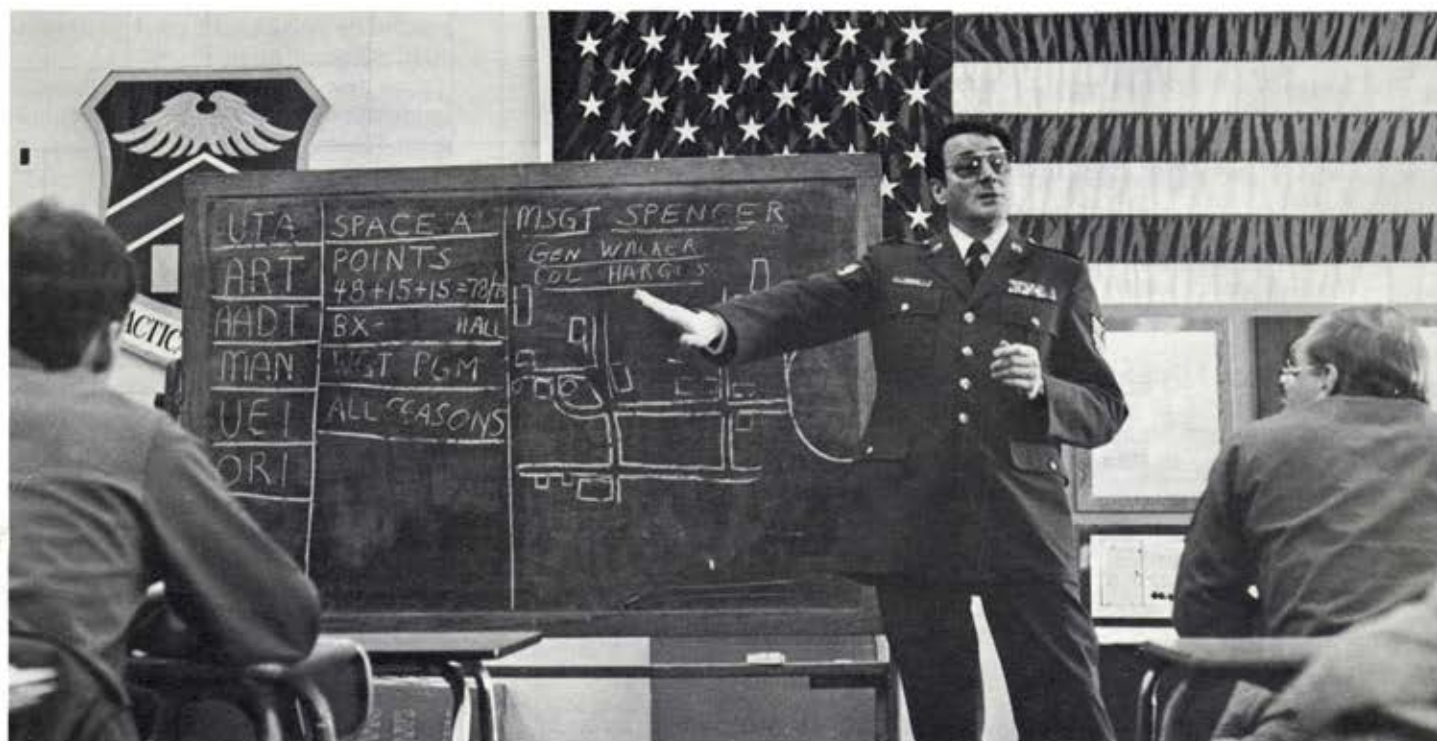


PATRIOT

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

VOLUME XV, NUMBER 3

MARCH 1988



(U.S. Air Force photo by TSgt. Sandi Michon)

WELCOME PATRIOTS — MSgt. John Wallace Spencer, the 439th MAW first sergeant, greets and briefs some of the hundreds of new Air Force Reserve members at Westover's Welcome Center in Building 1850. The conversion to C-5A Galaxies has opened up nearly 1,000 positions at the base

and dozens of new members are processed into the wing each month. Despite high retention rates — 98.5 percent for prior service and 95.8 percent for first-termers — retirements and transfers have opened additional slots within the Patriot Wing.

439th MAW growth keeps Welcome Center busy

By SSgt. Tom Allocco

No one ever falls asleep when MSgt. John Wallace Spencer is in front of an audience.

The 439th MAW first sergeant is the man who says "welcome to Westover." Each month he conducts the initial briefing for the growing numbers of new members at the Welcome Center in the base headquarters building.

In-processing is a tedious chore for newcomers, but when they are addressed by Sergeant Spencer, they see a professional at work who knows how

to motivate, inform and entertain. The Welcome Center is an additional duty for which the first sergeant is uniquely qualified. It doesn't take long for his audience to catch his infectious enthusiasm.

On a recent UTA, Sergeant Spencer stepped before about 50 new members and requested "if I can have your attention, please." He held their attention for the next hour as he used blackboard and chalk, a professionally trained voice and an easy, kidding, absolutely self-confident manner to help smooth the entry into the Westover family.

Not everyone could do it. For the newcomers, just the acronyms — ART, AADT, UTA, UEI — were bewildering. Sergeant Spencer put it all together with a big plate of other information, from man days to retirement points to space available travel. He did it with a style which is a cross between that of a showman and an evangelist.

Thirty seconds into the presentation, he had the audience chuckling.

"Uncle Sam wants you to be happy. He's going to give you good pay for two days work, free clothes, tax deductions for travel and dry cleaning costs,

Continued on Page 4

EDITORIAL

Setting the record straight

Ever since the days of Daedalus and Icarus, flying safety has been a "hot topic" among the world's aviators.

Lately, however, there has been considerable media interest concerning the safety of aircraft operations at Westover — especially in light of some sensational claims made by opponents of the C-5 conversion.

One particularly vocal prophet of doom was recently quoted as saying: "With the C-5A, the Air Force admits the huge potential for a mid-air collision." Of course, anything is possible, and, theoretically, there is always the potential the world will end tomorrow.

But where Westover's record of safety is concerned, we believe that facts, and not bald assertions or unsubstantiated rhetoric, should be the basis for any meaningful assessment.

Consider the following:

- The C-5 has never been involved in a mid-air mishap in its entire 20-year history.
- The C-5 has the lowest accident rate among all the different types of Air Force cargo aircraft.
- The C-5 has extremely advanced, state-of-the-art technology, including highly accurate flight instrumentation and radar with a 300-mile range.
- The average 337th MAS pilot has more than 3,200 flying hours in military aircraft (which is, on the average, twice the number of flying hours possessed by active duty Air Force pilots).
- Approximately 50 percent of the 337th MAS aircraft commanders and co-pilots are also commercial airline pilots, thus giving them even more time in the cockpit.
- The 337th MAS has compiled an enviable record of more than 22 years and 90,000 hours of accident-free flying.

The Wing's flying safety officer, Lt. Col. Gale French, believes the tremendous size of the C-5 Galaxy greatly reduces the chance of mid-air collision. "You'd have to be blind not to see the world's largest airplane," he says.

Colonel French, who has flown more than 8,000 hours in military aircraft and has earned the Distinguished Flying Cross, is living proof of the unit's commitment to flying safety. In his full-time position at Westover, he daily monitors and assesses the safety implications of the Wing's aerial operations.

"Despite our tremendously important mission with its global implications, safety is always the foremost consideration," said Colonel French. "If we can't do it safely, we don't do it."

Myths are fine when they concern tales about Daedalus and Icarus. But in real-life discussions about Westover's flying safety record, facts — not fiction — best serve the interests of a well-informed public.

— Maj. Rick Dyer

Briefs

Successful drop

A 21-ton pallet has been successfully dropped from the cargo compartment of a C-141B Starlifter.

Resembling a sled more than 87 feet long, the pallet built by the Army Material and Test Command at Edwards AFB, Calif., was lowered to the ground by two 28-foot pilot chutes and eight 100-foot main chutes.

The test was designed to approximate out-sized loads for rapid-deployment forces.

A new name

The wing isn't the only entity to receive a new name as a result of the conversion to an inventory of C-5 aircraft.

In honor of the increased aviation operations at the base, Westover's billeting facility has been re-christened as the "Flyers Inn."

Deflector shields

(AFNS) — The wings and tail of the low-flying, high-speed B-1B bomber will receive shields to protect vulnerable and vital fuel and electric lines on the aircraft from bird strikes.

Air Force officials at Wright-Patterson AFB, Ohio recently announced that the Rockwell International Corp. has been selected to design and build deflector kits for all 100 of the long-range bombers.

Courier service

The Department of Defense has reorganized the agency that moves classified materials around the world and has assigned the joint courier activity to the Military Airlift Command commander in chief.

The new service, headquartered at Fort Meade, Md., will remain part of MAC until the U.S. Transportation Command at Scott AFB, Ill. will then inherit the mission.

The service moves about one million pounds of classified material per month by military and commercial means, at a cost of about \$12 million a year.

PATRIOT

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"The editorial 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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Maj. Gen. McAdoo predicts more demanding missions for Reserve

DOBBINS AFB, Ga. (AFRNS) — Maj. Gen. James E. McAdoo passed the command of 14th Air Force on Mar. 2 to Brig. Gen. Dale R. Baumler and retired from the Air Force Reserve after 35 years of service — 24 years as an Air Reserve Technician.

"It's been an extremely challenging and rewarding career," General McAdoo said in his farewell message, "which is why, I believe, so many Reserve members make their part-time duty a part-time career."

He said the Air Force Reserve role has become more important with the planned budget cuts for the Department of Defense. "In the years ahead, the Air Force may well rely on the Air Force Reserve to accept more demanding missions involving newer and more complex equipment," he said.

He said flying was a boyhood dream come true, to the tune of 7,750 flying hours in 11 different aircraft. "What I didn't envision as a boy," recalled the general, "was the many places in the world I'd have an opportunity to visit...seeing first hand the different customs and cultures...it's been a tremendous experience," he said.

"The quality of our hardware has improved, too," General McAdoo said. "At one time the Reserve possessed hand-me-down — albeit well-maintained — aircraft. When the active force flew C-130s and C-141s, we made do with C-119s and C-124s; and we got the job done and done well. But with the clout of the Total Force policy, the Air Force Reserve has reached parity and is second to none in airlift and fighter aircraft."

Also, operational missions have taken on a different perspective. "Years ago, training was the byword in our vocabulary, and of course, it still is — but now there's a new wrinkle. For sure, we're part-time airmen, but we're also full-time partners in national defense. Both our equipment and associate units regularly fly missions in support of the active force. Additionally, Reserve support units augment active-duty missions world-wide during actual training tours."

General McAdoo said, "The really



Maj. Gen. James E. McAdoo

good news is that we have top-drawer personnel...and we prove that fact year after year in Air Force-wide competitions.

"From tactical and strategic airlift to medical services and civil engineering, the Reserve is consistently on top. What has been gratifying to me as the 14th commander is the positive, can-do attitude which prevails throughout the command. It's the 'right stuff' which makes winners. I'm proud of the Air Force Reserve and the 14th Air Force family, in particular," he said.

He began his military career after earning a petroleum engineering degree from Louisiana State University. After enlisting in the Air Force and being accepted into the aviation cadet program, he earned his pilot wings and a commission in February 1953. His first assignment was to Japan, where he flew C-54 Skymasters in the skies over Korea, the Philippines, and Southeast Asia.

He returned stateside in November 1954 to serve as an aircraft commander and instructor pilot at Dover AFB, Del., until his release from active duty in 1956.

He joined the Air Force Reserve in 1957 at Paine Field, Wash., and began flying C-46s and C-119s with the 97th Troop Carrier Squadron. In 1959, he transferred to the 730th Troop Carrier

Squadron, Long Beach, Calif., where his spare time from his engineering career was spent flying with the unit.

"Five years later," the general recalled, "I made the decision to become an Air Reserve Technician...Aviation was my first love and the time had come to make that choice. It was either I commit fully to my civilian job or to the Air Force Reserve. I've never regretted my decision."

By 1968, when the Air Force Reserve began the new associate program, he was one of the first to recognize the challenge of where the Air Force was headed.

After completing the Air War College at Maxwell AFB, Ala., he returned to the associate program in 1972 and commanded the 932nd Aeromedical Airlift Wing (Associate), Scott AFB, Ill., flying the C-9 Nightingale.

In June 1973, he moved to Selfridge ANG Base, Mich., where he began flying the C-130 Hercules while serving as the vice commander of the 403rd Tactical Airlift Wing.

A year later, he was back in the associate program, this time as commander of the 514th Military Airlift Wing (Associate), McGuire AFB, N.J. While under his command, both the 514th and the 932nd were recipients of the Air Force Outstanding Unit Award.

General McAdoo served at Headquarters, Air Force in Washington, D.C., from December 1976 to May 1979 as deputy to the chief of Air Force Reserve, where he was the command's representative to numerous air staff boards and committees.

In June 1979, he began his first tour as the commander of 14th Air Force, remaining at Dobbins AFB, Ga., until December 1982 when he was selected for a four-year tour as the vice commander, Air Force Reserve at Robins AFB, Ga.

He returned to Dobbins to take command of 14th Air Force in December 1986. Among the changes that have taken place in the command under his guidance is the equipped strategic role, the ownership of C-141 Starlifters at Andrews AFB, Md., and the C-5A Galaxy at Westover AFB, Mass.

New intelligence officer furthers family tradition



Capt. Robert W. Freniere

By Maj. Rick Dyer

When Capt. Robert W. Freniere gets together with his family, the gathering looks more like a formation than a reunion.

Captain Freniere, an air reserve technician who recently joined the 337th MAS as its intelligence officer, is the son of retired Air Force CMSgt. and Mrs. Robert E. Freniere of Fairborn, Ohio.

Two of the captain's brothers — Chuck and William — are also Air Force officers.

Capt. Chuck Freniere is a test pilot at Wright-Patterson AFB, Ohio. Chuck's wife, Capt. Carol P. Freniere, is a student at the Air Force Institute of Technology at Wright-Patterson.

Capt. William Freniere is a weapons officer at Ramstein AB, in Germany.

A sister, Lt. Mary Louise Freniere Ganaway, is a nurse and commander of a Navy Reserve medical unit at Great Falls, Mont. Her husband, Maj. John Ganaway, serves as an Air Force missile officer at Malmstrom AFB, Mont.

In addition, Captain Freniere's older

brother, John, served in Vietnam as a corporal in the Army.

"It is obviously an understatement to say that we have an Air Force tradition in our family," the new intelligence officer said. "A lot of people answer when someone asks for 'Captain' Freniere."

Like his two brothers, "Bob" Freniere is a graduate of The Citadel in Charleston, S.C. He earned masters degrees in criminal justice and political science from the University of Cincinnati, and is currently a doctoral candidate there, pursuing a degree in international relations.

Prior to coming to Westover, Captain Freniere held a reserve assignment at the Pentagon as a military political affairs officer.

His previous civilian employment included work as an intelligence analyst with both the Defense Intelligence Agency, and with the BDM Corp, a defense contractor located in McLean, Va.

Captain Freniere is married to the former Joan Ellen Thrift of Clarksburg, Md.

Continued from Page 1

and, if something happens to you, he'll take care of you...you couldn't buy an insurance policy as good as this...this is a good deal!"

His bass voice reached every corner of the room, the timbre rising and falling as he paced and gestured.

"I like it here. Most people do. We have a couple thousand people here who like it. The Air Force Reserve is the best kept secret in the world. Go tell your friends," the first sergeant advised his grinning audience.

The humor and animated style are tools for making large blocks of information digestible.

"Not only do they get a briefing, they get a show," he says.

"A briefing which introduces so much at once has a potential to be dry and disastorous. It has to be entertaining or they'll be sleeping in the aisles.

"Also, don't forget, first impressions are lasting impressions. It should be an upbeat impression, not a gloomy one."

Sergeant Spencer's natural sense of

stage presence has been honed over nearly three decades as a public speaker, broadcaster and author.

His first newscast was in 1956 on the Armed Forces Radio and Television network. During 10 years of Air Force active duty he served in a variety of public affairs posts in Germany and England.

"They gave me the education that's still paying dividends. By running the Welcome Center, I'm giving back a little of what they gave me."

The author of six published books, he is staff weathercaster at Channel 22, Springfield.

Sergeant Spencer has been a Westover reservist for nine years, during which he has become known as the "Voice of Westover" for announcing at air shows, wing social functions and radio broadcasts. Several years ago he was named Outstanding Air Force Announcer of the Year for his efforts in supplying taped interviews to the national broadcast media during the annual Gathering of Eagles conference of

Air Force aces from World War I to Vietnam at Maxwell AFB, Ala.

It's a hectic schedule for the first sergeant who is responsible for the morale and welfare of more than 200 members of the 439th MAW and deputy commander for maintenance staff.

"I enjoy the challenge. When I wrap up a newcomers' briefing, I try to leave them with that thought," he said.

"I tell them, 'I hope you're going to enjoy it here as much as I do.' I really mean it when I say that."

Know someone qualified who should become a member of the 439th?

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Patriot profile

439th Clinic nurse earns doctorate

by Maj. Rick Dyer

Doing double duty doesn't seem to faze Lt. Col. Joy Garland, the "B" UTA commander at Westover's 439th USAF Clinic.

The Methuen resident holds two Air Force Reserve assignments, serving as an Air Force Academy/Air Force ROTC liaison officer in northeastern Massachusetts in addition to her duties at Westover as a Reserve nurse and commander at the clinic.

Colonel Garland also works at two civilian jobs — full time as a professor at the Salem State College School of Nursing and part-time in private practice as a certified mental health clinical specialist.

For added measure, the veteran nurse recently became a doctor.

Colonel Garland, a Reservist for the past 23 years, earned her doctorate in higher education administration last autumn from Northeastern University in Boston.

When the time came to write her dissertation, she says that she didn't have to look very far to find a unique topic.

"My dissertation was entitled 'Leadership Development Through the Air Force ROTC Program,'" Colonel Garland said. "The project dovetailed nicely with my civilian and Air Force Reserve jobs."

To earn her doctorate, Colonel Garland interviewed 60 Air Force ROTC cadets at Lowell University. She also administered two standardized psycho-



Lt. Col. Joy Garland

logical tests to the prospective officers.

"The idea was to determine the personality traits and leadership behavior necessary to become a successful Air Force officer," she said. "I also wanted to ascertain if AFROTC was successful in screening for candidates who possessed those attributes."

The psychological testing was designed to identify certain behavior traits consistent with strong leadership potential, the colonel said. "Obviously, the Air Force is looking for young people who are disciplined, self-motivated and outgoing," she explained.

Her research led Colonel Garland to the conclusion that the AFROTC program is effective in its psychological screening of applicants.

"Their selection procedure has a psychological screening component in place, and it adequately meets Air Force needs," Colonel Garland said.

She will be sharing the results of her dissertation research project, and some recommendations for improving psychological screening, with AFROTC officials.

Despite her already crowded schedule as an educator, nurse and Reservist, Colonel Garland spends about 16 hours per month on her additional duties as a liaison officer. She took on the additional workload, she says, "because it's highly important."

"The motto of the ROTC program is 'leadership begins here' — and it's true," she said. "It is absolutely imperative that the ROTC and Academy programs attract bright, motivated and well-adjusted young men and women."

It took the colonel five years to complete the study and clinical work required to earn her doctorate. She had previously graduated as a registered nurse from the Lawrence General Hospital School of Nursing, and received her bachelor and masters degrees from Boston University.

Now that her formal education is completed, Colonel Garland intends to take a "breather." She also plans on doing some additional double duty, using her new degree as a consultant in both the educational and psychiatric fields.

Air Force Aid Society appeal opens in April

More than 38,000 people will need your help again this year. They benefit from Air Force Aid Society programs made possible by your contributions.

During the April UTA, the society — formerly known as the Air Force Assistance Fund — will be asking for support when a unit representative seeks donations at sign-in.

"Many Reservists are unaware that the society benefits them as well as their active duty counterparts," explained MSgt. James Freer, chief of Westover's personnel affairs and AFAS project officer.

The widows and dependents of en-

listed Air Force members are eligible for admission to one of two retirement communities located in Florida. The Enlisted Men's Widows and Dependents Home Foundation sponsors Teresa Village, a 113-unit apartment and nine house complex located at Fort Walton Beach. Another 128 of a planned 378 garden style apartments have been completed at Bob Hope Village near Eglin AFB, Fla.

Survivors of Air Force officers may take advantage of housing in San Antonio, Tex. The Society's Air Force Village opened in 1970 and features 378 apartments and a 68-bed nursing facility.

Another benefit of the program is guaranteed student and parent loans. Three such programs exist for the children of active duty and retired members of the USAF, Air National Guard and Air Force Reserve.

In addition, another program of the Society provides assistance to Reservists travelling on Air Force business during times of emergency.

"Perhaps you are saying, 'I'll never need to use these services.' Hopefully so. But you never know," said Sergeant Freer. "In the meantime, your donation will go to help others less fortunate and who need your help."

Chicopee reviewing proposals for surplus base property

Chicopee officials are continuing to review 10 proposals for the best use of 190 acres of Westover AFB property which was sold to the city in June for \$3.5 million.

Richard Zagranski, chairman of the Westover Developer Selection Advisory Committee, said the 13-member group will be recalling some developers for further questioning.

The committee was expected to complete public hearings on proposals by Mar. 1, but Mr. Zagranski says he could not estimate when the group will recommend a preferred developer to Mayor Joseph J. Chessey Jr. and the Board of Aldermen.

Lt. Col. Thomas G. Hargis, base commander, has also submitted a proposal to the city requesting some of the acreage bordering the base be returned to military control for security reasons.

The 190 acres near Westover's main gate are subdivided into six parcels and the proposals range from housing development to light industrial use, or a combination of uses.

Some proposals have included plans for a high technology industrial park and others for specific forms of housing, such as for the elderly.

Development of earlier parcels has been very successful, according to Allan Blair, president of Westover Metropolitan Development Corp. WMDC was established by the state in 1974 when the Air Force Reserve took control of the base.

Mr. Blair said 900 acres at WMDC's Industrial Airpark-East in Ludlow by the Massachusetts Municipal Wholesale Electric Co. facility now has 21 industrial firms employing 630 workers.

The 300-acre Industrial Airpark-West by the industrial gate has 32 companies which employ 1,500 people. Mr. Blair said the remaining acreage in that tract is expected to be developed within five years.

In mid-February, Sundor Group, the makers of Lincoln Apple Juice and other fruit drinks, announced plans to construct a 125,000-square-foot plant on a 17-acre site in Airpark-West.

The fruit juice firm plans to begin construction in the spring and to employ at least 150 workers.

Construction on the base was set back Feb. 11 when the Army Corps of Engineers rejected seven bids for con-

struction of a huge pull-through hangar alongside the DC hangar.

The Air Force had estimated construction at \$13.9 million, but the seven bids for the de-icing and maintenance facility ranged from \$17 million to \$20 million.

"The bids were way higher than the programmed amount," said Colonel Hargis. "We had seven bona fide bids, but they were more than 20 percent

higher."

By federal law, the Air Force cannot accept a bid more than 10 percent higher than the estimated cost. He said an upper-level decision will have to be made to reprogram this year or wait until next year to construct the hangar.

Until a pull-through hangar is built, 439th maintenance crews will continue to conduct inspections and de-icing on the tarmac, he said.

Clergy Day scheduled for April UTA

Base Chaplain (Maj.) Sandy Van Norden is urging all reservists to invite their pastor to visit Westover for Clergy Day, April 9.

Anyone interested should call Major Van Norden's office (extension 3031). The base commander will then send formal invitations.

Visiting clergy will be given an orien-

tation and a tour of the base so they may better understand the mission of the 439th Military Airlift Wing.

"We realize we only see our reservists a fraction of the time," said Major Van Norden. "Meeting with their home clergy may provide an element of continuity."

Westover Once Over

Five years ago

*(Taken from The Patriot
March, 1983)*

The world's largest aircraft, an Air Force C-5 was used as the backdrop for two training exercises on Westover's flightline in January and February. More than 150 soldiers from Ft. Devens used the huge Galaxy to practice loading heavyweight vehicles onto the Dover AFB-based C-5 in January.

The plane returned during February to participate in a MAC Affiliated Local Planning Course, coordinated by 439th personnel.

Mike McNicholas of Westover, was named the Best Recreational Director in the Air Force Reserve.

Ten years ago

*(Taken from The Patriot,
March, 1978)*

Men and equipment worked around the clock to make

Westover's runways available for any type of aircraft which might have been used to transport equipment or troops in relief of the 'Blizzard of '78' which dumped up to three feet of snow on New England.

CMSgt. Jack Murdock has been named the 439th's first Senior Enlisted Advisor by Brig. Gen. Bill Knowles, wing commander.

20 years ago

*(Westover Yankee Flyer
March, 1968)*

A Management and Operational Inspection (ORI) of the 905th Military Airlift Group stationed at Westover, was recently conducted by the Inspector General, 21st Air Force. The results of the inspection found the organization 'satisfactory' according to 2nd Lt. Bartholomew Colby, 905th assistant information officer.

Tough smoking policy in effect base-wide

by TSgt. Sandi Michon

Westover is toughening its stance on smoking and a new base-wide policy is now in effect.

"The health issue is our primary motivation in changing our smoking policy," said Lt. Col. Thomas G. Hargis, base commander.

"Because the medical evidence so overwhelmingly links smoking to cancer and heart and respiratory diseases, this policy is designed to create as smoke-free an environment as possible," said Colonel Hargis.

"While we want to be sensitive to smokers and non-smokers alike, we can no longer force non-smokers to work in an unhealthy environment," said Maj. Barry Monahan, base executive officer.

According to Major Monahan, because people don't have much choice regarding their work spaces, the policy zeroes in on those areas first. "We will try to accommodate people wherever we can," he said.

Under the new policy, smoking is prohibited at all times in the base gym, the dining hall, base theater, conference rooms, bathrooms and shuttle vehicles. Smoking is prohibited in multi-staffed offices and all offices which have public access, such as CBPO, Pass and ID and Military Pay.

Smoking will be prohibited in private offices if smoke interferes with adjoining non-smoking areas. Supervisors are responsible to see that policies are followed and, wherever possible, the senior supervisor in a building, will designate a smoking area.

According to Major Monahan, there will be no smoking in staff cars or other military vehicles if non-smoking passengers object to smoking.

In the Open Mess, smoking and non-smoking areas will be designated in the dining rooms and, when practical, separate smoking and non-smoking lounges will be maintained.

Smoking is strongly discouraged in the VOQ/BOQ and barracks. Smoking in shared quarters is not allowed if an individual objects to smoking. Every effort will be made by billeting to keep smokers and non-smokers in separate quarters.

"While smokers tend to see the new policy as discriminatory, we are trying to be sensitive to their needs," said



Major Monahan. "While we hardly expect those with long-term smoking habits to change their behavior overnight, we want to offer all that we can to those individuals wishing to stop smoking."

The Base Social Actions staff offer a "quit smoking" program quarterly, with the next session scheduled for the A UTA in May. "The three-hour program is a combination of lessons on behavior modification and hypnosis," explained Maj. Chuck Curci, alcohol/drug training officer. The average group is 8-12 people, and Major Curci boasts an average success rate of almost 60 percent. This percentage is based on about 70 people who were "smoke-free" for at least a month after participating in the program.

Major Curci said that civilian DoD employees were welcome to attend the sessions on the UTA weekend and, if enough B-weekend reservists are interested, a session will be scheduled on that weekend. Those interested in the

program should contact Major Curci. As their office has not yet settled into a permanent location, call the wing orderly room (ext. 2056) to get the current phone number.

According to Major Monahan, a base regulation will be compiled to further define the base smoking policy. "In writing the regulation, we will be looking at other ways we can help those wishing to quit smoking," said Major Monahan. "We encourage people to contact the local chapters of the American Cancer Society and the American heart Association for more information on local programs available."

Capt. John R. Schreiber, flight surgeon with the 439th Clinic, totally supports the new smoking policy. He reiterated all the known health risks related to smoking and offered help in referring people to local programs. He encourages smokers and non-smokers to respect each other's rights to make the policy a success.

Schwechheimer gets another stripe and a new position

By Maj. Rick Dyer

A 32-year military veteran who came to this country from Germany when he was 10 was promoted to the Air Force's highest enlisted rank during the "B" UTA in January.

CMSgt. Ludwig Schwechheimer of the 439th Security Police Squadron received his chief's chevrons during ceremonies at Westover from his son, 1st Lt. Thomas Schwechheimer, base recreation services officer.

The event also marked Chief Schwechheimer's selection to fill the new position of security police manager with the 439th SPS. During his lengthy military career, the 52-year-old NCO has held a number of law enforcement positions with both the Air Force and Air Force Reserve.

According to Capt. Robert Mooney, 439th SPS commander, Chief Schwechheimer is the only chief master sergeant assigned to an AFRES security police unit, other than at a numbered Air Force level.

"This demonstrates just how important his new position is viewed as being," Captain Mooney said. "We are very lucky to have a person of his experience and capability serving as security police manager."

In his new role, Chief Schwechheimer will coordinate and supervise all of the squadron's law enforcement activities.

The veteran Reservist was born in Germany and raised in a town along the Rhine River, near the border with France. His older brother, a Luftwaffe pilot, was killed during a World War II combat mission.

"My older sister married an American G.I., and he sponsored me when I applied to come to the United States after the war," he said. He added that the decision to come here is one that he has never regretted.

"I love this country, and for me, wearing the blue suit is one of the ways I can serve it."

CMSgt. Ludwig Schwechheimer



CMSgt. Ludwig Schwechheimer

(USAF Photo by Frank Faulkner)

"Having lived under the Nazis, and having seen other ways of life, I quickly realized that America was the country for me," he said.

Love for the United States played a large part in the chief's decision to serve on active duty in the Air Force for 10 years, and in the Reserve for the past 22 years.

"I love this country, and for me,

wearing the blue suit is one of the ways I can serve it," he said.

Because of his strong affinity for the Air Force, Chief Schwechheimer said that he was particularly pleased several years ago when his son, Tom, earned a commission and joined the unit here.

The new chief is a resident of Newburyport, Mass. In civilian life, he is self-employed as a building contractor.

Have fork lift, will travel

Westover's aerial porters span the globe

by Maj. Rick Dyer

Just like the tons of cargo they process, reservists from Westover's three aerial port squadrons will be shipped to many parts of the globe this year.

The 439th MAW's aerial port units — the 42nd APS, 58th APS and the 59th APS — will all be on the road this coming spring and summer, filling ambitious annual tour schedules.

According to Maj. Glenn Martin, operations officer with the 59th APS, cargo handlers from his unit will train at aerial ports in five locations, three of them in Europe.

Contingents from the 59th will perform two-week tours of active duty during May at Rhein-Main AB in Germany and at Torrejon AB in Spain.

During September, another contingent from the 59th will operate an aerial port at RAF Mildenhall in England.

In addition, 25 Reservists from the 59th will train at McGuire AFB, N.J., April 9-23, and another 25-member crew from the unit will work at the aerial port at Dover AFB, Del., from April 23 to May 7.

"The chance to travel and see the world is a definite fringe benefit of belonging to an aerial port unit," Major Martin said.

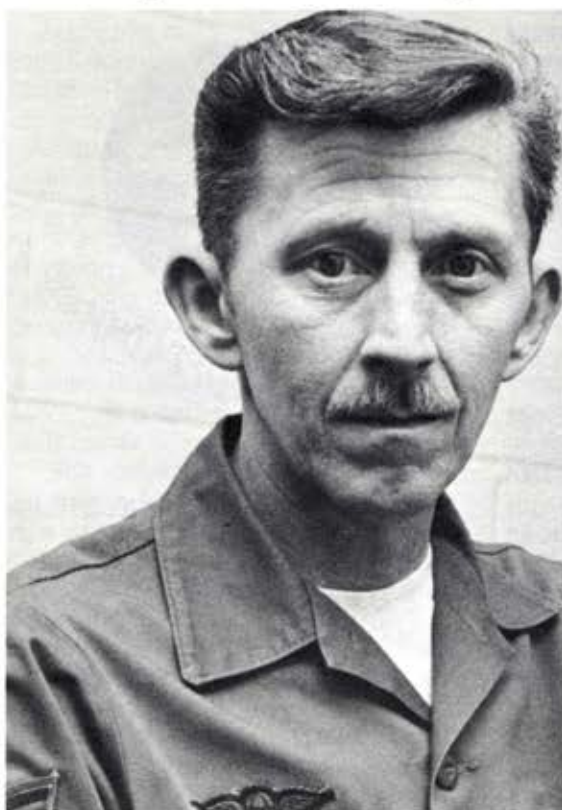
CMSgt. Thomas Crameri, air transportation manager with the 59th APS, and MSgt. Faith E. Longfield, administrative technician with the 42nd APS, both agree.

"In past years, I've done my annual tours in Germany and in the Philippines," said Chief Crameri. "We work long, hard, 12-hour shifts, but we also get to see the sights and have a good time."

Sergeant Longfield, who transferred into the 42 APS during the past year, said the allure of far-away places played a significant role in her decision to make the switch. "The opportunities for travel are excellent," she said.

When Westover's aerial ports deploy, unit members generally work alongside their active duty counterparts in busy aerial port facilities.

"It's great training, because you are actually there performing a real Air Force mission," Sergeant Longfield said.



(USAF photo by Sgt. Vin Blanchard)

INSIGNIA ACCEPTED — TSgt. Robert H. O'Dell's design has been accepted by the Air Force's heraldry office as the official insignia of the 57th Aerial Port Squadron.

She said 110 members of her unit will be at McGuire, June 4-18, participating in an active duty exercise dubbed "Patriot Partner."

Also slated to participate in the exercise are approximately 100 Reservists from the 58th APS. According to Lt. Col. Andrew J. Kasznay, 58th commander, cargo handlers from his unit will train May 7-21 at Dover.

Although participation in "Patriot Partner" will keep the 42nd APS and 58th APS within the continental United States this year, Reservists in those aerial port units won't be handing in their passports.

Tentative training plans for FY 89 call for Westover's aerial port squadrons to spend annual tours in England, Germany and Spain.

Social Security tax will be withheld

ROBINS AFB, Ga. (AFRNS) — The good news is Air Force Reserve members received a 2 percent pay raise effective Jan. 1. The bad news is they will have 7.51 percent deducted from their inactive duty drill pay for social security.

Inactive duty training includes unit training assemblies, additional flight training periods and equivalent training.

While the new deductions will gain some Reservists additional rights to social security entitlements, most won't see a substantial increase in coverage, said accounting and finance officials at AFRES headquarters here.

Previously, Reservists paid social security taxes for income earned on active duty for training sessions of 72 or more hours.

Record-setting year stretches MAC to 'max'

SCOTT AFB, Ill. (AFNS) — Military Airlift Command handled a record-setting series of airlift operations last year, and Gen. Duane Cassidy, MAC commander-in-chief, is concerned about the consequences.

General Cassidy said MAC was stretched to its maximum toward the end of 1987 as the command completed the most active period of flying in post-Vietnam history.

"We are at our maximum as a result of our support to a wide variety of worldwide missions, ranging from Joint Chiefs of Staff exercises to humanitarian relief," the general said.

"Our aircrews helped fight forest fires in California; supported operations in the Persian Gulf; evacuated Afghan patients; provided airlift to our nation's leaders, and took part in an unparalleled concentration of exercises during July, August and September — we've been busy."

MAC supported operations in the Persian Gulf with 51 missions, airlifting 1,440 people and more than 6,500 tons of equipment and supplies. MAC flew humanitarian relief aid under the provisions of the McCollum Amendment.

"When fires ravaged portions of our national forest preserves in Oregon and Northern California in September, we were there," General Cassidy said. "We airlifted 759 firefighters and 428 tons of their support equipment. But



our involvement didn't stop with humanitarian missions, because we were tasked just as heavily by JCS exercises."

Twenty-five JCS exercise missions took MAC aircrews to every corner of the world from July to September.

The largest of the exercises were Bright Star, sponsored by the U.S. Central Command, and Reforger, a strategic European mobility exercise.

MAC flew 85 C-141 and 65 C-130 sorties in-theater during the combat simulation phase of Bright Star. Deployment and redeployment required 307 C-141 missions, 25 C-5 missions and 18 C-130 missions. The exercise required the movement of 22,562 passen-

gers and moved 5,761 short tons of equipment and supplies.

Reforger 87 (Return of Forces to Germany) was the largest ever, with 32,000 troops deploying from the United States to reinforce NATO. MAC flew 151 commercial contract, 107 C-141, 15 C-5 and three C-130 missions, airlifting 934 tons of cargo.

"MAC aircrews logged more than 9,700 flying hours in July, 8,390 in August and added more than 8,200 hours in September," General Cassidy said. "We have overflowed our authorizations in the C-5 program by 14 percent and the C-130 program by six percent."

"Schedulers are getting hit with short-notice mission changes every day," the general said. "That is the nature of a system designed to respond quickly when needed."

General Cassidy said MAC people have provided airlift, when needed, to every corner of the world for more than 40 years. The command tracks hurricanes, moves patients, delivers humanitarian goods, and moves people and things for the United States and its allies.

The general emphasized the importance of the people who make up the heart of the airlift system.

"The aircrews and the people who keep the airplanes flying are doing the job and doing it very well. They deserve all the credit," he said.



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On base
2155
(557-2155)**

Do TDYers need car rental insurance?

Have you been on TDY that required a car rental? If so, you may have wondered whether you should buy additional insurance.

It's not necessary, if your official travel by rental car is within the United States, including Alaska, Hawaii, Puerto Rico and U.S. territories and possessions. In fact, travel regulations prohibit the government from reimbursing you for the cost of extra insurance in this case. The government assumes liability and the costs for insurance contained in its basic agreement with the car rental company.

If your travel is outside the United States or the areas mentioned above, the government will reimburse you for the cost of collision damage waiver or

personal accident insurance, which most rental car companies overseas require the customer to buy.

Remember, the government assumes liability for accidents only if the rented vehicle is used for official business. Use of the car in conjunction with official business is allowed if it supports the efficient performance of your duties. This includes trips for meals and visits to drug stores, barber shops, cleaning establishments and similar places required for sustenance, comfort or health.

If you combine TDY and annual leave on a trip and use the same rental car during that time, you must report the time the car was used for other than official business.

Reserve components are keeping the numbers up

By Donna Miles

American Forces Information Service

Innovative recruiting and retention programs throughout the Reserve components appear to be paying off. Newly released Department of Defense statistics show membership is up in the Army, Navy, Air Force and Marine Corps Reserves, as well as the Army and Air National Guard.

As of Sept. 30, 1987, DoD's total Selected Reserve end-strength was 1,151,000 — about 21,000 more than in fiscal 1986 and almost 63,000 more than in fiscal 1985.

As good as this news might appear, there's one glitch: Fiscal 1987 is the first time in years that the Reserve components failed to meet their pro-

jected end-strength. Only the Air Force Reserve and Air National Guard met their 1987 end-strength numbers.

According to Lt. Col. Jim Carney of the Office of the Assistant Secretary of Defense for Reserve Affairs, Reserve component end-strengths have climbed steadily over the years as DoD places more reliance on the Reserve components.

"The growth in Reserve component manpower," he said, "demonstrates the success of recruiting and retention programs. What's still lacking is a tried and true method of keeping first-termers from dropping out of the Reserve program during their initial enlistments.

"It's something we've been looking

at and working on and trying to come up with answers to," Carney said. "It seems like once you get them (guardsmen and Reservists) to complete their first enlistment, you're pretty likely to keep them. Getting them through those first enlistments is the key."

Recruiting and retention personnel are looking toward many of the same factors that have made National Guard and Reserve duty increasingly attractive as a way to help prevent first-term attrition. Chief among them, they say, are better pay, the new Reserve Components GI Bill and student loan repayment programs, realistic training and emphasis on the Reserve component service as an opportunity to gain valuable career-enhancing skills.

Air Force Reserve UTA Pay Rates

(Rates effective with Jan. 1, 1988 pay increase. Daily active duty rate multiplied by four for UTA rate and rounded to nearest dollar.)

[illegible]

AFRES seeking candidates for NCO Academy

ROBINS AFB, Ga (AFRNS) — The Air Force Reserve is looking for a few more good senior noncommissioned officers.

AFRES officials say they need more interested, qualified senior master sergeants and chiefs to apply for the nine-week Senior NCO Academy at Air University, Gunter AFB, Ala.

"We have many seniors and chiefs eligible to apply for the academy," said MSgt. Jim Robillard, NCO professional military education administrator at AFRES headquarters. "But, sometimes we have trouble filling our three allotted positions per class."

Selection criteria for Reservists to attend one of the five annual classes for the Air Force's top enlisted PME course include completion of a command NCO academy by correspondence or in residence, meeting physical fitness and weight standards, submitting a biographical sketch listing educational and professional accomplishments, and recommendation by their unit commander.

"This is a rigorous course which requires a personal commitment to a tough academic work load," Sergeant Robillard said.

More information about the course is available through unit training offices.

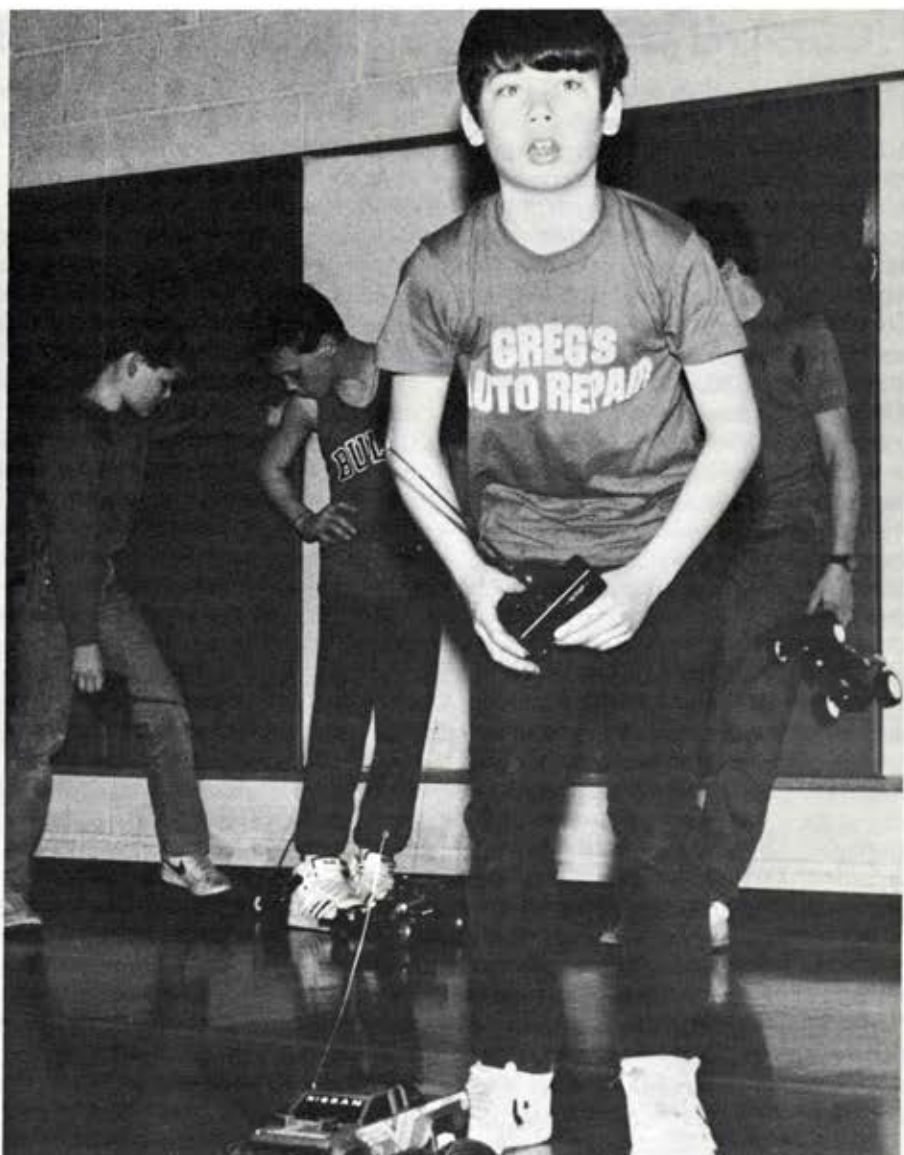
Catlin is speaker for Dining Out

Benjamin S. Catlin III, the Air Force Association's "Man on the Hill," will speak Apr. 9 at the Officers' Dining Out in the Westover AFB Consolidated Open Mess.

A retired Air Force colonel with 30 years service, Mr. Catlin is the association's assistant executive director for defense manpower and reserve affairs.

The former commander of the Air Reserve Personnel Center follows White House and Congressional action on personnel legislation and keeps AFA members informed of pending legislation.

Before joining AFA in 1980, Mr. Catlin was director of Air Force affairs for the Reserve Officers' Association.



(USAF photo by TSgt. Sandi Michon)

START YOUR ENGINES — Matthew Doyle, 10, of Easthampton, Mass., son of Mike Doyle from the 439th Avionics Maintenance Squadron, readies his grand prix racer. The MWR-sponsored race was held at the base gym on Feb. 7, with nine contestants from three age categories participating.

C-5s airlift supplies to Philippines

TRAVIS AFB, Calif. (MAC News Service) — Two C-5A Galaxies airlifted more than 200,000 pounds of humanitarian supplies Jan. 28 to the Philippines.

The shipments were arranged through diplomatic channels by AmeriCares, a Connecticut-based international medical relief organization.

A C-5 from the 60th Military Airlift Wing completed a 26-hour mission to deliver 46,000 pounds of vaccine intended for children between 2 and 6 years old. Also on board were 80,000 pounds of other medical supplies.

A second Galaxy carried 60,000 pounds of medical supplies donated by private organizations. The medicines were transported under the McCollum Amendment which authorized Department of Defense transportation for private humanitarian relief supplies.

The shipments, which included 66,000 pounds of bandages and dressings, was composed of pharmaceuticals for treating malaria, pneumonia and influenza, which are among the top 10 killers in the Philippines, according to AmeriCares officials.



(AP LaserPhoto)

BACK TO THE DOUBLE-WINGS. This photo of the Advanced Technology Tactical Transport (AT3) plane was released recently in Los Angeles. The unique double-winged experimental aircraft was designed and built by acclaimed aircraft designer Burt Rutan at his Scaled Composites plant, a subsidiary of Beech Aircraft. Rutan gained fame as the

designer of the Voyager, the civil aircraft that flew around the world in 1986 without refueling. Beech and Lockheed Corp. announced an agreement that allows both companies to jointly explore the market potential for aircraft such as this.

Pratt & Whitney will get biggest part of engine contract

WASHINGTON (AFNS) — The Air Force will give 55 percent of its fighter engine business to Pratt & Whitney in 1989 in a move eventually expected to save more than \$3 billion.

Air Force Secretary Edward Aldridge Jr. announced the procurement decision for F-15 and F-16 fighter engines at the end of January.

The decision results in a split award of the planned purchase of 289 engines, with Pratt & Whitney receiving approximately 55 percent and General Electric the remaining 45 percent.

The competition marks the fifth yearly increment of the fighter engine contract and continues installation of the Pratt & Whitney engine in both the

F-15 and F-16 and the General Electric engine in the F-16.

The 1989 award results in improvements over last year's offer from each contractor, according to Aldridge. These improvements include lower acquisition costs, improved operating and support costs, better warranties, expanded product support and reduced support equipment prices.

The Air Force announced its initial fighter engine decision in February 1984 following competition between the engine manufacturers. A savings of between \$2 billion and \$3 billion was forecast over the life cycle of the program based on a six-year procurement of 2,500 engines.

The two contractors have continued to improve their offers each year, however, and the Air Force now forecasts total savings in excess of \$3 billion, despite a decrease in total planned procurement of approximately 800 engines.

"This competition is working," said Secretary Aldridge. "This is another example of sound management and aggressive leadership providing enhanced military capabilities for taxpayer dollars.

"We are getting better engines at even less cost. The Air Force and the taxpayer continue to be the true winners," Aldridge said.

Backscatter radar can pinpoint C-5A at 2,000 miles

HANSCOM AFB, Mass. (AFNS) — A new over-the-horizon radar operating today in Maine can detect a C-5A up to 2,000 miles over the Atlantic.

The high-frequency radar is the first of four Air Force super long-range backscatter systems to become operational. Construction on a West Coast system began in June 1986 and work is scheduled to begin on another in Alaska and a central U.S. over-the-horizon radar next year.

The OTH backscatter radar running today with limited capability can "see" almost 10 times farther than conventional ground-based radars, according to the Air Force Electronic Systems Division at Hanscom.

Unlike other ground-based radars, the OTH-B transmits high-frequency signals that are bent back toward the Earth by the ionosphere.

The northern New England OTH-B

can detect aircraft at any altitude, right down to the surface, according to the ESD at Hanscom.

The return "backscatter" follows the same bent path back to Maine and the receiving antennas along the seacoast about 30 miles northeast of Bar Harbor.

Using three 3,600-foot transmit antennas in Moscow, Me., — about 60 miles north of Augusta — paired with three mile-long receiving antennas about 100 miles away at the coastal town of Columbia Falls, technicians at the operations center at Bangor ANGB can give several hours warning of approaching aircraft.

According to the Tactical Air Command, about 170 people are training at Bangor and two of the three radar sectors are now running about 12 hours a day with limited capability.

"We have reached approximately 85 percent of our total capability on these

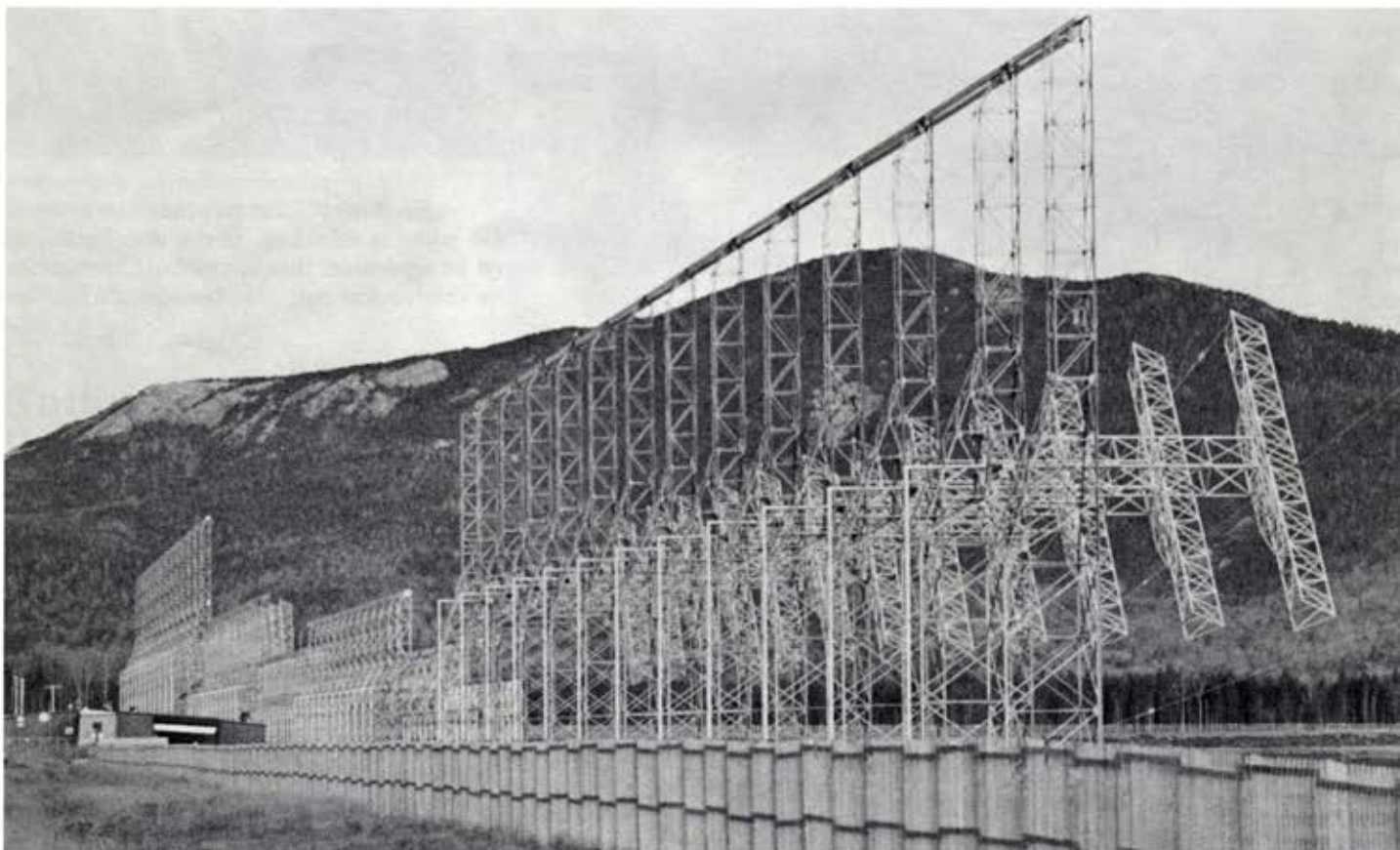
sectors," said Col. James A. Lee, program director.

"The system is routinely detecting aircraft out to 2,000 miles, establishing tracks, correlating these tracks with existing flight plans, displaying this information and notifying the proper people of uncorrelated tracks," he said.

According to Colonel Lee, General Electric should complete the third sector in late 1988 and the remaining software design work is expected to be finished by 1989.

"We're getting important use of a major Air Force surveillance asset, gaining experience and discovering any problem areas while the contractor is still involved," Colonel Lee said.

"There will be plenty of lessons learned with ample time for corrections before ESD turns the radar over to TAC for full operational use," he said.



(USAF Photo)

BACKSCATTER RADAR — This new over-the-horizon radar installation constructed in Maine can detect an aircraft up to 2,000 miles over the Atlantic Ocean. The high-frequency radar is the first of four super long-range back-

scatter systems to become operational. Construction of a West Coast system began in June 1986 and work is slated to start on another in Alaska and a central U.S. site next year.

"Patriot People"

Name: Ann M. Bilodeau

Rank: SSgt.

Age: 33

Address: Meriden, Ct.

Unit: 439th ABG

Position: Airfield Management Specialist

Civilian Occupation: Digital Data Technician

Favorite Food: Veal Marsala

Favorite Sport: Skiing (water & snow)

Favorite Hobby: Shopping/Photography

Ideal Vacation: Sailing on the Caribbean

Best Way to Relax: Good music, a fire, and wine

Preferred Entertainment: Theatre

Favorite Celebrity: Robert Wagner

Favorite Music: Easy Listening

Favorite Book: Living, Loving, and Learning

Favorite Color: Blue

Favorite Car: 450SL Mercedes

Pet Peeve: Gossip

Best Thing About Westover: Friendly People

Worst Thing About Westover: Paper Work



SSgt. Ann M. Bilodeau

Military TDY travelers will now use Lodging Plus system

WASHINGTON (AFNS) — Military temporary duty travelers are now reimbursed under a system that covers actual lodging costs, plus a fixed rate for meals.

Called Lodging Plus, it is more generous to TDY travelers, yet less expensive for the government, Air Force analysis shows. Implemented Jan. 1 the new per diem system is similar to procedures used to reimburse government civilian travelers.

Under Lodging Plus, TDY travelers are reimbursed their actual hotel or motel costs, not to exceed a set amount based on average local costs.

Military people must produce hotel or motel receipts. Receipts are not needed when staying in government quarters. Travelers who stay with friends or relatives will not be reimbursed for lodging.

Meal expenses are repaid at one of two rates stateside. TDY travelers receive \$25 a day for meals in most areas, or \$33 a day in a limited number of high-cost areas. Meal receipts are not needed. Overseas, there are 57 different meal rates ranging from \$9 to \$137 daily.

When government meals are not available, members receive the full meal allowance. They receive a reduced amount when government meals are available.

Previously, military TDY Travelers received a maximum of \$75 a day in high-cost areas stateside, and \$50 a day in lower-cost areas. Now a TDY travel-

er to Washington, D.C. receives up to \$117 daily, \$84 for lodging and \$33 for meals.

However, Lodging Plus will not cost the government more than previous per diem systems. Statistics show most (88 percent) Air Force TDY travelers stay on base or in contract quarters.

earning a **PAT** on the back

Promotions

Capt. Jay C. Milkey

Enlistments

SSgt. Keith A. Bodley

SSgt. Paul W. Burt

SSgt. Edgar J. Moss

SSgt. William A. Staryarsky

Sgt. Anthony Fournier

Sgt. Raymond L. Roberts

A1C Christopher J. Hellyar

A1C Robert D. Ivey

A1C Karen L. McCarthy

A1C Shawn H. O'Day

Reenlistments

CMSgt. Paul N. Dube

CMSgt. Joseph R. Lafrance

SMSgt. Donald H. Cowern

MSgt. Joseph A. Beckman

MSgt. Barbara A. Morris

TSgt. Michael R. Brunetti

TSgt. Paul A. Carroccia

TSgt. Donald P. Higgins

TSgt. Rita L. Moore

TSgt. Michael J. Oparowski

TSgt. Donald E. Plouffe

SSgt. Jack H. Bouchard

SSgt. John E. Bourke

SSgt. Robert A. Cekovski

SSgt. Robert N. Craig

SSgt. Daniel P. Dubois

SSgt. John Goss

SSgt. Judy A. Jones

SSgt. Paul A. Lemay

SSgt. Mark E. Levesque

SSgt. Charles L. Mello

SSgt. Eduardo Nieves

SSgt. Gary B. Palmer

SSgt. James B. Poirier

SSgt. Craig A. Roy

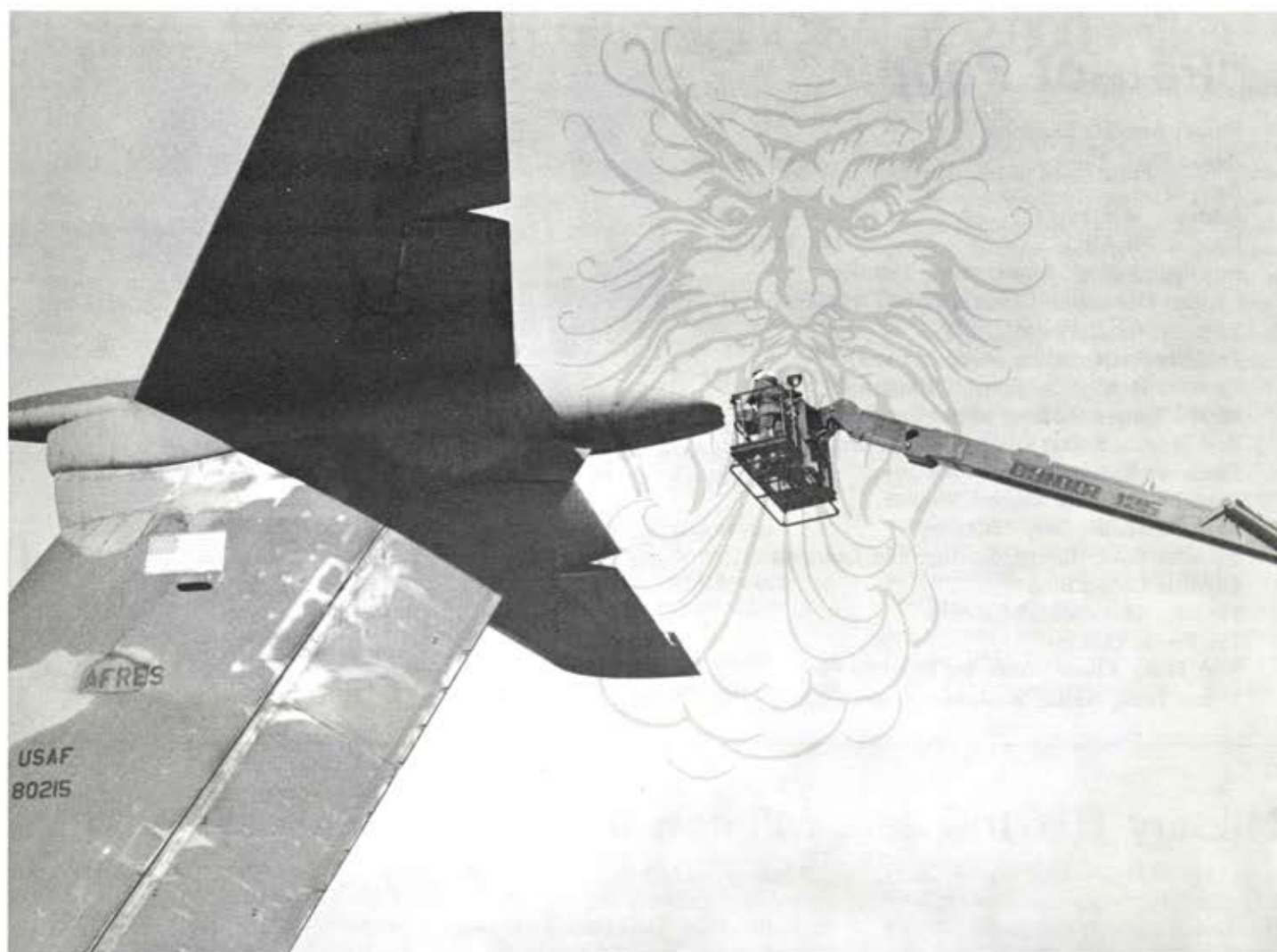
SSgt. Robert D. Sterbens

SSgt. David L. Wells

SSgt. Timothy G. Williams

SrA. James E. Akins

SrA. Arthur L. Canfield Jr.



(U.S. Air Force photo by TSgt. Sandi Michon)

FRIGID DE-ICING — A 439th FMS crew endures a bitter wind chill factor about seven stories above the tarmac while de-icing the 65-foot tall T-tail of a Patriot Wing C-5A Galaxy. Westover's maintenance crews have won respect

and praise for their diligent work under severe weather conditions. Seven bids for the proposed pull-through hangar were rejected Feb. 11 because they were far higher than the \$13.9 budgeted for the new de-icing hangar.

PATRIOT

Coming in April — 15th anniversary of POW homecoming



Published monthly for Patriots like TSgt. Louis Poirier of Feeding Hills, Mass. and 2,031 members of the 439th MAW at Westover AFB.

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