

PATRIOT

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

VOLUME XVII, NUMBER 3

MARCH 1990

Operations to begin in June

Westover replaces Pease as LOG AIR site

by Maj. Rick Dyer

Air Force Logistics Command will locate a logistic airlift (LOG AIR) station at Westover this summer.

The base will replace Pease AFB, N.H., which is scheduled to close next January, as a site in the AFLC's nationwide airlift supply system.

According to Col. Thomas G. Hargis, base commander, five additional Civil Service positions will be created in the Westover transportation management office to accommodate the new mission.

LOG AIR performs functions similar to those of civilian companies like Federal Express or Emery Air Freight.

AFLC contracts with a civilian airline to transport Department of Defense parts and supplies on routes throughout the continental United States.

Plans call for a DC-9 aircraft, flown by Evergreen International Airlines, to make a daily daylight stop at Westover, Monday through Saturday.

The civilian aircraft will deliver supplies destined for DOD customers in New England and New York, and will pick up cargo at Westover for shipment elsewhere.

The 11-hour flight originates at Wright-Patterson AFB, Ohio, and makes stops at Westover, Loring AFB, Maine, and Griffis AFB, N.Y., before returning to Wright-Patterson.

"We hope to be operational at Westover by the end of June," said Charles Dahle, a traffic management specialist with AFLC's airlift management branch at Wright-Patterson.

Colonel Hargis said an environmental impact analysis is required by the Air Force before the LOG AIR operation can relocate here.



(photo by SSgt. Vin Blanchard)

SPEEDIER SHIPMENTS -- Westover's traffic management officer, Marilyn Caldwell of Chicopee, signs for receipt of a LOG AIR shipment. CMSgt. Leonard Dube of Torrington, Conn., is 439th Air Base Group air transportation manager. The forklift is operated by MSgt. Debbie Walsh of South Lancaster. Under the current system, supplies arrive at Pease AFB, N.H., and are trucked to the base.

The assessment is necessary, he said, because the new duties and dozen aircraft operations a week are considered a mission change for the base.

"We're not anticipating any problems with the study," the base commander said. "The increase in flying activity would be minimal."

Colonel Hargis said Westover's designation as a LOG AIR facility would ex-

pedite the base's receipt of C-5 parts and other critical supplies.

"Previously, when our parts landed at Pease, we'd have to wait several days before a contract trucker could bring them here," the colonel said. "Now we'll be able to just take them off the airplane."

Mr. Dahle said Westover is the first Air Force Reserve base in the country selected as a LOG AIR base.

EDITORIAL

Drop a dime

When television networks began broadcasting their initial accounts of Operation Just Cause, the telephones started ringing at Westover.

Many 439th Military Airlift Wing reservists called the base voluntarily, asking what they could do to help.

According to Lt. Col. Larry Mercker, assistant deputy commander for operations, that was precisely the kind of response the wing wants to encourage.

"The volunteer spirit of our reservists was the key to the unit's outstanding performance during the Panama invasion," Colonel Mercker said. "Many people called in--they didn't wait to be asked."

Wing officials estimate that more than 400 "man day" tours were served by 439th members during Operation Just Cause. Reservists turned out in force, despite the short notice and holiday season.

Colonel Mercker hopes that Westover's response to the Panamanian crisis sets a precedent for the future.

"If Cable News Network is broadcasting a story about a major U.S. military action, we hope that our reservists will check in with their units to see if they're needed," the operations officer urged.

Colonel Mercker's suggestion has obvious merit. Our combat readiness was tested--and proven--in late December. The key to that readiness was the quick and selfless response of Westover reservists.

The eight C-5 missions which 439th MAW crews flew to Panama prove without doubt that we are viewed as real "players" in the national defense effort. They also suggest the real likelihood that our unit will be called upon again--if world events dictate.

If that should happen, don't wait to be asked. "Drop a dime," and contact the unit. The chances are that we'll be involved. The chances are that you could help.

-- by Maj. Rick Dyer
Public Affairs Officer

Briefs

Memorabilia sought

CMSgt. Robert Adams of the 42nd Aerial Port Squadron is seeking donations of Westover memorabilia to be displayed April 7 at the 50th Anniversary Ball and again during Westover International Airshow, July 27-29.

He is soliciting any items from the base or units assigned here since Westover's founding in 1940. Suggested items include unit patches, plaques, period uniform items, unit histories, and photos.

Items will be returned after the ball and airshow. Those who choose to, may have the memorabilia donated to a proposed Westover Visitor's Center.

To donate or for more information, call Chief Adams at extension 3277, or at home, 527-5788.

Jobs open

Robins AFB, Ga. -- Women can now serve as aircrew members on C-141 airdrop and C-130 aircraft missions. Positions on the C-17 wide-body transport will also be available to women when it enters the Air Force inventory.

The secretary of the Air Force opened additional positions for women by removing restrictions under the combat exclusion policy regarding women.

Women are still not permitted on special operations low level missions and AC/HC-130 aircraft, according to a recent message to personnel offices announcing the change.

Removing these restrictions will help career opportunities for women, the secretary said. The changes are consistent with the intent of the Department of Defense "risk rule." A revision to Air Force Regulation 35-60 will reflect the new change.

Closings considered

Four Air Force bases in the continental United States are under consideration for closing.

The Air Force announced in late January that Bergstrom AFB, Texas, Eaker AFB, Ark., Myrtle Beach AFB, S.c., and Los Angeles AFB, Calif., were on the list of facilities being considered.

A final decision will not be reached for at least a year, officials say.

PATRIOT

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

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Hypnosis helps smokers clear the air

by SrA. Christine Mora

Like a player piano performing a song, smokers smoke.

To stop smoking, people must add a new song to the program, according to Maj. Charles C. Curci, Westover's drug and alcohol control officer.

Major Curci explained this concept to 28 reservists assembled in the Civil Engineering Squadron conference room on the February UTA. They were eager to be hypnotized to bolster their willpower to stop smoking.

The major, who has hypnotized more than 2,300 people, began the session by defining hypnosis.

"The process contains three steps which basically involve physical relaxation, concentration, and suggestion," he said. "The method I use for smoking and weight control is a light level and focuses on behavior modification."

The key to success is to open the subconscious mind, said Major Curci, a licensed clinical social worker and certified addictions counselor from Shrewsbury, Mass.

The mind is divided into two parts, the conscious and the subconscious. The conscious mind is characterized by sen-

ses, awareness, and most importantly, the ability to reason, he said.

The subconscious simply reacts and doesn't reason. "Buried behind the wall of the subconscious lie the reasons for smoking," Maj. Curci said. "The urge to smoke is based on memories lodged in the subconscious mind."

Hypnosis attempts to delve into the mind and add a new memory.

Major Curci began the actual hypnosis by instructing the group to close their eyes and settle themselves into comfortable positions. He asked them to clear their mind of all thoughts and relax.

"All the stress is being released from your body," he said softly in a monotone. "Starting with the top of your head, slowly down into your neck, feel the pressure slipping away." The major continued until the remaining tension was released from the tips of the toes.

The major attempted to bring his subjects to an altered state of consciousness, similar to the point that a person reaches when they're trying to fall asleep and someone starts talking to them. Even though the other person's voice can be heard, the individual refuses to answer because they're so relaxed.

"Pretend you're on an elevator," Major

Curci said quietly. "You're slowly traveling down; to the third floor, now the second, calmly stopping at the first."

The major then soothingly began the suggestion portion of the session. "The next time you have the opportunity to smoke, you will see 'NO' flash in neon letters," he said repeatedly. "You will then be presented with an image of yourself as a non-smoker."

The actual hypnosis lasted approximately 20 minutes and the major brought the group out of its altered state much the same way they arrived there. He ended their return reassuring them that they would feel very energized and alert.

According to the major, a common worry many people have is that they'll be made to do something crazy under hypnosis. "We don't do the old clucking chicken routine," he said, explaining that a hypnotized person cannot be made to do something normally objectionable, or immoral due to the self-defense mechanism in their subconscious.

Hypnotic successes range in duration from days to years, he said. During the early portion of the session, several reservists related their previous attempts to stop smoking through hypnosis.

"I had been smoking for about 20 years until I attended Major Curci's hypnosis session," said MSgt. Stephen Dutilly, of the 439th CES. "I haven't touched a cigarette or even felt the urge, in almost a year."

"Hypnosis doesn't work for everyone all the time," explained Major Curci. "Some people come back two or three times."

"Last time I quit for three weeks," said TSgt. Don Butler, of the 439th CES. "Then I was out bowling one night and picked up that first cigarette. That's all it takes. You sort of talk yourself back into smoking."

"Smoking that first cigarette is like an alcoholic taking his first drink," added Sergeant Butler.

Major Curci agreed. "Avoiding the first one is the most important rule in any addiction," he said. "Even after you stop smoking, you're still addicted."

Reservists attending the session were not charged a fee, though Major Curci usually charges civilian clients \$75 a person.

"One of the first things I learned is never to perform hypnosis without charge."
(Continued on page 17)



(photo by SrA. Christine Mora)

SMOKE SCREEN--Maj. Charles Curci, Westover's drug and alcohol control officer speaks to reservists at the hypnosis session held on the February UTA.



(photo by TSgt. Tom Allocco)

GUIDANCE SYSTEM -- SMSgt. Thomas Dzwonkus of Somers, Conn., a loadmaster with the 337th Military Airlift

Squadron guides an Army UH-60 Blackhawk helicopter onto a Westover C-5A in Germany for transport to Cyprus.

C-5A flies Blackhawks to Cyprus

By TSgt. Tom Allocco

Another nation's flag was added to the Westover scrapbook last month when a C-5A ferried a pair of Army UH-60 Blackhawk helicopters to a British air base on Cyprus.

The Galaxy, under aircraft commander Maj. Sandy Whittier of the 337th Military Airlift Squadron, loaded the two 22,000-pound troop carrier helicopters at Rhein Main AB, Germany, in February and carried them across the Mediterranean Sea to the RAF air base at Akrotiri on the south coast of Cyprus.

The Blackhawks, from the Army's 159th Aviation Regiment near Stuttgart, will be stationed in Cyprus to support the U.S. embassy in Beirut.

Although the American ambassador was recalled last year from the embassy in

Lebanon, a reduced U.S. presence continues today in Beirut.

Akrotiri is about 150 miles from Beirut, a 50-minute flight for the Sikorsky twin-turbine Blackhawk.

Four Blackhawks are stationed on Cyprus for the mission, with two rotated every six months. A U-2 is also stationed on the island to help monitor the 1979 Camp David peace accords between Israel and Egypt.

The flight to Cyprus took about four and a half hours. The Galaxy spent four hours on the ground as the Blackhawks were unloaded and two others put aboard the aircraft for the return flight to Rhein-Main.

The official name of the British airbase is Akrotiri Sovereign Base Area, indicating the airfield installation is not leased but wholly owned by the British.

The RAF retained Akrotiri, and a second base at Dhekelia to the east, when the United Kingdom gave independence to the island in 1960.

The chief advantage of Akrotiri is the temperate Mediterranean climate which makes the sprawling base of about 1,500 airmen an ideal training facility for RAF aircraft stationed in Great Britain and Germany.

The base is the home of the RAF's 84 Squadron, a helicopter unit which supports the training operation.

Six Canberra bombers similar to the USAF B-57 are also stationed there. The outdated 40-year-old aircraft tow targets for the RAF Phantom and Tornado fighters over the gunnery range south of the island. Nimrod aircraft, the British version of AWACS, also train at Akrotiri.

The British aerial demonstration team, the Red Arrows, practice flying aerobatic maneuvers with their Hawks at Akrotiri.

The 84th Squadron also supports a United Nations peacekeeping force which patrols a demarcation zone between ethnic Greeks in the south of the island and Turkish Cypriots and the Turkish army in the north. The two hostile groups are separated by a UN force of British, Danish, Swedish and Austrian troops.

Akrotiri overlooks the city of Limassol, a tourist center of about 20,000 ethnic Greeks on Akrotiri Bay. The area is particularly popular for Scandinavians and other Europeans fleeing their northern countries for the long beaches of Akrotiri Bay and a sunny Mediterranean climate.

Cyprus enjoys an average of 340 days of sunshine a year and the temperature was in the 60s when the Westover aircrew arrived. It goes up to 110 degrees in the summer.

The permanent party RAF airmen do three-year tours at Akrotiri and consider it

a choice assignment. They are all volunteers for overseas duty, as are all British forces who serve outside the United Kingdom.

Among them is Senior Aircraftsman Doug Newman of Buckingham, near Oxford, who was put on a waiting list for a year after asking for Cyprus duty to escape England's damp, overcast climate.

"We ski in the mountains in the winter and go to the beach in the summer," he said of recreation in Cyprus.

SAC Newman is a mechanic who works on the RAF C-130s and DC 10s which supply the base. Among them are a weekly flight from Athens which brings in mail for the Americans stationed on the island. In conversation, the British refer to the Hercules aircraft as Charlies.

The difference between his job and that of his USAF counterpart is the degree of specialization, the senior aircraftsman said.

"My job would take five U.S. Air Force blokes...an engine mechanic, fuels, ancil-

lary parts. I do all of them," he said.

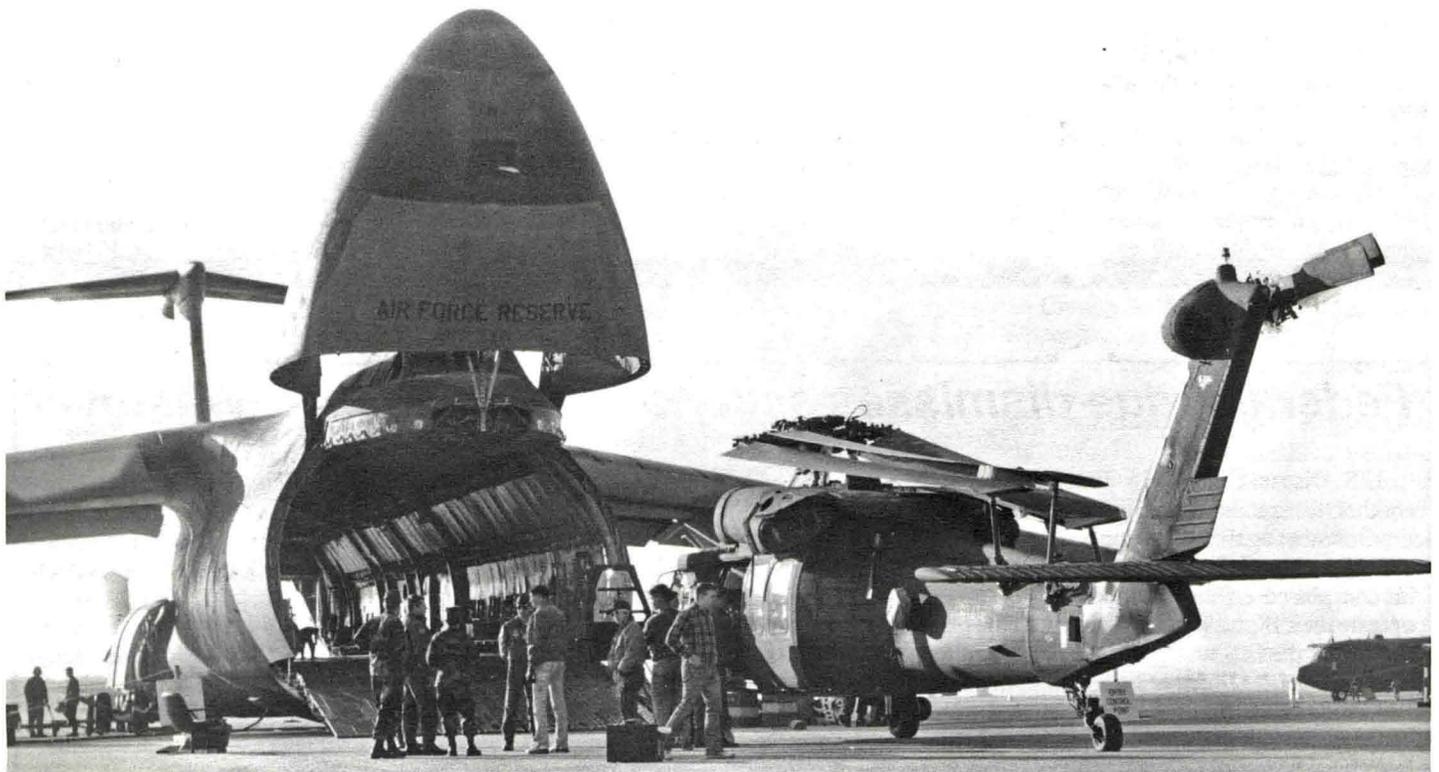
He left school at 15 and later quit a job in a paint factory to join the RAF when he was 16 for a nine year hitch. The RAF offers enlistments of six, nine and 12 years.

The period of service may be longer than the number of years on the contract because the term doesn't begin until the member turns 18.

The RAF airmen have a saying about the period of service before turning 18, SAC Newman said. "You do a year or two for the queen," he said.

Those unhappy with military service, however, can "buy out" of the RAF by paying 700 Pounds, he said.

When he joined the RAF the monthly pay for a recruit was about 200 Pounds, or about \$340. After completing the "Fitter Course" maintenance training for his career field and four years service, he is nearing eligibility to be promoted to corporal or junior technician, the senior aircraftsman said.



(photo by TSgt. Tom Allocco)

AT ITS DESTINATION -- Final offloading of two Army UH-60 Blackhawk helicopters is accomplished at the British

installation, Akrotiri AB, Cyprus. The aircraft were transported to support the U.S. embassy in Beirut.

Movie buff sergeant charts box office trends

by Maj. Rick Dyer

When it comes to movies, Sgt. Christine Greenia knows what's hot (and what's not) at Westover.

The self-proclaimed "big-time movie buff" manages the video rental store at Westover's gym, which offers over 2,000 videos.

Although the assignment is only one of her duties as a Morale, Welfare and Recreation specialist at the base, she takes the job seriously. The toughest chore, she says, is predicting which videos will fly, and which ones will flop.

"Everybody is a movie critic," Sergeant Greenia said.

"Everyone has a different outlook on what's good and what isn't."

To aid in the selection process, the sergeant reads several entertainment trade publications. She looks to see how a motion picture did at the theaters, and whether or not a famous actor or director is listed in the credits.

Most importantly, Sergeant Greenia relies on feedback from the 1300 members who belong to the base video club.

"If several people tell us that they liked a particular movie, we'll make sure to recommend it to others," she said.

Although horror flicks are her personal preference, Sergeant Greenia says that adventure films and military movies top the list at Westover.



(photo by SrA. Christine Mora)

BETWEEN FRIENDS -- Christine Greenia, Westover's new movie critic, poses with cutouts of actors Meg Ryan and Billy Crystal, stars of the film *When Harry Met Sally*.

Platoon, director Oliver Stone's gripping Vietnam War drama, has been the most frequently rented movie since the video store opened here two years ago.

"We rent a lot of 'shoot-em-up' type videos," she admitted. "Special effects are also quite big right now."

The sergeant said that *Lockup*, starring Sylvester Stallone, is one of the most popular new releases available at the video store.

She also has good things to say about *When Harry Met Sally* (a romantic com-

edy featuring Billy Crystal and Meg Ryan), and *Uncle Buck* (with comedian John Candy in the lead).

Sergeant Greenia's list of favorite actors includes Michael Douglas, Martin Sheen and Amy Irving. Her all-time favorite motion picture is *Butch Cassidy and the Sundance Kid*.

Sergeant Greenia confided that the worst movie she's seen was a little-known film titled *The Adventures of Baron Von Munchenhausen*.

"It just didn't make sense," she said.

Federal judge dismisses second lawsuit against Westover

U.S. District Court Judge Frank H. Freedman has dismissed another federal lawsuit filed by Valley Citizens for a Safe Environment against C-5A operations at Westover.

"As matters now stand," wrote the federal judge, "the only burden placed on the defendants (the Air Force) is that they operate their flights in accordance with the plans upon which the writing of the EIS was based. So long as they do so, they will not run the risk of further litigation in this area."

Led by David Keith of Sunderland, the Valley Citizens had claimed through their attorney, Cristobal Bonifaz of Amherst, that C-5A operations were not in accordance with the Environmental Impact Statement published in 1987.

Judge Freedman also considered assessing Valley Citizens

the costs of the Westover litigation, but wrote, "In this instance, the Court chooses not to do so."

Mr. Bonifaz filed suit against the Air Force in 1987, but failed in U.S. District Court in Springfield to obtain a ruling against C-5A operations at Westover.

His first suit was appealed in 1988 to the First Circuit Court of Appeals in Boston, but the high court upheld Judge Freedman's decision.

The appeals court rejected the challenge and ruled the Air Force had acted lawfully and adequately assessed the environmental impact of the Galaxy operations.

The second suit was filed in 1988 and was dismissed Oct. 17, 1989, by Judge Freedman.

Renovation of headquarters building nears completion

by Maj. Rick Dyer

The renovation of the wing and group headquarters building will be completed shortly, according to base officials.

Work on Building 1850, which has been underway since October 1988, will be completed next month, Col. Thomas G. Hargis, base commander, said.

"We hope to move in sometime in April," the colonel added.

The renovated building will house the wing and group commanders' offices, the director of operations, the public affairs office, the historian, the civilian personnel office, the full-time judge advocate general, and the retiree affairs office.

The building has been expanded in size and upgraded with wall-to-wall carpeting and state-of-the-art heating and airconditioning systems.

A new wing briefing room features sophisticated audio-visual capabilities.

Much of the single-story building has an "open floor plan" design. Personnel will work at modular work stations that are equipped with individual telephone,



(photo by SrA. Christine Mora)

PIPE CUTTING -- Construction workers continue work on Building 1850. In addition to renovation of the original structure, a separate wing was also constructed.

electric and computer outlets.

Eastern General Contractors Inc. of Springfield, Mass., handled the renovation

work, which cost more than \$2 million.

The project was supervised by the U.S. Army Corps of Engineers.

Program highlights black contributions to history

by SrA. Christine Mora

Special Emphasis Program Committee members hosted a program Feb. 15 in the Consolidated Open Mess to commemorate "Black History Month."

The keynote speaker of the event was Richard Pogue, chief of the Affirmative Employment Branch at Air Logistics Center, Robins AFB, Ga.

"Millions of black Americans gave blood, sweat and tears to their country yet are more likely to be remembered as ignorant slaves," said Mr. Pogue. He reminded the crowd that blacks have been American soldiers since the Revolutionary War.

"Without history, people retain the impression that all blacks are on welfare or lazy," he said. "They would never know the great contributions Negroes have made to America."

Mr. Pogue pointed out many examples, including Dr. Daniel Hale Williams, who performed the first open-heart operation in 1893.



He also reminded the crowd that they must prevent different races from becoming nameless faces and voices in history.

Donald L. Jernigan, second deputy commissioner of Mass. Veteran's Services was the guest speaker and explained the significance of "Black History Month."

"This is a special time because it allows black people to share their culture with the rest of the world," he said.

Mr. Jernigan, a member of the Galaxy Community Council, reflected upon the

military contributions of blacks as well. He noted the "Tuskegee Airmen", the first all-black P-51 flying squadron that gained fame during World War II.

Following the speakers, Mrs. Annis Hamilton, from the Bethlehem Baptist Church in Holyoke, sang "Just Look Where We've Come From".

Col. Thomas G. Hargis, base commander, opened the program and Bob Gibson, civilian personnel officer gave closing remarks. Other speakers included Chief Haskel Jenkins, Westover's Special Emphasis Program manager, Dr. Arthur L. Hilson, executive director for the division of Public Safety and Veterans Services, University of Mass., Mr. Horace Graham, Special Emphasis Program manager, Air Force Reserve Headquarters, Robins AFB, Ga., and Rev. Gordon C. O'Neal, pastor of the Mt. Calvary Baptist Church in Springfield.

In attendance were State Senator Brian P. Lees, State Rep. Raymond A. Jordan, and Olen Bielski from the staff assistant to U.S. Rep. Richard E. Neal.

Council gives commanders direct link to MAC chief

TSgt. Linda Kozaryn

When 439th Military Airlift Wing reservists have a problem at Westover, Niagara or Pittsburgh, it's a safe bet to assume that reservists at other AFRES units have a similar problem.

Resolving problems common to Reserve members and Air National guardsmen nationwide is the concern of two high level Air Force committees, one of which is headed by Brig. Gen. Frederick D. Walker, wing commander.

General Walker is chairman of the Military Airlift Command Air Reserve Forces Policy and Advisory Council and a member of the Air Reserve Forces Policy Committee. Both groups meet biannually, with special subcommittees meeting more frequently to address such topics as ground and flight crew training requirements.

The purpose of the two organizations is to identify common problems and recommend solutions to Air Force officials at Military Airlift Command headquarters and at the Pentagon.

The policy and advisory council gives wing and group commanders a forum to discuss MAC policies and their impact on the field units, General Walker said. Council reports are submitted directly to the Commander-in-Chief of the Military Airlift Command (CINCMAC).

The key word here is "direct," according to the general. The council's concerns

and recommendations go "straight to the top," he said.

The council's recommendations aren't "filtered" through a chain of staff officers who may not give the issue the same "intensity" the field commanders believe it deserves, he said. "This direct approach gives the council clout," according to General Walker.

Ground crew and flight training requirements, chemical warfare training, and conducting Operational Readiness Inspections are some of the topics addressed by the council during the 50 meetings since its inception.

The role of the Air Reserve Forces in Joint Chiefs of Staff exercises was a recent issue.

"We need to be more involved in the planning and execution of these exercises," General Walker said. "We miss out on good opportunities for training, and the active force has a larger percentage of the exercises than they should, or need to have," he said.

This is particularly the case when C-5s are involved since 65 percent of the air crews come from the Air Reserve forces, according to the general.

Along with presenting recommendations to MAC headquarters, the council may also request briefings from the MAC staff on various policies.

The council has requested a full briefing on the changes in the relationship between the aero-medical Reserve and Air

National Guard field units and the active duty 375th Air Evacuation Wing for their next meeting in August.

"This forces the MAC staff to rethink, or to think through, their plans regarding the Reserve field units," he said.

Westover reservists contributed last August to the Air Reserve Forces Policy Committee's efforts when they transported committee members on a fact-finding tour to Europe.

Proposals from the committee are sent to Pentagon officials at the Office of the Chief of Staff of the Air Force. Although this is not quite the same "direct approach" as the policy council, General Walker said the committee's work definitely receives high level attention. Secretary of the Air Force Donald Rice recently addressed the committee in Washington, D.C.

The committee's scope is broader than the policy council's, according to the general. It includes the full spectrum of the active and reserve forces.

Aircrew turbulence within the active forces is an example of the areas that the policy committee addresses, the general said. Augmenting the active duty crews with reservists did not solve the problems, but a hard look at scheduling procedures did, he said.

The advisory council and the policy committee have a common goal. Both are aimed at finding "better, more cost effective ways of doing business," General Walker said.

HAPPY RETIREMENT-- Brig. Gen. Dale R. Baumler, 14th Air Force commander, offers congratulations and passes a general's flag to Brig. Gen. Jack P. Ferguson, who retired from the AF Reserve in February. General Ferguson commanded the 514th Military Airlift Wing, McGuire AFB, N.J., at the time of his retirement. Prior to his assignment at McGuire, he was the commander of the 439th Tactical Airlift Wing at Westover from May, 1984 until May 1986. General Ferguson had also served as Westover's base commander from 1974-76.



Three generations of Westovers



Col. Timothy Oscar Westover



Lt. Gen. Charles Bainbridge Westover



Maj. Gen. Oscar Westover

Test pilot carries on family tradition

by Maj. Rick Dyer

His pilot grandfather helped found the fledgling Army Air Corps.

His pilot father helped run two major Air Force commands.

From them, Col. Timothy O. Westover inherited a love of flying, an Air Force name and a large chunk of Air Force history.

For nearly 30 years, the colonel has been living the legacy and helping to write some Air Force history of his own.

Colonel Westover, a veteran pilot and Distinguished Flying Cross winner, is stationed with the Air Force Systems Command at Wright-Patterson AFB, Ohio.

He is the program director for the LANTIRN (Low Altitude Navigation and Targeting Infrared System for Night) System Program Office at Wright-Patterson.

The 49-year-old officer is the grandson of Maj. Gen. Oscar Westover and the son of Lt. Gen. Charles Bainbridge Westover.

Westover Air Force Base was named

in honor of Oscar Westover, an aviation pioneer who served as chief of the Army Air Corps from 1936 until his death in an airplane crash in 1938.

Colonel Westover's father, Charles Bainbridge Westover, was an Air Force three-star general who served as vice commander of both the Tactical Air Command and the Air Defense Command.

"The Air Force is a way of life in my family. There's a lot of tradition..."

Following in the footsteps of his famous ancestors was a matter of "tradition," Colonel Westover said.

"The Air Force is a way of life in my family," the colonel explained. "There's a lot of tradition..."

Despite the generation gap, the careers of all three Westover men have been strikingly similar.

Colonel Westover graduated from the

Air Force Academy in 1964. Oscar Westover was a member of the class of 1906 at the U.S. Military Academy, and Charles Westover graduated from West Point in 1937.

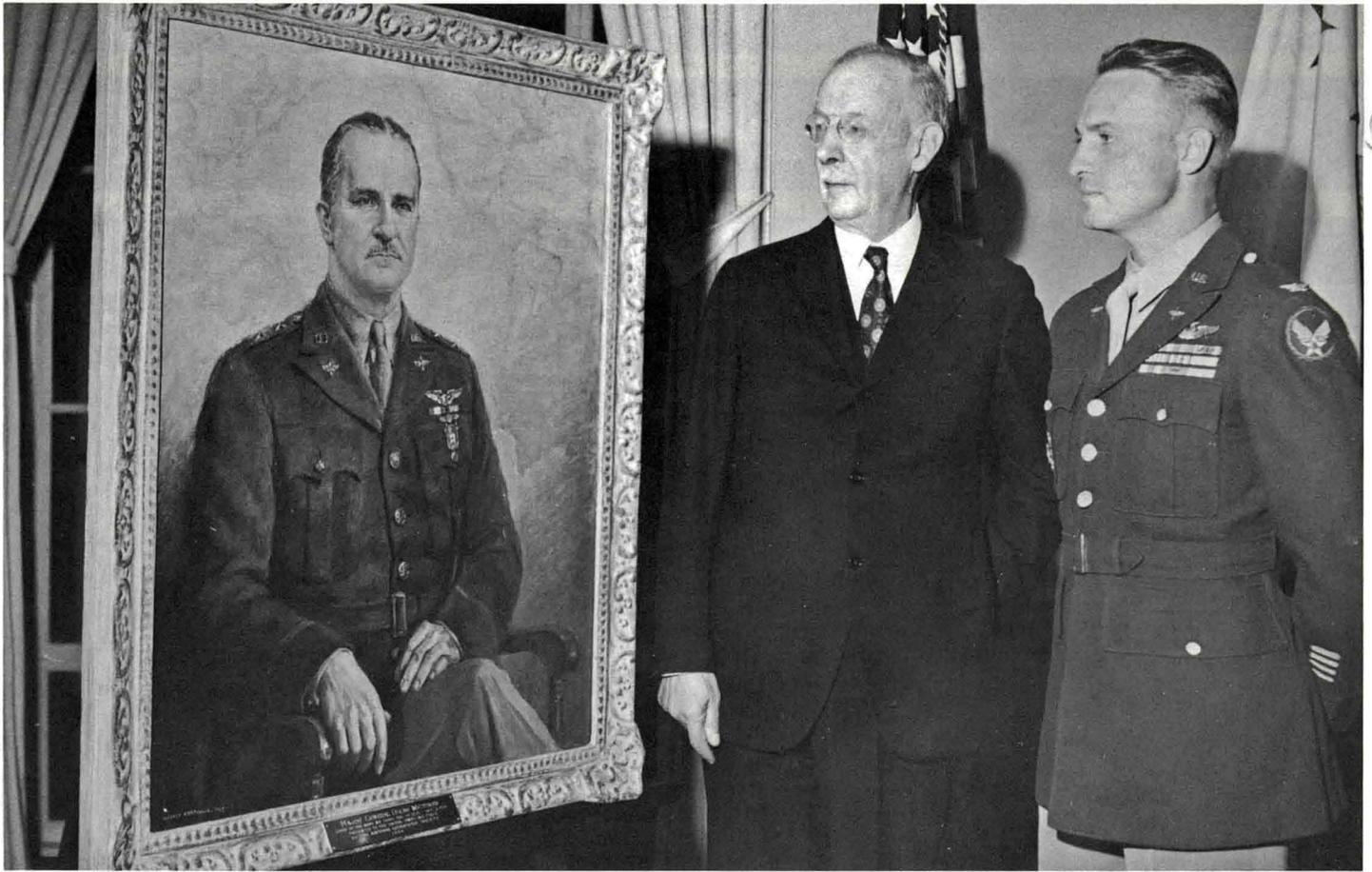
Each Westover earned his wings as a military pilot. Each worked with strategic bombers. Each held an important position and each helped to advance modern military airpower.

Colonel Westover is a test pilot who has flown more than 3600 hours in 26 types of aircraft during his career. He logged 423 combat missions in Vietnam, where he earned the DFC and Bronze Star.

His present assignment with the System Command's LANTIRN program---a system designed to enhance the night-fighting capability of F-15E and F-16 fighter jets---puts him on the cutting edge of aviation technology.

According to the colonel, the LANTIRN system (which is produced by the Martin Marietta Corp.) consists of two separate equipment pods mounted under the

(Continued on page 11)



TIMES PAST -- Col. Charles Bainbridge Westover, who later became a lieutenant general, right in above photo, admires a portrait of his famous father, Maj. Gen. Oscar Westover in 1948, along with Dr. Gilbert Grosvenor, president of the National Geographic Society. The painting hangs in the Air Force Hall of Fame in Washington D.C. At left, General Westover poses with his pilot, crew chief and good friend, Sgt. Samuel Hymes in front of a pre-World War II aircraft, probably an A-17, sometime in 1937.

Tradition

(continued from page 9)

fighter's fuselage.

The navigation pod contains terrain following radar and infrared sensors which enhance the jets' capability to fly at low altitudes in the dark. The targeting pod contains sensitive, high-tech equipment which allows the pilot to detect and track targets at night.

Colonel Westover's involvement with the LANTIRN program would undoubtedly make Oscar Westover smile.

More than 50 years earlier his grandfather advocated the development of a revolutionary type of aircraft--the "flying fortress type of bomber" for long distance missions.

Although Colonel Westover never met his grandfather (Oscar died two years before he was born) he learned about him from his father.

"Both my father and grandfather loved the military," the colonel said. "Loyalty and honesty meant a great deal to both of them."

The colonel said that he also studied his grandfather "a little bit" while he was a cadet at the Air Force Academy.

"There was more emphasis placed on airmen like Billy Mitchell and Hap Arnold," he said.

General Arnold, a former assistant to Oscar, was the officer who suggested the Northeast Air Base in Chicopee be named Westover Field.

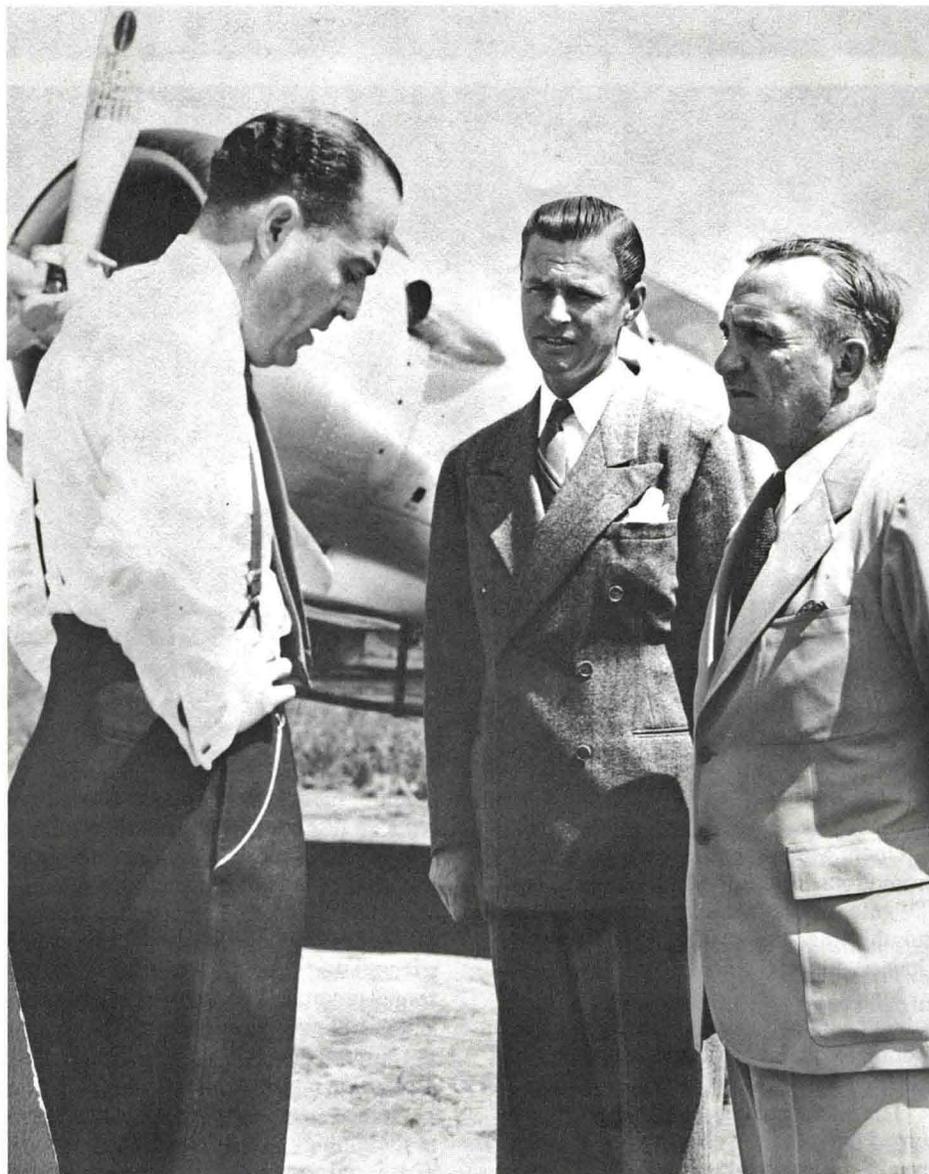
Colonel Westover's father, Charles, was the acting TAC commander during the Cuban missile crisis in 1962. He retired from the Air Force in 1967 as vice commander of ADC, and died in 1978.

Following his father's death, the colonel inherited Oscar Westover's papers and military memorabilia. He subsequently donated the collection to the Air Force Historical Research Center at Maxwell AFB, Ala.

Despite having served in the Air Force for nearly three decades, Colonel Westover has never visited the base which bears his famous family's name.

"I was scheduled to fly there in 1974 when I was a pilot with the Aeronautical Systems Division," Colonel Westover remembered. "But the mission was scrubbed."

He hopes to change that next summer. Colonel Westover and other members of the Westover clan have been invited as guests of honor to the July air show and other events celebrating the base's 50th anniversary.



FATEFUL DAY -- This photo shows Maj. Gen. Oscar Westover, right, on Sept. 21, 1938, the day he was killed. He is pictured here at Vultee Aircraft factory in Downey, Calif. The other two men are executives of Vultee. General Westover was flying to the Lockheed Airport in Burbank when his plane crashed.

The naval connection

Though the Westover name is linked strongly with the Air Corps and Air Force, the family is also related to "Old Ironsides" and a famous naval hero.

Maj. Gen. Oscar Westover, the man for whom Westover Field was named, married Adelaide Bainbridge on Dec. 31, 1907.

She was a direct descendant of Commodore William Bainbridge, a U.S. Navy officer who captained the USS Constitution.

Commodore Bainbridge was at the helm of "Old Ironsides" when the

famous warship captured the British frigate "Java" off the coast of Brazil during the War of 1812.

Commodore Bainbridge had also fought against the Barbary pirates and was in command of the frigate "Philadelphia" when she was captured by the Tripolitans in 1803. He was imprisoned for a time in what is today Libya.

General Oscar Westover's son, who became a three-star Air Force general, was christened Charles Bainbridge Westover, and earned the nickname "Tubby Two."



(photo by SrA. Christine Mora)

OPEN FORUM --TSgt. Kelly Payne, 439th Air Base Group, chairs the council meeting as members listen to Maj. Tom

Gray, chairman of the Consolidated Open Mess Council, discusses club membership fees.

Club fees and lunch lines hashed over at monthly meeting

by SrA. Christine Mora

Open Mess membership fees, PEP promotions, dining hall lunch lines, and ID gate hours were discussed at the monthly meeting of the Base Advisory Council during the February UTA.

Maj. Tom Gray, chairman of the Consolidated Open Mess Council, briefed the group on several matters raised about the club.

The associate membership idea was turned down by the club council because the club is governed by AFR 215-11. According to the regulation, associate memberships don't apply to reservists at Westover.

The major said the monthly \$5.00 mem-

bership fees include many benefits -- reduced drink prices, competitive dinner prices, free dinner on membership nights and use of the club for functions.

CMSgt. Alcide Patenaude addressed the Promotion Enhancement Program and stressed the importance of up-to-date personnel records. Every reservist is responsible for their own records and if they are not current, the member's chances of PEP promotion may be hurt, he said.

Some reservists asked why lunch lines at the dining hall have extended outside. This is to insure exits remain open for fire safety reasons. Members of the council remarked that though this is not a permanent solution, other ideas are being solicited by the Safety office. The lunch

hours published in the UTA schedule should help prevent a bottle neck.

The ID gate hours at the Industrial Gate are as follows:

Weekdays and non-UTAs:

0600-1900

2300-2430

UTA Weekends:

0530-0100 Friday

0530-0100 Saturday

Members of the council brought up the possibility of extended gate hours and the subject will be followed up.

Other matters discussed included retiree affairs, driving while intoxicated on base, physical scheduling at the USAF Clinic, and the success of Monte Carlo night on the February UTA.

Over \$2.5 billion in uncashed government checks missing

If you don't have direct-deposit for your Reserve paycheck, look under your bed, in your bureau, the closet, and don't forget the attic.

More than \$2.5 billion worth of uncashed government checks is out there somewhere, according to Treasury Department spokesman Andy Montgomery.

The government is obligated to honor the payments no matter how old they are, so the \$2.5 billion is part of the national debt. A check not cashed within 12 months of the issue date will be void, however. Holders of checks issued before Oct. 1, 1989, have until Sept. 30, 1990, to cash them.

Checks received recently by the department range in value from two cents to \$8,606 and have been dated as far back as April 1919.

Another part of the Treasury Department's campaign is to encourage government workers and military members to participate in direct-deposit payroll programs.

Besides avoiding the problems of checks "disappearing," not arriving on time or not being cashed, direct-deposit programs save the government money. "It costs 30 cents to issue a check," Mr. Montgomery said. "It costs only four cents to transfer money electronically into a direct-deposit account."

42nd APS commander promoted, accepts position in Maine

by TSgt. Linda Kozaryn

Twenty-two years ago, Geraldine Dodson-Smith never expected to reach the rank of colonel. She didn't doubt her own abilities, but the Air Force simply didn't allow women to become Colonels in the sixties unless they were nurses.

This summer, Lt. Col. Dodson-Smith, commander of the 42nd Aerial Port Squadron, will don silver eagles. Her promotion will serve as a reminder of the progress women in the military have made in two decades.

When Colonel Dodson-Smith joined the Air Force in 1967, she said that although some areas were still inequitable, the military was "light years" ahead of civilian industry in recognizing women's potential.

Civilian employers believed training women was a waste of time, because women would eventually leave to raise families. "The Air Force didn't feel that way," she said. "They were willing to train me and I eventually had a family but I didn't leave."

While the military was willing to train women 20 years ago, they were not willing to grant them the same benefits as their male counterparts, the colonel said. At that time, for example, husbands were not considered "dependents."

"Even if a husband was a full-time student, Department of Defense considered him physically and mentally capable of supporting himself," she said. "The wife of a one-stripe airman, on the other hand, was a "dependent" even if she was a nuclear physicist."

As far as attaining rank, there was only one exception to the "no women colonels" rule," Dodson-Smith explained. "The Women's Air Force staff director at the Pentagon was a colonel, but only while she was in that position. When she retired, she returned to the rank of lieutenant colonel."

The status of women in the military has changed considerably since then, the colonel said. Initially, to be recognized as "good" in her job, a woman had to be "twice as good" as her male counterparts, she said.

"During my first active duty assignment, I worked for a colonel who used to introduce me as 'our little WAF' and practically pat me on the head." This attitude has lessened considerably over the years, she said.



(Photo by SrA. Christine Mora)

ANNUAL TOUR -- Lt. Col. Geraldine Dodson-Smith, commander of the 42nd Aerial Port Squadron, and members of her unit, wait to depart for annual tour in Germany.

Today, Colonel Dodson-Smith said, the "sky's the limit" for a woman entering the Air Force. Although the question of women in combat remains unresolved, "a woman can achieve whatever she sets out to do," she said. "Women may not be able to fly fighter jets, but they can fly."

Colonel Dodson-Smith's 22-year career has given her a chance to work as an administrative officer for a communications unit and to do advertising and publicity for the recruiting command. She served at the USAF Staff College, at the USAF War College, and finally at the Pentagon as the Reserve Components advisor to the Director of Transportation.

Her military career coincided with her career as a wife and mother. Her husband, Lt. Col. William Smith, is assigned to the 101st Air Refueling Wing of the Maine Air National Guard at Bangor. The colonels and their five children live in Winterport, Maine.

"I have four teenage daughters and one son," she said. "That's a challenge that makes the Reserve pale by comparison." The family has always been supportive and proud of their "Mom in uniform," she said. "I've missed birthdays, first proms, even my eldest's high school graduation because of duty, but my family has been understanding."

The key to successfully combining a military career and the role of wife and

mother lies in careful organization and pre-planning, Colonel Dodson-Smith said. "Invariably my husband will have to perform temporary duty when I'm on annual tour. That means making sure babysitters are scheduled and doctor's appointments are rescheduled."

She attributes the "Luck of the Irish" to becoming a commander here at Westover for the past two and a half years.

"I've had a lot of different jobs and they were all very interesting, but being a commander is unique," she said. "You have the responsibility, on one hand, yet at the same time, you have the privilege of being part of a unit that has such outstanding people."

Her biggest challenge as commander of the 42nd APS is meeting all the training requirements in the limited time available.

This challenge, however, is soon to be replaced by others. Colonel Dodson-Smith is moving on in April to a new position as the Air Force Liaison for the National Security Emergency Management for the Adjutant General for the state of Maine. No longer will she make the five and a half-hour trips from Maine to Westover each month.

"I'm ambivalent about leaving this unit," she said. "Finding a colonel's position is positive, but having to leave is negative. It will probably be one of the hardest things I've ever done."

Arrowhead squadron goes the extra mile

by TSgt. Tom Allocco

The C-5A is a plane with brains.

Loaded with computers that tell within yards the position when midway between Newfoundland and the Azores, the Galaxy can also "tell" a wing to reconfigure when hit by a gust of wind.

So, did you think the people who take care of all this hardware and software would be "nine to fivers," satisfied to do an ordinary job and no more?

That's not the way at the yellow cinderblock building of the 439th Avionics Maintenance Squadron.

They say maintaining the Galaxy's communications, navigation, guidance and control systems is a special job and those reservists fortunate enough to be members of Westover's 439th AMS are on the varsity team.

When a huge airplane is filled with 21st Century computer equipment like MADARS -- Malfunction Detection and Reporting System -- which checks 600 points twice a second on an aircraft in flight, special people are needed to take care of the avionics.

Starting at the top with squadron commander, Lt. Col. Charlie Brown of South Hadley, there is a feeling at the 439th AMS of being bonded into an elite unit.

These are people who take extra pride. "Our people are self starters," he said.

As examples, Colonel Brown offers MSgt. Tim Biros of Holyoke, who also organizes an annual Thanksgiving squadron luncheon to benefit a mission for the homeless in Springfield; and MSgt. Edward Kolodjay of Westfield, arranges base tours for handicapped children at the school where he's a counselor.

"You can see the motivation in the way members are taking Career Development Courses, cross training into two or three related Air Force Specialty Codes," he said.

"There is a great deal of time spent studying at home. These aren't courses that you pass by reading a book once. Despite years of experience, they are constantly in training," said Colonel Brown.

The cross-training is partially a response to an Air Force-wide restructuring of avionics squadrons into two shops: communications and navigation, and guidance (MADAR) and control (autopilot).

The senior squadron member is MSgt. Normand LeMay of Manchester, N.H., with 39 years in uniform. He joined the Air National Guard in October 1950 and was activated for 21 months during the Korean War and 11 months during the 1961-62 Berlin Crisis.

"At one time we figured the average experience in the squadron was 17 years, and it's probably more than that now," said

Sergeant Kolodjay, the squadron first sergeant.

The first sergeant wears a Purple Heart earned in a 1966 rocket attack at Tan Son Nhut AB in Vietnam. Colonel Brown -- an "alumnus" of the Hanoi Hilton -- has a Purple Heart and Prisoner of War Medal.

Experience as a B-52 pilot gives Colonel Brown his own perspective of the science of C-5A avionics.

"It's a quantum advance in the past 20 years. Some of these systems didn't exist until a few years ago.

"When I flew the B-52, the navigator had a slide rule and a hand sextant to take a fix by the stars.

"Look at the C-5 today," he says. "It's just an avionics package. Every parking space at Westover has been fixed by latitude and longitude. You could fly to Sydney, Australia and back, guided by the three navigation systems on board and park within five feet of the starting point.

"What's more, the navigation system is all self-contained in the aircraft," he said.

"The autopilot will respond to stress on a wing, such as a gust of wind, and automatically move a spoiler to reconfigure the wing," said Colonel Brown.

"The computers will gauge dozens of factors in fuel consumption and will also automatically change altitude for most efficient flight."

"It's a very select club," Sergeant Kolodjay said of the squadron responsible for maintaining the equipment.

"That's why we have an arrowhead on the unit patch," said CMSgt. Charles Fusco, an avionics manager.

"The head of the arrow hits first. When the squadron was formed in 1987 we set the goal of leading the way, which the arrowhead symbolizes," said the 37-year veteran from Easthampton.

The arrowhead is everywhere in the squadron -- on the squadron cups and mugs, in a display case of Sergeant Kolodjay's collection of Iroquois and Agawam arrowheads and on the picnic pavilion squadron members built from salvaged scrap lumber.

Departing squadron members receive a souvenir gold arrowhead.

When squadron member SSgt. Janis Watson of Hartford, Conn., wife of TSgt. Aubrey Watson, gave birth to a son last year, the boy received an arrowhead as the youngest 439th AMS "member."



(photo by SSgt. Vin Blanchard)

SYSTEM CHECK -- Sgt. Michael Latter of Beverly, and Sgt. James Boudreau of Enfield, Conn., avionics guidance control system specialists with the 439th AMS test computer components of a C-5A in the avionics shop

Base hangar provides setting for military ball

More than 900 invitations to Westover's 50th Anniversary Ball have been sent to civic and military leaders, according to Capt. Denny Jobes, organizer of the event.

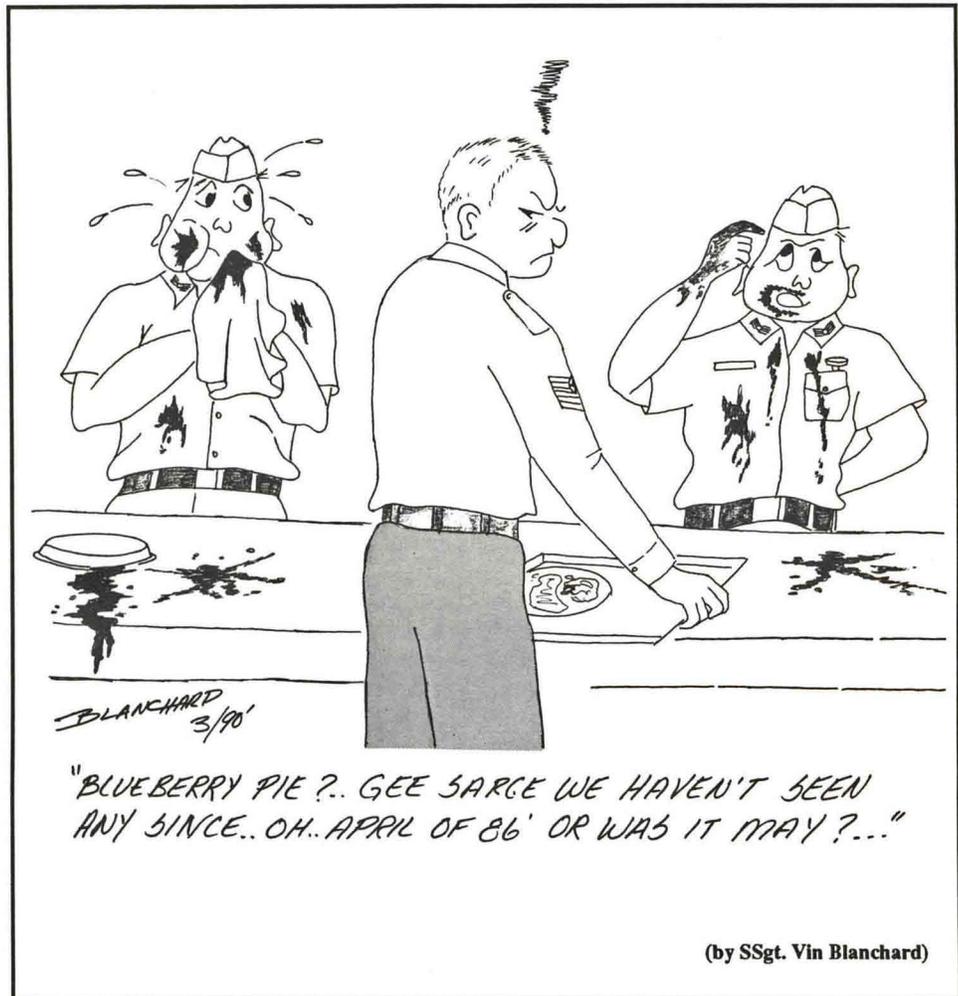
The ball will be held in the Base Hangar, Saturday, April 7, during the UTA.

The day's events will begin with a formation for the dedication ceremony of the new C-5 pull-through hangar. Open seating for spectators will be available.

Guests at the Anniversary Ball will enter the elaborately decorated Base Hangar through a C-5 Galaxy. A carpet running through the Galaxy will be enhanced by gardens with ice sculptures flanking the aircraft.

The Air Force Reserve Silver Combo and Concert Bands will provide music. The Luke AFB Honor Guard's Pageant of Flags will also be presented.

Members of the 439th Security Police Squadron will provide security in the Base Hangar and traffic control in the area.



(by SSgt. Vin Blanchard)

ORI, air show guarantee busiest summer since WW II

by Maj. Rick Dyer

This summer is going to be busy at Westover.

"There's no summer slow-down at Westover this year," Brig. Gen. Frederick D. "Mike" Walker, wing commander said. "We'll be going flat out until Labor Day."

The 439th Military Airlift Wing will host a three-day international air show in July and then face a crucial Operational Readiness Inspection (ORI) in August.

The 50th anniversary air show, which organizers believe will draw million spectators to the base, will be held July 27-29.

According to Lt. Col. Gale French, airshow coordinator, the event will be one of the largest held in the United States this year and is being planned in conjunction with Chicopee's centennial observance.

Featured performers will include the "Snowbirds," the Canadian armed forces aerial demonstration team, the U.S. Army "Golden Knights" parachute team, and C-5 crews from Westover's 337th Military Airlift Squadron.

Many wing members will be on duty, either on annual tour or UTA status, during the week of the air show.

When the dust clears from the air show events, base personnel will scurry to prepare for the ORI -- the first since the 439th converted to the C-5A Galaxy aircraft.

The inspection, which will test the wing's ability to perform in combat, is scheduled for Aug. 24-26.

To accommodate the ORI, wing officials have changed the monthly schedule of unit training assemblies. Most reservists will be asked to perform a six-period UTA when the ORI is held Aug. 24-26.

Evaluators from Military Airlift Command's inspector general's team will assess the Patriot Wing's mission readiness during the inspection.

"The air show and the ORI have required us to make adjustments in the summer UTA schedule," General Walker said.

"Unfortunately, that may inconvenience some of our unit members, but the sacrifice is absolutely crucial to the success of both events."

50 years ago at Westover

Tobacco fields grubbed for new air base

by Sgt. Heather Schroeder

Half a century ago homes were seized and the tobacco plains of Chicopee Falls were razed to make way for a new Air Force Base.

The original plans called for housing, a chapel, post office, theater, library, gymnasium, fire and guard house as well as the hangars, barracks, mess halls, railroad spur track and runways.

In January 1940 the call for bids for construction of the temporary barracks was issued by Maj. Murdock A. MacFadden, construction quartermaster assigned by the War Department to supervise the work. Later that month President Franklin D. Roosevelt signed a \$750,000 WPA project for Westover Field.

Construction began February 8, 1940 when 100 men cleared and grubbed the area which was to be occupied

by runways, hangars, parade grounds and officers' quarters. Stephen F. McCormick of Holyoke served as supervisor of the project and William F. Mulcahy of Springfield was the engineer. Rapid increase of the workload called for more labor and soon 2,500 men were toiling and sweating as they cleared the way for what would be a link in the chain of East Coast defense.

The first soldier to check in at Westover was TSgt. J.P. Oren. He arrived on Feb. 7, 1940 to supervise the installation of weather apparatus at the temporary field office on Sheridan Street.

Low bidder, Lieb Construction Company of New York City, was awarded the first contract with a price of \$184,900 to build temporary barracks and mess halls. Despite the typical New England winter weather, work started on February 29 and proceeded on schedule.

Westover Field was dedicated on April 6, 1940 and was featured by the arrival of 18 bombers from Mitchell and Langley Fields and pursuit planes from Selfridge Field, Mich.

Air Force mothballs world's fastest aircraft

by Sgt. Heather Schroeder

Although visitors to Westover's 1990 air show will be able to view demonstrations by the sleek F-15, F-16 and F-18 aircraft, plus more than 50 static display aircraft, there is one technological wonder that will be noticeably missing.

The SR-71 Blackbird, the world's fastest and highest flying aircraft, represented a quantum jump in technology. It was officially retired after 23 years of service January 26 at Beale AFB, Calif. A last flight of the SR-71 will be scheduled when the Air Force determines the final disposition of the aircraft.

"We were sorry to hear of the cuts to the SR-71 program," said Lt. Col. Gale French, coordinator for the three-day show in July. "A show this big would have

been an opportune time to show off the revolutionary jet, which was able to outperform all other reconnaissance aircraft."

The Air Force announced last year that a decreasing defense budget and the high cost of operating the SR-71 program necessitated ending the program and retiring the aircraft. The Blackbird's reconnaissance mission will be picked up by other programs such as satellite technology.

Colonel French said he still hopes to have an appearance by the U-2 or TR-1, which is another high-altitude reconnaissance jet in the Strategic Air Command. "Since this is the 50th anniversary of a former SAC base, we're looking for a strong SAC presence," he said. "We're expecting to have two B-1 bombers, one

of which will perform at the opening of the show and another on static display."

Nine museums have been selected by the Air Force to receive SR-71s for permanent display. They include the National Air and Space Museum in Washington; the U.S. Air Force Museum at Wright-Patterson AFB, Ohio; and the Edward F. Beale Museum at Beale AFB. The six other museums to receive the Blackbird are at Offutt AFB, Neb.; Lackland AFB, Texas; Robins AFB, Ga.; and Edwards, March, and Castle AFBs in California.

The SR-71, which was designed for Lockheed by Kelly Johnson, can cruise at speeds greater than three times the speed of sound--33 miles a minute-- and at altitudes above 80,000 feet. The aircraft's reconnaissance systems can survey 100,000 square miles in one hour.

Dennison relocates on former Westover property

by Sgt. Heather Schroeder

Demolition of former military housing and site preparation on 36 acres of former Westover AFB property officially started February 8 to make way for a \$16 million manufacturing plant.

Mayor Joseph J. Chessey Jr., state and other local officials swung hammers to demolish the first of 87 former housing units scheduled for razing to clear the way for Dennison Stationary Products, the park's first tenant.

Westover Metropolitan Development Corp. has awarded a contract to Stamford Wrecking Co. of Stamford, Conn., to level the site.

Dennison, which is relocating its head

quarters from Holyoke, should be able to move into the one-story 400,000-square-foot building sometime after the scheduled year-end completion.

When finished, the industrial park is expected to consist of 1.1 million square feet of building, employing 1,600 people and generating \$1.5 million in additional annual revenue for the city.

"It gives Dennison a new home and they couldn't have picked a better location," said Mayor Chessey. He hopes having Dennison as anchor of the industrial park will attract other manufacturers to the city.

In 1974 Chicopee bought 2,500 acres of Westover -- almost half the entire base -- for \$3.5 million dollars. Sixteen years

later, the surplus land is a major industrial park and additional land may become home to the city's largest condominium project. Westview Development Associates purchased land from the city for the same amount in June 1989.

Westview plans to build 414 condominiums, 120 apartments, 150 houses for the elderly, and a 120-bed nursing home, a community center and retail stores. The firm may also convert the old base hospital into a medical center.

Westview is trying to obtain additional financial backing, and if the trend continues, development of the former base land should be wrapped up by 1995 to 1997, according to city officials and developers.



(photo by SrA. Christine Mora)

DEMOLITION UNDERWAY-- Concrete from base housing former base property. The area is being cleared to make way units is torn up by construction workers at a 36-acre site of for a manufacturing plant.

Hypnosis

(continued from page 3)

ing a fee," explained the major. "Free is often equated with worthlessness, and some sort of fee reinforces the feeling that there is value to the effort.

In civilian life, Major Curci is the chief of taskings at Ft. Devens, Mass., and has been a counselor since 1974. He received a master's degree in counseling from the University of North Dakota. The major holds a bachelor's degree in sociology, anthropology and psychology, and is licensed and certified in Massachusetts.

Major Curci performs hypnosis sessions quarterly at Westover during the UTA. His next scheduled session will be May 6. Smokers can contact Maj. Curci at ext. 3546 or 3581.

Short range of C-17s criticized by committee

The \$41 billion C-17 project was criticized Feb. 21 by the chairman of the Senate Armed Services Committee because the jet cannot fly from Dover AFB to the Azores with a 167,000-pound load.

Air Force specifications for the aircraft call for carrying the load 2,400 nautical miles, but Gen. Hansford T. Johnson, CINCMAC and head of USTRANSCOM, testified the range is calculated at 90 miles short.

Chairman Sen. Sam Nunn, D-Ga., noted the aircraft would not be able to depart the Delaware base and refuel in the Azores.

Like the C-5A/B and the aging C-141B, the \$195 million C-17 will be

capable of aerial refueling.

Westover's strategic C-5As, however, have an unrefueled range of 3,500 nautical miles with 167,000 pounds of cargo.

Prior to the reduced threat from Warsaw Pact nations, airlift planners had proposed purchasing 210 C-17s, but project costs are \$4 billion over budget.

The Bush Administration is asking for six C-17s in FY 1991, a dozen in FY 1992 and 25 the next year.

General Johnson told the Senate committee the C-17 is needed to replace 234 C-141Bs which are about 25 years old. "The C-141 is becoming a very tired aircraft," he said.

Westover remembers unsung heroes

by TSgt. Sandi Michon

Just before the nation mourned the loss of American soldiers in Panama, Westover was reminded again that there are heroes of another kind. While their death was not in battle, their service was no less extraordinary.

In the past two years, six Westover members have died and each served their country well by their commitment to a job well done.

One such example was training specialist Rudolph Benard, who succumbed to a heart attack Dec. 8, and a letter from his wife Florence described his dedication to Westover.

"Rudy was part of a large family...little did we realize how large his extended family really is," she wrote to Rudy's "ex-

tended family at Westover."

The letter read, "The friends he made through the years were very important to him. He never forgot your name, the shop you worked in and if there was some way he could be of help to you, you knew where to find him. I and all his family want to most warmly and proudly thank each and every one who came to pay their respects to Rudy. None of us ever expected to see such a beautiful display of friendship."

After Sergeant Benard's death, the most frequent sentiment heard at Westover besides deep regret, was a recognition of his willingness to always go the extra mile to be helpful.

Mrs. Benard expressed her gratitude to Westover for the Honor Guard, the 21-gun salute, the A-10 flyover from Barnes, and "that beautiful but sad sound of taps done

so clear." She thanked Brig. Gen Frederick Walker, wing commander, for presenting her with "the flag of our country Rudy was so proud to be a part of."

Mrs. Benard wrote, "There are no words I can write to let you know how deep in our hearts we feel about you."

She summed up Rudy's feelings for Westover by recalling a 1984 Patriot People featuring Sergeant Benard. His answer to the Best Thing about Westover was "friendship" and his response to the Worst Thing about Westover was "nothing."

The backbone of our national defense is dedicated people like Sergeant Benard and countless others. While their "enemy" was heart disease, cancer or accidents, they still died as heroes while serving their country.

And we're grateful.

Arbitrary discrimination degrades work environment

by Lt. Col. Benjamin Goff
Chief, Social Actions

Arbitrary discrimination can creep -- sometimes too easily -- into the workplace and even unintentionally into the daily activities of Air Force Reserve units at Westover.

Any action that unlawfully or unjustly results in unequal treatment of an individual or group because of race, sex, ethnic origin or age constitutes arbitrary discrimination.

In all its forms, arbitrary discrimination detracts from a healthy human relations climate and results in a decrease in the effectiveness of individual and group performance.

Each of us have been exposed through training, briefings and posted letters to command policies regarding arbitrary discrimination. It is, hopefully, well understood that arbitrary discrimination by act or inference against military personnel or their family members, on or off base, will not be tolerated.

As with other forms of arbitrary discrimination, sexual harassment is also intolerable. Although, a subcategory of sexual discrimination, sexual harassment

can be subtle and outward aggression against members of the opposite sex.

Often, we understand or accept a very limited definition of sexual harassment. In the context of Air Force policy, sexual harassment exists when action or conduct of a sexual nature has the purpose or effect of interfering with an individual's performance or creating an intimidating, hostile or offensive environment.

Exclusive of sexual advances or request for sexual favors, the use of sexually disparaging language to degrade or infer negative statements or attributes also results in sexual harassment.

Most types of disparaging languages include sexual insults and sexually derogatory visual and printed materials.

It may be easier to conceptualize how sexual insults can lead to harassment. They are usually transitory and directed at one individual or group of individuals within a particular environment.

However, sexually derogatory visual and printed materials tend to have an equally devastating effect within and external to the chosen environment.

Also, sexual jokes and innuendoes between friends, when observed by others, may have unintended negative ef-

fects.

Individuals who engage in any form or practice of sexual harassment intended or unintended violate the basic principles of professionalism.

Those of us who witness or become the victim of sexual harassment must speak out and take a stand to neutralize the effects.

Awareness and sensitivity are two of the most important resources needed to understand what is sexual harassment and how to prevent it.

Arbitrary discrimination persist within most of us because of the socialization and cultural learning processes we have undergone. Our developed attitudes influence our behaviors with respect to individual and groups of different race, sex, ethnic origin and age. It requires a concerted and sustained effort from each of us to entertain and practice ideas contrary to our beliefs.

We must develop a personal commitment not only to abstain from arbitrary discrimination but also a commitment to practice positive human relations. The Air Force will not settle for anything less. It is an essential part of the Air Force way of life.



Halyna O. Chaniewycz

"Patriot People"

Name: Halyna O. Chaniewycz
Rank: SSgt.
Age: Classified
Address: Granby, Mass.
Unit: 439 ABG/SE
Position: Administrative specialist
Civilian position: Purchasing agent
Favorite Food: Foods that go crunch
Years of Service: 11 plus
Favorite Sport: Evasive action
Favorite Hobby: Computer exploration
Ideal Vacation: Away from work
Best Way to Relax: Reading
Preferred Entertainment: Verbal sparring
Favorite Celebrity: Gordon Lightfoot
Favorite Music: Easy listening
Favorite Book: *Hill of Summer* by Allan Drury
Favorite Color: Blush
Favorite Car: One that's reliable and comfortable
Pet Peeve: Short-fuse deadlines
Best Thing About Westover: Exciting people and opportunities
Worst Thing About Westover: Insufficient time to accomplish the required paper shuffling

Familiar face behind supply counter leaves Westover

by SrA. Kymerly Saganski

Joan Homon, warehouse worker at Base Supply, will be remembered for more than her outstanding unit patch collection when she leaves Westover in April.

Her smiling face and friendly attitude have made hundreds of reservists feel welcome at Base Supply.

"She seems like a dynamic lady who really cares about her job," said TSgt. Linda D. Kozaryn.

"Joan is all-around good people," said SSgt. Vincent Blanchard. "She'll always go out of her way to help in any way she can."

"I really am going to miss the people here," said Mrs. Homon. "I've made a lot of good friends."

Those reservists and civilians not familiar with Mrs. Homon are sure to remember the colorful unit patches that are on grand display in the waiting area of Clothing Issue.

Mrs. Homon and her co-workers began

collecting almost eight years ago when a couple of patches were saved from an old uniform. Since then, the collection has grown and now almost 400 units around the world are represented.

"I'm taking my collection with me, but I'm saving it for the Westover Visitors Center whenever it opens," said Mrs. Homon. "I've promised it to Westover, but I'll keep it safe until the base is ready."

She began her civilian career at Westover 15 years ago in military salvage, which soon evolved into the Defense Reutilization and Marketing Office. She has been working in Clothing Issue for the last 12 years.

"The timing is right for me to leave Westover right now," she said. "I'm going to go into the florist business with the help of my daughter, Lee Brooks and my son, Bob Homon, Jr. This is something that I've wanted to do for a long time."

Mrs. Homon has been married for 32 years to Bob Homon, Badge #1 on the Chicopee police force.



Joan Homon

Clink sets goals for civil engineers

by Ron Syriac

Leroy Clink of Westfield has been selected Base Civil Engineer at Westover. Mr. Clink returns to the department where he previously worked from 1978 to 1985 as a civil engineer. He brings 12 years experience to his new position that will place him in charge of about 80 engineers.

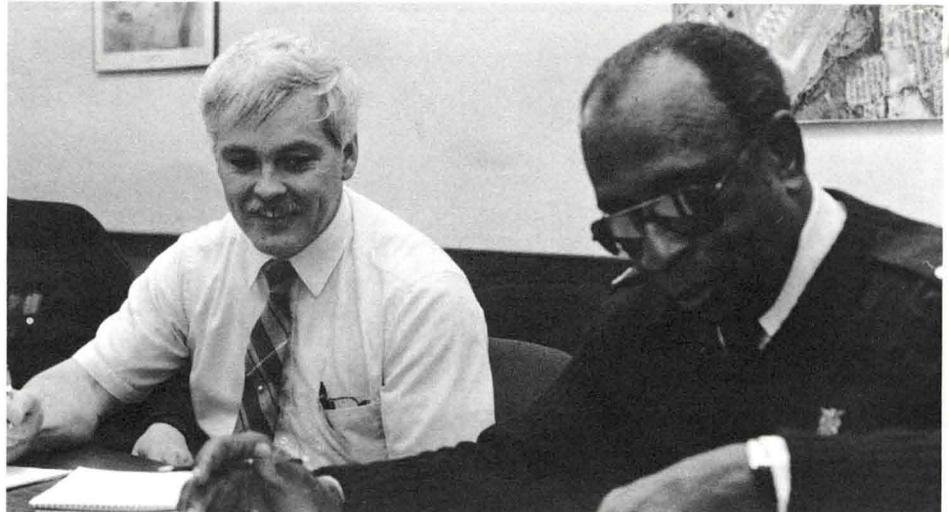
"I'm excited to go back as the Base Civil Engineer," he said. "I have many thoughts and improvements in mind for the engineering department."

First on his agenda is "improving the image and morale of civil engineers."

Mr Clink would like to see "pride increased among his staff and everyone on base." He plans to tackle any future problems with an "open, honest and fair attitude" and says he hopes to be treated in the same fashion.

Adequate electrical power on base is one project Mr. Clink cited as needing his attention. He wants to resolve this matter as soon as possible.

Mr Clink graduated in 1978 from New England College with a CE degree. His first major project at Westover in 1978 was working on an overlay of the main runway. After completing this project he continued working with the civil engineering department at Westover.



(photo by SrA. Christine Mora)

STRATEGY SESSION -- Westover's new base civil engineer, Leroy Clink, who is also the base fire marshal, confers with Haskel Jenkins, base fire chief.

He went on to become civil pavement engineer, a position he held until 1985. Mr. Clink then transferred to the Army Corps of Engineers where he served until February.

Mr Clink said he will strive to manage the department so he can catch problems and solve them before they develop into a crisis situation. He firmly believes in the ladder, or step by step approach to solving problems and he refuses to allow shortcuts.

His ideal vision of the job he is undertaking, "is to be respected, that everyone works with each other and to have

management provide adequate working facilities and environment."

Mr. Clink resides in Westfield with his wife, Terry and his three children, Heather, 12; Jennifer 9; and Leroy Jr., 7. He is the local chairman of Ducks Unlimited and a Cub Scout den leader.

The engineer is also involved in designing a project with the Westover School System that is a replica of the space shuttle, which will be a valuable learning tool for the students.

During his career, Mr Clink has earned Engineering Registrations in Connecticut, Massachusetts and New Hampshire.

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