

# PATRIOT

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

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## Area communities launch land-use study

By Nora MacKay

Four communities surrounding Westover AFB have volunteered to work with the Pioneer Valley Planning Commission to develop a long-range land use project, according to PVPC Executive Director Timothy W. Brennan.

"We have been formally advised by officials from Granby, Chicopee, South Hadley and Ludlow that they wish to go forward with the DOD-sponsored Joint Land Use Study," Mr. Brennan said.

Westover was chosen in April by the Department of Defense as one of five U.S. installations to participate in the Joint Land Use Study Program. The JLUS was initiated in 1985 to provide DOD-funded grants to local planning agencies to share costs in the development of studies in areas where military air facilities could be affected by encroachment.

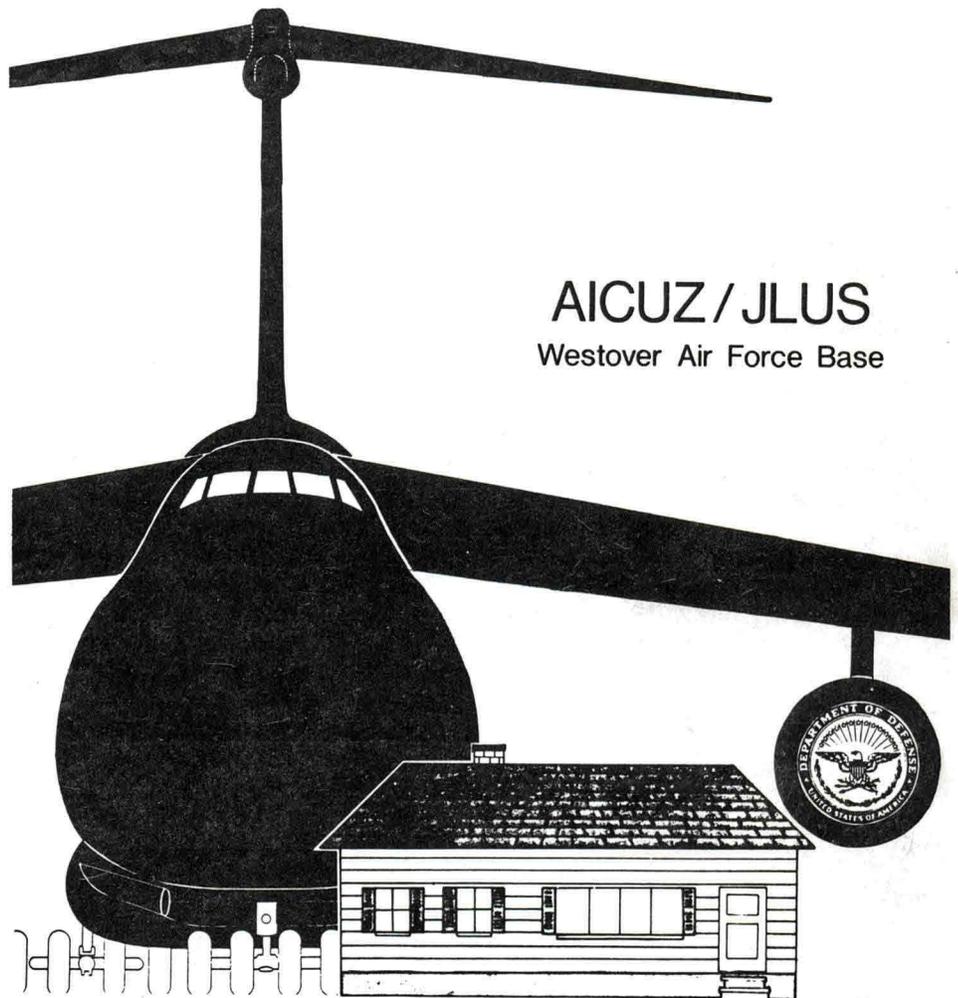
Westover hosted a meeting held in May to introduce the JLUS concept, which was attended by representatives from local communities, state officials, the Office of the Secretary of Defense, and Westover officials.

"At this meeting, it was mutually agreed the PVPC should act as the lead coordinating agency for this project and be responsible for overseeing the scope of work activities," Mr. Brennan said.

Officials from Springfield, Belchertown and Wilbraham also have requested to participate in the project, he said.

The JLUS, which is expected to take 12 to 18 months to complete, is being joined with the Air Installation Compatible Use Zone study because the two efforts complement each other and are practical to develop together, according to Chuck Weister, AFRES environmental engineer.

"A scope of work statement has been developed, and a consultant briefed local officials in late August in the



AICUZ / JLUS  
Westover Air Force Base

(Artwork by Karen Govoni)

### Scale drawing of a C-5A and a typical five-room ranch-style home.

AICUZ portion of the project," Mr. Weister said.

The AICUZ study is required now that the mission changed to C-5As is complete. The first Westover AICUZ was published in 1978 and was last updated in 1981 when the 439th MAW had a mission change to all C-130Es.

The initial AICUZ report made several recommendations, including estab-

lishing building codes, adopting fair disclosure ordinances to specify the accident-potential zones and overflight areas, and establishing zoning ordinances to reflect compatible land use.

The goal of the JLUS program is to encourage civilian planning agencies to enter into a cooperative and comprehensive study of present and future uses

*Continued on page 12*

**EDITORIAL****The obligation of physical fitness**

We're comfortably within the Air Force weight standards and on the last physical fitness test we walked three miles without even breathing hard. We've stopped eating bacon except on Sundays and switched to "lite" beer. That's a good start, but for too many of us, it's as far as we go in the job of staying fit and ready.

As individuals we have an obligation to ourselves to properly care for our well-being, and as reservists we have an added duty to maintain a high level of physical fitness.

Weight control and the annual run/walk are measuring devices, not ends in themselves. The real standard is the ability to perform a mission under physically demanding conditions—stress, lack of sleep, harsh weather. As reservists, we've agreed to make ourselves available for duty under emergency conditions that demand endurance that goes far beyond anything in everyday life.

Just as we prepare our equipment and do the paperwork arrangements for mobilization, we have an obligation to prepare ourselves for the physical demands. Fitness means the ability to stay alert and perform beyond normal bounds.

Regardless of age, size, or athletic ability, we can make ourselves more ready and increase our stamina and ability to endure.

The fact is that beginning in their 20s typical Americans experience a steady decline in fitness due to a sedentary lifestyle.

You don't have to have the willpower of a marathon runner to reverse the trend. Something as simple as leaving the car in the driveway and walking to work can make a difference.

Pass up the elevator and take the stairs. Take a brisk walk during your lunch hour or after supper. Take advantage of the superbly equipped Westover gym.

The important thing is to get aerobic exercise—get your lungs and heart going for at least 20 minutes every day. The immediate benefits include stress control, greater alertness and a sense of well-being.

Finally, one-third of us are ruining our hearts and lungs with cigarettes. Smoking is incompatible with good health.

Physical fitness through a healthy lifestyle is the best insurance you will ever have.

—TSgt. Thomas Allocco  
Public Affairs Technician

**Briefs****42nd wins praise**

The 42nd APS received favorable comments from the Military Airlift Command team which inspected the squadron during its UEI in June. The 135 reservists earned positive findings in all areas of the inspection, including management, administration, quality control, disaster preparedness and training.

**It's Colonel Hargis**

Col. Thomas G. Hargis was promoted to his present rank Aug. 1, receiving his 'silver eagles' from 439th Wing Commander Brig. Gen. Frederick D. Walker during a brief ceremony. The colonel, who serves as base and Air Base Group commander, was selected for promotion from lieutenant colonel last autumn.

**Soup, salad bar**

The consolidated Open Mess is now offering a soup and salad bar throughout the week.

The 24-item salad bar and two kinds of soup are available daily from 11:00 to 1:15 p.m. at \$3.50 during the noon hour meal and \$3.75 at dinnertime.

**C-5 damaged**

Davis Field, Okla. (AFNS)—A C-5 Galaxy was damaged on landing when the aircraft touched down short of the runway. There were no injuries.

The Galaxy touched down approximately 2,000 feet short of the runway and came to a stop about 2,000 feet down the runway. The aircraft's landing gear and underside were damaged in the landing.

The C-5 was carrying soldiers and equipment from Fort Wainwright, Alaska, to Davis Field. The soldiers are deploying for training at the Army's Joint Readings Training Center at Fort Chaffee, Ark., some 70 miles from Davis Field.

The aircraft is assigned to the 60th Military Airlift Wing, Travis AFB, Calif.

A board of officers has been appointed to investigate the incident.

**PATRIOT**

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**Actual Deployment scheduled for December**

**Mobility exercise processes 450 reservists headed for Europe**

Article and photos  
by TSgt. Sandi Michon

As the rain fell in torrents, hundreds of reservists stood in line preparing to leave for Europe. They had 24 hours from notification to be on the aircraft.

Their bags were packed and they took care of last minute details such as shots, I.D.'s and paperwork.

Even though it was just an exercise, everyone played as though it was the real thing.

"Mobility exercises are not held just to fill a square," said Lt. Col. George Caldwell, installation mobility officer. "It instills a sense of urgency—a reminder of why we are here."

The mobility scenario was to deploy 450 troops and mixed cargo to Hahn AB, West Germany, and Zaragoza AB, Spain. Three units were also designated to move to classified locations. Civil engineering units had only eight hours to deploy while the rest had 24 hours

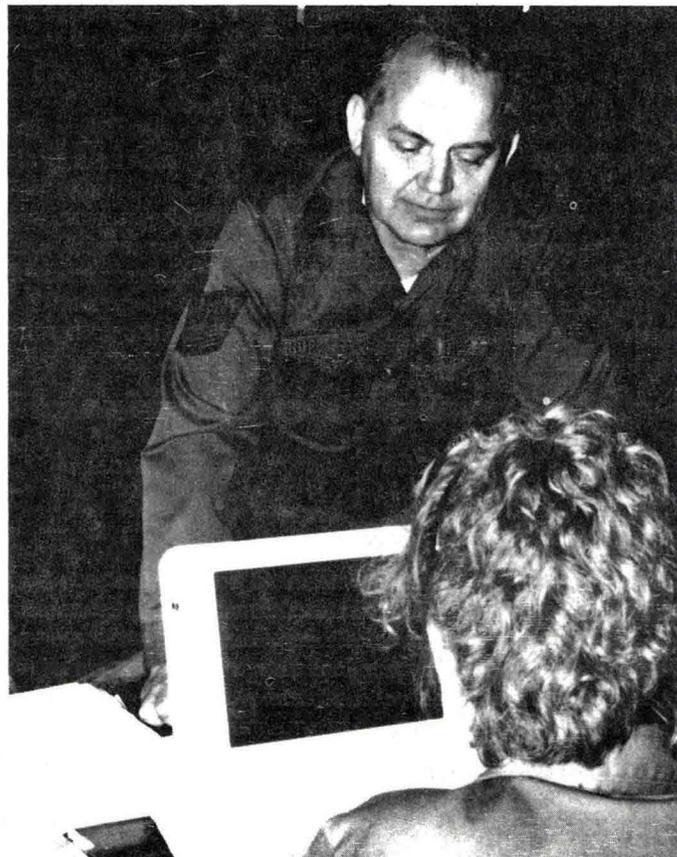
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**FIRST STOP**—Reservists unload at the mobility processing building as step one to mobilization.



**74th SECTION**—Waiting in the processing line from the 74th AES are left to right: SSgt. Russell Shaw, MSgt. Marie Vautour, MSgt. Bill Schindler and SSgt. Dawn Sanocki.



**AUTOMATED ORDERS**—MSgt. Eugene Rup responds to questions as TSgt. Patricia Melega types the information into the computer.

## MOBILITY EXERCISE



from initial notification.

"To mobilize, reservists have to convert from a civilian status to military status," explained Colonel Caldwell. "That conversion involves different requirements depending on location.

"Everyone with a mobility slot has to go through a mobility exercise at least annually," said Colonel Caldwell. Once mobility needs are determined, unit commanders assign mobility slots based on career skills. Alternates are normally assigned as back-ups.

"In an actual mobilization, a national command authority would issue a 'frag (mentation) order' outlining where to go, what to take, when to be there, uniform requirements, pay information, and any other details," he said.

Military Airlift Command would designate a C-141 unit to ferry our people to their destinations. Our C-5's would be tasked with airlifting heavy cargo," he said. "Because the maintenance sections and the clinic would support the launching of the C-5s, they have no mobilization commitment."

By the close of business on Sunday, Colonel Caldwell had a mixed report on the exercise. He praised the personnel processing and offered special thanks to Capt. Denny Jobes and MSgt. Chris Menard and their staff for their role in streamlining the automated mobility orders.

Although 80,000 pounds of cargo was moved from the units to the cargo terminal, several problems were found in the cargo processing procedures. "We'll do the cargo part of the exercise on Sunday of the September 'A' UTA, and we'll keep doing it until we get it right," said Colonel Caldwell.

"This time it was just an exercise, but you never know when it will be the real thing," he said. "But when it is, we'll be ready."



**STATION TO STATION**—Reservists pass through processing stations to complete mobilization requirements.



**TURNING THE TABLES**—After taking thousands of base I.D. photos over the years, SSgt. Allan Boucher is caught at his own game.

## New training manager welcomed to Westover

By A1C Kimberly A. Saganski

Westover's new education and training manager, CMSgt. Anthony J. Bruno, has returned home to Massachusetts more than 35 years after enlisting in the active-duty Air Force as a personnel clerk.

Although his work philosophy is direct, "get the job done, work smart and don't waste resources," Chief Bruno is not a difficult man to approach.

"I'm a very customer or people-oriented person," he said, "and I have an open-door policy in the office. I'm hoping that people will come to me if they have any problem."

The native Bostonian entered the Air Force in 1954 and spent a four-year active tour at Chanute AFB, the Far East Headquarters, Tokyo, Japan, and the AAFES Center in Portland, Oregon now called the MEPS.

Chief Bruno was discharged from active-duty in Oregon and assumed the ART position of personnel clerk with the 94th TAW at Hanscom, AFB, Mass.

The Cuban missile crisis in 1963 triggered a 90-day call to active duty for Chief Bruno. "We didn't have to leave Hanscom," he said. "We spent our time processing the activation and deactivation of the unit."

Toward the end of 1963, the chief left his ART position and worked in civil service as a management technician with the Deputy of Engineering and Technology in Bedford, Mass.



CMSgt. Bruno

After President Johnson cut 60 civil-service positions, including Chief Bruno's, the chief left the service entirely in 1964 and helped his family to incorporate DECKOR-CEN, Inc., a distributor for an interior and exterior paint product.

When the business went defunct in 1970, he became an ART with the 911th TAG out of Pittsburgh. Chief Bruno was soon promoted to chief of personnel utilization at the 920th TAG at Keesler AFB, Miss. where he met and married his wife, Toula.

The chief's military career was put

on hold again in 1972, when he separated from the reserve, until 1975 when he became the chief of personnel utilization at Chicago-O'Hare, Ill.

In February, 1977, Chief Bruno was selected to be the superintendent of education and training.

After four years at Homestead, the 915th TAC fighter group was changed to the 482 TAC fighter wing and Chief Bruno was promoted to the superintendent of education and training.

January 1989 found Chief Bruno detailed back into the chief of personnel utilization slot due to a manpower shortage in that area but a short six months later he was comfortably settled into his new position as education and training manager at Westover.

"Florida was very nice," said Chief Bruno, "but I needed a change and I wanted to come back home to Massachusetts for my next assignment.

"I'm really looking forward to working in the close-knit atmosphere of a reserve base," he said. "Also, it's different being assigned to an AFRES base because of the complete control that you have. You've got control of your own destiny as far as policy and getting the job done. If the job doesn't get done, you have no one to blame but yourself."

Chief Bruno is now in the process of finding a home locally for his wife, Toula and their two sons, John, 15, and Alex, 9, who are currently living in Florida.

## SMSgt. Babin honored by AFRES for training program

By TSgt. G. Mark LaFrancis

SMSgt. Paul T. Babin, operations superintendent for the 439th Communications Squadron, has been awarded a certificate of appreciation from AFRES.

While assigned to headquarters AFRES at Robins AFB, Ga. earlier this year, Sergeant Babin created a training program for transportable communications equipment. The course will be used by the Air Force Communications Command and will reduce time needed by reservists to become familiar with equipment.

Sergeant Babin "displayed exceptional ingenuity and resourcefulness as the subject matter expert for the development of the standardized communication course," said Col. William P. Carter, deputy chief of staff of personnel at AFRES headquarters. "He skillfully blended his talents to produce training products with present and far-reaching benefits."

Sergeant Babin was also commended in a letter from Brig. Gen. Frederick G. Walker, commander of the 439th Military Airlift Wing and was saluted by Col. Thomas G. Hargis, commander of

the 439th Air Base Group during a recent commander's call.

Col. Carter said, "As long as we have dedicated personnel such as Sergeant Babin in the Reserve, we will continue to provide the best training for our forces."

In civilian life, Sergeant Babin is employed as an estimator with Mutual Electric of Worcester.

He lives in Worcester with his wife Sandra. Their son Paul Jr. is a captain in the Air Force Reserve at Westover. They also have another son David and a daughter Theresa.

# Billeting office hanging 'no vacancy' signs on UTAs

By TSgt. Tom Allocco

When the Westover Billeting Office promises good quality, comfortable quarters, the rooms are not the Ritz. But they may be the Quality Inn or the Comfort Inn of Chicopee.

You don't have to be a mathematician to know that Westover's officer's and enlisted quarters, built to house about 800, can't always accommodate a base population that's grown to more than 2,200 reservists, along with a steady stream of visitors. That means that on UTA weekends some reservists are hearing the refrain of "sorry, no room at the Flyer's Inn" and are being sent away with chits in hand for accommodations in area motels.

About 40 percent of Westover's reservists are "non-commuters" who are guaranteed accommodations. On one occasion this summer, however, some were asked to go as far as Windsor, Conn. for the nearest available room and last year some were quartered in Mount Holyoke College dormitories.

"We have contracts with local motels, but during the summer tourist season the motels may fill all their rooms with people who are paying full price. This is a popular tourist area," said Colonel Thomas G. Hargis, base commander.

The problem with billeting on base is that Westover is just too "popular."

The Westover Billeting Office is called on to host such widely diverse guests as aircrews in transit, Reserve and Air Guard units on annual tour, high school and college ROTC students on exercises,

## Reservists can use space available rooms

Planning to visit Niagara Falls or the coast of New Hampshire? Consider cutting hotel bills by staying at the 914th TAG base at the Niagara Falls airport or at Pease AFB.

Under a recent Air Force policy change, reservists and their dependents are eligible for space available rooms on any active duty or reserve base in the U.S. Reservists have the same space available priority as active duty members when requesting

a room, according to Dave Michaud, Westover chief of services.

Most rooms on reserve bases are available for about \$6 per person, although the fee may vary according to the quality of the facilities. Reservations cannot be made, but Michaud recommended reservists call ahead to check on availability, particularly in areas where tourism is popular.

Rooms were previously available on space available at the discretion of individual billeting offices.

Army Reserve and National Guard convoys which use the base as a staging point, Individual Ready Reservists on annual call-up, youth groups invited to visit the base and others. The Army, Navy and Marines also use Westover rooms to temporarily house active duty members for up to 30 days.

Add to that the fact that the word is spreading that Westover is a good location for conferences and exercises and the pressure is mounting on the available rooms on base.

As the demand has increased, the capacity of the Billeting Office has declined slightly under an Air Force wide policy of guaranteeing private rooms to NCOs who are master sergeant and above. At Westover that has

meant removing two single beds from some rooms and replacing them with one double bed.

Those staying in the facilities will see many other changes in coming years as part of a long range plan to improve the billets.

Plans have been made to eventually renovate dormitories 5101 and 5102, including improvements in the day rooms and new latrines to be shared by two rooms. In coming years, as funds become available, air conditioning will be installed in all dormitories, the roofs will be replaced and new windows, screens and exterior doors will be installed.

A new Billeting Office is under construction in BOQ Building 2201.

## With Direct Deposit, it's money in the bank

By TSgt. Sandi Michon

We've all heard it—"The check is in the mail."

When approximately 100 paychecks were lost in July, base civilian employees spent days by their mailboxes.

According to Ray Gilbert, base comptroller, approximately 100 paychecks were misrouted out of Dobbins AFB, Ga., and although all were recovered, some were six days late. Although put in the normal mail channels in Atlanta, they did not arrive at the Springfield distribution center.

"The check is in the bank," is what those employees could have said if they had direct deposit. According to Mr. Gilbert, all direct deposits from that pay period were unaffected. "Direct deposit uses electronic funds transfer in

which Dobbins communicates to each bank through the Federal Reserve," he explained. "Most banks update their Federal Reserve data on Thursday evenings, so your paycheck is available Friday morning.

Although 70 percent of Westover's military and civilian personnel participate in the direct deposit program, Mr. Gilbert encourages 100 percent participation. "Your money is more secure, more dependable, accessible to family during mobilizations, and if an error should occur, it can usually be traced and corrected within an hour.

"Start your direct deposit by filling out a simple form at the base finance office," he said, "and you'll never hear 'the check is in the mail' again."

## Training for C-5 aircrew is just plane hard work

By TSgt. Sandi Michon

Scheduling flight time for 136 current 337th MAS aircrew members requiring a total of 1,128 sorties every six months makes 16 aircraft seem like too few, and 24 hours in a day not enough time.

"The semi-annual sortie requirements also have quarterly and monthly requirements," explained Maj. David Doyle, 337th MAS operations officer. He also stressed that the currency requirements are only minimums and maintaining proficiency often requires additional flight time.

Military Airlift Command sets the currency minimum requirements and allocates flight time, but local flying is restricted to 20 hours weekly according to the EIS. "This is significant because the majority of aircrew members hold nine-to-five civilian jobs in addition to their Reserve duties," commented SMSgt. John Missale, 337th loadmaster resource manager.

"Serving as a C-5 aircrew member is a big commitment," said Major Doyle. "The schools are longer, and more systems knowledge is necessary due to the complexity of the systems.

"The aircrew requirements for the C-130 mission were mostly satisfied locally with much less time commitment. But the C-5 mission involves more overseas flights which require the reservist to be away from home and work for longer periods of time," he said.

Sortie definitions differ for different aircrew positions. (See box on page 16) Pilots must include four overseas sorties in their 12 semi-annual basic sorties. The semi-annual requirement also involves two night landings, and various approaches. The approaches available depend on the facilities of individual airfields, which adds another training variable.

Another pilot requirement is local proficiency sorties. An average of one per month is required and involves circling the local area to simulate various landing approaches. It also allows pilots to practice simulated emergency procedures.

Flight engineer sorties involve lengthy preflight procedures, and loadmaster sorties are contingent on cargo involvement.

In addition to the normal requirements every reservist must satisfy such as routine classes, shots, records, weight and fitness, aircrew members have a longer list than most. Pilots and flight



(Photo by SSgt. Vin Blanchard)

**GASSING UP**—A C-5 receives fuel inflight. Each C-5 pilot must complete an additional three-week school to become air refueling qualified. They must then complete four air refueling sorties semi-annually, with one being a night refueling sortie with heavy cargo onboard.

engineers must complete four days of simulator training per six-month period at Dover AFB, Del. The simulator allows aircrew to practice emergencies and catastrophic failures obviously not allowed during actual flight time. Loadmasters are required to train on the simulator once yearly.

Aircrew must also complete annual checkrides, aircrew ground training classes, written qualification tests, weapons training, survival classes, altitude chambers and various refresher courses to name just a few.

Aircrew members are authorized the normal one UTA per month and 15 days annual tour, as well as Additional Fly-

ing Training Periods (AFTP). "The average Reserve C-5 pilot works more than 110 to 120 days per year, which is 20 percent of each year—just to remain current," explained Major Doyle. "That is a lot of time if you have a full-time civilian job."

A C-5 pilot attends a 10-week school to qualify as a co-pilot, three more weeks for an aircraft commander, and three more weeks to be qualified in aerial refueling. "We have the exact same requirement to satisfy as active-duty pilots who do the job full-time," said Major Doyle.

*Continued on page 16*

# Westover's anniversary plans moving ahead

By Kathleen A. Dromez

Plans for Westover's 50th Anniversary celebration are in full swing as military and civilian personnel prepare for the largest commemorative event in the history of the base.

Kicking off the series of events will be a Military Ball held April 7, 1990—the day after the 50th anniversary of the founding of the base. Although originally scheduled in conjunction with the dedication of the new C-5 pull-through hangar, the final location for the ball has not yet been determined.

The gala event is expected to draw more than 1,000 people, including dignitaries, military and civilian guests. The ticket price will include a catered dinner, three AFRES bands, the Luke AFB Honor Guard, floral decorations and a guaranteed good time for all.

"We want people to be awe struck by their surroundings. We've got a great bunch of people organizing the ball—everyone contributing some expertise," said Capt. Denny Jobs, director of military personnel and chairman of the

*"We want the people to be awestruck by their surroundings. We've got a great bunch of people organizing the ball."*

—Capt. Denny Jobs

Military Ball. "For example, Tim Carey, co-chairman of decorations, worked on President George Bush's inaugural ball. Because we have such help, it's going to be a phenomenal event."

An international airshow, the largest ever in the Northeast, is planned for July 20 to 22, 1990. The event will feature 50 airplanes on static display, the New England Escadrille, and a jet aerial demonstration. The Golden Knights, Canada's Snowbirds, and some of the Escadrilles historic warbirds are planned to fly. Westover has put in a request for the Air Force Thunderbirds or the Navy's Blue Angels.

"We hope to have a great show for everyone," said Lt. Col. Gale French, chief of safety and chairman of the 1990 airshow.

Westover's 50th anniversary and the City of Chicopee's centennial will climax during the Labor Day weekend with a spectacular hot air balloon display at Westover. One hundred to 125 competing balloons are expected to demonstrate their skills.

"Balloonists will find locations within a 10-mile radius in the community to launch their balloons from so they can fly into Westover overlooking the spectators," said Robert Motley, Westover airfield manager and Centennial Committee vice president.

Not only will the public see the spectacular show by balloonists, but the Thunderbirds aerial demonstration team and the Army's Golden Knights parachutist team have also been invited to perform.

## 50 years ago

### Chicopee selected as site for Northeast Air Base

The decision to build an airfield on Chicopee's flat tobacco plains was announced Sept. 15, 1939 by the Secretary of War Harry H. Woodring.

The news was greeted warmly by Chicopee Mayor Anthony J. Stonina who had been trying to convince officials of the soundness of constructing an airfield here since the late 1920s, when he was a first-term Chicopee alderman.

The base actually had its origin in the "Wilcox Act of 1934." Congressional leaders, aware of gathering war clouds in Europe, passed legislation calling for construction of several airfields deemed vital to national security. One of these was to be built in the Northeast.

General Henry "Hap" Arnold was named chief of staff of the Army Air Corps in 1938 and immediately recommended the War Department take steps to select sites for airfields authorized by the Wilcox Act.

When Stonina, by then in his fourth term as Chicopee's mayor, learned of Arnold's recommendation he contacted the Secretary of War and suggested Chicopee as a suitable site for the Northeast Air Base.

In July of 1939 a contingent of military officers visited the Pioneer Valley to examine Springfield Airport, Bowles Air-

port in Agawam and the Chicopee tobacco fields.

Army engineers arrived in Chicopee to prepare a map of the site in August and soon after, the Massachusetts legislature passed an act enabling the federal government to acquire land for an air base in the Chicopee area.

To further encourage the military decision makers the Chicopee school committee voted to permit children of Army personnel stationed at the base to attend city schools without paying tuition. In addition, state officials and executives from several railways and public utilities met with a representative of the War Department to make arrangements to build a railway to the base, relocate electric power lines and close certain highways.

When the Nazi war machine smashed into Poland on Sept. 1, 1939, Stonina, a Polish immigrant, rushed to Washington to confer with Arnold and once again push for construction of the airfield at Chicopee.

Within two weeks—on Sept. 15—the Secretary of War announced that Chicopee would "become an important link in the chain of East Coast defense" because the city had been selected as the site for the Northeast Air Base.

# BDUs will be mandatory wear in October, 1990

By Dan Gordon

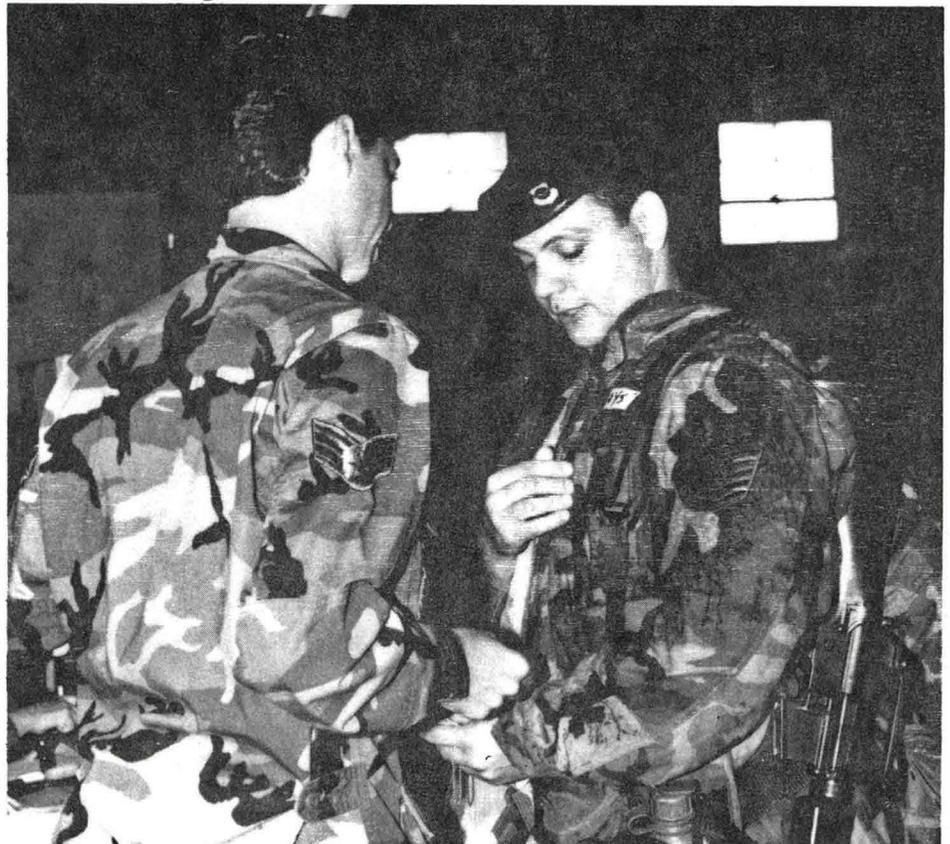
The camouflage fatigue uniform will become mandatory wear for all reserve and national guard personnel in October, 1990.

This is an attempt to conform with the other military services that are already wearing BDUs, said CMSgt. Alcide Patenaude, senior enlisted advisor for the 439th Military Airlift Wing.

"Air Force security force personnel for some time have been required to wear BDUs. It only makes sense to have all military members in the same uniform.

"The BDU is already mandatory dress for many Air Force bases overseas, and, is the uniform the Air Force has chosen for its people to wear in combat," said Clarence Smith, chief of supply. "It is important that all military personnel be trained and prepared at all times for possible hostile actions. The camouflaged BDU is appropriate for all land and air operations under battle or peacetime conditions," he said.

Due to supply limitations however, not all Westover units have received BDUs. "We have issued BDUs to units on a priority basis, such as security police, and units with special assignments. We ask that all those who have not yet received BDUs be patient," said Joan Homon, spokesperson for base supply.



(Photo by TSgt. Sandi Michon)

UTA BDUs—Sgt. Stephan Nezuch (L), from the 74th AES updates shots on TSgt. Eben Goode from the 639th SPF during mobilization exercise.

Those who don't yet have BDUs will be allowed to wear the olive green fatigue uniforms through Sept. 30, 1990. The olive green field jacket will

continue to be worn through September of 1992.

In October, 1992 BDU field jackets will replace the olive green ones.

## Environmental consultant measures Westover noise levels

By A1C Kymberly A. Saganski

An environmental consulting firm last month measured the noise levels from aircraft operations at Westover to include in a final environmental impact report on the proposed Westover Airpark Community.

Westview Development Corp., developer of the former Westover AFB property, hired HMM Associates of Concord, Mass., to take measurements on the noise impact of a C-5A operations on the proposed housing development in the Airpark.

Robert S. Berens, acoustical engineer for HMM, spent one of the warmest days in July next to Westover's flight line documenting the exact times a C-5 performed touch-and-gos during a local proficiency training mission.

A microphone attached to a decibel recorder was set up where Mr. Berens was stationed. According to the consultant, there were four additional locations for microphones and meters.

"One microphone is at the corner of Kelly and Anderson Streets, one is at the corner of Collins and Fifth Streets, one is by Westover's old hospital and the last one is next to the Bowie School," he said.

Mr. Berens said he was documenting the times of the aircraft operations to be able to determine which of the noise levels registered by his instruments was from actual C-5 operations.

Mr. Berens said he thinks the results of his tests will show the noise impact on the housing development from C-5 operations will be minimal.

The data collected by HMM will be compiled, analyzed and included in a final EIR to be filed by Westview. A draft EIR was filed in April with the Massachusetts Executive Office of Environmental Affairs. According to that report, noise from C-5 ground engine run-ups was found to have no significant impact on the proposed housing area.

# VIETNAM VETS: A CHANCE TO REMEMBER



**REMEMBERING JIM**—A small flag, carrying the lines, “Love you Jim, your family,” flies next to the wall.

Article and photos by A1C Christine Mora

Beneath the colorful banners, the trumpets were silent, tears flowed and the crowd remembered.

They were there to honor those soldiers who fought for their country. Some died, and others returned home to face a battle for the acceptance and recognition they so justly deserved.

They were there to honor the Vietnam veterans.

The focus of their attention stretched hundreds of feet down the grassy field in somber tribute. The stark black monument was adorned with splashes of color from flowers and American flags laid lovingly in remembrance. The monument was commonly referred to as the “moving wall.”

More than 2,000 people gathered July 23 in Greenfield, Mass. to pay homage to veterans during the day of activities which included a military parade and a ceremony in front of a replica of the Vietnam Veterans Memorial.

Westover’s honor guard and base commander Col. Thomas G. Hargis, marched in the parade which started the events. More than 70 units joined them along the two and a half-mile route which ended at the Greenfield fairgrounds, the site of the moving wall.

“I was extremely proud to march with Westover’s honor guard,” said Colonel Hargis. “They stood apart from the many other military units due to their sharp appearance and professionalism.”

Following the military procession, the crowd assembled around the replica to see, listen and share the emotions of the

speakers on the podium. The backdrop to the stage was a massive purple hot air balloon inscribed with the words, “MIA/POW...Lest we forget.”

Speakers who addressed the crowd included John Devitt, the creator of the moving wall, Mark Fitzpatrick, coordinator of the event, Maj. Gen. Wayne Wagner, state adjutant general, Carmen Buell, state representative, Thomas Hudner, assistant commissioner of Veterans Services for Massachusetts, and Edmund Olchowski, chairman of the Greenfield board of selectmen.

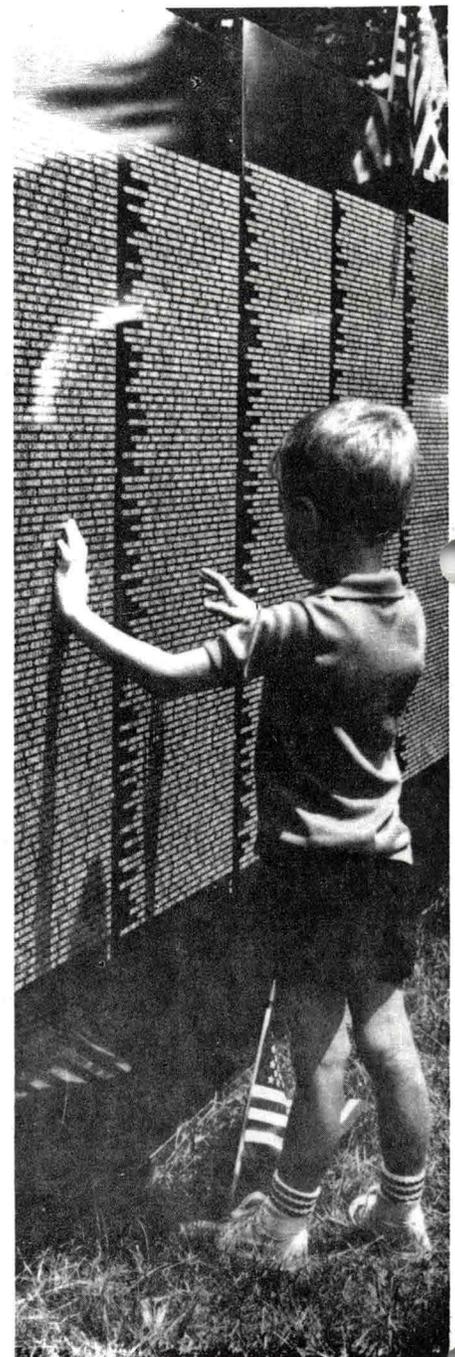
“We faced two wars: the battle for survival on the field, and the fight for acceptance at home,” said Mr. Hudner, a Medal of Honor recipient.

Beneath the blazing summer sun, the atmosphere was filled with emotion and tears. One of the most touching moments of the day occurred when a Vietnam veteran from Canada, supported by a cane, represented his nation and fellow soldiers by placing a wreath near the monument in honor of the fallen heroes.

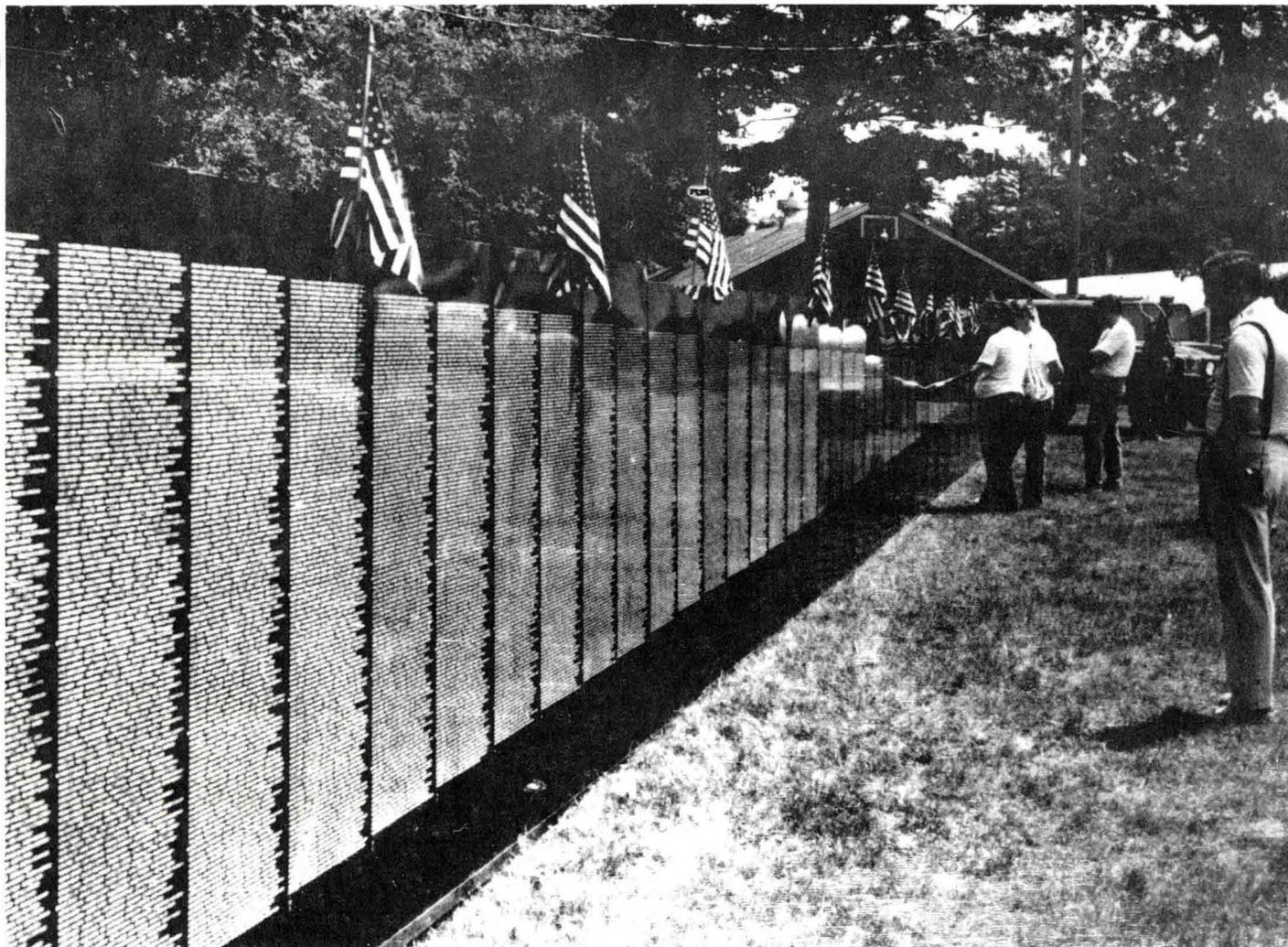
As the military units stood in formation, bands intermittently played anthems highlighted by “Taps” and a solemn rendition of “Amazing Grace” on bagpipes.

Alone or with family and friends, people in the crowd scanned the etched black tablets searching the names of the dead soldiers. The replica appeared identical to the original monument, though half the size.

Various aircraft performed flyovers  
*Continued on page 14*



**YOUNG OBSERVER**—A small boy touches the memorial wall, dedicated to Americans killed during the Vietnam War.



MULTITUDE OF MEMORIES—More than 2,000 people visited the replica of the Vietnam Memorial in Greenfield, Mass. recently.

LTON N HATTON · GEORGE E HAYWARD · WILLIAM C HIX Jr · KENNETH E JACKSON · GARY M JOHNS  
 H GOTT · GEO  
 TORE MANCUS  
 HARRY T NIGGL  
 · OTHA L  
 DARYL G SCAL  
 J TANZOLA Jr · C  
 · JAMES T DO  
 · TERRENCE P  
 · DAVID E  
 ARK SIEDENTOP  
 · CHARLES J S  
 · WALLACE C BE  
 ARY J COYLE · P  
 · STANLEY  
 · PET  
 STOPHER MITCH  
 · CHARLES H O  
 · RODNEY  
 · JAM  
 · THOMAS E CLARK · ROBERT D DE BOARD · WARD C EVANS · FRED R FRAZIER Jr · ANDREW PEREZ GARCIA  
 · D R GRAMAM · DAVID R HAEFEL · LAWRENCE C HAWLEY · CHRISTOPHER S SMITH · RODGER D HOWARD

## THE MOVING WALL

**By A1C Christine Mora**  
 The moving wall was the idea of John Devitt, after attending the 1984 dedication ceremony of the original Vietnam Veterans Memorial in Washington D.C.

The emotional event affected him in such a way that he hoped others could share the experience, according to Mark Fitzpatrick, director of veteran services in Greenfield, Mass. Upon his return home to California, Devitt decided if people weren't able to visit the wall, he would bring it to them.

After contacting Jan Scruggs, the founder of the original monument, Devitt received the templates con-

taining all the names inscribed on the memorial.

In 1986, the moving wall made its debut in Pilot Point, Texas, under the assumption that it would travel wherever asked for about a year or two before reaching its permanent site in San Jose, Calif.

The wall is still on the road today. After much wear and tear, the original facsimile was rebuilt in Chicago. Steel frames support the aluminum body, replacing the former wood construction. The names are etched on a high gloss finish.

An identical wall was also constructed, allowing one to travel the east coast, while the other visits the west.

DONADO-AGUI  
 FRED A NEUBAU  
 · ROBERT E OLS  
 · DEWEY D RUI  
 PAUL E SWIGAR  
 NE F CHRISTIANS  
 · DENNIS M KEI  
 WILLIAM S OGD  
 · WILLIAM B REED  
 RLES L SUTHARD  
 CHARLES BEDFOR  
 HARRY H COLEMA  
 CHARD A DELEID  
 · ORVILLE E HIL  
 ARLES W MILLER  
 DONALD K McLEA  
 NNETH E ROBERT  
 WALTER R TYRRELL  
 RGE J CANAMARE



(Photo by A1C Christine Mora)

**RAINY DAY CEREMONY**—Three members of the 439th Civil Engineering Squadron reenlisted during an exercise in Dorpatch during the August UTA clad in rain gear that protected them from torrential downpours. Doing the

swearing in is Lt. Col. William E. Garrity, commander of the squadron. SMSgt. Benjamin P. Tomlin looks on as MSgt. Theodore P. Durand Jr., TSgt. Arthur E. Baer and MSgt. John P. Mailo take the oath.

## New fire station should be finished Oct. 15

By A1C Christine Mora

Westover's newly-constructed fire station is scheduled for completion Oct. 15 and will contain numerous capabilities to better support the C-5 mission.

"The design of the station will enable us to serve Westover in a more expedient manner," said Haskel Jenkins, chief of the fire department.

Chief Jenkins explained the station will be divided into two sections. Five bays containing crash firefighting equipment will open onto the flightline. Another five bays containing structural firefighting equipment will open onto the base to support the structures and housing of Westover.

The fire department was previously located in the middle of Westover's nose dock and it was necessary for firefighters to cross an active runway to respond to base emergencies, said Chief Jenkins.

The communications center will also be facing the flightline. A view of the

parking ramp will allow the operators to detect ground emergencies prior to the official report.

New equipment will be available to the communications center as well. An SOA radio alarm communications system will be used and all Westover facilities will report to the fire station over radio waves.

"We have run into many problems

using the hardwire system," said Chief Jenkins. "At times the telephones have been unreliable and difficult to use.

"A beneficial capability of the new building will be the rapid resupply system," said the chief. "This will allow us to reservice firetrucks in three minutes compared to the previous fifteen minutes and in an emergency, time is crucial."

### Joint land use

(Continued from page 1)

of land affected by Westover's operations. Specifically, the JLUS provides financial and technical assistance to the communities to take the general guidelines in the AICUZ and tailor them to their individual needs.

The criteria for the selection of Westover as a JLUS site included demonstrated ability to work with the local governments, the potential for incompatible land development and the

existence of state enabling legislation for planning around airfields.

"The PVPC is convinced that this project could prove of significant value and benefit to the Pioneer Valley and each of the participating municipalities," Mr. Brennan said.

The first organizational meeting for the study will be held at Westover on Sept. 7, Mr. Brennan said.

## 135 students spent the summer working at Westover

By Lynne P. Root  
and Kathleen Dromeo

The summer hire program at Westover has proven to be very successful as 135 students were hired this year—nine times more than the 15 hired in 1986.

“The program is excellent,” said Julie Fitzgerald, chief of the Affirmative Employment branch of Civilian Personnel. “We’ve had all sorts of comments on the help the summer hires have given in every department, and both supervisors and workers have found the assistance very helpful. Hopefully we’ll be able to continue with it in the future,” she said.

About 185 applications were received this year, 135 of which were accepted. According to Ms. Fitzgerald, 11 of those accepted were co-op workers; students hired by Westover through their local colleges in order to gain experience in their majors. Until three years ago, only three summer hire positions were open each year under the AFRES regulation. Since 1986 however, pre-existing funds were allotted on a trial basis for summer hire positions.

This year’s program cost slightly more than the \$350,000 allotted last year, said Ms. Fitzgerald. More students have been hired, and many returning students, due to added experience or further education received pay promotions.

Daniel P. Moriarty, a UMass management major is a summer hire for Civil Engineering’s pavement and grounds division. He said, “I enjoy working at Westover because I like the idea of being outside doing physical labor rather than in an enclosed office, and I’m given that opportunity here. It’s a good summer job.”

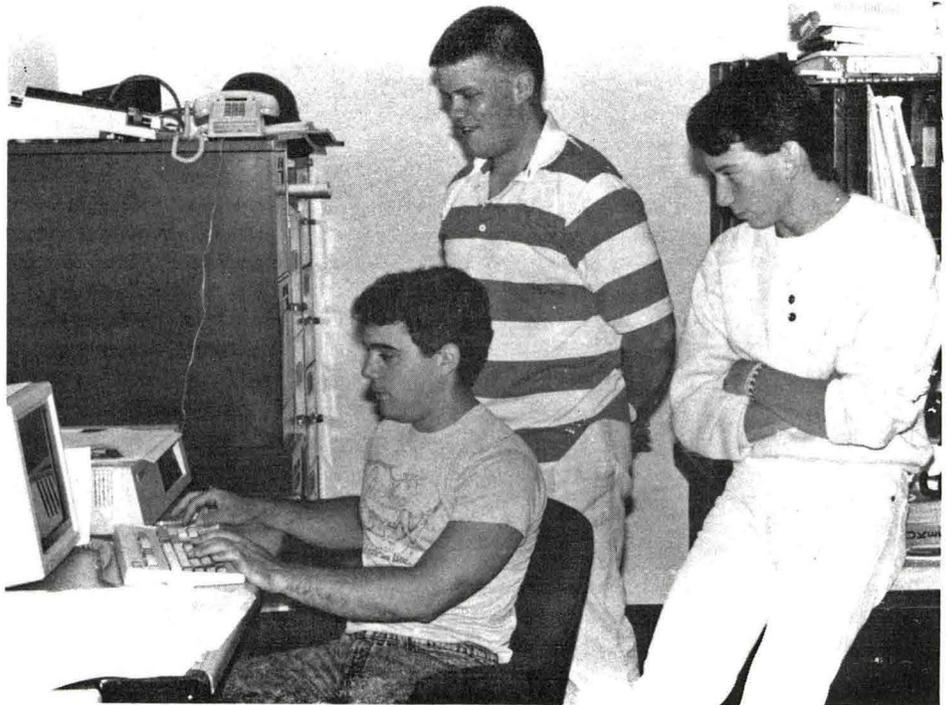
Thirty students, nearly 25 percent of

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*“This program gives me a chance to work exclusively on Autocad and to learn the intricacies of the program...”*

*Carlos Nodal  
summer hire*

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(Photo by AIC Christine Mora)

**SUMMER FUN**—Carlos Nodal, Anthony Lauzon and Bob Benard, summer hires who worked in Westover’s civil engineering department this summer, brushed up on computer skills using Autocad, a computer aided drafting and design package.

the summer hire work force, are currently employed by civil engineering. Each of the numerous types of engineering, such as mechanical, electrical and civil, require training with a specific kind of engineer, therefore necessitating a higher student-employee ratio, said Julie Fitzgerald.

“I got this job to expand on what I learned in school,” said Carlos Nodal, a civil engineering major in his senior year at UMass. “This program gives me a chance to work exclusively on Autocad, and to learn the intricacies of the program in more depth. Autocad is a computer aided design drafting and design package which is used in architecture, civil engineering and facility management. It allows us to construct a detailed drawing or map on an area the size of a pinhead,” he said.

Myron Popkowski, an industrial engineer for the 439th ABG finds that the program works very well. “The students are converting work to the Autocad that we had previously been doing manually.” He said, “we can edit

drawings and add certain attributes more easily in CAD form than we can by hand.”

Many summer hires feel that experience working for the government will prove to be an invaluable asset in future endeavors. Renee LaTulippe, an english major at Providence College said, “I like my job in the control tower because I learn a lot more than I ever would anywhere else. It helps me to learn about the government also, and how it works.”

Opportunities for summer employees occasionally become available in a full-time capacity when positions open and civil service tests are taken. Pat Michalski, who works in the staffing office at Westover’s civilian personnel office, took a civil service test in Springfield in order to be eligible for a full-time position on base. She said, “I think I decided to continue working at Westover because of the security of a government job. I really like the people, and therefore decided that it might be a nice place to work full time.”



(Photo by A1C Christine Mora)

**SALUTING VIETNAM VETERANS**—Col. Thomas G. Hargis, right-center, along with members of veteran organizations and other military personnel, salute veterans of Viet-

nam during the playing of "Taps" in front of a replica of the Vietnam Veterans Memorial Wall in Greenfield, Mass.

## CHANCE TO REMEMBER

(Continued from page 10)

cluding the overwhelming roar of an Army helicopter which eventually landed about 100 feet from the monument.

"Seeing the wall was a personally stirring experience," said Colonel Hargis. "The monument elicits such emotion and the outpouring from the people was impressive."

The colonel also spoke at one of the many ceremonies held during the week of activities. He called on the mourners

not to look at the experience as one of bitterness and pain, but to look for the purpose in the death of their loved ones, if not the positive spirit of the wall.

"I believe the monument helps to heal emotional wounds and realize the finality of death," said Colonel Hargis. "This is healthy and strengthens our ability to face the future."

During the week-long stay of the memorial, the monument was open to the

public 24 hours a day and guarded by members of the National Guard. "The contribution of Company B, 1st Battalion from Chicopee was outstanding," said Mr. Fitzpatrick. "The many units and individuals participating in the event deserve a great deal of credit for their support."

The generous contribution made the day one which rekindled a sense of pride and respect many Americans often lose sight of, he added.

## earning a **PAT** on the back

### REENLISTMENTS

CMSgt. George J. Kudla  
SMSgt. Thomas A. Smith  
MSgt. Paul N. Larochele  
MSgt. Richard L. Pease  
MSgt. James L. Pickener  
MSgt. Debra A. Walsh  
TSgt. Ann Baranauckas  
TSgt. David A. Burden  
TSgt. John Cascamisi  
TSgt. Byron T. Chaples Jr.  
TSgt. George J. Nalesnik  
TSgt. Donald M. Sage  
TSgt. Sharon L. Santoro  
SSgt. Mark D. Baker  
SSgt. Everett D. Bennett III

SSgt. Cinthia J. Denote  
SSgt. Willis D. Easton Jr.  
SSgt. David R. Hunt  
SSgt. Mark D. Kosow  
SSgt. Kevin R. Mattoon  
SSgt. James W. McSherry  
SSgt. Vance S. Silcott  
SSgt. Richard L. Smith  
Sgt. Michael A. Manzelli  
Sgt. Herbert R. Wyand Jr.  
SrA. Kenneth A. Adinolfi  
SrA. Jason S. Lumenello  
SrA. Juan A. Quiles  
SrA. Steven J. Stella

### ENLISTMENTS

TSgt. Rodolfo Sandoval Jr.

SSgt. Thomas F. Apanovitch  
SSgt. Kevin M. Boyle  
SSgt. Scott G. Griffin  
SSgt. Mark A. Kapinus  
SSgt. Francis X. Kelley  
Sgt. Robert L. Bray III  
Sgt. Clement G. Reitz  
A1C Julie D. Blank  
A1C Kelly A. Chaves  
A1C Donna Mae Duval  
A1C Joseph Hibert Jr.  
A1C Glen A. MacNie  
A1C David B. McLaughlin Jr.  
A1C Mattie R. Moon  
A1C Michael P. Sargent  
AB Jay C. Block  
AB Lawanna M. Green

## C-5s carry bridge parts to Pakistan

Two military Airlift Command C-5 Galaxies took part in a Department of Defense humanitarian airlift by flying bridge parts to Pakistan, July 7-10.

On the first flight, the initial C-5 picked up needed off-loading equipment at Rhein-Main AB, West Germany. The special tactical off-loader was used because some bridge parts took the space of two and three pallets—too large of a load for a normal forklift off-loader.

# Westover trying to deal with encroachment issue

By Nora MacKay

Community Relations Officer

When the tobacco fields of Chicopee were chosen in 1939 as the site for Northeast Air Base, the 7½ square mile plot was far removed from residential areas.

Fifty years later, the farmland surrounding the base has become prime real estate for commercial and residential development. Westover now finds itself surrounded by schools, hotels, hospitals, condominiums, and commercial and residential developments.

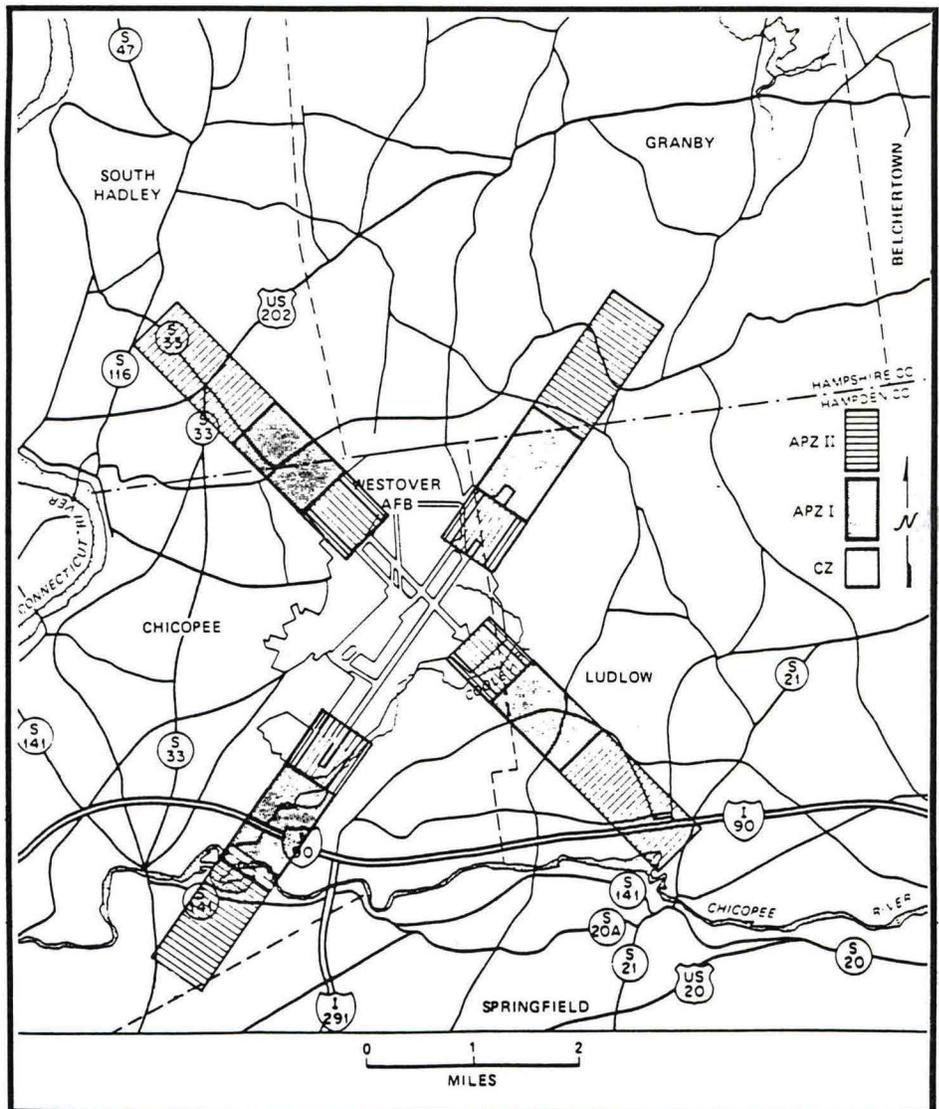
For Westover and many other civilian and military airfields this is a jet-age problem called encroachment—poor or no planning and zoning in surrounding communities resulting in land uses incompatible with flying operations.

In the 1980s, many of the nation's military installations, once economic anchors for local development, have become a source of disturbance in some of the communities that have grown up around the bases. Neighbors discover the home they bought near the airfield in an era of propeller-driven airplanes is eventually overflowed by louder and larger jet aircraft.

In an effort to cope, these neighbors have demanded altered traffic patterns and reductions in noise levels. In fact, four Air Force bases—Chanute AFB, Ill.; Lowry AFB, Colo.; Hamilton AFB, Calif. and Laredo AFB, Texas—have ceased flying operations altogether due to demands stemming encroachment.

In 1987, this issue came home to Westover officials with the conversion from the small, turboprop C-130Es to the massive—and loud—C5A Galaxies. Noise complaints increased tremendously, an organization has filed two lawsuits contesting the bed down of the C-5s at Westover, and about 20 local residents have filed claims for “inverse takings,” or claims for the loss of enjoyment and value of their homes.

After the record of decision to station 16 C-5As here was announced in May 1987, the 439th Military Airlift Wing implemented several noise mitigation procedures to reduce the impact of noise—especially during local profi-



**AICUZ RESULTS**—This map from Westover's last AICUZ, published in 1981, shows the location of the clear zones and APZs. The Air Force owns the clear zones, where 62 percent of aircraft accidents occur.

ciency training missions—on the base's neighbors.

Since then, the number of noise complaints on C-5 noise has substantially decreased, indicating these measures have been largely successful. But these noise mitigation procedures—which include raising the climb profile, raising the traffic pattern and adjusting the instrument approach to runway 23—have had an effect on the wing's flying mission.

“Every noise mitigation measure we put into effect detracts from realistic

training for our aircrews,” said Maj. Larry Mercker, 439th MAW deputy commander for operations. “And there's really nothing more we can do to make this plane seem quieter.”

Encroachment was recognized by the Air Force in the late 1960s as a potential threat to many of the nations military airfields. In 1971, the Air Force implemented the “Greenbelt Program,” but the acquiring the recommended 10,000-foot wide zone extended 12,500 feet beyond runways was considered too ambitious and not adopted.

*Continued on page 18*

## Aircrew training

(Continued from page 7)

"I tell my new recruits that being a loadmaster is not what you see on T.V. commercials," Sergeant Missale said. He said initial loadmaster training takes approximately one year. "On trips, we are often offloading the aircraft long after the rest of the aircrew has left for quarters," he said.

SMSGt. Fred Allard, 337th MAS chief flight engineer, keeps track of the currency requirement for the squadron's 40 current flight engineers. All aircrew members must fill out Westover Form 337 after each flight. The information is fed through the computer and printouts list full currency status on each aircrew member. The printouts serve as a useful tool in scheduling flights.

Scheduling for currency requirements does not include all the flight training time needed for non-qualified, and non-current aircrew members. Training personnel do not log sorties, but their flight time is just as important.

Maintenance people have no sortie requirements, but their contribution to each flight is important. "We generally have at least two crew chiefs on each

## SORTIE DEFINITIONS

### Pilot

Pilot must be in the pilot seat (pilot and co-pilot sorties differ) for take-off and landing. Sortie may also include flight planning and filing, preflight briefing, taxi and take-off, traffic control compliance, descent and landing.

### Flight Engineer

Engineer must complete aircraft

preflight (2½ hours) to check all systems, monitor take-off, perform inflight duties and landing.

### Loadmaster

A flight must involve cargo and/or passengers to qualify as a sortie. A sortie includes cargo onload and/or offload, and monitoring cargo inflight.

flight, and on some flights we also take security police personnel," said Major Doyle.

While scheduling and performing all the required flights is quite a feat, it is more outstanding when the safety record is reviewed. "The 337th squadron has flown 23 years of mishap-free flying and has amassed more than 97,000 mishap-free flying hours," said Lt. Col. Gale French, chief of safety. "The average 337th pilot has more than 3,000 hours of military flying time. This

is considerably more than their active duty counterparts."

"We're not just drilling holes in the sky," said Major Doyle. "Our C-5's have flown several humanitarian aid missions, and we contribute a significant role in the overall MAC mission. Given military budget constraints, Reserve airlifts are a real bargain.

"Without fulfilling our training requirements, we would be unable to respond to airlift needs," said Major Doyle.

## General Cassidy will retire, successor named

After more than 34 years of military service, Gen. Duane H. Cassidy, commander in chief of the U.S. Transportation Command and the Military Airlift Command, will retire Oct. 1, 1989, Secretary of Defense Dick Cheney announced.

Lt. Gen. Hansford T. Johnson, currently director of the Joint Staff for the Joint Chiefs of Staff at the Pentagon, has been nominated by President Bush to be commander of USTRANSCOM and MAC, and for promotion to the grade of general. He is the first Air Force Academy graduate selected for promotion to the rank of four-star general.

General Cassidy has commanded MAC since September 1985. In October 1987 he assumed a dual role as commander in chief of USTRANSCOM.

General Cassidy's successor is no stranger to airlift—his first operational assignment was with the 317th Troop

Carrier Wing in France in the early 1960s. There he flew C-130s throughout Europe, Africa, the Middle East and West Asia. He continued flying with the wing when it transferred to Lockbourne AFB, Ohio, now Rickenbacker AFB.

Later in his career, General Johnson was in charge of developing the tactical airlift force structure and led a team that developed and evaluated the Air Force inputs to military strategy at the Pentagon.

As commander in chief of USTRANSCOM he will be responsible for global land, air and sea transportation of all U.S. fighting forces. As commander in chief of MAC, the 1959 Air Force Academy graduate will be responsible for airlift in support of unified and specified commands during war, periods of crisis and contingencies.

General Johnson will control three numbered air forces, whose airlift responsibilities span the globe: 21st Air

Force, McGuire AFB, N.J.; 22nd Air Force, Travis AFB, Calif.; and 23rd Air Force, Hurlburt Field, Fla. Twenty-third Air Force is also the Air Force component of U.S. Special Operations Command.

The 53-year-old general will also head rescue, weather, aeromedical evacuation, audiovisual, courier service, and operational support airlift forces for Department of Defense agencies throughout the world.

General Johnson is a command pilot with more than 8,200 flying hours, 1,000 of which were under combat conditions. He is qualified as a navigator and parachutist. His decorations include the Defense Distinguished Service Medal, Distinguished Service Medal, Silver Star, Legion of Merit with oak leaf cluster, Distinguished Flying Cross with two oak leaf clusters, Defense Meritorious Service Medal, and Air Medal with 22 oak leaf clusters.



(Photo by AIC Christine Mora)

**BASE TOURS**—Bill Berge, Westover Fire Department, explains the operation of one of the department's fire trucks.

As of the end of August, Westover has hosted more than 4,700 guests on 118 tours and C-5 static displays in 1989.

## Westover plays host to Explorer Police Academy

By Kathleen A. Dromey

Over 270 members of the Explorer Police Academy spent July 22-29 at Westover learning about law enforcement through academics, on the job training and general police work.

"The program is designed to teach the importance of law enforcement," said Sgt. Mark Hafner, academy director. "Also, many explorers think of police work as a possible career."

The 14- to 20-year-old cadets came from Connecticut, New Jersey, Massachusetts, New York and Vermont to participate in the summer program at Westover.

"The base is an ideal place to teach the explorers about daily law enforcement procedures," said James Tilley, state trooper from Connecticut. The explorers have spent eight of the past 22

summers at Westover.

"Although most police explorers intend to be police officers someday, that is not the sole purpose of the program," said Trooper Tilley, "Not only does it provide skills for law enforcement but builds a sense of self-confidence in each individual who may enter other fields."

Taught in four week-long phases, the program takes a minimum of four summer sessions to complete. "Each explorer must pass his/her phase before participating in graduation at the end of the week. Many repeat phases the following summer if they do not pass the phase they are in," said Sgt. Hafner.

The first two phases mainly consist of academics and the general techniques of law enforcement. The third phase included academics and hands-on

training with the 24-hour mock police department. "Explorers use police cars and foot patrol in responding to fictitious scenarios set up by attending police officers," said Sgt. Hafner.

Students in all phases spend a maximum of four hours per day in the classroom or on various other assignments. "Some may go to the pool to learn rescue techniques, while others set up obstacle courses to practice defensive driving skills," said Trooper Tilley.

"The fourth phase—for the elite group of 25 who are at least 17 years of age and have passed the other three phases—is the most difficult to complete," said Sgt. Hafner. This "career phase" involves both written and oral exams modeled after entrance exams for police employment.

## Inner city kids spend wet weekend in Dogpatch area

By TSgt. Tom Allocco

Boys and girls, some of whom have rarely been outside the inner city, had the adventure of their lives when they camped out at Dogpatch during the August "A" UTA.

About 45 youngsters from Connecticut and New York were treated to two days filled with activities, from a demonstration of survival techniques by Life Support to a tour of the Free World's biggest aircraft.

The program was organized by SSgt. Patrick Whelan, 639th SPF security specialist, with the assistance of other SPF members who donated to pay for the youths' meals.

The security police flight played host to youngsters from the Dutchess County, N.Y. Big Brothers, Big Sisters, a program for children from broken homes; the inner city neighborhoods of Poughkeepsie, N.Y.; Connecticut Boy Scouts; and members of the Edward's Tae Kwan Do studio of Pawling, north of New York City.

Among the highlights were tae kwan do lessons by Charles Edward, the third degree black belt master of the studio who helped organize the trip. The youngsters slept on the floor of the former "antenna farm" building at Dogpatch and were up at 5:30 a.m. Saturday and Sunday to begin long days including a demonstration of escape



(Photo by SSgt. Vin Blanchard)

**TAE KWAN DO**—Two inner city youngsters try their hand (and feet) at tae kwa during a weekend stay at Westover. About 45 youngsters from Connecticut and New York camped out at Dogpatch during the August UTA as guests of the 639th SPF.

and evasion by Life Support and a drug and alcohol abuse prevention class by MSgt. Doris Ford of Social Actions.

The activities and sleeping arrangements were shifted indoors when a steady rain throughout the UTA weekend flooded the youth's tents.

Chaplain (1st Lt.) Joseph Raeke also assisted in the program.

TSgt. Eben Goode and SSgt. Michael Golenski of the 639th SPF took the older Boy Scouts on a reconnaissance training exercise on Saturday night.

Sergeant Whalen, a Dutchess County, N.Y. sheriff, received financial help for the campout from the county sheriff's Police Benevolent Association.

## Encroachment

(Continued from page 15)

The Greenbelt Program was refined in 1972 into the Air Installation Compatible Use Zone program, or AICUZ. All 88 U.S. installations were analyzed for noise impact and accident potential zones (APZs) and established criteria for identifying obstructions.

One of the results of the AICUZ study was the discovery that 62 percent of aircraft accidents occurred within the clear zone, or in the land directly adjacent to the runway. Eight percent of accidents happened in APZ I, and another five percent in APZ II.

About \$65 million was then spent by the Air Force to acquire land in the clear zones for all Air Force airfields. While the accident rate in APZs I and II did warrant land purchase, Air Force officials felt land use controls were in order.

In 1985, the Office of the Secretary of Defense initiated the Joint Land Use Study program to offer economic assistance to communities to develop long-range comprehensive land use planning compatible with military flying operations. To date, four studies have been

completed and recommendations have been implemented, and another four studies are on-going.

This year, Westover was chosen as one of five U.S. bases for a JLUS. The first organizational meeting for the project was held at Westover on Sept. 7.

"Although our job as planners is to protect the Air Force mission, we must also protect the public," said William L. Cox, Air Force AICUZ program manager. "We aren't advocating no growth. We stress compatible growth."

## "Patriot People"

**Name:** Bob Freniere  
**Rank:** Capt.  
**Age:** 34  
**Address:** Chicopee  
**Unit:** 337th MAS  
**Position:** Intelligence Officer  
**Civilian Position:** ART  
**Favorite Food:** Seafood  
**Years of Service:** 12  
**Favorite Sport:** Football  
**Favorite Hobby:** Reading  
**Ideal Vacation:** Hawaii  
**Best Way to Relax:** Sailing  
**Preferred Entertainment:** Movies  
**Favorite Celebrity:** Michael Keaton  
**Favorite Music:** Jazz  
**Favorite Book:** Armageddon  
**Favorite Color:** Blue  
**Favorite Car:** Corvette  
**Pet Peeve:** Apathy  
**Best thing about Westover:** People  
**Worst thing about Westover:** \_\_\_\_\_



Capt. Bob Freniere

## Computers help make paper forms obsolete

By TSgt. Sandi Michon

The military is known for its paperwork, but computer technology is changing that concept. New, formatted computer forms are making paper forms obsolete.

"The forms are referred to as 'E-forms,' although that is actually a brand name for one computer company's automated forms," explained MSgt. Chris Menard, information management chief. Many companies market software packages for various form types.

According to Sergeant Menard, the automated forms eliminate paper forms used to generate other forms. "The forms are formatted on the computer screen and are filled out on the computer," he explained.

An example of automated forms at Westover is the Automated Orders Program. Instead of using AFRES form 938 to generate orders, the information is fed directly onto a computer form and the orders are generated through Finance. "This example shows the added benefit of computers interfacing within the base," said Sergeant Menard. "Instead of mailing forms to different base offices, the information is relayed directly through the computer."

*"As technology increases... automated forms will become second nature."*

—MSgt. Chris Menard

According to Sergeant Menard, the automated forms streamline the entire procedure by reducing approval time, improving record keeping and eliminating paper shuffle. "The computer application is geared specifically to the needs of each office."

Sergeant Menard said special equipment is necessary to implement the automated form systems. "We received the initial shipment of equipment more than a year ago, but it takes time to install the equipment, load the information and train personnel to use the new equipment and software," he explained.

Most of the automated form programs require a laser printer and initially require special equipment to actually load the spatial set-up of each form. "Air Force and AFRES create their forms in the automated format on discs. Once we load the disc at Westover, we can begin to use the form," said Sergeant Menard.

"It takes about two hours to initially create each form," he said. "Loading the program is the hardest part, but once it is on-line, using the form is very easy."

According to Sergeant Menard, we currently use 60 Westover-only forms and approximately 30 Air Force and AFRES forms. He says it will be years before paper forms are totally phased out, but we will continue to progress in that direction. "Westover is scheduled to receive 40 laser printers," he said. After the equipment is installed, the forms loaded and personnel is trained, automated forms will be commonplace everywhere on the base.

The new Local Area Network System phone program being installed on base will also allow transmission of forms to computers off-base.

"As technology increases, and people become more computer proficient, automated forms will become second nature," said Sergeant Menard.

# C-130 hulk will be used for training

By Kathleen A. Dromey

The wingless C-130 that arrived June 29, will be used to train members of Westover's aerial port and air evacuation squadrons.

The C-130 fuselage, commonly referred to as the "Hulk," was transported by trailer from Davis-Monthan, AFB, Ariz. Although not yet ready for training, the Hulk will soon be receiving a thorough cleaning and fresh coat of paint. "A combined effort between aircraft maintenance, aerial port and aeromed squadrons is necessary to get the C-130 usable as a training aid," said CMSgt. Ronald Ploof, wing transportation manager. Also, necessary equipment such as a dual rail system will facilitate the on-load and off-load of palletized cargo.

"Since the conversion from C-130s to C-5s, the AES has not had the necessary equipment to support aeromedical training exercises. With the availability of this equipment, aeromed squadrons will be able to perform the required training on a C-130," said Chief Ploof.

The Hulk, unlike the C-5, has the capability to carry wooden canvas stretchers held securely on poles and can provide unlimited training opportunities for aeromedical personnel.

"Since the C-5s aren't readily accessible for aeromed use, the Hulk will provide uninterrupted training for loading and off-loading cargo, driving vehicles in and out and overall patient care,"



(Air Force photo by SSgt. Vin Blanchard)

**TRAINING AID** — A former Coast Guard C-130 hulk was trucked to Westover form Davis-Monthan AFB, Ariz. where it will be used for training of Westover aerial port, fire department and 74th AES members. Inspecting the hulk are, from left: Capt. Paul Bailey, CMSgt. Ron Ploof and SMSgt. Leo Bourret.

said SMSgt. Leo Bourret, transportation specialist.

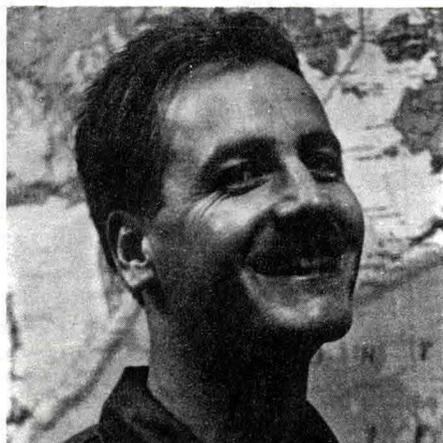
While the aeromed squadron familiarizes itself with the proper techniques of patient training, they will also become acquainted with the C-130B aircraft, said Chief Ploof.

The Hulk — a C-130 body without the

wings — currently in the DC Hangar, will be permanently positioned at Westover. "It will greatly enhance and upgrade our students, medical technicians and flight nurses, and will provide the necessary hands on training," said Maj. Dorothy Holliday, chief nurse of the 74th AES.

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