

PATRIOT

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Federal judge rules in Westover's favor regarding C-5 lawsuit

By Maj. Rick Dyer

A federal judge has ruled in Westover's favor and rejected a lawsuit filed to halt the conversion to an inventory of 16 C-5 aircraft.

Valley Citizens for a Safe Environment sued the base and Air Force officials last year at the U.S. District Court Springfield.

The long-awaited decision ended the lawsuit prior to a full trial, since the Court concluded there were "no genuine issues of fact" in dispute which would support a judgement in favor of the Valley Citizens,

In a 23-page ruling issued Sept. 29, Chief U.S. District Judge Frank H. Freedman found the Air Force complied with the National Environmental Policy Act in preparing the Environmental Impact Statement.

They attempted to block the C-5s by alleging flaws in the EIS, including claims that the Air Force used inadequate methods to calculate the noise and pollution from the Galaxies.

In denying those claims, Judge Freedman ruled the Air Force had made a "good faith effort" to assess the impact of air pollution in its EIS, and that standards for measuring noise were "reasonable."

"Requiring precision in predicting long-term noise pollution impact would be particularly absurd, given the subjective, human elements in any measure of annoyance," Judge Freedman wrote.

The judge concluded that the EIS "fulfilled NEPA's goal of providing all significant and reasonably obtainable sources of information upon which to make a decision regarding the proposed

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(USAF photo by Nora MacKay)

FAMILY FUN—Fabrication and parachute specialist SSgt. Mark S. Higgins and his son, Danny, take a break from Hangar 3 festivities at Westover's Family Day picnic. For more on Family Day, see pages 8 and 9.

EDITORIAL**Toward the common wealth**

Springfield Mayor Richard E. Neal hit the nail squarely on the head during his recent speech to the 439th MAW's officer corps.

"How many of you believe that Westover could be built here today?" the mayor asked. His point wasn't lost on the audience—no one raised a hand.

Most people, Mayor Neal noted, would say that they believe in the need for more correctional facilities, quality education and a strong national defense. But he also contends that few of those people would support the construction of a jail, school or Air Force base in their neighborhood.

The mayor, who has proposed that a correctional facility be built in the center of Springfield, realizes that hard decisions—and difficult sacrifices—are sometimes required to solve the problems confronting our cities, states and nation.

It's unfortunate, but Mayor Neal's vision and sense of "commonwealth" are not shared by some of Westover's more vocal opponents.

They bitterly decry the base and seek to halt its C-5 operations, apparently ignoring the fact that the base is nearly 50 years old and was engaged in extensive military flying activities long before some of their neighborhoods were even built.

More significantly, they are apparently oblivious to the important contributions which our C-5 Galaxies make, on a daily basis, to the United States' defense effort.

During the past year, the 439th MAW has flown countless missions to all parts of the globe. Our aircrews have airlifted U.N. peacekeeping forces to the Middle East, firefighting equipment to Yellowstone National Park, Navy equipment to the Persian Gulf, and relief supplies to hurricane victims in Texas.

Some of the missions have been glamorous (flying President Reagan's helicopters and limousine to Belgium or traveling to Germany on a mission to support the INF treaty) and some of them were more mundane, but all were important.

The C-5s are noisy, just as were the B-52s and K-135s which flew out of Westover in earlier decades. Admittedly, their noise can, at times, annoy or inconvenience some of our neighbors.

But everything in life has a price tag, and it is impossible to build large, strategic cargo planes with silent engines.

The bottom line is that sacrifices and accommodations are sometimes required in the national interest. Or, as Mayor Neal suggested during his remarks, being part of the "commonwealth" means giving, as well as taking.

—Maj. Rick Dyer
Public Affairs Officer

Briefs**Communications group reorganizes**

The operating location of the 1998th Communications Group at Westover was inactivated Oct. 1, and the operating location of the 2185th Communications group was activated here.

The 2185th, which falls under the Air Force Communications Command, will report to Headquarters, Air Force Reserve at Robins AFB, Ga. It is an active duty unit with all civil service workers tailored to the requirements of AFRES.

All office symbols and services rendered under the 1998th will be the same for the 2185th.

Airshow theme

The theme of Westover's 1990 international airshow will be "Soaring to the Future."

According to Robert Motley, Westover's airfield manager and the show's coordinator, the three-day event will highlight scores of military and civilian aircraft and will be one of the largest airshows held in the U.S.A. that year.

The airshow is scheduled for July 20-22, 1990, and is being planned to coincide with Westover's 50th anniversary and the city of Chicopee's centennial celebration.

Cadets train

Air Force ROTC cadets from Detachment 355 at Boston University got a first hand look at their future careers Aug. 29 through Sept. 2 when they participated in an orientation at Westover.

Approximately 50 cadets—most of them incoming freshmen at the university—lived in barracks at the base during the indoctrination period.

New numbers

The billeting office has announced that the new front desk number is (413) 593-5421. New extensions are: Paul Gilman, housing manager, 3000; Robert Mathieu, assistant housing manager, 3002; Carol-Jane Miller, reservations, 3003. The Autovon number is 589-3032 or 2965 or 2932.

PATRIOT

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Funds for Westover childcare program allocated

By TSgt. Sandi Michon

Children may not work at Westover, but they can impact the job performance of their parents.

Maj. Mary Griffiin-Bales, 74th AES senior flight nurse, and mother of two, is keenly aware of child care considerations and has labored more than five years to get a child care program at the base. She sees light at the end of the tunnel.

With delight, Major Griffin-Bales reports that the Air Staff has allocated \$200,000 over the next two years for a prototype day care program.

"The parameters of the program are broad," she said. "We are conducting a widespread survey of all reservists, active duty and civilian employees at the base. Reservists received the surveys mailed to their homes, while those residing in DOD housing units had them hand delivered. Civilian and active duty employees received surveys at their individual work stations.

"One of our options is to use the trailers once occupied by the maintenance squadrons. The area between the pool and the VOQ is a possibility," she said.

"We may put the child care contract out for bid," said Major Griffin-Bales.

"Our goal is to make child care available seven days a week, hopefully for two shifts to accommodate maintenance and security police," said Major Griffin-Bales. "We hope to care for infants, toddlers, preschool, kindergarten, special needs and latchkey children. We also plan to offer short-term care and eventually offer sick care for children with mild, non-contagious illnesses. In short, we hope to accommodate everyone's needs."

Her journey toward establishing a child care program at Westover has been long and difficult. In 1982, she realized the 74th AES was losing personnel due to child care woes. She soon found the problem was evident base-wide.

When Major Griffin-Bales became the Federal Women's Program manager for Westover in 1984, she began to pursue the child care problem in earnest. "We began to hold 'sandwich seminars' during lunch hours to determine the exact needs of the Westover community," she said.



(USAF photo by TSgt. Sandi Michon)

MAJOR MOM—Maj. Mary Griffin-Bales and her children tour the C-5 on family day at Westover. Her children are Bridget, four, and Ian, six.

"Each step of the process only confirmed that child care was a critical need and a solution was a necessity," said Major Griffin-Bales.

Over the next four years, Major Griffin-Bales spent hundreds of hours working toward a solution, the majority of the time, uncompensated. Her current civilian position as employee relations specialist at Westover has provided added impetus in pursuing the child care issue.

She has met with local day care

workers, local chambers of commerce, mayors and their staffs, base personnel, child care related state agencies, AFRES personnel and Air Staff personnel at the Pentagon.

"I have taken surveys, studied state child care laws, conducted meetings, taken seminars and written in-depth proposals," explained Major Griffin-Bales. Unfortunately, she also hit many dead ends along the way.

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Ramstein crash will not halt plans for Westover airshow

Preparations for 50th anniversary in 1990 will be carried forward

By Maj. Rick Dyer

The recent disaster during an aerial demonstration by Italian fighter jets at Ramstein Air Base in West Germany will not stop plans for a three-day international airshow at Westover in 1990.

"Our plans for the airshow have not been interrupted," said Robert Motley, airfield manager and the show's coordinator. "As always, the safety of spectators is our paramount concern."

Preparations for the Westover Airshow, scheduled for July 20-22, 1990 have been underway since April. The event will be held in conjunction with the base's 50th anniversary, and the 100th birthday of the city of Chicopee.

The topic of airshow safety became front page news around the world Aug. 28 when three jets from the Italian Air Force Frece Tricolor aerial demonstration team collided and exploded over Ramstein.

In addition to the pilots, at least 50 spectators were killed in the fiery crash, and more than 500 others were injured.

The accident is being investigated by the Air Force. Senior Air Force officials expressed sorrow over the tragedy, and have promised a continued review of airshow safety procedures.

"On behalf of the men and women of the U.S. Air Force, General Welch and I extend our deepest sympathies to the families of those killed in Sunday's unfortunate accident at the Ramstein Air Base Airshow in West Germany," Air Force Secretary Edward Aldridge Jr. said in a statement. "Our thoughts and prayers also go out to the many injured and their loved ones, with every wish for their recovery."

Secretary Aldridge, who issued the statement jointly with Air Force Chief of Staff Gen. Larry Welch, also indicated that the Air Force does not plan either to halt military airshows or to ground its aerial demonstration team.

"Air shows and base open houses are held throughout the world to show the capabilities of today's Air Force," he said. "Aerial demonstrations provide the general public with a unique opportunity to view the Air Force's people and equipment in action."

Secretary Aldridge also promised that, "we will continue to exercise these



(USAF photo by TSgt. Sandi Michon)

BIRDS AT WESTOVER—The Thunderbirds, the Air Force's aerial demonstration team last performed here in 1987 and are expected to be here in 1990.

procedures to ensure that our future Thunderbird performances and other aerial demonstrations at civilian and military-sponsored airshows are executed in the safest possible manner and environment."

The Thunderbirds, formed in 1953 as the Air Force's official aerial demonstration team, is one of several flying units which have been invited to perform in 80 demonstrations at more than 60 sites per year, according to Sgt. Jody Laws of the Thunderbirds public affairs staff.

The Navy's aerial demonstration team, the Blue Angels, also "will continue to fly on schedule," said Petty Officer Jeff Wood, a Blue Angels spokesman. He said that the Blue Angels will give 80 performances at 35 locations this year.

Pentagon and Westover officials emphasize that stringent Federal Aviation Administration regulations are enforced at all U.S. airshows in order to ensure spectator safety.

"People are interested in our technology and in the capabilities of our pilots and planes."

*Robert Motley
airfield manager*

"FAA inspectors are present at every airshow in the United States," said Maj. Temple Black, aviation officer with the Office of the Secretary of the Air Force Public Affairs staff. "They do a pre-site survey to evaluate the aerial demonstration team's maneuver package prior to approval of the show."

According to Mr. Motley, FAA rules require that spectators at all U.S. airshows be kept a minimum of 1,500 feet away from the show line of an aerial performance.

"FAA regulations control the air-space at every civilian and military airshow in this country," Mr. Motley said. "If they [FAA inspectors] feel something is unsafe, they'll stop the show, if necessary."

The airfield manager is optimistic that the tragedy in West Germany will not dampen the enthusiasm for the 1990 airshow. He cited figures released by the International Council of Airshows, which estimates that 18 million visitors attend flying demonstrations each year.

"People are very interested in our technology and in the capabilities of our pilots and planes," Mr. Motley said. "We want them to come, and we want them to know that everything humanly possible will be done to ensure their safety."

Lt. Col. Kocay named Superior Court judge in Connecticut

By Maj. Rick Dyer

Lt. Col. Andre M. Kocay, Westover's staff judge advocate, became a judge of the Connecticut Superior Court in September.

Colonel Kocay, the son of immigrants who fled from Poland in 1940 when the country was invaded by Nazis, was appointed to the bench by Gov. William A. O'Neill.

He assumed his duties Sept. 23, after taking the oath of office from Governor O'Neill during ceremonies at the State Capitol in Hartford.

Prior to becoming a judge, the colonel was a trial attorney in New Britain, Conn. for 14 years. He was a partner in the law firm of Zembko and Kocay.

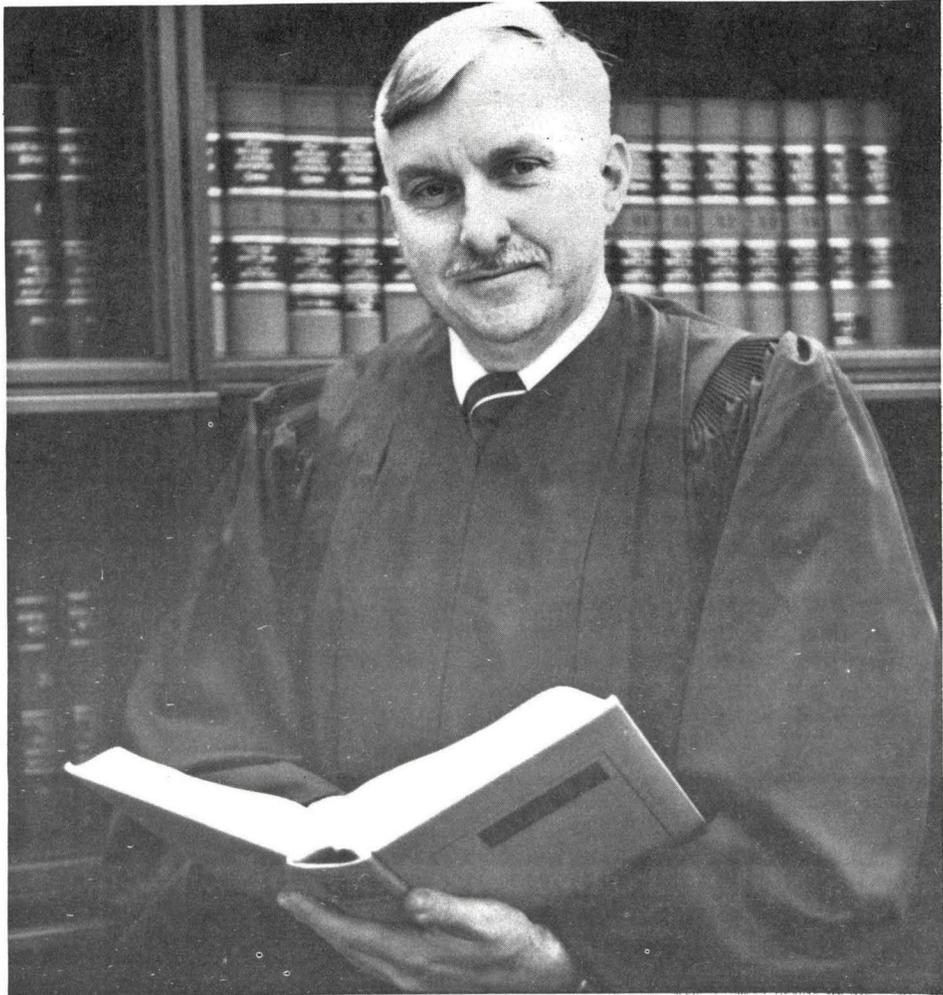
"I am delighted to make this appointment," Governor O'Neill said. "Andre Kocay is very well qualified to assume this important position."

The new jurist is a graduate of Fordham University and the University of Connecticut School of Law.

Colonel Kocay served on active duty in the Air Force from 1969-1973, and was awarded the Bronze Star for his service in Southeast Asia.

A reservist since 1974, he joined the 439th MAW as a staff judge advocate in 1983. He has recently been instrumental in coordinating Westover's defense of a federal law suit initiated by a local citizen's group opposed to the base's conversion to C-5 aircraft.

"I'm very proud and honored, yet at the same time I am humble that the governor would see fit to make me a judge, particularly in light of all the distinguished candidates from which he had to choose," Colonel Kocay said. "Being a judge is an awesome responsibility."



(USAF photo by SSgt. Vin Blanchard)

Judge Andre Kocay

He recently underwent two weeks of orientation, and has been assigned to hear criminal and civil cases in New Haven, Conn.

"It's difficult making the transition from attorney to jurist," Colonel Kocay said. "You have to stop thinking like an

advocate and start thinking as a neutral and impartial judge."

Colonel Kocay resides in West Hartford, Conn., with his wife, Sharon, and their children, Michelle, 17; Matthew, 14; and Michael, 4.

Sunderland plaque for Korean, Vietnam vets needs donations

By Kimberly Saganski

Lining the old oak walls of the Graves Memorial Library in Sunderland, are five historic plaques recording the names of all town men who served in the French and Indian War, the Revolutionary War, the Civil War, World War I and World War II.

What are missing, unfortunately, are two plaques immortalizing the names of 89 local men who served in Korea and Vietnam.

According to Mrs. Shirley Graves, the Chairman of the Board of Trustees of the library, the plaques have been bought and the names have been collected, but the \$1,000 in donations necessary to have the plaques engraved has not materialized.

Mrs. Graves is dedicated to keeping the memorial records as accurate as possible and hopes that with a little more publicity the plight of the unfinished plaques will be resolved. "I

think that it is extremely important to preserve the history of Sunderland and its veterans," said Mrs. Graves.

Almost \$300 has been collected to date, which leaves \$700 in expected donations.

If you would like to contribute, please make checks payable to the Graves Memorial Library with a memo stating "Veteran's Plaque" and send them to: Mrs. Shirley Graves, P.O. Box 1, Sunderland, MA 01375.

Westover welcomes new military personnel officer

By Kymberly Saganski

Although she is new to Westover, military personnel officer Capt. Denny A. Jobs appeared relaxed and confident last month as she took over the reigns of Westover's military personnel office.

"I'm very lucky to be coming to Westover," said the Canadian-born woman, referring to the fact that the Combined Base Personnel Office has twice been the winner of the Class I CBPO of the Year award given out by AFRES.

"Everyone here wants to ensure that our customers receive top quality service and that's my goal too," she said. "I want base agencies here to feel that if they have a problem, we'll do whatever we can to assist them."

As an undergraduate at West Virginia University, Captain Jobs became interested in the Air Force through a recruiting exhibition by the ROTC program.

She graduated in 1983 with a B.A. in business administration and accepted her first active duty assignment as the Chief of CBPO Management and Command Records Division at AFRES Headquarters, Robins AFB, Ga.



(USAF photo by Nora MacKay)

Capt. Denny Jobs

While at Robins, Captain Jobs earned a master's degree in business administration from Georgia College and then went on to Squadron Officer's School at Maxwell AFB, Ala., where her section graduated as the Commandant Trophy winner. Captain Jobs was also honored as a distinguished graduate.

Upon her return from SOS, she was assigned to Castle AFB, Calif., and

became Chief of Personnel Utilization for almost two years prior to transferring to Westover.

In August, Captain Jobs resigned her active duty commission to accept her reserve commission at Westover. "I've always had a desire to work with the Reserve because of its stability," she said. "At the active bases, people are always coming and going, but some of the reservists have been here for 20 years and have trained in all the different aircraft that have ever been based at Westover."

Becoming chief of military personnel at a reserve base is a goal that Captain Jobs has reached only five years into her military career.

She is now taking time to get involved in some of the things that will make Western Massachusetts home.

In addition to spending time with their nine-month-old son, Matthew, she and her husband, Capt. Lynn W. Jobs, are searching for a New England-style colonial to renovate.

"I love New England," she said. "I've spent the last seven years in areas without snow. Last Christmas in California it was 80 degrees and I was disappointed," she said. "I can't wait for the first good snow so I can go skiing."

Westover Air inaugurates shuttle service to LaGuardia

Westover Air Service has introduced six daily shuttle flights from Westover Metropolitan Airport to La Guardia Airport's Marine Terminal in New York City.

The flights began Sept. 27 with the first shuttle leaving Westover at 9:15 a.m.

"We've been looking for a service like this for a long time," said Mr. Jack Ampuja, director of distribution of Tambrands, Inc. of Palmer. The Wilbraham resident earned the distinction of being the first ticket buyer on Westover Air's opening day.

According to John Wallace Spencer, general manager of Westover Air Service, "Twenty employees were hired to handle baggage, sell tickets, and load planes. We had 75 reservations booked just for the first week of operation.

"The public is very much interested in commuter service to New York as well as the idea of an airport north of Hartford," Mr. Spencer said. "If

"The public is very much interested in commuter service to New York as well as the idea of an airport north of Hartford."

*John Wallace Spencer
manager, Westover Air*

anything, we underestimated the number of people who want this service."

According to Mr. Spencer, the airline is using a 15-passenger Beech 99 until new 19-passenger Beech 1900s are readied for service.

The Beech 1900, a twin-engine pressurized turbo-prop craft, has been used for military as well as passenger service and is one of the most popular small planes at Bradley International Airport, he said.

For the first three months of operation, Westover Air Service will offer free land or water transportation from

the Marine Terminal at La Guardia to Manhattan.

George Gordon, owner and president of Westover Air, said that arrangements have been made with Pan American Airlines to offer a special price on shuttles to Washington National Airport, Washington, DC., if the passenger originates from Westover Air.

Departure times from Westover Airport are 7:15, 9:15 and 11:15 a.m.; and 3:15, 5:15 and 8:15 p.m. Flying time into La Guardia is 45 minutes.

For information, call Westover Air toll free at 1-800-443-9869.

Refurbished DC Hangar will help shelter maintenance workers

By TSgt. Tom Allocco

Westover's Galaxies and the crews who maintain them will come in from the cold this winter after a \$1.25 million project to re-open the DC (double cantilever) Hangar.

The hangar, built 30 years ago to accommodate B-52 bombers, is scheduled to re-open after being closed since SAC forces left Westover in 1974. Covering 94,000 square feet, or two acres, the hangar will be the only facility on base large enough to handle the Galaxy until a new 10-story pull-through hangar is completed in 1990.

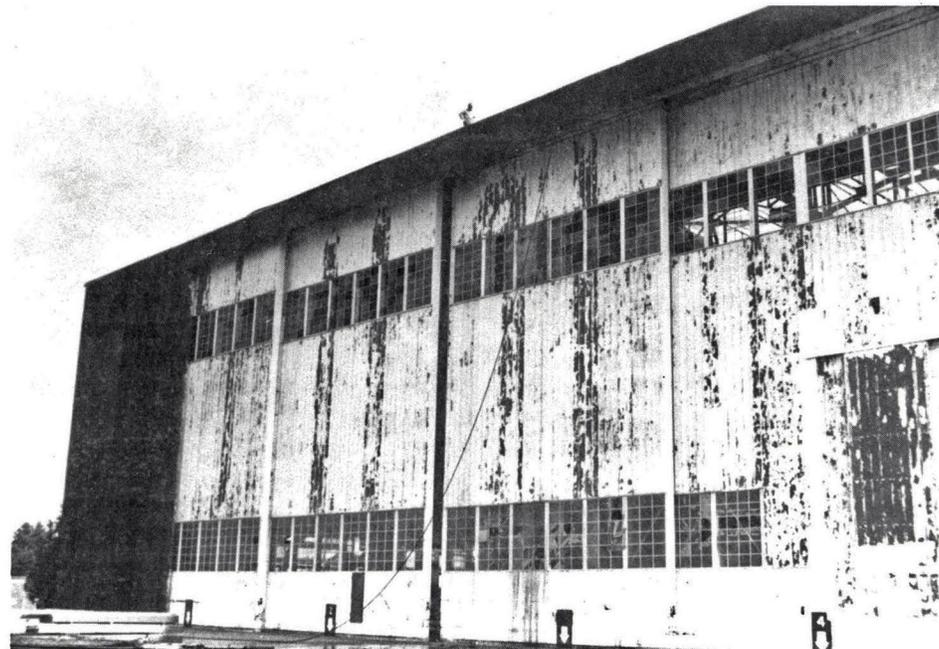
"Re-opening the DC Hangar is good news for the maintenance crews who endured last winter's cold winds while working on the C-5A out in the open," said CMSgt. Vincent Viglione, 439th FMS supervisor.

"Working inside a heated hangar will be more comfortable and that will result in increased quality. Last year we had to try to do it outside and on the one or two occasions when we could get in a hangar we had no heat and couldn't get the doors down. The DC Hangar will make working conditions 100 percent better," Chief Viglione said.

The project to re-open the hangar is scheduled to be completed at the end of the first week in December. The maintenance people will then be able to move two C-5As up to the tails into the hangar.

Supervised by Base Civil Engineering, the effort to open the hangar includes removing the old roof and installing a roof deck and roof system of insulation and waterproofing. The contractors pulled all asbestos out of the hangar, replaced broken glass and rehabilitated air compressors.

Fire alarms and temporary heating



(USAF photo by SSgt. Vin Blanchard)

LOFTY PERCH—A construction worker surveys roof repairs high atop the DC hangar.

and lighting systems were also installed.

The work to re-open the DC Hangar is one step in the evolution of Westover into a fully equipped Galaxy base.

The effort will continue with a second rehabilitation of the DC Hangar. The \$15 million project scheduled for 1989-90 will be a major upgrading of the facility. It will include installation of a shop to work on aircraft fuel systems and a dock for inspections and scheduled maintenance. A new exterior wall system, interior partitions and permanent heating and lighting systems are also planned.

All six Westover hangars have either been rehabilitated or are scheduled for upgrading. A keystone of the rehabilita-

tion program is the overhaul of the 439th FMS shops in Hangar 7.

Beginning in January, the hangar's 10 shops will be moved to Hangar 3 and to the former 439th CES facilities. The work will take about 18 months before most of the FMS shops will return to Hangar 7.

Other developments at Westover include a C-5 apron which is scheduled to be substantially completed in December. A new Taxiway Mike connects the apron to Taxiway November. They are adjacent to the site of the new 10-story, 100,000-square foot pull-through hangar now under construction with a completion date of 1990.

Law Suit

(Continued from Page 1)

action." He added, "The Court does not see fit to make the defendants go further."

Judge Freedman denied the Valley Citizen's request for an injunction halting the C-5 operations here, and granted the Air Force's motion for a summary judgement.

"We are very gratified by the decision," said Brig. Gen. Frederick D. Walker, wing commander. "Westover's

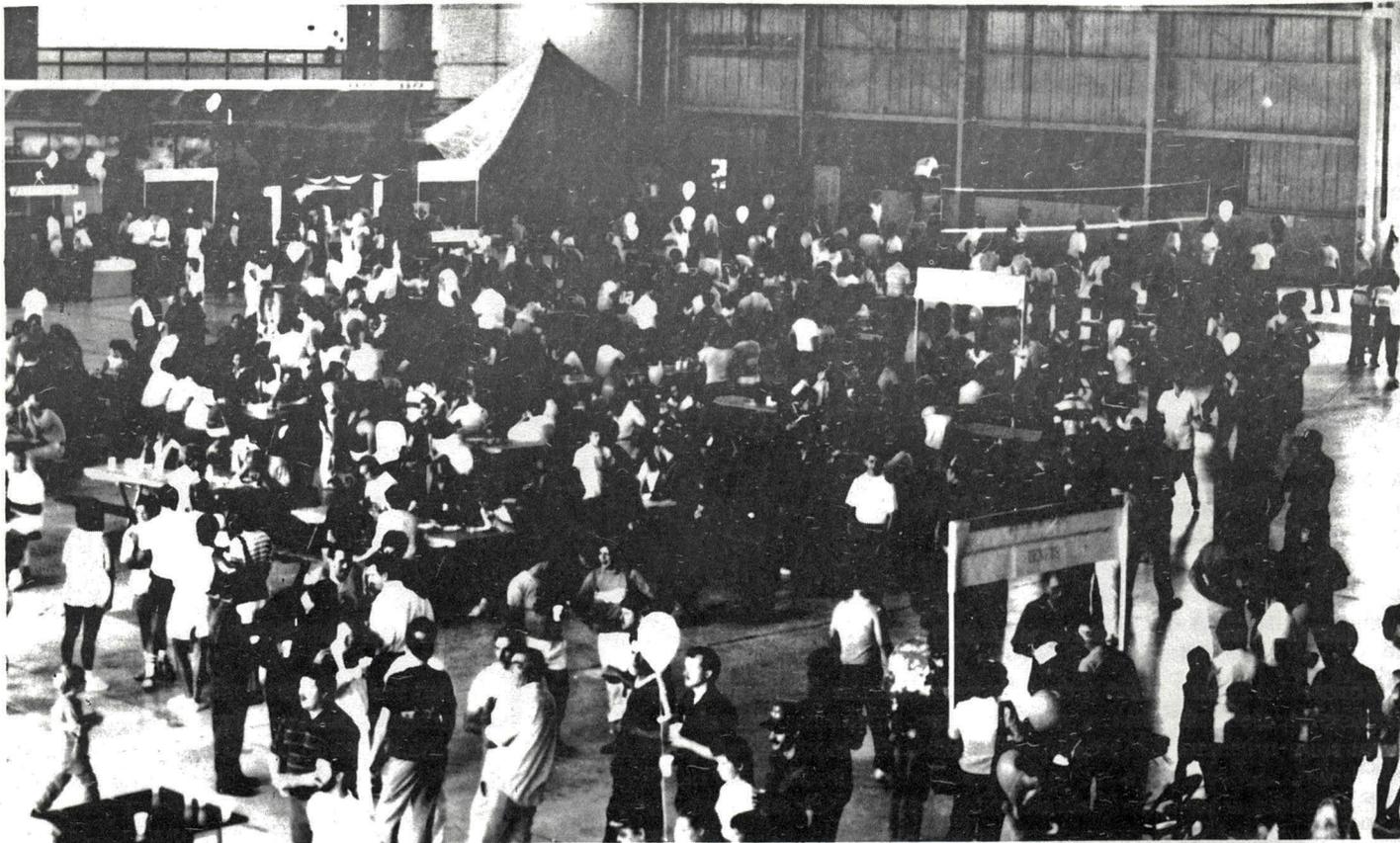
mission is vital to the national defense, and we are happy that our important operations here will not be impeded."

The defense of the lawsuit was handled by U.S. Justice Department attorneys aided by U.S. Attorney's Office in Springfield and the Air Force General Counsel's staff, with assistance from Westover's judge advocates.

"We had tremendous cooperation from the U.S. Attorney and the General

Counsel," said Lt. Col. Andre M. Kocay, 439th MAW judge advocate. "The Court, having looked at all the issues objectively, obviously believed that the plaintiff's legal claims could not be substantiated."

Valley Citizens has filed a second lawsuit, also on environmental grounds, challenging the C-5 conversion. That litigation is pending at the federal court in Springfield.

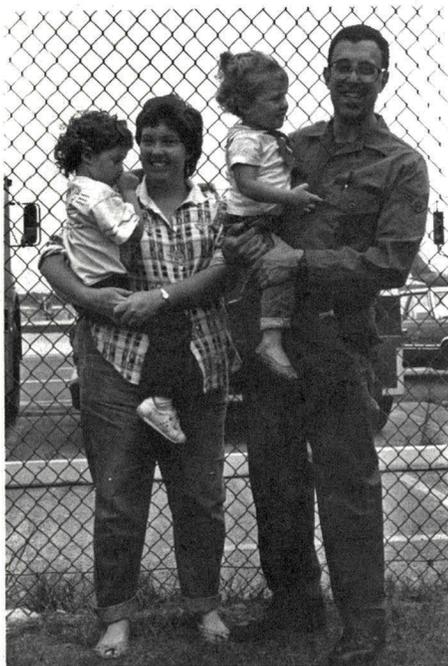


(USAF photo by TSgt. Sandi Michon)

FULL HOUSE—Hangar 3 was filled to capacity as reservists and their families enjoyed the activities.

FAMILY DAY

By A1C Christine M. Mora



(USAF photo by Nora MacKay)

WORTH THE WAIT—Sgt. Ara Shishmanian, 58th APS air cargo specialist, waits in line for the pony rides with his wife, Terri, and their two daughters, Beth (l) and Danielle.

The music was booming, the people were laughing and the aroma of sizzling chicken, salmon, and roast pig wafted through Hangar 3 as reservists and their families enjoyed the festivities at the 439th Family Picnic, Sept. 10.

"It was great to see the reservists who work so hard during the day relax and have such fun," said Brig. Gen. Frederick D. "Mike" Walker, wing commander. "It was even smoother than last year."

There were many activities offered throughout the day. Dancers danced up a storm to the music of the DJ, and others enjoyed the C-5 display, pony rides, games and hard-fought volleyball tournament. The 337th MAS captured the volleyball championship.

Also a popular attraction was the famed dunking booth which featured,

among others, General Walker who got "dunked" first, followed by Lt. Col. Thomas G. Hargis, base commander.

First sergeants receiving honorable mention for their extraordinary efforts in the organization of the picnic were chairman of the committee, MSgt. Randy J. Malek, 439th CES; SMSgt. Salvatore Palumbo, 439 FMS; CMSgt. George J. Kudla, 439 USAF Clinic; and CMSgt. Ronald C. Perrault, food service manager.

The First Sergeant's Association and the Chief's Council sponsored the event, which raised \$1,167.21 to benefit the Chief's Council Work Fund. The fund is used to defray the cost of events such as "Monte Carlo Night," which will be held on the Nov. "B" UTA, and the 1989 Family Picnic.

Also receiving special mention were the greatly-appreciated cooks who slaved over the hot barbecue pits to feed the



(USAF photo by Nora MacKay)

STEEP CLIMB—Reservists' families explored the vast area inside the C-5 which was available for viewing throughout the day.

hungry crowd. They were Westover officers under the direction of Lt. Col. Barry F. Monahan, deputy base commander.

"Plans for the next year's picnic are already in the works. Many activities have already been proposed, included train rides for children, clowns, and a hot-air balloon," according to CMSgt. Joseph R. LaFrance, 439 ABG first sergeant.

"Feedback from the folks is what we want," General Walker said, "We're looking for input, both good and bad, so we can improve future picnics." As he reflected upon the success of the picnic, the general added with a smile, "Even the dunking booth wasn't so bad."



(USAF photo by Nora MacKay)

HOT COALS—Maj. David Kennedy (l) and Lt. Col. Barry Monahan were among the many officers who offered their culinary skills for the family picnic.

AFRES Form 130 is gone, AF Form 40a takes over

By A1C Christine Mora

The military is notorious for its profuse paperwork, yet this often bewildering process will be less confusing by eliminating AFRES Form 130 and the reschedule letter. Effective Oct. 1, the AF Form 40a will be solely utilized to accomplish rescheduling, equivalent training and excusals.

"This procedure will streamline the administrative process and provide faster feedback to the supervisor and commander," according to Maj. Gen. Alan G. Sharp, vice commander of AFRES.

He added that the development of new procedures should tie together non-participation and retention, and they directly involve supervisors in the process, making them an integral part of each unit's participation program. "Reservists' non-participation is the most acute symptom of an ailing retention program," he said.

According to General Sharp, it is a

reservist's personal responsibility to attend the UTA. Consequently, it is also their responsibility to arrange a reschedule, request an excusal or equivalent training. This duty is shared with the commander as they must follow up to ensure their unit members fulfill their obligations.

Reservists must contact their unit commander or supervisor as soon as they become aware that they will not be able to attend a UTA.

It is the authority of the commander to approve or disapprove excusal of a mission UTA, reschedule, or to endorse equivalent training.

"I envision the new procedure as a chance to form a better relationship between reservists and their supervisors. The elimination of the extra paperwork cuts out much of the bureaucracy," said Brig. Gen. Frederick D. "Mike" Walker, wing commander. "The ability to reschedule the UTA makes it easier for the reservist to train and also to take care of the problem prohibiting their

presence on the normal UTA," he added.

For many reservists the difference between a rescheduled UTA, excusal, and equivalent training may be confusing.

Rescheduling occurs when the commander and the member agree upon a mutually acceptable date to perform training. The rescheduled date becomes the member's monthly scheduled training date and is not considered an excusal or makeup.

Excusal is the act of excusing a member from a scheduled training period or UTA with no further training required for that specific period or UTA.

Equivalent training (ET) is training authorized by the commander to make up training from a missed scheduled UTA. ET is limited to four IADT periods (one UTA) per year.

AFRES policy pertaining to rescheduling, ET and excusals emphasizes that rescheduling of unit members should be in the best interest of mission requirements.

Two members of 74th AES capture skeet shooting honors

By SrA. Kelly R. Jamieson

Two members from Westover's 74th Aeromedical Evacuation Squadron took top honors during the recent Zone One Military Skeet Shoot Competition. All Northeastern states complete in Zone One.

Capt. Cliff Turcott and MSgt. Richard Haskins traveled to Pease AFB, N.H., Sept 17 and 18, to compete for various prizes with members from all the services of the military, including the Reserve and National Guard.

Skeet shooting consists of each member shooting clay pigeons using four shotgun gauges. With each gauge the competitor shoots at 100 targets.

"What began more than 40 years ago as a hobby for Massachusetts residents was later adopted by the military to train for aerial gunning," Captain Turcott explained.

Captain Turcott said although the military doesn't teach it anymore, people still skeet shoot for fun.

Sergeant Haskins said the competition is divided into classes ranging from E to AA, with AA being the highest

class. "However, those placing a Championship are the top winners," said Sergeant Haskins.

Sergeant Haskins on the 17th, won the B Second title during the .410-gauge competition.

On the 18th, Sergeant Haskins won the Championship title during the 20-gauge competition, shooting 99 out of 100 clay pigeons. He placed B First during the 12-gauge competition when he shot 99 out of 100. During the Doubles event that day he placed A First.

Captain Turcott on the 18th placed B

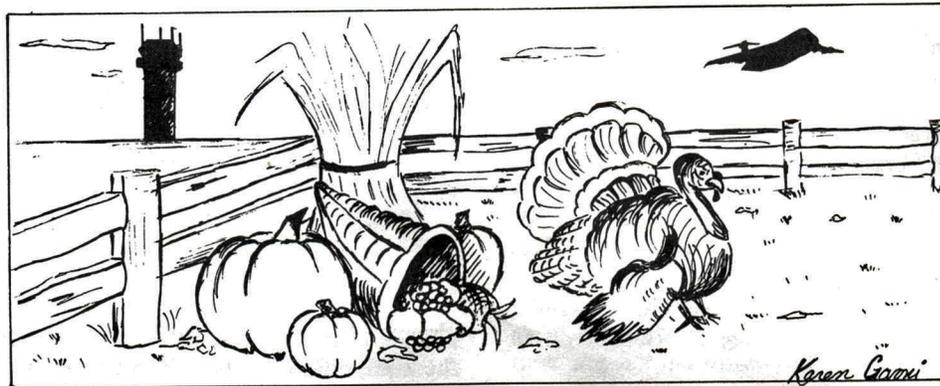
First during the 20-gauge competition and won the Double Championship, shooting 91 out of 100.

Captain Turcott and Sergeant Haskins won the 20-gauge two-man team event on the 18th.

Sergeant Haskins, an air reserve technician for the 74th, lives in Longmeadow. He's been an Air Force Reserve member since 1959, coming to Westover from Hanscom AFB, in 1971.

Captain Turcott is the clinical supervisor for medical nursing at Bay State Medical Center in Springfield.

He's been an AFRES member for 19 years and spent 14 of them at Westover.





(USAF photo by Maj. Pete Gray)

HOMeward BOUND—Weary soldiers who had been fighting the fire at Yellowstone National Park for 30 days with little rest were transported by the 337th MAS to McChord AFB, Wash., near their home station of Ft. Lewis.

Home from Yellowstone

By TSgt. Tom Allocco

A C-5A crew, responding on short notice, airlifted soldiers and equipment during firefighting operations at Yellowstone National Park in September.

The 13-member crew received the call that it was needed on Friday, Sept. 16, and was airborne by 1 p.m. on Saturday. During the four-day mission the Westover Galaxy took weary Army firefighters home to Washington after they had spent 30 days, with only a two-day break, fighting fires in the national park.

The C-5A took the soldiers and equipment from Montana to Washington in two missions. Each mission carried 74 firefighters and 16 two-and-a-half-ton trucks, for a payload of about 120,000 pounds.

Under the command of Lt. Col. Gale French, the C-5A started the mission with a six-hour flight from Westover to

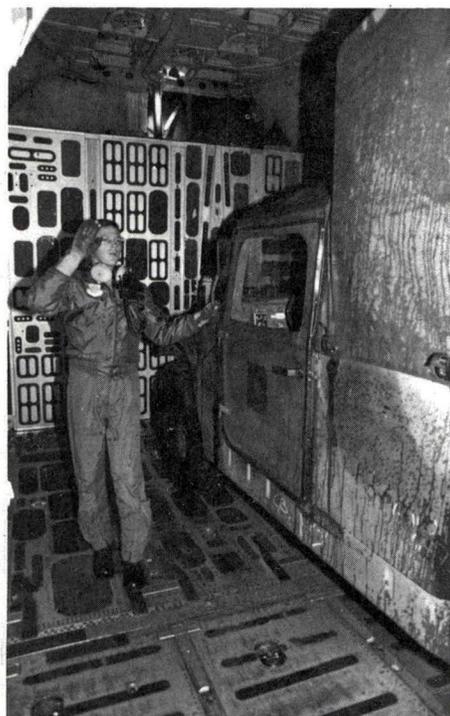
McChord AFB, Wash. The next day it landed in snow showers and poor visibility on the 9,000-foot runway of Gallatin Field, a civilian airport near Bozeman, Mont.

Gallatin Field is surrounded by 10,000-foot mountains. When the Galaxy flew to the field, crew members could see the tops of the mountains smoldering from fires which affected at least half of Yellowstone National Park.

More than 100 residents and FAA officials toured the C-5A while it was on the Gallatin Field runway.

The Westover airplane made two flights to Gallatin Field, each time returning to McChord with firefighters and equipment. McChord is near the soldiers' home station of Fort Lewis.

"From everyone involved, it was an ideal mission because it was a humanitarian gesture. Everyone on the crew was enthusiastic about being part of that kind of effort," Colonel French said.



(USAF photo by Maj. Pete Gray)

EASY DOES IT—A soot-covered Army vehicle returning from the fire-fighting efforts is guided by 337th Loadmaster SSgt. Gary Smith onto the C-5.

Reserve drill rates proposed for Jan 1, 1989

(Daily active duty rate multiplied by four for UTA rate and rounded to nearest dollar)

Years	Commissioned Officers													
	2	2	3	4	6	8	10	12	14	16	18	20	22	26
O-8	611	630	644	644	644	693	693	725	725	755	788	818	838	838
O-7	508	542	542	542	567	567	600	600	630	693	740	740	740	740
O-6	376	414	441	441	441	441	441	441	456	528	555	567	600	650
O-5	301	354	378	378	378	378	389	410	437	471	498	513	531	531
O-4	254	309	330	330	336	351	374	396	414	432	444	444	444	444
O-3	236	264	282	312	327	339	357	374	384	384	384	384	384	384
O-2	206	225	270	279	285	285	285	285	285	285	285	285	285	285
O-1	179	186	225	225	225	225	225	225	225	225	225	225	225	225
Commissioned officers with more than four years active duty as enlisted or warrant officer														
O-3E	0	0	0	312	327	339	357	374	389	389	389	389	389	389
O-2E	0	0	0	279	285	294	309	321	330	330	330	330	330	330
O-1E	0	0	0	225	240	249	258	267	279	279	279	279	279	279
Enlisted members														
E-9	0	0	0	0	0	0	279	285	292	299	306	312	328	360
E-8	0	0	0	0	0	227	241	247	254	261	267	273	289	321
E-7	164	178	183	190	196	202	209	215	225	231	238	241	257	289
E-6	141	153	160	167	173	179	186	195	201	208	211	211	211	211
E-5	124	134	141	147	157	163	170	176	179	179	179	179	179	179
E-4	115	122	129	139	144	144	144	144	144	144	144	144	144	144
E-3	109	115	119	124	124	124	124	124	124	124	124	124	124	124
E-2	104	104	104	104	104	104	104	104	104	104	104	104	104	104
E-1	93	93	93	93	93	93	93	93	93	93	93	93	93	93
E-1	86 (less than four months)													

Child Care

(Continued from Page 3)

"It was difficult at times to stick with it," she said. "Most of the people I have worked with have either given up, or left the base.

"We found the commanders on both the base and AFRES level in the past were generally non-supportive," said Major Griffin-Bales. She highly praised Westover's current commanders, however, and said they have been instrumental in the recent progress.

Brig. Gen. Frederick D. "Mike" Walker, wing commander, Lt. Col. Thomas G. Hargis, base commander, and Richard T. Wright, civilian personnel officer, were cited for their enthusiastic support.

"When I first got here, there were two or three reservists who were trying desperately to get someone to listen to them on the child care issue," said Colonel Hargis. "We began networking with organizations on and off the base,

and since then we've made some positive progress."

"Dick Wright's contacts through his former position at the Pentagon aided us in highlighting the child care situation at Westover," said Major Griffin-Bales. She said he knew of several child care studies underway at the Pentagon and overall there is an increased public awareness of child care problems.

Additionally, Westover now has a much younger workforce than in recent years, which means more of the base's employees have younger children to care for. The average age of an employee has dropped six years in the past year alone. "This is due to early retirements caused by the conversion and A76 study and the influx of younger personnel in the maintenance areas and security police," said Major Griffin-Bales.

Because reserve child care programs are non-existent, and active duty programs are not authorized for civilians,

Westover child care was in limbo. According to Major Griffin-Bales, the Office of Personnel Management, administrator of all government agencies servicing civilian employees, and the Air Staff became logical vehicles for changes regarding child care for military and civilian personnel.

Major Griffin-Bales hopes that the program will be operational by the fall of 1989. "Right now, we are looking forward to the results of the survey, so we can get down to specific planning," she said.

"This has been a long struggle but it is proof that if you persevere, you can achieve your goals despite bureaucratic obstacles," she said. "If the cause is real, and the need is there, somehow, somewhere, the objective can be met, even if it's through the back door.

"So, if you've been planning to start your family, now's the time," quipped Major Griffin-Bales.

Westover during the War years, part 2

During 1943, crews were being trained for combat missions

By Dr. Frank Faulkner

As thousands of aircrews and a stream of aircraft departed Westover for assignments in North Africa, England, and the Middle East, one of the final touches at this base was the installation in each bomber of a brand-new Norden bombsight.

A tunnel between the current communications building and Hangar 1 was reportedly used to move the highly classified Norden bombsights—actually a mechanical computer—to the B-17 and B-24 bombers.

The Norden bombsight was the American key to strategic bombing. The British had attempted accurate daylight raids in early 1941, but severe losses caused the RAF to abandon daylight formations and resort to night bombing

by streams of aircraft which destroyed areas rather than specific targets.

The American plan was to manufacture bombers faster than the Luftwaffe could knock them down and to use massive formations of bombers. With the Norden bombsight and ideal conditions a B-17 could drop a bomb from 30,000 feet and hit a target.

By August 1942, the Army Air Corps was gathering strength in Britain. On Aug. 17, 1942, Col. Frank Armstrong's 97th Bomb Group launched a dozen B-17s to strike railroad yards at Rouen, about 35 miles inside France. All returned 90 minutes later and none were damaged.

Seven other missions were flown in August of 1942 and no bombers were lost. By the end of the year, more than 1,500 bombing sorties were conducted

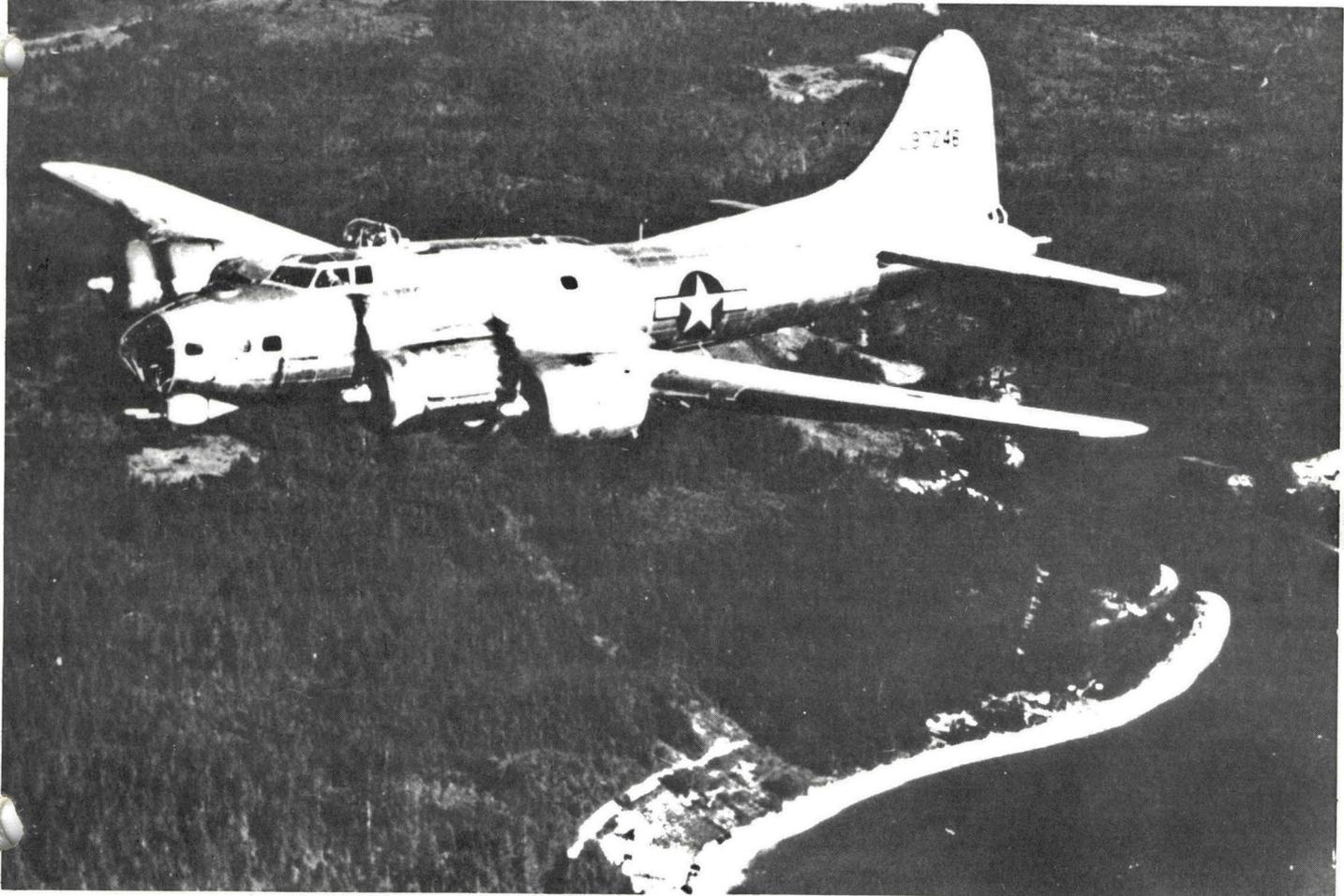
with the loss of only 32 aircraft—a loss of only 2 percent of the bombing force.

As combat experience was gained, the lessons learned were used to adjust skill training at various U.S. bases during the massive buildup of our air forces.

Westover Field had been training fighter pilots and bomber crews for anti-submarine warfare, but in 1943 the emphasis changed and the base took young men from tech schools and molded them into combat air forces.

Once the young pilots, navigators, gunners and bombardiers—mostly teenagers and men in their early twenties—arrived at Westover they were formed into crews.

Their few months at Westover Field and their training missions over
(Continued on next page)



(USAF photo)

LOCAL TRAINING MISSION—A B-17, operating on a training mission out of Westover Field in 1943, flies high above the Quabbin Reservoir.



(USAF photo)

LAST FREE RIDE—Westover serves as a separation center for Army forces at war's end in 1945.

Western Massachusetts were vital to the American bombing plan.

Tremendous pressure developed after the invasion of North Africa, and the Casablanca meeting between President Roosevelt and Prime Minister Churchill, for the American bombers to carry the war to Germany.

The 8th Air Force—now under Brig. Gen. Ira Eaker, a fighter pilot who had flown the mail for Maj. Gen. Oscar Westover—began striking Germany in January of 1943 and immediately suffered heavy losses.

During February 1943, for example, General Eaker received 63 replacement B-17s, but the 8th had lost 75 on combat missions.

There were other operational problems too. On an 86-bomber raid over Hamm, only 39 bombers were able to drop their bombload—the others had bomb-bay doors that were frozen shut!

Planes damaged in combat or landing mishaps were also stacking up in England because there were not enough repair facilities or mechanics available.

At the uppermost levels of command

there were second thoughts about the feasibility of the American bombing effort from England and a questioning of the priority of Europe over the Pacific theater.

Winter training at Westover Field took on new importance because of the European experience. The aircrews flying over Western Massachusetts in the unpressurized, open-waist B-17s had a taste of what flying out of East Anglia might be like. Thick, fleece-lined leather jackets, bulky gloves and oxygen masks caused door gunners great difficulty, yet for every three men wounded in combat, another four suffered frostbite.

Navigators and bombardiers were crammed into the nose compartment with life jackets, oxygen bottles and machine guns. The B-17 was a cramped and uncomfortable vehicle for 10 strangers to commute to war. A tightly knit crew was a necessity.

Westover provided the common ground for crews to work together and determine their own strengths and weaknesses. Crushed caps, nicknames,

and colorful flight jacket art contributed to the esprit de corps developed at Westover.

Residents of the cities and towns around Westover did their part by inviting crews into their homes and providing rides to the Chicopee USO and the Butterfly Ballroom in Springfield. The underlying thought among residents and aircrews was that these young men might not survive over Germany.

As 1943 unfolded, might not evolved to probably would not.

Near the end of July 1943, six missions were flown in seven days with the loss of 100 planes—and 1,000 airmen dead, missing, wounded or captured in a week.

Col. Curtis E. LeMay had left Westover by then and was in command of the 4th Bombardment Wing scattered at bases in East Anglia. On Aug. 17, 1943, he led 146 bombers to strike the Messerschmitt factory, which built 200 Me-109s a month, at Regensburg. When the B-17s arrived over Germany, only 131 were left and Colonel

(Continued on next page)

The War Years

(Continued from previous page)

LeMay lost 15 bombers before reaching the target.

That same day, 230 bombers departed England for the ball bearing factories at Schweinfurt. Only 194 returned—the loss of 360 airmen—and of the returning bombers, 27 were so badly damaged they would never fly again.

In three weeks, General Eaker's 8th Air Force had lost 147 aircraft. But when the aerial photographs were studied, the British were amazed at the accuracy of the American strikes, thanks to the Norden bombsight and aircrew dedication.

Schweinfurt was attacked again on Oct. 14, 1943, and of 291 bombers launched, only 227 reached the target and 60 bombers and 600 men were lost. Many of the returning bombers and airmen would never fly again.

Strategic bombing was feasible, as long as American industry and training bases like Westover Field could keep the planes and crews coming.

General Westover's decision to gamble on the B-17 and the efforts of men and women at the "super air base" that bore his name were important factors in the European victory.

Westover was also the site of an interesting experiment involving "airborne engineers," forerunners of paratroop engineers and Prime BEEF operations.

Phillip Habib, former FAA chief and President Reagan's special envoy to the Middle East, was a young engineer at Westover when the Air Corps was in turf fight with the fast-growing Army airborne.

A major demonstration was held at Westover in 1943 to show how Air Corps "airborne engineers" of the 803rd Engineering Squadron—at one time termed "Marines of the Air"—could parachute or glide into a bare field, airland earthmoving equipment via C-47 Skytrains and Waco gliders, and carve out forward airbases.

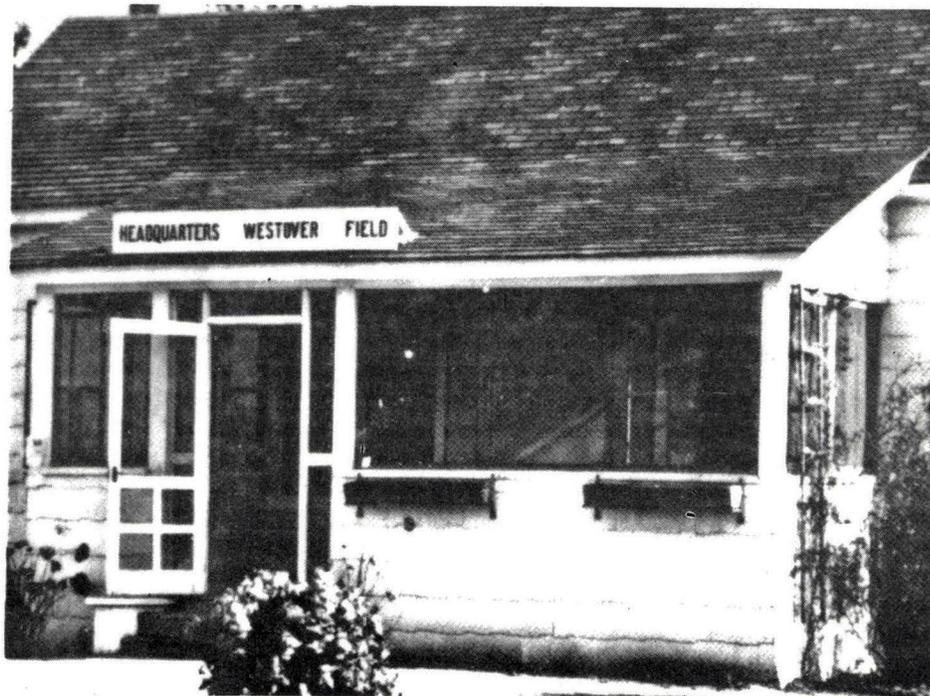
Film from the spectacular exercise at Westover has been converted to videotape by John Gordon of the Chicopee School Department and will soon be aired in a television documentary on the base.

Ambassador Habib remained at Westover for a few months more until his combat engineer unit was shipped overseas and most of the members were



(USAF photo)

EARLY DAYS—When Westover was first established, the base operations building, above, and base headquarters building, below, were located in an old farmhouse already standing on the newly-acquired base property.



assigned to the Army's famous 82nd Airborne Division.

By the end of the war, more than 2,000 air crews for B-17s, B-24s and B-26s were trained at Westover. During the first quarter of 1944, 125 crews were trained and departed for Europe. By July, another 724 crews had been trained at Westover.

When flight training was frozen in April 1945, there were 289 trained B-24 combat crews at the base. The B-24s were all replaced by B-26s on July 19, 1945.

When the war ended on Aug. 19, 1945, the base rapidly converted to a peacetime 40-hour week and the primary mission was the separation of personnel.



(USAF photo by Nora MacKay)

SEASON'S FINALE—Westover C-5s participated in 13 airshows during the summer months, finishing with this one at Grenier Field in Manchester, N.H. The huge Galaxies proved to be a great crowd-pleaser wherever they went, drawing

almost one million spectators into its cavernous cargo compartments. The planes also helped Westover's recruiting efforts, bringing in 1,200 leads over the summer.

Col. Maratos addresses NCO/Airman Dining Out

By MSgt. Marshall Hathaway

Nearly 280 wing members and guests attended the 439th MAW NCO/Airman Dining Out on Oct. 1 at the Consolidated Open Mess.

Highlights of the evening were presentations of annual wing awards and the presentation by guest speaker, retired Col. Stanley G. Maratos, former 439th TAW Air Force advisor.

Colonel Maratos recounted some of the 439th's past and present triumphs, and had high praise for all 17 wing units.

"How do you describe the wing?" Colonel Maratos asked. "You make up a multiple choice question, list all the superlatives you can think of, and the answer is 'All of the above.'"

SSgt. Adelle C. Ainsburg 74th AES medical technician, was awarded wing NCO of the Year. The Senior NCO of the Year award went to MSgt. Eugene C. Smith, aircraft services NCIOC.

Airmen of the Year Awards were presented to SSgt. Denise M. Bearden of job control; SrA. Jane M. Dumont, 59th APS air cargo specialist; and SrA. Christine Greenia, recreation specialist.

For the first time, three awards were given for airmen of the year. The selection committee deliberated for three-and-one-half hours, but were unable to single out one of the three for the honor.

The 439th FMS structural repair shop and wing transportation were named

Pilot Manning nears 100 percent mark

RANDOLPH, AFB, Texas (AFNS) — Active duty Air Force pilots who decide to separate may find it difficult to fly with the Air Force Reserve or Air National Guard. Statistics show that 848 active duty pilots separated in fiscal 1987, but only 263 affiliated with the Guard or Reserve. Data gathered from exit surveys shows that 59 percent of active duty pilots who separate plan to

439th MAW work centers of the year.

Special guests to the Dining Out included five NCO's from the Royal Australian Air Force and their wives. Also, all three wing deputy commanders attended. Westover Honor Guard was present to post the colors.

MSgt. Marshall Hathaway, wing historian, was president of the Mess; TSgt. Donald Lahue of the 639th WSSF was Mister Vice, and TSgt. Larry Wells of the 337th MAS was master of arms.

join the Reserve or Guard, but only 31 percent were able to affiliate.

Currently, the Air Force Reserve maintains 58 flying squadrons. As of June 30, pilot manning in these units stood at approximately 100 percent.

The ANG operates 91 flying units. Pilot manning within those Guard units is also very close to 100 percent.

C-5As have called Westover home for one year

By SrA. Kelly R. Jamieson

Not only did Sept. 30 bring the end of a fiscal year to Westover, it marked the one year anniversary of the C-5A Galaxy's operations.

Even though Westover's C-5As have contributed more than 1,900 flying hours, Westover units are still transitioning from the C-130 Hercules that were previously stationed at the base.

"An awful lot of things have come together," said Brig. Gen. Frederick D. Walker. "After one year, we're right on track. In some areas, we're even ahead."

General Walker said he strongly emphasized the outstanding work all base units have done throughout this transitioning period since the C-5As arrived.

Over the past year, the more than 10 planes flying out of the squadron have been flying 600 hours per quarter, said Lt. Col. James P. Gallin, 337th Military Airlift Squadron commander.

"We're greatly increasing the flying time here. Starting Oct. 1, we began fly-

ing 1,100 hours per quarter," he said.

Colonel Gallin said the majority of the squadron members have gone through their initial schooling for C-5A training.

"We've got a tremendous amount of training accomplished, which is a plus since we're getting two more C-5s this month," the colonel said.

And two more planes means more work for the maintenance side of the base.

"Things are better now than I expected this time last year," said Col. Harold Lawrence, deputy commander for maintenance. "We easily met our fiscal year flying hours," he said.

Colonel Lawrence said the maintenance squadrons are in the middle of a Maintenance Field Evaluation, a 14th Air Force inspection. The inspectors are checking the quality of the products and the proficiency of the mechanics.

"Since we've only had the C-5s for a year, they can only check the work we've done on the planes since they've

been here," said Colonel Lawrence.

Describing working of the not-quite completed DC hangar, Colonel Lawrence said, "it's like living in a house that isn't quite finished."

Colonel Lawrence said although the maintenance members have been working in a harsh environment, everybody is responding with a lot of enthusiasm.

"We're trying to have heat installed before the winter," he said.

Since the C-5s arrived here a year ago, they've contributed to a number of missions of which Westover's C-5A crews have been a part. Missions ranging from transporting President Reagan's helicopter and limousine to Belgium, to flying volunteers and vehicles to fight forest fires at Yellowstone National Park.

"It takes everything and everybody working together to make it happen," said General Walker. "It's happening and it's a good feeling."

2 from 639th SPF travel to Korea

The 639th SPF was represented by MSgt. George Hoagland and TSgt. Michael Dutton when 200,000 Americans and Koreans conducted the largest military exercise in the free world.

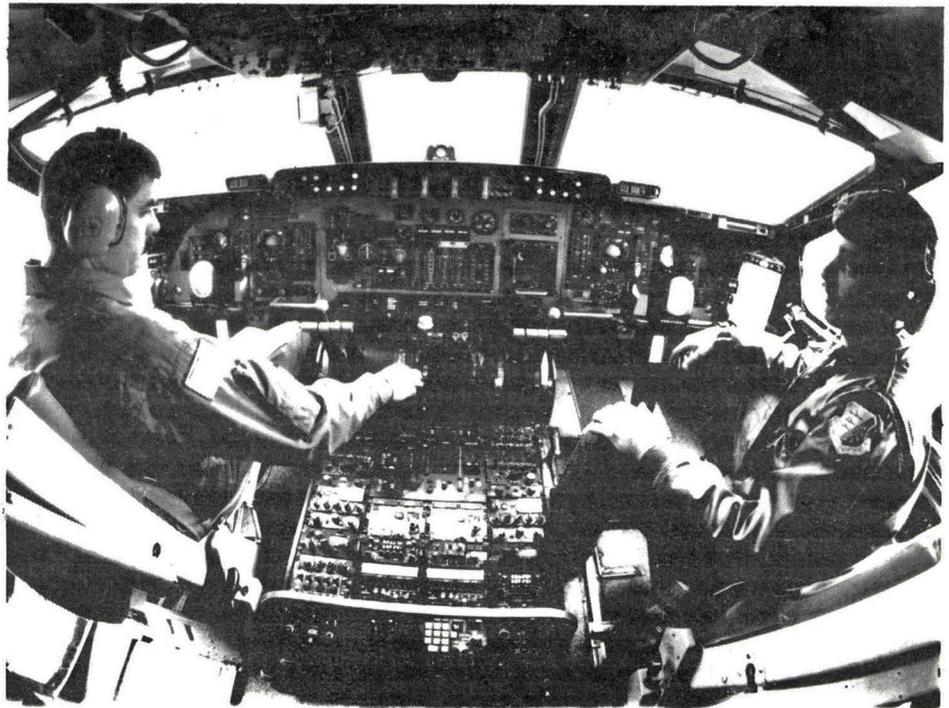
The two security police members flew to Kunsan AB, Korea for the air base ground defense portion of Team Spirit '88.

Sergeants Hoagland and Dutton were among the security police controllers and advisors who supervised safety and offered evaluation of the defense efforts. The exercise involved base defense in such scenarios as a chemical attack and disrupt communications.

"The exercise was a great success which demonstrated the ability of an installation to survive and operate in Korea. We were grateful for the opportunity to participate," Sergeant Dutton said.

"We were impressed by the Korean people. The friendliness of the people left a lasting mark," he said.

The two Westover security police members were among only three reservists selected to serve as controllers and advisors.



(USAF photo by Maj. Pete Gray)

HOW TIME FLIES—MSgt. John Miller and SSgt. Mike Angelastro, 337th MAS flight engineers, perform a pre-flight check in a C-5A cockpit. Crews from the 337th have flown more than 1,900 hours in the past year to more than 20 countries all over the world and more than half the United States. As of Oct. 1, the squadron expects to fly more than 1,100 hours per quarter, which is up 600 hours per quarter in 1987.



(USAF photo by SSgt. Vin Blanchard)

CLEANING UP FOR DOLLARS—Supporters of the Flying "W" Riding Club held a car wash at the base during the October UTA to raise money for the riding club.

Great American Smokeout is scheduled for Nov. 17

By Evelyn D. Harris

American Forces Information Service

November 17 is the day of the 12th annual Great American Smokeout—the day millions of smokers attempt to remain smoke-free for 24 hours. Army Maj. Mary Davis, chairperson of DOD's Anti-tobacco Working Group, hopes that military women will pay special attention. The working group consists of health promotion people from each service who share ideas of how the military can educate service members on the effects of smoking and best help smokers who want to quit.

Said Davis, "Although the percentage of smokers in the general population is going down, the percentage of smokers who are female has not significantly decreased."

Davis said DOD education efforts this year are focusing on younger smokers, particularly females.

Explained Davis, "There remains a need to reach special populations who have high rates of smoking—women are one of these groups. In fact, a recent U.S. surgeon general's report stated that adolescent girls had a slightly higher rate of smoking than adolescent boys.

"The report also said women who smoke have three times the risk of dying of stroke and two times the risk of heart

attack, when compared with non-smoking women," Davis notes. "If female smokers also use oral contraceptives, their risks increase still further. And smoking while pregnant is associated with increased risk of miscarriage, low-birth-weight babies and other complications.

"Our society's ideal woman is slender and attractive. There is supporting evidence that, on the average, women who smoke weigh less than non-smoking women and that quitting smoking often leads to weight gain. Therefore, a woman who smokes may perceive weight gain as an unavoidable result of quitting. What we must do is educate women and the public about how to use coping skills and adjust eating habits to control weight gain and other side effects of not smoking."

For those who want to quit, DOD installations will be equipped with smokeout "survival kits." For her part, Davis plans to adopt a smoker, using the kit, which includes an adoption certificate, sugarless candy or gum, a wrist band to pop every time the smoker wants to light up, a list of coping tips, headless matches, stickers and various buttons.

Davis suggested that non-smokers adopting smokers add their own treats to the kit, such as healthful snacks.

Westover units are named best in 14th Air Force

By SrA. Kelly R. Jamieson

Two units from Westover's 439th Transportation Squadron were recently selected as 14th Air Force's best. Vehicle management was dubbed 14th Air Force's AF Reserve Vehicle Management Unit of the Year for 1987 and traffic management was picked 14th Air Force's Base Traffic Manager of the Year for 1987. Both units will now compete for best in Air Force Reserve.

The awards were given by 439th ABG Commander Lt. Col. Thomas G. Hargis during a wing staff meeting.

Traffic Manager Marilyn Caldwell said members of the traffic management office pulled together and worked even harder than usual during the C-5 conversion.

"I was very happy for everyone when I found out we had won," said Mrs. Caldwell. Mrs. Caldwell also said the office had won this award once before in 1978. Traffic management has eight civilian workers and five reservists. Co-op students also help out during the week.

"I think (when we compete at the Air Force level) we'll do very well. Transportation as a whole always does very well," she said.

Vehicle manager Dale Altman put it in simple terms. "We won these awards because we've got two outstanding units.

"I feel we've got the best people—because they're good. They're workers. And they're people-oriented," he said.

Mr. Altman feels the awards are well deserved and thinks both units' chances of winning at AF Reserve level are outstanding.

This isn't the first time these awards have come by way of Westover's transportation squadron.

Mr. Altman said the traffic management office has won twice in the past five years.

"Vehicle management has only lost once in the last 10 years," said Mr. Altman.

Don't look a gift horse in the mouth

Article and photo by
TSgt. Sandi Michon

The horses on Westover's softball fields have generated much curiosity. Some have suggested that MWR is starting a new polo league, while others have alluded to the formation of a new Air Force cavalry unit.

In reality, the horses are a gift from Fort Devens and are tangible evidence of the Flying "W" Riding Association at Westover.

"We organized the riding association several months ago, and we got horses from Fort Devens when they disbanded their riding club," said Capt. Tom Gray, 439th avionics maintenance officer and president of the riding association. "This has helped us to expand the activities we propose to offer."

The Westover riding group was formed for convenience, cost-effectiveness and camaraderie among equestrian enthusiasts. "Our goal is to support riding activities and locate boarding stables at the base," said Captain Gray.

"Initially, our main focus was on people that owned their own horses, but with 15 horses from Fort Devens, we are now able to accommodate more base-related personnel by expanding the activities we may offer," he said. According to Captain Gray, hay rides, sleigh rides and riding horses for rent on an hourly rate are proposed through recreation services.

"We are excited about the possibilities, but realize that the bottom line is money," said the captain. The additional horses offer the base an advantage, but will also cost more to care for and house.

He explained that the main source of funding is expected to be through membership in the riding association. "Membership is the only method of ensuring consistent funding throughout the year," he said. "Then our finances can be augmented on a seasonal basis through non-member use of club horses."

The annual riding association membership fee is projected to be \$25, along with a monthly fee of \$25. There are also special family rates planned. Although the details at this point are sketchy, it is planned that the membership fee would cover the cost of horse rental and activities for those not own-



(USAF photo by TSgt. Sandi Michon)

CAPTAIN'S STEED—Capt. Tom Gray promotes one of Westover's horses to the rank of captain.

ing horses, and would provide access to competitive fees for those wishing to board their horses at Westover. "Again, the emphasis is on convenience and cost effectiveness," he said.

"We need a minimum of \$4,000 to get this whole project off the ground," said Captain Gray. If the promotional rides during the October UTA and the horse show held at Meadowmist in Wilbraham, Mass. on Oct. 9 do not generate enough interest in memberships, we may be forced to abandon the entire project."

The entire project, according to Captain Gray, includes plans to build a 30-stall stable near Wade Lake, and to offer activities such as riding classes for adults and children, competitions and guest lectures on various riding topics.

"Everything has to come together quickly as the winter months are rapidly approaching," he said. The riding group is covered under the MWR charter and, as such, must be financially self-supporting.

Because finances are limited, volunteers will be essential in the beginning stages in all areas of development. Captain Gray hopes to begin construction of the stables in November using mostly volunteer labor and technical assistance from the Navy Seabee unit assigned at Westover.

"It is an incredible opportunity for our reserve base to have a riding club in full-time operation," he said.

For more information, contact Captain Gray or association secretary Sharon Schultz at 557-2522 or 532-3316.

Patriot Thunder teams clash in night-long battle Woods rumble with "gunfire" of security police exercise

By TSgt. Tom Allocco

For 24 hours during the Patriot Thunder exercises, defenders feinted and sparred with aggressors across a mock battlefield in the flash and roar of explosions, billowing orange smoke bombs, drumbeat gunfire and yelling voices.

In the stress and confusion of the mock battle, radio teams tried to keep track of the running series of firefights that marked contact between the two sides.

"Charlie 3 to Control 1. Charlie 3 to Control 1. We've got contact. We've got contact." The third fire team of TSgt. Randy Humphries' Charlie squad

found the aggressors while patrolling outside the base perimeter.

The message on the PRC radio was received by radio men SSgt. Michael Golenski, relayed to squad leader MSgt. George Hoagland and immediately confirmed by a long rumble of M-60 fire rolling out of the wooded hillside.

It was long day and a long, cold night at the Westover command post when 250 security members squared off for the annual Patriot Thunder exercises in the Knightsville Dam area of the Berkshires near Huntington.

Once a year, the 639th SPF invites reserve security members to rehearse their wartime mission in the wilderness valley where they divide into two teams of defenders and aggressors who fight for control of a simulated forward air base.

This year the challenge was accepted by teams from the 514th SPF, McGuire AFB; 907th SPF, Rickenbacker; 913th SPF, Willow Grove; 103rd SPF, Bradley Field; 143rd SPF of the Rhode Island Air National Guard; and the Army Reserve's 78th Training Group of New Jersey. Westover's 439th SPF, 439th USAF Clinic and 74th AES also sent contingents.

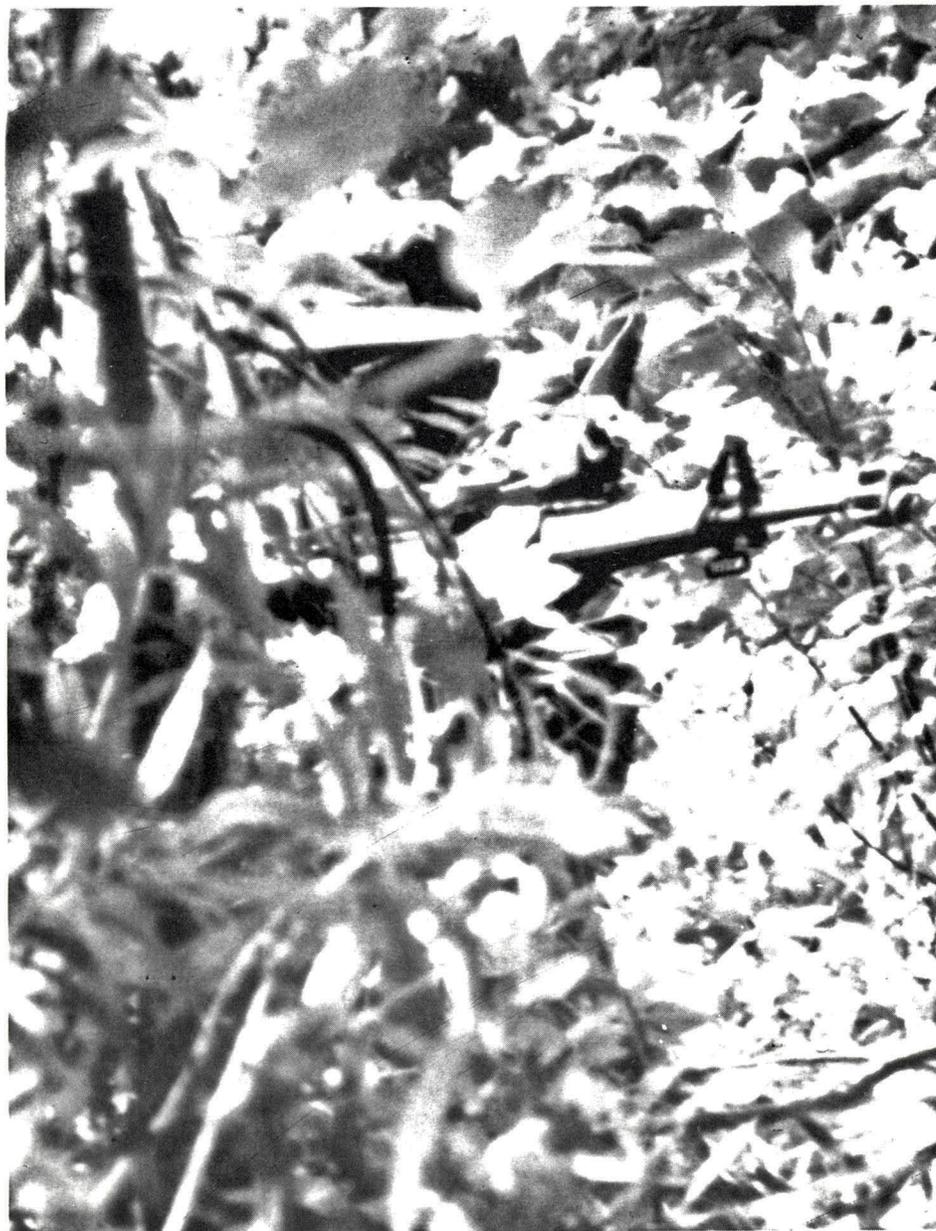
Security Flight members are trained to set up a perimeter around a forward air base and hold it against aggressors.

They tested their skills when those from Westover and other teams dug machine gun strongpoints and fighting positions and set up a ground defense in depth. Their job was to defend the base and especially the BDOC (base defense operations center) against the McGuire, Rhode Island and Army aggressors.

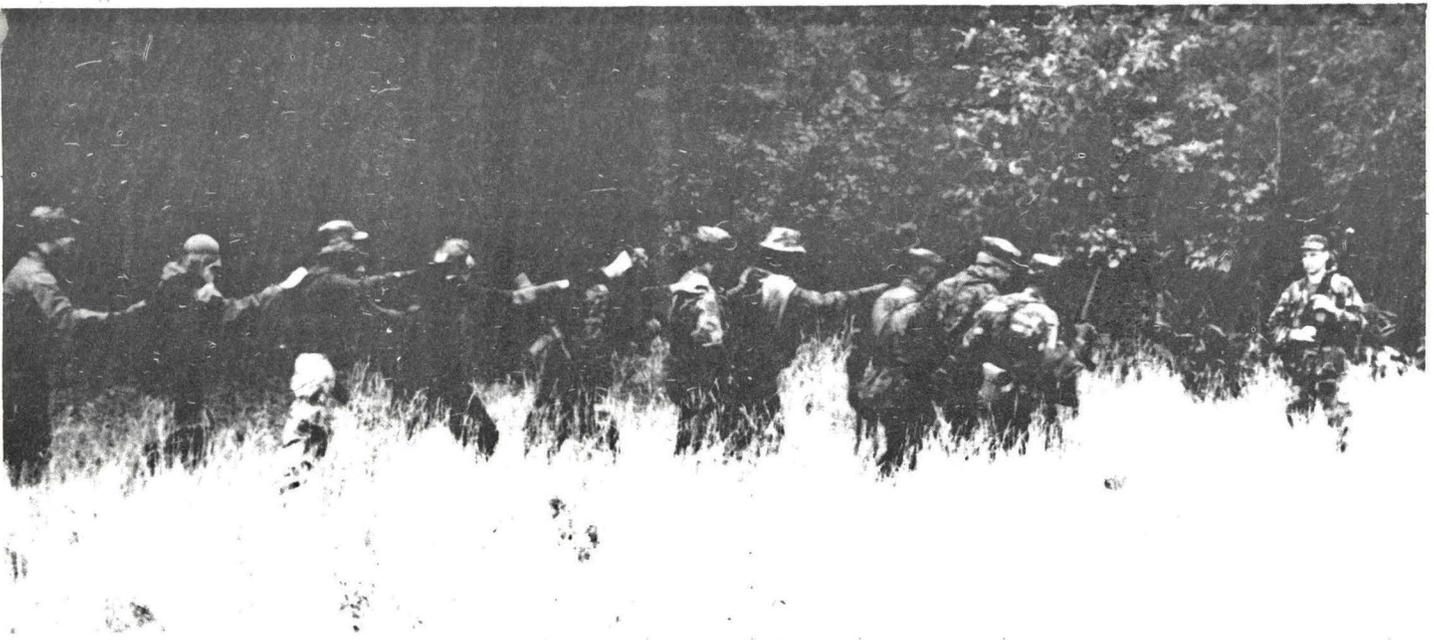
The exercise took place on Saturday and Sunday, Sept. 16-17. Not long after first light, two-and-a-half ton trucks began rolling into the exercise area behind a patrol armed with M-60s and M-16s. A blast from a simulator, which is the equivalent of an eighth of a stick of dynamite, rocked the area and kicked off 24 hours of gunfire, simulator blasts and attacking aircraft.

During the day the two teams were bedeviled by the on- and off-again downpours. At night the defenders palmed coffee cups for warmth, ate

(Continued on Next Page)



IN THE WEEDS—A Security policeman, with his M-16 at the ready, is all but obscured by surrounding bushes during Patriot Thunder exercise.



FOLLOW-THE-LEADER—SrA. George Waters, right, guards blindfolded prisoners as they are led to the base camp.

cold MREs and grumbled that the heavy clouds shut off the moonlight and starlight, adding to the natural confusion of night action.

The darkness made Sergeant Golen-ski's job more difficult because the enemy was able to cut radio land lines.

It also made trees, bushes and night sounds play tricks on defenders like Sgt. Michelle Turconi and TSgt. Frank Puopolo in perimeter posts.

For everyone it was a cold, damp and sleepless night. Sleep was made impossible by the shuddering blasts from explo-

sive simulators set off by exercise controllers, the heavy, pounding roar of the M-60 machine guns and the lighter staccato of the M-16s. Throughout the night the cacophony of battle noises was sparked by prowling aggressors in makeshift uniforms and camouflage painted faces.

TSgt. William Jebb spent the night lying on a poncho with another one over him by a bend in the river running through the exercise area. Twice during Patriot Thunder the aggressors tried to sneak across the river. All they got for their efforts were wet feet because they ran into the dug-in position of Sergeant Jebb and TSgt. Ken Seymour. Similar action took place all around the base.

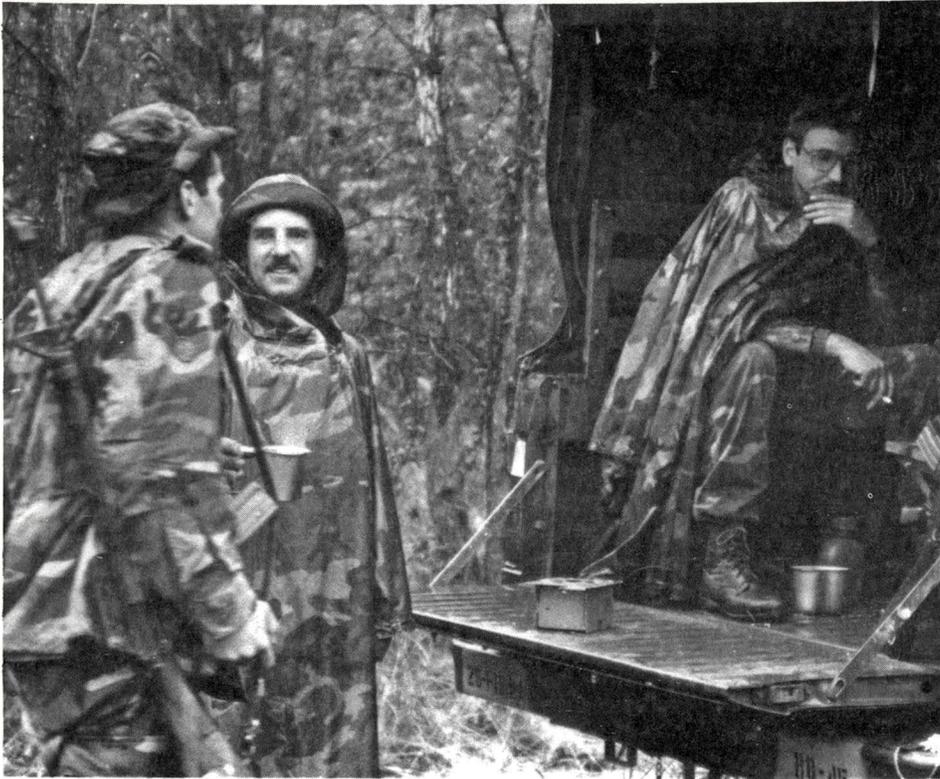
The aggressors also had bad luck when they invaded the base camp and were driven back during a long, confused string of firefights in the dark. Sergeant Humphries and TSgt. Reggie Fezell of the back-up response teams were given credit for rallying the defense in the early morning gunfight. Meanwhile, others like SSgt. Thomas Gaglione, Sgt. Kevin Jalbert and SrA. Raymond Circe plugged the holes in the perimeter.

One of the busiest people in the exercise area was TSgt. George Hoagland, who had overall control of Westover's four-man fire teams. He gave instructions on where to dig in defense positions and set up listening posts and directed blocking forces when the perimeter was breached.

(Continued on next page)



SMOKE SCREEN—Controllers set off smoke bombs and blast simulators to create mock battlefield conditions.



CAMPING OUT—SrA. Richard Ramirez, left in top picture, reports to MSgt. George Hoagland at Westover's mobile command center. Seated in the rear of the truck is SSgt. Paul Rondeau. Below, two security police defenders guard the base perimeter.



Patriot Thunder

(Continued from Page 21)

The exercise was not without casualties. Westover Clinic medical technicians TSgt. Tom Stark, Sgt. Ron Labonte, Sgt. Robert Driscoll a SrA. Howard Crawford set up two ambulances in the field and treated minor scrapes and bruises. A team from the 74th AES also put in long hours and endured the discomforts on stand-by after setting up a medical tent in the base camp.

Another type of casualty was SSgt. Andres Aviles, a Westover fire team member who made the mistake of letting an aggressor get behind him and was captured on patrol. Taken to the hidden camp of the 78th Training Group, Sergeant Aviles was subjected to blindfolded interrogation by Army Reserve NCOs who also serve as Fort Dix basic training instructors. He was very happy to be released after several uncomfortable hours of repeating his name and rank.

Sgt. Lawrence Breiner was among Charlie squad members who found the aggressors' south camp, surrounded it and captured five of the enemy in a midnight raid.

Contributing to the realism of the battle were attacks by A-10s of the 103rd TFG, Bradley Field and Cobra gunships of the Rhode Island National Guard. They put on a dramatic show circling and swooping on the exercise area.

Capt. Kenneth Rossi was base commander during the exercise. Patriot Thunder was organized by TSgt. Donald Lahue, TSgt. Douglas Young and TSgt. Michael Dutton.

This year's Patriot Thunder was rated "one of the best we've had in the six years Westover has been hosting the training exercises," according to Lt. Col. Frank McCormack, 639th SPF commander.

"There is no better training than going out in the field and getting hands-on experience. The 1988 Patriot Thunder saw aggressive patrolling by both defender and aggressor and also improved coordination between units.

"There's no question our security people are learning their lessons," the flight commander said.

Patriot Thunder photos by TSgt. Howard Garbarsky

Westover will host newly established honor guard school

By A1C Christine Mora

The flash of colors, the traditional ceremonies and the pomp and circumstance of Westover's honor guard are aspects of a highly professional unit that represents Westover with precision and excellence to the base's neighbors.

And because the honor guard is such a prominent representative of the base, the unit's training and proficiency are essential.

According to TSgt. Tom Roe III, NCIOC of the Westover Honor Guard, Westover will be the site of a newly established Base Honor Guard School.

Locating a training school on the base will greatly facilitate the training process for honor guard members, Sergeant Roe said. Previously, members had to attend school at Chanhute AFB, Ill. As well as the obvious costs incurred on TDY status—such as travel and per diem—members also had to leave their families to train, explained Sergeant Roe.

The five-day course, which will be held in the Welcome Center, will encompass all the duties performed by members. These include the honor guard mission, and the responsibilities of the members, the NCIOC and the OIC.

The course also involves classes in drill and ceremony, manual of colors (flags),



(USAF photo by Nora MacKay)

STANDING PROUD—Members of Westover's Honor Guard proudly display the colors during a ceremony in a neighboring community. From left are SSgt. Luisa Cabana, TSgt. Tom Roe and SSgt. Lillian Cote.

variations of the uniform, and military funeral procedures.

The class will be open to the members of the Westover Honor Guard, the honor guard units in the 439th MAW, and Air National Guard and active-duty units in the Northeast.

Many people commonly recognize the honor guard as the ceremonial participants in military funerals. They are

also responsible for a variety of other duties such as participating in local parades, weddings and the base's dining outs, Sergeant Roe said.

Westover's honor guard is looking for new members. The unit drills Saturday afternoons of the "A" UTA's. Anyone interested should contact Sergeant Roe or SSgt. Luisa V. Cabana at 557-3944.

Security Police will soon begin conducting searches of vehicles

By SrA. Matt Proietti

Westover security police are resuming unannounced vehicle searches on the base for the first time in 15 months.

According to Capt. Daniel LaVallie, 439th Security Police Squadron law enforcement operations officer, the searches are meant to deter people stealing from the base or bringing controlled substances to Westover.

"The searches aren't something we're doing cold turkey," Captain LaVallie said. "We've been doing them. We're just going to increase them."

Each Air Force base commander has the right to authorize vehicle searches.

"We'll plan the searches in advance,"

said Captain LaVallie. "Colonel Hargis will notify the chief of security first, Capt. Robert Mooney and myself and we'll set a date, time and location. Then we'll go out and actually do the searches, stopping every third, fourth or fifth car. Whatever we decide on."

The searches will include security police checking in a vehicle's trunk, glove compartment, under the seats, and "wherever something could be hidden," Capt. LaVallie said.

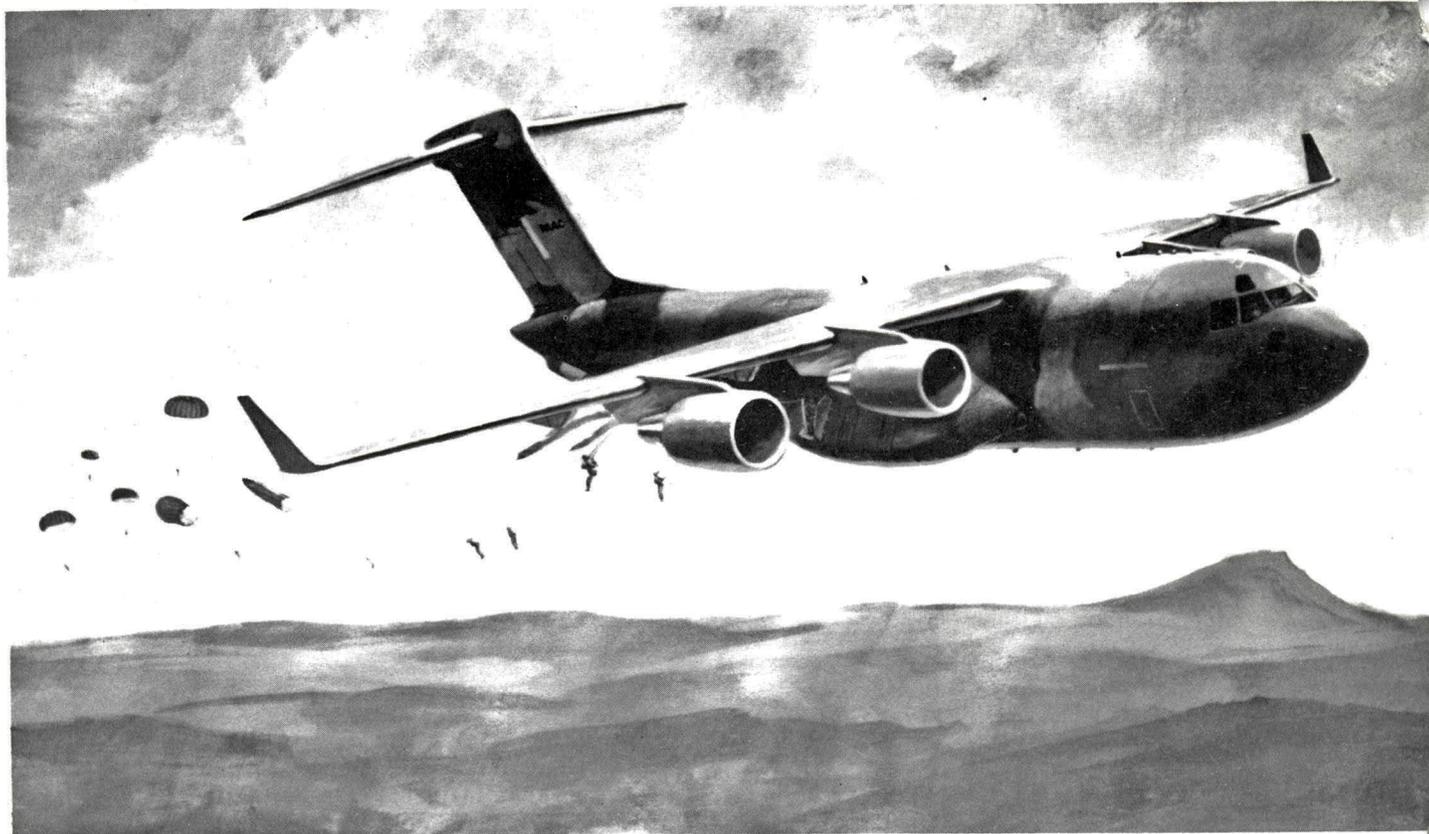
"Our goal is primarily having searches as a visible means of deterrence against controlled substances and misappropriation of government property. Basically, this method shows people that they may

be searched while entering or exiting the installation."

Captain LaVallie said that during searches additional officers will be posted at gates to keep traffic flowing steadily. An SP supervisor will also oversee each operation.

Colonel Hargis said the searches are required by Air Force regulation and aren't intended as harassment.

"The searches are intended to be a reminder that vehicles may be subject to a periodic inspection," the colonel explained. "We've had a problem with theft and one of the steps we've taken is the searches."



(Photo courtesy of McDonnell Douglas)

McDonnell Douglas begins assembling first C-17 transport

(MAC News Service)—McDonnell Douglas began assembling the first U.S. Air Force C-17 transport at the Douglas Aircraft Company in Long Beach, Calif., Aug. 24, just two years before the scheduled first flight of the four-engine transport.

It is designed to carry large U.S. Army and Marine Corps combat equipment, troops and cargo directly to small, austere airfields overseas.

The first piece assembled was a 68-foot tiedown rail that is the central structural member of the aircraft cargo floor. The rail consists of two sections of 7.25 inch by 3 inch thick aluminum extrusion that will form part of a floor strong enough to carry a 65-ton M-1 tank.

Bob Clepper, vice president and general manager of the C-17 program for Douglas Aircraft; Air Force Maj. Gen. Richard Tzaskoma, Military Airlift Command's deputy chief of staff for plans; Air Force Brig. Gen. Michael Butchko, director of the C-17 System Program Office; and Doug Griffith, president of the United Auto Workers union, Local 148, watched as Steve Ybarra and Ernest O'Campo installed

the first fasteners in the rail.

The floor rail is the first of 227,000 pieces that will be assembled to make the C-17 airframe. In addition, the C-17 will contain 121 miles of electrical wiring, 4,720 feet of hydraulic lines and more than 100 individual avionics units.

This first aircraft assembled will be a test aircraft. The Air Force plans to acquire 210 additional C-17s through the year 2000.

The completed C-17 will be 175.2 feet long, with a 165-foot wingspan and a height at the top of the T-tail of 58 feet. It will have a maximum takeoff weight of 580,000 pounds and a maximum payload of 172,000 pounds.

The C-17 will be the only aircraft in the Air Force inventory able to airdrop large "outsize" equipment. It will carry a 167,000-pound load 2,400 nautical miles and land on a 3,000-foot runway.

More than 6,500 Douglas employees are involved in the C-17 program. This work force will grow to 10,000 by 1992, when the C-17 nears full-rate production.

About the same number will be employed at 50 major subcontractors and thousands of smaller subcontractors

and suppliers providing parts and equipment for the aircraft.

The aluminum extrusions for the rail were supplied by Pioneer Aluminum Inc. of Los Angeles, and International Light Metals of Torrance, Calif. They were machined at the Douglas facility at Long Beach.

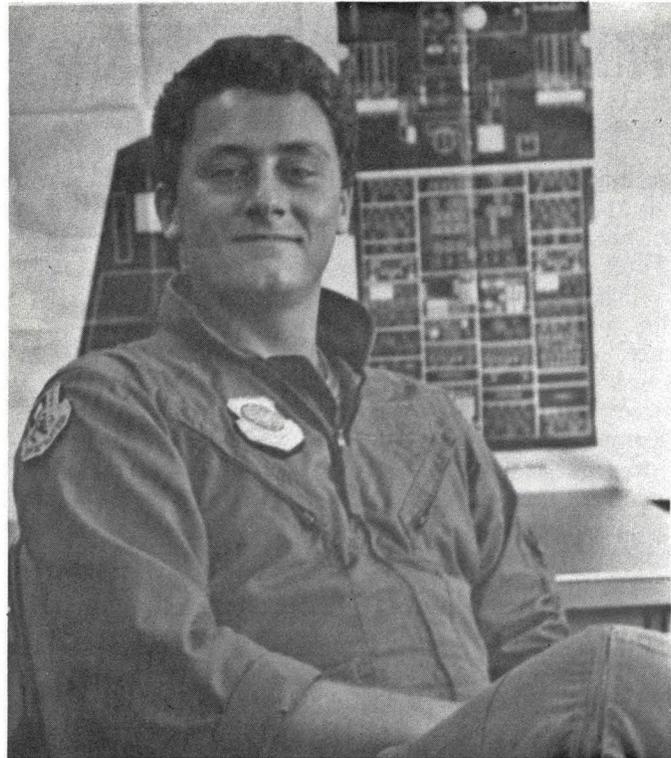
The first assembly took place in Douglas Aircraft's Building 52, a 628,000-square-foot facility devoted to the initial C-17 assembly. Final assembly will be completed in an adjacent 1.1-million square-foot facility devoted to the initial C-17 assembly. Both buildings are located on the west side of the Long Beach airport.

Assembly of the first C-17 is scheduled for completion in January 1990. The first delivery to MAC will be in 1991 at Charleston AFB, S.C. Initial operational capability of the first C-17 squadron of 12 aircraft is slated for 1992.

The C-17s jet engines will be built by the Pratt and Whitney Aircraft division of the United Technologies Corporation in East Hartford, Conn. A number of 439th MAW reservists are employed by United Technologies.

"Patriot People"

Name: John A. Evelyn, Jr.
Rank: SSgt.
Age: 23
Address: Chicopee, Mass.
Unit: 337th MAS
Position: loadmaster
Civilian Occupation: student
Favorite Food: steak
Favorite Beverage: beer
Favorite Sport: soccer
Favorite Hobby: water sports
Ideal Vacation: Aruba
Best Way to Relax: sleep
Preferred Entertainment: listening to music
Favorite Celebrity: Clint Eastwood
Favorite Music: oldies
Favorite Book: Hunt for Red October
Favorite Color: blue
Favorite Car: 1963 Corvette coupe
Pet Peeve: ignorance
Best thing about Westover: quiet
Worst thing about Westover: industrial gate early closing



SSgt. John A. Evelyn, Jr.

earning a **PAT** on the back

Promotions

Lt. Col. Charles A. Brown Jr.
 Lt. Col. Richard C. Carr
 Lt. Col. Thomas G. Costello
 Lt. Col. Marconi Deladisma
 Lt. Col. Peter C. Eiche
 Lt. Col. Benjamin F. Goff
 Lt. Col. Allen C. Hoffacker
 Lt. Col. Kurt R. Hyde
 Lt. Col. Robert Kirschling
 Lt. Col. Michael T. Lopardo
 Lt. Col. Frank L. McCormack
 Lt. Col. Charles E. Page
 Lt. Col. Valentine Riordan
 Lt. Col. James L. Scott
 Lt. Col. Lloyd S. Van Norden
 MSgt. Basil S. Boynesky
 MSgt. Paul A. Carroccia
 MSgt. Laurence E. Huffman
 MSgt. John E. Kida
 MSgt. Henry M.J. Olearcek
 MSgt. Fred W. Perret
 MSgt. Stanley A. Polchlopek Jr.
 MSgt. Edward D. Rohan
 MSgt. Eugene Rup
 MSgt. Joseph Szczepanek
 MSgt. John J. Tavares
 TSgt. Stephen M. Adamczyk
 TSgt. Robert G. Albert
 TSgt. Michael T. Craddy
 TSgt. Guy F. Delia
 TSgt. Judith L. Ericson
 TSgt. Jeffrey S. McVane
 TSgt. Robert P. Morin
 TSgt. Catherine J. Nyman
 TSgt. Ronald E. Philbrick
 TSgt. Howard G. Rae Jr.
 TSgt. Richard R. Ratcliffe
 TSgt. Michael D. Remick
 TSgt. John J. Riley Jr.
 TSgt. James S. Rooney

TSgt. Kerry G. Saso
 TSgt. Earl Savage
 TSgt. Guido J. Scarafoni
 TSgt. Jerry D. Woods
 SSgt. Brian J. Aiello
 SSgt. Denise M. Beardon
 SSgt. Walter W. Beardon
 SSgt. Kenneth R. Belanger
 SSgt. Roger C. Bennett
 SSgt. David J. Borsh
 SSgt. Kenneth D. Crawford
 SSgt. Shawn E. Collins
 SSgt. Jane M. Dumont
 SSgt. James P. Emerson
 SSgt. Karen M. Harrelson
 SSgt. Daniel J. Hennessey
 SSgt. Deitra E. Kearney
 SSgt. Sean M. Mahoney
 SSgt. Kenneth R. Massey
 SSgt. Scott A. Moore
 SSgt. Colin C. Mulcahy
 SSgt. Richard A. Post
 SSgt. Harry M. Reiter
 SSgt. Renee A. Remedis
 SSgt. Michael J. Saletnik
 SSgt. Nelson A. Serrao
 SSgt. David J. Taillon
 SSgt. Eric W. Tuller
 SSgt. John S. Velky II
 SSgt. Timothy J. Whitaker
 SSgt. Michael P. Williams
 SSgt. Mark Woods
 SrA. Michelle D. Banville
 SrA. Brenda M. Dupuis
 SrA. Richard R. Dupuis
 SrA. Kelly R. Gavin
 SrA. Jeffrey A. Green
 SrA. Michael Iamuzzi
 SrA. Lewis A. Labianca
 SrA. Melissa K. Pitts
 SrA. Gregory F. Quill

SrA. James M. Quinlan
 SrA. Robert L. Vaulting
 SrA. Joseph P. Weathers
 SrA. Jeffrey L. White
 A1C Vonzell C. Cline
 A1C Richard Gould
 A1C Kim D. Rakowski

Amn. Jennifer Gagne
 Amn. Cecelia A. Peppers
 AB Kyle E. Berry
 AB Karen E. Durham
 AB Sean M. Labbe
 AB Jeffrey J. Ramos
 AB Jon E. Templeman

SSgt. Robert J. Cirillo
 SSgt. Robert J. Croissant
 SSgt. Anthony J. Delduco III
 SSgt. Roger P. Desorcy
 SSgt. Theodore E. Dygon Jr.
 SSgt. Michael A. Edwards
 SSgt. Michelle R. Fusco
 SSgt. Lawrence A. Garwacki
 SSgt. Paul M. Giglio
 SSgt. John H. Hart
 SSgt. James J. Helenek
 SSgt. Harold J. Jackson
 SSgt. Richard A. Jedrey
 SSgt. John H. Leonard
 SSgt. Steven D. MacKay
 SSgt. Robert J. Marsden
 SSgt. Joseph L. Mastergeorge
 SSgt. Gregory P. Morin
 SSgt. Colin C. Mulcahy
 SSgt. Timothy P. Murphy
 SSgt. Michael J. Ohearn
 SSgt. Mark J. Pirog
 SSgt. Michael J. Remillard
 SSgt. Jeffrey J. Sauer
 SSgt. Ronald J. Sliwa Jr.
 SSgt. Kim L. Stillely
 SSgt. Frederick E. Wissmann
 SSgt. Mark Woods
 Sgt. Robert J. Balfe
 Sgt. Jeffrey J. Casson
 Sgt. James P. Emerson
 Sgt. Harry M. Reiter
 Sgt. Jodie A. Theroux
 SrA. Victor M. Benard
 SrA. Kastantinos Economou
 SrA. William R. Fontes
 SrA. Victor M. Fuentes Jr.
 SrA. Robert A. Insani
 SrA. George Menrig
 SrA. Manuel J. Ray
 SrA. Stephen J. Tyburski

Enlistments

TSgt. Dwight R. Nelson
 SSgt. Andrew M. Anderson Sr.
 SSgt. Marta S. Bojczuk
 SSgt. Stephen W. Burek
 SSgt. Francisco Cruz
 SSgt. Thomas F. Demers
 SSgt. Nicholas S. Demko Sr.
 SSgt. Robert M. Dunn
 SSgt. Francis D. Faulkner
 SSgt. Randall E. Goken
 SSgt. Philip A. Litano
 SSgt. Richard W. Marek
 SSgt. Stephen A. Perreault
 SSgt. Roger D. Squyres
 SSgt. Barry F. Sullivan
 SSgt. Mark A. Trifiro
 Sgt. Thomas C. Adamchak
 Sgt. Brian T. Fitzsimmons
 Sgt. John A. Milot
 Sgt. Peter Mozdzanowski
 Sgt. Terry L. Warren
 Sgt. Bruce A. Yargeau
 A1C Ruth A.L. Bellefeuille
 A1C Marc A. Dargis
 A1C Harold C. Hubbard
 A1C Valli Jo Lee
 A1C Thaddeus M. Malysz
 A1C Gregory V. Parganson
 A1C Michael L. Vogt

Reenlistments

CMsGt. Robert C. Adams III
 CMsGt. Eugene M. Longfield Jr.
 MSgt. William R. Currier
 MSgt. Robert J. Ferretti
 MSgt. John H. Galbraith
 MSgt. Alan R. Garside
 MSgt. Stephen M. Gates
 MSgt. Kenneth J. Gilbert
 MSgt. Robert C. Seaton
 MSgt. John C. Tankis
 TSgt. Richard J. Anderson
 TSgt. Ronald L. Barton
 TSgt. Robert E. Brown
 TSgt. John J. Duffy
 TSgt. Thomas F. Fassbender Jr.
 TSgt. Thomas F. Galloway
 TSgt. Richard L. Graham
 TSgt. Kent W. Hautanen
 TSgt. Kenneth G. Kenneally
 TSgt. James D. Lambert
 TSgt. Edward H. Letourneau Jr.
 TSgt. Roger D. Marcoulier
 TSgt. Jeffrey S. McVane
 TSgt. Robert E. Smith
 TSgt. Peter A. Stone
 TSgt. Richard W. Turpin
 TSgt. John F. Watkins II
 SSgt. John S. Arigno
 SSgt. Allan R. Boucher
 SSgt. Edward M. Burns

CMIP helps bases become more cost efficient

By Kimberly Saganski

The implementation of the Command Model Installation Program (CMIP) in January 1987 has helped the Air Force Reserve evolve into a more cost efficient institution.

The program encourages commanders to solicit suggestions from reservists in order to make their bases more cost efficient while at the same time providing an improved working environment. Requests going beyond a commander's authority are then forwarded up the chain of command to the appropriate authority for a decision.

The CMIP was designed to help commanders cut through bureaucratic red tape and change or eliminate seemingly unnecessary or ineffectual directives.

"It is a great program in its intent," said Lt. Col. Thomas G. Hargis, "but more people have to know that the CMIP exists in order for it to work effectively." The colonel is currently in charge of the program here at Westover.

Any individual with ideas facilitating the efficient functioning of their own or related units is encouraged to submit a proposal for a policy adjustment or waiver.

The proposal must include the unit affected, the regulations involved, the current policy, the proposed change and

"The CMIP gives a person in the workforce the ability to contribute and the satisfaction of having a real input into their working environment."

*Lt. Col. Thomas G. Hargis,
base commander*

expected benefits, MAJCOM comments, and names of the relevant POC's.

The Command Model Installation Program philosophy was developed in October of 1983 when the Deputy Secretary of Defense designated a few bases as "model installations."

These bases utilized the CMIP system for three years until the program's full installation Air Force-wide in January 1987.

According to the AFRES headquarters Programming Plan 87-100, "commanders were encouraged to try new methods, take risks, strive for excellence, and to seek money saving methods."

The program, now in its second year of permanent implementation, has resulted in the adoption of over 475 Air Force-wide policy changes since 1983. For example, AM/FM radios are now authorized for government vehicles that

routinely support missile field operations. These radios, however, must be justified and fully funded by the user.

Unlike the Air Force Suggestion Program (AFSP), the Command Model Installation Program does not offer a monetary reward. Submission of a proposal through CMIP does not, however, prevent the originator from resubmitting the same proposal through the AFSP. It is advisable that the submitter wait for the approval of the CMIP proposal and attach a copy of the CMIP and the approval message to the AFSP Form 1000.

"The CMIP gives a person in the workforce the ability to contribute, and the satisfaction of having a real input in their work environment," said Colonel Hargis.

Awards from the Suggestion Program will be paid through the normal process based on approval level and local savings.

SSgt. Johnson wins 439th AGB patch design contest

By SSgt. Alan Duffy

SSgt. Lex Johnson, a communication specialist from Base Operations, has developed the first place winner in the 439th AGB patch contest.

The patch consists of an ultra-marine globe over a red background. The globe signifies the world-wide mission of the C-5A supported by the Air Base Group. A black musket and a yellow lightning bolt are criss-crossed over the globe. The musket symbolizes the citizen-soldier concept of an all-volunteer force, and the lightning bolt portrays the strength and rapid response of the group.

"Westover's all-reserve C-5 teams can be called anywhere in the world at

any time, so I used the blue globe to show that," Sergeant Johnson said.

Sergeant Johnson volunteered his time after duty hours on several UTA's to work on his design.

"I'm not an artist, but I was able to draw circles with cups and other objects," he said. "I enjoyed the opportunity to make a contribution."

The project officer of the patch contest, Capt. Armand Tourangeau of wing training, said, "Upon base graphics' final check on Sergeant Johnson's design, a package will be submitted through the base historian to the Air Force Heraldry Office for final approval."

The tentative submittal date is Oct. 1, the captain said.



Reforger '88

Fourteen members of the 74th AES participated in Reforger '88, a twelve-day exercise which ended Oct. 3.

Eight medical technicians, four nurses and two radio operators supported Air Force and Army personnel in the Aeromedical Evacuation Control Center and the Mobile Aeromedical Staging Facility.

"It was a chance for a handful of our medical community to utilize their training in a Joint Chiefs of Staff exercise in which the experience acquired at Westover was used to support the mission in Europe," said Capt. David A. Zamorski, 74th AES operations officer.

ALCE sets up base

Westover reservists off- and on-loaded C-5s under simulated forward operating base conditions and underwent a mock chemical warfare attack during the August "B" UTA.

The scenario was the first of a planned series of forward operating base exercises scheduled to continue at least through the spring. They are in preparation for the wing's first C-5 operational readiness inspection (ORI) which is anticipated in late 1989 or early 1990.

The exercises are sponsored by the 10-member Airlift Control Flight under the command of Lt. Col. Robert McMillian. The flight's mission is to organize an airlift control element (ALCE) capable of deploying to a forward operating base.

The August exercise included setting up a command post and work tents, inspecting and preparing equipment to be airlifted.

WSSF bests 74th

When you claim to be the best, sometimes you have to prove it to doubters.

That's what the 639th WSSF softball team did in a "grudge match" when it beat the 74th AES on the Westover playing field Saturday afternoon, Sept. 10. The Westover security members who boast, "only the best guard the rest," came out on top of a 16-8 score. The softball match settled a dispute over who was best that had been building for months.



(USAF photo by TSgt. Sandi Michon)

NEW TECHNOLOGY—MSgt. Chris Menard, chief of central administration, demonstrates the new Xerox 9900 Duplicator his office now has on line.

New duplicating equipment installed

By SrA. Matt Proietti

Westover has taken a giant step into modern-day photocopying, receiving a state-of-the-art duplicating machine Sept. 1, according to chief of base administration.

"The machine (the Xerox 9900 Duplicator) basically takes the place of the former process, which had three separate steps," said MSgt. Chris Menard. "First you had to take a picture of what you wanted to copy, then make a plate of it. Then you'd put the plate on the press and run the press. Finally, you put the copies in the collator. Now it's all done just by programming what you want as a finished product into the computer.

"The biggest time saver is that we don't have to make plates anymore. It's very messy and time-consuming. Before, if we needed to copy a 100-page report, we'd have to make 100 plates. Now that step's been eliminated."

Sergeant Menard predicted that the time it takes to process orders will be cut by approximately 75 percent.

"The higher the volume of work we get, the more the savings will be," he said. Each month, more than 1.5 million copies are made by base adminis-

tration, the sergeant said, including orders, training and maintenance schedules, history reports, and flying schedules, among other things.

Westover is the second base in the Air Force Reserve to receive the new system. Dobbins AFB, Ga. received the Xerox 9900 in August.

One of the system's operators, Mike Bazan, mentioned an added benefit of the duplicator.

"If we're in the middle of a big copying job and someone comes in needing only a few copies of a document, we can do it easily. The old way we had to stop what we were doing, shoot a plate, and go from there. It took a long time," Mr. Bazan said.

Sergeant Menard said the computer-controlled system is much easier to use than the former operation.

"The old system took a highly-skilled operator to run. More people will be able to use the new one. Before, if the operator wasn't around and you needed copies, you were out of luck."

Sergeant Menard said the system can, and will, be programmed so it won't operate without a certain authorization code being punched in, making it impossible for unauthorized copies to be made.

New manager envisions improvements at Open Mess

By Nora MacKay

Ted Bronczyk, the new club manager has ambitious goals in mind for Westover's Consolidated Open Mess.

"I want to make this club the best in Massachusetts," he said. "I want the General to feel like he can bring any dignity in here at any time and feel proud to be here.

"If the scramble procedures are in place, even if the President comes in, it shouldn't be a problem," Mr. Bronczyk said.

The allusion reveals Mr. Bronczyk's background as a retired major with 20 years service as an Air Force pilot. His military experience has been valuable in his career in the hospitality industry.

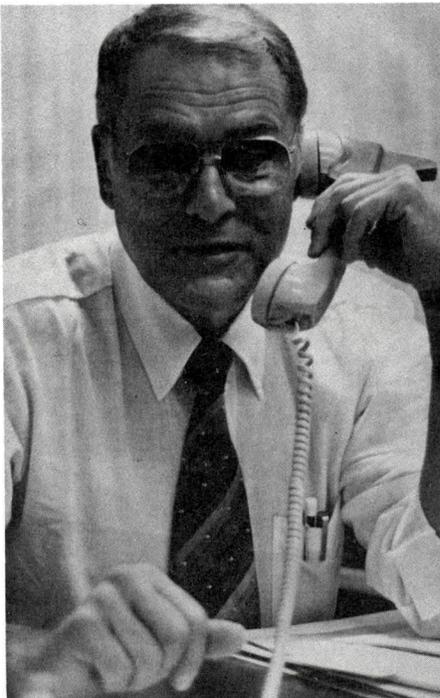
"I'm a systems, procedures and control man," he said. "I want to set up the club so someone can come in while I'm away and run the place because everything is in order and in place."

The path Mr. Bronczyk has taken towards his position at Westover shows a varied breadth of experience. A native of Paterson, N.J., he received his bachelor's degree in psychology and advertising in 1955 from Syracuse University in New York.

He then entered the Air Force as a pilot of F-86s, F-100s, F-101s, F-102s and F-4s among other aircraft at bases "all over the world." He spent the eight years before his retirement in 1975 as a test pilot.

How he became a club manager is, he says, "a long story."

"I was vacationing on a beach in



(USAF photo by Nora MacKay)

Ted Bronczyk

Taiwan when I met the man in charge of the International Agriculture Development Program at Cornell University," Mr. Bronczyk said. "We struck up a conversation and he asked me what I wanted to do when I retired. I said I didn't really know, but I liked to play host and to make people happy. He suggested I look into the Hotel and Restaurant Administration Graduate Program at Cornell.

"It was a tremendously intensive program. I was the oldest in the class and the only veteran," he said.

Mr. Bronczyk admits that returning to school after 20 years was difficult, but he was again able to draw upon his experience as a pilot to help him.

"In every course I had, a little light went on two weeks before the end of the class and I got it together. It went 'click,' just like a test flight," he explained.

Upon his graduation from Cornell in 1977, he held a variety of jobs in the hospitality industry, including positions with Marriot/Madrid, the International Hotel Corporation in New York City, Chef Tel in the Grand Caymen Island, as well as owning a gourmet catering company in Ithaca, N.Y.

He learned about the position at Westover from a bulletin of career opportunities produced by the HRA department at Cornell. He sent a resume to Lt. Col. Thomas Hargis, and later had a phone conference interview from Orlando, Fla. with the base and wing commanders, plus Westover's personnel director. After he got the job, he moved to Ludlow with his wife, Cheryl. He has two daughters, Michelyn, a sergeant in a MASH unit in Georgia, and Jeannine, a lieutenant stationed at a missile site in Sicily.

One of Mr. Bronczyk's priorities in his new position is to realign the kind of service offered at the club.

"It shouldn't matter if it's an airman or the President, the service should be the same for both of them," he said.

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