

PATRIOT

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

VOLUME XVI, NUMBER 1

JANUARY 1989



(USAF Photo by SSgt. Vin Blanchard)

GALAXY HAVEN—The skeletal structure of Westover's \$17.5 million C-5 pull-through hangar is beginning to take shape on "Golf" taxiway, just south of the existing "DC" hangar. When completed in 1990, the 10-story facility will be

used for routine maintenance and rapid de-icing for the 439th's C-5A fleet. The hangar is one of three major construction projects going on at the base that will pump more than \$43 million into the area economy during FY 1988.

Westover means \$3.6 million a week to area economy

Westover's conversion from C-130E Hercules to C-5A Galaxies has more than doubled the base's economic impact in the region.

According to recently released statistics, Westover pumped more than \$3.6 million a week into the local economy during FY 1988.

This represents a more than two-fold increase in the base's local economic impact—calculated at \$1.6 million a week—since the aircraft conversion.

The total estimated economic impact of Westover on communities within a 50-mile radius was calculated at \$198,875,757 for Oct. 1, 1987 to Sept. 30, 1988. The total estimated regional

impact of the base was calculated at more than \$260 million.

Increased construction costs for new and renovated facilities to support C-5A operations at Westover account for the majority of this dramatic increase in economic impact. During the 12-month reporting period, more than \$43 million was spent on construction projects completed or in-progress, including a new apron taxiway, fuel hydrant system upgrade, a new fire station and the DC Hangar. Only \$4.6 million was spent on base construction in FY87.

Westover's gross federal payroll increased in FY88 to \$42,700,500 from nearly \$36 million for the previous year,

representing an increase in the work force of 258 civilian employees and 709 reservists.

In addition to the increase in the number of new jobs at Westover, approximately 1,436 secondary jobs were created in the private sector during the 12-month reporting period as a result of the wing's activities.

Local contracts for services, including groundskeeping, utilities, telecommunications, computers totaled \$2,505,793, and another \$4,667,790 was spent on miscellaneous purchases.

Payments to the 5,681 military retirees in the Westover area amounted to \$61,488,000.

EDITORIAL**Thank you, Mr. Secretary**

During an interview with the *Patriot* several years ago, Secretary of the Air Force Edward C. "Pete" Aldridge was asked about the type of accomplishment for which he would most like to be remembered.

"That I looked out for our people," the secretary responded. He said then that "the welfare and quality of life" of Air Force personnel and dependents would be his "first and foremost" priority.

When Secretary Aldridge resigned his post last month to return to the private sector, he left the Pentagon with a record that was consistent with his pledge.

During his tenure, the secretary was a familiar figure on Capitol Hill, where he lobbied persistently and persuasively for a well-equipped and well-compensated Air Force. In the face of Gramm-Rudman budget cuts and an uncertain fiscal climate, he fought to ensure a mission-ready service that placed emphasis on the morale and retention of its members.

Secretary Aldridge, who holds bachelor and graduate degrees in aeronautical engineering and who underwent astronaut training with NASA's space shuttle program, also understood the importance of keeping pace technologically.

Under his stewardship, the Air Force continued its development of the C-17 cargo plane and laid the groundwork for the aircraft of the future—the Advanced Tactical Fighter and the Advanced Technology Bomber.

One of his last official acts was presiding at the "roll-out" ceremonies of the new B-2 "Stealth" bomber.

Perhaps most importantly, Secretary Aldridge gave more than mere lip service to the overall quality of Air Force life.

He frequently visited USAF installations—active duty, Guard and Reserve—throughout the nation and the globe, and met with airmen and dependents from all levels. Issues such as day care, working spouses and housing allowances genuinely seemed to matter to him, and he solicited the input of the people most affected by them.

"Pete" Aldridge kept the faith—he was a governmental leader who cared about the people he served and who tried to better their lot.

For that, he will be remembered. For that, he deserves our gratitude and thanks.

—Maj. Rick Dyer
Public Affairs Officer

Briefs**Five Westover officers promoted to colonel**

Five Westover officers, including Base Commander Lt. Col. Thomas G. Hargis, will be promoted to colonel, according to a list announced recently.

Others on the list include Lt. Col. Mary C. Coyle, commander of the 74th Aeromedical Evacuation Squadron; Lt. Col. B.J. Garland, chief of Westover Clinic Nursing Services; Lt. Col. Andrew J. Kasznay Jr., commander of the 58th Aerial Port Squadron; and Lt. Col. Frederick W. Lindahl of the 337th Military Airlift Squadron.

"I'm shocked and in disbelief," Colonel Coyle said of her selection for promotion. "It hasn't sunk in yet. I never dreamed I'd be in this position. It's an opportunity you dream of."

The colonels were chosen for promotion by a selection board convened at the Air Reserve Personnel Center Oct. 3-6.

College credits

PETERSON AFB, Colo. (AFRNS)—Graduates of the space command Professional Military Education Center here since July 1985 now can get up to nine hours of management credit towards a degree with the Community College of the Air Force. Graduates of the Command's Leadership School can get five hours of credit, while graduates of the Noncommissioned Officers Academy can get nine hours. About 900 people have attended classes here since the center's opening in 1985.

Medics deploy

ROBINS AFB, Ga. (AFRNS)—Some 40 Air Force Reserve medical personnel from the 911th Tactical Clinic, Pittsburgh IAP, Pa., deployed to Palmerola AB, Honduras, Dec. 3-17.

The reservists augmented the U.S. Army medical facility supporting Joint Task Force-Bravo at the Honduran air base.

U.S. Air Force Reserve and active duty units share this training opportunity with U.S. Army medical personnel.

Blood Drive — March UTA**PATRIOT**

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Base Commander

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Reimann returns to Westover as wing's executive officer

Wing executive officer of Westover is only another challenging job Rene Reimann has held in both civilian and military life during the last 25 years.

"Westover is not a totally new situation for me," said Mr. Reimann. "I was an ART navigator with the 337th Tactical Airlift Squadron from 1982 until 1984. I'm no stranger here."

A native of Cedar Grove, N.J., Mr. Reimann received his bachelor's degree in business administration from Rutgers' University. He went directly from college to Officers' Training School and received his commission in 1963.

He then entered navigator training at James Connally AFB, in Waco, Texas, and continued on to bombardier training at Mather AFB in Sacramento, Calif.

Mr. Reimann's first active duty assignment was a two-year Strategic Air Command stint at Griffiss AFB, N.Y., as a B-52 navigator.

In 1967, he was selected to fly B-57 Canberras as part of a special training project prior to his deployment to Vietnam.

After a six-month tour, he separated from the active duty Air Force and joined the New York Air National Guard as a munitions officer but was recalled to

active duty in 1971 to fly C-141s at McGuire AFB, N.J.

He then went on to Mather AFB, Calif., as a navigator instructor until May 1976. "This was probably the most rewarding position that I have held," he said. "I really liked teaching."

While stationed in California, Mr. Reimann earned a master's degree in business administration from Golden Gate University.

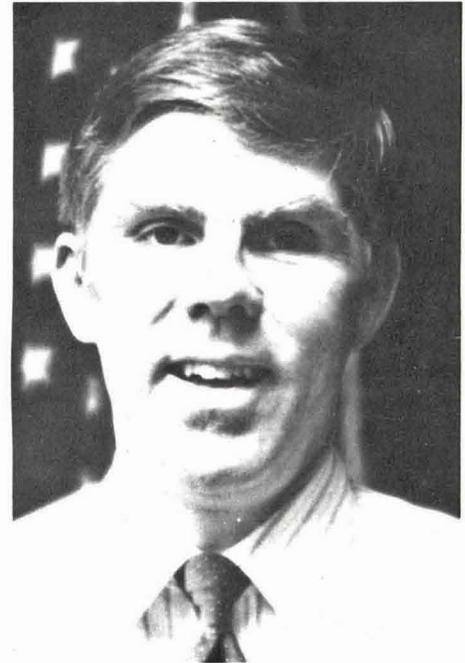
Mr. Reimann left active duty in 1976, joined the Reserve and returned to McGuire AFB as a C-141 navigator.

When Mr. Reimann was selected in 1976 for an ART position at Richards-Gebaur AFB, Mo., he jumped at the opportunity to fly the C-130 Hercules full time.

Richards-Gebaur converted to A-10s in 1982, and Mr. Reimann was again in search of a squadron position. In a few months he came to Westover to fly C-130s with the 337th TAS.

Mr. Reimann briefly returned to Richards-Gebaur in 1984 and served as the civilian ground safety manager. As a reservist, he served as squadron commander of the 41st Aerial Port Squadron.

His final assignment before returning to Westover was as an ART plans



Rene Reimann

officer with 4th Air Force. He said he enjoyed this position but due to a military promotion he returned to Westover this October to tackle the job of wing executive officer.

The navigator turned executive officer has flown for MAC, TAC, SAC and ATC and has accumulated more than 6,000 hours of flying time in B-52, B-57, C-130, C-141, T-29 and T-43 aircraft.

Mr. Reimann is also a colonel in the Air Force Reserve. He is an IMA assigned to the Adjutant General's Office and is a Mass. state preparedness liaison officer.

Active duty major becomes new JAG for base

By Maj. Rick Dyer

An experienced Air Force trial attorney has been named Westover's full-time lawyer.

Maj. Eric E. Weiss, 31, became staff judge advocate with the base's legal office Dec. 1. He is believed to be the first active duty Air Force attorney to serve in that position at an Air Force Reserve installation.

A graduate of Loyola University in New Orleans and the St. Louis University School of Law, Major Weiss has served in the Air Force since 1982.

Prior to coming to Westover, he served as a circuit defense counsel based at Lowry AFB, Colo. and as an area defense counsel and claims officer stationed at Wurtsmith AFB, Mich.

For most of the past three years, he has traveled throughout the western and midwestern states, defending Air Force personnel in courts-martial, Article 15 and administrative proceedings.

"It was the Air Force equivalent of being a public defender in a criminal court," Major Weiss said. "We literally covered an eleven-state circuit that

reached as far as Alaska, and I tried cases that ranged from AWOLs to an attempted contract murder."

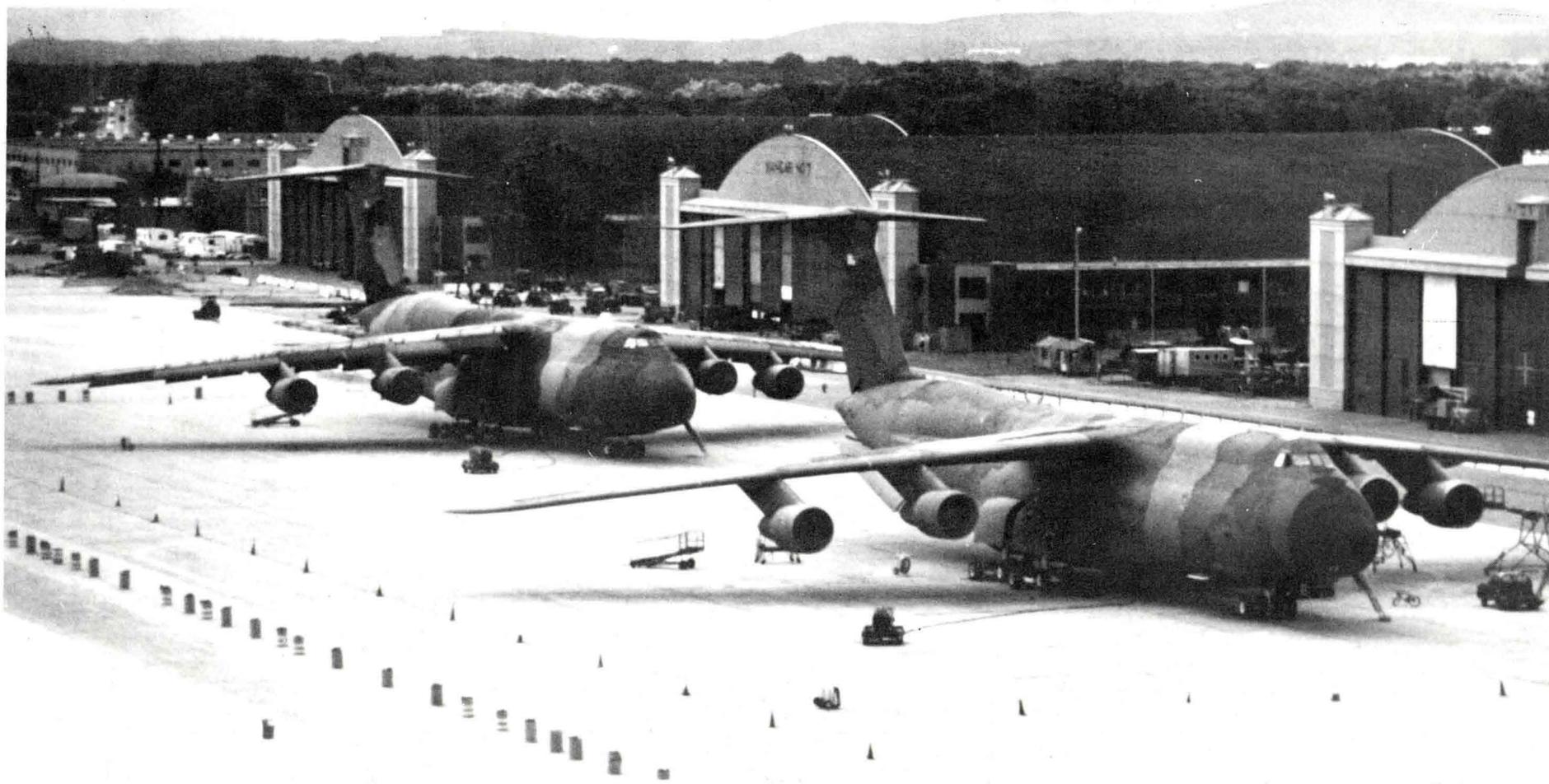
At Westover, Major Weiss expects that he'll be spending far less time in the court room.

"My primary obligation will be to handle the day-to-day legal problems that confront the commander and his staff," he said. "I'm hopeful that my research and advice will take some of the burden off General Walker and his staff, so that they can concentrate on

(Continued on page 6)

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



(USAF photo by Flora MacKay)

JANUARY

FEBRUARY

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PROPOSED "A" UNIT TRAINING ASSEMBLIES "B" UNIT TRAINING ASSEMBLIES
 MASSACHUSETTS LEGAL HOLIDAYS

Lt. Col. Coyle takes over command of 74th AES

By SrA. Kelly R. Jamieson

Westover's 74th Aeromedical Evacuation Squadron welcomed a new commander Dec. 4 during a change of command ceremony at the squadron.

Col. Joseph Curley passed the squadron guidon to Lt. Col. (Col. select) Mary C. Coyle in front of squadron members, 439th Military Airlift Wing commander Brig. Gen. Frederick D. Walker, 439th Air Base Group commander Lt. Col. (Col. select) Thomas G. Hargis and squadron guests.

Colonel Curley moves on to command Westover's clinic, while Colonel Coyle moves up from her position as chief nurse of the 74th.

Under Colonel Curley's command, the 74th was the first tactical aeromedical unit to receive an excellent rating from the Inspector General.

Colonel Curley said he was excited about taking over the command of the clinic and feels comfortable turning the 74th over to Colonel Coyle.

Colonel Coyle described taking over the squadron as the "utmost challenge."

"I know I have the best people in the system and I depend on them and trust them to do their best even when the going gets tough," said Colonel Coyle.

Colonel Coyle was born March 10,



Lt. Col. Mary Coyle

1940, in Milton, Mass., and graduated from Catherine Labourne School of Nursing in Boston in 1960. She went on to continue her education at Emmanuel College in Boston, graduating cum laude in 1979.

Colonel Coyle was commissioned through the Reserve Direct Commissioning Program Dec. 18, 1963, and began her Air Force Reserve career at

the 619th U.S. Air Force Hospital in Boston. From there she went to the 21st Medical Services Squadron at Westover in 1964 and traveled on to the 67th Aeromedical Evacuation Flight at Hanscom Field.

She came to Westover and the 74th in 1973 and has served as flight nurse examiner, worked in stan eval and mobile aeromedical staging facility.

Colonel Coyle is a graduate of Air Command and Staff College and Advanced Nursing Squadron Management. Her military decorations include the Combat Readiness award with three oak leaf clusters, Outstanding Unit award with three oak leaf clusters, and Air Force Commendation and Meritorious Service medals.

Colonel Coyle is a nationally certified emergency nurse and works at the Veteran's Administration Medical Center in Boston. She is active in church activities, serves as an advocate for the homeless and serves on the VA committee to improve care for women veterans.

Colonel Coyle is married to Col. Edward H. Coyle, U.S. Marine Corps Reserve, who serves as U.S. Marine Corps representative on the DoD IG team.

New JAG

(Continued from page 3)

Westover's important military mission."

One of Major Weiss' top priorities will be to familiarize himself with the litigation initiated against the base by opponents of Westover's ongoing conversion to an inventory of C-5 aircraft.

"I hope to play an instrumental role in coordinating the base's response to those actions and in cooperating with the lawyers from the Pentagon and the Department of Justice who are trying the cases," the major said.

Major Weiss said that he is looking forward to the challenges of handling environmental legal questions, and the other types of law-related issues which confront a military base.

"My client will be Westover and its

command staff, and I anticipate that there will not be a shortage of work for me to do," the major said.

Because of the volume of that work, Major Weiss doubts that he will be able to provide personal legal assistance to military members and dependents on a day-to-day basis.

"During the week I'll be a one-man law office, and my schedule probably won't allow me the opportunity to provide that kind of service," Major Weiss said.

Major Weiss was commissioned through the Air Force ROTC program in 1979 following his graduation from Loyola University and attended law school under an educational delayed entry program.

His father, Lt. Col. Kenneth Weiss, had been both a career pilot and rocket engineer with the Air Force, and the major hopes to make the Air Force his career as well.

"It's the first time our family has been stationed in New England, and after all those years of being landlocked in the midwest, my family and I are looking forward to the opportunity to spend time at some of the beautiful beaches in Massachusetts and Rhode Island," he said.

Major Weiss and his wife, Ann, have three children, Eric, 4, Nick, 2, and Laura, six months. The family is in the process of relocating from Lowry AFB and will reside at Westover.

Construction projects dot Westover landscape

By SrA. Matt Proietti

Westover's current major construction projects, dictated by the C-5A conversion, are only the newest in an ongoing series of improvements made at the base over the years.

The \$55 million construction program under way will provide the base with an updated apron, taxiway, hangars and fuel systems to better accommodate the 16 huge Galaxy aircraft scheduled to be assigned at Westover.

Alabama contractor Blount Bros. is building a giant pull-through hangar for the C-5A while the new taxiway and apron is being constructed by Lane Construction of Connecticut.

The lane project, a \$14 million undertaking includes construction of a new taxiway and parking apron, razing four concrete-and-steel nose docks, building an 1,800-gallons-per minute pressurized hydrant fuel system and upgrading the existing system.

The proposed hangar is a 94,000 square-foot facility with 300-foot clear spans. Motorized doors planned for the

hangar are 150 feet wide by 96 feet tall and ride on heavy rails. The C-5A is 248 feet long, has a 222-foot wingspan and a 65-foot tall tail, and weighs 769,000 pounds when fully loaded.

In the late 1930s, Congress appointed \$3.6 million to start work on Westover, then known as the Northeast Air Base. The facility planned would include four aircraft hangars, oil and gas storage hangar, ammunition magazine, photo lab, barracks for nearly 1,500 men, officers quarters, warehouse, heating plant, water and sewer lines, roads and electric lines.

In 1940, the Corps of Engineers was given the responsibility for completing all Army and Air Force construction. Engineers working at Westover around the time of World War II were challenged to design flight lines that could handle the great weight and powerful vibrations of heavy bomber aircraft developed during the war. Runways then had to be built for bombers weighing as much as 140,000 pounds, compared to

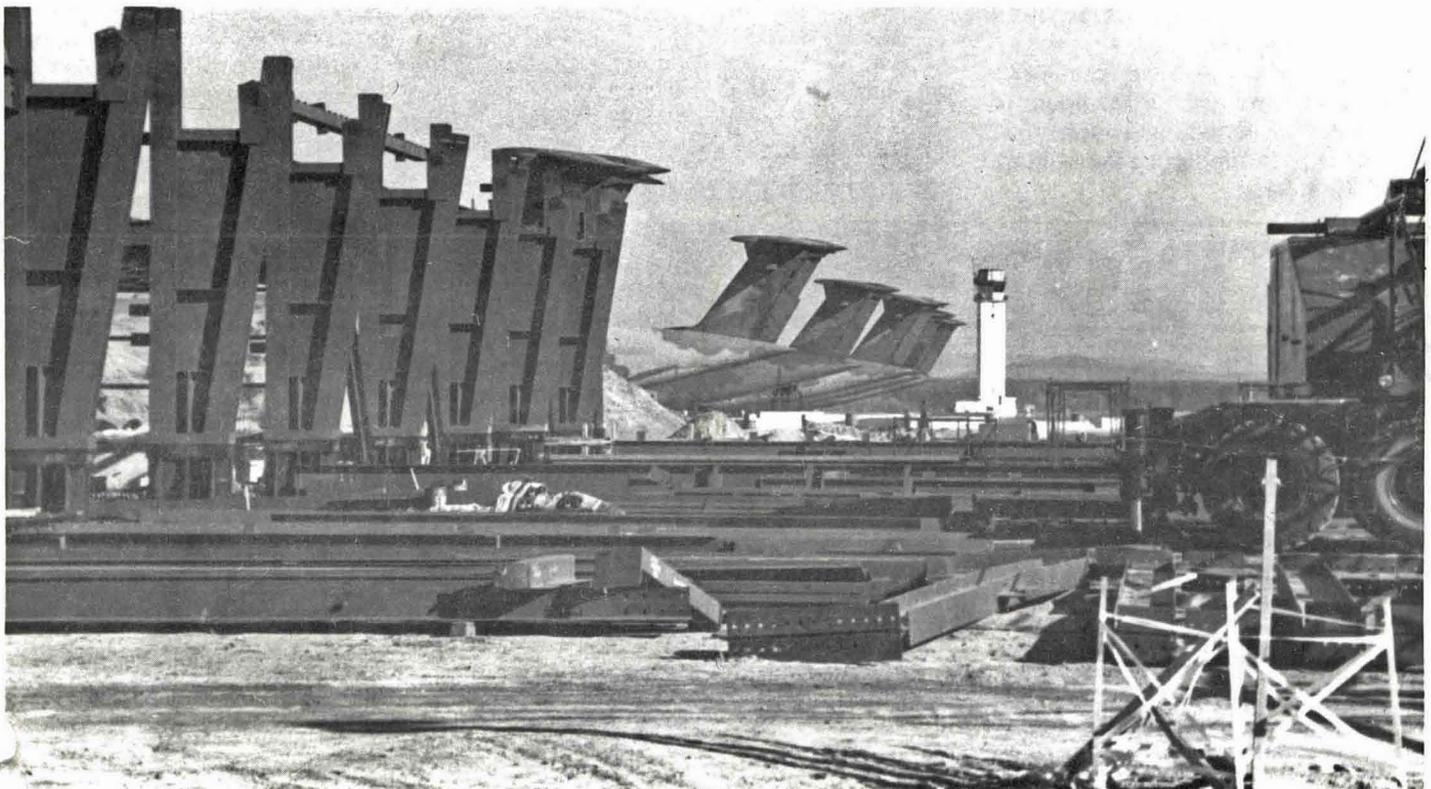
the heaviest commercial aircraft (about 25,000 pounds gross weight) that flew before the war.

A team of Corps specialists was formed to tackle the problem of handling such heavy aircraft, and within two years had designed airfields capable of handling the larger planes and developed methods for meeting the challenge of heavier planes.

Westover runways were rebuilt and giant hangars, reconnaissance technical laboratories, and other facilities were constructed during the time of the Cold War and the Korean Conflict.

In the late 1960s, officers quarters, cold storage facilities and an emergency power unit were added at the base.

The apron now under construction is one of the strongest ever designed by the Corps of Engineers. It's composed of a 14-inch-thick concrete pavement laid on 17 inches of well-graded crushed stone. These two levels are placed over a 12-inch thick original base that has been compacted.



(USAF photo by SSgt. Vin Blanchard)

GOING UP—A 94,000 square-foot hangar that will accommodate a C-5 is rising near Westover's DC hangar. The giant

pull-through facility will have motorized doors that are 150 feet wide and 96 feet tall.

Westover named best in 14th Air Force

By TSgt. Tom Allocco

Westover's 17 units and 2,100 reservists have been cited for "outstanding performance" and nominated by 14th Air Force for the Commander-in-Chief's Annual Award for Installation Excellence.

The base was selected as number one among the 13 installations in the 14th Air Force for its performance during the last fiscal year.

Westover will represent the 14th Air Force in Air Force Reserve competition for the nomination for the Commander-in-Chief's Award. Following further competition, the award will ultimately be presented to the installation selected as best among those in all military branches.

In announcing the selection of Westover as best in the Numbered Air Force, Brig. Gen. Dale R. Baumler, 14th Air Force Commander, called it an "outstanding achievement."

He noted that Westover's reservists "performed in an exemplary manner throughout some difficult times."

Westover earned recognition for outstanding performance while facing the challenge of the conversion to the C-5. Obstacles were overcome as Westover's Galaxies performed worldwide missions.

During the fiscal year, the 439th MAW flew more than 1,900 hours to more than 20 nations and more than half the U.S. in support of the Military Airlift Command.

Missions included assisting the fire-fighting efforts at Yellowstone National Park, transporting Canadian troops for the UN Peacekeeping Force in Iran and support of the airlift requirements for the INF Treaty.

During the fiscal year, more than \$36 million was committed to construction on base and work began on a fuel hydrant system, taxiways, a parking ramp and new maintenance hangar.

In making the transition from the C-130 to the Galaxy, Westover's pilots completed upgrade training to requalify for the C-5 ahead of the original schedule.

Through painstaking coordination,

Westover aircrews were able to combine training missions with airlift missions. As a result, Westover Galaxies moved more than 4,000 tons of cargo and 3,000 passengers while conducting primary training missions at no additional cost to the government.

"It's a long way to go to win the Commander-in-Chief's Award, but the 14th Air Force nomination is recognition that we're trying very hard to be the best," said Brig. Gen. Frederick D. Walker, 439th MAW commander.

"We still face a big challenge and there is lots of room for improvement, but I'm happy the command has recognized what we've done so far," he said.

Bus shuttle service available on "A" UTAs

A loss of parking space caused by construction projects along Hangar Avenue has prompted base officials to make shuttle bus service available to Westover reservists during "A" UTA weekends.

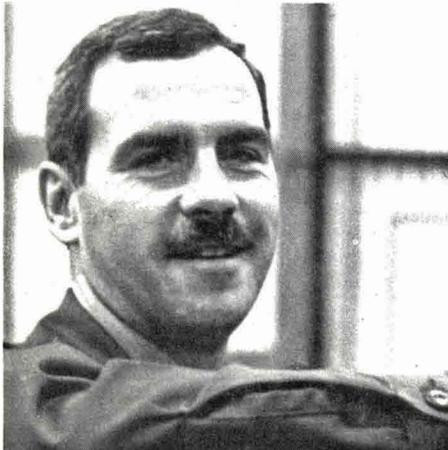
According to SSgt. Kelly Payne, vice president of the Base Advisory Council, a reservist suggested the shuttle service be tried to help alleviate the shortage of parking.

Morning trips are scheduled to run from 0630 to 0800 hours. Buses will leave the parking lot in front of Building 5101 and travel north on Third Avenue to the base theater parking lot where reservists are encouraged to leave their vehicles. Buses will then proceed around the ellipse onto Hangar Avenue and south to base supply before returning to the dormitory area. Round trips are expected to take approximately 15 minutes.

Lunchtime trips, between 1030 and 1300 hours and afternoon trips, between 1530 and 1730 hours, will originate at the finance office (Building 2400) and then follow the morning route.

PATRIOT

Coming in February — Direct Deposit



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