

# PATRIOT

★ *Westover Flyer* ★

439TH AIRLIFT WING, WESTOVER ARB

AIR FORCE RESERVE

VOLUME 25, NUMBER 11

## Westover excels on history test



It is our privilege to offer this issue of the PATRIOT as a commemorative history edition. The history is presented through the eyes and lives of those who lived it.

## Trivia quiz

1. The first commander of Westover was \_\_\_\_\_.
2. The Chicopee mayor who pushed for formation of what would become Westover Field was \_\_\_\_\_?
3. What was Maj. Gen. Westover's first name?
4. What was the initial cost paid by the War Department for the 7.5 square miles of land that became the Northeast Air Base?
5. In April of what year was Westover Field dedicated?
6. The first aircraft assigned to Westover was \_\_\_\_\_?
7. The first bomber to land at Westover was \_\_\_\_\_?
8. What aircraft was assigned to the 4<sup>th</sup> Bombardment Wing at Westover in 1941?
9. In 1941, production of U.S. military aircraft per month was approximately A.) 550 B.) 2,500 C.) 1,200 D.) 800
10. The name of the operation to supply the citizens of Berlin during the Soviet blockade was called \_\_\_\_\_.
11. The name of the former Westover pilot known as the Candy Bomber was \_\_\_\_\_.
12. The first Air Force Reserve unit assigned to Westover was:
13. The Strategic Air Command officially took control of Westover AFB in April of what year?
14. The length of Westover's main runway is \_\_\_\_\_.
15. Westover AFB became a reserve base in what year?

Answers found on page 22

# PATRIOT

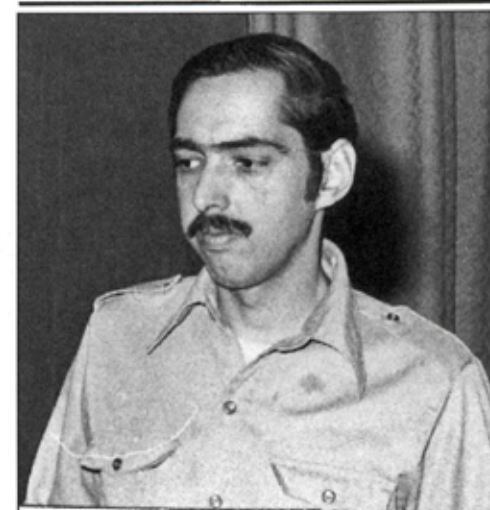
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## Who are they?



## A SLICE OF LIFE Westover in the 1940s



WE'VE COME A  
LONG WAY...



**A STUDY IN CONTRASTS —**  
Base working and living conditions have changed dramatically in 58 years as shown by photos of the barracks, chow hall, kitchen, office and infirmary during the 1940s.



# The evolution of Westover

When events began to unfold rapidly in Europe during the late 1930s, Westover was just in its initial stage of becoming an airfield. As world events have gradually evolved or suddenly erupted, Westover has been there to play a vital role in serving as a major hub for strategic airlift.

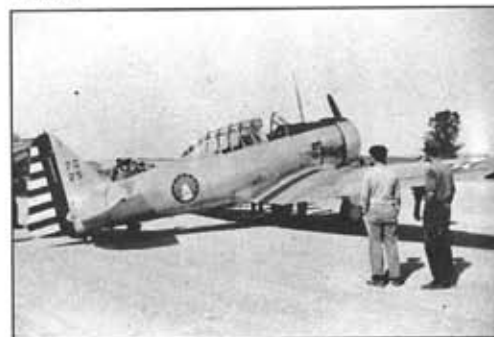
From its early conception as an airfield in the late 1930s to a strategic airlift center, Westover has played a significant role in the nation's history. Although not every Westover moment has had worldwide impact, these circumstances have built the foundations upon which the base's greatest achievements have been recognized.

★ Dec. 1, 1939 – Gen. Henry Arnold announces that the Northeast Air Base be designated Westover Field in honor of Maj. Gen. Oscar Westover.



★ July 29, 1940 – Five enlisted men from Maxwell Field, Ala. become the first Air Corps men to be stationed at Westover Field.

★ Oct. 10, 1940 – A B-18 Bolo becomes the first bomber to land at Westover Field.



★ June 10, 1941 – Five silver B-17s with red and white rudders become the first assigned aircraft of the 4<sup>th</sup> Bombardment Wing.

★ November 1941 – The first B-24 Liberators begin arriving at Westover and are

assigned to the heavy bombardment group at the base. The B-24s were used for anti-submarine warfare off the coast of New England and Canada.



★ August 1944 – J.G. Roy and Sons construction company of Springfield is awarded a \$25,000 contract to build a 250-man prisoner of war compound at Westover.

★ January 1946 – Westover Field is tapped to become the principal port of entry and embarkation for the Air Transport Command's North Atlantic operations to Europe, Africa and the Middle East.

★ Feb. 1, 1948 – Westover becomes a Military Air Transport Service base, and aircraft stationed at the base cease all domestic flights.

★ June 1948 to September 1949 – Westover Air Force Base is the U.S. hub for overseas flights supporting the Berlin Airlift.

★ Lt. Gail Halvorsen of Utah is one of the many Westover pilots flying missions into Berlin. While flying a C-54, he would wiggle its wings to indicate to children that he would be dropping candy for them. Halvorsen eventually became known as "Uncle Wiggly Wings" or the "Candy Bomber."

★ June 1950 – The 439<sup>th</sup> Troop Carrier Wing and two dozen other Air Force Reserve wings, about 30,000 members in all, are called to active duty for Korea and about 118,000 individual Air Force Reservists are recalled for active service.

★ July 1950 – The first Korean War casualty to be treated at the Westover hospital arrives. As the war intensifies, Westover receives more than 1,200 wounded a month.

★ April 1, 1955 – Strategic Air Command officially takes control of Westover

AFB with the activation of the 4050<sup>th</sup> Air Refueling Wing of KC-97 Stratotankers.



★ Autumn 1956 – The first B-52s arrive at Westover.

★ October 1962 – A T-29 takes off from Westover with U-2 film bound for development in Rochester, N.Y. during the Cuban Missile Crisis.

★ September 1967 – Westover gets involved in the Vietnam Conflict when it deploys several B-52 for a seven-month tour at Anderson AFB, Guam.

★ January 1968 – A Westover B-52 becomes the first plane to be fired upon by a SAM-3 missile during the Vietnam Conflict.



★ April 1, 1974 – The Air Force Reserve officially takes over Westover with the activation of the 439<sup>th</sup> Tactical Airlift Wing. By the end of the year, the 439<sup>th</sup> TAW was shifted from TAC to Military Airlift Command.

★ April 1974 – Brig. Gen. Billy Knowles is appointed commander of the nation's largest Air Force Reserve base.

★ 1977 – The 439<sup>th</sup> receives the Air Force Outstanding Unit Award for providing 90 percent of the worldwide air support needed by the Army's 10<sup>th</sup> Special Forces.

★ August 1981 – Westover hosts "Condor Redoubt," the most massive Air Force Reserve exercise ever held. More than 3,000 reservists and 200 aircraft participated in the two-week training mission.

*continued on next page*



★ January 1985 – U.S. Representative Edward Boland announces the Air Force decision to base the giant C-5 Galaxies at Westover. At first, the decision was for eight C-5As, but the number grew to 16.

★ 1988 – Air Force Reserve members and the C-5As at Westover are tapped by the State Department to perform humanitarian relief missions for Honduras, Jamaica and Armenia, plus transport firefighting equipment during the summer blaze at Yellowstone National Park.

★ December 1989 – Less than 24-hours after military operations began in Panama during the early hours of Dec. 20, Westover launches the first of eight missions to the Central American nation. A total of 647 tons of cargo was transported by Westover reservists between Dec. 20 and Jan. 2, 1990.

★ April 7, 1990 – The new 10-story C-5A hangar is dedicated during the 50<sup>th</sup> anniversary of Westover ARB.

★ August 1990 – The 337<sup>th</sup> Military Airlift Squadron is called to active duty in support of Operation Desert Shield.

★ Oct. 27, 1990 – Army Specialist 4 Daniel Peter, becomes the 10,000<sup>th</sup> person to go through the Westover Passenger Terminal during Operation Desert Shield.

★ December 1990 – C-5A aircrews from Westover are averaging more Desert Shield flying hours per aircrew than any other Air Force C-5 unit. During the period of Aug. 7 to Oct. 18, Westover crews log 2,717 hours on missions to the Persian Gulf.

★ Brig. Gen. "Mike" Walker, 439<sup>th</sup> Military Airlift Wing commander, becomes the only Air Force Reserve general activated during "Operation Desert Shield/Storm."

★ Feb. 5, 1991 – One-hundred and ten members of the 74<sup>th</sup> Aeromedical Evacuation

Squadron depart Westover for Desert Storm duty overseas. The event marks the first time since the Vietnam War that a Westover reserve unit has deployed.

★ April 15, 1991 – Construction begins on the \$20 million C-5 weapons systems trainer project. The state-of-the-art, computerized simulator provides realistic training for Westover's C-5 aircrews.

★ May 1991 – Westover units aid relief efforts for Kurdish refugees. C-5A crews and members of the 74<sup>th</sup> Aerospace Evacuation Squadron assist in "Operation Provide Comfort."

★ June 22, 1991 – The war-time overseas deployment of Patriot Wing personnel ends when three members of the 439<sup>th</sup> Airlift Control Flight – Maj. Wayne Petitto, Master Sgt. Tom O'Brien and Master Sgt. Bob Seaton – come back home.

★ December 1991 – Staff Sgt. David Smale, 439<sup>th</sup> Aerospace Evacuation Squadron, is the first Westover reservist to become a military training instructor.

★ For the first time since World War II, American and Soviet aircraft perform a simultaneous mission when a Westover C-5A arrives in Yerevan, Armenia with 120,000 pounds of supplies for 55,000 Armenian refugees ousted from neighboring Azerbaijan. A Soviet Aeroflot Antonov-124 picked up supplies from San Francisco and New York.

★ October 1993 – Westover aircrews bring in much-needed troops and armored vehicles into Mogadishu, Somalia, after 12 American servicemen are killed.

★ November 1994 – Three members of the Patriot Wing – Tech. Sgt. William Carter, Staff Sgt. Jason Harder and Capt. Martha Soper, 74<sup>th</sup> Aerospace Evacuation

Squadron, are awarded the Bronze Star for their service in Operation Restore Hope. The three spent two months dodging bullets, treating wounded United Nations peacekeepers, and flying medivac missions in Somalia.

★ August 1995 – Westover's 337<sup>th</sup> Airlift Squadron has what is believed to be the most experienced C-5 aircrew in the Air Force. Six members of the squadron, two from each crew position, have amassed a total of 60,734.9 hours in the air flying military aircraft.

★ The 337<sup>th</sup> Airlift Squadron begins the first of more than 13 missions to support "Operation Joint Endeavor" in Bosnia.

★ June 1996 – Five Westover reservists deployed to the Middle East survive the terrorist bombing at Al-Khobar Towers, Saudi Arabia.

★ September 1996 – The Marine Corps Reserve Site Support Element – Marine Support Squadron 6 and Marine Wing Support Squadron 474, Detachment B – from Weymouth Naval Air Station relocates to Westover ARB.

★ May 1997 – Three Members of the 439<sup>th</sup> Security Forces Squadron: Senior Master Sgt. Tim Murphy, Staff Sgt. John Monopoli and Maj. Roger Summerlin are named best in the Air Force.

Brig. Gen. James D. Bankers, takes command of the 439<sup>th</sup> Airlift Wing.

★ June 1997 – Medstar '97 is held at Westover. More than 2,000 active and Reserve joint medical technicians test their ability to deploy to a location, sustain operations and deploy back to their home stations.

★ February 1998 – Forty-five Westover security force members deploy to the Middle East in response to U.S. standoff with the Iraqi government.

★ May 5, 1998 – Col. (Ret.) Gail Halvorsen returns to the base in a C-54 to commemorate the 50<sup>th</sup> anniversary of the Berlin Airlift.

★ August 1998 – Several members of the 439<sup>th</sup> Aeromedical Staging Squadron assists with injured personnel during the U.S. embassy bombing in Tanzania and Kenya. The reservists were on annual tour in Germany when they were called into action.

★ September 1998 – More than half a million spectators watch the Great New England Air Show Sept. 12-13. The USAF Thunderbirds and the British Red Devil parachute team headlined the event.

compiled by SSgt. Andrew Reitano

## The way we were...

### SMSgt. Joseph Lacaprucia - served 1933-1964

by SSgt. Charlie Cangemi

During the three-minute drive from Westover to the home of retired Senior Master Sgt. Joseph Lacaprucia, 86, I contemplate my task: to write a story for the PATRIOT that summarizes this veteran's military experience for the historical issue celebrating the 50-year anniversary of the Air Force Reserve.

I realize my mission is impossible.

How am I supposed to encapsulate this military hero's 31-year career in a 1000-word article? Lacaprucia retired in 1964 — six years before I was born — and served during times most of us have only read about. Frustrated, I know even before the interview starts that I cannot do this story justice.

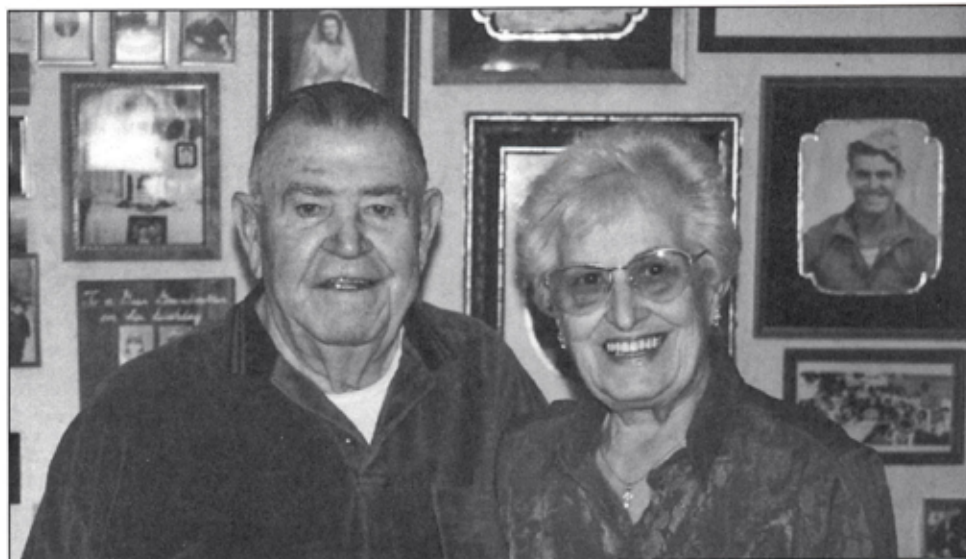
I pull up to the yellow ranch-style house on Edbert Street in Chicopee. A few fallen leaves wisp across the manicured lawn on this brisk mid-autumn day. I try to conjure more questions as I walk to the front door but Joe and Anita, his wife, welcome me in before any come to mind.

I comment on the Lacaprucia's nice home and this triggers the first memory Joe shares during our hour-long visit. He recalls how he moved out of Westover's base housing because regulations on-base became too stringent: "They told us where to place our garbage pail, how high it could be, and what it was supposed to look like — I had about enough of that and moved out."

It was in this four-bedroom house that the Lacaprucias raised eight children. "We doubled and tripled them up in the bedrooms," Anita laughs. They have 15 grandchildren, and expect to have a total of ten great grandchildren by the end of 1998.

Conversation ceases as the couple introduces me to two bedrooms that have been converted into what I can only describe as shrines — one devoted to their children, the other to Joe's military career. "These pictures bring back memories," Anita says.

Joe points out the photos that blanket the walls. Freshly dusted frames hang with barely an inch between them. I ask about an Ellis Island certificate that confirms he immigrated to America from Italy when he was 7.



Joseph and Anita Lacaprucia

He doesn't answer, so I repeat myself. "He can't hear very well," Anita says from the other room. His hearing loss could be a result of the .50 caliber machine guns he fired after joining the army infantry in 1933, or the thunderous aircraft engines he was exposed to as a crew chief, gunner, or navigator, after he joined the Army Air Corps which became the Air Force.

While showing me memories, he boasts about working on President Franklin Roosevelt's aircraft, the "Sacred Cow," and Truman's "Independence," and even Eisenhower's "Columbine."

"That was when I was line chief of the 15th VIP Squadron at Westover Field," he says.

He shares some scuttlebutt about Truman he uncovered while servicing the president's aircraft, but tells me "it's off the record." I promise him I won't print it.

Speaking of presidents, we discuss how he met John F. Kennedy at Westover, and then the proud father shows me a picture of his son, a state police officer in Connecticut, shaking hands with President Clinton.

The memories change as fast as the eye can scan. Each photo, certificate, or plaque changes the subject, the year, and the memories. Sometimes the memories

don't come quickly to Joe — it's difficult to recall a name or a year — and yet other stories pour out like he was reading them from a text book.

I notice a plaque emblazoned with a scowling tiger. Joe tells me his troops gave it to him because "My motto while serving as commandant of Leadership School at Westover was 'Every Man's a Tiger.'" He is proud of how he led the school, but is especially pleased that he was able to name it the Herbert V. Bowie Memorial School, after an NCO he believed deserved it. "I told the general we should name the school after an enlisted man because we've got enough stuff named after officers."

Joe peruses more memories, and then shuffles to a small mahogany desk. "I set out to write a book about my life," he says, and pulls out a small stack of papers.

The ruled, white sheet on top is the autobiography's cover and introduces the title: "Infantry Wrap Leggings & Brown Shoes, to Air Force Blues." Two snapshots are taped to the page, depicting the actual wrap leggings and brown shoes he wore in the service, framed by an American flag. What follows is a sheet and half of prose, written in legible blue ink. "This is all I've got so far."

I realize that Joe attempted to do what I

*continued on next page*

### John Shorrock - family farmer to military mechanic

by MSgt. Tom Allocco

In 1940, it was tough to be an Army Air Corps private, but not as tough as being a Massachusetts dairy farmer. That was the thinking behind John Shorrock's decision to sell his cows and leave the family farm outside New Bedford for a two-story wooden barracks at the Army Air Corps' new Westover Field.

War was looming and the Army had just cleared a dirt and cement runway on former tobacco land in the Pioneer valley. Shorrock was 24, restless and, together with his brother, ready to trade farmer's coveralls for canvass puttees and a WWII overcoat.

"I saw an article in the newspaper and got it into my head to go to a civilian aircraft engine school. We couldn't afford it, so my mother said 'why don't you join up,'" he said.

"My brother thought that was a good idea, too. We sold the cows, rented out the equipment and land and two weeks later were at Fort Devens. I came in as a mechanic and my brother joined as a radio man. He finished the war as a master sergeant," Shorrock said.

The new airman spent a few weeks of basic training at Fort Devens before coming to Westover in October, 1940.

"At first there were no planes here, then an A-17 trainer came in and was the only plane on the field," he said.

After more marching and basic training classes here, Shorrock went to live in the Kenmore Hotel in Boston and attended the

New England Aircraft School behind Fenway Park for six months.

Upon graduation, Shorrock returned to Westover and joined an alert crew. In those days, Westover Field was still experiencing growing pains and a new private learned to adapt.

"There was one small runway of cement and dirt — no landing lights. When they'd tell us a plane was coming in at night, we'd put flares along the runway. We'd run along, light and drop them," he said.

Other recollections are warmer. They testify to a time when war brought this country together as never before in an Army of citizen soldiers.

"The CO was Major O'Donnell. You would have thought he was the chaplain. He never swore, never yelled. But he let you know what he expected. And he sure knew how to drill you. Trouble makers disappeared. When we got overseas we knew how to work together," he said.

"We didn't talk about it, but we all had a lot of respect for him. He was always a gentleman. He died about 10 years back."

And there was the day when word spread through the barracks that the Japanese had bombed Pearl Harbor. "We were pretty quiet because we didn't know what was going on. We wondered if they could bomb the U.S. next. We may have cursed the Japanese a little, but we just kept

"When they'd tell us a plane was coming in at night, we'd put flares along the runway. We'd run along, light, and drop them."

doing our job. We knew something was going to happen," Shorrock said.

Pearl Harbor shifted Westover to a higher war footing. "They gave us .45-caliber pistols and put us on gate guard, 6 hours on and 12 off," Shorrock said.

He remembers changing a tire on his first B-17 and the days when a B-25 Mitchell squadron came to practice "blind flying," when a hood was put over the cabin and the pilot flew by instruments over the Quabbin Reservoir.

Frantic wartime activity took a toll and an additional duty was to pick up pieces any time a military aircraft crashed in New England. "I did that four or five times...one time we had to cut a road into the woods in Vermont for a B-17," he said.

One year to the day after Pearl Harbor, the 26th Airbase Group left Westover to join the 8th Air Force in England. Shorrock served almost three years overseas as a crew chief and took his discharge at Fort Devens on Oct. 31, 1945. He retired from Pratt and Whitney after more than 30 years and resides in Manchester, Conn.

Of his wartime service during the early days at Westover Field, he says, "I enjoyed it." In 1990 he returned for 50th anniversary celebrations and, at 82, again walked the flightline during last September's Great New England airshow.

am tasked to do: to encapsulate a military hero's memories in words. I want to tell him that it is impossible. Sure, the words will tell you about growing up in New Britain, Conn.; transferring to Westover in 1943; working on the B-24s, B-17s, and C-54s; toiling as first sergeant for 800 enlisted men and 92 officers; leading the Leadership School. But how does one express the pride I see in this man's weakened eyes as he peruses his mounted medals and ribbons? How does one illustrate the smile on his lips as he describes how he fell in love with his wife through three years of letter writing? ("She was a war bride," he says. "We've been married 55 years.")

Should I even try to describe his melancholy voice when he says, "I make weekly trips to Westover, but I don't get to see too many people because most of the guys are dead?"

How does one describe the nostalgia that drips from these walls?

As I say goodbye, Anita asks about getting duplicate copies of the article so she can pass them out to her family. I am reminded of how important and personal Joseph's military experience was to himself, his family, and his country. Replicating this man's life in an article can't be done.

So I don't even try.



Joe, thanks for the memories...

## "Betty O" : her passion to promote Westover

by SSgt. CharlieCangemi

In the early 1940s, Betty O'Connell's letter carrier told her that she received more mail than anybody else did on her street.

"Westover was an extremely busy base during World War II, and I befriended a lot of the men, who were going overseas to fight," said O'Connell, who worked in base supply as a civilian.

Many of these men -whose last memory of America was their time at Westover maintained contact with the Holyoke native through letters, after arriving in war-torn Europe.

Although she worked in several different jobs throughout her 39-year career, two tasks O'Connell always performed were making visitors feel welcome and advocating for the base. Originally she did this informally in social settings or while handing out supplies, and then professionally in the 1970s as the public affairs officer -which during the time of military budget cuts, the wake of an unpopular war, and an unclear mission, proved-to be difficult.

O'Connell, who now lives in Chicopee, was drawn to Westover in 1942, leaving a civil service position where she was making \$1,040 a year. At Westover she raked in over \$1,400 a year.

"Jobs on base were so plentiful I kept getting asked if I had any friends who could work," she said, adding that there were more women than men working on the base.

In addition to a pay raise, she gained a career in which she became part of a caring-community, which was the genesis of her desire to promote the base and share its story.

"There was never more of a sense of community than during the war," she said, her eyes cast down as she fondly remembered. "I'm amazed at how people came together during a very tough time."

Sending troops overseas was a 24-hour-a-day, seven-day-a-week operation for Westover. The women worked in three shifts, rotating every seven weeks and O'Connell and her coworkers would go several weeks without a day off. The stress took its toll.

"I was talking to my mother one day and just broke out in tears," the spry 80-year-old



*"There was never more of a sense of community than during the war... I'm amazed at how people came together during a very tough time."*

**Betty O'Connell**

recalled. "She told me to quit my job because I wasn't handling the stress well, but I loved my job too much to quit."

And she knew people would miss her. Not just the men headed overseas, but even the German prisoners who were brought to Westover in 1944. "The other women and I would slip them cigarettes," she said. "I kept thinking of my two brothers who were in the service and I hoped that somebody would care for them if they were ever in the same situation."

O'Connell said that after work her friends and she would leave what is now

Hangar 3 and unwind at the Red Barn or Ma Manning's, two popular night spots that became hang-outs for many service members in transit, as well as Westover employees.

After the war things quieted down at Westover, and many women gave up their jobs for the men returning from abroad. O'Connell found work at McGuire AFB, N.J., in 1955 but returned to Westover in 1965 as the base geared up for action in Vietnam. After the Vietnam War build-up, O'Connell became the public affairs officer in 1973. Shortly after she faced the toughest era of her career: post-war cutbacks coupled with her



**POWs — German prisoners march to work detail at Westover.**

## spans decades

**SHE WAS THERE — Whether at a desk, or in flight, Betty O'Connell played an active role as the drama of Westover's history unfolded over nearly six decades. She was concerned for all who served.**

new mission as PAO to publicize the base.

"It was very sad when units started to leave Westover," she said. "First the Eighth Air Force left and the 99th Bomb Wing soon followed."

The Air Force Reserve took over in 1974 and the public's perception was that the government closed the base, according to O'Connell. She worked hard to change this perception.

She involved herself with the Holyoke, Chicopee, and Springfield Chambers of Commerce. In 1976, the base began hosting air shows.

"At first we didn't have a lot of people attend the air shows, and the general was upset with me," O'Connell said. "I never worked harder in my life than I did as the public affairs officer."

MSgt. Larry Lentz, former Westover public affairs technician, summed up O'Connell's career in the August 1981 Patriot, the month after she retired: "Perhaps one person, more than any other, has come to represent Air Force activities at Westover. Whether it be the smile behind the ever-present camera at base functions; as the single-handed juggler, perched on a step ladder changing the gate signs; as the gracious volunteer serving kielbasa at a Chamber of Commerce picnic; as the skilled graphic designer preparing the monthly Patriot, or as the knowledgeable diplomat answering the persistent requests from an inquisitive newspaper reporter that person was Betty O."



**GOING HOME — Westover's U.S. Army Air Forces Separation Center was the last stop for thousands who served their country at the Northeast Air Base.**

## Berlin Airlift: Halvorsen flies "Little Vittles" out of Westover

by MSgt. Tom Allocco



**50 YEARS LATER** — Col. Gail Halvorsen, former Berlin Airlift hero, receives a rousing Westover welcome when he visited the base in May.

One person whose name as much as any will always be intertwined with Westover is known by many names: Colonel Gail Halvorsen, the "Candy Bomber," "Uncle Wiggly Wings." By any name, the Westover pilot will always be the base's link to the first victory of the Cold War.

Fifty years ago, Halvorsen was a young Westover C-54 pilot when the Soviets shut down truck and rail access to West Berlin. Westover aircrews were on the front lines when the U.S. and its Western Europe allies mobilized an airlift to rescue the beleaguered 2.5 million people of West Berlin.

Coal, flour, powdered milk and other basics got priority in the first desperate days. Halvorsen made history when he added candy treats for children who had never known a day without war and deprivation.

Just three years after the end of the World War II bombing, youngsters could look up and see parachuted candy falling from airplanes with the Air Force star. The initial act of kindness by a Westover pilot evolved into Operation Little Vittles in which students from 22 Westover-area schools collected and packaged candy. Before it was over, the following year, 36,000 pounds of candy had been flown out of Westover for parachute drops over Berlin.

Halvorsen brought the local young people into Operation Little Vittle when he visited Westover during a break from flying duties to appear on a national radio program.

"The kids in Chicopee made our operation a success ... at first we weren't getting any sleep because we were tying parachutes. Then the kids took the job on," he said.

Through Halvorsen, the youngsters of Westover area would reach out to those of Berlin. Candy and chewing gum was no more than a small part of what Little Vittles meant to those Berlin children, Halvorsen later said.

"One little German boy told me of the day he was walking to school and out of the clouds came a parachute which landed at his feet. He said that that 'what it was wasn't candy, it was hope. You can get along without candy, but not hope ... someone was concerned about me'," Halvorsen said.

When the world marked the 50th anniversary of the Berlin Airlift, Halvorsen returned to Westover in May for the first stop in a commemorative C-54 flight back to the now prosperous and united capital of Germany. Halvorsen came back to a hero's welcome as he was cheered by community members, including crowds of local school children.

His first words upon stepping off the C-54 confirmed that, even after 50 years, Westover and its role in the Berlin Airlift continues to hold a special place in his heart. "It's wonderful to be home," he said as he looked out over the smiling faces.

When Halvorsen left Westover in his C-54 it was carrying candy and parachutes assembled by students from Chicopee's Bowie and Selser schools. The scenes of him tossing the candy to Berlin children were later broadcast on national network TV.



TSgt. W. C. Pope

**STILL IN DEMAND** — Col. Gail Halvorsen, above, is interviewed during his visit to Westover in May. At right, is Halvorsen in the late 40s when he flew C-54s in support of the Berlin Airlift.



### Chicopee students receive notes from Berlin

**CHICOPEE** — During the Berlin Airlift, school children from this city gained international attention by tying candy to small homemade parachutes that were eventually dropped from American cargo planes supplying the besieged city.

Last summer, during the 50th anniversary of the event, students from Bowie and Selser schools prepared more than 60 plastic parachutes and attached boxes of candy that contained notes that included the addresses of the schools.

Retired Air Force Colonel Gail S. Halvorsen, who as a young lieutenant, became known as "the Candy Bomber," dropped the chutes over a rock concert in Berlin during a re-enactment of the airlift in June.

Halvorsen and other veterans of the airlift visited

Westover on their way to Germany aboard a C-54 in May.

A few weeks later, letters began to arrive at the schools from German citizens who had picked up the parachutes.

"We really didn't expect to get responses to the notes," said Norman A. Burgess, principal of Bowie School. Two of the letters were written in English and two in German.

Burgess asked the assistance of Chicopee High language supervisor, Carolyn T. Fitzgerald to translate the letters written in German.

"The letters were filled with colloquialisms and phrases unique to their regions," Fitzgerald said. "Translation is very difficult."

## World War II



**Tom Dufresne, 73,** served from 1942-46 and was wounded when his ship was hit in the North Atlantic. He is the Chairman of the U.S. Navy Armed Guard of WWII.



**George Hurley, 73,** served from 1942-46 as a Navy machine gunner. "The war taught me to be considerate of others because the guy next to you could be dead tomorrow."



**Charlie Hayes, 74,** served from 1941-1945 as a radioman in the Arctic, North Atlantic and Mediterranean. Survived the destruction of two ships. One was sunk by German Bombers, the other by mines.



**Ken Hillard,** served in WWII and was stationed at Westover from 1959-67 in the Air Force Reserve. Worked on a number of aircraft but his favorite it the C-124.

## Korean War



**Ken Usher,** served in Korea from 1950-55 in the 1st Marines as a demolition specialist. He was wounded in a mine accident in 1955.



**Jack Considine,** served from 1951-54 as an Army rifleman. He received a Purple Heart for shrapnel in his head and a shoulder wound.

**Rich Soja,** served in Vietnam from 1965-67 as an infantry radio operator. He received the Combat Infantry Badge and two Purple Hearts for a sniper bullet in his side and shrapnel wounds when his personnel carrier was blown up.



## Vietnam War

# A tribute to our veterans!



**Robert Lamprey,** served from 1943-45 as a gunner of four different ships in the Atlantic and the Pacific. "It was a great experience, I got out of the war without any injuries and realized I was pretty lucky!"



**Edwin Serafin,** served in the Atlantic and the Pacific on five ships from 1942-46. He was involved in the Invasion of Southern France and helped guard the East River in New York City on New Years Day 1943. "I was a 17-year-old kid when I went in and was 21-year-old man when I got out."



**Lewis Carr,** served in WWII from 1944-46 in the Navy Armed Guard. His ship delivered supplies and P-38s to Europe, India, the Persian Gulf, Egypt, and Bermuda.



**Milton Berman, 76,** was a P-47 Thunderbolt pilot and served from 1942-45. He flew three missions with the 9th Air Force on June 6, 1944 in support of the Normandy Invasion. He received two Purple Hearts and a Distinguished Flying Cross for his patriotism.

## Desert Storm



**Lt. Col. Sandy Whittier,** is the 337th AS Operations Officer. He served in Vietnam in 1972, and Desert Storm. He flew C-130s in Vietnam landing at night with no lights onto an unimproved runway.



**SSgt. Dawn Berne-Allen,** currently a medical service journeyman, was a Aeromedical Evacuation Technician in the 439th ASTS during the Gulf War.



## Faith helped Charlie Brown survive 'Hilton'

by SSgt. Charlie Cangemi

Seconds after the surface-to-air missile struck Capt. Charles Brown's B-52 on Dec. 19, 1973, he ejected at 40,000 feet into the pre-dawn sky above the enemy-saturated jungles of North Vietnam. He floated through skies thick with U.S. bombers engaged in an aggressive bombing campaign.

With a burned neck and injured knee, the 26-year-old co-pilot landed safely and hid out in the tree line just on the outskirts of Hanoi, the capital of North Vietnam. The other crewmembers were not in sight. The sun rose two hours later, and that's when a young North Vietnamese boy discovered him.

"Here I was, six-foot-four wearing a flight suit," says Brown. "It was pretty clear to this kid that I wasn't a North Vietnamese."

The South Hadley native was stationed at Westover and had been flying with SAC's 99th Bombardment Wing. Westover's B-52 'Stratofortress' played an integral role in the stepped-up air raid campaign dubbed "Operation Arc Light," which began in 1967. Soon after, peace negotiations took place in Paris.

Negotiations broke down, and in December 1972 President Richard Nixon ordered Linebacker II in an attempt to force the North Vietnamese to sign a cease-fire treaty. It was during Linebacker II when the communists shot down Brown's crew and two other crews from Westover.

The child who spotted Brown immediately cried out for military personnel who, with the help of civilians, started to surround the pilot.

"I knew I could outrun any one of them so that's what I did — I ran," says Brown. "But then they started shooting at me, and bullets I can't outrun."

Brown stopped and raised his hands. "Your options are very limited at that point," Brown remembers. "I just had no idea what to



Courtesy of Lt. Col. Charlie Brown

**POW — This radiophoto was transmitted by the North Vietnamese in December 1972. The press conference (Brown at right) was the first glimpse Americans had of the B-52 crew captured two days earlier.**

do or what was going to happen." An irate civilian took Brown's .38 caliber revolver and began waving it under the pilot's nose.

During the initial stages of Linebacker II, the enemy's air defenses were powerful and numerous, as Brown well knows. However, for 11 days the massive B-52 bombing raids systematically destroyed air defense units and other military targets. As the Air Force weakened North Vietnam, Brown would spend 101 days as a prisoner-of-war, curled up in a rat-infested and disease-ridden cell at the infamous POW holding camp, the "Hanoi Hilton."

The militia saved Brown from the civilians because they knew he was more valuable to them alive for interrogation and bargaining purposes. Before they brought Brown to the Hilton, he was bound and paraded through downtown Hanoi. The citizens cursed and hit him, with one woman striking his head with a rock, bringing Brown down on his injured knee. The enemy then interrogated him and threw him into solitary confinement for the next 36 hours. He didn't resist when his captors asked him to go in front of a foreign press center to make a statement: "I wanted my face on camera so my wife and the government knew I was alive," he says.

Fortunately for Brown, the North Vietnamese weren't torturing the POWs to the extent that they had in the past.

Four of the six-man crew on Brown's B-52 ejected safely and were taken as POWs and brought to the Hanoi Hilton — a French-built prison the Vietnamese called *Hau Leau*. The four included Brown, Maj. Hal Wilson, aircraft commander; Lt. Col. Fernando Alexander, bombardier; and Capt. Henry Charles Barrows, electronic warfare officer. The Air Force initially classified MSgt. Charles Poole, tailgunner, and Capt. Richard Cooper, navigator, as missing-in-action, but have since found the wreckage and are examining remains found at the site.

During captivity, the most terrifying ordeal for Brown lasted 15 minutes on December 26, 1972. Fed up with the peace negotiation impasse, the U.S. ordered 120 B-52s with between 60 and 108 bombs each to drop their loads, in 15 minutes, within one mile of the Hanoi Hilton. That's one for the record books," Brown quips. "I've never been so scared in my life. The ground was shaking and guns were going off...I didn't think I'd live through it."

After 11 days of bombing, North Vietnam agreed to go back to the negotiation table and they came to a cease-fire agreement on Jan. 23, 1973. This ended America's participation in the war.

*continued on next page*

Brown was released soon after on March 27, 1973, and spent four days in the hospital, mainly due to malnourishment. "The food wasn't that great," Brown understates. Having survived solely on cabbage and water, a gaunt Brown pined for protein and vitamins.

"I had no resistance to infection," says Brown. "A slight cut in my finger would turn into a massive infection."

It may seem strange that Brown was more interested in getting a cup of coffee than a traditional American meal upon his release: "It's not like you come out of there craving meat and potatoes, my stomach had shrunk and I wasn't healthy. But I really missed coffee."

Soon after a repatriation process in the Philippines, Brown flew back to Westover through "Operation Homecoming," and reunited with Martha, his wife. It took him almost four months to recover fully from the physical stress placed on his body. Mentally, could one ever fully recover?

"Coming home was like being born again," says Brown. "I could have died so many times — when I ejected, when I was captured at gun-point, when they put a loaded .38 to my head during interrogation, during the bombings... Why did I survive? I can't answer that. But through it all I had faith in God, my country, and my family."

Brown's experience as a POW changed his view of the controversial war: "Prior to being shot down I was neutral about the war. I mean I supported it, but I was wondering why it was so dragged out. The North Vietnamese convinced me that what we were doing was right. They talked about killing, torturing, and controlling their own people. They called us weak because we couldn't control so-called dissidents like Jane Fonda, and the idea of 'rule of the people' was alien to them. The Vietnamese government controlled the people and they bragged about it. What we intended to do in the war was honorable and worthwhile."

Brown returned to a much different Westover: the Eighth Air Force had moved out in 1972 and the 99th Bomb Wing — of which Brown was a member — had also departed. This was due to cutbacks during a post-Vietnam downsizing. The Air Force Reserve took over the base in 1974.

The Air Force discharged Brown and he went to work as a project engineer for Pratt & Whitney. However, getting the itch to fly again, he became a pilot for Eastern Airlines and, missing the military, he returned to Westover in 1977 as a reservist.

Brown, now a lieutenant colonel, serving as the deputy commander for logistics, says "Being in the Reserve allows me to be available if my country ever needs me again."



**"Why did I survive? I can't answer that. But through it all, I had faith in my God, my country and my family."**

**Lt. Col. Charles Brown**



THANKS TO CARTOONISTS MORT WALKER, CHARLES SCHULZ AND JAKE SCHUFFERT — WHO ARE VETERANS OF WORLD WAR II.

## 1940's to the present: Westover is a common thread

by MSgt. Sandi Michon

For 58 years, Westover ARB has been a key national player in war and peace.

The base is also a common thread woven through the fabric of thousands of lives.

For some, Westover was formerly their tobacco farms, for others, it was their first home away from home after enlistment.

Some were born at Westover, others married here, still others retired here.

SMSgt. Chip Connolly doesn't remember his first few years at Westover because he was only 3-years-old when he left. Connolly, Wing Plans supervisor, was a military dependent whose dad flew C-47s out of Westover in support of the Berlin Airlift during the late 40's. After various assignments, the Connolly family returned to Westover in 1966. "Westover was a great place to be," said Connolly, then a teenager. "There was a lot to do with Wade Lake, the golf course and lots of sports. There were also a lot more generals around," he said.

In 1968, Chip began his own military career. After enlisting at Westover, he served six years active duty, including a Vietnam tour and two years back at Westover. In 1974, he joined the Reserve program with the 99th Bombardment Wing here, and has accumulated 31 years, so far.

"I've spent 75 percent of my life at this base," said the 50-year-old sergeant. "It's been a place to call home — a kind of stability."

He has many memories that flash like snapshots through his mind. While recuperating from an auto accident in 1973, Connolly shared a base hospital ward with the American POWs returning from Vietnam. The deployments, inspections and exercises all blend with time, but Connolly says he grew through each experience.

His favorite commander was Gen. Billy Knowles, who commanded the base from 1974 - 1978. "He scared the hell out of you if you didn't get the job done, but you really took pride in what you accomplished," recalled Connolly. He remembered a particularly hectic time where he actually fell asleep at a Wing staff meeting. Connolly awoke a few hours later in an empty room. His fear and embarrassment were eased by General Knowles' personal concern about Connolly's work and college schedule.

Over the years, planes have changed, along with the mission. Modern brick buildings replaced old wooden structures, and Connolly has seen leadership respond as today's headlines built tomorrow's history.

He clicked off momentous snapshots of different people, his first ORI, the Desert Storm homecomings, Ted Williams visit, the 50th anniversary ball and, of course, his marriage in 1981, to his wife, Ann, former Westover civilian employee.

Ann and Chip represent only one of hundreds of matches made at Westover. Often, serving at the base became a family affair with sons and daughters serving alongside their parent(s).

Faith and Gene Longfield accumulated 61 years of service before retiring from Westover. Gene enlisted in 1953, and he served as



SMSgt. Chip Connolly

**"I've spent 75 percent of my life at this base...It's been a place to call home - a kind of stability"**

an active duty aircraft mechanic until 1957, when he entered the newly-formed Air Reserve Technician program at Grenier Field, N.H. After two different base closures, Gene came to Westover in 1966 as a C-124 crew chief.

"This place [Westover] was very active," Gene recalled, referring to a base population of 10,000 and the B-52s and KC-97s on the front tarmac. He flew continual missions into Vietnam in 1966. In 1967, an unfortunate accident created a new career path. On a mission to Florida, a wind storm blew his aircraft off its jacks, destroying the plane. His crew chief position went the way of his aircraft and he became a maintenance training technician. He moved up through the ranks with the 905th Troop Carrier Group and became the Wing Training Officer. In 1975, he reached chief master sergeant.

He used many superlatives to describe his 24 years at Westover.

*continued on next page*



**VIETNAM VETERAN** — Chip Connolly, now SMSgt., poses by his vehicle in Vietnam in the late 60s.

"It was my life. The Air Force served me well. I couldn't have asked for more," he said.

In actuality, the Air Force did give him more. He met his wife, Faith, at Westover, and they have been married since 1976. Faith had been working as a customer service technician when General Knowles obtained an age waiver for her to attend basic training at age 37. Most of the women in her flight were 18, and teased Faith that their mothers were the same age as Faith. "It was different having a 21-year-old T.I. yelling in your face," said Faith in her Virginian accent. She retired at age 60, in 1997, as a senior master sergeant.

Westover is clearly many squares in the quilt of her life.

She remembered in 1974, when the base manning jumped from 980 to 2000. She enjoyed the overseas annual tours, the exercises, the sports tournaments in the late 70s and the progression of her career. Her last assignment as aerial port career advisor was her favorite. "The one-on-one interaction, helping people, was very satisfying," Faith said.

Both Gene and Faith referred to Westover as their extended family. Before the C-5 mission, support units all did their annual tours together, and both felt it built a sense of unity. Although they now reside in Prince George, Va., they frequently return to the area.

The Longfields have experienced what thousands before them, and more after them will discover: "You can take the person out of the base, but you can't take the base out of the person."

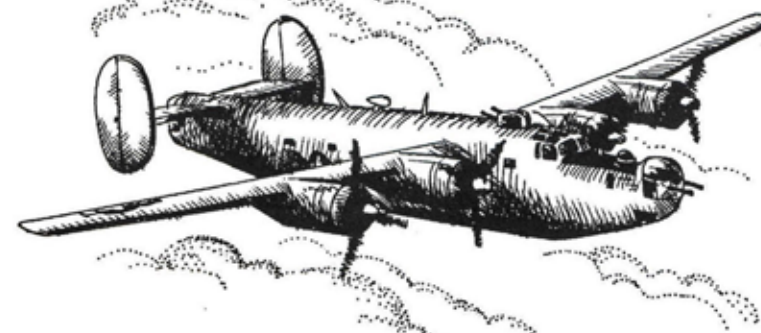


**RESERVE RELATIONS** — Racking up nearly a quarter century of service, Gene and Faith Longfield pose for a military portrait with Faith's daughter, Monica Dragone.

## Out of the Blue

**WESTOVER'S NAMESAKE MAJ. GEN. OSCAR "TUBBY" WESTOVER WAS KILLED ON SEPT. 21, 1938 WHEN HIS A-17 CRASHED IN A RURAL AREA NEAR BURBANK, CALIF. HE IS THE ONLY GENERAL OFFICER KILLED ON DUTY DURING PEACETIME...**

**THE FIRST B-24 LIBERATOR LANDED AT WESTOVER IN NOVEMBER 1941, A FEW WEEKS LATER THE UNITED STATES WAS AT WAR...**



TSGT. W. C. POPE

SOURCE: "WESTOVER: MAN, BASE AND MISSION" BY DR. FRANK FAULKNER

## DESERT STORM



**WEATHERING THE STORM** — Brig. Gen. Mike Walker, above, commanded the 439th AW through the rigors of Desert Shield/Storm in 1990 and 1991. Below is one of the 63,000 passengers that processed through Westover during the Gulf War.



## Homecomings



**ALWAYS WELCOME** — Whatever the year, troops are welcomed with open arms at Westover. In top photo, KC-135 crewmembers are greeted by their families as they returned from Southeast Asia during the Vietnam War. Below, a member of Westover's 439th AES is swarmed by her children when she returned from a Desert Storm deployment in 1991.



Rank	1958 active duty pay for one month (for enlisted members with over 10 years of service).	1998 Reserve pay for one weekend (for enlisted members with over 10 years of service).
E-9	\$400	\$370.32
E-8	340	319.48
E-7	300	276.64
E-6	260	246.04
E-5	240	233.08
E-4	200	199.88
E-3	141	164.04
E-2	108	138.44
E-1	105	123.48

*Historical pay information compiled from the Westover Yankee Flyer, April 1958.*

## It pays to wait

The pay chart shown contrasts the pay rates, per month for an enlisted member with over 10 years of service in 1958, with the 1998 pay schedule for an enlisted member with over 10 years of service for one weekend.

## Recruit the Recruiter briefing on Jan. 9

by SSgt. Andrew Reitano

Are you looking for a challenging, exciting, and rewarding career field? If you are, the Air Force Reserve Recruiting Service may be looking for you!

To help fill its ranks, the Westover Recruiting Office is sponsoring a "Recruit the Recruiter" briefing on Jan. 9th, 9 a.m., at the base Conference Center.

"This is an opportunity for the Westover Recruiting Team to present the recruiting program, answer questions, and dispel any myths about the career field," said CMSgt. Thom Harvey. Presenting the briefing along with Harvey will be SMSgt. Tom Dunford, MSgt. Jackie Stanley, and TSgt. Rick Gheen. "This is a time for individuals interested in becoming a recruiter to hear what recruiting is all about. We want to give reservists the chance to look at recruiting as a full-time job."

"The main focus of the briefing is to obtain recruiters for projected vacancies here at Westover, as well as, other locations throughout the United States. We want to talk to them about being an Air Force Reserve Recruiter and the possibilities of recruiting for the Patriot Wing," said Harvey. "Over the next 11 months we are projecting five openings for Air Force Reserve recruiters in the New England area."

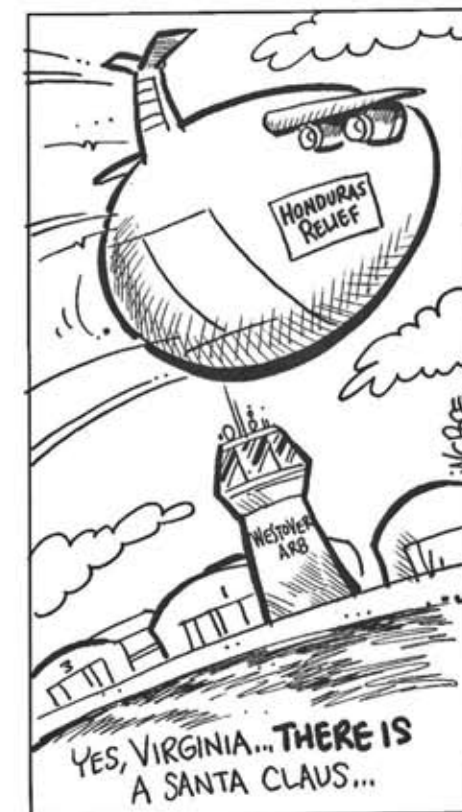
This approach to recruiting new recruiters is the first of its kind for the Reserve and has been modeled on the active duty version of "Recruit the Recruiter."

One of the many benefits to this new approach, said Harvey, is he will not have to schedule 17 separate appointments with potential recruiting candidates and repeat the same information.

"We want people who are outgoing, motivated, and excited about the opportunity to visit radio stations, high schools and colleges explaining the many benefits and opportunities in the Air Force Reserve." According to Harvey, anyone who enters recruiting for the wrong reasons will not be prepared to face the challenges of the job.

"What we do not want is someone who is going to use this just as a way of getting back on active duty," he said. "If you are dedicated to the Air Force Reserve Program and want to help others begin or continue their military career, recruiting may be just what you are looking for."

Anyone seriously considering a recruiting career should not miss the Recruit-the-Recruiter briefing on Jan. 9th. If you would like more information, call Ext. 2125, or visit the recruiting office in Bldg. 1502.



## Acting Secretary: "We don't want to lose you."

by F. Whitten Peters  
Acting Secretary of the Air Force

WASHINGTON (AFP) — As your Acting Secretary, I am acutely aware of the strains that life in today's Air Force puts on you and your family. In recent months, I've visited many stateside and overseas bases to assess the readiness of our forces, and I've seen firsthand the effects of our high operations tempo.

My primary objective on these trips was to listen to your concerns; at each stop, I engaged in frank question-answer sessions with enlisted folks and officers alike. After each visit, I discussed your concerns with senior Air Force leaders to find solutions. Now, I want to share my impressions with you and discuss the things we're doing to improve life in the Air Force.

What stands out most is the remarkable reservoir of energy, teamwork, talent and positive attitude I see in you and your loved ones. Despite the exhaustion of deployments and long hours of work at home, you have set aside personal ambitions and opportunities for greater financial rewards, faced separation from your family and placed yourself in harm's way. I am extremely proud of what you're doing for America, especially at this time when you must perform heroically with aging equipment and insufficient supplies.

It's also clear to me that many of you are deployed too often. Or you are overworked when at your home base because you're doing both your job and the jobs of those deployed. Our increased operations tempo — the result of reducing forces by 33 percent while increasing deployments fourfold — has put heavy strains on you and your family. As Chief of Staff General Mike Ryan and I said in August, you've done everything we've asked — and more — but we've been asking too much. This needs to stop, and it will, with our reorganization into an Expeditionary Aerospace Force, or EAF, over the next 12 months.

The EAF will significantly reduce the strains of OPTEMPO by spreading the load of deployments across the Total Force and by increasing the number of airmen assigned to specialties that frequently deploy. This organizational reform will provide you predictability and stability and, at the same time, will provide our warfighting commanders in chief more flexible, tailored and better-trained forces.

You'll begin to see the benefits of the EAF in early 2000, when our first Aerospace Expeditionary Forces are established and operating. At that point, OPTEMPO demands on our people will drop dramatically. And the situation will improve even more over the next several years as we add 5,000 people to high-deployment career fields like security forces, civil engineering and communications.

The EAF will help us manage your OPTEMPO, but we know your family also needs help. We've worked hard to provide a wide array of information and services to help families deal with the strains of high OPTEMPO. Our family support centers seem to be working well but many families are not aware of the services available.

We must do a better job spreading the word on how to get help. I've discussed this issue with commanders, senior enlisted advisors,

chaplains and first sergeants, and I believe you'll see more emphasis on getting information to your family.

While OPTEMPO is definitely on your mind, it's only the tip of the iceberg. I've also heard about how the lack of spare parts is driving our maintainers to 12-hour days as the norm.

This situation is unacceptable and must be changed. To keep parts available, we've added about \$1 billion to spares and depot repair accounts since 1997, and we're working hard to improve depot productivity. We've put spares and repairs high on the list of items for which we seek additional funding in fiscal years 1999 and 2000. It takes 18 to 24 months to turn money into spares, so our sustained emphasis on spares and depot maintenance funding should start to pay off soon.

What concerns me most — and what I am tracking most closely — is retention. Our retention rates are alarmingly low, and the reason seems clear. Many of you have told me that "erosion of benefits" is causing you to leave the Air Force. Whatever the reason, it's clear that our success depends on being able to retain good people to operate and support our high-tech machines. We must make Air Force life more appealing than it currently is.

Think about this: between now and 2001, 90% of our enlisted people — more than 265,000 airmen — will face a re-enlistment decision. If you're one of them, or if you're an officer about to make a career decision, please consider the following facts about benefits:

— First, we know military pay has lagged behind civilian pay. But change is in the air. The President, Secretary of Defense, and Congress have committed to substantial pay increases over the next few years.

— Second, we're working the retirement issue. General Ryan, the Joint Chiefs of Staff, and I are pushing for retirement reform to ensure every military retiree will receive adequate and equitable benefits. Congress has already begun to debate a reversal of the 1986 "Redux" retirement cuts.

— Third, we're working to improve TRICARE. I know the new system has had a rocky start, but I believe it's getting better as it matures. To make sure this is the case, I've asked the Inspector General to conduct an independent survey of TRICARE users in areas where TRICARE has been established for several years.

My point is we don't want to lose you. If you are considering separating, please get all the facts (pay, benefits, job challenges and responsibility, future initiatives) and discuss your options with your families and other members of our Air Force team — co-workers, supervisors and commanders. I use the word "team" for a good reason. I worked in the private sector for more than 25 years, and I guarantee you will not find in most private-sector jobs the teamwork, high quality co-workers, trust and camaraderie you enjoy in your unit.

We have the best people in the world, and thanks to you, our Air Force remains ready to perform its critical mission. But for too long, you've been forced to choose between your own needs — and those of your family — and the needs of our Air Force. General Ryan, Chief Benken and I will do all we can to ensure we develop and implement policies that help rather than hinder you in accomplishing the missions you perform so well.



## Westover hosts Commerce '98

by SSgt Anne Kymalainen

"What can I tell ya, what can I sell ya?" was the implied motto on Nov. 5 at Commerce '98, where thousands of consumers visited over 200 booths featuring products, services and information at the largest fall business-to-business trade show in Western Massachusetts.

Well-informed employees eagerly waited to answer questions and tout their wares as customers mulled around picking up free goodies, ranging from pens to yardsticks to "stress balls".

Karen Wassung, project manager for the Chicopee Chamber of Commerce said "The show grows every year and having it at Westover gives us the opportunity to grow with it," indicating the expanse of the pull-through hangar, which was transformed into a sea of red, white, and blue curtains sectioning off business display tables.

"People may drive by a company every day and not know what type of business it is. We want people to know what's in the local area, maybe right next door," Wassung said.

To entice potential customers to stop by and learn about a particular business, some booths offered promotional items, food, candy and even chicken gumbo. The Yankee Pedlar Inn was a popular place to pause, as a big wicker basket overflowing with toffee cookies awaited hungry show attendees. Joseph J. Richter, general manager of the Inn,

said this was a great opportunity to generate business and exposure. "People who don't know who we are find out by stopping by. Those who do know who we are will find out that we have expanded and renovated. Everyone else just wants a cookie!" he laughed.

A new addition to this year's show was a showcase of Pioneer Valley, exhibiting the products that are manufactured in the area.

Some special visitors attended the eighth annual event, including Gen. James D. Bankers, and keynote speaker Retired Brigadier General David Venn, Royal British Army, who spoke to 700 attendees at the Commerce '98 breakfast. Santa Claus was available for photo opportunities and even wore an Air Force Reserve hat provided by TSgt. Ron Salafia.

Rotarians attended a luncheon and enjoyed entertainment and education from Dr. Steve Sobel, who gave a lecture on "Laugh More, Live Longer for Business and Life Survival."

Chicopee and Holyoke Chambers of Commerce, originators of the show, invited nearby Chambers of Commerce from Ludlow, Westfield, Easthampton, Northampton and South Hadley to join in this year.

The show started eight years ago at the Comfort Inn in Chicopee and featured 20 local businesses.

### Briefs

#### Women's Legion Post offers open invitation

Members of the American Legion's Pioneer Valley Women Post 463 believe a woman veteran's place is in the Legion, and they have issued a standing invitation to attend one of their monthly meetings to get acquainted with their post. The post, which is open to women veterans of all wars, focuses on the special concerns of women veterans. Post members meet at 1:30 p.m. on the first Sunday of each month at the GAR Hall, Court Square, Springfield. In December they will meet at the women's ward at the Soldiers Home in Holyoke.

For more information about Pioneer Valley Women Post 463, call Alleen Augustus at 788-0703.

#### Chapel kicks off Holiday food drive

Members of the Westover family are being asked by the base Chapel to help put food on the table for military families in need during the upcoming holidays.

Chapel members have set up boxes in work areas around base to collect canned goods and non-perishables for a food drive that will continue through the December B UTA. Donations can also be taken to the Chapel in Building 1100.

#### Safety slots available

The Westover Safety office has two openings for AFSC ISOX1 Safety Specialist. One slot is for a Senior Master Sergeant while the other is for a Technical Sergeant. Complete specialty descriptions are available in AFMAN 36-2108. Qualified reservists or anyone interested in cross training should call Lt. Col. Dave Moore, Chief of Safety at ext. 3587 or 3122.



## Patriot People

**Name:** Donald E. Haugen  
**Rank:** Brigadier General, (retired)  
**Age:** 67  
**Address:** Niceville, Florida  
**Unit:** 439 TAW  
**Position:** Former Wing commander  
**Favorite food:** Ostrich meat  
**Years of service:** 32  
**Favorite sport:** Golf  
**Favorite hobby:** Watching C-Span  
**Ideal vacation:** Traveling to new areas  
**Best way to relax:** Reading a good book on the patio with a view of the beautiful bayou  
**Preferred entertainment:** Theatre performances  
**Favorite hero:** Lt. Gen. Cecil Childre, USAF, ret. deceased  
 "The most inspirational leader I have ever known."  
**Favorite music:** Jazz  
**Favorite movie:** Any Western  
**Favorite aircraft:** C-130  
**Pet peeve:** Negative attitude  
**Favorite memory of Westover:** The people



Courtesy of General Haugen

**Donald E. Haugen**  
 Brig. Gen Haugen commanded Westover  
 from 1978 to 1983

## Patriot Praises

### PEP Promotions:

CMSgt Defazio, Frances A.  
 CMSgt. Major, Michael A.  
 MSgt. Barringer, Stanley  
 MSgt Benms, Robert W., Jr.  
 MSgt. Smith, Jason R.  
 MSgt. Sullivan, Michael J.  
 TSgt. Brown, Daryl J.  
 TSgt. Cassidy, Patrick C.  
 TSgt. Connon, Glenn G.  
 TSgt. Guzik, David J.  
 TSgt. Sadler, David S.  
 TSgt. Zuzula, Todd R.

### Enlistments:

SSgt. Cunningham, Patrick J.  
 SSgt. Denekamp, Michael J.  
 SSgt. Grace, Henry  
 SSgt. Grant, Gregory F.  
 SSgt. Howard, Daniel J.  
 SSgt. Rodriguez, Pablo E.  
 SSgt. Towne, Edward S.  
 SSgt. Valley, Stephen B.  
 SSgt. Zahm, Thomas W.  
 SrA. Duma, Michael S.  
 SrA. Lindsey, Daniel  
 SrA. Male, Sharon C.  
 SrA. Mutia, Wendell B. O., Jr.  
 SrA. Thayer, Aaron D.

SrA. Trammelfoster, Andrea T.  
 SrA. Weitzel, Michael E.  
 A1C Chapdelaine, Kimberly M.  
 A1C Lynch, Russell S.  
 A1C Pardington, Gregory W.  
 A1C Phillips, Michelle L.  
 A1C Smith, Rebecca E.  
 Amn. Beadle, Robert J.  
 Amn. Chuez, Luis A.  
 Amn. Lowe, James F.  
 AB Marini, Jeffrey C.  
 AB Rock, Jessica D.

### Reenlistments:

MSgt. Cambio, David P.  
 MSgt. Durand, Robert R.  
 MSgt. Frappier, Paul L., Jr.  
 MSgt. Perry, Laura L.  
 MSgt. Turner, Daniel J.  
 TSgt. Allison, Jean M.  
 TSgt. Aselton, Johnathan A.  
 TSgt. Boyce, Richard I.  
 TSgt. Destefano, Teri A.  
 TSgt. Greco, Michael V.  
 TSgt. Hannaford, Robert G.  
 TSgt. Holt, Todd T.  
 TSgt. Larkowski, Robert A.  
 TSgt. Lau, Scott W.  
 TSgt. Lesure, Glenn C.  
 TSgt. Lupien, Philip J.  
 TSgt. Marino, David J.

TSgt. Riel, Francis L.  
 TSgt. Vaughan, Heidi  
 SSgt. Aktiv, Eric R.  
 SSgt. Boucher, Daniel R.  
 SSgt. Coleman, Charles  
 SSgt. Creager, Janet M.  
 SSgt. Gaudet, Matthew P.  
 SSgt. Greenaway, Edward A.  
 SSgt. Guzik, David J.  
 SSgt. Ingerson, Robert J.  
 SSgt. Kociuba, Kevin M.  
 SSgt. Lakeman, Stacey L.  
 SSgt. Lamica, Thomas K., Jr.  
 SSgt. Lapinski, Timothy P.  
 SSgt. Nogas, Steven R.  
 SSgt. O'Boyle, Edward R.  
 SSgt. Peterson, Steven G.  
 SSgt. Ricchi, Donald R.  
 SSgt. Robinson, Kenneth J.  
 SSgt. Scrivener, Marc A.  
 SrA. Howell, Clayton A.  
 SrA. Lawrence, Constance  
 SrA. Manning, Lowell T.  
 SrA. Murphy, Joseph S.

## Trivia answers

1. Col. Richard H. Ballard
2. Mayor Anthony J. Stonina
3. Oscar
4. \$2,070,918.00
5. 1940
6. A-17 Attack Ship
7. B-18 Bolo
8. B-17
9. 2,500
10. Operation Vittles
11. Lt. Gail S. Halvorsen
12. 905<sup>th</sup> Tactical Airlift Group
13. 1955
14. 11,600 feet
15. 1974

### Who's Who

1. MSgt. Anne Marten
2. CMSgt. Pat Byrnes
3. TSgt. Richard King

## A PLACE IN HISTORY

It was carved out of Chicopee farm land,  
 Part of Mayor Anthony Stonina's plan,  
 It became the Northeast Air Base,  
 Just as the Second World War began.

Its fliers and its military aircraft,  
 Helped the Allies win that war,  
 Its cargo planes resupplied Berlin,  
 When Russians blocked the door.

Its B-52s stood sentry watch,  
 Throughout long Cold War years,  
 It was a key to SAC's defense,  
 In those times of nuclear fears.

Those Flying Fortress bombers,  
 Flew combat missions out of Guam,  
 Eluding lethal SAM missiles,  
 In the skies over North Vietnam.

It joined the Reserve in 'seventy four,  
 It was the largest AFRES installation,  
 Mighty MAC dispatched its cargo jets,  
 Around the globe and across the na-  
 tion.

Its huge C-5s flew around the clock,  
 Hauling tons of Gulf War freight,  
 When a vicious Iraqi dictator,  
 Sent his troops into Kuwait.

It's the place we know as Westover,  
 And as everyone can plainly see,  
 The people and the planes that served there,  
 Have earned their place in history.

Lt. Col. Rick Dyer, USAFR, (Ret.)

## A TRIBUTE



**Lt. Col. Rick Dyer**  
 Public Affairs Officer  
 Westover 1972-97

## Briefs

### Base dining facility decreases surcharges

Officers who found the former surcharge at the base Dining Facility unacceptable, there is good news.

According to Capt. Alan Gardeski, commander of the 439<sup>th</sup> Services Squadron, the cost of meals at the facility for officers and those on per diem is as follows:

Breakfast—\$1.50  
 Lunch—\$3.00  
 Dinner—\$3.00  
 Holiday—\$5.00

Gardeski said the Services Squadron is seeking feedback for the gym, billeting and dining facility.

### Security Forces offered extended a/d tours

The Air Force is hoping to offset the decline in its enlisted security forces retention rates by signing up reservists for extended active-duty tours of 12 to 15 months. The criteria for qualifying for an assignment are as follows: the applicants must hold a secret clearance, complete a physical examination, possess or have possessed the needed specialty, be recommended by their commander, and meet requirements to complete a 12 to 15-month tour of duty. Reservists can apply for five stateside locations and can request overseas duty.

During the tour, they cannot reach 18 years total active federal military service. Applicants are also disqualified if they have an unfavorable information file, are on the weight management program, or while on active duty, accepted a Voluntary Separation Incentive or Special Separation Benefit. For more information, call the Military Personnel Flight at 557-3874.

### January UTA dates

A UTA Jan. 9-10  
 B UTA Jan. 23-24

## Air Force leaders say, 'thanks, you made a difference'

by F. Whitten Peters, acting secretary of the Air Force, Gen. Michael E. Ryan, Air Force chief of staff

During the second week of November, world events again caused America's leaders to call on you to protect our nation's interests abroad. As expected, our total force responded magnificently, with enthusiasm and professionalism. We were extremely proud as you showcased our readiness and capabilities—sending a powerful message to friends and adversaries alike.

Faced with tough challenges, you once again showed the remarkable versatility of our expeditionary aerospace force. On extremely short notice, we responded to the latest crisis in Iraq. At the same time, we helped our Central American neighbors cope with the catastrophic devastation of Hurricane Mitch, and provided airlift support for our nation's senior leaders.

Setting up the air bridges to Southwest Asia in both eastward and westward streams was a real test made more difficult by simultaneously performing the other missions. The rapid deployment of forces was a critical factor in resolving the current crisis, and a great demonstration of our capacity to project aerospace power whenever and wherever needed.

No other air force in the world could do what you just did. This is a real success story, and a tribute to the total force.

We salute your superb performance, which exemplifies our core values of integrity first, service before self and excellence in all we do. As the Iraqi crisis recedes, we will keep faith with our commitment to you and quickly draw down forces no longer required.



## SALUTE TO OUR VETERANS

**ATTENTION TO RESPECT — Brig. Gen. James D. Bankers, commander of the 439th Airlift Wing, leads the wing in a Veterans' Day memorial service held Nov. 7 at the base ellipse.**

*(photo by TSgt. W.C. Pope)*

439th Airlift Wing historian



Published monthly for Patriots like SSgt. Shawn Godley, of Plymouth, Mass., and 2,428 members of the 439th AW at Westover ARB, and geographically separated units.

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