

PATRIOT

439TH TACTICAL AIRLIFT WING · AIR FORCE RESERVE · WESTOVER AFB

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Putting the pieces together

Department of Defense decision on C-5 expected in May

By Frank Faulkner

A Defense Department decision on basing 16 C-5A's at Westover is expected in early May, according to officials preparing the final Environmental Impact Statement for public release.

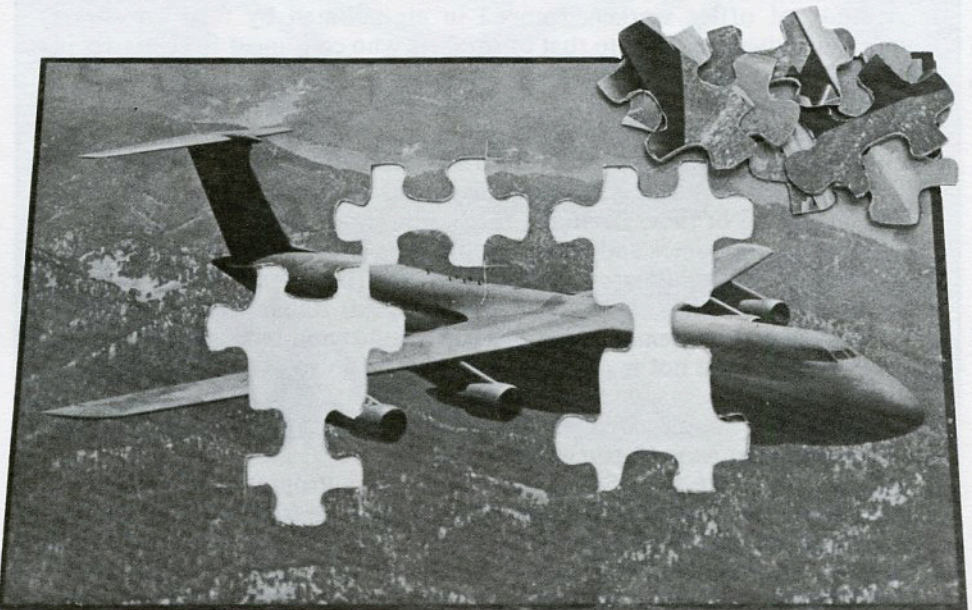
During the two years since U.S. Rep. Edward P. Boland announced the proposal to bed down C-5A's here, the Air Force Reserve has earmarked \$46.7 million for construction and projected an annual payroll boost of nearly \$14 million for the 1,000 additional Reserve members and full-time employees.

Oak Ridge National Laboratory which is producing the independent environmental analysis reported last month that the document should be presented to the Environmental Protection Agency early this month and is expected to become public in mid-April.

Following a careful review by the Air Staff at the Pentagon, the report will be sent up to the Department of Defense for a formal record of decision.

If decisions are made in early May to approve both or either of the C-5A mission change and the civilian proposal for 24-hour operations, the Air Force Reserve could soon proceed with construction, recruiting, civilian hiring and training, while WMDC could move ahead on contracting with passenger and air cargo operators to serve businesses and residents of Western Massachusetts.

The 227-page draft EIS, which was the subject of a public hearing in January attended by hundreds of Reservists, will be increased by hundreds of pages to become the final document. The final EIS will incorporate lengthy analyses of the various changes, the transcript of the six-hour public hear-



ing, and the many letters of comments from proponents and opponents of the two separate proposals.

Although the draft EIS was a "worst-case scenario" showing no mitigating factors for reducing noise levels, the regional office of the EPA told officials of Westover Metropolitan Development Commission to return with a plan for controlling noise.

In mid-March, WMDC's president announced the corporation's Noise Mitigation Program which has been submitted to the Massachusetts Aeronautic Commission. The program reduced greatly the potential number of residents exposed to the sound of civilian aircraft.

According to WMDC, using Runway 05 for departures and Runway 23 for arrivals would have civilian aircraft traveling over the less densely populated area northeast of Westover. A review of wind data for the past decade

indicated more than 95 percent of the operations could be done this way. WMDC also proposed requiring full-runway departures so aircraft would be as high as possible when leaving the boundary of the base.

WMDC officials also proposed restricting night operations to aircraft with quieter, stage-three engines and formalizing oversight and enforcement procedures for civilian operations.

Separate from, but in conjunction with, the C-5A proposal are a number of construction projects at Westover. This month is the start of construction to displace the threshold on Runway 05 by 1,200 feet to move the clear zone away from the beach area of Chicopee State park. Although the beach is used only 14 weeks in the summer when the prevailing winds favor Runway 23, Air Force policy requires a clear zone free of "people-intensive" use.

EDITORIAL

The deadliest game

We've all heard it hundreds of times "SMOKING CAN KILL YOU."

For more than 20 years, health officials all over the country have been hammering that message home.

Researchers have identified more than 200 poisonous substances in tobacco; including arsenic, cyanide, carbon monoxide, formaldehyde and phenol.

We have been told that smokers suffer from 22 percent more diseases than non-smokers and require 10 percent longer to recover from illness than those who don't smoke.

More recently we have been made aware that "passive smokers," non-smokers who cannot escape from smoke-fouled air, are also at risk.

A study of office workers trapped in air polluted by their co-workers showed lung damage equal to that of smokers who consumed 10 cigarettes per day for 20 years.

A passively smoking wife will suffer lung cancer at a much higher rate of incidence than non-smokers. Children of parents who both smoke have less healthy lungs, have more sick days from school and are twice as likely to suffer with pneumonia, bronchitis and tonsillitis than the children of non-smokers.

Yet despite all of these terrifying facts, Americans continue to puff away.

In fact, our teen-agers and young people are picking up the habit at a faster rate than any other age group. The American Heart Association says that more than three million teen-agers are now regular smokers of cigarettes.

Most smokers apparently would like to kick the habit but for one reason or another simply have not made up their minds to do so.

But there is hope.

The Air Force has declared war on smoking and has set a goal of reducing tobacco use by at least 10 percent per year.

As part of the Westover Social Actions Wellness Program and outreach efforts, Maj. Chuck Curci is offering a two hour quit smoking program that uses hypnosis as one form of treatment. Major Curci may be contacted at Ext. 3546 or 3581.

Let's face it, smoking is a deadly game. Each cigarette does damage to the body. Fortunately, it is never too late to quit.

— TSgt. Gordon A. Newell, Editor

Briefs

337th supports Knights

A Westover C-130 aircraft and crew supported the Golden Knights parachute team training program at the Yuma Proving Grounds, Ariz. in January.

The 337th TAS aircraft, piloted by Lt. Col. Thomas Adamchak, dropped Golden Knights during the last week of January. The jumps were part of the training program of recruits to the Army parachute team.

The Golden Knights will return the favor and participate both days of Westover's air show on June 6-7 when more than 200,000 people are expected to visit the base.

Reenlist with the Thunderbirds

The Thunderbirds will again conduct a reenlistment ceremony during their June 7 visit to Westover. Members wishing to participate in the public ceremony during the air show should contact SSgt. Terry Harmon, the base career advisor, at 557-3026.

Air Racing at Westover

The United States Air Racing Association of Cleveland, Ohio, has proposed conducting the "New England Championship Air Race at Westover" during the two-day air show in June.

The national racing association hopes to capitalize on Greater Springfield's historical interest in the GeeBee air racers of the 1930s and bring at least six Formula Vee raceplanes and some Sport Biplane racers to Westover.

"The Springfield area has a historical connection with air racing as the home of the famous GeeBee raceplanes and we would be demonstrating a modernized development of this unique motor sport," said USARA vice-president James A. Vliet.

PATRIOT

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439th TAW Commander

BG Frederick D. Walker

Base Commander

Lt. Col. Thomas G. Hargis

Base Public Affairs Officer

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SrA Alan Duffy

SSgt. Wesley Allen

Air Force suggestion program pays dividends

Because of the Air Force suggestion program, Barbara Hurst, a civilian employee at Westover, is \$850 richer. She was one of five persons receiving awards from the suggestions committee.

Her suggestion to modify the method in which excess equipment is reported will save the Air Force millions of dollars. Under the old system the computer holding the information could refuse certain reports without notifying the reporter. With her suggestion in place, the computer now will tell the operator, and allow that person to override the program, forcing it to accept the information and making it available to other units.

It will eliminate the possibility that a unit still flying C-130s might purchase a new piece of equipment while that same equipment lies unused in a Westover warehouse after the 439th implements the proposed C-5 conversion.

Other winners are TSgt. William P. Mitchell who won \$200 for his suggestion to light transient and ramp areas; Edwin G. Driscoll, Jr. received \$50 for suggesting anti-fogging lenses for firefighters' masks; while Michael P. Thomas earned \$75 for suggesting safety handrails on theater outside stairwells.

Donald C. Spaowsky won awards of \$50 for suggesting ladders in steam distribution pits and \$50 for suggesting



Barbara Hurst

(USAF photo by Frank Faulkner)

a metal guard for an exposed rotating shaft in building 1700.

Suggestion Committee members are Lt. Col. George Caldwell, Ray Gilbert, Rudy Benard, Robert Ranck, Paul

Mercinsavage, Ron Wortelboer, MSgt. Robert Anderson, Thomas Sanborn, Gerald Gagnon, Lawrence Ryan, Fred Allard, and honorary member Lt. Col. Thomas Hargis.

Exercise tests ability to work under chemical attack

By SSgt. Tom Allocco

The ability of Westover Reservists to survive a chemical attack and carry out their mission will be tested during the April UTA when at least 1,000 members will work half a day in their chemical warfare ensemble.

All those in mobility positions will be required to participate in the exercise from 7:30 to 11:30 a.m. on April 4. A base evaluation team will judge the capability of members to operate in a toxic environment.

The annual Chemical Warfare Attack Exercise calls for members to perform their regular jobs while under simulated chemical attack. The scen-

ario includes operation of a mobility line in the Mobility Processing Center and launch and recovery of aircraft. CAMS members will rehearse aircraft decontamination procedures and there will be individual decontamination training.

"Air crews and ground support personnel are required to be able to respond to a chemical attack and continue their mission, whether it is typing or driving a vehicle or flying," said John Wilson, chief of Disaster Preparedness.

"Operating in a chemical environment places stress and strain on an in-

dividual. This kind of training is necessary to meet the threat," he said.

"The threat of chemical warfare is real, it's not imaginary. In the event that our personnel are ever subject to chemical attack by an enemy, I feel that the training they receive here at Westover will enable them to protect themselves and accomplish their mission," he said.

All personnel in mobility positions are required to receive four hours of initial chemical warfare training, followed by at least three hours of refresher and another two hours of task qualification training.

Base blood drive addresses growing need in area

By SSgt. Tom Allocco

Westover Reservists signing in for the May UTA will have the opportunity to register to perhaps save a life as part of a base blood drive.

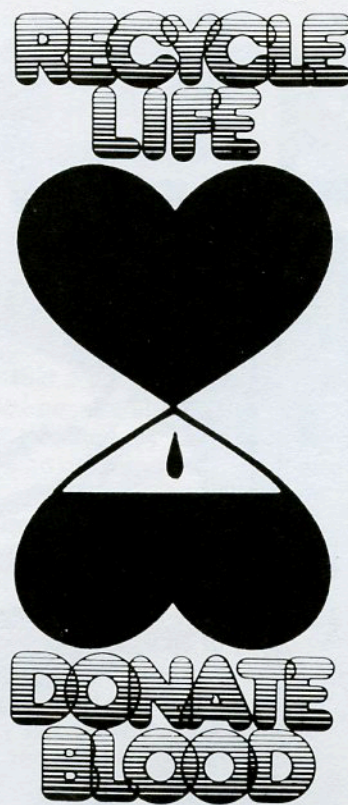
The Westover blood drive May 1-2 is appealing to Reservists and civilian employees to help meet a growing need for blood. At the Saturday morning a sign-in Reservists will be asked to choose a time between 10 a.m. and 4 p.m. to donate at the base gym.

Donors will be excused from duty for two hours, pending approval of their supervisors, said Maj. David Barnard, chairman of the Westover Blood Drive Committee.

"When Westover was a SAC base it had a reputation for strong support for blood drives. That's something we would like to revive," he said.

Although many of Westover's Reservists participate in blood donor programs sponsored by their communities and places of employment, base officials are hoping the May UTA opportunity will attract many donors.

Western Massachusetts needs 200 pints of blood a day to supply 18 hospitals, according to Diane Rowe, Red Cross area coordinator.



"The need is growing as surgery becomes more complex and common. As an example, a kidney transplant or heart surgery, which have become

much more common in recent years, require up to 200 pints of blood," she said.

"It's a terrible thing when a hospital has to postpone surgery because of a lack of blood. But it has happened in locations around the country," she said.

The Westover blood drive will help the area Red Cross meet the needs of the Memorial Day weekend, she said.

"A donor can save three lives. Blood is broken down into red cells, platelets and plasma and there is a great need for all three for surgery, leukemia patients, serious injuries, burn victims and more," Ms. Rowe said.

To be eligible to donate, a person should not have given blood during the previous 56 days. Most medications will not make a person ineligible to give blood, she said.

"Some people have hesitated to donate because of a misconception about AIDS. A donor cannot contract AIDS by giving blood," she said.

"The biggest reason people don't donate blood is because nobody asked them. Well, now we are asking," she said.

News around the Air Force and Air Force Reserve

911th Reservist wins award

ROBINS AFB, Ga. (AFRNS) — An Air Force Reservist from the 911th Tactical Airlift Group has captured the Military Air Command's outstanding Reserve intelligence supporter of the year award.

TSgt. Catherine E. Wilt from Greater Pittsburgh IAP, Pa., competed against other Air Reserve Forces members throughout MAC for this award.

Air Force decides on modified F-16

(AFNS) — Two Air Force decisions will set the course for the next generation of fighter planes. Air Force Secretary Edward C. "Pete" Aldridge, Jr. announced that the Air Force had chosen a modified F-16 as its newest air defense fighter, and the Northrop Corp. and Lockheed California Co.

would compete to build the Air Force's advanced tactical fighter. Congress directed the Air Force in August 1985 to hold an open competition to choose a new Air Defense fighter for use by the Air National Guard.

The Air Force received three proposals. General Dynamics submitted two proposals: A new production F-16C and a modified version of the existing F-16A. Northrop submitted the third proposal, a new production F-20.

After a six-month review of the bids, Secretary Aldridge said both versions of the F-16 were found superior to the F-20 in cost and capability. The Air Force decided to take 270 F-16s, already in its inventory, modify and upgrade those fighters for use as the Guard's Air Defense fighter.

The Air Force has about 640 F-16s already in its inventory. New production F-16C's will replace the F-16A's transferred to the Air National Guard.

Secretary Aldridge said the F-16A

modification program will cost the Air Force \$633 million.

Assembly of 17th C-5B underway at Lockheed

(AFNS) Assembly operations for the 17th C-5B Galaxy are well underway at Lockheed-Georgia Company, Marietta, Ga. The military transport will be delivered to the Military Airlift Command in June 1987.

This C-5B is one of the 50 new models Lockheed-Georgia is manufacturing for the Air Force. Fourteen others are in varying stages of assembly throughout the huge plant.

Nine C-5B's are in service with MAC and are based at Altus AFB, Okla., Dover AFB, Del., and Travis AFB, Calif.

Under Lockheed's current contract for C-5B's, the 50th aircraft is scheduled for delivery during the first quarter of 1989.

Heimlich maneuver saves Westover Reservist

By SSgt. Wesley Allen

SSgt. Ed Brewer of the 439th CAMS thinks he is lucky to be alive today. Lucky because the Air Force has taught many personnel the Heimlich maneuver, and lucky because some of those people were at Westover when he needed them.

Brewer and several friends had gone to Westover's Consolidated Open Mess for the Membership Night during the March UTA to enjoy dinner and the company. It was a pleasant meal with good conversation.

The Milton, Mass., resident had finished dinner when it happened. He took a sip of a soft drink, and some-

thing caught in his throat. He rose and turned away from the table to cough and clear his throat...and couldn't. Whatever happened had completely blocked his airway.

He couldn't exhale or inhale. The room began to spin around, and he fell across a chair and onto the table. The sergeant said he remembers all the details of those few minutes when his life hung in the balance. He remembers two men coming to his side, SMSgt. Salvatore Palumbo of Watertown, Mass. and SSgt. Patrick Whelan of Bangall, N.Y.

Whelan of the 439th WSSF got to Brewer first and began the Heimlich

maneuver. he did it three times before Sergeant Brewer could again breathe. Palumbo said he had watched Brewer's face darken from lack of air and felt a rush of relief when, after the third time the Heimlich procedure worked, the color began to return to Brewer's face, and he began to breathe.

Palumbo said he hoped news of the incident inspires others to learn the lifesaving technique.

"I didn't think too much of the incident the night it happened, but the next morning I thought about it. If those two hadn't been there and known what to do, I'd probably be dead today," Brewer said.

Security police once again named best in 14th AF

By SSgt. Tom Allocco

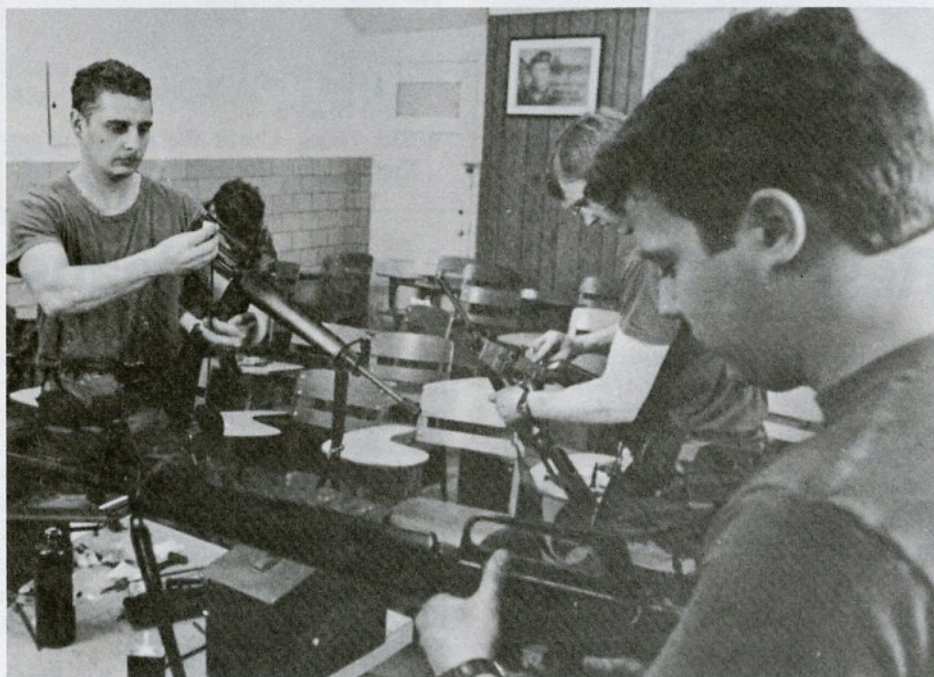
For the fourth time in five years, the 439th WSSF has been named outstanding security police unit in 14th Air Force and is competing for best in the Air Force Reserve.

Maj. Frank McCormack, 439th WSSF commander, said the 49 Westover security police were notified in January that they had been selected. They won recognition as outstanding unit in 1982, 1983 and 1984 in competition with about a dozen 14th Air Force security police units. In 1984 the Westover Reservists went on to be named best in the Air Force Reserve and won the trophy as outstanding security police unit in the Air Force-wide competition.

The unit was evaluated by an Air Force Reserve security police team during the February UTA. It included a surprise security exercise simulating an unauthorized person on the flight line.

"The 'intruder' was quickly apprehended with the assistance of 439th CAMS and 337th TAS members," Major McCormack said.

The security police were also evaluated on personal appearance, unit administration, training and other standards. Announcement of the Air Force Reserve outstanding unit was expected to be made soon, Major McCormack said.



ARMS NEGOTIATION — SSgt. Patrick Whelan (l.) and Michael Galinsky clean their weapons after their annual marksmanship qualification test. Sergeant Whelan was one of the Reservists that administered the Heimlich maneuver to SSgt. Ed Brewer at the club during the March UTA.

(USAF photo by Ssgt. Wesley Allen)

WSSF Doing Annual Tour in Germany

Members of the 439th WSSF will bolster security at Rhein-Main AB, Germany during their annual tour training beginning in April.

The flight will assist the active duty security police at Rhein-Main AB in all aspects of their mission, including

flight line security, patrolling, and maintaining entry control points and central communications.

They are scheduled to leave for Germany on April 26.

The 439th WSSF last trained at Rhein-Main AB in 1984.

"Patriot People"



MSgt. Gary Gladu

Name: Gary Gladu
Rank: MSgt.
Age: 32
Address: Springfield, Mass.
Unit: 42nd MAPS
Position: Unit Training NCO
Civilian Occupation: Machine operator
Favorite Food: Fish
Favorite Beverage: Beer
Favorite Sport: Camping
Favorite Hobby: Woodworking
Ideal Vacation: Camping on the beach
Best Way to Relax: Woodworking
Preferred Entertainment: Music
Favorite Celebrity: Jerry Lewis
Favorite Music: Soft rock
Favorite Book: Androminus Strain
Favorite Color: Blue
Favorite Car: Fiero
Pet Peeve: Blatant stupidity
Best Thing About Westover: 42nd MAPS
Worst Thing About Westover: Early closing of back gate

Unit activities

MAPS members train

About 40 members of the 42nd MAPS trained at Pope AFB, N.C. during the February UTA. The aerial port Reservists were flown by a Westover aircraft to Pope AFB on Friday and returned on Sunday of the UTA.

The mission was part of a regularly scheduled training program to offer the Westover Reservists experience with the active duty aerial port members at Pope AFB.

Dining Out scheduled

The 13th annual 439th Tactical Airlift Wing Airman/NCO Dining Out is scheduled for Sept. 26 at the Consolidated Open Mess.

The proposed conversion to C-5 aircraft is expected to change the Tactical Airlift Wing designation to the Military Airlift Wing. Because that would mean the final Dining Out for the 439th TAW, this year's theme will be "Auld Lang Syne."

In lieu of a guest speaker, the 82nd Airborne Division chorus will be the featured entertainment. Dance music will be provided by "Airwaves," the Air Force Band of New England, stationed at Pease AFB, N.H.

The Dining Out committee meets in the Stonina Room of the Consolidated Open Mess each UTA Sunday at 1400. MSgt. Marshall Hathaway, committee chairman, said new members are welcome.

Reservists can get student loans

(AFRNS) — If you are thinking of going back to school, the Air Force Aid Society can help finance the cost of that education.

Participating Reservists, their children and widows or widowers of participating or retired Reservists are eligible to apply for a guaranteed student loan at eight percent interest.

There are three types of loans. The General Henry A. Arnold student loan is used by a child of an Air Force member. Another type, the General George S. Brown senior student loan, is for the

member and a widow or widower of a member. Finally, a loan program for parents pays for a dependent child's education.

The loan, available for such things as tuition, fees, books, supplies and room and board, must be repaid within 15 years after receipt. The first payment is due six months after graduation. You must also carry at least a half-time study requirement.

For information write to: Air Force Aid Society, National Headquarters, 1735 N. Lynn St., Suite 202, Arlington, VA 22209.

Commander's Call

Meritorious Service Medal

Lt. Col. Joseph E. Butler
 Maj. Robert A. Bersak

Air Force Commendation Medal

Maj. David E. Doyle
 Maj. David T. Moore
 Maj. Lawrence E. Mercker
 SMSgt. Leo J. Bourret

MSgt. Larry C. Muniec

Air Force Achievement Medal

Lt. Col. Joan T. Hartnett
 Lt. Col. Carole A. Nania
 1st Lt. Cheryl A. Delaney
 TSgt. Patricia A. Petersen
 SSgt. Calvin A. Mellor
 SSgt. Ricardo T. Degrace

74th members in Korea

Six members of the 74th Aero-medical Evacuation Squadron were scheduled to participate in Team Spirit '87 training in Korea beginning in late March.

Scheduled to train at Osan AB near Seoul were Capt. James Kebba, medical services officer; MSgt. William Roberts, TSgt. Patricia Petersen, TSgt. Angus Bailey and TSgt. Daniel Donofrio, medical technicians; and TSgt. Calvin Mellor, radio operations supervisor. The scenario called for about four weeks of training, with the emphasis on treating and transporting simulated patients under field conditions.

MSgt. Mesecher named best in 14th AF security

MSgt. Leslie Mesecher, 439th WSSF NCOIC of operations, was recognized last month as 14th Air Force outstanding senior security police NCO.

He was cited for exceptional performance of duties, including overseeing training and flight line operations of the Westover security police.

He is in competition for top senior security police NCO in the Air Force Reserve. The selection is expected to be announced in April.

The sergeant served as a munitions technician during his eight years on Air Force active duty, including tours in Thailand and Guam. He has been a member of the 439th WSSF since 1973.

A resident of Southwick, Mass., he is a correctional officer at Enfield Correctional Facility and serves as a volunteer fireman. he and his wife, Sue, have one daughter.



MSgt. Leslie Mesecher

(USAF photo by SSgt. Wesley Allen)

earning a PAT on the back

Enlistments

TSgt. George E. Head
SSgt. Michael J. Remillard
SSgt. Benedict B. Fiamma, Jr.
Sgt. Kevin J. Jalbert
SrA. James E. Akins
SrA. Michael N. Penna
A1C. Michael J. Ingalls
A1C. Kathleen M. Barrett
AB. Annie L. Crockett
AB. Darlene M. Garmley
AB. Richard Gould
AB. Gladis E. Webb

Re-enlistments

CMSgt. Francis E. Babin
MSgt. Paul A. Lombardi
MSgt. James R. Maynard
MSgt. Vincent C. McCrave, Jr.
MSgt. Charles S. Maligno
MSgt. Otho T. Milbourne
MSgt. Bertrand J. Paradis
MSgt. William J. Roberts
MSgt. Jack L. Tyndall
TSgt. Kevin P. Cahill
TSgt. Peter D. Chiaramida
TSgt. Kenneth P. Ferreira
TSgt. David J. Frankiewicz
TSgt. Maureen G. Haddock
TSgt. Larry A. Helmer
TSgt. Thomas W. Jarvis
TSgt. Roberto E. Lattig
SSgt. Robert T. Andry
SSgt. Allen R. Bardos
SSgt. Mark W. Boucher
SSgt. George J. Breault, Jr.
SSgt. Vidal I. Bustamante
SSgt. James J. Cobb
SSgt. Thomas W. Dambrosio
SSgt. Daniel P. Dubois

SSgt. George E. Dykeman
SSgt. Michael V. Greco
SSgt. Theodore Jeremicz
SSgt. James D. Jerzyk
SSgt. Patrick J. Lynch
SSgt. Daniel J. Major
SSgt. Kevin J. Masciadrelli
SSgt. Lawrence E. Parker
SSgt. Sergio Pereira
SSgt. Seraphim F. Resendes
SSgt. Everett L. Simonds
SSgt. Terry P. Smith
SrA. Douglas M. Hayward
SrA. Francis L. Riel
SrA. Robin M. Riley

Promotions

MSgt. Robert A. Boisvert
MSgt. Stephen J. Cima
MSgt. Howard F. Cormier
MSgt. Doris B. Ford
MSgt. Gilbert E. Fortin
MSgt. John P. Leshure, Sr.
MSgt. Donald A. Morin
MSgt. Steven J. McCauslin
TSgt. Marianne M. Brinker
TSgt. Michael M. Cuccouia
TSgt. Andrew J. Devault
TSgt. Andrew J. Devault
TSgt. Richard Guiles
TSgt. John A. Hoerner
TSgt. Philip Lupien
TSgt. Carol L. McLellan
TSgt. Joseph J. Menzyk
SSgt. David L. Addis
SSgt. Adele C. Ainsburg
SSgt. Peter J. Amirault
SSgt. Linard Bailey
SSgt. Nancy C. Boisselle

SSgt. Laurie A. Boucher
SSgt. Glenn R. Brault
SSgt. Kim M. Gomes
SSgt. Clayton D. Hanright
SSgt. Donna F. Hunter
SSgt. James P. Langevin
SSgt. James V. Lewis, Jr.
SSgt. George M. McDowell
SSgt. Bonnie A. Nolfi
SSgt. Brian F. O'Donnell
SSgt. James B. Poirier
SSgt. Francis L. Riel
SSgt. James F. Rodovich
SSgt. Steven E. Ross
SSgt. Russell S. Shaw, Jr.
SSgt. Stanley R. Smith
SSgt. Lori J. Stenhouse
SSgt. Deborah E. Stewart
SSgt. Deborah St. Jacques
SSgt. Michael P. Talbox
SSgt. Stephen A. Trychon
SSgt. Renee M. Ruel
SSgt. Barbara K. Waldron
SSgt. Victor R. Zina
SrA. Daniel P. Bushy
SrA. Beth Cohen
SrA. Alan D. Duffy
SrA. Kenneth J. Evans
SrA. Kenneth P. Ferris
SrA. Deresa D. Johndrew
SrA. Christopher Lecain
SrA. Stephen I. Nezuch
SrA. John L. Rundlett
SrA. Richard T. Schmoke
A1C David N. Dix
A1C Lisa J. Goetsch
A1C Anthony F. Mancini
A1C. Sean E. Riddell
A1C. Robert J. Young
Amn. Kristine M. Colby

New CE complex is operational

By MSgt. Larry Lentz

The first new building to open at Westover since 1973 is now home to the base's 55 full-time civilian engineers and members of the civil engineering squadron. The 36,000 square foot facility was completed in February and cost approximately \$2.9 million.

"We're very happy to have left the seven civil engineering buildings which were built prior to the early 1950s," said Conrad "Buddy" Lafleur, base civil engineer. "Those buildings were totally inefficient — too hot in the summer and very cold and drafty in the winter. Our new building is environmentally controlled and by bringing everyone together, has greatly improved communication among all the sections."

The new facility has a 9,600 square-foot administrative area for the engineering, cost accounting, real estate and planning sections.

Another 10,000 square-feet is dedicated to shops for carpentry, plumbing, sheet metal, electric, welding, paint, entromogym material control, fuels and refrigeration.

The following is termed an "advertorial" and will be a new feature in the Patriot. Patterned after Mobil Oil op-ed page statements, these advocacy editorials are produced by the Air Force and must run in each unit newspaper.

"Advertorials have great communications potential for

the Air Force because of their direct, simple, straight-talking style, and because of the types of issues they can effectively address," said BG Michael P. McRaney, director of public affairs. "Advertorials will help us articulate our positions on critical defense issues — not only to our own people, but to their families and neighbors."

Critics call the B-1B a "Flying Edsel."

The crews who would fly it into combat don't agree. Who do you suppose is right?

Lately, the B-1B has been surrounded in controversy as self-proclaimed "experts" have misrepresented its performance and capabilities by applying unrealistic and artificial operational criteria.

The central and overriding fact is that the B-1B is on alert, today, at Dyess AFB, Texas and the first B-1B to Ellsworth AFB, South Dakota has been delivered. It is, today, adding to this nation's strategic deterrence. It can, today, deliver large payloads over intercontinental ranges. It can, today, penetrate sophisticated defenses at high speeds and low altitudes.

The United States' strategic triad of land-based ICBMS, sea-launched ballistic missiles and the manned bomber keep reminding the Soviets that they cannot mount a successful "first strike" without a devastating retaliatory response by our strategic forces. The diversity of our triad has increased our margin of safety and stability in crises because an enemy would have to neutralize all three legs to be safe from retaliation.

To be effective, a deterrent must be credible. The B-1B is just that.

The B-1B was designed as a near-term follow-on for the B-52. It gives our manned bomber portion of the triad the quantum improvements in the strategic penetration role needed until the ad-

vanced technology bomber enters the inventory in the 1990s. The B-1B penetrates enemy airspace at markedly lower altitudes, and at speeds more than 50 percent greater than the B-52. It carries a larger payload and delivers it with much improved accuracy. And most importantly, it has a radar cross section 1/100th that of the B-52, greatly improving its survivability.

Five years ago, President Reagan said the B-1B would play a prominent part in his strategic modernization plan, with 100 aircraft being built — the last one to be delivered in the spring of 1988.

That was the plan and it remains so.

But with any new concept, idea or invention, some problems have developed. Problems are a normal part of the development and test processes for any new system. For a new airplane — including an airplane as sophisticated as the B-1B — problems are an accepted part of putting it all together.

Nonetheless, the B-1B's critics have become more vocal recently.

Why?

Because these critics learned what we already knew: Flight tests identify problems.

It seems the planned flight test program, which is designed to identify and fix deficiencies in complex subsystems, is doing exactly that. Previously, the B-1 was tested extensively to verify

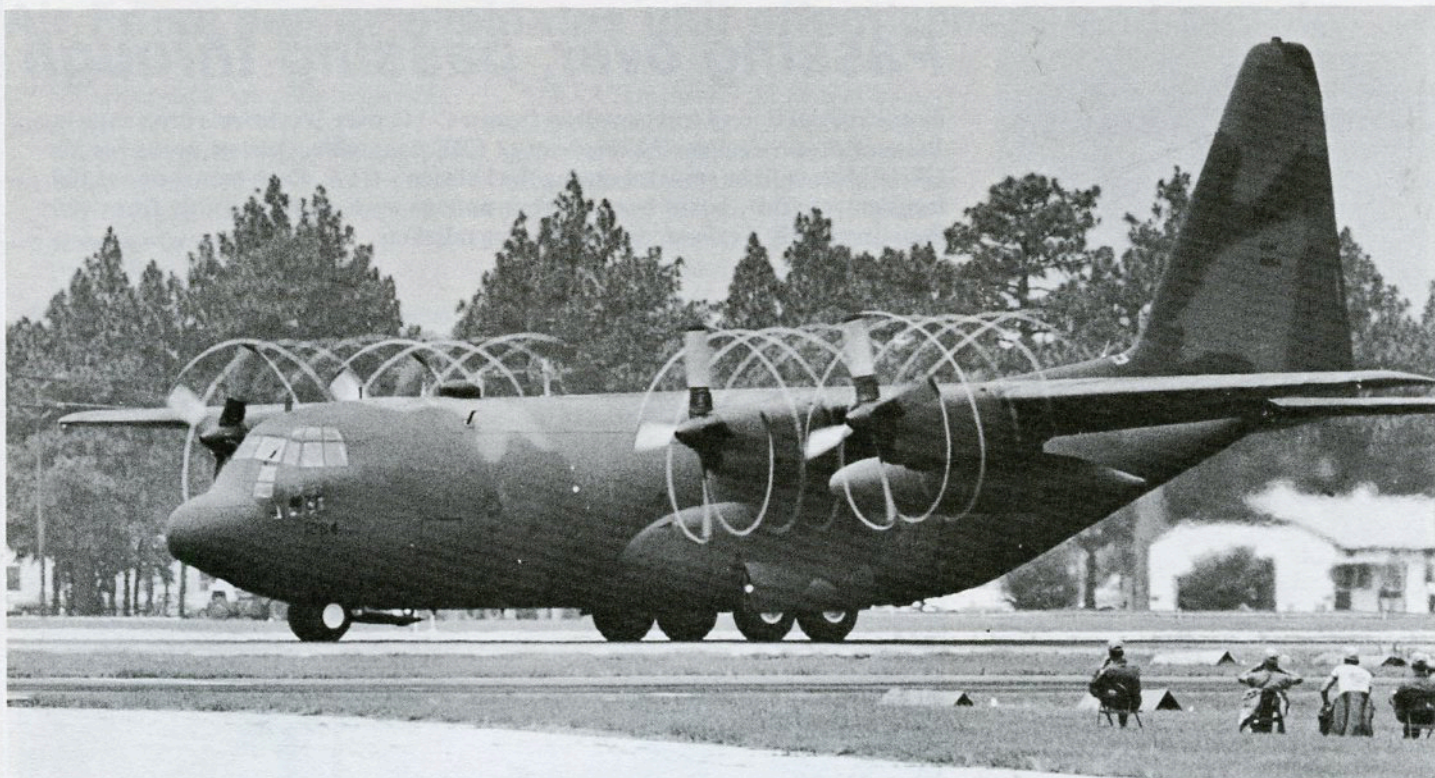
airworthiness and the validity of the design. And there are absolutely no questions among the informed on that score.

Testing is now focused on subsystems. Most of the problems have been identified and fixed. These include early problems with fuel leaks and the software in the terrain-following radar. None of this is intended to dismiss the importance of fixing all deficiencies. One area where more work is required is with the defensive avionics system. It will take longer than originally planned to develop the full potential of the defensive avionics to deal with the most sophisticated future threats.

In the meantime, the aircraft is performing its intended mission, today, against today's threats.

To date, the B-1B is a program the Air Force can be justly proud of. We remain on the production schedule and are within the President's certified cost for the program. Putting the airplane on alert in less than five years from program go-ahead is another major accomplishment.

The B-1B, like the B-52 before it, now provides a significant contribution to our peace and security. And it will continue to do so for the projected 30 years of its life. That's important to know. Especially when so many impatient critics and uninformed detractors seem to have missed the point completely.



AIRLIFT RODEO — A C-130E takes off in the humid air at Pope AFB, N.C., during a past Volant Rodeo competition. The annual international competition has been re-

named Airlift Rodeo and will be held May 10-15 at Pope. Westover's 337th Tactical Airlift Squadron will represent the "Patriot" wing.

(USAF photo by Frank Faulkner)

'Herky Bird' legend adds another chapter

An LC-130F frozen in Antarctic ice for more than 15 years is thawing out and is expected to fly again, according to the National Science Foundation.

The ski-equipped plane was declared a total loss after losing power on take-off on Dec. 7, 1971, about 750 miles southeast of McMurdo Sound. None of the crew was injured, but the propeller and gearbox of the No. 2 engine were destroyed and metal fragments damaged the No. 1 engine.

Instruments were stripped from the C-130 before the aircraft was abandoned on the ice. Six years later, an American inspection team visited the plane and concluded salvage operations were possible, but predicted the \$38-million C-130 would probably end up under dozens of feet of ice and snow.

Late last year, a seven-member National Science Foundation team with bulldozers, a 10-ton sled and other salvage gear trekked 120 miles in four days to reach the site.

The plane was covered with 30 feet of ice with only three or four feet of the

tail showing above the snow. They dug for 23 days in the Antarctic summer.

"We were like sculptors, just chipping away at anything that didn't look like an airplane," one worker told the New York Times.

On Christmas Day they towed the aircraft a half mile to a preliminary repair site.

The recovery operation cost about

\$500,000. Lockheed-Georgia representatives have examined the C-130 and estimate repairs at \$9 million. The aircraft has logged 14,000 hours, about half the anticipated lifetime.

The C-130 rescue is already a money-maker, according to a foundation spokesman. The four engines and three propellers already recovered are worth about \$3 million.

Drug abuse testing underway at Westover

To date, only the results of 12 tests are known, and all were negative.

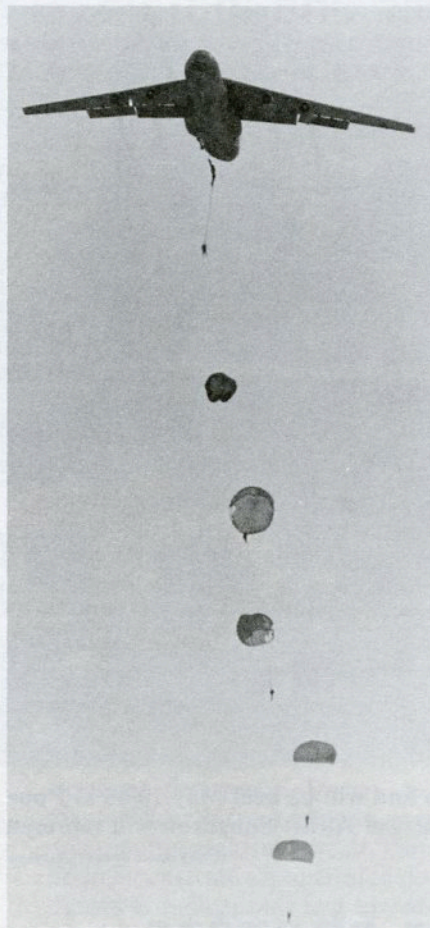
"The program was designed to act as a deterrent, and it is doing what it is supposed to do," Curci said. "The program is off to a good start and the message is getting across that you shouldn't do drugs, but if you do, you'll probably get caught."

He said the Department of Defense has declared "war on drug abuse," and the testing will continue indefinitely at all military installations.

Westover and Air Force Reserve officials say they are pleased with results of the AFRES program of random urinalysis testing for drug abuse.

AFRES-wide, 597 specimens were collected from Oct. 1 to Dec. 31, 1986. Of those, only 13 — or 2.2 percent — tested positive for drugs.

According to Maj. Chuck Curci, the 439th's alcohol and drug abuse training officer, a dozen random samples were collected at Westover.



Passing over, passing through

Tenth Special Forces troopers drop from a C-141 over Westover's drop zone in January. Capt. Jacques Thibadeau of CBF Bagotville, Quebec, waits for his CF-18 Hornet to be refueled during the February UTA. Each month about 100 transient aircraft, some from foreign nations such as the CF-18s from 425 Squadron, visit Westover during training missions.

(USAF photo by Frank Faulkner)



Wing units gather at Westover for Patriot Muster '87

The Wing flexed its tactical airlift muscles April 20-22 when Westover staged a training exercise known as Patriot Muster '87.

C-130 aircraft from the 337th TAS and from the Wing's two satellite units — the 914th TAG at Niagara IAP and the 911th TAG at Pittsburgh — participated in the weekend-long drill.

"We are still very much in the C-130 business, and Patriot Muster gave us the chance to assess the Wing's operational readiness," said Brig. Gen. Frederick D. "Mike" Walker, 439th TAW commander. "I was pleased with the results."

Although Patriot Muster was held on a non-UTA weekend, Westover's flight line was a beehive of activity as 12 Hercules aircrews flew a variety of missions.

On Saturday, the planes dropped containerized delivery system bundles and pallets of heavy equipment on the Westover drop zone, and staged short-

field landings. The heavy equipment drops simulated the weights of jeeps, three-quarter trucks and howitzers.

Army paratroopers from Fort Devens, Mass. were airlifted on Sunday. More than 50 personnel, clad in jungle fatigues and carrying packs and weapons, floated onto the "Bean Bag" drop zone.

"It was a tactical airlift workout,"

said Maj. Paul Torpey, operations officer with the 337th TAS. "We flew the type of mission we would fly in wartime, bringing troops, supplies and equipment to forward positions in a combat zone."

In addition to the members of the Wing's flying squadrons, members of the 439th CAMS, 439th WSSF, 439th CES, along with other support personnel, participated in Patriot Muster.

The Passing of a Great American

Retired Army Brig. Gen. William P. "Buffer" Hurley, Sr., 63, an active civic leader for many years died March 22, 1987.

Lt. Col. Thomas G. Hargis described General Hurley as a dear respected friend and important supporter

of the Air Force Reserve program who will be greatly missed.

General Hurley was an Army veteran of World War II. After discharge, he remained active in the Massachusetts National Guard, retiring as brigadier general and commanding officer of the 26th Infantry Yankee Division.

Air Force survey evaluates unit effectiveness and morale

"My supervisor has poor leadership qualities."

"Management shows no respect for me as a person."

"Working conditions are usually below average."

"Promotion policy is unfair."

These are four of the 128 statements wing members are evaluating in an Air Force-sponsored Organizational Climate Survey. Each UTA, approximately 80 Reservists are asked to complete the questionnaire being administered by the base career advisor's office.

"This survey will help us identify and resolve issues which affect the productivity, satisfaction and motivation of the unit's personnel," said Brig. Gen. Frederick D. Walker, wing commander.

The OCS measures 23 factors by assessing the perceptions of personnel in such areas as organizational effectiveness, supervision, worker relations, commitment, job satisfaction, quality of work, life trends, unit quality trends and confidence in management.

The evaluation includes specific questions on pay and benefits, assignment locality, confidence in management, working conditions, group cohesion, recognition, job satisfaction and independence and personal growth.

The survey asks the respondents to indicate if they agree or disagree to statements using a sliding scale, from strongly disagree, to neither agree or disagree, to strongly agree.

"Members of the 439th are the first Reservists to participate in the survey," reports SSgt. Terry Harmon,

base career advisor and survey project officer. "Presently, this is used only on active duty bases. When we finish, in July or August, we will send the survey to the Military Personnel Center in Randolph AFB, Texas. They will tabulate the results and send their findings to General Walker. Their report will be used at his discretion as a management tool. Higher headquarters will not receive the data without specific reference to the unit removed.

As General Walker fears no reprisal because of the survey's findings, he assures all unit personnel of similar treatment and seeks their candid answers. "I want to know your opinion so that I can take immediate steps to alter situations or help you understand the reason for certain rules or actions taken at Westover."

Westover Once Over

20 years ago

*(Taken from the Westover
Yankee Flyer, April 1967)*

Westover will soon receive \$360,000 for construction of a new bachelor officers' quarters. The Air Force has authorized its contracting agent to proceed with construction as soon as possible.

10 years ago

*(Taken from The Patriot,
April 1977)*

The 901st and 905th Consolidated (Aircraft) Maintenance Squadron have been named the Outstanding Maintenance units in the Air Force Reserve.

5 years ago

*(Taken from the Patriot,
April 1982)*

Capt. Harry Polychron, a 731st TAS aircraft commander, has been nominated for the Airman's Medal for his role after the crash landing of Pilgrim Airlines Flight 458 on a frozen reservoir in Rhode Island. Capt. Polychron carried a blind girl off the de Havilland Otter, shortly before the craft was completely engulfed in flames.

Lt. Col. Edward F. Lincoln has been appointed commander of the 731st Tactical Airlift Squadron.



McCRAVE & McCRAVE — MSgt. Vincent G. McCrave, Jr., director of nursing services for the 74th AES, reenlists for another six years by reciting the oath administered by his son, Capt. Vincent McCrave III of the 380th AREFS at Plattsburgh AFB, N.Y.

(USAF photo by Frank Faulkner)

John Wilson named best in disaster preparedness

John R. Wilson, Jr. has been named the best disaster preparedness officer in the Air Force Reserve for 1986 and Westover — under Mr. Wilson's direction, of course — was determined to have the best large installation program.

The award for the best small installa-

tion disaster preparedness program was presented to the "Patriot" Wing's 911th TAG at Greater Pittsburgh International Airport.

Wilson has been the base disaster preparedness officer since 1974. He retired in 1981 as a lieutenant colonel with 28 years of service.

The 'Fighting Sherwins'

Reservist loans to boost national Purple Heart Museum

By Maj. Rick Dyer

Jeff Sherwin doesn't say much about the Bronze Star he won in Vietnam, but mention the Purple Heart Medal, and he becomes downright talkative.

Sherwin, a Reservist with the 74th AES, recently testified before the Connecticut Legislature supporting a bill seeking state and national recognition for the Purple Heart Museum in Enfield.

He says his family has more than a passing interest in the museum.

200 years of Sherwins

During the past two centuries, 12 members of the Sherwin clan have served in America's wars, and five of them were wounded.

Sherwin, a Gardner, Mass. resident and technical sergeant with the 74th AES, intends to donate his ancestors' Purple Hearts to the Enfield Museum.

The Westover Reservist shared some of his family's extensive military history with the lawmakers during the hearing at the State Capital in Hartford.

He told them about one ancestor, Jonathan Sherwin, who was killed during a Revolutionary War battle in 1777 while serving with the 26th Massachusetts Regiment.

Three great-great-uncles were wounded during the Civil War. One, Private Waldo Sherwin of the 57th Massachusetts Regiment was injured during a skirmish at Spottsylvania, Va., on May 18, 1864 and died several weeks later in Washington, D.C.

George A. Sherwin, a private with the 53rd Massachusetts Regiment, was shot on May 27, 1863 during a battle at Port Hudson, La., and Thomas Sherwin Jr., an officer with the 22nd Massachusetts Regiment, was wounded at Gaines Mill, Va., on June 27, 1862.

Thomas Sherwin later retired from the Army with the rank of brigadier general.

World War I action

The sergeant's grandfather, Alden Sherwin, fought in France with the 26th "Yankee" Division during World War I. He was shot during a battle there in 1918, and carried the bullet in his kidney until his death in 1945.



TSgt. Jeff Sherwin

(USAF photo)

"I hope the combat aspect of the tradition ended with me."

Alden Sherwin Jr., his father, served as an Army medic during World War II, and Jeff Sherwin continued the family tradition as an infantryman in Vietnam.

He served with the 101st Airborne Division, and received the Bronze Star for valor during a firefight.

"The Sherwins are originally from Scotland, and I think the Celtic lineage has something to do with it," he said.

Daughters in the military?

Now 37 years old, and a corrections officer in civilian life, Sherwin has two daughters. He says that he wouldn't mind them entering the armed forces, but hopes that there will never be another war. "I hope the combat aspect of the tradition ended with me," he said.

Sherwin is fascinated by both genealogy and military history, although he admits that he didn't have to look too far when tracing the family's roots.

"Most of my ancestors are buried in the same cemetery in Townsend, Mass., and I was able to get a lot of the information from their tombstones," he said.

Sherwin was asked to aid the Purple Heart Museum by TSgt. John Shlatz, also of the 74th AES. Shlatz, an Enfield resident and Vietnam veteran, is one of the museum's founders.

"I was delighted to help," Sherwin said. "They make books and movies and statues to honor the famous people, but this is a memorial to the little guy, the grunt. At a place like the Purple Heart Museum, the dogface is on equal footing with the highest-ranking general."

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