

PATRIOT

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Mountaintop ceremony honors B-24 crash victims

By Maj. Rick Dyer

SOUTH HADLEY, MASS. — Thanks to a man they never knew, 10 Army Air Force aviators were remembered May 27 during ceremonies on the mountainside where they died 45 years ago.

On May 27, 1944 a B-24 "Liberator" bomber from Westover crashed into the side of Mt. Holyoke here during a night training mission.

The 10 crewmen aboard, who were preparing for the invasion of Normandy, were killed instantly in the fiery mishap.

The Memorial Day weekend ceremonies, held on a summit overlooking Westover and the crash site, culminated a 31-year quest by Frank W. Tencza of Wilbraham.

Mr. Tencza, a 44-year-old Vietnam veteran who was raised in South Hadley, happened upon the crash site in 1958 while hiking on the mountain. He was 14 at the time.

Intrigued by what he saw, Mr. Tencza spent the next three decades researching the accident and attempting to locate survivors of the crewmen.

During those years, he formulated plans for a monument to the airmen who died on the mountain a year before he was born.

That monument, carved out of Massachusetts granite and adorned with a nickel-plated B-24 propeller, was dedicated during the sometimes emotional ceremony at Mt. Holyoke.

Engraved on the face of the granite slab are the names of the B-24 crewmembers: Sgt. Arnold H. Anderson, Lt. William M. Ashley, Sgt. Wilburn H. Deschert, Lt. Donald D. Dowden, Sgt. Ambrose D. Griffith, Cpl. Ronald C. Lloyd, Lt. John D. Logan, Lt. Talbot M. Malcom Jr., Cpl. Robert J. Ohr and Cpl. Kearney D. Padgett.

Most of the crewmen were in their late teens or early 20s. All were stationed



(Photo by A1C Christine Mora)

STANDING GUARD—Two soldiers from Fort Devens stand guard at a monument which honors 10 airmen who died in the crash of a B-24 during a training mission 45 years ago.

at Westover.

"These men shouldn't be forgotten," said Mr. Tencza during the dedication, which featured flyovers by WWII-vintage PT-13 and PT-23 trainer aircraft, and by modern F-15 fighters from the Mass. Air National Guard.

Alluding to the beauty and peacefulness of the mountain, which overlooks the Connecticut River, Mr. Tencza pointed out the paradox... "That on one awful night so long ago, a night when the mountain was on fire and machine-gun cartridges were exploding, those young men became a part of forever."

Following the dedication of the memorial, which Mr. Tencza said is also a tribute to all WWII aviators who died flying from Westover, family members placed roses at the base of the monument while a bugler from the Westover Honor Guard played taps.

Sixty family members attended the ceremony, some traveling from as far

away as Colorado, Georgia, Mississippi and Virginia.

Frank Logan of Hanover, N.H., the brother of Lt. John Logan, the B-24's co-pilot, spoke on behalf of the families.

"Forty-five years ago, 10 families were devastated," he said. "Today we are united. We are abidingly grateful for this beautiful monument to our loved ones."

The dedication marked the first time that many of the family members had met relatives of the other crewmen. For most, it was also their first visit to the mountain.

Featured speakers at the dedication included U.S. Rep. Richard E. Neal, D-Springfield, and Brig. Gen. Frederick D. Walker, commander of the 439th MAW.

A number of Westover units, including the Honor Guard, 639th SPS, 337th MAS, and the Public Affairs Office also participated in the ceremony.

EDITORIAL**337th is Outstanding**

Outstanding is the only word I can think of to describe the effort put forth by the 337th MAS during the ASET inspection in June.

Every single person who was involved in preparing for the inspection performed superbly. We were put under the microscope by the inspection team and came away with some of the highest ratings ever received by a unit inspected by the Military Airlift Command. I have no doubt that we stand tall alongside the best that MAC has to offer.

I take this opportunity to salute each and every member of the squadron for doing such an excellent job. Certainly the many units that provided support share this spotlight.

We have proven that we have successfully made the conversion to the C-5 and now we're looking to the future. Outstanding is the word we're using more and more at Westover. It is becoming part of our everyday vocabulary.

Last year, the 74th AES received an excellent rating on their Health Services Readiness Inspection and the 337th has done its part to carry on that tradition.

In October Westover will be undergoing a Unit Effectiveness Inspection. That is the time for all of us to tell the world just how good we are and that we can accomplish our mission in an outstanding manner.

The 337th and the 74th have laid the groundwork for, a successful UEI and it is important that the rest of us do not jeopardize what has been accomplished.

In the past we have had a problem with our weight management program. We absolutely have to get the point across that we cannot afford a repeat weight management write-up. If we emphasize weight management, military appearance and courtesy, we will do well in the UEI.

The UEI is not something we should fear; rather it is something to look forward to. It is our chance to show how good we really are.

Again I want to thank and congratulate the 337th for their recent showing and I challenge everyone else to live up to the high standards set by the flying squadron as well as the 74th.

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

Briefs**Blood Drive**

A Red Cross blood drive will be held at Westover on Saturday of the August "B" UTA to meet the increased need for blood donations during the summer months.

Capt. Thomas Schwechheimer, Westover blood drive chairman, asked reservists to see their first sergeants to schedule to give blood in the Base Gym between 9 a.m. and 2 p.m. Saturday, Aug. 26. Reservists and civilians who are not scheduled will also be able to donate on the day of the drive.

"The Red Cross is particularly hopeful for a strong response to their appeal because they are under pressure during the summer season," Captain Schwechheimer said.

"There is a greater demand for blood during the summer, at the same time that there tends to be a decline in the number of donors because college students and others are on vacation. Westover reservists and civilians can really make a contribution to meeting the need for blood," he said.

Direct Deposit

All persons coming into the Air Force Reserve July 1 or later will be required to have their pay sent to a financial organization of their choice, Westover's Comptroller Ray Gilbert has announced.

Air Force officials feel the single most important reason for having Direct Deposit has been direct ties to readiness and high mobility.

"You don't want to have to figure out how your family is going to get money when you're on deployment," Mr. Gilbert said.

High tech sign-in

Reservists with the 512th MAW at Dover AFB, Del., have been using plastic "credit" cards to sign in for their monthly UTAs.

The unit members are participating in a pilot program sponsored by the AFRES comptroller's office, to test the automatic attendance taker.

The coded, plastic cards are inserted into a computerized scanner. If the program at Dover proves successful, "form 40" sign-in rosters may go the way of the horse and buggy.

PATRIOT

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Westover crew participates in airlift to Panama

By A1C Christine Mora

A Westover crew transported troops and equipment to Panama in early May as part of a presidential order to provide protection for the American citizens there.

President Bush issued the order to guard U.S. citizens from the "bullying tactics" of military leader Gen. Manuel Antonio Noriega.

The "Patriot" carried 38 marines and 140,000 lbs. of cargo, including five light assault vehicles, from Cherry Point MAS, N.C., to Howard AFB, Panama. Piloted by Lt. Col. James P. Gallin, the C-5 left Westover May 12 and encountered no problems on the two-day mission.

"Nothing unusual occurred while we were at Howard AFB," said TSgt. James E. Mason Jr., 337th MAS loadmaster. "There was much activity due to the transportation of troops and

dependents, but other than that, everything was normal."

Approximately 2,000 troops were deployed to operation "Nimrod Dancer" by President Bush following the death threats and physical violence that plagued Panama after a May 7 election. Ruled fraudulent by American officials, the election preceded bloody attacks by supporters of Noriega against the opposing presidential candidates and running mates.

During the first foreign policy crisis of his presidency, Bush urged other Latin American nations to apply diplomatic pressure to Noriega's government in retaliation for the brutal violence. The president also recalled the U.S. ambassador to Panama and reduced the embassy staff to essential personnel.

The additional troops augmented the 10,000 U.S. forces already in the country to assist in defending the canal, pro-

tecting and/or relocating American citizens, and providing security for U.S. military people and property in accordance with provisions of the Panama Canal treaties. The provisions state that the United States has the right to deploy additional forces to U.S. bases in Panama to carry out its treaty obligation to protect and defend the canal.

Collectively, there were approximately 51,300 Americans in Panama. Besides military and diplomatic personnel and their dependents, there were about 21,300 businessmen and retirees.

At the helm of the Patriot during the mission were Lt. Col. James P. Gallin, Maj. Bernard J. Ferro III and Capt. Aaron G. Olmstead Jr. Crewmembers included SMSgt. Thomas V. Dzwonkus, MSgts. Jonathan D. Miller and Fred W. Perret, TSgts. Lester H. Eldridge Sr. and James E. Mason Jr., SSgts. Gary A. Abare, John A. Evelyn Jr., and Robert A. McLatchie.

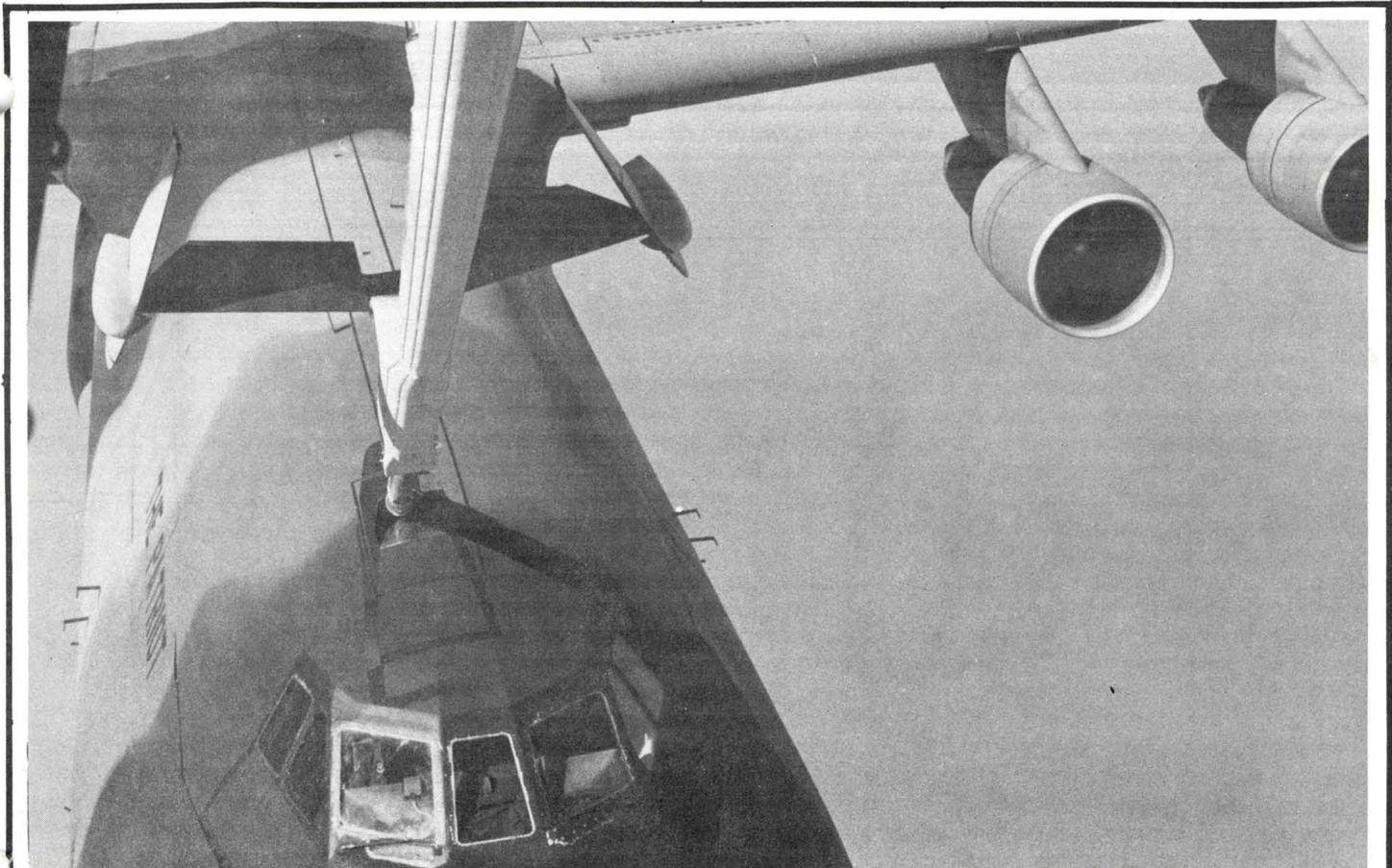


Photo by A1C Christine Mora

FILL 'ER UP—A 439th MAW C-5A, The Patriot, with Maj. Ken Riley and Maj. Lawrence Merker at the controls, prepares to take on fuel during a refueling mission over the

Atlantic Ocean. The refueling aircraft was a KC-10 from the 77th AREFS assigned to Seymour Johnson AFB, N.C.

State-of-the-art telephone system to be installed at Westover

By Maj. Rick Dyer

Westover will get a completely new telephone system by early fall, and a communications official predicts that the quality of phone service here should improve noticeably as a result.

"It will be state-of-the-art," said Robert Mayo, chief of Operating Location C, 2185th Communications Group. "Our users will notice a big difference."

Mr. Mayo said that the computerized, 2000-line digital telephone system will replace an antiquated 1000-line operation that was installed at Westover during the 1950s.

The new system, known as the Meridian SL-1 XT, is manufactured by Northern Telecom Inc. of Dallas, Texas, and will be installed by American Business Communications, Inc. of Granview, Mo.

According to Mr. Mayo, the most obvious aspect of the updated system will be its new telephones.

Modern-looking, push-button digital phones will replace rotary-dial models that have been used here for decades.

The new telephones will also have call

forwarding, call pickup, redial and three way conference capabilities.

Because the new system will have twice as many lines as the old one, authorized personnel should find it easier to gain access to military telephone lines.

Other benefits of the new system will include better clarity, the elimination of bothersome background noise, and improved capabilities for transmitting data over the telephone lines.

Joseph Ryan, chief of programs management with the communications unit, said that contractors will install approximately 1,500 new phone and data circuits at the base over the next several months.

Mr. Ryan and Richard Trauschke, programs technician, are key programmers for the project.

According to Mr. Ryan, all new telephone cable is being installed throughout the base. This will include both underground cable and house wiring.

The underground cable alone will measure more than 25 miles.

"It is an entirely new system, completely independent of the old one,"

Mr. Ryan said.

Because of this, Westover personnel will find both old and new telephones on their desks during the next several months, until the new system becomes operational and the obsolete equipment is removed.

A centralized computer, using a systems access terminal, will enable base officials to program the type of service each telephone on the base will have.

Another computer system will also enable communications personnel to conduct expedited telephone studies and to monitor for waste and abuse.

"Previously, we had to wait for a month and a half to get the phone bills before we could analyze what calls were being made from each phone and the number called," Mr. Mayo said. "With our new system, we can get that type of data almost instantaneously."

Workers are now readying the phones, cables, and switches for the new system.

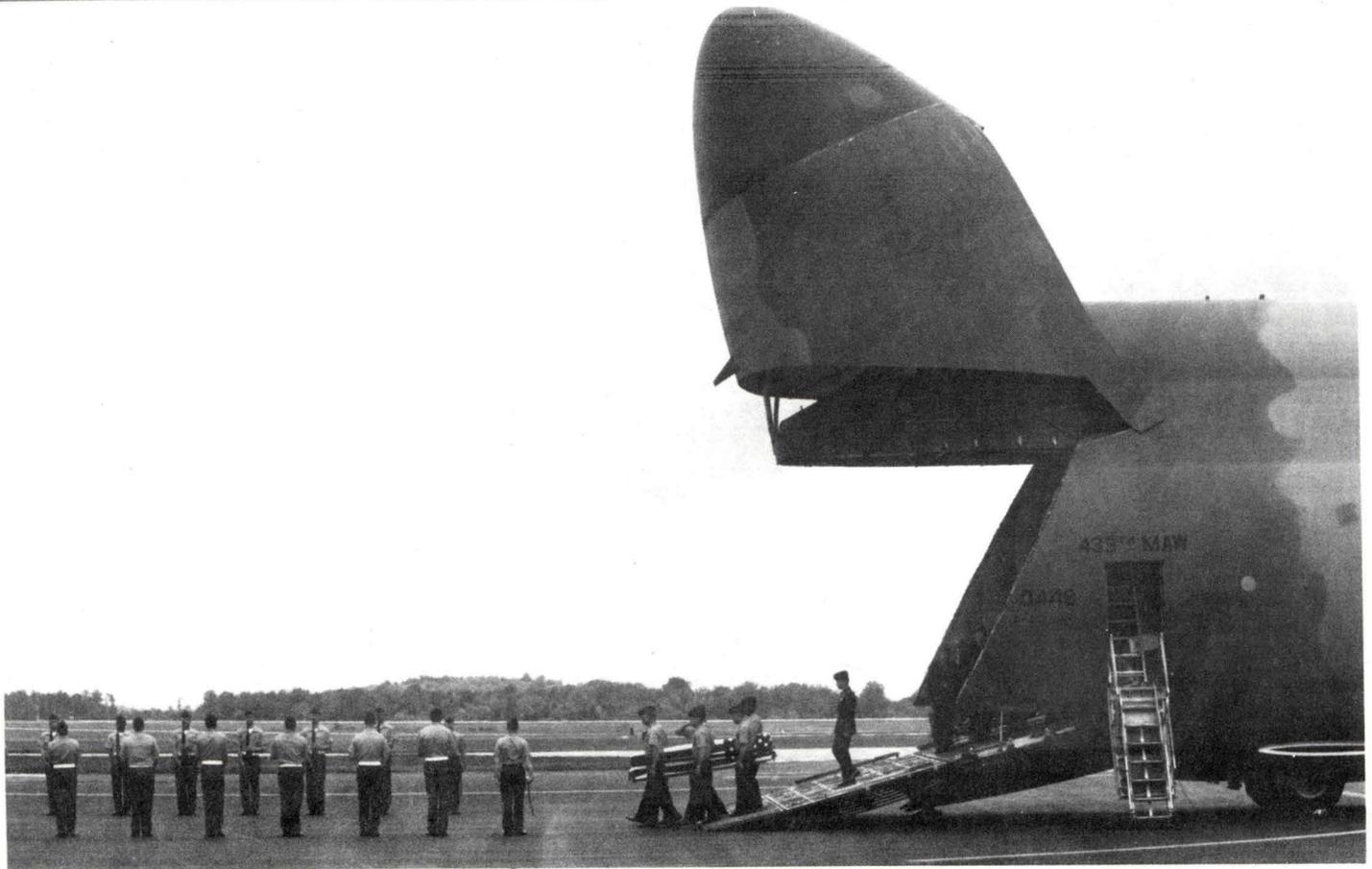
Mr. Mayo said that he expects the new telephones to start ringing at Westover sometime in late September.



(Red Cross photo)

BLOOD PROGRAM AWARD—Donald N. Craven, left, member of the American Red Cross Blood Services, presents an award for outstanding participation to Barbara Bender and 1st Lt. Thomas Schwedheimer of Westover.

The award recognizes the base for donations of blood collected during the year. Since this photo was taken, Lieutenant Schwedheimer has been promoted to captain.



(Photo by Carla Varisco)

REMAINS BROUGHT HOME—U.S. Marine Corps pallbearers carry the remains of one of five Marines killed in a helicopter crash near Toulon, France from a 439th MAW C-5 at Dover AFB, Del. The Westover-based Galaxy airlifted the bodies from Torrejon AB, Spain.

Westover reservist assists in recovery of USS Iowa victims

By Maj. Rick Dyer

Capt. Paul Bailey of Westover's 58th Aerial Port Squadron remembers the 3:30 p.m. telephone call vividly.

The captain was serving on a special tour of active duty with the 436th Aerial Port Squadron at Dover AFB, Del., on April 19. He had just started his shift when the Navy called.

Captain Bailey, who was serving as the aerial port's duty officer, was notified that there had been a disaster aboard the battleship USS Iowa.

A massive explosion in the Iowa's number two gun turret had claimed the lives of 47 sailors. Dover, which houses one of the military's primary mortuary facilities, was to assist with the casualties.

"I was told the Navy would need a large number of caskets," Captain Bailey said. "At this point, they weren't sure of the number of deaths."

The Westover reservist located 70

coffins in a warehouse at Dover and made arrangements to have them loaded on a flatbed trailer.

He spent the next three hours supervising the aerial port's efforts to secure the caskets on pallets and process them for loading.

"We put them on seven pallets and had them loaded aboard a Navy DC-9 from Willow Grove, Pa., which flew from Dover to Puerto Rico where the Iowa was docked," Captain Bailey said.

The Westover reservist also scurried to find enough flags to cover the coffins.

"It was frenetic, but we had everything ready by 7:30 p.m. when the DC-9 landed," he recalled.

Captain Bailey was also the aerial port's duty officer the next day when a C-5 from the 436th MAW returned to Dover with the remains of the 47 victims.

"It was very somber," said the cap-

tain, who was assigned to escort media representatives covering the event. "We saluted each coffin as it was carried off the C-5 by a Navy honor guard."

Captain Bailey was present at one of the ceremonies honoring the Iowa sailors. The nationally televised service, held in a hangar at Dover, was attended by the Secretary of the Navy and other dignitaries.

The captain said that his stint at Dover, during which he worked "a number of 12-hour shifts," was one of his most interesting tours of annual active duty.

In addition to his duties involving the Iowa disaster, Captain Bailey, who was recently named 58th APS "officer of the year," was also called upon to serve as a protocol escort for a Medal of Honor winner who landed at Dover.

"When you are serving as an aerial post duty officer, you have to be ready for anything," he said.

Airlift of Westover civilians sends morale soaring

By Maj. Rick Dyer

The C-5's altimeter read 11,000 feet, but Pauline Wilczynski's spirits were soaring at an even higher altitude.

"I can't tell you the happiness this gives me," said Ms. Wilczynski, as she gazed down on the Rochester, N.Y. area from the cockpit of a 439th MAW Galaxy.

Moments earlier, she had donned a pair of earphones to eavesdrop on a radio communication between Brig. Gen. Frederick D. "Mike" Walker, the aircraft's pilot, and a ground controller.

"This is phenomenal," she said, beaming.

Ms. Wilczynski, a front desk clerk at Westover's billeting office, was one of 73 civilian employees from the base who flew April 12 aboard a 439th C-5 training mission to Niagara IAP, N.Y.

The event was the second in a series of "incentive flights" for Air Force civilian employees at the base. The idea for the civilian airlifts came about earlier when the base was asked to deliver a fire truck to Niagara.

"The passenger seats on that flight were empty, so we thought it would be a good idea to fill them with some of the people who work so hard to keep them flying," said General Walker, the wing commander.

"We hope that they will boost morale and give our people a better understanding of the C-5 mission," he added.



FLYING HIGH—Mary Quirk and Benita Boucher, full-time employees in civilian personnel, enjoyed a scenic tour of the falls while on an incentive flight to Niagara, IAP, N.Y.

The employees—secretaries, clerks, maintenance workers, carpenters and people with a host of other job descriptions—had seen the huge green and brown aircraft on an almost daily basis for the past two years.

Less than a handful of them had ever flown in the Galaxy. And one of them had never flown before.

"I'm more nervous about climbing up the ladder (to the C-5's passenger compartment) than I am about flying," said Westover telephone operator Ann Rock before takeoff.

Ms. Rock, a veteran Air Force civilian employee, had never flown in any type of plane before, but was enthusiastic about her ride in the free world's largest aircraft.

"It was a wonderful trip," she said after landing back at the base. "I wasn't nervous when we were up in the air, but I did get a little jittery when we touched down."

The civilians traveled to Niagara and back on a training mission flown by General Walker and co-pilot Maj. David Moore of the 337th MAS.

The highlight of the day, however, was the opportunity to fly aboard the massive cargo plane.

"Just fantastic," exclaimed Ruth Krynicki, a flight records clerk in base operations. "The aircrew was very professional. It was the experience of a lifetime."

Sally Carrington, a flight operations systems management specialist and 23-year Westover veteran, agreed.

"It's nice to know first-hand what our guys are doing," she said. "This was a real morale booster."

Base officials hope to schedule other incentive flights for civilian employees in the future, as mission requirements allow.

"Our workers do so much for Westover and our C-5 mission," General Walker said. "Trips like these are a small way of saying 'thanks.'"



CIVIL ENGINEERS—Bill Lane, Bob Geiger and Dan Rowland don't often have a chance to travel while at work but a civilian airlift to Niagara IAP added spice to a routine weekly schedule.

Newly ordained priest will serve a dual ministry

By Maj Rick Dyer

With both the Air Force and the Catholic Church facing a shortage of priests, the May 13 ordination in Springfield of the Rev. David Caron was a double blessing for military and religious leaders.

Father Caron, a 27-year-old Longmeadow native, will serve as a full-time parish priest in the Springfield Diocese and as a part-time Air Force Reserve chaplain at Westover.

To prepare for the dual ministry, Father Caron has been training for the past year as a second lieutenant and chaplain's candidate with the 439th ABG's chaplain office at Westover.

"Father Caron will be a welcome addition to our chaplain's staff," said Chaplain (Lt. Col.) Sandy Van Norden. "His work here as a chaplain's candidate has prepared him well."

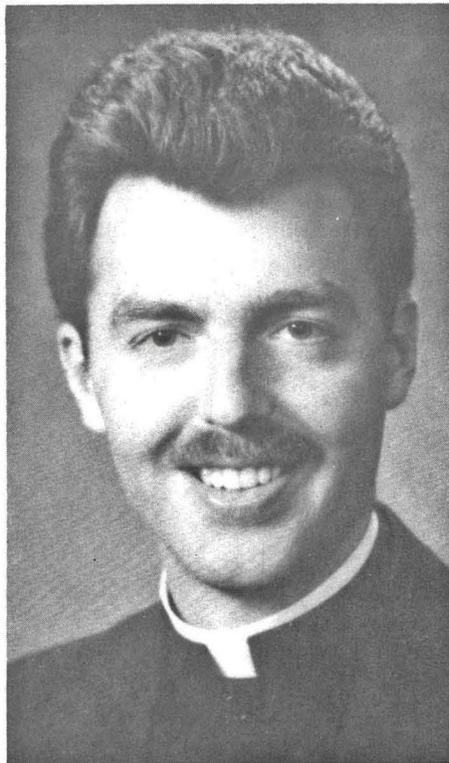
The new cleric will share the Catholic chaplain's duties at Westover with Chaplain (1st Lt.) Joseph Raeke.

Base commander Lt. Col. Thomas G. Hargis, members of the chaplain's staff and other Westover officials were present at the Cathedral of St. Michael the Archangel for Father Caron's ordination by the Most Rev. Joseph Maguire, Bishop of Springfield.

"You are a priest forever," the bishop told Father Caron, who graduated from Springfield College and St. John's Seminary in Brighton, Mass.

Father Caron's ordination fulfilled a dream that he started pursuing while attending Springfield College.

"I started thinking about my vocation in college, and decided to enter the seminary after I graduated," Father



Rev. David Caron

Caron said.

Father Caron enrolled in the chaplain's candidate program while he was attending the seminary.

He has attended the Air Force Chaplain's School at Maxwell AFB, and interned during two summers with the chaplain's staff at Homestead AFB, Fla.

While at Westover, Father Caron said that he has been impressed by the support which the chaplain's program enjoys from the wing and base commanders. He also enjoys the collegiality

which he shares with other chaplains.

"It doesn't matter that we come from different denominations or have different views on some issues," Father Caron said. "We respect each other and are bound together by our faith."

Father Caron also says that he enjoys Bishop Maguire's support in his desire to serve as a chaplain at Westover.

"Many of our reservists are Catholics who live in the Springfield Diocese," Father Caron said. "The bishop recognizes that when I'm here I am ministering to our people—it's just in a different setting."

Father Caron said that a nationwide shortage of parish priests contributes to a reluctance on the part of church leaders to okay active duty or reserve military service for clerics. "It's one reason why we're having difficulty attracting Catholic chaplains."

Another reason, he believes, is all the administrative duties which chaplains, and particularly active duty chaplains, confront.

"The bureaucratic aspects, which detract from doing the real ministerial work, make it difficult (to recruit priests)," Father Caron said.

"In civilian churches, we see lay people assuming more and more of the administrative work, thereby enabling priests to focus on their ministries," he said. "That isn't happening as quickly for military chaplains."

Father Caron is the son of Richard and Katherine Caron of Longmeadow. He has three brothers (including a twin brother, Daniel) and a sister.

He said his first Mass at Westover during the June UTA.

Obituaries

Son of CMSgt. Kudla is drowning victim

Christopher Kudla, 18—son of CMSgt. George Kulda, 439th USAF Clinic, and his wife, Vanessa—died June 1 in a drowning accident in Haviland Pond, Ludlow.

The younger Kudla was scheduled to graduate from Ludlow High School the next day and planned to attend Holyoke Community College in September.

Christopher was with friends at the

public beach when he experienced trouble swimming to an island about 50 yards offshore. The swimmers turned back but he failed to make it to the beach.

Afternoon graduation festivities were cancelled at Ludlow High School where the popular student was mourned by classmates. Funeral services were held Saturday, June 3.

Andrew O. Jackson, DOD guard dies

Andrew O. Jackson, 37, a Department of Defense guard at Westover, died at Baystate Medical Center April 4, after being struck by an automobile in Springfield.

A Springfield resident and Air Force veteran, Mr. Jackson had been employed at the base since 1987.

For Frank Tencza, 30-year walk on mountain is over

[Editor's Notes: On May 27, 1944, a B-24 Liberator bomber took off from Westover on a night training mission. Three minutes later, the aircraft crashed into Mt. Holyoke in nearby South Hadley, killing the plane's 10-member crew.

Wilbraham resident Frank W. Tencza

stumbled upon the aircraft's wreckage in 1958 when he was 14 years old, and has spent the last 30 years researching the mishap in an attempt to honor the Westover aviators.

He was the moving force behind a May 27 ceremony at Mt. Holyoke, during which a monument was dedicated to

the crash victims. The ceremony was attended by the crews survivors, all of whom were located by Mr. Tencza.

The following is Mr. Tencza's account of his efforts over the past three decades to unearth details of the mishap, and his reasons for doing so: The article was written in October, 1988.]

By Frank Tencza

Thirty years ago I walked down the side of Mt. Holyoke and into a story that has haunted my mind ever since.

It was a sunny day in the late spring. The trees there were a lot smaller than they are now and the ground was freckled with shifting spots of sun and shade. It was an easy walk down the slope, short rushes and grabbing at trees to keep from falling. Then the slope flattened, and, all around, the wreckage. The twisted, rusted, melted bits of a long-forgotten airplane.

I was a kid then and, to me, things seemed pretty much as they appeared. This was different though, and beyond the excitement of coming across something so far out of my experience, I remember a feeling of wonderment and sadness that such an awful thing had happened in this gentle, quiet place.

That was in 1958. I was 14 years old. In these thirty years since then, I've seen and done things I never dreamed of when I was a kid. College, marriage, war, job, children...all of those things that wear at and grind off the rougher edges of youth. I'm middle-aged now, and coming to the end of this long, 30-year walk on the mountain.

Over the years I've been up to the mountain more times than I can remember. I've poked through the wreckage and scoured the woods looking for anything that could tell me what happened or what type of aircraft crashed there. I've asked people from town what happened, but all they could remember was that it was a big plane and it crashed at night and it was during the War or maybe right after the War or...well, no one could really remember. I've looked through newspaper microfilm until I couldn't even see what I was looking at.

Last year, 29 years later, I found a bit of twisted aluminum, fire-blackened and covered with earth. I took it home



(Photo by AIC Christine Mora)

STANDING TALL—Westover's honor guard stands at attention prior to offering 21-gun salute ceremonies held to honor 10 airmen who were killed in the crash of a B-24 in 1944 on Mt. Holyoke. Members of the guard from left are MSgt. Frank Sweryda, SSgt. Ara Shishmanian, SSgt. Mark Baker, SSgt. Doreen Bonner, SSgt. Roy Willis, SSgt. Lillian Cote and SSgt. John Lupien.

COMMENTARY



(Photo by A1C Christine Mora)

Frank Tencza

Fire on the mountain

“Thirty years ago I walked down the side of Mt. Holyoke and into a story that has haunted my mind ever since.”

With those words, Wilbraham resident Frank W. Tencza begins an incredible story that began 45 years ago at Westover and ended May 27 during a memorial service at Skinner State Park in South Hadley.

Mr. Tencza, a 44-year-old Vietnam veteran, has spent the last three decades researching the crash of a Westover-based B-24 Liberator bomber which crashed into Mt. Holyoke during a night training mission on May 27, 1944.

The Army Air Corps crew, preparing for overseas deployment 10 days before the invasion of Normandy, had taken off from Westover’s runway three minutes earlier. Everyone aboard perished.

Mr. Tencza, who grew up in the shadow of the mountain, stumbled upon the crash site while hiking in 1958. What started out as a boyish curiosity has evolved into a life-long crusade to honor the aircraft’s 10-member crew.

It took years for him to learn the identity of the plane and the names of the aviators who died in the crash. Through sheer persistence and detective work that consumed thousands of hours, he also located and contacted surviving relatives of each of the crewmen.

Over the years, Mr. Tencza visited the crash site frequently, often placing an American flag there as his personal tribute to the fallen fliers. He singlehandedly organized the May 27th ceremony, where he joined with the survivors to dedicate a memorial honoring the B-24 crew.

Many of the relatives had never previously known the details of the tragedy. They know now, thanks to Frank Tencza, and several have said that the May 27 ceremony enabled them to complete a grieving process that had gone on since World War II.

We’ve printed Frank Tencza’s first-person account of his efforts on page 8. It is a poignant tribute to the Westover aviators whom he never met, but whose lives touched his in such a special way.

“They shouldn’t be forgotten,” Frank Tencza said recently of the young fliers who died on the mountainside 45 years ago.

Thanks to his dedication and caring, they won’t be.

—Maj. Rick Dyer
Public Affairs Officer

and washed it off and saw a few very faint letters. I could not make out anything intelligible, but a week or two later, looking through an old gunner’s manual, I came across a picture of the thing. I recognized it instantly. It was part of the fuse box for a Consolidated Tail Turret...only found on a B-24 Liberator...a four-engined, heavy bomber of WWII. This year, thirty years later, I talked to a man who, as a young firefighter, was one of the first at the crash site on that terrible night. He couldn’t remember when it happened, only that it was in the warm weather and everyone was warned to watch out for the rattlesnakes that inhabit the area. He did know a lady who has kept a diary since she was a child. I called her and found the date—27 May 1944. With this date, I was able to get a copy of the aircraft accident report from the Air Force. This year, then, I now know what happened.

I’ve been placing a flag at the crash site as sort of a memorial marker to the young men of that bomber. Now, I’m

in the process of getting a permanent marker placed on the ledge where that plane fell out of the night sky so long ago.

I have been in touch with most of the families of the airmen and have seen pictures of smiling young men and young wives and have heard the laughter and sorrow in the voices at once elderly and youthful...just like in the pictures. This became more than just a forgotten airplane crash. Now that I know about small towns and wives and girl friends and every kid’s dream of wanting to fly and younger brothers and Buick convertibles and apartments and children and roommates—and just so much of life. These things pull gently at my mind, and maybe now when there is time, unlike those frantic war days, maybe now it’s time to remember these men. And so I write about them...they shouldn’t be forgotten.

I never knew these young guys, but, in a way, I miss them. I think about this and the mountain sometimes. The crash

site today is usually a sunny place as it faces the east, and in the dire cold of winter it is a bit warmer there. In late winter or early spring, that area of the mountain abounds with butterflies. It is a peaceful place where the wind doesn’t blow as it does on the western side and the top of the ledge where the B-24 crashed is a nice place to catch the sun and relax and think. It is easy on the mind to be there. I think that is one of the fascinations the area has always held for me. It is sort of a paradox in the sense that on that one awful night so long ago, a night when the mountain was on fire and machine-gun cartridges were exploding and gasoline was burning and those young men became part of forever, and were, in turn, forever young...and missed so much...it is amazing how things have changed. Maybe that’s the best we all could hope for...old soldiers and a warm place high up where the butterflies play and where, in winter, evergreens lower their snow-covered branches and shelter until another spring.

Medals are presented to 48 ex-prisoners of war

Article by TSgt. Tom Allocco
Photos by TSgt. Sandi Michon

Men who endured the hardships of prison camp existence were recognized with the prisoner of war medal in a special awards ceremony in the Base Theater in May.

Brig. Gen. Frederick Walker, wing commander, pinned the recently-authorized medals on 48 members of the Western Massachusetts Ex-POW Chapter. Men who spent cruel years behind the wires and walls of Japanese, German and Korean prisons stepped forward to exchange salutes and have the medals pinned on their lapels.

Among them were Dominic Pellagrino, 69, of Longmeadow, and Antonio Cassanova, 67, of Springfield, who also received Bronze Stars in recognition of their service with the Army Air Corps in

the Philippines after Pearl Harbor. The two survivors of the Bataan Death March in 1942 survived 42 months in Japanese prison camps.

They were in Japan in 1945 and narrowly missed the dropping of the second atomic bomb. The bomb was to be dropped on a steel mill complex near their prison camp but dense fog caused the mission to be changed to Nagasaki.

Another former prisoner of the Japanese was Nicholas Dalesandro, 67, of Chester, a Navy veteran who spent 3½ years in camps after he was captured at Corredidor in the Philippines. He is commander of the Western Massachusetts Ex-POW Chapter which meets at the Veterans Administration Hospital in Northampton.



"We have a lot in common. We were shot at. Some of us were wounded. We were paraded, starved, tortured and interrogated, but we survived. We were tired and scared, but we're still kicking."

*Lt. Col. Charlie Brown
former prisoner of war*

Prior to the medal presentation, Lt. Col. Charlie Brown of the deputy commander for maintenance staff, praised the endurance of the former prisoners who kept faith despite everything thrown at them. Colonel Brown spent more than three months in a Hanoi prison after his B-52 was shot down by a surface-to-air missile in December, 1972.

"We have a lot in common. We were shot at. Some of us were wounded. We were paraded, starved, tortured and interrogated, but we survived. We were tired and scared, but we're still kicking.

"Our faith in our country—and what a country it is—brought us through," Colonel Brown told former prisoners of war.

Lt. Col. Thomas Hargis, base commander, presented each former POW a certificate "in honor of your dedicated service as a prisoner of war."

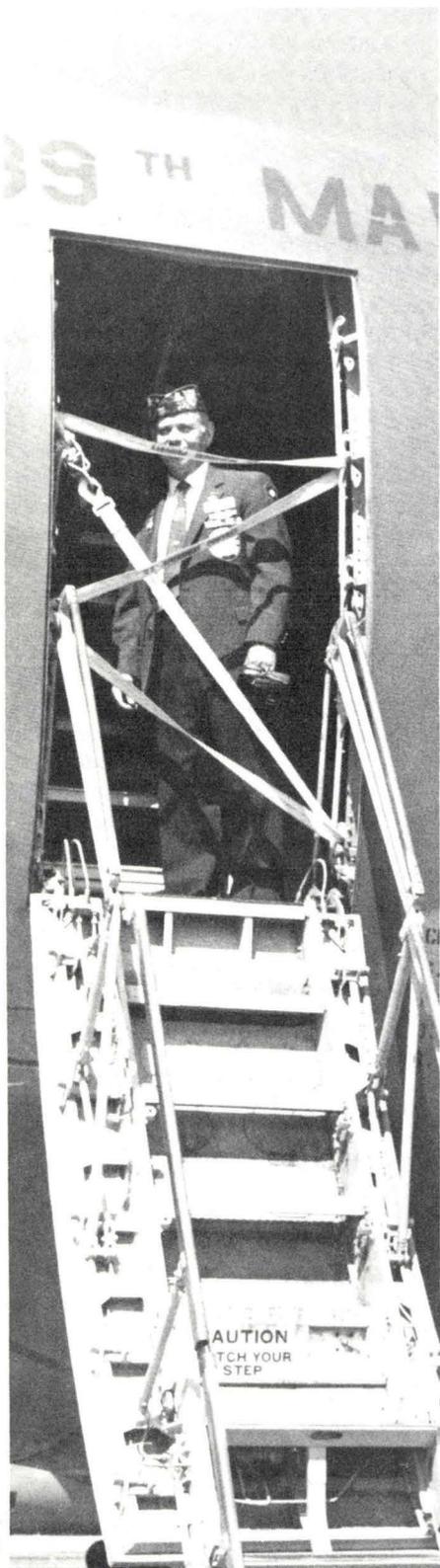
Also participating in the ceremony was Rep. Richard E. Neal, D-Springfield, who praised the men for their loyalty to their country and its ideals.

A leading organizer of the awards was Lillian Struckus of the Veterans Administration Medical Center staff in Northampton and coordinator for ex-POWs at the center.

The Department of Defense began issuing the POW Medal last year to recognize the suffering and anguish the POW's endured during incarceration.



MEDAL PRESENTED—Brig. Gen. Frederick D. "Mike" Walker pins a POW medal on one of 48 former American POWs who received their medals in a formal ceremony at the base theater May 27.



POW DAY—A former prisoner of war, left photo, peers out the crew door of a Westover C-5A during a static display of the aircraft following ex-POW medal presentation at the base theater. At top, ex-POWs wait their turn during medal presentation. At bottom, Lt. Col. Charlis Brown, of the 439th MAW maintenance staff addressed fellow former prisoners. Other dignitaries on stage are, from left: Maj. Rick Dyer, master of ceremonies; Lt. Col. Thomas G. Hargis, base commander; Capt. Richard Miesel, chaplain; U.S. Rep. Richard E. Neal D-Springfield and Brig. Gen. Frederick D. Walker, wing commander.



Military Airlift Command accepts final C-5

MAC News Service

History repeated itself April 17 when Gen. Duane H. Cassidy, Military Airlift Command commander in chief, accepted the last C-5 manufactured by Lockheed Aeronautical Systems Co. at its Marietta, Ga. plant.

When General Cassidy took the controls of C-5 No. 87-0045 to fly it to Dover AFB, Del., he was accompanied by retired Gen. Jack J. Catton. General Catton commanded MAC from 1969 through 1972, and introduced the C-5 into MAC while overseeing airlift operations associated with the Vietnam War.

With this final delivery, MAC has 83 C-5s stationed at three locations: Altus AFB, Dover AFB, and Travis AFB, Calif. The Air National Guard has 12 C-5s assigned to Stewart International Airport, Newburgh, N.Y., while the Air Force Reserve has 32 assigned at two locations: Kelly AFB, Texas and Westover AFB, Mass.

Almost 20 years ago on a raw foggy December afternoon, General Catton piloted the first operational C-5 from Marietta to Altus AFB, Okla., where the initial cadre would begin training. That day, which marked the 66th anniversary of powered flight, the small, subdued Oklahoma crowd welcomed the Western world's largest operational aircraft.

Six months later, General Catton delivered another "Galaxy" to Charleston AFB, S.C.—the home of MAC's first operational C-5 unit. A gigantic crowd of local officials, blue suiters, news reporters and curious citizens greeted the huge aircraft during the delivery ceremony.

Ironically, aboard those initial delivery flights, General Catton was accompanied by his executive aide and pilot—then-Major Duane Cassidy.

"This is an important day in the history of airlift," said General Cassidy at the latest acceptance ceremony. "I had the privilege as a young major to accompany General Jack Catton when he took delivery of the very first C-5 back in December '69.

"The C-5 is unquestionably a revolutionary airplane...with its outsize cargo and aerial refueling capability," continued General Cassidy. "It has been an instrument of peace for a long

time—the most recent example being the ongoing airlift of the United Nations Transition Advisory Group to Namibia."

The ceremony began with a low-level pass by the C-5 down the Dover runway. After landing, it was parked nose-to-nose with a C-47—the oldest aircraft to have served during its 40-plus year history. A rainbow crew from the 9th and 3rd Military Airlift Squadrons, 436th Military Airlift Wing, and the 709th and 326th MAS, 512th MAW (associate), all assigned to Dover AFB, crewed the final delivery flights. The crew and its distinguished passengers disembarked from the camouflaged door and General Cassidy officially began the ceremony by surrendering the C-5 to Col. Keith Tedrow, commander of the 436th MAW.

During the ceremony, General Cassidy also talked about the lessons MAC has learned concerning the C-5.

"There have been some tough times—as we struggled together to overcome some of the problems such a radically different airplane would mean," General Cassidy said. "But those lessons are behind us and today the resulting improvements are making the C-5 one of the most reliable and maintainable airplanes in the Air Force.

"This is the 40th anniversary of the Berlin Airlift, where in 13 months more than 350 airplanes delivered two-and-a-quarter million tons of supplies and flying upwards of 900 sorties each day," the general added. "Today, we could handle an airlift of that magnitude and duration with only 17 C-5s."

The C-5 has a 223-foot wingspan, is

248 feet long and stands 65 feet tall at its tail. Its maximum takeoff weight is 348 tons, and it can carry a 112,000-pound payload nearly 5,300 nautical miles unrefueled. With in-flight air refueling available, the Galaxy offers worldwide range.

The Air Force originally procured 81 of the giant airlifters; however, in 1982, Lockheed received a \$7.8 billion contract to build an additional 50 C-5Bs. Due to lower than expected inflation, and a renegotiation of the last 21 aircraft, the contract was reduced to \$6.7 billion, saving the government more than \$1 billion. Production of the C-5Bs began in January 1983. The first C-5B was delivered to Altus AFB, Jan. 8, 1986.

The B-model aircraft contains more than 100 improvements over its predecessor. These include a stronger wing that has since been retrofitted on all A-models, tougher aluminum alloys, increased corrosion prevention measures, updated engines, improved avionics, and a reduced need for maintenance.

Like the C-5A, the C-5B enables the Air Force to transport outsized loads such as tanks, troop carriers, helicopters and other aircraft on strategic airlift missions. It can deliver fully-equipped combat units and all types of supplies and heavy equipment to virtually any place in the world.

The airlift has many unique loading features, such as cargo compartment openings with full-width ramps at the front and rear, providing drive-on and -off capability. Just as the earlier model, the C-5B features kneeling capability which brings the cargo floor to truck-bed loading heights.

Base gym scheduled for face lift

By TSgt. Sandi Michon

Architectural drawing and plans are being developed for \$600,000 renovations to the base gymnasium facility.

"The gym has been here since 1948 and it's never had extensive rehabilitation," said Capt. Tom Schwechheimer.

According to Mike McNicholas, recreation services chief, the work is scheduled for fiscal year 1990. He explained that they plan to install new wiring and plumbing throughout the facility and renovate the heating and ventilation

systems. The men's and women's bathroom/shower facilities are to be remodeled.

Plans include expansion of the weight area into a former storage room, a new tile floor in the recreation room, and all new interior paint. The floors in the basketball and racquetball area are to be refinished and the suspended ceiling in the front lobby is to be completed.

Prior to the major renovations, MWR plans to increase remote video coverage to 11 cameras, and also install a new sound and PA system.

Lt. Col. Purnell retiring after 26 years

By TSgt. Sandi Michon

After 26 years, Lt. Col. Frank J. Purnell is retiring from a military career that has included nine different career fields in six different squadrons.

"I guess I could never hold a job," he joked. But Colonel Purnell is serious about his respect for the reserve program.

"I'm proud to have been a part of the reserve program. It has come a long way—from not being accepted to being relied upon as a key player," he said.

Colonel Purnell, who left his position as deputy commander for resource management in mid-June, began his Air Force career with SAC in 1963. He served four years active duty as a supply services officer and squadron commander.

With no break in service, he joined the 337th MAS at Westover in 1967. Over the next 22 years, he served in various capacities in the 905th Support Squadron, 59th Aerial Port Squadron, 905th Mobility Support Flight, the 439th TAW and the 439th CSG.

"I am the longest tenured Category A Reserve Officer in the history of Westover," the colonel explained. "I don't think that record will ever be broken."

After being a part of mission changes of the C-124, C-123, and the C-130, the C-5 mission change was the most dramatic. "It is a tremendous tribute to the wing to have made such a smooth transition with so much involved," he said. "I am happy to have been a part of that effort."

According to Colonel Purnell, the transfer of Westover from active duty to the Reserve was a very memorable time. "The 439th was no longer just a tenant unit but it owned the base. It has been great to see Westover grow to be the biggest and best Reserve base in the country."

Even after 26 years, it is still an early



(Photo by TSgt. Sandi Michon)

Brig. Gen. Frederick "Mike" Walker, wing commander, presents the flag to Lt. Col. Frank J. Purnell during the June retreat ceremony.

retirement for Colonel Purnell. "It's time to move on and give others an opportunity to develop," he said.

Like so many others, Col. Purnell said he is going to miss the people at Westover. "My biggest psychological paycheck has been helping people with their reserve careers," he said.

Colonel Purnell, who has been in the insurance industry since 1967, finds the increasing demands of his civilian job and family commitments another reason to opt for early retirement. He stressed that support from his family and his employer have been key to his 22-year reserve career.

"A lot of people ask what I'm going to do with my free weekend... I'm so

busy, I don't think I'll notice the difference!"

Colonel Purnell has opened his home to five Spanish exchange students over the years and now plans to visit Spain in the coming year to visit family and friends. Between business and vacation travel, he says the coming year is really busy. He joked about the possibility of his golf game improving, and said he might have some time to mow his lawn.

He has volunteered his time in 1990 to help with the centennial celebrations and hopes to stay in touch with Westover. As he leaves, he encourages others to make a career in the reserve program. "My whole experience has been extremely rewarding," he said.

337th MAS moves to more spacious quarters

The 337th MAS Operations members will have more comfortable and efficient quarters when they move into the renovated section of the Base Hangar this month.

About 200 members of the squadron operations section who have been

working in cramped offices in the upstairs of the hangar are scheduled to move into the renovated ground level in June.

Renovation of the hangar began last summer.

"When all the work is completed we will have among the best squadron

operations facilities in the Air Force Reserve," said Lt. Col. James Gallin, 337th MAS commander.

They will include a 200-seat briefing room with audio visual equipment, air conditioned offices and men's and women's lockers and showers.

Base body builder is female athlete of the year

By TSgt. Tom Allocco

What if you were 10 or 15 pounds overweight and started an aerobic exercise program to tone up? If you had the self-discipline to stay with it you'd be proud of your improved appearance. You might start thinking about going beyond ordinary fitness to achieve the firm, clearly defined lines that distinguish the best trained athletes.

That is the way SrA. Kathleen Barrett, 74th AES radio operator, went from a casual exercise program to trophy-winning body builder and Westover female athlete of the year.

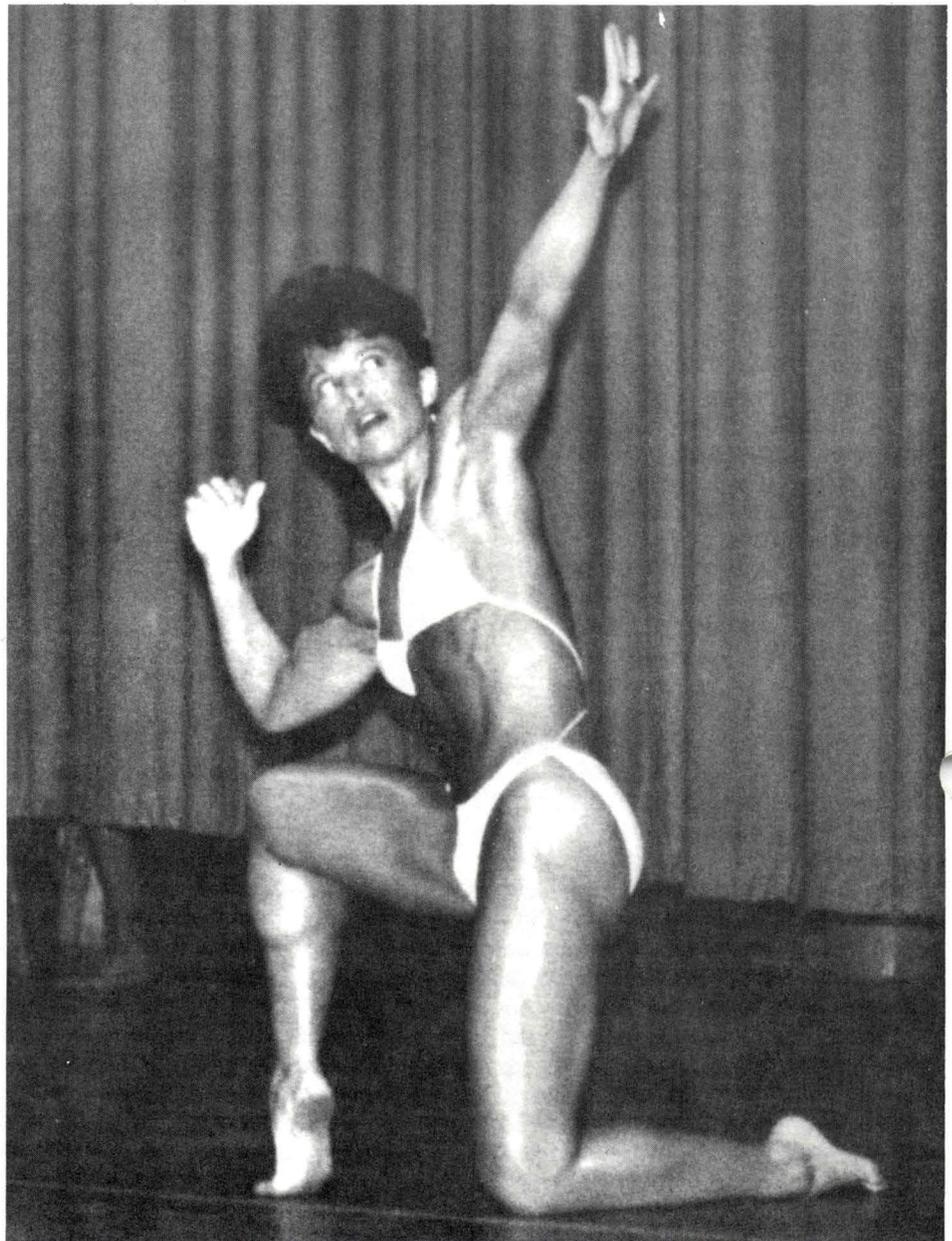
During the May "A" UTA Airman Barrett received the Westover Female Athlete Award for 1988, sponsored by the U.S. Military Sports Association. It was recognition of the long hours in the base gym that led to winning three trophies in the AAU-sanctioned Berkshire Classic body building competition in Westfield in May.

At 5 feet-2 inches, 110 pounds, she took first place for best woman competitor overall, and also trophies for best in her height division and best female poser. It was her first competition since she began serious training in the base gym last year.

Airman Barrett's competitive body building started with something as simple as an aerobic exercise program to lose a few unwanted pounds. She was an insurance company administrative secretary whose only athletic experience was a year in high school gymnastics, but eventually she began going farther than most people in her efforts. She developed an appreciation for the flat abdominal muscle, curve of well-trained biceps and definition and symmetry of other muscle groups of a dedicated athlete.

"People started encouraging me to train competitively, but I hesitated because it takes a lot of courage and sacrifice to make that kind of commitment," she said.

Her basic regimen is four days a week in the gym doing high repetition, low weight lifting and stretching exercises, followed by 30 minutes at home on a stationary bike. The workload increased to three hours each gym session during the eight weeks before the Berkshire competition.



SrA. Kathleen Barrett

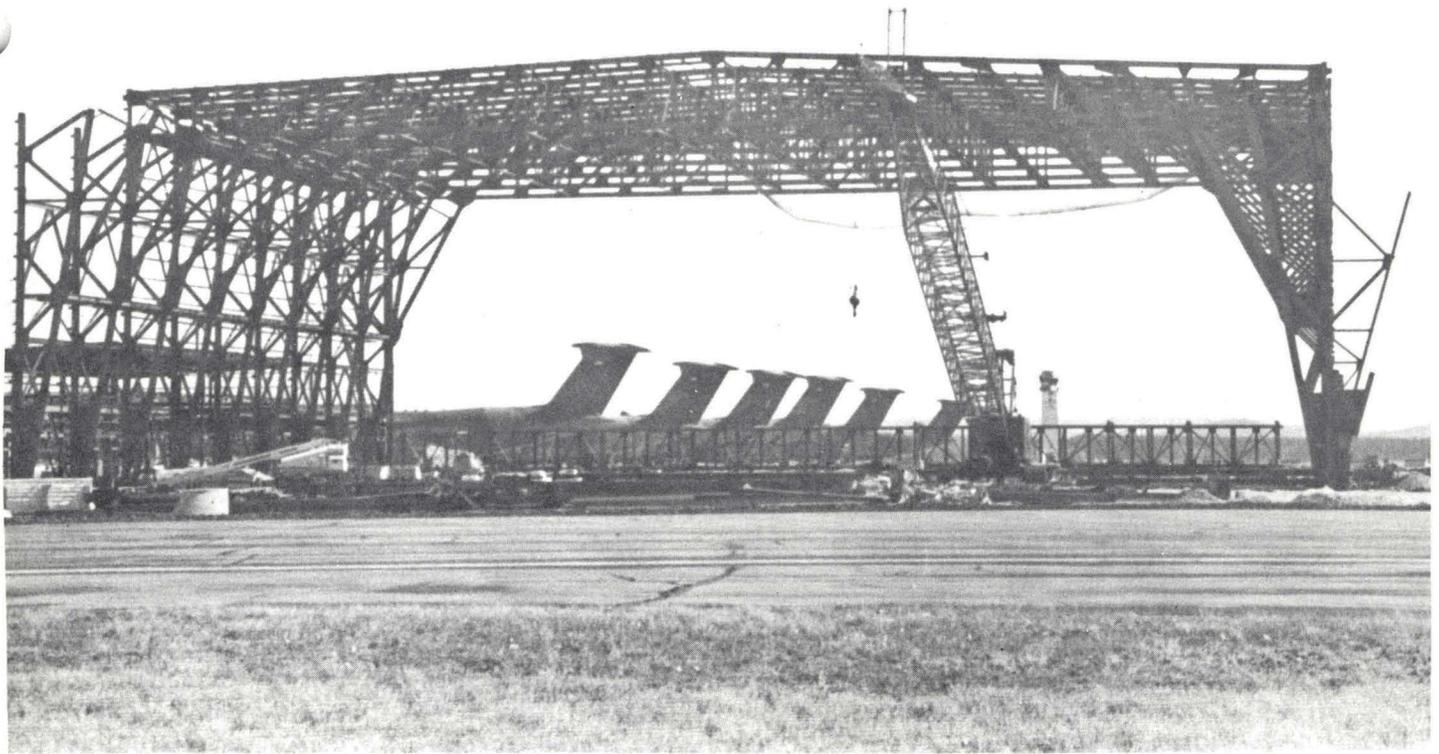
It is a misconception that men and women body builders are judged primarily on overblown proportions. Symmetry and definition of muscle groups—the sharply sculpted look of muscles that rise from a tight body devoid of fat—is the ideal sought by body builders.

The look is achieved in part with a high-carbohydrate, low-sodium diet such as chicken, baked potatoes, rice and vegetables. When in serious training, breakfast for Airman Barrett is four egg whites, a piece of fruit and a

half a cup of oatmeal. Calcium and multivitamin pills and seven to 10 glasses of distilled water supplement the daily diet. Distilled water has no sodium or minerals, which means less water is retained in the body.

In women's competition, the best trained body in the world won't win without a well-choreographed set of poses performed to a musical background. Airman Barrett chose Michael Jackson music and spent long hours creating and rehearsing the series of

(Continued on page 17)



(Photo by SSgt. Vin Blanchard)

HANGAR GOING UP—The tail sections of six C-5A Galaxies are framed in the skeleton of the 10-story pull-through hangar under construction next to the DC hangar on the south

ramp. When completed, the \$17 million structure will be capable of housing a C-5 for de-icing and maintenance. The building is expected to be finished in early 1990.

The Captains Spendley leaving Westover for Chicago

By A1C Christine Mora

A gentleman pokes his head through her office door and tells her how much she'll be missed. Her dark eyes mist over. "There are so many special people here," she says, "I feel like I'm leaving my family."

In many ways Capt. Lynn Spendley, a 439th MAW intelligence officer and her husband, Capt. Frank Spendley, a 337th MAS pilot, are leaving family as they move to Chicago. They are moving from their home in New Hampshire due to a transfer in Frank's civilian occupation as a pilot with American Airlines. Along with Frank's family in Vermont, said Lynn, "We are leaving our family at Westover."

According to the intelligence officer, she has found many families in the military. "People in the military are so transient. They grow so close in such a short period of time," she said. Memories of Lynn's father, a former Air Force pilot, strongly illustrate that feeling.

"I remember when he was shot down in Vietnam and he was a POW for 90 days. We lived at Fairchild AFB, Wash., and the outpouring of love and support from our neighbors was incredible." They didn't cook for a week, and there were signs plastered all over the neighborhood wishing them well, she said.

"It is overwhelming that in times of need, military communities band together. Many times my mother would visit other troubled neighbors with a coffeecake in her hand and a comforting smile on her face. The support was reciprocated when we faced turmoil," Capt. Spendley said. "That closeness is why I love the military," she said.

Lynn Spendley grew up as an admitted Air Force "brat," due to her father's long military career. She attended the USAF Academy as a member of the first class admitting women, six months after Congress passed the legislation allowing it. She served three years at the Pentagon, before being

stationed at Shaw AFB, S.C. Capt. Spendley was assigned to Westover in 1985, and she served as an ART. She became strictly a reservist after the birth of her son.

Frank Spendley grew up in St. Albans, Vt., and is also a graduate of the USAF Academy. Before his assignment to Westover, he had been stationed at Clark AFB, Phillipines, and Pope AFB, N.C.

The Spendley's are now assigned to General Mitchell Field, Wisc. They will be bringing their son, Frank, and are expecting another child as well. "Little Frank is definitely a Westover baby," according to Frank Spendley. The 337th MAS pilot laughingly remembers that his son was born at 3:37 p.m., and his birth was recorded on the squadron scheduling board.

Though sad about leaving Westover, the Spendley's are optimistic about the future. "One thing that we've found is that you make any place as fun as you want. We've definitely had fun at Westover," said Lynn.

Recreation services offer a wide range of summer activity

By TSgt. Sandi Michon

Whether you need to slim down, build up, or just plain want to have fun—recreation services offers the activity.

Recreation programs offer swimming, softball, exercise, bowling, camps, movies, picnics and more. All programs are available to active duty and reserve members, retirees, DoD civilians and dependents of all categories.

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

BASE GYMNASIUM

557-3958 557-2532

Monday-Friday, 10 a.m.-6:30 p.m.;
Sat. 9 a.m.-3 p.m. (summer hours)
UTA hours: A UTA: Sat. 9 a.m.-9 p.m.,
B UTA Sat. 9 a.m.-8 p.m. (both UTA
Sundays: 10:30 a.m.-8 p.m.)

Gym facilities include comprehensive Nautilus equipment, free weights, billiards and pingpong, basketball and racquetball courts, men's and women's sauna and whirlpool, and an in-house video club. Various special activities are hosted throughout the year. (No charge to eligible members and two guests are allowed per I.D. card at \$3 per guest.)

BOWLING CENTER

557-3990

Monday-Saturday, 11 a.m.-9 p.m.,
Sunday noon-8 p.m.

Westover's 16-lane ten-pin bowling alley offers facilities for \$1.45 per string and .65 for shoe rental. The snack bar is available throughout operating hours and two snack trucks operate Monday through Friday each morning and lunchtime.

FOUR SEASONS CHECKOUT STORE

557-2974

Monday-Friday, 11 a.m.-5 p.m.,
Sat. 9 a.m.-12 noon; A and B UTA
Saturday 9 a.m.-1 p.m.

The checkout store offers a wide variety of canoeing, boating, sports and lawn equipment and water bicycles. New, and in demand this year are the three recreational vehicles and five 16-foot bass/ski boats with 70-horsepower motors. Rates are reasonable and all reservations are handled at the store.

BASE POOL

557-2980

Opening early June, 11:30 a.m.-7:30 p.m., seven days. Cost: daily rate, \$8



(Photo by TSgt. Sandi Michon)

CAMPERS FOR RENT—Westover reservists can rent the three “state-of-the-art” campers shown above. The three 23-foot, self-contained “Honies” were purchased at a cost of \$78,000 and are available at the Recreation Supply Rental Store.

per person for season pass. (Season pass is \$25 for family of four, \$30 for five 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 in July. The lessons range from beginner to advanced swimming and diving and are open to individuals of any age.

BASE THEATER

557-3152

Movies are shown Friday and Saturday nights of the A and B UTAs. Attractions are featured on three base marquees and in the base bulletin. Showtime is 7:30 p.m. and the cost is \$2 per ticket.

FITNESS TRAIL

The 20-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 base gym personnel.

TENNIS COURTS

There are three tennis courts adjacent to the base pool. They are open through the no-snow season and lights are available for night tennis. No reservations are necessary. Children's play area is located next to the courts.

SOFTBALL

Westover features a lighted softball diamond. Coed and a men's intramural utilize the field four nights weekly. Any other time is available through reservations at the base gym. There is no cost for league play and league information is available at the gym. (Softball lights are self-operated.)

PICNIC AREA

The picnic area next to the base exchange offers a pavilion, picnic tables, barbecue grills, and a children's play area. There is no charge and reservations should be made at the base gym.

CHILDREN'S SUMMER CAMP

Scheduled for mid-August, one-week sessions ages 6-12.

Summer camp activities include swimming, gymnastics, hiking, boating, C-5 tour, crafts, bowling, canoeing, races and more. The hours are 10 a.m.-2 p.m. and lunches are provided.

Dr. Donald B. Rice confirmed as Secretary of the Air Force

WASHINGTON D.C. — Accentuating people and molding the Air Force into more effective military institution are two priorities Dr. Donald B. Rice sees as Secretary of the Air Force.

"I want the Air Force to be known as the best at fighting, managing and serving," Dr. Rice told the Senate Armed Services Committee at his confirmation hearing.

"Our overall goal will be to leave the Air Force a better institution than we find it—more closely coupled to national security strategies...and more responsive to the needs of the people."

Dr. Rice became the 18th Air Force Secretary on May 22. A formal swearing in was held on May 30. The senate's May 18 confirmation came less than three weeks after President Bush announced his intentions to nominate Dr. Rice to head the service.

Since 1972, Dr. Rice served as president and chief executive officer of the Rand Corp., the California-based firm that researches and analyzes problems on National Security and domestic affairs.

Coming into the Air Force, Dr. Rice is among the growing number of government leaders who believe that attention to the "needs of our people must be paramount."

"Recruitment and retention of quality people will remain a top priority," Dr. Rice said at the hearing.

"The incentive and compensation programs within the military must keep pace with outside opportunities if we hope to continue attracting these fine people."

Body builder

(Continued from page 14)

poses that demand the discipline and poise of a ballet performance.

"It's a physically demanding performance. In completing a pose you should tighten all your muscles, smile and hold your breath at the same time. It takes training," she said.

As with any athletic effort, poise and confidence are the rewards.

"Body building is a sport that asks a lot—doing workouts, following the diet, finding the time...it's hard on my husband. But it teaches discipline and confidence...it's a part of my life," she said.



(Photo by TSgt. Mark Walsh)

SWORN IN—Dr. Donald B. Rice, left, is sworn in as the 18th Secretary of the Air Force by U.S. Supreme Court Justice Anthony M. Kennedy. Secretary of Defense, Dick Cheney, center, hosted the May 30 ceremony on the Pentagon parade field.

Dr. Rice said that while the Air Force is in good health, improvements certainly can be made, especially in the area of procurement.

Among his plans are to make a careful examination of the planning and budgeting process, and to be on the lookout for opportunities to streamline acquisition policies.

"The United States cannot afford to

buy less defense capability that it needs; neither should it pay more than necessary for that level of capability it chooses to buy," he said.

He also asked Congress to support stability in defense funding, not ups and downs, adding that this may be more complex for the lawmakers, since many of the difficult decisions rest on their shoulders.

Airman Barrett will continue to compete with the encouragement of supporters from the Base Gym, particularly training partner SSgt. Jodie Theroux, 58th APS.

But sacrifice was not what she was thinking about following the Berkshire Classic. After a diet of egg whites and distilled water, her reward was pizza and hot fudge sundaes until her stomach ached.

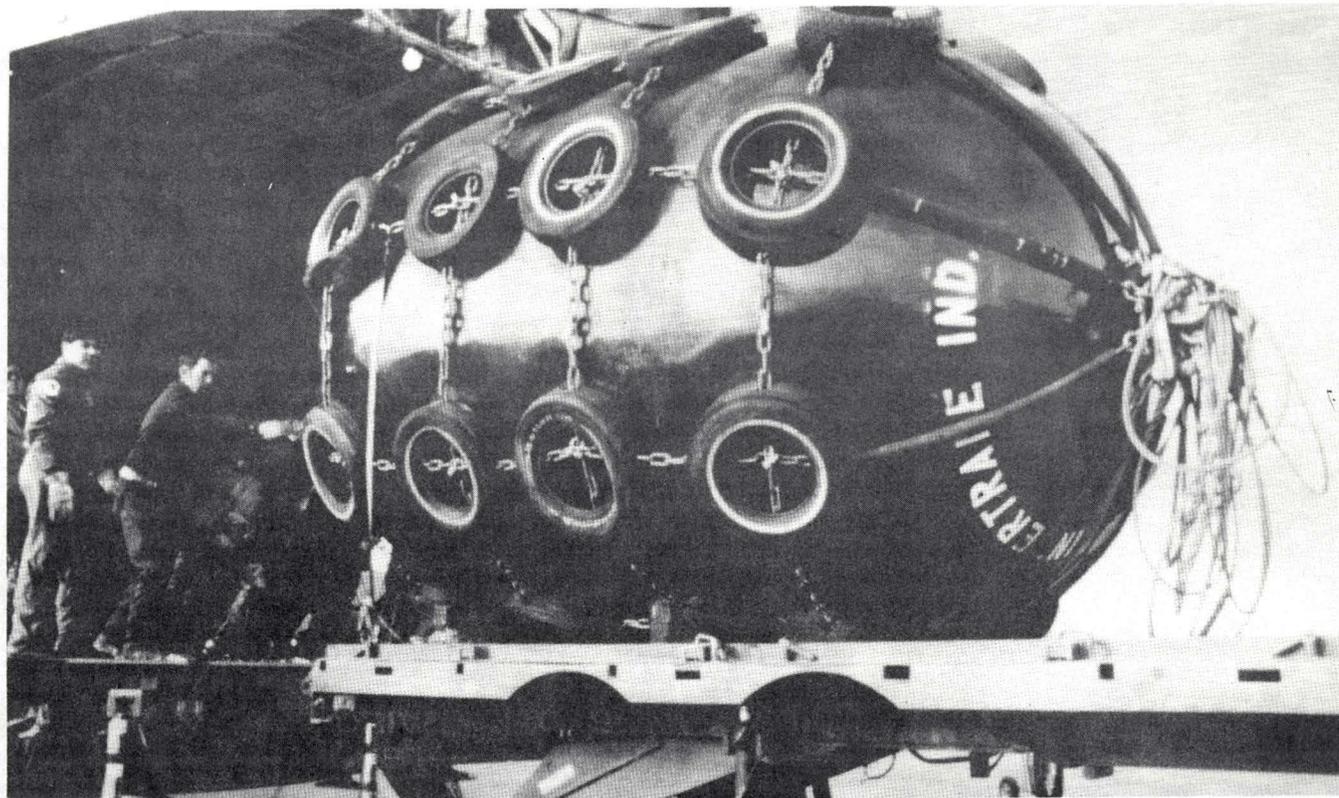
She and her husband, Sgt. William Barrett of the 74th AES, reside in Springfield where she also breeds Cat Fanciers Association-registered Siamese cats.

Airman's Coffee set

An Airman's Coffee is set for July 9 at 8 a.m. in the Consolidated Open Mess ballroom. It is free and open to all E-4s and below. There will be coffee and refreshments available.

The event is sponsored by the Base Advisory Council and is to allow the lower ranking members to meet the council and find out what they do.

Topics to be discussed during the get-together include retention and other issues that concern E-4s and below.



(Photo by Sgt. Louis Comeger)

MAC DELIVERS—Crewmen from the 616th Aerial Port Squadron from Elmendorf AFB, Alaska, maneuver a 16,000-pound bouy off a Military Airlift Command C-5. The equipment was modified to accommodate downloading the unusual 10- by 16-foot load that is being used to clean up a huge oil spill. MAC has been flying equipment and people to the area since March 27.

C-5s play role in Alaskan oil spill clean-up

MAC News Service

Military Airlift Command aircraft have been steadily delivering equipment to help clean up the more than 10 million gallons of spilled crude oil since the Exxon "Valdez" tanker ran aground in Prince William Sound, Alaska, March 24.

But MAC aircraft and crews aren't the only command assets involved in the cleanup. The 616th Aerial Port Squadron, Elmendorf AFB, Alaska, has been handling the vital cargo hauled in by MAC and others from around the globe.

In the first week after the disaster, the 220-member squadron serviced six C-5 Galaxies and a C-141 Starlifter that transported more than 390 tons of clean up equipment. The transport aircraft carried some unusual loads which posed unique problems, but innovation on the part of 616th members overcame all obstacles.

For example, an outsized bouy—

measuring 10-by-16 feet and weighing more than 16,000 pounds—required modification of aircraft down-loading equipment. Some of the other cargo, coming from all parts of the nation and Europe, included command and control vans, sea skimmers and tow boats.

"It takes about six hours to unload a C-5 and about four hours for a C-141," said Capt. Orlando Papucci, the group's officer in charge of aircraft services. Group members also serviced Coast Guard C-130 aircraft.

As of May 9, the squadron has handled 21 MAC aircraft, bringing in more than 1,083 tons of cargo for the clean up effort.

Once aerial port specialists unload the aircraft, they assist in loading it onto commercial carriers retained to transport the equipment to Valdez.

"It's the commercial carrier's responsibility to transport the equipment, but we assist because we know how important it is to get the gear to the spill area

quickly," said George Burns, the squadron's operations officer. "We have the equipment and the expertise to make the operation work smoothly. Our people have done a superb job.

"The entire squadron has been involved—from freight handlers to passenger service people," he continued.

Not all the MAC aircraft involved in the clean up are from the lower 48 states. The 17th Tactical Airlift Squadron, flying C-130s, and Detachment 1, 616th MAG, flying C-12s, both assigned to Elmendorf AFB, have flown more than 100 government officials around the disaster area.

MAC will continue its involvement throughout the summer, because the command and other assistance groups, are helping in the race against time to clean up the disaster before winter sets in.

"Patriot People"

Name: Betty-Jo Sulewski
Rank: AB
Age: 22
Address: Chicopee, MA
Unit: 439 ACF
Position: 702X0
Civilian Occupation: Customer Service Representative
Favorite Food: Lobster
Years of Service: 5 months
Favorite Sport: Football
Favorite Hobby: Collecting stuffed animals
Ideal Vacation: Australia
Best Way to Relax: Eating out
Preferred Entertainment: Sporting events
Favorite Celebrity: Tom Cruise
Favorite Music: New Wave
Favorite Book: Cosmopolitan Magazine
Favorite Color: Blue
Favorite Car: BMW
Pet Peeve: Guys who spit
Best thing about Westover: Close to my house
Worst thing about Westover: Not very many people



AB Betty-Jo Sulewski

Two Family Day picnics are planned in September

The Westover Family Day Picnic will be expanded this year to include festivities on both the "A" and "B" UTAs in September.

The First Sergeants Association and Airmen's Advisory Council are working together on plans for the annual picnic to be held from 2 p.m. to 8 p.m. Saturday, Sept. 9 and 23.

"The Family Day Picnic is the one time the year when everyone at Westover gets together to enjoy summer picnic food, dance and have fun like a big family," said MSgt. Pete McCavick, picnic chairman.

"It will be the third annual picnic, but the first one to also be held on a "B" UTA. We want everyone to be part of it," he said.

All Westover members and will be invited to bring their families for festivities including a disc jockey and sound system, dancing, and games for adults and children.

The picnic will be funded in part by a raffle. Tickets will be available on UTAs to win two American Airlines round-trip tickets to Florida.

earning a PAT on the back

Promotions

SMSgt. Richard E. Haskins
 SMSgt. Marguerite R. Schoonover
 MSgt. Angus C. Bailey
 MSgt. Albert J. Friguglietti
 MSgt. Brian M. Quirk
 MSgt. Daniel P. Aube
 TSgt. Edward J. Brewer Jr.
 TSgt. Annamarie Dieli
 TSgt. Glenn M. Flynn
 TSgt. Daniel J. Giddings
 TSgt. James J. Helenek
 TSgt. Philip J. Henderson
 TSgt. Paul J. Janeczak
 TSgt. Frederick Lougal
 TSgt. Gary L. Nicol
 TSgt. David R. Page
 TSgt. John F. Robert
 TSgt. Barbara A. Robotti
 TSgt. Mitchell E. Staszko
 TSgt. Michael J. Thomas
 SSgt. James F. Anthony
 SSgt. Paul J. Belanger
 SSgt. Lawrence W. Breiner Jr.
 SSgt. Christopher J. Brown
 SSgt. Hector Cintron Jr.
 SSgt. Michael J. Dibrindisi Jr.
 SSgt. Jeffrey F. Dillingham
 SSgt. Richard J. Hebert
 SSgt. Elizabeth J. Joy
 SSgt. Scott M. Lucier
 SSgt. Alan B. Monteith
 SSgt. Richard R. Porter
 SSgt. Gary F. Sanderson
 SSgt. Jodie A. Theroux
 SSgt. Mark R. Theroux
 SSgt. George B.D. Tocher
 SSgt. Leonard E. Williams
 SrA. Paul R. Ames

SrA. Bryan W. Pacific
 SrA. Andrew T. Rivet
 SrA. Travis E. Schwarzer
 SrA. Gary Van Wie
 A1C Richard Cogswell
 A1C Robert W. Grey
 A1C Crystal Y. Hendricks
 A1C David J. Lyder
 A1C Cecilia A. Peppers
 A1C Steven J. Perrault

Reenlistments

SMSgt. Leo J. Bourret
 SMSgt. Paul M. Mersincavage
 SMSgt. Donald R. Proctor
 MSgt. Robert R. Bolduc
 MSgt. Roy R. Brosseau
 MSgt. Ronald J. Robbins
 MSgt. Margeurite R. Schoonover
 MSgt. John E. Wehr, Jr.
 TSgt. Mark L. Bernard
 TSgt. Samuel G.A. Bowman Jr.
 TSgt. Frederick J. Cook
 TSgt. Dean J. Gonsior
 TSgt. Gerald A. Grasso
 TSgt. Patricia E. Melega
 TSgt. Jeffrey G. Pinto
 TSgt. Earl Savage
 TSgt. Brian K. Shove
 TSgt. Donald R. Talbot
 TSgt. Corrado Uccello
 TSgt. Raymond G. Weatherbee
 SSgt. Deborah E. Ash
 SSgt. Wayne R. Bartlett
 SSgt. Robert A. Bathgate
 SSgt. Gregory J. Boyd
 SSgt. James H. Brooks
 SSgt. Kevin J. Cadioux
 SSgt. George V. Carbonell

SSgt. William B. Dillon
 SSgt. Walter J. Gorniak
 SSgt. Edward J. Greenwood Sr.
 SSgt. Robert G. Hannaford
 SSgt. William P. Healy
 SSgt. Stanley F. Jones, Jr.
 SSgt. Michael M. Kent
 SSgt. Eric R. McGlynn
 SSgt. James T. Mitchell
 SSgt. Thomas J. Moore
 SSgt. Bruce W. Paradis
 SSgt. Jeffrey A. Whitehead
 SSgt. Abram L. Winters
 SSgt. Daniel C. Witt, Jr.
 Sgt. Leah M. Gitzen
 Sgt. Tracey T. Turner
 SrA. Shelli A. Anderson

Enlistments

TSgt. Richard A. Dolsay
 SSgt. Mark Wade Colby
 SSgt. Gregory Dill
 SSgt. Steven J. Forcum
 SSgt. Kevin J. Redekas
 SSgt. Danial J. Turner
 Sgt. Thomas C. Lanzoni
 Sgt. Gary E. Smith
 SrA. Steven L. Riddick
 SrA. Moises Zanzanian
 A1C Diane M. Albertson
 A1C Jaime T. Coote
 A1C Brian S. Frushour
 A1C Edward M. Sierzego Jr.
 A1C Jonathan P. Tuck
 A1C Mary A. Villarreal
 AB Adriene D. Evans
 AB Steven M. Scionti

Westover now has own SATO office in TMO

Open house expected in September

By SrA. Kelly R. Jamieson

Westover members will soon have their own 'travel agency.' SATO Travel is coming to Westover and is scheduled to have its open house around September.

The Scheduled Airline Traffic Office will enable people to make travel plans right here at Westover by any mode of travel, including hotel accommodations, car rentals, and even currency changes for out-of-country travelers, according to Marilyn Caldwell, who is part of SATO's quality assurance evaluation.

Heading SATO Travel will be Don Brisset, who has formerly worked at Central Travel, Calypso Travel and Allways Travel, in the Springfield area. Mr. Brisset and those working for him will handle all official and unofficial travel arrangements.

Meanwhile, until the office opens, the staff will be busy training on the Sabre equipment, which is leased from American Airlines.

The Sabre equipment consists of two CRT's, storage for all the reservation and availability information; a ticket printer; a boarding pass printer, and an itinerary/invoice printer.

Although SATO Travel doesn't offer discount rates, it does allow Westover people to make travel arrangements right here. The travel agents will also be able to find the lowest available rates for the customer. The office will only be open Monday through Friday, from

The SATO will enable people to make travel plans right here at Westover by any mode of travel, including hotel accommodations, car rentals, and even currency changes for out-of-country travelers, according to Marilyn Caldwell, who is part of SATO's quality assurance evaluation team.

7:30 a.m. to 4:15 p.m.

The opening of SATO at Westover was spawned by the closing of Pease AFB, N.H., said Mrs. Caldwell. "Previously, we've been using Pease as our satellite ticket printer. So now we should see improved customer relations.

"In the meantime, we're waiting for the arrival of the equipment and brochures," she said.

Recently Mrs. Caldwell joined Mr. Brisset and Lt. Col. Thomas Hargis, 439th Air Base Group commander, to meet with three SATO Travel representatives.

"Because Westover falls under the jurisdiction of Griffiss AFB, N.Y., we met with Mr. Clark Preston, SATO Travel manager for the Northeast

region at Griffiss," said Mrs. Caldwell. "We also met with Mr. Bobby Allen, who is the SATO travel manager for Strategic Air Command out of Bedford, Texas, which headquarters Griffiss, and Mr. John Ellis, who is the SATO Travel training supervisor, also out of Bedford, Texas."

An active duty, reserve, or national guard military member, department of defense, civilian employees, family members and retirees may use SATO.

Telephone numbers for SATO Travel are:

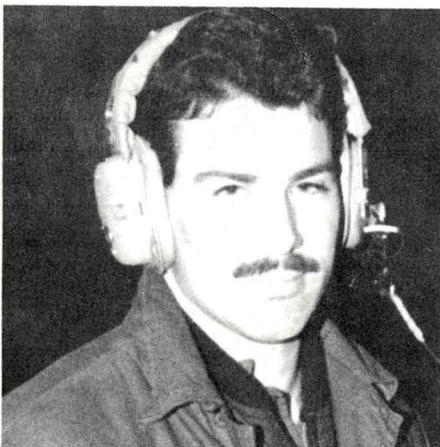
Official—ext. 2058

Leisure—593-5083

SATO Travel is located at the Traffic Management Office, in building 5375.

PATRIOT

Coming in August — Patriot Tiger



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