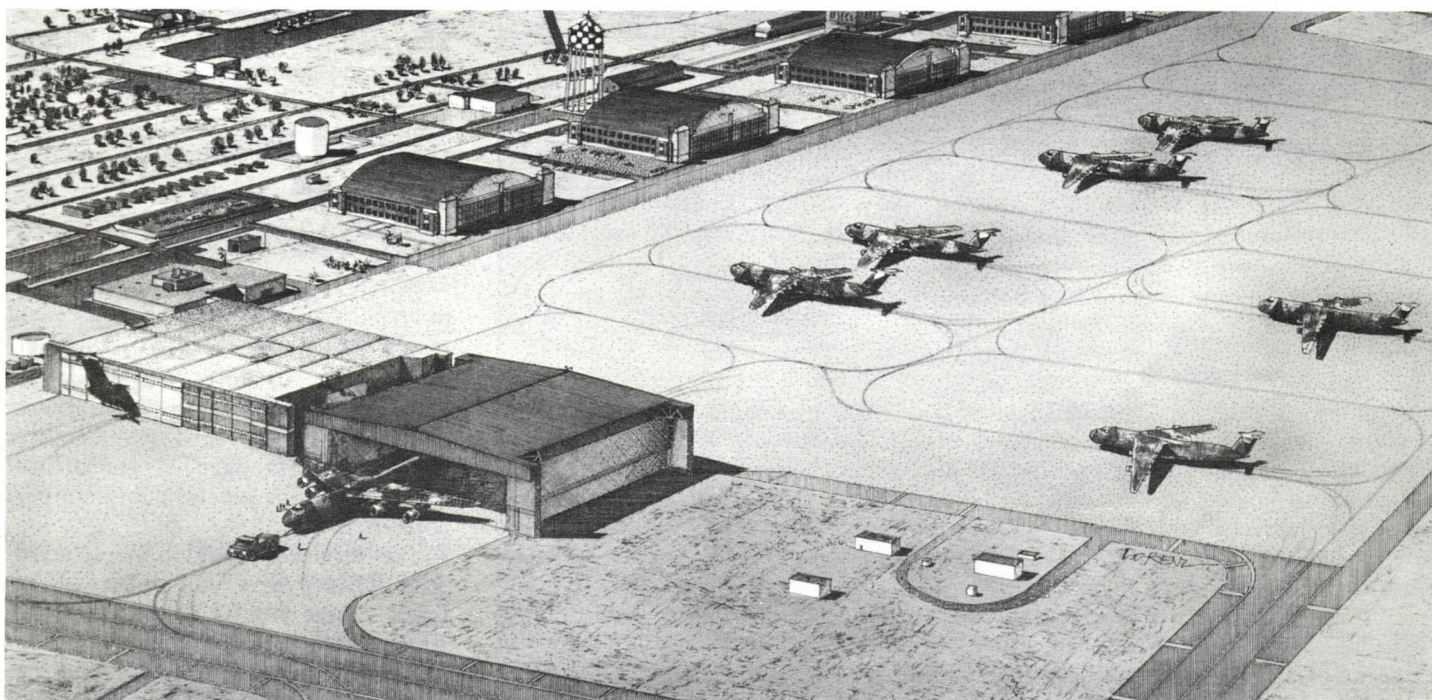


PATRIOT

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

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JULY 1988



NEW HANGAR — This is an artist's conception of the new 10-story "pull-through" maintenance facility.

Construction to begin on C-5 hangar

By Maj. Rick Dyer

Construction will begin next month on the long-awaited, \$17.5 million C-5 hangar at Westover.

The Blount Construction Group of Montgomery, Ala. was recently selected by the U.S. Army Corps of Engineers to build the 95-foot-tall, 100,000 square foot facility.

The huge facility will be used to maintain the fleet of 16 C-5 Galaxy aircraft at Westover. According to base officials, it will take approximately 20 months to complete construction of the hangar.

"This project is the keystone of our C-5 conversion effort," said Lt. Col. Thomas G. Hargis, base commander. He said that the contract award "means that by 1990, we'll have a first-class maintenance facility at the base which will enable our people to do

everything necessary to support the aircraft."

The cavernous, "pull through" hangar will enable the C-5 aircraft to enter one side of the building and exit from the other.

The facility will be built on Westover's "Golf" taxiway, and will be located just south of the existing "DC" hangar. It will be used for routine maintenance and rapid de-icing of the jumbo cargo transports.

When Westover began converting its aircraft inventory from C-130s to an all C-5 fleet, approximately \$45 million was allocated for related construction work.

The new maintenance hangar, which will require 3,000 tons of structural steel for its framing system, is the largest single C-5 building project sched-

uled at the base.

The Alabama-based Blount Construction Group was the lowest bidder among seven companies vying for the hangar contract.

According to Colonel Hargis, the contract award was delayed due to problems associated with the bidding process, and with the C-5 environmental impact study.

"I'm glad things are starting to fall into place," the base commander said. "With the hangar work beginning, we can now see light at the end of the tunnel with respect to completing the C-5 conversion process."

Colonel Hargis added that the area's economy would also benefit from the hangar construction, since the builder is expected to use many workers and sub-contractors from the Western Massachusetts area.

EDITORIAL

On being busier than busy

It's probably the ultimate understatement to call Byron Lichtenberg a busy person.

He's a scientist, pilot, space explorer, consultant, speaker and citizen-airman who has already flown aboard one space shuttle mission, and who plans to do so again in 1991.

He earned a doctorate from MIT and a chest full of ribbons in Vietnam, where he flew combat missions as a fighter jock.

Byron Lichtenberg, a modern day "Renaissance Man," also operates his own business, trains with NASA and tries to spend as much time as he can with his family. Like the G-forces he experienced when he blasted off from Cape Canaveral, the tugs and pulls on his time and energy have to be ferocious.

So why does he continue to serve as an A-10 pilot and officer with the Massachusetts Air National Guard in nearby Westfield? What's a busy astronaut — one of only a hundred or so people in the world who've ventured into outer space — doing at monthly drills?

Lt. Col. Byron Lichtenberg recently offered an explanation during an interview with the *Patriot*. "I find the flying and camaraderie... to be one of the high points of my life, so I make time for it," he said.

Obviously, very few Reservists or Guard members have situations even remotely similar to Colonel Lichtenberg's. But like him, we've all undoubtedly felt the demands and pressures of crowded schedules. Like him, we've all had to "make time" for a UTA or annual tour — often at the expense of our jobs or families.

There are undoubtedly a number of reasons why we serve in the Guard and Reserve. Sure, the paycheck helps, and what we do can be exciting, even for an astronaut.

But, as Colonel Lichtenberg suggests, there are other, more important motivations. They revolve around camaraderie, and challenges, and the sense of accomplishment that accompanies doing a vital job well.

Byron Lichtenberg can be justifiably proud of his accomplishments in space. And despite the frenetic schedule and all the demands, he's obviously proud to be a citizen-airman.

There is an important lesson there — for each of us.

— **By Maj. Rick Dyer**
Public Affairs Officer

Briefs

914th command changed announced

Lt. Col. Paul R. Cooper, former deputy commander for operations, 514th MAW, McGuire AFB, N.J., is the new commander of the 914th TAG, Niagara Falls IAP, N.Y.

Colonel Cooper is replacing Col. Michael E. Lee who has been selected to become commander for operations at 4th Air Force, McClellan AFB, Calif. Both appointments became effective June 5. A change of command ceremony was held June 11.

Locator available

Do you ever wonder what that buddy from basic training is doing these days? You might be able to find out through the Air Force Worldwide Locator, which helps find active duty, retired and former Air Force members for government agencies for official business and the general public for personal reasons.

This service is provided free to active duty military, Reserve members and retirees. There is a \$3.50 service charge for address information for non-military people who want the information for personal reasons. A check or money order payable to AFO, Randolph AFB, TX 78150-6001, must be included in the request.

People who need information for official reasons should try their CBPO customer service unit, which maintains an address listing on microfiche of active duty and retired Air Force members. If however, you have a personal request, write to Air Force Worldwide Locator, HQAFMPC/DPMD003, Northeast Office Place, 9504 IH-35 North, San Antonio, TX 78233-6636.

Maple Flag XXI

The 439th MAW played a role in Maple Flag XXI, a three-part, six-week exercise that began April 30.

A C-5A aircrew from the 337th Military Airlift Squadron airlifted reservists and equipment from the 906th Tactical Fighter Group, Wright-Patterson AFB, Ohio to Canadian Forces Base Cold Lake, Alberta, Canada May 28 and participated in their return June 11.

PATRIOT

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Million visitors touring Galaxies during air shows

HANSCOM AFB, Mass. — Thousands of spectators streamed through the wide belly of a "Patriot Wing" C-5A as Westover recruiting crews staffed the third of the season's nine air shows.

MSgt. John Wallace Spencer, wing first sergeant, used the air show public address system to invite the crowd, estimated at more than 200,000 people, to tour "the free world's largest aircraft."

Inside the C-5A, reporters from the *Boston Globe*, the *Boston Herald* and radio station WHDH mingled with nearly three dozen Westover reservists and civilians. The 50,000-watt station broadcast live from the 439th MAW C-5A for two hours.

The occasion was more than just another static display at a New England air show. Westover personnel have creatively marshaled forces to turn "Patriot Wing" C-5As into a recruiting arena for hundreds of civilian, Air Reserve Technician and Reserve positions.

Westover's Galaxies began the air show season May 29-30 at Pease AFB, N.H., near the popular resort of Hampton Beach. Officials estimated attendance at 360,000 visitors, of whom more than 200,000 toured the C-5A.

"Our Galaxy rated right up there with the Blue Angels and the B-1 bomber as the best crowd pleasers at Pease," said Sergeant Spencer.

"We had plenty of time on the public address system," he said. "Channels 4 and 5 in Boston covered our aircraft and crews, plus there was live local radio coverage from the C-5A."

CMSgt. Ron Koper, Westover's senior recruiter, said more than 125 people filed applications with Westover recruiters at Pease and three new members were enlisted at the first air show.

At Barnes Municipal Airport in Westfield, Mass., nearly a 100 additional applications were received. The following weekend, at Hanscom, three more members were sworn in — one live on radio station WHDH — and another 150 leads were obtained by Westover recruiters for a three-show



(USAF photo by Sgt. Vin Blanchard)

RECRUITING DRIVE — Kathy Cappone, personnel management specialist with CBPO, hands a fact sheet on the C-5A Galaxy to a prospective Air Force Reserve recruit.

total of nearly 400 applications.

"At each air show, we will be using the C-5A as a Westover showcase," said Chief Koper. "One whole side of the 121-foot cargo bay had tables staffed by civilian personnel specialists, recruiters and members of our maintenance, security, aeromedical evacuation and flying squadrons."

On the weekend of June 4-5, a Westover C-5A was on display at Barnes Municipal Airport in Westfield and drew about 70,000 of the 100,000 people attending the two-day air show.

Strategically placed along the ramps and inside the Galaxy are signs describing Air Force Reserve benefits and large color photographs taken by

MSgt. Marshall Hathaway, wing historian, depicting the many roles of 439th MAW members.

"The Pease air show was an excellent kick-off for our summer season," said Sergeant Spencer. "We had use of the public address system every hour and kept inviting people to visit the C-5A and repeatedly reminding them that we were from Westover at the 'crossroads of New England.'"

Chief Koper said the joint recruiting venture is proceeding "fantastically," and he expects the remaining half-dozen summer air shows to also produce "really great results" as Westover

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PATRIOT TIGER

May 22-June 19

By Kymberly Saganski

The 315th Civil Engineering Squadron from Charleston, S.C., converted Westover's Drop Zone on May 15 from a barren field, to a site for what is hoped to be annual training exercises.

About 60 reservists spent their evenings in tents at the Dogpatch exercise area from May 22 until June 19, while another 20 members of support services for the training units were billeted in Westover's dormitories.

Prime RIBS had numerous responsibilities during set up of the bare base area, including "hardbacking tents, setting up generators and installing power, and building field showers and mess equipment," said CMSgt. Ronald Ploof, Westover's wing transportation manager.

MSgt. Thomas Conley of the 40th MAPS at Rickenbacker, ANGB, Ohio, said his base and Youngstown MAP, Ohio, were considered as possible sites for the Patriot Tiger exercise, but the combination of an available expanse of land and Brig. Gen. Frederick D. "Mike" Walker's enthusiastic support made Westover the ideal location.

Participating in the 28-day training session were the 25th MAPS from Maxwell AFB, Ala., the 30th MAPS out of Niagara IAP, N.Y., and the 32nd MAPS of Pittsburgh, Pa., as well as Prime RIBS and Prime BEEF teams from Westover, Pope AFB, N.C.;

Dobbins AFB, Ga.; Dover AFB, Del.; and Charleston AFB., S.C.

The Mobile Aerial Port Squadrons conducted a variety of local aerial port training, including loading and off-loading vehicles and palletized loads with emphasis on hazardous and sensitive cargo such as explosives and whole blood.

For this operation, the units carried simulated explosives and casualties and shuttling the 46th field army hospital from Westover to Fort Devens in Ayer.

According to the Patriot Tiger camp

commander Major Thomas Phelps of the 30th MAPS, "The main purpose is to get hands-on training in the air-landed mode with emphasis on onload-off-load."

The training scenario also included perimeter defense training, ALCE-affiliated training, chemical warfare defense training and combat arms training.

Chief Ploof said a similar training session is scheduled for eight weeks at the established campsite in Westover's Dogpatch.



SSgt. Mark Houck of the 30th MAPS.

(USAF photo by Frank Faulkner)

Keeping Westover's Galaxies aloft

Computer system keeps track of maintenance jobs

By TSgt. Tom Allocco

When you fly the largest aircraft in the free world, you can't depend on pencil, paper and memory to be sure it is maintained properly.

Since last fall, the Air Force-wide "CAMS For Airlift" computer system has been keeping track of the thousands of details of Westover's maintenance program — parts, manpower scheduling, inspection requirements and more.

The C-5A is impressive in the air, but to see how truly big and imposing

the plane is, look at it from the perspective of a Westover maintenance team member. He has a job of gargantuan proportions to maintain a plane that flies with 103 miles of wiring, four miles of hydraulic tubing and engines that weigh more than 3½ tons each.

Almost as big as the Galaxy is the mountain of paperwork that would be needed to keep track of daily maintenance and continuous rounds of inspections.

"CAMS For Airlift is helping us get rid of file cabinets, but it's doing a lot

more than that," said MSgt. John Barrett, wing maintenance data system supervisor.

"It's a hotline, problem solver and quality control checklist all in one," he said.

"Every time a C-5 flies, we put the details into the computer system. The data bank keeps track of what needs replacement or repair and what's coming up on the year around schedule of inspections. It helps the guy working on the aircraft reduce paperwork and stay on top of a very complex set of tasks," Sergeant Barrett said.

Nearly 70 computer terminals at Westover are tied into the central data bank at Tinker AFB, Colo.

The Air Force has been using the system, previously designated AICARS, since the 1970s. The Tinker AFB data base keeps records on every C-5 and C-141 in the United States and makes them available to everyone tied into the system.

"Every time a maintenance person touches a C-5 it is recorded in the computer. We can call up the whole history of one of our aircraft, from the time it rolled off the assembly line in Marietta, Ga." Sergeant Barrett said.

"If we have a problem, we can look at how similar problems were solved by people across the country. The computer also lets Military Airlift Command headquarters know the up-to-the-minute status of our planes," Sergeant Barrett said.

He heads a team of 13 ART, reservists and civilians. They work with 69 computer terminals and the number of terminals and their capabilities are expanding.

"In the future we will be able to type in a part number. If we don't have it in our inventory, we will be able to do a warehouse check Air Force-wide," Sergeant Barrett said.

"When we had the C-130s here, our job control people would call a maintenance shop to have a component fixed. The C-5 is too big and complex for that kind of procedure. Now we put the information in the computer and the terminals spit out the notices



MSgt. John Barrett

(USAF photos by Sgt. Vin Blanchard)

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IT'S A TOUGH JOB...—Airman Jennifer Harder illustrates how manning the natural ice cream station can be a piece of cake...er, ice cream.

Nutrition fair hawks natural foods

Article and photos by TSgt. Sandi Michon

Recreation services offered its first nutrition fair at the base gym on June 3 and 4.

The 15-station fair featured informational booths as well as ample samples of natural foods. Nutrition advice focused on the benefits of natural foods and decreasing intake of fats, sodium and sugar.

Weight control, food supplements and vitamin information were available through Shakelee, Herba Life and Health Ways. Free samples were available from Hampton Hill Pasta Snacks, Barts Ice cream, Harvest Tyme Natural Foods, Salad Master and Snapple Soda Shoppe. Some booths offered video presentations and air-popped popcorn was also offered.

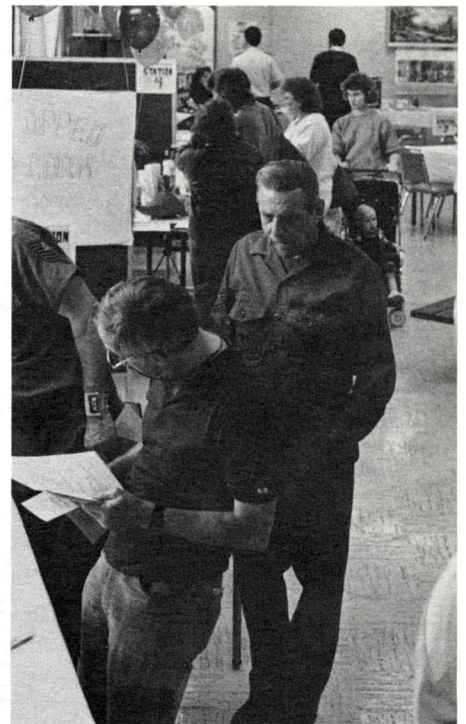
"We hope the fairs give people a working knowledge of basic nutrition," said Mike McNicholas, recreation services chief. "We hope to teach people to avoid chemicals and

preservatives and focus more on natural foods."

Recreation Programs Director Chris Greenia, who organizes Westover's health fairs, said, "Our fairs attempt to present professional information in an interesting and entertaining manner. It's not hard to implement a healthy lifestyle once you have the facts to work with."

"Although the fair is over, health information will continue to be available through the base gym," said Airman Greenia. She explained that a pamphlet center will be featured at the gym containing free information on various aspects of health and fitness.

Airman Greenia said she was encouraged by the more than 500 people who attended the fair, but said she hoped attendance would increase at future fairs. Recreation services run approximately two fairs yearly.



BROWSING — Fair visitors gather nutrition information and samples at the various stations.

Mobility exercise moves along at a RAPID pace

By Patrick Wright

A mobility exercise took place at Westover June 4 to see how fast and effective 439th MAW units could be deployed to a mock war zone.

"It's simply a matter of having the right people in the right place at the right time," said Lt. Col. George Caldwell of resource planning. Eight hours after the exercise had begun, 280 people from seven units were ready for deployment.

CMSgt. Owen Connolly, a mobility technician from resource plans, estimated the initial processing of each person lasted less than one minute, twice as fast as the previous mobility exercise. Chief Connolly credits this improvement to the effort put forth on mobilization by Westover's unit commanders.

A new processing format called RAPID (reserve abbreviated processed

individually determined) was implemented to Westovers' mobility exercise. According to Chief Connolly, the new system placed more emphasis on organization of mobility officers and unit commanders, rather than each individual's preparedness.

The 42nd APS carried the mobility exercise to the fullest extent. Due to a scheduling quirk, the squadron's annual tour date coincided with the mobilization exercise. The 42nd found themselves not only processed but also deployed to McGuire AFB, New Jersey.

The exercise itself began at 9 a.m. with a concept briefing to all support group commanders with the actual personnel processing beginning at 10:15. The process began with roster checks and shot record checks from each person's mobility folder.

The exercise went as far as administer real shots to those personnel who

required them. This part of the processing took approximately 45 seconds per person, said Chief Connolly.

Upon completion of these tasks came the passenger briefing. During this part of the exercise, personnel were briefed on where they were going and who was in charge. Following this briefing came the disaster preparedness meeting in which personnel were fitted for chemical warfare suits and reformed on chemical warfare situations.

After these briefings, which lasted nearly 15 minutes, the units were deployed by bus to awaiting aircraft for boarding and simulated departure.

According to Chief Connolly, the exercise was very successful. He added however that logistics will keep working on ways to improve unit mobilization. Another mobility exercise is scheduled for November of this year.



(USAF photo by Sgt. Vin Blanchard)

DONOR — TSgt. Tom Allocco, a public affairs technician with the 439th ABG, was one of 211 Westover reservists and civilians to donate blood during an American Red Cross drive held in Hangar 3 during the June UTA.

Directive restricts fitness run

A new Air Force Reserve directive makes it more difficult for those aged 35 and older to choose the option of running their annual physical fitness requirement.

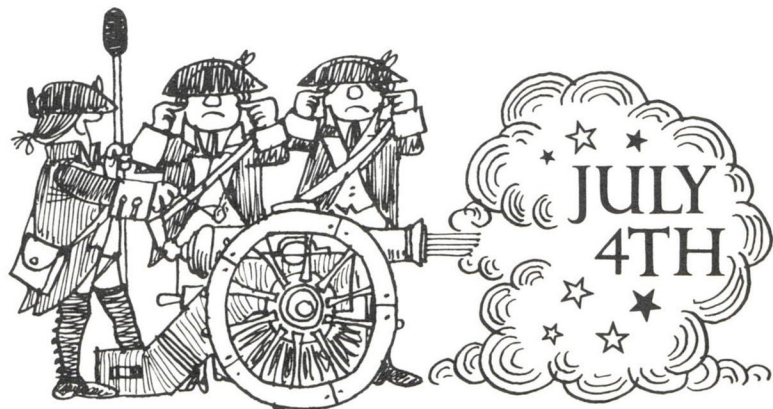
Beginning this year, emergency medical personnel and equipment must be at the test site before those in the age group are allowed the option of running 1.5 miles. The medical personnel must be certified to give advanced cardiac support.

The requirement for the presence of the personnel and equipment will be waived if the affected reservist has a physician's note that he or she is

physically capable of making the run safely.

"The directive makes it clear that the medical people and equipment will only be made available if it doesn't interfere with their regular mission," said Maj. Michael Roy, officer in charge of Quality Force.

All reservists must run or walk the same annual physical fitness test as active duty members. Times for the 1.5 mile run vary according to age and sex, from 14:30 to 18:15. Times for the three mile walk range from 40:54 to 52:02. Walking speed is a minimum of about four mph.



AFRES commercials tout people, not aircraft

Coming soon to a TV near you

For four days in early June, Westover had a glimpse of Hollywood as clapboards slapped and cameras rolled to create three separate commercials for spots on national television.

"What we're doing here, is spending 12 hours a day making a 30-second movie," director Victor Milt told the wing staff during a pre-production meeting on June 6.

Mr. Milt has directed and filmed commercials for Burger King, Irish Spring, Windsong and Black Flag, plus a short public service film on REFORGER for the national committee for Employer Support of the Guard and Reserve.

"I work my people hard," he warned during the pre-production meeting, "and I'm going to ask for what is probably the impossible, but we'll ask for everything and then back off from there and take what we can get."

When the shooting ended on the evening of June 9, the president of Milt Video Productions Inc. in New York, credited Westover personnel with providing everything he had requested.

"The cooperation here at Westover was amazing," said Dan Miller, account executive with Hameroff/Milenthal/Spence Inc. of Columbus, Ohio, which has maintained the Air Force Reserve advertising account for the past nine years.

The television advertising scheme developed by the agency centered on the importance of teamwork to make the Air Force Reserve a vital and professional — plus attractive to potential recruits — segment in the "Total Force."

The C-5A christened "The Patriot" was the star on June 7, the first day of filming, as the film crew worked from 7 a.m. to 8:15 p.m. to produce a 30-second commercial which could be dissected into additional 10- and 20-second spots.

The most valuable player that day was CMSgt. Charlie Fusco, avionics manager with the 439th AMS. As the theme of the first commercial evolved from an apparent warehouse — actually the cargo bay of a C-5A — to the opening of "The Patriot" visor and the eventual roll-off of Westover fire apparatus, Chief Fusco was rapidly switching channels on his radio and coordinating movement on the ramp.

The final zooming scene of the C-5A commercial captured the movement of engine stands around two C-5As, a Calavar, a third Galaxy being towed in the background, AT forklifts and trucks passing on the tarmac, and constant action by about 150 members of Westover's maintenance squadrons and aerial port personnel.

At twilight, "The City of Pittsburgh" was filmed during touch-and-go operations on Runway 33. The C-130 footage was for the opening and closing scenes of the "natural disaster in the Deep South" aeromedical evacuation commercial to be shot the next day.

The second day of filming turned a portion of the Patriot Tiger exercise area and the hammerhead at Dogpatch into the disaster area.

Members of the 74th AES erected tents and CMSgt. Ron Koper recruited his dog and nearly 60 extras to portray civilian victims of a hurricane or tornado.

Coated with dirt, stage makeup, moulage and bandages, volunteers clad in ripped or burned clothing staggered the set at Dogpatch as turboprops on a C-130 from the wing's 911th TAG at Pittsburgh created a storm-class blast of wind.



(USAF photo by Nora MacKay)

QUIET ON THE SET — Line producer Stuart Goodman uses a megaphone to ask for silence during an opening scene depicting warehouse-type operations in the C-5A. Director Victor Milt, in striped shirt, views scene through camera.

During the one-hour lunch break, Westover's ragged and grimy actors drew stares and comments as they went through the buffet line at P.J. Scott restaurant in Chicopee.

The afternoon filming centered on 74th AES members herding the victims and carrying litters aboard the 758th TAS C-130 for evacuation.

The third commercial, filmed June 9 during early morning showers, depicted the many jobs necessary to launch a "Congressional Wing" C-141 from the 459th MAW at Andrews AFB in Maryland.

Cockpit shots were combined with tight frames of maintenance workers and crew members expressing camaraderie and a high degree of professionalism as the checklist was run.

When the showers ceased and the overcast cleared, Westover firefighters rescued the commercial by spraying the North Ramp and recreating the early morning rain.

Film for the three commercials was edited June 16-17 in New York City and will be mixed with music provided by the Air Force Reserve Band at Robins AFB, Ga., according to

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CMSgt. Jimmy Allen, head of video productions for Air Force Recruiting Services.

Chief Allen said the three commercials should be ready for broadcast by mid-July and will be shown on both national cable networks and in local markets. Commercials televised in New England will have a Westover tagline and display a local telephone number in addition to the national toll-free number.

"The cooperation we received at Westover was fantastic," said Chief Allen. "All the hundreds of people who bent over backwards to aid us with all the many requests, and all the aerial port people who loaded the aircraft and the Patriot Tiger participants who provided support, plus the air crews and 74th Aeromed and maintenance personnel... without all those Westover people we never could have kept our costs down and have created such an excellent product."

The film was edited June 16-17 in New York City at National Video Inc., a state-of-the-art video production house. Original footage was transferred to video tape and scenes were cut and aligned by computer or enhanced by digital optics to produce three 30-second and three 10-second spots. NVI video editor Douglas Tishman spent 20 hours at the video keyboard reducing three days of filming into two minutes of video tape.

The two commercials featuring participants from Westover are expected to be televised across the nation for the next year and a half.

Team tackles paper tiger

ROBINS AFB, Ga. (AFRNS) — As part of the two year effort to hold back the paper tiger, AFRES has recently created a 14-member team whose only mission is paperwork reduction. The team is chaired by Col. Donald R. Martin, AFRES director of administration, and is composed of representatives of key staff agencies.

Maj. Gen. Alan G. Sharp, AFRES vice commander, urges unit commanders to submit recommendations to AFRES DA, Robins AFB, GA 31098.

"The dividends of this program are too great not to take part," General Sharp said. "Now is the time to review our policies and procedures with an inquiring mind and to come up with a better way of doing business."

Individual Ready Reserve muster held at Westover

By Patrick Wright

About 130 members of the Individual Ready Reserve (IRR) were ordered to report to Westover for one day of active duty to update records on Saturday, June 25.

Those affected are men and women living within commuting distance who have a reserve obligation after completing active duty. They were among 23,000 Air Force IRR members scheduled to report to 104 installations nationwide for the second annual IRR screening program.

The screening brings IRR members back to active duty for a single day. It is designed to evaluate the state of IRR readiness and acquaint active duty and reserve members with the IRR. The IRR forms a major manpower pool for use in wartime or national emergency.

During the screening, IRR members verified and updated personnel information, data on their physical condition and their availability for mobilization. Processing will take place in the Welcome Center where

about 110 IRR members were screened in last year's program.

The Air Force screening, managed by Air Reserve Personnel Center, Denver, is part of an all-service screening program mandated by the Department of Defense. Processing is scheduled on weekends to minimize work or employment conflicts.

Participants are notified by direct mail. The makeup date for those ordered to Westover is Sept. 24.



(Union-News photo by Dave Roback)

SOUND, SPEED, ACTION! — Scott Lev of Milt Productions awaits director's cue for clapperboard to synchronize sound as SSgt. Adele Ainsburg, a medical services specialist with the 74th AES, prepares to dash to a C-130 to greet rescue crew.

Why we're here!

Operation Vittles sparked 40 years of airlift innovation

By Dr. Frank Faulkner

Forty years ago, Westover was the U.S. hub for overseas flights supporting the air bridge keeping the free sector of Berlin from Soviet occupation.

Greater Springfield residents wanting to demonstrate support for the tremendous Cold War effort to retain Berlin and avert war soon found an opportunity through a voluntary campaign at Westover.

A young Air Force lieutenant flying missions into crowded Templehof Airport in the U.S. sector of Berlin felt sympathy for the children waving to the American aircraft.

Lt. Gail S. Halvorsen of Utah was one of the many pilots flying "Operation Vittles" supply missions into the divided city of 2.5 million. As a C-54 pilot, he was flying three 90-minute missions over Soviet-controlled territory into Templehof, breaking for six hours of crew rest and then flying three more missions.

With General William H. Tunner cracking the whip and professionalizing airlift, young pilots like Lt. Halvorsen had little contact with Berliners other than those on the tarmac.

One day when Lt. Halvorsen was not scheduled to fly airlift missions, he caught a hop into the city. "I was taking pictures of other guys coming into the airport and there were some kids watching from outside the barbed wire fence around the airfield," he said.

Some of the German waifs spoke English, but none of the highly disciplined children asked the American pilot for candy.

Lt. Halvorsen had only two sticks of gum in his pockets. He broke them in two and handed out four pieces.

"Their reaction was remarkable," he said, "and it was then that I realized I wanted to get them more... so I told them I'd drop some on my next flight."

He told the children he would wiggle wings of his Douglas C-54 Skymaster so they'd know which aircraft would

be dropping candy.

The legend of "Uncle Wiggly Wings" or the "Candy Bomber" began that night as Lt. Halvorsen created tiny parachutes from handkerchiefs and attached small bags of candy bars, gum and lollipops.

The next day, "Operation Little Vittles" began as the young pilot from Utah began rocking the wings of the C-54 as crew members dropped candy down the transport's flare chutes.

Word of the unauthorized candy parachute drops soon spread among the American aircrews and the cluster of children outside Templehof increased daily.

The word also climbed the chain of command and the young pilot was told to report to his wing commander for what he expected would be a reprimand.

General Tunner was, of course, trying desperately to build on the "Hump" experience to professionalize the Berlin Airlift, yet as daily tonnage was increasing more pilots were coming in low and slow on final approach with 10-ton loads and making candy drops. From a command vantage point, "Operation Little Vittles" was unprofessional and possibly dangerous, yet this purely American response was the essence of the spirit of the Berlin Airlift.

Instead of a reprimand, Lt. Halvorsen received a pat on the back.

The news media picked up the "Little Vittles" story and articles appeared in the U.S. He was sent back to the states briefly for an appearance on a popular nationwide radio program, "We the People."

Soon candy and handkerchiefs be-



UNCLE WIGGLY WINGS — Lieutenant Gail S. Halvorsen ties candy to handkerchief parachutes in this 40-year-old photograph.



PLAYING TEMPLEHOF — German children create a sandbox version of the Berlin Airlift.

gan pouring in to Westover and other bases for shipment to the West German airfields supporting the Berlin Airlift.

A candy manufacturer began shipping cartons and volunteers in Greater Springfield were crating candy for shipment to Lt. Halvorsen's 17th Air Transport Squadron at Rhein-Main.

"We quit dropping on the end of the runway because it got too crowded, so we picked out the best places in the city to make drops and marked those on a big map," he said.

"Before heading out to the aircraft, pilots would pick up their box of candy deliveries and mark on the board where they would make the drop," said the retired colonel, who ended his 30-year Air Force career by commanding Templehof Air Base.

While the now-authorized candy drops added spirit to the airlift operations and provided a means for American civilians to show their support, General Tunner continued to hammer away at professionalizing Operation Vittles.

One aspect needing attention was international cooperation. The French could commit little to the Berlin Airlift because most of their transport aircraft were involved in Indochina. The British had an odd mixture of World War II aircraft, but their flying and support operations were much different than the American concept.

Yet the two RAF bases in West Germany were an hour closer to Berlin than Rhein-Main AB, so two U.S. aircraft at Celle or Fassberg could do the work of three at Rhein-Main. General Tunner assigned American crews to the RAF bases.

Loadmasters and pilots were concerned with calculating the different weight mixtures with imperial gallons and British long-tons of 2,260 pounds, plus metric liters and kilograms, that constituted the daily loads which were growing beyond 9,000 tons a day to supply a city geared to using 15,000 tons a day.

One day, General Tunner saw civilians loading coal sacks marked for 100 pounds, but the hardworking men only weighed 1 percent of the sacks.

When he checked, the Allied airlift commander discovered some jute bags ran up to 125 pounds and the average was 115 pounds.

"A 15 percent overloading that could mean a ton and a half extra weight on a C-54 full of coal," the general said. "No wonder the plane seemed sluggish." He called in the Army to weigh trucks lugging goods to the aircraft.

Coal and flour dust caused maintenance problems, until an ingenious American mechanic dropped a rubber hose out a porthole and used the slip stream suction to vacuum the plane

during the return flight.

Berlin needed 38 tons of salt a day, but the corrosive nature of spilled salt was eating away at aircraft alloys and cables. The British had Sunderland flying boats treated to withstand salt water, but the big planes could only land on Berlin's Havel Lake. Before the lake froze in late 1948, the RAF designed special containers and flew salt in the bomb-bays of Halifax bombers.

Toting 646 tons of food a day into Berlin caused American food processors to pay more attention to dehydrated products and more commodities were squeezed or boiled to remove water. Packaging and dehydration had made great strides during World War II, but much of the bulk supplies needed in Berlin were different than the commodities prepared for military use. Many of the lessons learned 40 years ago became the basis for procedures used today by Westover's aerial port squadrons and loadmasters.

As the Berlin Airlift matured, the 800 Allied aircraft were scheduled by simple arithmetic. With 1,440 minutes in a day and aircraft spaced at 90 seconds between each take-off or landing, there could be 480 landings at each of the airfields.

In the three 10,000-foot, 20-mile wide corridors, aircraft were stacked at four levels in each direction, at 500-foot intervals. At each level, the aircraft were 15 minutes apart, but since there were four streams in each direction, the airflow in the corridors had the transports separated by 1,000 feet and three minutes.

There were mishaps from heavily loaded aircraft skimming five-story apartment blocks to approach Templehof. In midsummer 1948, a fully loaded C-47 strayed off course in fog and crashed into an apartment building. When fog increased in late 1948, the Soviets began plaguing Allied aircrews by releasing barrage balloons.

By the winter, coal was rationed at 25 pounds per household for the entire heating season. Although tons of coal were being flown into Berlin each day, nearly all was reserved for production of gas and electricity.

The greatest push came on Easter Sunday — April 17, 1949 — when 12,941 tons of coal — enough to fill 600 freight cars — were flown in 1,398 flights without mishap.

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“It was that day, that Easter Sunday, I’m sure, that broke the back of the Berlin blockade,” said General Tunner. “From then on we never fell below 9,000 tons a day; the land blockade was pointless.”

On May 4, 1949, the Soviets agreed to lift the blockade and the Allies announced, “All communications, transportation and trade restrictions will be removed on May 12.”

Fearing the Soviets might be opening ground traffic just to get the Allies to dismantle the massive airbridge, the Berlin Airlift was continued for another three months to assure a stockpile of vital supplies.

On Sept. 1, 1949, Operation Vittles ended.

The creation of NATO and the eventual construction of the Berlin Wall both have roots in the massive Allied airlift.

The official cost estimate was \$300 million and the loss of 72 people, of whom 35 were American. There had been 276,926 flights to haul 2,323,067 tons into Berlin.

Next to averting war, the most important aspect of Operation Vittles was the impact airlift made on strategic planning. Big planes with ramps for fast off-loading seemed to be the answer for future operations to maintain the peace or support combat operations.

Some far-reaching strategic planners were even looking at the French experience in Indochina, the British in India and the U.S. in the Philippines and predicting that future Allied operations might not have as many airfields available for forward operations. Big, long-distance aircraft seemed to be the answer for the emerging post-colonial era.



CELEBRATING PEACE — Operation Vittles was dismantled on Sept. 1, 1949, after more than a quarter million flights carried 2.3 million tons to Berlin.

After the Berlin Airlift closed, General Tunner said, “The future of air cargo is not necessarily in high speed, it’s in big airplanes driven by powerful but economical and reliable engines. The big, efficient, dependable piston engine right now looks like the modern cargo plane power-plant answer, at least for some time.”

The Berlin Airlift demonstrated the need for huge cargo carriers to support U.S. operations. The load of 899 C-47s could be carried by 178 C-54s or by only 68 of the brand new C-74 Globemasters (not to be confused with the C-124 Globemaster II).

General Tunner envisioned a day when a few huge intercontinental aircraft — designed for cargo and not modified troop carriers — could carry the needed goods.

To get the job done right, America needed to separate the concepts of tac-

tical and strategic airlift. As we will see in future installments, the issue was brought to a head in Korea, and from that experience came one of Westover’s classic aircraft — the C-130 Hercules.

At Westover today, a C-5A of the 439th Military Airlift Wing can carry more than 200,000 pounds, some 100 tons. To meet Berlin’s minimum 4,500 ton daily requirement, America’s C-5s could have flown only 45 missions a day.

Galaxies could have delivered the entire mission load of Operation Vittles in only 23,230 flights instead of more than a quarter million flights over 432 days.

Next month, the *Patriot* will drop back in time and examine strategic doctrine through the contributions of this base’s namesake Maj. Gen. Oscar Westover.



Wing Airman/NCO Dining Out slated to be held Oct. 1

The wing's 14th annual Airman/NCO Dining Out will be held Oct. 1. This year's theme is "United We Stand" and will center around the 17 units of the 439th MAW.

Highlights of the evening will be the presentations of the annual wing awards, a guest speaker, and the return of Burt Mason and his band.

MSgt. Marshall Hathaway will be President of the Mess, TSgt. Donald Lahue will be Mister Vice, and SSgt. Debra Macsata will be Master of Arms.

Sergeant Hathaway expects to organize this year's Dining Out with the largest treasury ever. he said the committee will spare no expense to produce the best Dining Out possible.

Tickets will go on sale July 4 for \$17 per person, and are available through unit representatives. Contact Sergeant Hathaway, wing historian, for further information.

Continued from page 5

for the maintenance shops," he said.

More than 300 programs are available in the CAMS For Airlift system.

"When the shop does work, they put in how long it took, what was done, what job skills were required, and other details. We can forecast manpower and training requirements and even keep track of who will be available each UTA," Sergeant Barrett said.

One of the key facets of the system is the MADARS (Malfunction Detection Analysis and Recording Subsystem), which is scheduled to be expanded at Westover this summer. It will be tied in directly to the Tinker AFB computer system to allow immediate analysis of how the C-5 functions each time it goes in the air. MADARS is operated here now but processed at Stewart AFB, N.Y.

"Using MADARS can easiest be compared to hooking your car up to a computer to check the engine," Sergeant Barrett said.

"We put a tape on the C-5 to record everything that happens during a flight. It tracks engine temperatures, fuel consumption, hydraulic performance and other functions. There are even sensors to record vibrations in the aircraft to measure metal fatigue."



(USAF photo by Sgt. Vin Blanchard)

RECRUITING GALAXY — CMSgt. Ron Koper shows a nine foot model of a C-5 to MSgt. Ann Daugherty and SrA. Christine Mora. The model, on loan from Dover Air Force Base, Del., will be used as a promotional tool for the recruiting staff.

earning a **PAT** on the back

Promotions

CMSgt. Edward M. Sierzego
 SMSgt. Verncel Creveling
 MSgt. John W. Barrett
 MSgt. Henri M. Drenthe
 MSgt. Steven H. Halloway
 MSgt. Robert W. Karrasch
 MSgt. Frank J. Okarmus
 MSgt. Robert J. Rock
 MSgt. Frank S. Rys
 MSgt. Roger C. Thibault
 TSgt. Robert J. Andreoli
 TSgt. David A. Archibald
 TSgt. Joseph M. Bara
 TSgt. Ronald R. Bernier
 TSgt. John P. Goss
 TSgt. Robert D. Johanns
 TSgt. Bradford J. June
 TSgt. William M. Latham
 TSgt. John R. McGowan
 TSgt. Thomas J. Roe III
 TSgt. Vidyandand Setaram
 SSgt. George Axton
 SSgt. Luisa V. Cabana
 SSgt. Michael Chilarski
 SSgt. John A. Evelyn Jr.
 SSgt. Kevin J. Gagnon

SSgt. Allen J. Guiel Jr.
 SSgt. Laura Y. Gustafson
 SSgt. Kevin R. Matton
 SSgt. Ronald J. Moon
 SSgt. Joseph E. Neubelt
 SSgt. David E. Shaw
 SSgt. Martin A. Talbert
 SSgt. Raymond Taylor
 SrA. Shelli A. Anderson
 SrA. Todd A. Chaffee
 SrA. Kristine M. Colby
 SrA. Jeffrey N. Corey
 SrA. Robert J. Ingerson
 SrA. Robert A. Insani
 SrA. Thomas C.I. Lagasse
 SrA. Benjamin A. Omaiye
 SrA. Erma L. Plumlee
 SrA. Sherry L. Rubb
 SrA. David A. Steiner
 A1C Stephen E. Camancho
 A1C Laura Gill
 A1C Darleen M. Garmley
 A1C Simone A. Matlock
 A1C Mark D. Templeman
 A1C Michael R. Watts
Enlistments
 SSgt. Dave A. Codling

SSgt. Gary M. Paramski
 SSgt. Michael D. Remick
 SSgt. Richard R. Sweet
 SSgt. William R. Viniard
 Sgt. David L. Brookman
 Sgt. Kenneth E. Voelker Jr.
 Sgt. Brian A. Winn
 A1C Kaveh P. Barjesteh
 A1C Michael J. Curley
 A1C Timothy D. Duffy
 A1C Travis E. Schwarzer
 A1C Gary van Wie

Reenlistments

SMSgt. Robert S. Hamilton Jr.
 MSgt. Richard L. Coda
 MSgt. Randolph W. Whapples Jr.
 MSgt. Charles E. Woodruff
 TSgt. Matthew W. Dooney
 TSgt. Louis Mackey Jr.
 TSgt. Rick A. Martin
 TSgt. Sandi Michon
 TSgt. John F. Szewc
 SSgt. Donald W. Callan
 SSgt. Michael T. Craddy
 SSgt. Allen J. Guiel Jr.
 SSgt. Frederick J. Macsata Jr.

Col. Lichtenberg awaits 2nd shuttle flight

Air Guard pilot will serve as payload specialist

Editor's Note: Byron Lichtenberg, a lieutenant colonel with the Massachusetts Air National Guard in Westfield, flew aboard the space shuttle Columbia in 1983 as a payload specialist. The veteran pilot, who holds a doctorate degree from the Massachusetts Institute of Technology, is scheduled to fly on another shuttle mission in 1991. Colonel Lichtenberg recently responded to questions from Maj. Rick Dyer of the 439th MAW Public Affairs staff.

Q. You flew aboard the space shuttle Columbia during a Spacelab mission in 1983. What is your most vivid memory of that experience?

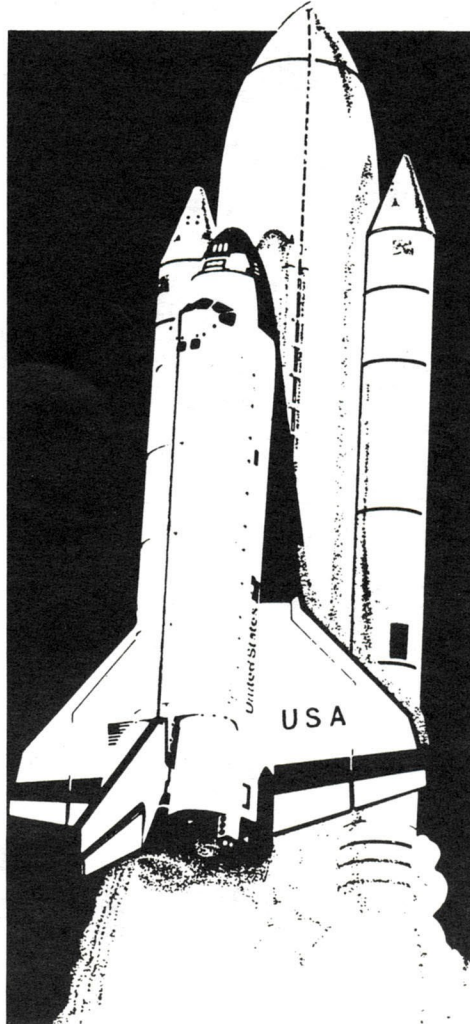
A. My most vivid memory of the Spacelab 1 flight was the first sight of the Earth from space. To be able to see the entire Earth during the 90 minutes that it takes to make one orbit is truly breathtaking. Although we were only 135 nautical miles above the surface and the Earth was just slightly rounded, the contrast between the planet we call home and the rest of the black cosmos was awe-inspiring.

Q. You are scheduled to serve as a payload specialist aboard another shuttle mission in 1991. What will you be doing on that flight?

A. On my next spaceflight which is called ATLAS-1 (Atmospheric Laboratory for Applications Series), I will be performing experiments to better understand the Earth's atmosphere and the interaction of magnetic fields and charged particles (the cause of the Northern Lights).

We will also be doing astronomy experiments with several telescopes, and also using cameras and radar to look at the surface of the Earth. This flight is different from Spacelab 1 in that we will be doing all of our experiments from the aft flight deck of the orbiter. There is no pressurized module so the living conditions will be slightly more cramped. This is still called a Spacelab mission, however, because we will be using other Spacelab equipment to support and control the experiments in the cargo bay.

Q. You participated in a number of scientific tests during your last shuttle mission. What were they, and what



were the results of those tests?

A. On Spacelab 1, we did a series of demonstration experiments in many different science areas to probe the concept of the Spacelab. These experiments were in the fields of life science, materials science, Earth observations, astronomy and solar physics, and upper atmospheric physics. From these experiments, we have a better idea of why about 50 percent of astronauts and cosmonauts suffer from space motion sickness (although we can't predict it or be able to adapt people to zero gravity before flight). We did pioneering experiments in fluid physics, studying the interaction of solids and liquids in ways that can't be done on Earth. We found unpredicted concentrations of deuterium in the upper atmosphere of the Earth, and short term variations

in the output of the sun. In summary, the results we obtained on Spacelab 1 have given direction to more specialized research in all of the above science areas. ATLAS-1, and other Spacelab missions, will be picking up where Spacelab 1 left off.

Q. What thoughts crossed your mind when you lifted off from the Kennedy Space Center aboard Columbia in 1983?

A. When we lifted off, the first thought was relief that we finally were going to be able to do the experiments for real and not just do another simulation. The second thought was that a long term dream was coming true. The third thought was that this vehicle was shaking a lot for something that weighed about 4.5 million pounds. The thrust at that point was about 7.5 million pounds — that was an exciting and impressive ride.

Q. Are you satisfied that NASA has adequately identified and resolved the booster design flaws which led to the Challenger disaster in 1986?

A. I haven't been involved in the redesign of the booster joints so I can't really comment on the technical aspects, but I do have confidence in NASA to do the job right. Obviously, two-and-one-half years of down time is very long, and I'm hoping they will fly this summer. Since I'm still on the manifest for a future flight, I feel confident that the shuttle will be reasonably safe. I use the term because, like anything else in the world, there are no guarantees. It's a question of risk versus reward, and since I have already been there, I know the reward and believe that the risks are worth it. This is the issue I try to get across when I talk to anybody, but especially children. They need to know that advancement and exploration come at a risk.

Q. You once said that the delay between space missions was prompting veteran astronauts to leave the program. Is NASA doing something to alleviate that morale problem?

A. The only thing NASA can do to help remedy the morale problem is to get the shuttle back flying again as

Continued on next page

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soon as possible. One flight every 3-6 years means that people have to have a long term outlook and tremendous commitment. One must realize that part of this is the process of learning the ropes and preparing for a flight.

Q. Can the United States space program completely recover from the Challenger tragedy and the lengthy delay in manned missions which the disaster caused?

A. I think it will take a while for the U.S. to recover from the Challenger accident. It is clear that the rest of the world is not sitting around waiting for NASA to fly again. In this regard, I think there will continue to be a lot of space activity and hopefully NASA will be a part of it.

Q. What is the Association of Space Explorers and why did you join it?

A. The Association of Space Explorers is a non-profit, non-governmental organization that wants to promote the exploration and development of space. We are composed of about 60 astronauts and cosmonauts from around the world. Membership is open to anyone who has orbited the Earth at least once. We share a common bond and feel that our perception of the world has changed because of the experience of orbital flight. We want to promote knowledge of space flight and, as such, sponsor projects such as joint lecture tours with Soviet cosmonauts. We are also in the midst of publishing a book of photos of the Earth from space called "The Home Planet." This will be out in the fall and contains quotation from many of the world's space travellers. I think the organization could help promote cooperative space ventures, and we are discussing ideas like international rescue capability and space debris issues.

Q. What specific actions or steps would you like to see the governments of the world take in order to promote the peaceful and cooperative exploration of space?

A. It would be nice to see a cooperative project such as a joint lunar base with many countries participating.

Q. You serve as a pilot in the Air National Guard, operate your own consulting business and train with NASA as a mission specialist. How are you able to fulfill your Air National Guard training requirements, given your hectic civilian employment and your responsibilities to NASA?

"I think I wanted to fly in space ever since I started reading science fiction books, but really didn't think it could be possible until 1961 when the first people went into space."

Lt. Col. Byron Lichtenberg, astronaut

A. I'm lucky in the sense that I have flexibility in my civilian work schedule. In addition, I am in a mission support status so that meeting the requirements is a little easier than a mission ready pilot. The Air National Guard is very good to me in being flexible and accommodating my hectic schedule. I find the flying and camaraderie in the ANG to be one of the high points of my life, so I make time for it.

Q. What type of training are you undergoing in preparation for your next space shuttle mission?

A. Currently we are in a mode of training very sporadically, just enough to keep familiar with the science experiments. We do attend meetings, review documents and, of course, give talks and interviews like this one.

Q. The Soviet Union has been sending some of its cosmonauts into space for extended periods of time, presumably to ascertain the feasibility of manned missions to planets such as Mars. Will we see space explorers visiting those planets during the next decade?

Continued from Page 3

gains more media and visitor exposure.

"We're doing a lot better than we ever expected," he said.

"The recruiting market in Massachusetts is very receptive to the Air Force Reserve and to Westover," Chief Koper said, noting his office obtained six enlistments and 387 leads as of mid-June.

Kathy Cappone, a personnel management specialist with Westover's CBPO, said recruiting for civilian positions was "very good" at Barnes.

"We passed out 225 federal service application packets for both ART and civilian positions," she said. "Most of the people I spoke with were familiar with the base, and many people had prior service. I was surprised at the number of them who thought they were too old to join."

Dixie Cote, a CBPO classification clerk who worked both the Pease and Hanscom air shows, said she distributed about 90 packets with SF-171 ap-

plications. A. I don't think we will see people on the surface of Mars within a decade, but hopefully we will within two decades, or a little more. The Soviets have announced their intention to send people to Mars, and have informally invited us to join them. Recently, Dr. Fletcher, NASA administrator, said he thinks a more realistic goal would be a joint lunar base. I strongly support that, and would like to see that happen.

A. As a youngster, who were your heroes and role models? When did you decide that you wanted to fly in space?

A. My heroes were mostly characters from science fiction books because they were out exploring the universe. I admired people who were a little understated yet delivered on their promises. I think I wanted to fly in space ever since I started reading science fiction books, but really didn't think it could be possible until 1961 when the first people went into space. I'm very fortunate to have been able to have a dream come true.

plications.

"Most people thought we were only recruiting for Civil Service positions," she said. "They had never heard of the ART program...most of the people we talked to at Pease were seriously interested in Westover job opportunities. Even kids just graduated from high school were looking for career paths."

Over the July 4th holiday weekend, a C-5A and about 30 Westover personnel will be at Pittsburgh IAP. The following weekend, C-5As and recruiters will be at both Otis ANGB on Cape Cod and at Loring AFB in Maine.

On July 16, another C-5A filled with a recruiting crew and thousands of Westover fact sheets will be on display at Niagara IAP in New York.

The Rhode Island Air National Guard air show Aug. 20-21 at Quonset Point will also be staffed by Westover personnel and a Galaxy. The final air show booking for the summer season is Aug. 27-28 at Yarmouth in Nova Scotia.

Communication is no problem for this father and daughter

By TSgt. G. Mark LaFrancis
439th Communication Squadron

Drill weekends are extra special these days for TSgt. Steven F. Leib, NCOIC of radio operations for the 439th Communication Squadron.

They have become times of heightened pride, not just as a reservist, but as a father.

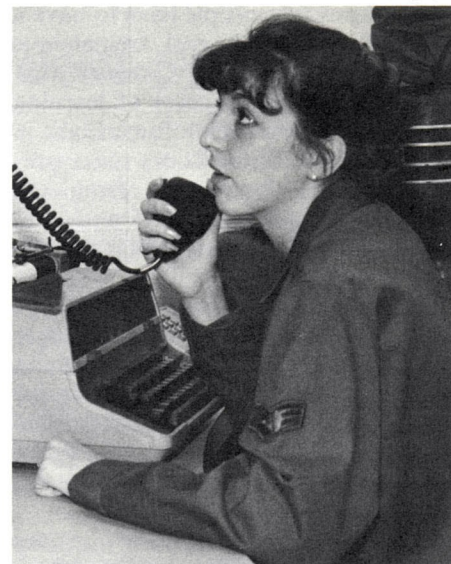
His daughter, Sgt. Cynthia Leib not only wears a uniform, but is a radio operator, too. On UTA weekends, though, these communicators talk solely over the airwaves.

The father works in Westfield with the 104th Communications Squadron, Massachusetts Air National Guard. Often, they hear each other's voice more on duty than in civilian life.

Although both live in Springfield, Sergeant Leib has her own apartment. And both have busy schedules.

Tech. Sgt. Leib commutes to work 30 miles to his job as a systems specialist with Aetna Life and Casualty Co. in Hartford, Conn. After work, he has been studying business administration. Besides working six days a week at a local mall, Sergeant Leib has been studying for an associate's degree at Springfield Technical Community College.

When she was growing up, she was like many young girls. Her attention was more directed at fashion, dating and friends than her country's defense. The Reserve to which her father belonged was more of a curiosity than a potential career.



(USAF photo by TSgt. G. Mark LaFrancis)

ALL IN THE FAMILY — TSgt. Steve Leib (left), NCOIC of the 439th Communications Squadron Radio Operations, talks with his daughter, Sgt. Cynthia Leib of the 104th Communications Squadron, Mass. Air National Guard.

"I used to put on my father's hats, especially the one with the chin strap," she said. "I used to wear his old fatigues, too. It never really hit me he was in the military. His leaving on the weekend was an accepted routine."

In fact, the one who sold her on military duty was a fellow Sunday school teacher, Milton Barnes, an Air National Guard major. "Mr. Barnes was so easy to get along with and he was very convincing that the military would be good for me."

When she broke the news to her dad, he, of course, was proud. He also

couldn't resist offering advice, especially when she was in basic training. "I tried to brief her. I would send her news clippings about the military and tell her some of my experiences and how I was able to see it through."

Since enlisting, Sergeant Leib said she has matured both as a person and patriot. "People have asked me, 'Would you go to war for your country?' I tell them 'Sure.'"

Also she and her father have developed a stronger bond. "I'd say we're about as close as we've ever been," he said.

Lt. Trichinotis participating in CBPO training program

By AIC Christine M. Mora

Westover welcomed 2nd Lt. John J. Trichinotis, who has joined the 439th ABG as part of the Chief CBPO Training Program, during the June "A" UTA.

The training program, which will eventually prepare Lieutenant Trichinotis for a position as Chief CBPO, consists of training in all aspects of the area, including personnel utilization, quality force, career advisement, and training. Usually lasting between 18 and 24 months, the duration of the program is contingent upon completion of the program and avail-

ability of position, according to the lieutenant.

"Before entering the program, I had to qualify for civil service and be hired. Consequently, I received my commission through the Deserving Airman Program," he explained.

Lieutenant Trichinotis is no stranger to the Air Force. His affiliation has spanned approximately 20 years. The Chicago native began his career with nine and a half years of active duty, which included two tours in Southeast Asia during the Vietnam War. He spent two tours as a recruiter, and has AFSC in aircraft ordinance, graphic

arts and maintenance training. The lieutenant earned a bachelor of science degree in education from Southern Illinois University.

Formerly a senior master sergeant, Lieutenant Trichinotis was an ART at Wright-Patterson A.F.B., Ohio, where he completed three years as Chief of Training prior to his arrival at Westover.

The lieutenant will soon be joined by his wife, TSgt. Penny Trichinotis, an ART who will work as a production controller in DCM. The couple's son and two daughters will join them as well.

Family stress caused by mobilization can be controlled

by Chaplain (Capt.)
Richard L. Miesel

Family life is changing in America and in the Air Force. Originally the military consisted primarily of single men. Today, nearly two-thirds of active duty Air Force members are married, and the total Air Force community includes more spouses and children than blue suits. Within the Reserve community the percentage of military members with families would be even higher than that of the active duty force.

One of the clear implications of this change in composition of the Air Force has to do with our ability to mobilize quickly and effectively. Not only must the military member be 'ready' for mobilization, but more than ever before, the family must be ready as well. Inadequate preparation is likely to hinder the effectiveness of mobilized members and to create higher-than-necessary stress for the family in an already difficult situation. As reservists we may be mobilized suddenly, unexpectedly, within a few days, or even hours. If the family is to be ready, if it is to minimize stress and hardship, the arrangements, plans, and needs must be taken care of in advance. There will be no way to go back and plug holes once mobilization begins. The family, like the Air Force itself, is called on to prepare for mobilization at any time. Disruption and strain on the family cannot be prevented, but there are many ways to make the process easier, the stress more manageable, when the call comes.

While each family is unique, certain concerns ought to be addressed in preparing for the possibility of mobilization:

- (1) Situational concerns — Matters related to home and living situation of the family should be considered. To what extent will the mobilized family remain in place and follow existing routines, and to what extent will they make changes?
- (2) Legal and Financial Matters — Each family should go over their personal, legal and financial arrangements regularly. All documents should be in order and accessible to both husband and wife.
- (3) Family Adjustment — There are many personal and emotional con-

cerns associated with mobilization. It would be helpful, for example, for husband and wife to agree in advance on what they expect from each other in such areas as financial management, sexual fidelity, communication and discipline with the children, and the like.

(4) Coping Resources — There is always the possibility that problems will get out of hand, emergencies will arise which the home-bound family cannot resolve alone. Many resources are available for the Air

Force family, if they know where to look. It would be well for the Air Force family to investigate the various offices and helping agencies of the base and civilian community. The non-military member ought to know, for example, where to find the Finance Office, the CBPO, and the Chaplains' Office.

One of the additional benefits of preparing the family with care for the possibility of a mobilization is that the family will be strengthened even if one never experiences a mobilization.

New GI Bill can provide benefits for many reservists

by Nora MacKay

Eligible reservists can receive up to \$5,040 in educational benefits under the Veterans' Educational Assistance Act of 1984 — more commonly known as the New GI Bill.

Under the provisions of the New GI Bill for Selected Reserve, commissioned and enlisted reservists who are members of the Air Force Reserve or Air National Guard may receive as much as \$140 per month to help pay for their first bachelor's degree.

To qualify, reservists must enlist, extend or re-enlist for at least six years

Poll shows Air Force takes care of its people

The Air Force takes better care of its people than the other military services, according to a USA Today poll of 400 service men and women stationed in Japan.

The poll asked the airmen, sailors, soldiers and marines questions on personal issues overseas. Seventy-six percent said the Air Force treats its people best. Seven percent said the marines, four percent the navy and two percent the army.

When asked if they had it to do over again, would they still join the military, 78 percent of the men and 84 percent of the women said yes. The top reasons why these service men and women joined were patriotism (22 percent), travel (14 percent), challenge (13 percent) and training (11 percent).

Fifty-four percent of those polled said family separation was the worst part of military life.

from July 1, 1985. Officers who agreed to serve an additional six years beyond their current obligation on July 1, 1985 or later are also eligible.

Additionally, candidates must have completed initial active duty training (IADT) and 180 days of satisfactory attendance in the selected reserve program, which is computed from the date of enlistment. There is no pay deduction for these benefits for reservists.

Rates of payment under the bill are \$140 per month for up to 36 months of full-time education attendance; \$105 per month for up to 48 months of three-quarters time attendance; and \$70 per month for up to 72 months of one-half time attendance.

TSgt. Sharon Benoit of wing training cautioned reservists to be aware of their obligation under the GI Bill.

"Once you start collecting benefits, you have a six year obligation in the Reserve. If you don't serve the six years, you will have to pay the benefits back," she said.

To determine their eligibility, reservists should visit the wing training office. After training determines whether or not qualification requirements have been met, enrollment is done through the Veterans' Administration office.

Sergeant Benoit said reservists can expect as much as a two to three month waiting period after enrolling with the VA before collecting any benefits. However, benefits will be paid retroactively for that period, she said.

For more information on the New GI Bill, contact Sergeant Benoit at 3115.

Federal workers advised on political activities

By Kymberly Saganski

Since 1988 is an election year, Westover employees should know what federal restrictions are placed on their personal involvement in political activity.

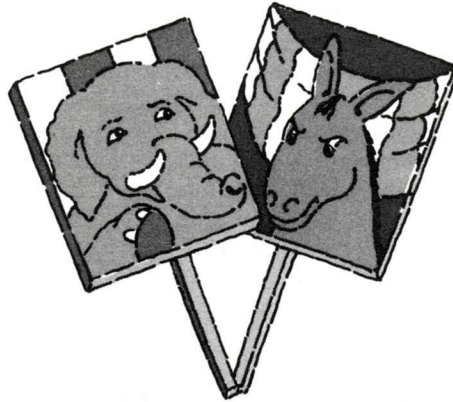
Although federal workers may not actively campaign for a candidate in a partisan election, federal law protects their right to express political views.

The Civil Service Act of 1883 protects government employees from political pressure. Before the law was enacted, appointments to government positions were often determined by cash contributions to a political party or candidate.

The Civil Service Act, by restricting federal workers from involvement in partisan political campaigns, blocks party influence and political coercion.

The Hatch Act of 1939 further restricts political activity for federal employees by prohibiting active roles in the management or staffing of a political campaign. The Hatch Act provides general guidelines for federal employees.

Federal employees may not: be a candidate for nomination or election to a national or state office; become a partisan candidate for municipal or other public office; campaign for or against a political party or candidate in a partisan election for public office; participate in the organizing or re-organizing of a political party or club; solicit, receive, collect, handle, disburse or account for assessments, contributions, or other funds for a parti-



IT'S YOUR RIGHT...

To join a political party.

san political purpose or in connection with a partisan election.

Federal workers are also prohibited from: taking an active part in managing the political campaign or a candidate in a partisan election for public office or political party office; distributing campaign material or serving as a delegate, alternate or proxy to a political party convention; endorsing or opposing a candidate in a partisan election through a political advertisement, broadcast, campaign literature or other material; using their automobile to drive voters to the polls on behalf of a political party or candidate in a partisan election.

Federal workers may, however, wear a political badge or button or display a political sticker on his or her private

automobile, subject to work-related limitations; make voluntary campaign contributions; serve as an election clerk or judge, or in a similar position; actively participate in a non-partisan election; accept appointment to public office, provide service in the office will not interfere with the efficient discharge of federal duties; attend political convention, rally, fund-raising function or other political gatherings; be politically active in connection with an issue not specifically identified with a political party; petition Congress or any member of Congress, such as by writing your opinion of how they should vote on an issue.

Many federal employees say The Hatch Act denies them the opportunity to contribute leadership skills to their own communities.

Richard Wright, Westover's civilian personnel officer, said, "Why should we be segregated from the general populous just because we work for the government? It's really not fair."

There is now a bill in the U.S. Senate which will revise The Hatch Act. Rep. Bill Clay's (D-MD) Hatch Act reform legislation passed the House 305 to 112 in late November and was recommended to the full Senate on May 19 by the Senate sub-committee on government affairs. The Clay Bill, if it is passed, will allow Westover employees to serve their communities in public office as well as engage in numerous other political activities.

Computerization helps speed decisions on survivor benefits

DENVER (AFRNS) — In the past Air Force Reservists who achieved 20 years of satisfactory service had to wade through 30 pages of information and cost tables to elect a survivor benefit plan option for retired pay at age 60.

Now, with the help of a computer program developed at the Air Reserve Personnel Center in Denver, reservists can punch up bottom-line data in less than two minutes.

"Computing which option best serves the member's needs once took a long time — if members even bothered mulling through the Reserve Component Survivor Benefit Plan informa-

tion package," said Jay Clawson, chief of the entitlements and casualty branch at ARPC. "The decision is very important because it is generally irrevocable."

The RCSBP enables reservists to provide a monthly annuity to a designated beneficiary based on actuary tables. Public Law 95-397 allows reservists to elect RCSPB coverage for a present or former spouse, children or person with an insurable interest. No payments are due until the reservist reaches age 60 and is receiving retired pay. However, election to participate in RCSBP must be returned to ARPC within 90 days after receipt of the cer-

tified package.

Now, within two months, unit consolidated base personnel offices will have computer-generated information to help reservists make a cost and retirement pay. Reservists need to know the beneficiary's age (at the time of the election); pay grade; years in service and points (at retirement) to receive a computation.

The ARPC entitlements branch has more information about the program and can be reached toll free at 800-525-0102, Ext. 228; commercial 303-370-5189; or AUTOVON 926-5189.

"Patriot People"

Name: Claire Gaudreau
Rank: MSgt.
Age: 33
Address: Chicopee, Mass.
Unit: 439th MSF
Position: Warehouse manager
Civilian Occupation: Insurance management
Favorite Food: Japanese cuisine
Time in Service: 11 years
Favorite Sport: Skiing
Favorite Hobby: Woodworking
Ideal Vacation: Skiing in Colorado
Best Way to Relax: Relaxing visit with a good friend
Preferred Entertainment: Live theater
Favorite Celebrity: Susan Haywood
Favorite Music: Contemporary
Favorite Book: Of Captains and Kings
Favorite Color: Yellow
Favorite Car: MGB
Pet Peeve: Dishonesty
Best Thing About Westover: People
Worst Thing About Westover: Too much work, too little time



MSgt. Claire Gaudreau

Enlisted advisory panel offers recommendations

DENVER (AFNS) — A 12-member enlisted advisory panel of Air National Guardsmen and Air Force Reservists held their biannual meeting recently at Dobbins AFB, Ga., to review recommendations to improve policies.

After evaluating 28 recommendations, the panel returned eight and sent 15 to the Reserve chief and three to the ANG director. One item was sent to the uniform boards and another was deferred for action at the next meeting in August.

The panel recommended:

- Allowing reservists to use base shopping facilities upon retirement rather than at age 60.
- Extending commissary and base exchange privileges to retired people prior to age 60.
- Authorizing a dependent identification card in advance of the date the sponsor enters active duty.
- An open season for recipients of the survivor benefit program.
- Optional instead of mandatory flu shots.

- Redesigning the commissary earnings statement.

- Compensation for points accrued through self-study.

- Credit for the actual number of points earned per activity for Class A reservists.

- Eliminating age as a factor in commissioning officers through the deserving airman commissioning program, or allowing an automatic age waiver equal to the number of years of prior enlisted service.

- Each Guardsman getting a minimum of four hours of job training per drill.

- Changing the current regulation on crediting inactive duty training for active Guard or Reserve commissioned officers and enlisted members.

- Authorizing Guardsmen to wear state awards while on active status.

- Encouraging the National Guard Bureau to staff and express a position on the careers of recruiters.

The panel sent to the uniform boards a recommendation to design an optional pullover sweater vest in addition to the winter wool sweater.

The recommendation to allow Air Force cadets to remain in Reserve units after being commissioned into the Reserve Officers' Training Corps program needed research and was deferred to the next meeting.

Each panel is appointed for three years and each position is rotated between the Guard and Reserve. The chairman and vice-chairman are selected from panel members who have served at least one year.

Guardsmen and Reserve members can submit recommendations to the panel on plain bond paper or ARPC Form 2, Advisory Panel Recommendation. Forward the items to Headquarters NGB/Senior Enlisted Adviser, Washington, D.C., 20310-2500 or Headquarters AFRES/CMS, Robins AFB, Ga., 31098-6345.

C-5A airlifts Seabee unit to Brunswick

More than 60 Seabees and 54 tons of cargo took a trip to Brunswick, Maine aboard a Westover C-5A on the June 4 and 5 UTA.

The mission was a chance for many of the naval reservists to test their air cargo and deployment skills...skills taught to them by Westover reservists.

The Reserve Naval Construction Battalion 27 is headquartered in Brunswick, Maine, but consists of units throughout New England. The Air Detachment of the battalion consists of naval reservists from Westover and Pittsfield.

"Most Seabee units are trained to be transported by the Navy's amphibious ships, but selected detachments are specially trained for air transport," said Petty Officer John McCarthy, battalion photographer and Westover's naval public affairs officer.

According to Petty Officer McCarthy, Westover's aerial port squadrons have been providing classroom training in cargo and deployment procedures. He said they had been training over the past year and the weekend's deployment gave them a chance to practice their skills.

MSgt. Robert Karrasch, 337th MAS loadmaster, said the Brunswick mission, which was in joint support of loadmaster and Seabee training, was beneficial to both.

They deployed to Brunswick on June 4, set up a bivouac area for the night, broke camp in the morning and redeployed to Westover on June 5.



(USAF photo by TSgt. Sandi Michon)

A LITTLE TO THE RIGHT — Westover loadmasters direct the driver of a five-ton tractor trailer into the cavernous C-5. Still to be loaded was a 16-ton backhoe, a 13-ton bulldozer and a water tank truck.

PATRIOT

Coming in August — General Oscar Westover



Published monthly for Patriots like Maj. Val Riordan of Brookfield, Conn. and 2,140 members of the 439th MAW at Westover AFB.

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