



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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337th Flies Against Soviet Jets

by MSgt. Larry Lentz

Flying high overhead, Soviet MiG-21s search the countryside for American aircraft. If their vigil is successful, they'll swoop down at supersonic speeds and attack. They'll take aim at the greatly outnumbered enemy aircraft and squeeze the trigger for the 'kill.'

Occasionally, one of their prey is a C-130 from Westover's 337 Tactical Airlift Squadron (TAS) or Niagara's 328 TAS on a mission dropping troops or supplies in a forward combat area.

While the battle is very real, initial impressions are deceiving. The battle isn't fought with bullets, but with computers and videotape cameras. It isn't fought over rice paddies in Southeast Asia, but over Nellis AFB in Nevada. The MiGs aren't Russian aircraft either. They're actually camouflaged American F-5E jets manned by U.S. Air Force pilots.

The scene is part of an on-going training exercise, OPERATION RED FLAG. In realistic combat conditions, American active duty and reserve force air crews compete against F-5s which closely duplicate Russian tactics and ability.

Later, the crews watch the battle they just fought on the videotape taken by cameras in the MiGs. Working with staff experts in Soviet aerial strategies, the crews learn new evasive and offensive maneuvers.

During the past two years, over 3,000 American, Canadian and British pilots have flown over the 16,000 square mile range. On three occasions, June, 1977; August, 1977 and this past February, 439th personnel joined their counterparts from across the country and the world in a week of training.

"RED FLAG originally was setup for the fighter forces," explains Capt. Paul Torpey, 337th pilot. Eventually, the exercise was broadened and now includes tac-

tical air drop situations as well as air-to-air combat.

At Nellis, the crews determine the best possible route and then fly between two points and make a drop at a designated drop zone — not unlike a typical training mission at Westover. But there the similarities end.

The C-130s must arrive undetected from the searching aircraft and radar. To do so, they fly at 'tree-top' levels and use a variety of formations. (Because of rigid low level minimum altitude requirements over Westover's surrounding communities, such training near the base is not possible.)

"The Hercules crews fly at least two mis-

sions. After the first, the crews are 'debriefed' and their mission tactics analyzed," says Captain Torpey. "Computer print-outs and videotapes accurately reconstruct the plane's flight evasion pattern. Then they are studied by the crews and staff, such as the electronic warfare officer and recommendations made. The second flight reflects newly learned strategies."

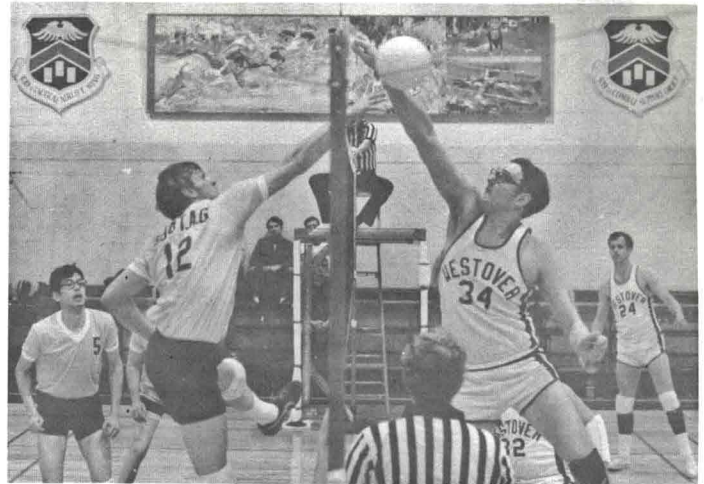
The RED FLAG missions also reflect each crew member's new and invaluable experiences flying under realistic battle conditions. With that type of training, these 439th personnel will be ready and capable were they to fly in authentic conditions.



FINAL VICTORY — Andy Lown, 33, executes an acrobatic save against Richards-Gebauer in the final game of the AFRES Volleyball Tournament. Anticipating the next move are team mates, from left, Rich Eaton, Dave Quintinella and Mike Wallace. (See story on page 2; photos by Hathaway)



THE WINNERS Westover's team, the Flyers, which captured the first place trophy in the annual AFRES Volleyball Tournament.



CLOSE ACTION Flyer's Bill Blackburn, right, watches as Rich Eaton, 34, battles it out at the net with opposition from a member of the 934TAG during the recent AFRES Volleyball Tournament.

Freedoms Foundation Theme Announced

The Freedoms Foundation Valley Forge Patriots Award theme for 1978 is "Why Am I In The Uniform Of My Country?" All military personnel, active duty, Air National Guard and Air Force Reserve (including senior Reserve Officers' Training Corps cadets) are eligible to enter the competition. The requirements:

- Submit a letter (statement, essay, or poem) between 100 and 500 words on the theme;
- Send the entry to: Freedoms Foundation, Valley Forge, PA 19481;
- Include with the entry, full name, rank, service/social security number, branch of service, and permanent home address;
- Submit the entry prior to 1 October 1978.

Among the awards will be \$100 U.S. Savings Bonds (Series E) and Defender of Freedom Awards; \$50 Series E Savings Bonds and George Washington Honor Medals; and Valley Forge Honor Certificates. Top award winners will be invited to the awards ceremonies at Valley Forge on the official George Washington birthday holiday.

Civilian employees at military installations and spouses and children of Armed Forces personnel are not eligible to participate in the Valley Forge Patriots Award program. They are, however, eligible to enter in other categories. Full information on these programs is available from Awards Administration, Freedoms Foundation at Valley Forge, PA 19481.

Base Again Host

Westover Wins Volleyball Tourney

by Maj. Robert Hafner

The Westover Flyers retained their AFRES volleyball championship in an exciting tournament held at the Base Gym on April 8. The well-drilled Flyers executed almost perfectly, winning eight of the nine games played throughout the tourney.

The eight teams competing were the 57 and 85th Aerial Port Squadrons from Hanscom, the 919SOG from Eglin, the 442 TAW from Richards-Gebauer, the 934TAG from Minneapolis-St. Paul IAP, the 302TAW from Rickenbacker, the 927CAMS from Selfridge and the 439 TAW. All teams were high in their praise of the 439th MWR staff for their organization and direction of the tournament.

Finishing second behind the 439th was the 442nd, who lost only two matches. The 442nd was a formidable team and presented Westover with a mighty challenge for the championship. The final match was

an excellent display of skill and finesse on the part of both teams.

Finishing third were the gallant, but undermanned, men of the 934th. This never-say-die crew hung on the brink of elimination throughout their match with the 927th, but managed to take the bronze medal.

Members of the winning Westover team included Capt. Andy Lown, Rich Eaton, Bob Martens, David Quintinella, Mike Wallace, Bill Blackburn, Jack Murdock, Don Perry, Dan Schlinger, Vic Viglione, Rick Oliver, R. E. Heroux and Dennis McGrevy. Coaching the champs was Mike McNicholas.

Westover can be proud of its volleyball champions and the way the tournament was conducted. A lot of hard work went into the preparation and direction of the tournament. We are looking forward to another championship next year.

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Base Commander
Col. J. Frank Moore

Wing Information Officers
Maj. Robert D. Hafner
Maj. Rudolph G. DiLuzio

Editor
MSgt. Lawrence H. Lentz

Base Information Officer
Miss Betty O'Connell

Staff

SSgt. Marshall Hathaway
SrA Dean M. Mauro

Amn. Deborah Elliot
Amn. Patricia Joyce

CREW'S HEROISM PREVENTS AIR DISASTER

by Major Rudolph G. DiLuzio

"It would have been a lot easier to just let go of the wheel and resign ourselves to die," recounts Maj. Gale French of his C123 flight. It began as a routine check flight and ended with an airborne fire, a successful crash-landing at Westover, and the extraordinary actions of a crew which averted a major tragedy.

The 731st TAS crew on that October 11, 1977 flight, Capt. Richard Gavin, pilot; Maj. Gale French, co-pilot; and SSgt. Gary Miller, flight mechanic; started its maintenance operational check.

The C123 made a gentle left turn out of traffic and climbed to 5500 feet over Quabbin Reservoir. After approximately eight minutes, as the throttles were reduced to cruise power at level-off, the right reciprocating engine surged noticeably. Sergeant Miller immediately turned and saw dense black smoke and a tremendous fire brewing from inside the cargo compartment. Warning the pilots, he tore off his radio headset and donned a smoke mask with its portable oxygen bottle. He grabbed a fire extinguisher, moved into the cargo compartment, and tried to bring the flames under control, which now stretched out nine feet.

The pilots began a descent toward Westover. Within seconds the cockpit was inundated with heavy, black, suffocating smoke. They groped for their smoke masks. Because of the smoke, they could not find them. Both were having extreme difficulty breathing. They opened the cockpit side sliding windows for fresh air and for visibility. With the increase in smoke, Captain Gavin lost all visibility, and Major French took control. He could hardly see his air-speed and altitude indicators nor Captain Gavin next to him. And worse, the interphone system failed. Not only couldn't the pilots communicate with each other, but they lost contact with Sergeant Miller who was still battling the cargo area flames.

Major French transmitted an emergency message to Westover and continued the descent back. Leaning at a 45° angle to his right, he kept his head partially out the window to breathe and see what little he could. He was flying by feel and instinct.

Unknown to the aircrew, an external fire was also raging. A massive fire was eating away at the left wing, flaps, aileron, nacelle fuel tank, and the left horizontal stabilizer.

Ground spectators watched in horror as the huge fireball approached. On the left-hand side, the flames were twice as large as the plane itself. The fire had burned through the hydraulic and electrical systems and all flight controls on the left side of the aircraft.

Two miles away from Westover, Major French tried to lower the landing gear. The



SURVEYING THE DAMAGE to the wing of the fire-wracked C-123, are, from left, SSgt. Gary Miller, Capt. Richard Gavin and Maj. Gale French.

nose gear, however, would not extend.

Suddenly, the airplane started to turn to the left. Major French fought for control. He applied full right aileron and full right rudder. No response. The smoke and heat in the cockpit was nearly unbearable. Now Major French altered engine power. Slowly the airplane came back to the right, and headed for the runway. Altitude was now about 1000 feet.

Sergeant Miller, meantime, with no communication ability with the pilots, and flames advancing, put on a parachute and crawled toward the rear compartment door. He received the bail-out ring, jumped, and landed safely about a mile from Westover.

A minute later the airplane was nearly on the runway. Major French held the nose up just a bit as the airplane landed on the main gear and then gently lowered the nose to the pavement. They came to a screeching halt on the runway center-line.

The two pilots then evacuated through the cockpit side windows as fire and emergency vehicles encircled the blazing C123.

The courage and airmanship displayed by the crew during a terror filled four minutes had saved their lives and had averted a possible major disaster.

For his efforts, Major French was named the 439th TAW Outstanding Aircrew Member of the Year and has been nominated for the Koren Kolligan, Jr. Trophy.

Commander's Call Honors Group Personnel

CMSgt. Henry Scott, 439 CSG first sergeant, was one of 11 CSG members receiving special commendations at the group commander's call on Sunday, April 9. Col. J. Frank Moore, base commander, pinned the Meritorious Service Medal on Sergeant Scott for his exemplary abilities as base first sergeant between April 1974 and January 1978.

Others honored with Air Force Commendation Medals were Maj. Edward J. Seilius, chief of CBPO; MSgt. James B. Dunn, 905 WSSF security police superintendent, January 1976 to May 1978; TSgt. James E. Stokes, 905 MOBSF, fuels management supervisor, May 1974 to February 1978; MSgt. Albert R. Breton, base disaster preparedness technician, August 1975 to

November 1977; MSgt. George Garneau, administrative supervisor of housing services, May 1974 to December 1977; TSgt. John J. McNamara, Jr., 439CSG personnel technician, from December 1969 to November 1977.

Certificates of Achievement were given to CMSgt. Jack Murdock, SSgt. Hubert Jaundoo and SrA Richard J. Mayette for their accomplishments during 1977. They were the 439th nominees to 14AF for the annual competition as Senior NCO, NCO and Airman of the Year. SSgt. Marshall R. Hathaway, II, received recognition for his completion of Extension Course Institute Command NCO Academy correspondence course.

(Photos on page 6.)

BASE "OPS": W

by Sgt. Debbie S

Walk in, look around and you'll be greeted by the constant ring of the telephones and the bustle of people scurrying about. While the Base Operations building might look unimposing and dwarfed by its neighbors, the huge hangars, inside it's a beehive of activity and the center of all flying activities at Westover.

Keeping pace with the never ending telephone clatter are the Base Operations dispatchers who work at the "front desk." They also maintain departures and arrivals on various logs, check pilots' flight plans and weather briefings and update various forms and charts.

Each dispatcher works the desk's two phone systems. The first system involves direct lines which go to Westover's Control Tower; to the Windsor Locks Flight Service at Bradley Airport, Conn., who monitors all flights; to Transient Alert, a crew responsible for all incoming aircraft parking, refueling and servicing; and to the Wing Command Post.

The second system involves the primary and secondary crash phones. These phones contact the 16 different stations in actual or practice emergencies.

On UTA weekends, reservists are divided into two crews. The first works from 7 a.m. to 4 p.m. and consists of SSgt Janis A. Sledge, crew chief; SSgt. Leda Partridge; SrA Susan Paul and Amn. Peter Jensen. From 2 to 11 p.m. crew B takes over. They are crew chief TSgt. William McGuirk, SrA Mary DeVore, SrA Roxann Henry, SrA Marybeth Wislocki, A1C Ronald McNeil and AB Cesar L. Ruiz. Two reservists who will join the Base Operations team

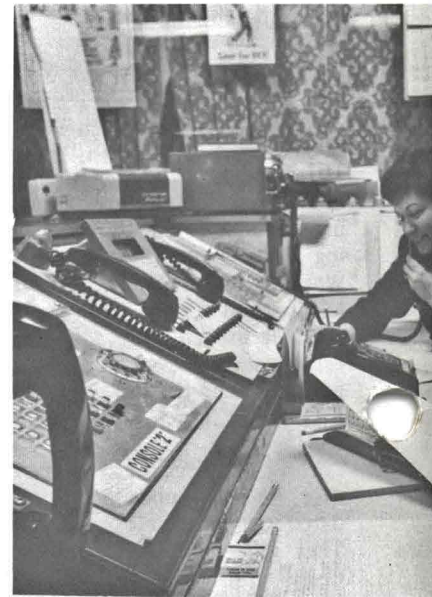
shortly are SSgt. Christine F. Paige, a Palace Chase assignee administrative specialist and AB Frances M. Doyle, a new enlistee currently on initial active duty training at Lackland AFB, Tex.

During the month, civilians Hendry Grabowski, Audrey Jones, James Myers and Bill McGuirk take control. They are assisted by Roxann Henry, a temporary federal employee.

Responsibility for the front desk is only part of Base Operations. It receives and coordinates all flight plans from crews of departing aircraft and relays the information to Westover's tower and the Windsor Locks Flight Service. The Boston Air Route Traffic Control Center is also notified when a pilot files an Instrument Flight Rule (IFR) Flight Plan. When a pilot chooses IFR, the Boston Center covers the predetermined route and controls the aircraft's air space at different check points during the flight. Weather conditions and the length of flight are the factors which determine if a flight is IFR or Visual Flight Rule (VFR).

"A flight plan states the route of flight, the aircraft's departure and arrival times, transportation of services a crew may require at a base, the weather forecast, an alternate field on which to land in case of bad weather or an emergency and any other information needed by a crew before a flight," comments MSgt. James E. Hughes, airfield management supervisor and OJT trainer. "Last year, we handled 2,650 plans. We also have a Flight Weather Briefing form for pilots to fill out before a flight."

During flight planning, a pilot and his crew first plot their flight course in Base Operations' Flight Planning Room. Enlarged state, country and world, wall and table maps dominate the room. These diagrams show all airways, airports and check points throughout the world needed in preparing a flight route. Periodically, they are changed and updated by Sergeant



FRONT LINE TROOPS SSgt. Leda Partridge and SSgt. Janis A. Sledge, both dispatchers, busily work Base Operations.



WEATHER OR NOT A1C Ronald McNeil relays weather information from the Base Operations telewriter to crew members.



PINPOINTING A LOCATION SSgt. Christine F. Paige plots the exact location of one of Westover's flights assigned to Base Operations.

What an Operation!

idebaker

McGuirk. He is also a civilian flight operations assistant and dispatcher.

"Next, the crew checks the weather," says Sergeant Hughes. "The weather is received from the forecaster at Pease AFB via AUTOVON. A telewriter on the dispatch desk gives the pilot current Westover weather observations."

The NOTAM (Notice to Airmen) board

provides current navigational and flight planning information for crew members concerning enroute and destination facilities and navigational aids.

"For example, if a runway at McGuire AFB, N.J. is undergoing repairs, a coded notice of warning is posted on the NOTAM board," explains Sergeant Sledge. "Then, any crew flying to McGuire would be aware of it."

There are two other maps of concern. The first is the Westover field diagram. "Any activities on the airfield, besides aircraft, are constantly watched and plotted on this map," says Sergeant Hughes. "the map would show a snow removal team, a maintenance man fixing the runway lighting or any type of construction. We inspect the runways, taxiways and ramps daily for their condition or foreign objects that could cause damage to aircraft (FOD) and airfield lighting."

The second is the Map of Area of Responsibility, which outlines the military emergency disaster boundaries in New England for which Westover is responsible. These boundaries cover most of Western Massachusetts and Connecticut, Northern Rhode Island, Eastern New York and Southern Vermont and New Hampshire.

Not only do Base Operations people help air crews leaving Westover but they also help them when they arrive. Arrangements are made for accommodations, transportation, maintenance, security, and other requested information. A Base Exchange snack bar and distinguished visitor (DV) Lounge are also available.

Another assistance rendered to visiting

aircraft and crews is the "FOLLOW ME" vehicle. "A sign, labeled FOLLOW ME and equipped with directional and informational signals, is mounted on the back of the cab," says SMSgt. John A. Waterhouse, air operations superintendent and NCOIC. "When a visiting aircraft lands, this vehicle directs the plane from the airstrip to its parking area."

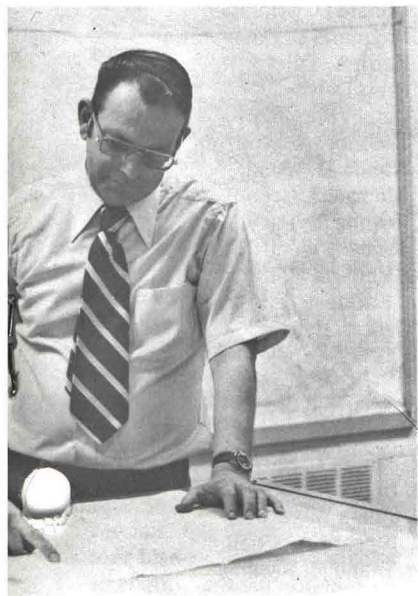
"Besides keeping track of visitors, we must keep track of our own people," says Sergeant Waterhouse. On UTAs, Amn. Carol J. Bergman, operations system management specialist, maintains the flight records of base personnel on flying status (pilots, navigators, engineers, loadmasters, flight nurses, medical technicians and flight surgeons). Kae D. Kelley and Sally Carrington, flight records management employees, maintain these records during the month. The current flying history of the aircrews includes flying time, flight physicals, physiological training, landings, instrument approaches and aeronautical ratings. Additionally, all aeronautical orders are prepared by this office.

Base operations personnel and functions are supervised by Lt. Col. Arthur F. Murphy, USAFR (Ret.), chief of airfield management and Mr. Jeremiah J. Riordan, his assistant. Day to day administration matters are handled by Lillian Noga.

"We take care of all aircraft from the time of take-off to the time they land," says Sergeant Waterhouse. "The 337th and 731st TAS and all other Westover transient aircraft visitors depend on our knowledge and skills. Doing our part keeps us busy — very busy!"



Partridge, left, and SSgt. Janis Sledge, operations' front desk.



Grey Jones shows James Myers the ex-altitude routes. Both are dispatchers



TIMELY TIPS SrA Roxann Henry updates the Westover field diagram with base runway conditions.

439CSG Salutes its Members



HIGH HONOR Base Commander J. Frank Moore pins the Meritorious Service Medal on the blouse of the group's First Sergeant, SMSgt. Henry Scott.



COMMANDER'S CALL HONOREES Receiving recognition at the 439CSG commander's call in April, from left, are Maj. Edward Seilius, SMSgt. Henry Scott, MSgt. Albert Breton, TSgt. James Stokes, SSgt. Hubert Jaundoo, TSgt. John McNamara, SrA Richard Mayette, MSgt. James Dunn and CMSgt. Jack Murdock. Another honoree, SSgt. Marshall Hathaway, took the photo.



PROMOTED

SMSgt. George W. Schwager
MSgt. Michael E. Florida
SrA Neil B. Cormier
SrA Matthew W. Dooney
SrA Lillian T. Goodale
SrA Rene R. LaFrance
SrA Daniel G. Mielczarek
SrA Joanne M. Pacella
SrA Theresa L. Patenaude
SrA Brian J. Sullivan
SrA Bruce W. Szepelak
SrA Gary N. Vickers
A1C Nataleau Andrews
A1C Jeanna L. Eberhart
A1C David J. Valego

ENLISTED

SSgt. Allen G. Alward
SSgt. Paul A. Bates
SSgt. Robert A. Crothers
SSgt. Walter J. Gorniak

SSgt. John R. Hendee, Jr.
SSgt. John O. Menard
SSgt. Bruce N. Roseen
SSgt. Richard A. Schall
SSgt. John B. Sypek
Sgt. David J. Pelletier
Sgt. Roger E. Query
Sgt. Patrick F. Wallace
Sgt. Charles J. Warbeck
SrA Bruce M. Benoit
SrA Joseph K. Clinton
SrA James C. Dexter
SrA Robert J. Duval
SrA Billie Portmann
A1C Manuel Gomes
Amn. Ronald E. Michon
AB Vidal I. Bustamante
AB Roberto Diaz
AB Brent Funderburg
AB Dorothy A. Grajales
AB Peter H. Hansen
AB Paul J. Janeczek
AB Valerie Jenkins
AB Kevin W. Kelly
AB Brian P. Kirkham
AB Susan K. Linenkemper
AB Peter J. Murray
AB Robert L. Scavotto
AB Dawn S. Schile
AB Cornell Swain
AB Henry R. Talbot
AB Joseph P. Tomanelli
AB John B. Torello, Jr.
AB Collins T. Ward
AB Mark A. Wilmot
AB Judith A. Young

REENLISTED

SMSgt. John C. Mulcay
MSgt. James A. Crocker
MSgt. Richard A. Dolsay
MSgt. Leon Nicolliello
MSgt. Peter P. Wysocki, Jr.
TSgt. Alfred L. Burrier
TSgt. Tom M. Irving
TSgt. Richard L. Duville
SSgt. Anthony D. Feato
SSgt. Mark E. Keyes
SSgt. George T. Marcotte
SSgt. Karen S. Martin
SSgt. Wayne M. Martin
SSgt. Paul A. Petersante
SSgt. Thomas A. Roohr
SSgt. Anthony N. Staffiere
SSgt. John J. Sullivan
SSgt. Larry L. Santerre
Sgt. Paul A. Carroccia
Sgt. Fred E. Gompper, Jr.
SrA Gail M. Mas
SrA Betsy V. Rainville
SrA Kathleen M. Ritter
SrA Beverly K. Sheridan
SrA Sharon B. Williams

DISCHARGED

SSgt. Phillip E. Russ
SSgt. Robert T. Taylor
Sgt. Charles H. Narault, Jr.
SrA Lisa M. Waldron

TO STAND BY RESERVE

TSgt. Albert I. Bean
TSgt. Doran Shumway
SSgt. Donald E. Bryant
SSgt. David P. Fontaine
SSgt. Thomas F. Galloway
SSgt. Larry A. Pickett
Sgt. Michael R. Amoruso
Sgt. Paul R. Bennett
Sgt. Donald D. Brinkman
Sgt. Raymond C. Davies, Jr.
Sgt. Keith A. Tillet
SrA Brett Delves
SrA Quincy Stephens
SrA Theodore A. Wolfrum
SrA Wanda M. Wood
A1C Michael J. Gremila
A1C Joanne M. Pacella
A1C Richard Woods, Jr.
Amn. Patricia E. Irving
Amn. Kathleen A. Kozmon
AB Mark L. Benard
AB Mark C. Kupiec

REASSIGNED

SSgt. Sandra L. Barrett
SSgt. Henry H. Eide
SSgt. Julian W. Gaston
SSgt. Richard A. Schall
Amn. Diane M. Iovanna

RETIRED

TSgt. Paul H. Crossett



HAIL THE CONQUERING VICTORS Westover's participants in RED FLAG's battle against "Russian" aircraft pause after their mission. They are, from left, Lt. Col. Louis Paskevicz, 337 TAS commander; Maj. Robert Dean, 337th navigator; Capt. Roger Peltier, 439 TAW navigator; MSgt. Richard Rehnberg, 337 TAS flight engineer; SSgt. Larry Muniec, 337 TAS loadmaster; MSgt. John Nagy, 905 APF loadmaster; TSgt. Robert Barnikow, 905 CAMS crew chief; and Capt. Dante Mazzochi, 337 TAS pilot.

C 130s Pass 10 Year AFRES Marks

First delivered to the Air Force in 1956, the C-130 was considered an 'active-duty' aircraft for its first 12 years. Today, it celebrates ten years in the Air Force Reserve.

Reservists received their first C-130 in 1968 when the 446th Tactical Airlift Wing at Ellington AFB, Tex., became the first unit flying the airplane named for Hercules, the Greek god known for his strength and courage.

From those first days AFRES C-130 operations have grown significantly. Currently, there are 11 C-130 squadrons along with one AC-130 gunship outfit and one WC-130 weather squadron.

Some 32 percent of the total AFRES fleet of 474 aircraft are C-130s. Over the years, Lockheed has produced more than 40 versions of the aircraft for military and civilian use. Of the four basic military designs, the reserves are flying some of each.

—61 are the prototype version, the C-130A, originally designed for the Tactical Air Command and delivered in the late 1950s. The 914 TAG flies this model.

—37 are the "B" model, built between 1959 and 1963. They are similar to the "A" version, but have more powerful engines, four-blade props, greater structural strength, and additional fuel capacity. Westover's 337TAS eight C130s are these models.

—32 are the "E" version, built between 1961 and 1974. The "E's" have increased

payload and range capabilities over the earlier models. A key change was the addition of two 1,360-gallon external wing tanks mounted on wing pylons. These tanks gave the C-130E true transoceanic range.

—21 are the "H" version, first produced in 1964. This version has more powerful engines than earlier models, a new auxiliary power system, improved braking systems, a new search and weather radar, and wing structural improvements.

All of the AFRES-owned "H" model are being used for specialized missions: 12 are flying search, rescue and recovery missions; two are helicopter refuelers and seven are used for weather observation.

AFRES also has 10 Hercules gunships, half of all C-130 gunships in the Air Force. The AFRES gunships are C-130As, retrofitted for gunship operations at Robins AFB, Ga.

Since the Air Force Reserve started flying the C-130 in March 1968, Reservists have flown an impressive 402,596 flying hours.

Since the first model 25 years ago, payload has increased 26 percent, the speed has climbed 11 percent, range has jumped by 52 percent and the takeoff distance requirement has been improved by 17 percent.

In its basic configuration as a transport, it can carry 64 paratroops, or 74 litters patients or 92 ground troops. The maximum

Nominations Due for Outstanding Individual Awards

Unit commanders are reminded that nominations for Senior NCO, NCO and Airman of the Year awards must be submitted to the Enlisted Advisory Council (EAC) to arrive prior to the council's next meeting to be held on Sunday of the May UTA, at 1500.

The annual awards go to those individuals who have shown outstanding accomplishments while a member of the Air Force Reserve.

Nominations may be submitted through the unit's EAC representative or forwarded to SMSgt. Robert Johns, 439CSG/DPM; TSgt. William Rose, 439CSG/RS; or TSgt. Andrew Hoffman, 905 MOBSF.

General Jones to Be JCS Chairman

Washington (AFNS) President Carter has nominated Gen. David C. Jones, Air Force Chief of Staff, to become the chairman of the Joint Chiefs of Staff. He has also nominated Gen. Lew Allen, Jr., Vice Chief of Staff, to become the Chief of Staff.

General Jones has been the Chief of Staff since July 1, 1974. He has recently been serving as acting JCS chairman for Gen. George S. Brown, whose term ends June 30. General Jones was commander of 2AF when the 99 Bomb Wing (SAC) at Westover was transferred to 2AF from 8AF in 1970.

General Allen became the Vice Chief of Staff April 1. He had previously served as commander of Air Force Systems Command, Andrews AFB, Md. His successor as Vice Chief of Staff has not been named.

payload for a normal logistics mission is around 35,000 pounds.

Over the years, it has bombed, served as a gun platform, hauled equipment, made mid-air catches of space packages re-entering the earth's atmosphere, fought forest fires, launched and directed drone aircraft, watched the weather, been a flying hospital, a jump platform, a heavy assault transport and made surface-to-air pickups of downed airmen or astronauts from land or sea.

When it was first designed, the Herc was considered radical in design. Yet it was the forerunner of many military transports. Utilitarian rather than aesthetic in design, the Herc is expected to be around for years to come.

Aero Club is Looking Up

by MSgt. Larry Lentz

Westover's Aero Club is out to make Westover's airmen truly air-men and air-women. Its new membership drive seeks to get reservists and other military personnel off the ground and behind the controls of their aircraft.

"While many club members already have their pilot's license requirements," reports Club Manager Gary Readio, "now we're telling other reservists, active duty, retirees and dependents about the rewards of flying, both personal and financial, and the benefits of joining Westover's club."

Besides explanations, the club offers potential members a first hand opportunity to judge for themselves. They can take an orientation flight by completing the necessary paper work, paying a \$2 application fee and the plane's hourly fee of either \$15 or \$20. There's no other charge if the pilot is a licensed member. If not, there's another \$7 fee.

Once "hooked", new members start their education at the Private License Ground School. The course runs for 40 hours and includes weather, navigation, aircraft performance and regulations.

Then it's up in one of the club's two Cherokee 140s or one Cherokee 180 (IFR equipped) for 20 hours of instruction and another 20 hours of solo flying. The minimum of 40 hours meets private license requirements.

Advanced members are seeking other ratings besides flying for recreation.

The next logical step is the instrument rating which permits pilots to fly in less than ideal weather. They must complete a minimum of 200 hours of flight of which 40 are with an instrument instructor. For at least 15 of those hours students fly in 'instrument weather' and wear a specially designed hood. This forces navigation by instruments alone rather than using any outside visual references.

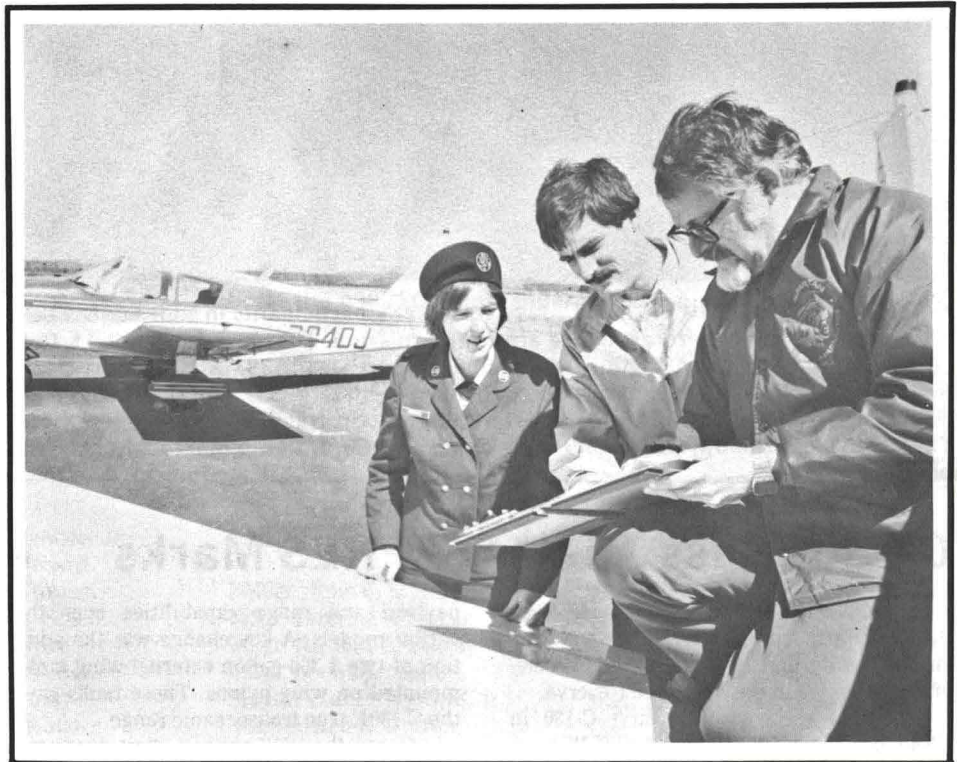
Commercial pilot and flight instructor candidates may be using a new Cherokee Arrow. The club plans to purchase the plane which has controllable prop pitch and retractable landing gear. It will satisfy those wanting a complex, high performance aircraft for recreational and cross country flying.

In addition to expanding its fleet, the Aero Club will expand its staff. A full time instructor recently joined the manager. Mr. Readio has been flying since 1966, logged over 800 hours and has earned his commercial, instrument and multi-engine ratings. The Navy veteran and American International College graduate owns a Cherokee 180 and also enjoys sport parachuting.

The new instructor is Bart Armster. He's a retired Air Force major, with commercial, single engine/multi-engine and instrument ratings and 5,000 hours of flying time.

"The advantages of an Aero Club membership are many," says Mr. Readio. "It's

an extremely inexpensive way to learn to fly. At a commercial facility, the rental and instructors' fees would cost approximately \$1200. At Westover, the cost is only \$740. And for those previously land-locked airmen, one day they'll be able to invite their families, 'let's go to Cape Cod for lunch.' "



PREFLIGHT INSTRUCTION includes familiarity with flight plans. Aero Club novice, Amn. Pat Byrnes, 439 CSG, discusses her upcoming flight with Gary Readio, club manager, and Bart Armster, instructor.

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WESTOVER AIR FORCE BASE, MA. 01022**

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