

PATRIOT

439TH TACTICAL AIRLIFT WING · AIR FORCE RESERVE · WESTOVER AFB

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JULY 1987



RECORD SETTING ATTENDANCE—Part of the crowd that attended Westover's Air Show mills around the giant C-5 parked in front of the Base Hanger.

(USAF photo by Nora MacKay)

350,000 view Westover's largest air show

by Nora MacKay

The Thunderbirds, the Golden Knights and the C-5A Galaxy were among the attractions that drew more than 350,000 to Westover on June 6 and 7 for the largest air show in the history of the base.

More than a quarter million spectators crowded onto the base on Sunday for the show's finale, the Air Force's acrobatic flying squadron, the Thunderbirds. At 3 p.m., while the Thunderbirds were still performing,

traffic was backed up for miles outside the gates to the base with would-be spectators trying to get in to see the show.

The thousands who did make it into the base were continuously entertained by the many demonstrations in the air and by the display of 47 aircraft.

One of the favorite attractions, the Army's precision parachute team, the Golden Knights, thrilled the crowd with jumps from a C-130 circling the

base from a height of two miles. Red smoke trailed the jumpers during their descent to a 10-foot target area on the ground, which was flawlessly executed at the end of each jump. Once on the ground, several members of the team entertained both children and adults with a demonstration and instruction on packing the symbol of the team, a gold and black striped parachute.

(Continued on page 8)

EDITORIAL

Four star thanks

If air shows were rated like restaurants, last month's extravaganza at Westover undoubtedly qualified for four stars.

More than 350,000 visitors streamed through the gates during the two-day event. The grid-locked roads and parking lots were persuasive proof of the fact that it was the largest air show in Westover and Western Massachusetts history.

The huge crowd was drawn to the base by the aerial acrobatics of the Air Force Thunderbirds and the Army's Golden Knights. Both teams performed their death-defying maneuvers with flawless precision and beauty.

But the people turned out in droves for a host of other reasons, too.

They came to watch the C-130 airdrops and the "kick the tires" of the huge C-5 Galaxy. They came out of a sense of nostalgia to see once again the Gee Bee racer, the B-52 Stratofortress and the KC-135 Stratotanker, aircraft that were so much a part of the region's aviation history.

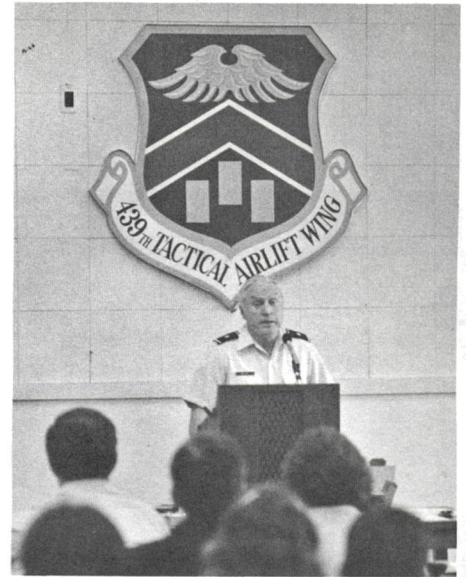
They came to view all kinds of military airplanes and exhibitions. And they came to tour Westover.

In a speech to the Chicopee Chamber of Commerce Military Ball on June 6, Brig. Gen. Frederick D. "Mike" Walker told the audience: "Air shows are very important because they give us a chance to thank our friends and neighbors for all the support which they have given us at Westover."

That's the true purpose of any open house or air show. Westover threw a giant thank you party last month and more than quarter of a million friends and supporters responded.

Each and every one of them rates four stars, too.

by Maj. Rick Dyer
Public Affairs Officer



READY RESERVE—Brig. Gen. Frederick D. "Mike" Walker welcomes about 100 members of the Individual Ready Reserve (IRR) during a one-day recall for a records check and other screening in the base Welcome Center in May. Members of the IRR, mainly those with a military obligation following a single tour of active duty, are being screened at air bases nationwide.

(USAF photo by Frank Faulkner)

Retired activities office opens

Frank Smith takes his job seriously — very seriously — even though he doesn't earn a dime.

Retired Air Force SSgt. Frank Smith runs the Retired Activities Office at Westover. And he loves the job.

From 10 a.m. to 3 p.m., five days a week, he is on base, helping anyone,

not just retired personnel. In his words, "I'm here to help the GIs — whether retired, reserve or active — any way I can."

If you have a problem and think persons in the Retired Activities Office can help, you can reach them weekdays at 557-3918.

General Cassidy will head new transportation unit

General Duane H. Cassidy has been nominated as the first Commander-in-Chief of the United States Transportation Command (CINCUSTRANS-COM) by Secretary of Defense, Caspar W. Weinberger. The new unified command is scheduled to be formally activated with ceremonies at Scott AFB, Ill. in October, 1987.

General Cassidy will retain his current grade and continue his role as commander of the air component of USTRANSCOM, the Military Airlift Command.

The Transportation Command is being formed as a unified command, meaning it will assume centralized responsibility for the transportation of arms for all the armed services.

The new command will oversee the Military Airlift Command, the Navy's Military Sealift Command and the Army's Military Traffic Management Command.

PATRIOT

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Base Commander

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Crews train on mock-up of C-5 cockpit

By SSgt. Tom Allocco

When Westover aircrews asked for experience with the C-5 cockpit controls, a Reserve and active duty team gave it to them conveniently and inexpensively.

With salvaged parts, wiring and plywood, Westover and McGuire AFB maintenance and civil engineer members fashioned a C-5 cockpit mock-up. Pilots, co-pilots and flight engineers can familiarize themselves with the controls and procedures without ever leaving the Base Hangar where it is kept.

The ingenuity of those who put it together saved the cost of a commercially made unit and gave aircrews a chance to get comfortable with the controls before going into the more sophisticated C-5 flight simulator available at other bases, said 1st Lt. Cam LeBlanc, 439 CAMS Field Maintenance Branch OIC.

The simulated cockpit was devised by CMSgt. Edward Wigfield, TSgt. Thomas Harris and SSgt. Marshall Hicks of McGuire AFB, with the assistance of Sgt. Charles Okulicz and SrA. Sharon Male of the 439 CAMS at McGuire AFB in May.

They wired the panels to allow an instructor to throw switches simulating a range of malfunctions. He might set off the fire warning light in the left auxiliary power unit. For the engineer it provides experience in his role of monitoring the C-5's systems and solving problems.

A flip of the switch simulates a generator outage which calls for the engineer to take the generator out of line,

Berlin Airlift reunion being planned

Did you or someone you know participate in the famous Berlin Airlift in 1948-1949? If so, Rhein-Main AB, West Germany, wants to hear from you.

According to Col. O. Thomas Hansen, commander of the 435th Combat Support Group, the base wants to organize a 40th anniversary reunion of this historic event.

Reunion activities would be held in the Frankfurt area and hosted by the Luftbrücke Chapter of the Airlift Association. They hope such an event could be held to coincide with the opening of a visitor's center at the



C-5A COCKPIT—SSgt. Marshall Hicks of the 541 AMS, McGuire AFB, N.J., and SrA. Sharon Male, an instrument specialist in the avionics branch of 439th CAMS, inspect a mock-up of the C-5 cockpit for training Westover crews.

(USAF photo by TSgt. Dave Henry)

test it and, if it's bad, isolate the unit.

"The simulated cockpit gives pilots and engineers the opportunity to think, troubleshoot and react. We can create 28 malfunctions, from an open door to an engine fire," Lieutenant LeBlanc said.

"We believe it's going to be used quite a lot, not only for pre-flight training but also for upgrade training when it's not possible to fly," he said.

The McGuire and Westover team that made it with salvaged switches, dials and other C-5 controls. To simulate parts not available they used diagrams which will be replaced as they obtain additional salvaged items.

The C-5 simulated cockpit was a first for Chief Wigfield, who previously headed a team which created a home-made C-141 cockpit.

Rhein-Main AB Berlin Airlift Memorial.

Interested persons should write to 435 CSG/CCE, Rhein-Main AB, GE, APO 09057-5000 for further information.

The first flight into the blockaded city occurred on June 26, 1948. The airlift lasted 465 days. All totaled, U.S., British and French airmen made 277,569 flights into Berlin, carrying a total of 2,325,510 tons of lifesaving goods.

During the Berlin Airlift, Westover AFB served as a major staging area for the entire operation.





FLAG JUMP—SSgt. Chuck Roberts delights crowd by landing squarely on the target marker.

(USAF photo by TSgt. Sandi Michon)

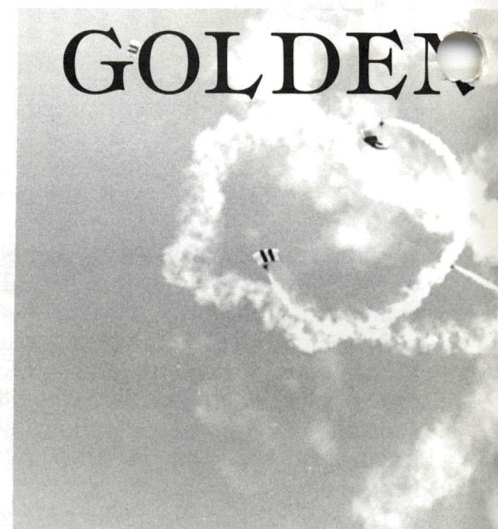
By SSgt. Tom Allocco

Army Sgt. Nick Nichols of Sudbury, Mass., can step out of an airplane from two miles up, free-fall at speeds up to 180 mph, open his chute after 60 seconds and steer to within inches of a target that looks like a 50-cent piece from the air.

That's just the basics. As a flourish, he can do it while unfurling the national flag, passing a baton to a partner or maneuvering into a formation with

three parachutists stacked over each other. That level of physical and mental conditioning makes him a Golden Knight, a proud member of the Army's precision parachute team which thrilled crowds at Westover's air show in June.

A Special Forces medic, Sergeant Nichols makes about 450 training and show jumps a year as a Golden Knight. During six weeks of training in Yuma, Arizona in January and February,



team members will make up to 10 jumps a day, seven days a week. Even on days off they've been known to volunteer for extra time jumping with their trademark gold and black chutes.

The Golden Knights have earned the respect of Westover air crews.

Maj. Edward Custer, 337 TAS pilot, has dropped the Golden Knights during their training and was co-pilot when they jumped at the Westover air show.

"We're volunteers," he said of the aircrew. "The Golden Knights aren't rookies; when you work with them you feel you're on a team of professionals."

It's members like MSgt. Roger Ju-tras, team leader, who assure that the standards never slip. At 44, he has the chiseled features of an athlete without an ounce of extra fat.

"The Golden Knights demand mental awareness and we believe physical fitness breeds mental alertness," the team's senior NCO said.

"The maximum physical fitness score in the Army is 300. That is the team standard," he said. For younger team members that means two miles in 11:45, 86 pushups in two minutes and 92 sit-ups in the same time.

The hard work pays off in demonstrations such as the four jumps during the Westover air show. Trailing red smoke, they performed such aerial acrobatics as the "diamond track" in which two jumpers free-fall away from each other until they are separated up to a mile and a half. They then turn around and fly toward each other until passing at a combined speed of about 200 mph.

KNIGHTS



(USAF photo by Nora MacKay)

It's a maneuver Sgt. Craig Girard of Phoenix, Ariz. has done numerous times with his partner, SSgt. Chuck Roberts of Louisville, Ky.

"I can see the expression on Chuck's face and his eyes . . . we calculate we'll cross at 2,000 feet and I can see the smile on Chuck's face because he knows it's going to be an awesome track. The crowd response is incredible."

For Sergeant Girard, who started jumping at 15, it's like gaining the power of flight.

"It's not like falling, it's more like flying," he said.

"When you jump into 120 mph wind, you ride the wind and grab the wind with your hands. You also use arms and legs for flight control. You can't tell you're falling.

"You have control with a flick of your hand or legs. You use your hands to turn or stretch your legs out to get forward control.

"When I'm in the plane thinking about it the adrenalin is pumping and getting the body in key. When I get into the air, the mind locks in and starts going to work. I'm only aware of what I have to do. I've never heard the wind because there are so many things to do.

"In the diamond track, your body is like a wing creating lift. You're as rigid as you can be and you scan the horizon with your eyes. You are going fast that you make minor corrections with a flick of the wrist or hand. If you turned your head you could make a 90 degree turn," Sergeant Girard said.



WIND CHECK—Team leader MSgt. Roger Jutras tests air currents by watching a streamer fall to the drop zone.

(USAF photo by TSgt. Sandi Michon)



MASS JUMP—Golden Knights tailgate a 337 TAS C-130.

(USAF photo by Nora MacKay)



(USAF photo by SMSgt. Clayton Gallant)

RODEO RITUAL—The Westover Airlift Rodeo team returns home to a water canon salute by base firefighters (above) after competition at Pope AFB in May. Airlift Rodeo highlights included a televised special in which President Reagan (below) appeared on stage to help celebrate Bob Hope's 84th birthday. Brig. Gen. Frederick D. "Mike" Walker, 439 TAW commander, congratulates TSgt. Donald Judd (below) as the team disembarks at Westover.

Westover loadmasters earn honors at Airlift Rodeo

by SSgt. Tom Allocco

Westover loadmasters MSgt. Thomas Kelly and TSgt. David McKemie earned the top score among Reserve and Air Guard teams in the joint airborne inspection category of Airlift Rodeo competition at Pope AFB in May.

The "Patriot Wing" loadmasters finished seventh overall among 34 joint inspection teams which represented units from throughout the Air Force and allied forces.

The 439 TAW sent a 27-member team which also pitted skills in aircrew and security performance, maintenance and loading and unloading during the week of competition.

Overall, the 439th members scored 6,063 points, placing them 474 points behind the West German team which won top honors for the first time in the rodeo's nine-year history.

The Westover aircrew, under pilot Capt. Dana Quinn, placed 11th among 27 teams in competition won by the 437 MAW, Charleston AFB, S.C. They were rated on their performance in three short field landings, three drops and three flying missions along designated routes.

The 439 team also included Maj. Sandy Whittier, Maj. Robert MacDonald, 1st Lt. Keith Mears, MSgt. Larry Muniec, TSgt. Fred Pettet and TSgt. John Duffy.

The maintenance crew, led by Maj. William Friedhofer, finished in 15th place among 26 teams.

The 439 CAMS members scored 542 points out of a possible 600 in judging which included pre-flight and post-flight inspections, refueling and four daily inspections.

The team was made up of MSgt.



(AP Photo)

Michael Major, TSgt. Christopher Doyle, TSgt. Lawrence Bara, TSgt. Francis Simone, TSgt. Michael Doyle, TSgt. Steven Skowron, TSgt. Francis Favara, SSgt. James Scott and SSgt. Edward Brainard.

Reserve and guard units had difficulty overcoming lack of experience in a recently introduced event in the security police competition. The 439 WSSF team, led by TSgt. George Hoagland finished 32 out of 34 teams. Others on the team were TSgt. Francis Desjardins, Sgt. Michael Golenski and SrA. Richard Schmoke.

This is expected to be the last Airlift Rodeo competition for the Westover team, which next year will be working with the C-5. The gruelling competition included 12-hour days for the maintenance crews and work schedules which began at 4 a.m. for the air crews.

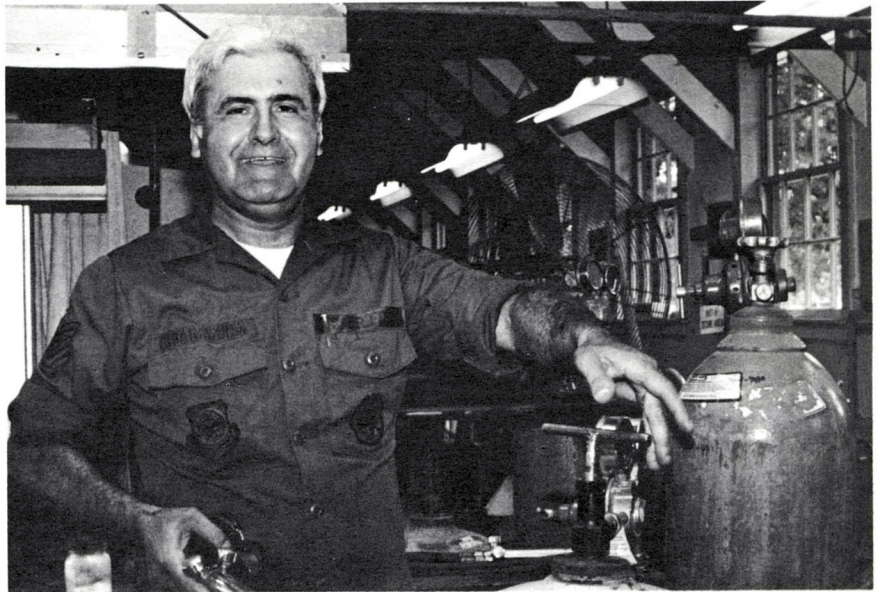
Highlighting the airlift competition was a visit by President Ronald Reagan and Air Force Secretary Edward C. Aldridge Jr., both of whom participated in a televised Bob Hope Show.



(USAF photo by Frank Faulkner)

Name: Peter Chiaramida
Rank: TSgt.
Age: 43
Address: Nashua, N.H.
Unit: 439th CES
Position: Welder
Civilian Occupation: Welding engineer
Favorite Food: Gourmet
Favorite Beverage: Home-made wine
Favorite Sport: Soccer
Favorite Hobby: Metal sculpture
Ideal Vacation: Bermuda
Best Way to Relax: Go to sleep
Preferred Entertainment: Live show
Favorite Celebrity: Luciano Pavarotti
Favorite Music: Soft
Favorite Book: American History
Favorite Color: Blue
Favorite Car: Maserati
Pet Peeve: Hot weather
Best Thing About Westover:
 Place to come to work
Worst Thing About Westover:
 NCO Club

"Patriot People"



TSgt. Peter Chiaramida

DEATHS



SMSgt. Paul D. Wood

SMSgt. Paul D. Wood, 40, 439 TAW command post superintendent, died June 12 in Mary Lane Hospital, Ware.

Sergeant Wood served four years active duty in the Air Force between 1966-70 at Anderson AFB in Guam. He joined the Reserve in 1972 as a member of the 99th Bombardment Wing at Westover where he worked as a jet engine mechanic. In 1974 he moved over to the command post and worked full-time as an ART for the past thirteen years.

Retired MSgt. Joseph Bledsoe

Retired MSgt. Joseph Bledsoe, 59, civilian chief of the Operations Section of the Westover Fuels Management Branch, died May 27 at Baystate Medical Center, Springfield.

The Westover Honor Guard conducted a memorial ceremony for Sergeant Bledsoe during burial service at St. Patrick's Cemetery, Chicopee, May 30.

Sergeant Bledsoe had been a civilian employee of the Fuels Management Branch since 1974. A veteran of World War II, the Korean War and the Vietnam War, he had served three years in the Navy, followed by 18 years of active duty in the Air Force.

A resident of Belchertown, Mass., and a native of Lawrence, he is survived by his wife, MSgt. Kathleen Wood, chief of training for the 439 CAMS; a son Craig J. Wood, also of Belchertown; two daughters, Erin K. Wood of Belchertown and Paula M. Wood of Holland; a brother Thomas Wood of Lawrence; and a sister Martha Burgress of Ladsen, S.C.

Memorial contributions may be made to the Belchertown Police Department.

He retired from active duty at Westover in 1966 as fuels superintendent of the then 99th Bombardment Wing.

Sergeant Bledsoe was a member of the Disabled American Veterans.

A native of Monticello, Ga., he resided in Springfield for 34 years.

He is survived by his wife, the former Elaine R. Croto; a son, Joseph Bledsoe of Revere; three daughters, Nancy Fonger of Southbridge, Susan Bledsoe of New York City and Kathleen Bledsoe of Springfield; his mother, Grace (Kidd) Grant; a sister, Ann Thomas, both of Jacksonville, Fla.; and two grandchildren.



TANKS A LOT—Kids of all sizes clamor over the M-48 Army tank.

(USAF photo by TSgt. Sandi Michon)

Continued from page 1...

Both on the ground and in the air, spectators were amazed by the giant C-5A Galaxy. Thousands streamed through the open cargo compartment, many of whom stopped to ask questions of the Westover reservists manning the plane.

Most of the people walking through the C-5 were understandably awestruck by the enormous size of the aircraft. Debbie Morin of Dayton Street in Chicopee said, "It's one thing to see them in the air, but you can't believe the size of them when you see them up close."

The favorite among the children were the jet fighters and the tanks. Kids of all ages took the opportunity to stand inside an APC and to look inside the cockpits of the many fighters on display.

But the undisputed show stopper for everyone was the performance of the Thunderbird's in their F-16 fighters

jets. Unlike last year, when the Thunderbird's show was cancelled due to rain, the weather held good for the 45-minute performance. The six pilots easily and gracefully demonstrated their own abilities as well as the capabilities of the F-16. The spectacular finale of the show, in which four pilots flew straight up for 3,000 feet, split off into opposite directions and circled back together at 100 feet to seemingly barely miss collision, drew gasps and applause from the huge crowd.

Overall, the two-day event went "exceptionally well," said Brig. Gen. Frederick Walker, 439 TAW commander.

"It was a tremendous outpouring from the community," Gen. Walker said. "It showed a deep and genuine support of the base and of the C-5 program. That kind of support from that many people show how people really feel about us."



BABY T-BIRD—TSgt. Jack Tubert, N Westover, gives Kevin Bernier, 2, of Chic

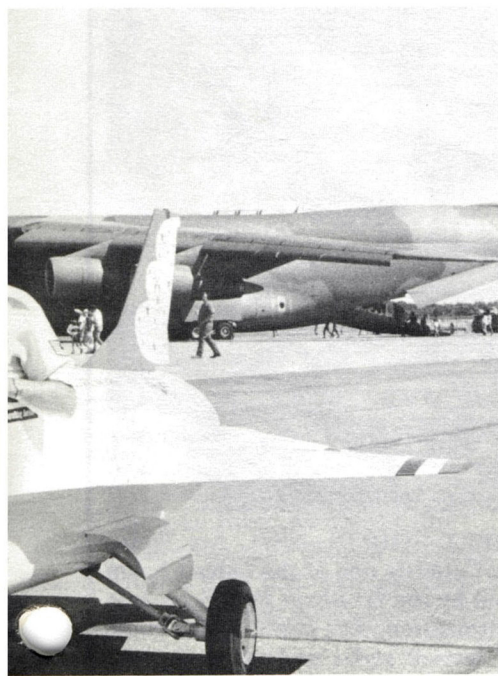
A Salute to Westover



MAKE WAY—The open house crowds make room for the Formula Vee racers as they prepare to take off.
(USAF photo by TSgt. Sandi Michon)



BIG BIRD—A giant C-5 takes off to perform for the open house.
(USAF photo by Nora MacKay)



OIC of active duty recruiting at see a ride on a F-16 mini-model.
(USAF photo by TSgt. Sandi Michon)



BOOK 'EM— TSgt. Martha Costa fingerprints George Weldon, 3, of Chicopee.
(USAF photo by TSgt. Sandi Michon)



SAVE THE WINDOWS—This is one of the stained-glass windows that adorn the former Westover AFB chapel. A move is afoot to save the panels.

(USAF photo by MSgt. Larry Lentz)

Chicopee Chamber backs stained-glass window drive

By TSgt. Gordon A. Newell

The ongoing struggle to save the stained-glass windows that grace the foyer of the former Westover AFB chapel received a boost this week from the Chicopee Chamber of Commerce.

The Chamber recently voted to match a contribution made by the Air Force Sergeants Association, to help preserve the panels.

In addition, the Chamber has asked area glaziers for estimates of removing the windows from the building which is presently housing the Chicopee Child Development Center. The estimates would also include the cost of replacing the stained-glass windows.

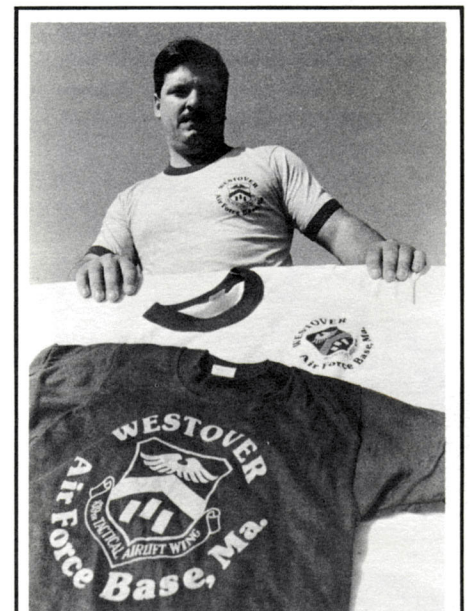
The Chamber hopes to place the windows in a Chamber-sponsored Westover Air Force Base museum, here on base, until they can finally be put in a chapel once again.

Joan Beaudry, who took over the

building when it was declared surplus in 1979, says the 30-year-old structure is in need of extensive repairs and the board which governs the facility is considering having the windows appraised and auctioned off to raise funds for the needed work.

No federal funds were used to pay for the nine windows. They were purchased through donations from Westover servicemen and the families of men who died while serving here.

One of the panels is of special significance. Rising from the floor to the choir loft, the window is a memorial to Brig. Gen. Donald W. Saunders, his crew and 14 members of the national media who were killed on June 27, 1958 in a crash during takeoff for England. The window is now boarded up — as are many of the panels — to protect them from vandalism.



FIRST SHIRTS—SSgt. Jay Weingart models one of the t-shirts being sold by the Westover First Sergeants Association. The shirts, which come in several styles and all sizes, cost five dollars, are available from any first sergeant on base.

(USAF photo by Frank Faulkner.)

Westover Reservist cited for efforts at Conn. blaze

by Maj. Rick Dyer

Westover reservist Tom Morris was recently cited for his key role in fighting a spectacular, three-alarm fire in Danbury, Conn. that killed one person and badly damaged a block of apartments and businesses on the city's Main Street.

Morris, a technical sergeant with the Westover Fire Department, is an acting assistant chief in Danbury, and was in charge of battling the raging blaze.

The fire, one of the worst in the city's history, claimed the life of Edward McNamara, left 39 persons homeless, and badly damaged two buildings.

Investigators believe that it was set by an arsonist.

"When the alarm came in, I could see the flames from several blocks away at fire headquarters," Morris said. "I immediately called for a sec-

ond alarm, and signalled for a third when I reached the scene."

An article by Gina Grisgone of the Danbury News Times described the chaos which firefighters confronted when they reached the scene: "People tumbled from windows, customers from a nearby bar charged up smoke-choked stairways, and firefighters grappled around in the dark for a man who was left behind in the first moments of a roaring fire on Main Street."

Morris said he realized just how serious the fire was when he saw the heavy concentration of smoke billowing from the buildings. He added that heat from the blaze was estimated at 1200 degrees.

The Westover reservist was in charge of 80 firefighters at the scene. They were credited with saving the lives of dozens of residents, and with pre-

venting the spread of the fire through the central business district.

"Tom Morris is one of the top people in the department," Danbury Fire Chief Charles Monzillo said later. "His tactics were great."

Monzillo said that the aggressive actions of Morris and his personnel prevented additional extensive property damage. "Flames were licking the adjoining buildings when they got there and they stopped them," the chief said.

Morris, who has served at Westover as a reservist for seven years, received his degree in fire science from the Community College of the Air Force. He attributes his civilian career advancement to his Reserve training.

"I know that I would not have gotten as far as I have without the experience and training I've received in the military," he said.

CMSgt. Fusco designs unofficial C-5 logo patch

CMSgt. Charlie Fusco doesn't believe in wasting time.

So last fall, when confronted with the prospect of a lengthy C-130 ride from Pisa, Italy back to Westover, he searched for something to do during the airlift home.

Chief Fusco found a project to kill the boredom during the 14-hour flight and, as a result, Westover has an unofficial logo patch to inaugurate the C-5 era at the base.

The 439 CAMS maintenance superintendent drew a pencil and paper

sketch for the logo while returning from the Volant Partner exercise in Italy last October. Once back on the ground, the airborne artist took the design to Sentry Uniform in Chicopee where it was transformed into an attractive patch.

"It took me the whole flight to draw it, and it went through several revisions before the final version of the patch was ready for production," Fusco said.

The emblem depicts a C-5A aircraft on a bright yellow globe. The words

"C-5A Galaxy" and "Westover Air Force Base," are emblazoned on it.

Fusco described his design as a "labor of love." He has waived any copyright to the design and will not profit from the patch's production.

"I just wanted to do my part to create enthusiasm for the arrival of the C-5A at Westover," the chief said. "I hope that it will be a morale booster and a motivator."

The patches, which come in seven-inch and four-and-one half-inch sizes, are available at Sentry Uniform.

Members of the U.S. Army Golden Knights precision parachuting team float to earth on Westover's ellipse during a media day show prior to the bases's Air Show in June. As always, the Golden Knights thrilled the huge crowds with their performance.

(USAF photo by SMSgt. Clayton Gallant)



Reservists may receive more from GI Bill

By SSgt. Tom Allocco

Lawmakers may expand the New GI Bill to give reservists financial aid for technical training and postgraduate study.

Those who enlist or re-enlist in the Reserve for six years are currently eligible for New GI Bill benefits only for academic training. Also, the bill is not now available to reservists who already have a bachelor's degree.

The proposed expansion would give financial aid for on-the-job training, correspondence schools and apprenticeships. It would also provide benefits for postgraduate and doctoral work. Those who become eligible for New GI Bill benefits as active duty members already receive such coverage.

The expanded coverage for reservists is one of nine proposed changes of the New GI Bill which are being considered by lawmakers and military officials. Other proposals, such as extending the sign-up period and spreading out the contribution period, apply only to active duty members.

The New GI Bill went into effect on July 1, 1985.

Those who enlist or re-enlist in the Reserve for six years are eligible for the New GI Bill after 181 days. The Bill provides \$140 a month for up to 36 months of full-time schooling. The total educational benefit for Reservists is \$5,040 and there is no individual contribution.

Active duty members who participate in the New GI Bill contribute \$1,200 over a period of one year and the government adds \$9,600 for a \$10,800 package after two years duty.

Those who served on active duty between March 31, 1966 and Dec. 31, 1976 are covered by the Old GI Bill. They can receive the benefits of that bill until Dec. 31, 1989 at which time they can convert to the New GI Bill.

The Old GI Bill provides benefits to full-time students based on the number of their dependents. For example, those with two dependents receive \$510 a month.

"The New GI Bill is one of our hottest incentives for reenlistment," said MSgt. Donald Proctor, wing career advisor.



JOB FAIR—Several hundred people visited Westover for a federal jobs fair in April. Fourteen federal offices in Springfield, 23 in Boston and several from the base had booths set up to inform applicants about federal jobs open in New England.

Air Force expands weight standards for women

RANDOLPH AFB, Tex. — Air Force women will be allowed to weigh more according to the findings of an Air Force weight standards working group.

This decision came after the working group, commissioned by the Secretary of the Air Force, completed its review of research on body composition and weight standards. The working group was chaired by the deputy director of personnel plans, Headquarters Air Force.

The working group's charter was to ensure the current weight standards were fair, logical and defensible, according to a news release from the Air Force Military Personnel Center. The group reviewed civilian and military research, considered input from the Air Force fitness advisory council and conducted an evaluation of personal appearance.

"The working group reviewed the most recent body composition research, and considered panels to evaluate professional military appearance," said SMSgt. Jim Wingate,

chief of Quality Force management at the personnel center.

The male standard is a performance related standard based on research of more than 300,000 Air Force trainees. The male standard was increased by four percent in 1981 and represented a similar increase by the Metropolitan Life Insurance Company in 1983. The female weight standard was also increased by four percent in 1981, however the 1983 Metropolitan Life Insurance Company increase for women was eight percent.

Personal appearance panels were conducted to evaluate professional military appearance. The panel's ratings validated the male's weight standard as meeting acceptable appearance. However, females who were above the current standard on an average of seven pounds were also rated as meeting standards.

The body composition research and the personal appearance panel results verified the need to increase female standard six to nine pounds. About five percent, depending on height.

Video rentals offered

Effective in mid-July, Westover's MWR will offer a new service when an extension of the Movie House opens.

There will be a video rental center located in the base gymnasium complex with more than 2,000 films in stock.

Membership for military personnel will be free and lifetime memberships for civilians will cost \$5.

Memberships will be good on the base and at the Movie House video store off base.

Personnel office opens

The Civilian Personnel Office will be opened on Saturdays from 0900 to 1300 on regularly scheduled UTAs beginning on June 27. Anyone interested in the Air Reserve Technician program for our C-5 mission can obtain employment information at building 1875.

Leather jackets back

AFNS — The Air Force intends to renew the tradition of issuing leather flying jackets this fall to aircrews assigned to combat ready operational units, according to Lt. Gen. Thomas J. Hickey, deputy chief of staff for personnel.

The jacket is for flight duties as well as for on and off base. This is one of the initiatives the Air Force is undertaking to improve aircrew retention.

Job protection

WASHINGTON (AFRNS) — The federal government has taken another step to protect reservists from job discrimination.

The Omnibus Veterans' Benefits Improvement and Health Care Authorization Act of 1986 forbids prospective employers from refusing to hire reservists on the grounds that their Reserve duties would interfere with their jobs. The legislation reinforces the Veterans' Reemployment Rights Act, in effect for almost 10 years, which protects reservists from being fired from their civilian jobs or discriminated against by their civilian employers as they fulfill their military obligations.

The Department of Labor is charged with enforcing these laws.

Reservists who think their employers or would-be employers are violating the law have an alternative to turn to before going to the Labor Department.



AWARD WINNERS—Westover's MWR employees walked off with four top awards in the AFRES competition. From left are: TSgt. Richard Oliver, who was named top supervisor; Mary Liggon, selected top technician and Michael McNicholas, top supervisor.

(USAF photo by TSgt. Howard Garbarsky)

Westover dominates MWR award

ROBINS AFB, Ga. — An Air Force reservist and three civilian employees at Westover stole the show by receiving four of 10 Air Force Reserve Morale, Welfare and Recreation awards for 1986.

TSgt. Richard Oliver of the 439th Tactical Airlift Wing was selected MWR supervisor in the reservist category. Other 439 TAW winners were David Michaud, Michael McNicholas and Mary Liggon. They were the MWR manager, supervisor and technician in the civilian category, respectively.

Other reservists winning awards were CMSgt. David Shand of the 934th Tactical Airlift Group, Minneapolis-St. Paul IAP, Minn., as MWR manager and Sgt. Linda Jones of the

926th Tactical Fighter Group, New Orleans, La. as MWR technician.

Amy Boyles, an employee at AFRES headquarters, was named nonappropriated fund management branch employee of the year. Special Achievement awards went to Denise Yates of the 914 TAG, Niagara Falls IAP, N.Y.; Inez Casper, Hq. AFRES and Richard W. Ames, 442nd Tactical Fighter Wing, Richards-Gebaur AFB, Mo.

"Congratulations to each winner for a job well done," said Lt. Col. James D. Matthews, chief of MWR operations division at AFRES. "Everyone in the command MWR family is given out thanks for superlative efforts during 1986 to enhance the MWR program."

Patriot staff changes are announced

MSgt. Lawrence Lentz, editor of the Patriot since its inception in 1974 and NCOIC of the 439 CSG public affairs office, recently left the unit when he assumed new civilian employment in Florida.

Sergeant Lentz's position will be filled by MSgt. John W. Spencer and TSgt. Gordon Newell. Sergeant Spencer will serve as NCOIC and Sergeant Newell will edit the Patriot.

"We are going to miss Larry very much," said Maj. Rick Dyer, wing public affairs officer. "Under his guidance, the publication was selected as the best newspaper in the Air Force during three of the last four years."

Sergeant Spencer has served with the public affairs office since 1980. In civilian life he is an author, publisher and television weathercaster.

Sergeant Newell, a six-year veteran of the public affairs program is managing editor of the Fitchburg-Leominster Sentinel and Enterprise.

earning a **PAT** on the back

Promotions

CMSgt. Lindley H. Casey
CMSgt. Joseph R. Lafrance
SSgt. Deborah St. Jacques

Enlistments

SSgt. Frederick R. Altferer
SSgt. Daniel J. McCarthy
Sgt. Lawrence W. Breiner Jr.
Sgt. Kevin R. Brown
Sgt. Robert G. Hannaford
Sgt. Raymond M. Henry
Sgt. Sharon J. Love
Sgt. Larry A. Pray
Sgt. Gerald J. Sabol Sr.
A1C. Karen C. Deraleau
A1C. Melissa K. Pitts
Amn. Clinton B. Beard
AB. Vonzell C. Cline
AB. Thomas J. Moss

Reenlistments

MSgt. Robert A. Allard
MSgt. John P. Cichaski
MSgt. John J. Currier Jr.
MSgt. Frank S. Godek
MSgt. Kenneth B. King

MSgt. Robert L. Mascarid
MSgt. Richard J. Matte
MSgt. William A. Murdza
MSgt. Edward J. Peplinski Jr.
MSgt. Stanley J. Whitman
TSgt. Edwin O. Anderson Jr.
TSgt. Karen C. Barber
TSgt. Martha F. Costa
TSgt. Paul G. Gillis
TSgt. Gene Gilman
TSgt. Paul R. Harrison
TSgt. John L. Hoagland
TSgt. Arthur W. Laux
TSgt. Edward R. Lorange
TSgt. Lana L. Lus
TSgt. Joseph J. Menzyk
TSgt. Gregory S. Nolder
TSgt. Richard J. Oliver
TSgt. Donald E. Poudrier
TSgt. Joseph R. Sullivan
TSgt. Donald R. Talbot
TSgt. Wade W. Tate
TSgt. Richard E. Thoresen
TSgt. Paul A. Yankus
SSgt. Robert J. Andreoli
SSgt. Wayne P. Begnoche
SSgt. Richard C. Bell

SSgt. Richard T. Bognar
SSgt. Marianne M. Brinker
SSgt. Anthony C. Colucci
SSgt. Scott T.J. Garete
SSgt. Walter J. Gorniak
SSgt. Michael P. McCorkel
SSgt. Jeffrey S. McVane
SSgt. Robert J. Menard
SSgt. John F. Robert
SSgt. Steven E. Ross
SSgt. Ryan W. Lester III
SSgt. Barbara J. Santana
SSgt. Ann M. Scheuerein
SSgt. Joey D. Schramm
SSgt. Saul Sherter
SSgt. Lavina L. Simeone
SSgt. Arija B. Spencer
SSgt. Barry P. Spillane
SSgt. Henry J. Stebbins III
SSgt. Robert I. Stupplebeen
SSgt. Thomas E. Sullivan
SSgt. John R. Tanguay
SSgt. Lauraine N. Tatko
SSgt. Richard J. Vesper
Sgt. Jeffrey M. Harris
SrA. David M. Fackelmann
SrA. Michael F. Dirienzo

Stripes awarded to 23 reservists

Twenty-three members of the 439 Tactical Airlift Wing will be wearing new stripes thanks to the Promotion Enhancement Program.

They were selected by the PEP board at a Jan. 14 meeting.

Eight were promoted to master sergeant and 15 to technical sergeant.

New master sergeants are: Dorothy Blassengale; Earl W. Cole, Jr.; Robert J. Fuchs, Jr.; Jill A. Humbert; Robert C. Kepka; Jean F. Malek; Donald Morin; and Dianne M. Wise.

Promoted to technical sergeant are: Joseph J. Cullen, Jr.; Edwin A. Holtz; Stephen D. Hutchinson, Jr.; Michael A. Kularski; Richard N. Labrecque; Robert P. Marcin; Edward J. Marszalkowski, Jr.; Sandra M. Michon; Crain A. Murray; John L. Mecrotti; Pamela J. Nelson; Christopher M. O'Neill; John P. Sievert; Stephen D. Trosterud, and Paul A. Yankus.

14th Air Force gives awards to Westover personnel

Westover personnel are taking a back seat to no one, according to Capt. Robert White, director of personnel.

He has announced a long list of award-winning personnel at the base.

Maj. Michael A. Roy was named the Outstanding USAF Senior Personnel Manager by 14th Air Force.

Others selected by 14th Air Force for special awards are SSgt. Madeline Cobb, Outstanding Personnel Technician; Anne Daugherty, Civilian Personnel Technician of the Year; Susanne Schmidt, Civilian Personnel specialist of the Year; and MSgt. Marguerite Schoonover received a Certificate of Outstanding Achievement.

At the 911 TAG, SMSgt. Cindy McNeas was named Outstanding Superintendent.

All those will be nominated to AFRES for awards, and the Westover CBPO will be nominated as CBPO of the Year.



VINTAGE CAR—SSgt. Thomas Moore of the 439 CES explains the finer points of his 1950 Bentley Mark 6 to reservists. (USAF photo by SSgt. Wesley Allen)

“Riding in Style”

By SrA. Alan Duffy

SSgt. Thomas Moore of the 439th CES and his wife, TSgt. Lorraine Moore of the wing history office, recently purchased a vintage 1950 Bentley Mark 6.

Their two-tone gray Bentley is in extraordinarily good condition, according to SSgt. Moore. The car is equipped with leather seats, flip-out mirror-covered trays for the chauffeured back seat passengers to enjoy

refreshments, and an all wood-tone interior. There even is a state-of-the-art sunroof which works as though it was built today.

The couple hopes to open a classic limo service in Chicopee.

“With a car like this, we could easily go after the executive clientele in Greater Springfield, but we would rather provide service for proms and weddings in Chicopee,” he said.

The following is termed an "advertorial" and will be a new feature in the Patriot. Patterned after Mobil Oil op-ed page statements, these advocacy editorials are produced by the Air Force and must run in each unit newspaper.

"Advertorials have great communications potential for

the Air Force because of their direct, simple straight forward style and because of the types of issues they can effectively answer," said Brig. Gen. Michael P. McRaney, director of public affairs. "Advertorials will help us articulate our position on critical defense issues — not only to our own people, but to their families and neighbors."

What's the truth about spare-parts 'horror stories'? The truth is: The system works!!!

Do not be too quick to believe reports that the Air Force procurement system is a shamble. In fact, it is highly efficient and capably managed by dedicated people who take their stewardship of tax dollars very seriously.

It is a system, however, whose sheer volume is awesome, with almost 900,000 different types of spare parts, of which some 95,000 are bought annually. More than 300 spare-parts contracts are processed every workday.

However, even with a system 99.44 percent pure, the large number of our purchases leaves the potential for hundreds of errors. If errors occur, our critics and detractors publicize them to the hilt as new "horror stories." Air Force people should remember these reports do not present a balanced picture of Air Force procurement practices.

For example, such stories never mention our zero overpricing program that saved \$7.6 million last year alone through your challenges of contractor-assigned prices. Since fiscal year 1980 the number of zero overpricing challenges increased from 2,700 to more than 8,660 annually. But such facts are not the ingredients our critics want for their versions of our system.

At the start of this decade, a shortage of spare parts was so acute it reduced our combat readiness. Then the president and Congress, with strong emphasis on readiness

and sustainability, brought us a dramatic increase in spare-parts funding.

In the rush to make up lost ground, some things slipped through the proverbial crack, and "horror" stories about overpriced coffeemakers, hammers and other equipment flourished on the front pages of America's newspapers. Military spare-parts procurement was projected as a national joke, and people justly wondered what was going on.

Only a few of these stories were based in fact, but many were biased, misleading or just plain inaccurate. Most reports failed to put these few isolated cases in perspective, creating the impression that nearly all spares were overpriced. And, although we were busy solving the procurement problems long before the "horror stories" became popular, we did not do very well in countering the false impressions those stories created.

So, what happened?

Public support of our spending began to erode.

Rapidly!

A recent survey showed 90 percent of the respondents believed there was at least some waste and fraud in defense spending; more than half believed there was a lot. Unfortunately but obviously, much of this thinking was based on information from the news media, and from some self-appointed

watchdogs who made it their business to record our every expenditure.

If we are to continue rebuilding combat readiness, we need to rebuild taxpayer confidence in our procurement system. And we are doing that. We absolutely **must** respond to exaggerated criticisms by providing the balanced perspective necessary to view spare-parts procurement clearly. We **must** emphatically set the record straight whenever there are biased, misleading, or inaccurate reports about the way we buy spares.

And we **must** reaffirm our vow to make the system as nearly perfect as possible. While we can conceive how a small number of items might be incorrectly priced in an inventory that contains almost a million parts, we can't be satisfied so long as even one costs too much.

The Air Force has a vital mission: to help defend the United States and our allies. We need the public's confidence and support if we are to succeed in that mission. And the fact is, our spare-parts procurement system, a vital part of our mission, is indeed worthy of confidence and support.



Reservists train in aeromedical evacuation drill

Nine members of Westover's 74th Aeromedical Evacuation Squadron assisted the state of Connecticut in testing their disaster response readiness in May.

The nine flew to the Groton-New London Municipal Airport aboard a C-130 of the 337 TAS and evacuated 45 "victims" of a simulated disaster to Bradley International Airport.

Captain Tom Morrill, one of the medical personnel on the flight, said the crew triaged the patients in 15 min-

utes and then loaded the 32 litter patients and 13 walking patients in 17 minutes.

At Bradley, patients were transferred to ambulances and Life Flight helicopters to be moved to civilian hospitals.

During the mission, the group also helped train Army and Navy personnel in air evacuation techniques. The mission was in support of the Connecticut State National Disaster Medical System, a cooperative effort of civilian

and military medical facilities in handling large natural disasters.

Members participating in the mission were Capt. Thomas Morrill, 1st Lt. Cheryl Delaney, 2nd Lt. Paula Johnson, MSgt. Robert Boyd, TSgt. Eugene Rup, TSgt. Marie Vautour, SSgt. Nancy Boisselle, SSgt. George McDowell, and Sgt. Russell Shaw.

Handling ground coordination with civilian, Army and Navy personnel at Groton was Maj. Dorothy Donnelly.

Weapons flight tests Total Force concept in West Germany

by SSgt. Wesley Allen

Total Force is the idea under which the Air Force continues transfer responsibility and equipment to Reserve units. It is a concept under which the active duty forces would be augmented in a very short time by Reserve units in a national emergency or a wartime situation. It is just an idea until put to the test.

During their annual tour, Westover's 439th Weapons System Security Flight put the concept to the test and observers found it a working success.

On April 26, 42 members of the security police unit reported to duty at Westover and were immediately transported to Rhein-Main Air Base in West Germany, a high threat area for terrorist attack, and proved that Total Force works.

TSgt. Tim Fahey, training NCOIC for the Rhein-Main's 435th Security Police Squadron, said, "There's a common misconception that all reservists do is sit around two days a month and two weeks a year and watch the grass grow. These people are proof that is not true. They have shown they can be activated and deployed overseas and be in place doing the job in 72 hours."

Sergeant Fahey said, "If the balloon goes up, we (the active force) will be sent to the scene. The reservists will be responsible for maintaining security here where my family is located. I want to be able to feel that I can do my job and know that this base and my family are secure. I think these people (the 439 WSSF) are professional enough to do the job well."

During their two week deployment, Westover people worked side-by-side with the active duty members of the Rhein-Main force, providing flight line security for the busy base called the "Gateway to Europe."

"I think it is super, because this is what it's all about, Total Force," said 435 SPS Commander Maj. C.K. Akana.

"I think one of the good things to come out is that the reservists generally are a little older and have more experience and can teach 'street savy' to younger members. And the younger airmen who have recently been in tech school can teach the reservists about the new things that have been introduced," said Major Akana.

CMSgt. Bill Martin, 435 SPS senior



TRAINING REVIEW—TSgt. Randy Humphries, left, MSgt. Roy Brosseau, center, and Maj. Frank McCormack review training records while the 439 WSSF was at Rhein-Main in West Germany for two weeks of annual tour.

(USAF photo by SSgt. Wesley Allen)

enlisted advisor, agreed. "The reservists come in with lots of experience and, when they are teamed with the young people just out of school, they can spread their experience," he said.

The Westover unit's commander Maj. Frank McCormack, had praise for the Rhein-Main unit.

"We always look forward to our two weeks working with the active duty force, and to the new training available since our last annual tour. We've been very well supported during our two weeks and got all the training we asked

for. There has been real rapport established between the active duty and reserve troops," said Major McCormack.

With members of the two units working side by side on regular shifts, the two forces quickly became integrated and functional. Westover's MSgt. Roy Brosseau said, "These people at Rhein-Main are handling the tour very well, I think the highest praise I can offer is that they are not changing their routine at all, they are handling it as a routine reinforcement. They haven't skipped a beat."

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