency lights.

Two Westover ambulances manned by base clinic medical technicians also kept a night-long vigil on the campus grounds in case the emergency widened. At times they were the only medical people in Springfield with advanced life support equipment available for call.

TSgt. Jeffrey Sherwin of the 74th AES was among those who helped at the Springfield Civic Center.

"Our eyes were smarting from the chlorine gas in the air. It was a very long night," he said.

"We went from family to family, talking to them. I know we had a calming effect. People had a sense of relief just seeing us there in uniform. There were many children around and we tried to keep the families together. If they needed help, we would advise one of the nurses.



(USAF photo by Sgt. Vin Blanchard)

MEDICAL ALERT—Members of the 439th USAF Clinic repack some supplies that were on hand at the chlorine disaster site.

"The biggest problem was getting prescription medicines for people with problems who had left their medicine at home," he said.

The 74th AES provided on-site command, and efforts were coordinated through a medical control center manned by CMSgt. George Kudla and SMSgt. Mark Gilyard at the base clinic.

MSgt. George Copeland of Disaster Preparedness spent the night at the Springfield Command Post and the Westover command post served as liaison through the night.

Shortly after midnight Security Police pick-ups and a patrol car were sent to Springfield. During the night they transported residents to and from hospitals and evacuation centers and assisted the Westover medical people.

The base fire department provided air packs and the transportation section sent a tractor-trailer to the triage area.

"From our perspective, the effort was a display of ability to respond to an

emergency. Our people answered the call quickly and skillfully," said Brig. Gen. Frederick D. "Mike" Walker, wing commander.

"It's the job we train for—responding to emergencies—whether here in Springfield or 1,000 miles away," he said.

He and Colonel Hargis were among those who assisted at the scene of the emergency.

"Our emergency medical people and the Springfield men and women worked together smoothly. In many cases Westover nurses and medical technicians have trained in Springfield facilities or are employed there in civilian jobs. It was a classic example of the role of the citizen airman," Colonel Hargis said.

The Springfield emergency ended on Sunday when winds dispersed the chlorine gas cloud and residents returned safely to their homes.

"It's the job we train for—responding to emergencies—whether here in Springfield or 1,000 miles away."

—General Frederick D. Walker

Billeting office is preparing for expected growth

By Kymberly A. Saganski

Now that Westover is nine months into the C-5 conversion, and construction on the new pull-through hangar is underway, the billeting staff is preparing for an influx of 1,000 new reservists and countless military personnel on TDY in support of the new mission.

Numerous projects for construction and renovation are planned in both the Visiting Officer's Quarters and the Visiting Airmen's Quarters to better fulfill the needs of the growing Westover population.

"The first impression a person receives often sets the tone for his or her entire visit," said Mr. Robert L. Mathieu, innkeeper's assistant at Westover's Flyer's Inn. "The accommodations and service that visiting officers, airmen and civilians receive from billeting is crucial to the morale of these people."

MSgt. Mathieu is also a medical services specialist with Westover's 74th Aeromedical Evacuation Squadron.

Construction of a new billeting office in building 2201 is due to begin in October. The office is currently located in building 2200 and will be moved when the work is completed next summer.

Phones were installed at the end of July in every room of the VOQ buildings 2200 and 2201. A guest will be able to receive wake-up calls, as well as make calls on base, off base and room-to-room.

The cable television system is also being updated and will receive six local stations as well as six cable stations.

Room-by-room renovations in the VAQ dormitories, scheduled to begin in six years will include the installations of one bath-room with a shower for every two rooms. This will be a significant change from the community-shower system that now exists.

On the average day, the VOQ is 75 percent to 90 percent filled to capacity while the VAQ is 45 percent to 50 percent filled. Both the VOQ and VAQ are 100 percent filled during the UTA weekends. "It is our responsibility to assure that all individuals requiring billeting services are satisfied with their accommodations and treated well by staff," said Mr. Mathieu. The billeting staff consists of approximately 30 people of whom almost 20 work on the busiest shift, 7 a.m. to 3 p.m.



(USAF photo by Dr. Frank Faulkner.)

THE WELCOME MAT—Mr. Robert L. Mathieu, of Westover's Flyer's Inn, display the facility's welcome mat.

According to Mr. Mathieu, the expected increase in demand for billeting with the C-5 conversion is not a major concern and there are no plans for increasing the number of beds available in

the VOQ and the VAQ. The budget for contract housing has increased, and if the dormitories are full there is always somewhere for military personnel to stay, he said.

Billeting Hours Of Operation

- A. VOQ Building 2200
 - 1) Office open 24 hours a day, seven days a week.
 - 2) Closed on all major holidays.
- B. VAQ Building 5301
 - 1) Office open from 7:00 a.m. until 11:00 p.m. a day, seven days a week.
 - 2) Closed on all major holidays.

Billeting asks that all Military and Reserve Personnel make reservations. Be prepared to leave your full name, rank, social security number, date of arrival and date of departure.

For Reservations call:
 Autovon: 589-2950
 Commercial: 557-2965

Stress management workshop emphasizes prevention

By Nora MacKay

Stress is a significant cause of workplace disruption, but can be both treated and prevented successfully, according to counselors from Westover's Employee Assistance Program.

About 80 Westover employees were given information on stress management and other counselling programs available through the Employee Assistance Program on June 29 at a seminar at the Consolidated Open Mess. The EAP is a health service provided by Westover for employees of the base and their families through Bay Colony Health Services of Ludlow.

"We know in society today there are tremendous amounts of stress on individuals," said Kathy Cucchiara, coordinator of Bay Colony Health Services EAP. She said the stress can come from a variety of sources, such as marital problems, financial difficulties or job pressures.

As an indicator of how much stress exists in our society, Ms. Cucchiara pointed out that the three most commonly prescribed drugs in the United States are often used to treat symptoms of stress. These drugs are Valium (a tranquilizer), Indiral (for high blood pressure) and Tagamet (for ulcers).

Although the symptoms and causes of stress are diverse, stress itself is defined as a "bodily reaction to change," according to Martha Dearing, also of BCHS and co-presenter of the workshop.

"This is known as the fight/flight reaction, which originated in the early roots of man," Ms. Dearing said.

"If you're a cave man standing in a clearing, and you come across a saber-toothed tiger, you have two choices. You can stay and fight or run in the other direction," she said. She added that whatever the choice, the body reacts in the same manner: adrenalin will start pumping, breathing will become rapid and shallow, and stomach muscles will tighten.

In learning to cope with your own stress, the first step is recognizing these body symptoms as an indicator, she said. Then you should identify what the source of the stress is and ask yourself if there is anything you can do about it.

"When you work in the government, a lot of times you can't do anything about what is causing your stress. You might as well let it go rather than create more stress for yourself," Ms. Dearing said.

She said you should next determine if enduring the stress is "worth it" for you, and act accordingly.

According to Ms. Cucchiara, stress does not necessarily have a negative connotation.

"Think of stress in your life as a violin," she said. "If there's enough stress on the strings, you get beautiful music. If the string is too loose, the music is flat. If the string is too tight, it snaps."

Stress management is only one of the many services available through the EAP at Bay Colony Health Services. Lt. Col. Thomas Hargis, base commander, said he urges all Westover employees and their families to take advantage of these services.

"We care about our employees and their families," Colonel Hargis said. "We believe that prompt recognition of emotional problems and appropriated assistance can minimize suffering and lost productivity. The EAP can benefit us all."

For more information about the Employee Assistance program, contact Mary Griffin-Bales at (413) 557-3946 or call BCHS directly as (413) 589-0136. All calls to BCHS are confidential.



(USAF photo by Frank Faulkner)

NEW PARKING PLACE—Westover's C-5As have been moved from their temporary home on the north ramp to the east ramp where they will remain on a permanent basis. The

aircraft were moved to their new home during the B UTA, July 23 and 24.



Brig. Gen. Frederick D. Walker welcomed the assistance of city officials in the Golden Anniversary of Westover AFB and pledged co-operation with the centennial celebration.

A C-5A Galaxy was kneeled and open just outside the new Westover Air Park terminal where more than 500 city officials and invited guests learned of the 1990 schedule of centennial and anniversary events.

1890
CHICOPEE
1990

Spalding donates \$25,000

Anniversary cou

Article and photos by Nora MacKay

Some 500 business and civic leaders from Western Massachusetts met June 23 to formally kick-off Chicopee's centennial and Westover's golden anniversary celebrations.

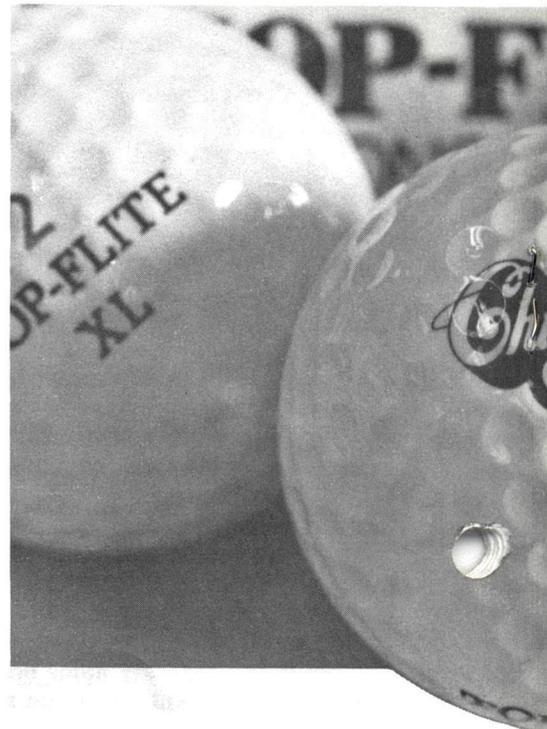
The reception at the new WMDC Air Passenger Terminal marked the beginning of the two-year series of events which will include Westover's 50th anniversary military ball and the 1990 international air show.

"The relationship between Chicopee and Westover is a special one," said Brig. Gen. Frederick D. "Mike" Walker, 439th MAW commander. "We at Westover are honored to be part of a community with so much to be proud of. It's fitting that our anniversary celebrations coincide," General Walker said.

In addition to the military ball and air



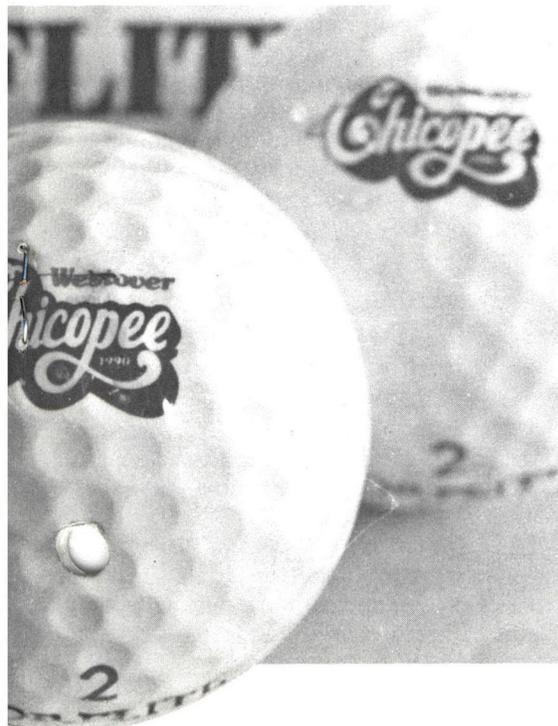
MSgt. Frank Godek





Countdown begins

**1940
WESTOVER
1990**



show, other Centennial events announced include a Halloween party and parade; a turkey shoot; a winter carnival; a golf tournament; the "1890 Centennial Ball;" and the Breakfast of Guinness—an attempt at a record-setting breakfast event.

"The purpose of this reception is to let you know what's on the program," said Richard Wylie, chairman of the Centennial Committee and sales manager of WGGB-TV in Springfield. "We really do need your support."

Chicopee Mayor Joseph Chessey introduced the members of the Centennial Committee while praising them for successfully compiling the calendar of events. Mayor Chessey cautioned however that "these things cost money" and all plans are contingent upon community and corporate financial support.

To formally start corporate contribu-

tions for the celebrations, Vaughn Rist, vice president and director of personnel for Spalding Sports Worldwide, announced the donation of \$25,000 to the Centennial Blue Ribbon Committee.

Mr. Rist also announced the donation of 2,400 golf balls bearing the Chicopee/Westover commemorative logo for all reception participants from "a company that loves Chicopee and shares in its history."

The reception was funded by the Chicopee Co-Operative Bank, Chicopee Savings Bank and the Polish National Credit Union. The array of elegant food served included 100 pounds of shrimp, 80 pounds of beef, five bushels of oysters, escargot, beer, wine and tray after tray of gourmet hors d'oeuvres.

When the speakers concluded, General Walker invited all to tour the C-5A parked just outside the terminal.

Westover becomes summer training ground for students

By Kim Saganski

In the midst of summer heat and humidity, 119 eager young students are spending their vacation time at Westover learning what it is like to work for the government.

Students come from the area high schools as well as the local universities and colleges to work the three months of the summer as temporary employees.

Mr. Richard T. Wright, Westover's civilian personnel officer, has steadily increased the number of summer hires from approximately 15 in the summer of 1986, to 92 last summer and a record 119 this summer.

"This is a great opportunity for kids to work in a specialty," said Mr. Wright. "A lot of students are working in departments that are relevant to their studies at school."

Lisa Bonafini, a University of Massachusetts student from Belchertown, is

working this summer as a clerk-typist in Civilian Personnel. She is currently an undecided major but now that she has personnel experience she thinks she would like to become a business major. "I love the people here and I really enjoy the job," she said.

For some students who will be graduating, a summer job may lead to a permanent offer, said Mr. Wright. For this reason, the personnel office tried to match the training, experience and interests that the students expressed on their application with available positions here at Westover.

Although the jobs were not advertised, except through the local college and university co-operative education programs, the civilian personnel office received over 150 applications for the 120 available positions.

The summer-hire program cost Westover \$350,000 this year, but Mr. Wright believes that this is a more than

necessary expense. Extra summer help is needed, he said, due to vacancies left by vacationing employees and the A-76 job cutbacks which took effect in January. Because of these cutbacks, Westover lost more than 90 jobs in supply, transportation, and civil engineering. "Many of the students were given these specialized jobs on a part-time basis and they are doing them very well," said Mr. Wright.

Renee Boissonnault, a clerk-typist in the base commander's office, thinks that her newly acquired skills in problem solving will help her law career when she graduates from Boston University. "This job involves interacting with people every day and trying to help them come up with alternate solutions to their problems," she said. "That's exactly what I need to learn for my future law practice."

30-year-old Herks given new life

Seven C-130 Hercules were transferred June 10 to the U.S. Forest Service for extensive modification and another 15 years of flying to fight forest fires across the United States.

The rugged turbojets had been removed from the Air Force inventory and were at Davis Monthan AFB in Tucson, Ariz. The C-130s will be transferred throughout the nation after being extensively modified for fire-fighting missions, federal officials said.

General Services Administration officials made the transfer to the Forest Service to replace aging C-119s. Two of the C-130s are expected to be ready for battling forest fires this summer.

"The acquisition of these aircraft will

greatly increase our ability to quickly suppress wild fires. These C-130s will drop 50 percent more fire-extinguishing retardants at twice the speed and at much less cost than our current aircraft," said F. Dale Robertson, chief of the Forest Service.

GSA Acting Administrator John Alderson said transferring the Air Force aircraft would help conserve the nation's natural resources and protect the taxpayers' original investment.

The C-130s, manufactured by Lockheed Corp. in 1956 for \$3.1 million each, should be servicable for another 15 years, GSA officials said.

The Forest Service has used surplus aircraft to battle fires since the 1950s.

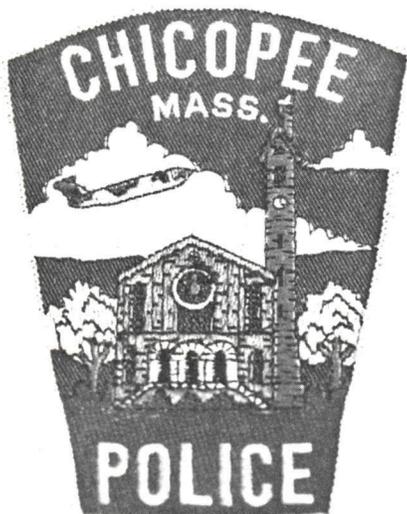
WMDC will offer passenger service

Pioneer Valley citizens will be able to make regular flights this month from Westover Metropolitan Airport, according to Duane Stinchfield, director of civil aviation for Westover Metropolitan Development Corp.

Bi-weekly public charters to Atlantic City, N.J., are slated to begin Aug. 10 on Boeing 727's operated by Gulf Air Inc., he said.

"This will be followed in mid-September by six to 10 daily departures of commuter airline flights to New York and New Jersey airports using 19 to 42-seat aircraft."

Mr. Stinchfield said a passenger screening program will be established here prior to flights to Atlantic City, Newark, LaGuardia and John F. Kennedy airports.



PROPOSED PATCH—The Chicopee Police Department may soon be wearing this patch on their uniforms. The patch, designed under the guidance of Sgt. John Chmura of the Chicopee Police and Neil F. O'Leary of Sentry Uniform, includes a likeness of Chicopee's City Hall with a C-5 aircraft flying overhead. Chmura said the dates 1890, when Chicopee became a city, and 1990 may also appear on the patch that has a sky-blue background.

74th AES puts new communications system on line

By Sgt. Alan Duffy

During the May UTA several members of the 74th Aeromedical Evacuation Squadron rolled up their sleeves and began digging a 250 foot trench which now holds the communications lines to their new state-of-the-art communications system.

MSgt. Jack Cichaaki and SrA. George Mearing of the 439th Civil Engineering Squadron added their expertise to the trench digging process by using some of their heavy equipment to expedite the process.

The new system was christened by Brig. Gen. Frederick D. Walker, wing commander, during the July UTA along with Lt. Col. Thomas G. Hargis, base commander, and TSgt. Jeffrey Sherwin, and TSgt. John Hart, both radio operators for the 74th.

The new communications network, which is more accurate and easier to operate, replaces the 74th's old system. Sergeant Sherwin said, "The new system will be far easier to run in terms of tuning in channels, and keeping them locked in."

The new network will enable the Command Post to be linked with the 74th, thus giving General Walker easier and more extensive access to all of Westover's aircraft. The general said, "A lot of coordination is being done by our people. Our capabilities to communicate are being greatly increased, and we are deleting unnecessary steps which will enhance the time element involved."



(USAF photo by Sgt. Vin Blanchard)

MEN AT WORK—TSgt. John Slatz, TSgt. Jeffrey Sherwin and SSgt. Benjamin Fiamma, all of the 74th AES, help erect an antenna base before installing a permanent antenna for the squadron's radio section. The antenna will be used for communication between the aeromedical evacuation control center and those from the unit on field exercises.

Westover Once Over

Five years ago

(Taken from the Patriot August, 1983)

Two Westover C-130s carried food and other supplies to flood-stricken Piura, Peru, when the country's president requested emergency airlift.

The 439th aircraft were dispatched from Howard AFB, Panama, where they were stationed as part of the Volant Oak rotation.

10 years ago

(Taken from the Patriot August 1978)

The 337th Tactical Airlift Squadron has received the General Claire Chennault Award at the annual convention of the 14th Air Force Association in Duluth, Minn. The unit is the first to win the trophy which will be given annually to a 14th AF flying unit.

The award is given for excellence in mission readiness, unit accomplishments, adherence to procedural operations and safety procedures.

20 years ago

(Taken from the Westover Yankee Flyer 1968)

Westover AFB was recently named recipient of a certificate of achievement in the General Thomas D. White Fish and Wildlife conservation competition for its efforts in preventing waste of natural resources.

The base conservation program has been in existence for a number of years but it was in August, 1967, the Security Police Squadron Fish and Wildlife section began an extensive conservation campaign.

Base serves as sanctuary for endangered birds...

(Continued from page 3)

per sparrow eggs are particularly vulnerable to crows and groundhogs, while the chicks fall prey to hawks and coyotes.

Paul Gagnon, Westover's environmental engineer, said, "the base encourages the birds' habitat," and that when the report is compiled at the end of next summer's nesting season, we "will incorporate the finding of the study and the researcher's recommendations with our land use management plan." This means that the regulation length of the grass surrounding the flightline may be adjusted according to the needs of the sparrow and sandpiper during nesting season.

"I don't think the grass mowing is affecting the uplands or the sparrows," said Ms. Papierski, because the regulation eight-inch grass height allows the mowers to go right over the nests. "What really surprises me is that the birds don't seem to mind the planes," she said.



(USAF Photo by Nora MacKay)

Susan Papierski measures grass height beyond the runway.

(Continued from page 1)

federal employees make it tough for the Air Force Reserve at Westover to compete with private sector firms which offer paid benefits and higher wages," he said.

As a result, Mr. Wright estimates 10 percent to 15 percent of wage positions base-wide are unfilled in both appropriated and non-appropriated fund positions.

The process towards official approval for the Westover wage increase began last October when Mr. Wright started to collect data for the special report necessary to make his case. After two months, the report was ready and was forwarded along the chain of command for approval—14th Air Force, AFRES headquarters, and Air Force headquarters—before ultimately reaching the Department of Defense Wage Fixing Authority for final approval.

Mr. Wright is today working toward wage increases in other employment areas at Westover.

"We've requested a special wage consideration for the security guard workforce," he said, adding, "that should be approved any day."

This should also result in an average increase of \$2,500 per employee in yearly income, creating a total salary increase of nearly \$200,000 for these positions. The next problem area to be targeted for increase is more than 200 positions in the clerical workforce, ranging from GS-3 to GS-6.

The next step in the battle of wage reform, Mr. Wright said, is to critically review with the DOD Wage Fixing Authority the results of the 1988 full-scale wage survey, which compares wages paid at Westover to wages paid in the private sector.

For the first time, the survey will include data from the 45 aircraft-related industries in the Greater Hartford area, such as Pratt and Whitney, and United Technologies.

"We expect that this will show where we really stand in relation to comparable industries in Western Massachusetts and Connecticut, and that private sector wages are significantly higher than in the past," Mr. Wright said.

The funds to pay for these wage increases have come from money already appropriated to Westover. Mr. Wright

said he doesn't expect to receive outside funding to finance future wage reform measures.

"If we continue to ask for special salary considerations we're going to have to pay for them out of our own pocket" in part due to the present political climate, he said.

"Federal employees are never a priority issue for legislators," he said. "We're not very high on the totem pole."

This, combined with the realities of election-year politics, a huge federal deficit, and DOD-mandated reductions in unnecessary spending, will mean "we probably won't get any legislative support until six months or so into the new administration.

"It will probably be next June before we can make any more significant changes," he said.

"Our next move is to make a decision internally if it will be better for us to maintain an 85 percent to 90 percent manning posture and take the extra money to raise wages, or if it will be better to maintain 100 percent manning," he said.

"Patriot People"

Name: Peter Fowler
Rank: Capt.
Age: 41
Address: Simsbury, Conn.
Unit: 439th ABG
Position: Chief MWR
Civilian Occupation: Bank Vice President
Favorite Food: Cheeseburger
Favorite Beverage: Cider
Favorite Sport: Penn State Football
Favorite Hobby: Ham radio
Ideal Vacation: Caribbean island with my wife
Best Way to Relax: Writing
Preferred Entertainment: Walking with my family
Favorite Celebrity: Alan Shepard
Favorite Music: Classical
Favorite Book: Bible
Favorite Color: Blue
Favorite Car: Saab
Pet Peeve: My own procrastination
Best thing about Westover: People
Worst thing about Westover: Weather



Capt. Peter Fowler

Flying W Riding Club established at Westover

A group of Westover equestrians aren't horsing around with their plans to re-establish the Flying W Riding Club on base.

According to SSgt. Roxane Friedhofer of the 439th Air Base Group Casualty Assistance Office, 30 people attended a June 29 meeting at the Consolidated Open Mess. The club had an earlier meeting also.

"We found out at the last meeting that about 100 acres of property near Wade Lake have been approved for the club's use," Sergeant Friedhofer said.

The club plans to build stables on a foundation already existing on the property, she said.

"The only criteria for joining the club is that you be associated with the base, whether you're on active duty, a reservist, a civilian or a family member," Sergeant Friedhofer explained. "Right now we've got 15 privately owned horses planned to be kept here. We've also discussed leasing 12 other horses for people to use."

Sergeant Friedhofer said there are two main advantages to keeping a horse at the Westover club.

"First, our rates will be substantially less than what you'd pay off-base. There's also a feeling of camaraderie within the group. We're not just going to be riding horses. We're planning a lot of different events, too."

earning a **PAT** on the back

Enlistments

SSgt. William E. Brewster
 SSgt. Ronald Busch
 SSgt. Gilberto Jimenez
 SSgt. Gary N. Vickers
 Sgt. William G. Barrett
 Sgt. Beverly J. Gunther
 Sgt. Terence J. Hanley
 Sgt. Kenneth R. Massey
 Sgt. Floyd L. Tolar
 Sgt. Jeffery A. Walton
 A1C Sean S. Arnold
 A1C Michael A. Gardner
 A1C Levern T. Green
 A1C Jason C. Harder
 A1C Marie L. Jensen
 A1C Timothy P. Lapinski
 AB Helen Eraklis

Reenlistments

SMSgt. Joseph E. Kusiak
 SMSgt. Robert P. Latulippe
 MSgt. Patricia J. Lougher

TSgt. David A. Archibald
 TSgt. Joseph S. Dimartino
 TSgt. Edward J. Goodfield Jr.
 TSgt. David P. Lacasse
 TSgt. Steven Skowron
 TSgt. Thomas S. Stepniak
 SSgt. Linard Bailey
 SSgt. Michael C. Barrick
 SSgt. Michael J. Carman
 SSgt. James J. Cobb
 SSgt. Madeline Cobb
 SSgt. Charles M. Depote
 SSgt. Jon T. Irving
 SSgt. Craig A. Lehmann
 SSgt. Thomas M. Lord
 SSgt. Frederick Lougal
 SSgt. David J. Mandeville
 SSgt. Gary F. Marchand
 SSgt. Patrick D. McMahon
 SSgt. Cheryl A. Medvetsky
 SSgt. Edward R. Newton
 SSgt. Michael R. Olszewski
 SSgt. John F. Robert
 SSgt. Mark W. Sutton
 SSgt. Vernon C. Terry
 SSgt. Ronald Viens
 Sgt. Kevin J. Dion
 Sgt. Joseph L. Santalucia
 SrA. Kenneth R. Belanger
 SrA. Mark W. Whitehouse

Why we're here!

Westover AFB named for visionary head of Air Corps

*Private Oscar Westover
gained two stars and
revamped America's air
forces on the eve of war*



By Dr. Frank Faulkner

On April 6, 1940, local dignitaries and Air Corps officials gathered here with state officials and thousands of Greater Springfield residents for dedication ceremonies at America's newest super-airbase.

In keeping with the American tradition of naming ships, tanks, forts and airfields to honor departed heroes, the "Northeast Air Base" was named in honor of Maj. Gen. Oscar Westover, the former Army private who had learned to fly.

General Westover had commanded the Air Corps for only 636 days, but those days were the turning point for America's air arm and became the foundation for victory in World War II.

Oscar "Tubby" Westover was a Michigan native, born in Bay City in 1883. He enlisted in the Army in 1901 and the following year he entered West Point.

He was graduated in 1907 and trained in California at the School of Musketry at the Presidio of Monterey before being assigned to the 14th Infantry Regiment in the Philippines.

In 1911, Lt. Westover returned to the U.S. Military Academy as an instructor

in the Department of Drawing. Following an assignment in Alaska in 1914, Capt. Westover was again assigned to West Point in 1916 as an assistant professor in the Department of Drawing.

During World War I, he was jumped to temporary colonel and assigned to the Signal Corps' Bureau of Aircraft Production which was overseeing construction of British-designed, American-built de Havilland 4s with 400-horsepower Liberty engines which could lift two men and a payload of 400 pounds.

ACTING EXECUTIVE

From November 1918 to October 1920 he was acting executive of the Air Service.

In his first 20 years of service, Westover—the musketry soldier/professor/planner—had witnessed a dramatic change in the military needs of America in the Twentieth Century.

He had traveled widely for a career officer of his time, and had seen how modern technology was revamping tactics and defenses. He was determined to learn all he could about aviation.

At age 38 and back to his permanent rank of major, Westover enrolled in the Balloon School at Omaha, Nebraska.

After graduation, he enrolled in the Airship School at Langley Field, Va.,

graduating in April 1922.

Eight months later, he entered the Air Corps Primary Flying School at Brooks Field, Texas, graduating in June.

By 1923, Major Westover had graduated from Advanced Flying School and was made commander of Langley Field, Va.

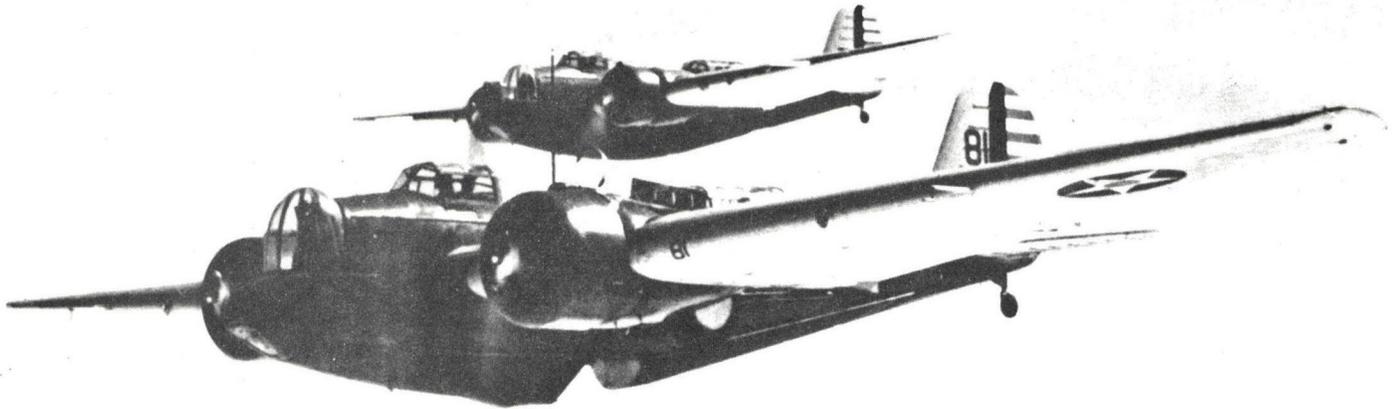
In 1926 he entered the Air Corps Tactical School and, two years later, the Command and General Staff School at Fort Leavenworth, Kan. After graduation, he stayed on at the school as an instructor and chief of the Air Corps section.

In a half dozen years, Major Westover had filled in all the squares to become an expert in airpower. As a balloon-derigible-fighter-bomber pilot-instructor-airbase commander he was in an excellent position to influence the development of U.S. airpower. He just needed a little more rank to put his ideas into action.

In 1930, he was finally promoted to lieutenant colonel, the temporary rank he had held a dozen years earlier.

ASSISTANT CHIEF

By 1932, Westover was a brigadier general and assistant chief of the Air Corps. With a star on his collar, General Westover began pushing for modern all-metal bombers and the



fighters to support them.

At that time, advances in aviation were evolving through civilian channels, the Cleveland Air Races put the spotlight on speed and streamlined designs which blazed the trail for future fighter aircraft. The U.S. Postal Service was flying the mail and developing a ground navigation network and the aircraft instruments for night and foul weather flying. The airlines were using Fokker and Ford tri-motors beginning to develop methods and routes for hauling passengers.

SKINNY BUDGET

But the Depression-era defense budget was skinny and the Air Corps was underfunded and flying mostly aircraft which were obsolete by civilian standards. The Navy was in the Congressional limelight and working overtly and covertly to rein the Army's airpower.

To understand what General Westover was advocating in those Depression years, one must pause to reassess the state of aviation only three decades after Kittyhawk.

Air combat began in 1912 in Mexico when mercenaries flying for the rebels and federales took pot shots at each other.

Aviation advanced like dog-years during the World War and by 1919 some 200,000 Americans had served in some segment of the air forces.

But flying and aircraft were beyond the realm of an American society still rooted in agriculture and just emerging as a world power. The "roaring Twenties" brought barnstormers to Middle America, but the thought of air travel remained beyond the pale.

Air Mail boosted the concept, but the great leap forward is credited to Charles Lindbergh, who captured the American imagination with his solo 33½ hour

trans-Atlantic flight in 1927.

He wasn't the first across the ocean, but he gained worldwide fame and demonstrated that intercontinental travel would someday be possible.

The next major advance was a very quiet achievement. Lindbergh's *Spirit of St. Louis* had used an efficient, air-cooled radial engine. A simple NACA cowling developed for that type of engine was the next step.

Unlike the Fokker and Ford tri-motor, the next generation aircraft—like the famous GeeBee air racers built in Springfield—used this cowling for greater airspeed and smoother airflow over their wings.

Douglas Aircraft Co. entered into a contract with TWA in 1932 to produce a new type of cantilevered fuselage DC-1 with room for 12 passengers. A stretched version DC-2 came next and accommodated 14 passengers. Three years later, American Airlines ordered a 28-passenger version known as the DC-3. Douglas began working in 1935 on a bomber variant known as the B-18.

TRAGEDY STRIKES

Few Americans had heard of General Westover until tragedy struck the Air Corps in 1934 and his name was published in news accounts across the nation.

Senate investigators claimed the Post Office had favored the major airlines with air mail contracts. President Franklin D. Roosevelt stepped in on Feb. 9, 1934, and cancelled the air mail contracts for all 26 routes. He said the Army would begin carrying mail 10 days later.

The air mail operation was given to General Westover. He ordered ground crews to rapidly convert the Army's odd and obsolete collection of P-26 pursuit planes, B-9 bombers and observation

craft for mail duty.

Few of the planes had reliable instruments and U.S. pilots trained to be deployed only in daylight with good flying conditions. Rain and gloom of night were not in the tactics handbook.

In the first seven days, six Air Corps pilots died.

Former World War ace Edward V. Rickenbacker criticized the president's decision as "legalized murder."

NATIONAL DEBATE

The focus of the national debate switched from contract irregularities to the inadequacy of the Air Corps.

General Westover stepped forward. "When you consider how the job was dumped in our laps, and how little warning we had," he said, "the men have done exceptionally well, particularly with our present equipment."

The predominately anti-Roosevelt publishers ran columns of editorials calling for a return to civilian air mail flights instead of slaughtering the ill-equipped Air Corps.

On March 9, 1934, three crashes killed four more Army mail pilots. Another died on St. Patrick's Day.

President Roosevelt called in General Westover's boss, Air Corps commander Maj. Gen. Benjamin Foulois. "General, when are these airmail killings going to stop?" asked the president.

"Only when the airplanes stop flying, Mr. President."

The generals endured a 10-minute presidential tirade on the inadequacies of the Air Corps. "The continuation of deaths in the Army Air Corps must stop," said the president.

WESTOVER LINK

Generals Foulois and Westover passed the word down to Lt. Col. Henry "Hap" Arnold, Capt. Ira Eaker and Lt. Curtis LeMay—and others who

(Continued on next page)

would later be linked to Westover AFB and earn fame in World War II—that the Air Corps would further reduce mail routes to only nine and would fly only in good weather.

The deaths of 11 men in less than a month had aimed national and presidential attention on the shortcomings of America's military air force. The situation was unacceptable. If the Air Corps couldn't even deliver mail, how could Army pilots be expected to deliver bombs in wartime?

And the president, as we know from later histories, was keenly aware of the contemporary Nazi buildup and watchful of the emerging Luftwaffe.

Before the Army mail duty ended on May 7, 1934, the Air Corps took delivery of its first Martin B-10, an all-metal enclosed-cockpit, 212-mph bomber capable carrying 2,000 pounds. The B-10, which later was the first aircraft to land at Westover Field, was the beginning step in developing American airpower.

WESTOVER PROMOTED

General Westover was promoted to major general on Christmas eve 1936 and designated Chief of the Air Corps, the top-ranking military pilot in the U.S.

He quickly came back into the national news and gained attention for his strong endorsement of developing a "so-called flying fortress type of bomber" for long distance missions. His dream was for a large, long-range strategic bomber that was well-armed and could defend itself over enemy territory.

Within a short time, Douglas was

building wider and longer DC-3s which were flying regularly scheduled routes across the U.S. carrying passengers and mail.

The cantilevered construction, smooth nacelles and more powerful air-cooled radial engines were also being incorporated into large military aircraft, designed mostly as light and medium bombers.

General Westover wanted the trend to continue with even larger bombers with more payload capacity and greatly extended range. And he wanted next-generation fighters which could keep up with the big bombers.

Two months before he became the boss, an experimental Boeing Model 299 bomber was to be tested against a two-engine Douglas B-18, but the four-engined bomber crashed on its maiden flight.

COASTAL BOMBER

The War Department wanted the Douglas B-18 Bolo—terming it a "coastal defense bomber" to appease the Navy—to become the mainstay of the Air Corps for the next five years and ordered 350 of the DC-3 variants. But General Westover argued forcefully for the four-engined Boeing Model 299, known to the Air Corps as the Y1B-17.

In early 1937, the War Department relented and allowed the Air Corps to contract with Boeing for 13 B-17 "flying fortresses." The first B-17 flew from Seattle and landed at Langley Field on March 1, 1937.

With a top speed of 230 mph and a service ceiling of 25,000 feet, the

2,200-mile range of the Boeing B-17 answered the first part of General Westover's dream of a strategic bomber. Further modifications increased speed, ceiling and bombload to 17,600 pounds with 11 machineguns of .50 caliber.

He also talked secretly of a "hemispheric bomber," a super-longrange, high-altitude, multi-engined craft that could span continents. But General Westover did not live long enough to see the B-29 Superfortress or the B-36 Peacemaker.

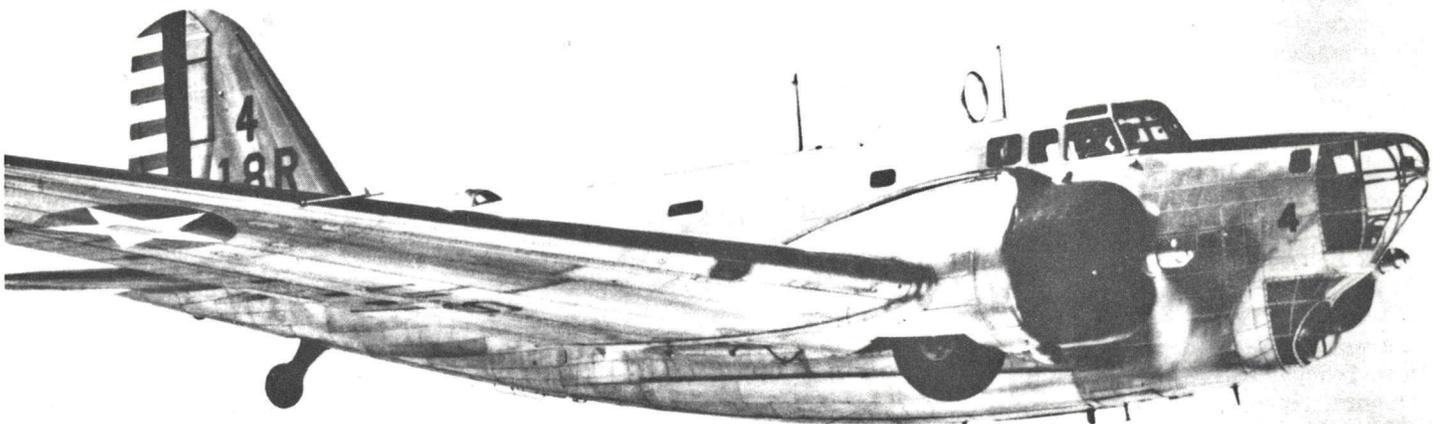
He also argued successfully in 1937 for buying the DeSeversky P-35 and Curtis P-36, the first all-metal, enclosed cockpit fighters with retractable landing gear. Powerplants and armament were inadequate but the 210-plane order for P-36 Mohawks was the largest Air Corps fighter purchase since the World War.

RADICAL FIGHTER

In the autumn of 1938, Lockheed Aircraft Corp. was developing an advanced long-range, twin-engine fighter which could escort the new B-17s over enemy territory. General Westover was keenly interested in the radical twin-boom fighter known then as Lockheed Model 22.

On Sept. 21, 1938, Westover and his crew chief, Sgt. Sam Hayes, were coming in for a landing at the Lockheed field in Burbank, Calif., when their Northrup attack plane backfired and then exploded in mid-air. Both were killed.

Four months later, the first Lockheed

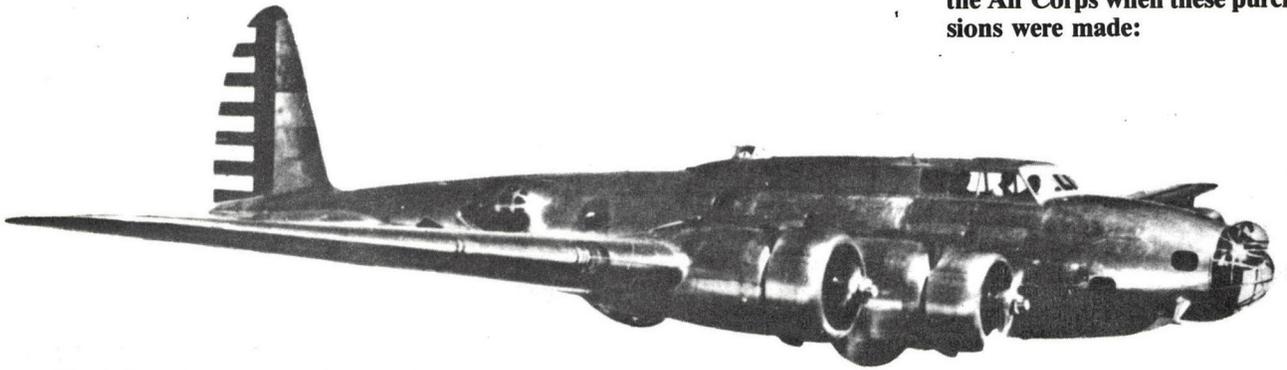


BOLO BOMBER—The Air Corps was satisfied with the Douglas B-18 Bolo, an advanced variant of the popular DC-3, but General Oscar "Tubby" Westover pushed the War

Department to experiment with the Boeing Model 299, a four-engine bomber which was developed into the B-17.

Tubby's air force...

General Oscar Westover commanded the Air Corps when these purchase decisions were made:



Boeing Y1B-17 (1938)

Model 22—redesigned the P-38 Lightning—made its maiden flight.

BASE NAMED

Eleven months after that, Westover's former assistant, General Hap Arnold, announced that the modern super-airbase under construction in Massachusetts would be named in honor of the visionary pilot who had guided the concept of long-range air-power.

The base was aptly named in those dark days before Pearl Harbor when the U.S. War Department worried that England would not survive the Nazi blitzkrieg.

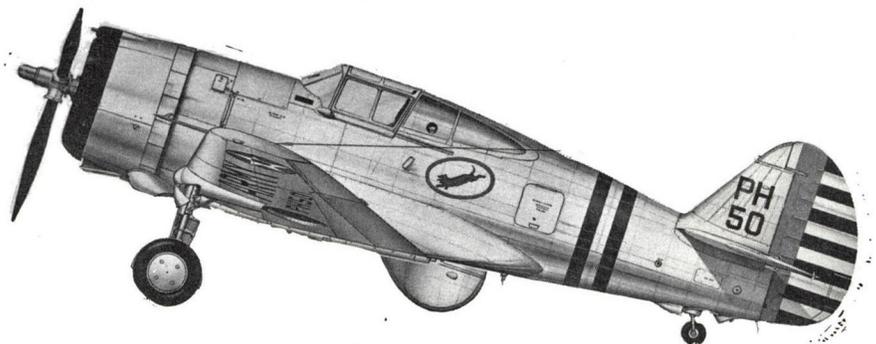
We sometimes forget that Westover Field was being built at the height of the "Battle of Britain" when Spitfires duelled with Messerschmits and London was on fire.

The *Springfield Daily News* noted, at the time of the base dedication, that Westover Field could be used for B-17s to bomb Greenland. One of the first fighter groups to be assigned here flew P-39 Lightnings. America really expected the war to come to our continent.

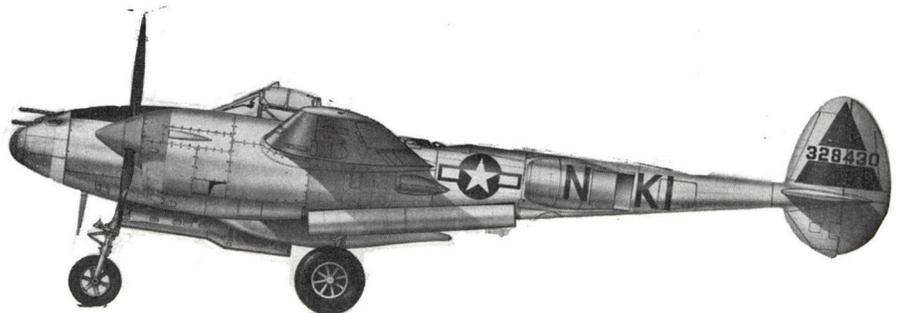
Coming next month: Westover Field during the war years.



THE B-17 "FLYING FORTRESS"—the premier aircraft of the European bombing campaign. He gambled and pushed for purchasing 13 planes, by the end of World War II some 12,731 were built.



THE P-36 MOHAWK—along with the DeSeversky P-35 were the first American fighters that really looked like the fighters of World War II. The 210-plane purchase of Mohawks trained the leaders of pilots who would fly the 13,785 P-40 Warhawks; 15,683 P-47 Thunderbolts and 13,653 P-51 Mustangs built during the war years. The classic lines of the P-35 and P-36 can also be detected in numerous navy aircraft.



THE P-38 LIGHTNING—General Westover was killed visiting the Lockheed to view the prototype of this advanced fighter escort. By the end of the war some 9,394 Lightnings had been built and many were stationed at Westover Field.



(USAF photo by Frank Faulkner)

MASSIVE CONSTRUCTION—With more than \$34 million allocated to construction projects already underway and another \$7 million in design stages, Westover AFB has about \$41 million obligated for facilities to accommodate the 16 C-5A Galaxies programmed for the 439th Military Airlift

Wing. Work is proceeding on the hydrant system and C-5A parking ramp, the DC hangar and Blount Construction Group has subcontracted for construction of the new 10-story pull-through hangar. Delivery of the 16th Galaxy is expected in February.

PATRIOT

Coming in September — Westover during the war years



Published monthly for Patriots like Jennifer Harder of East Boston, Mass., and 2,147 members of the 439th MAW at Westover AFB.

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