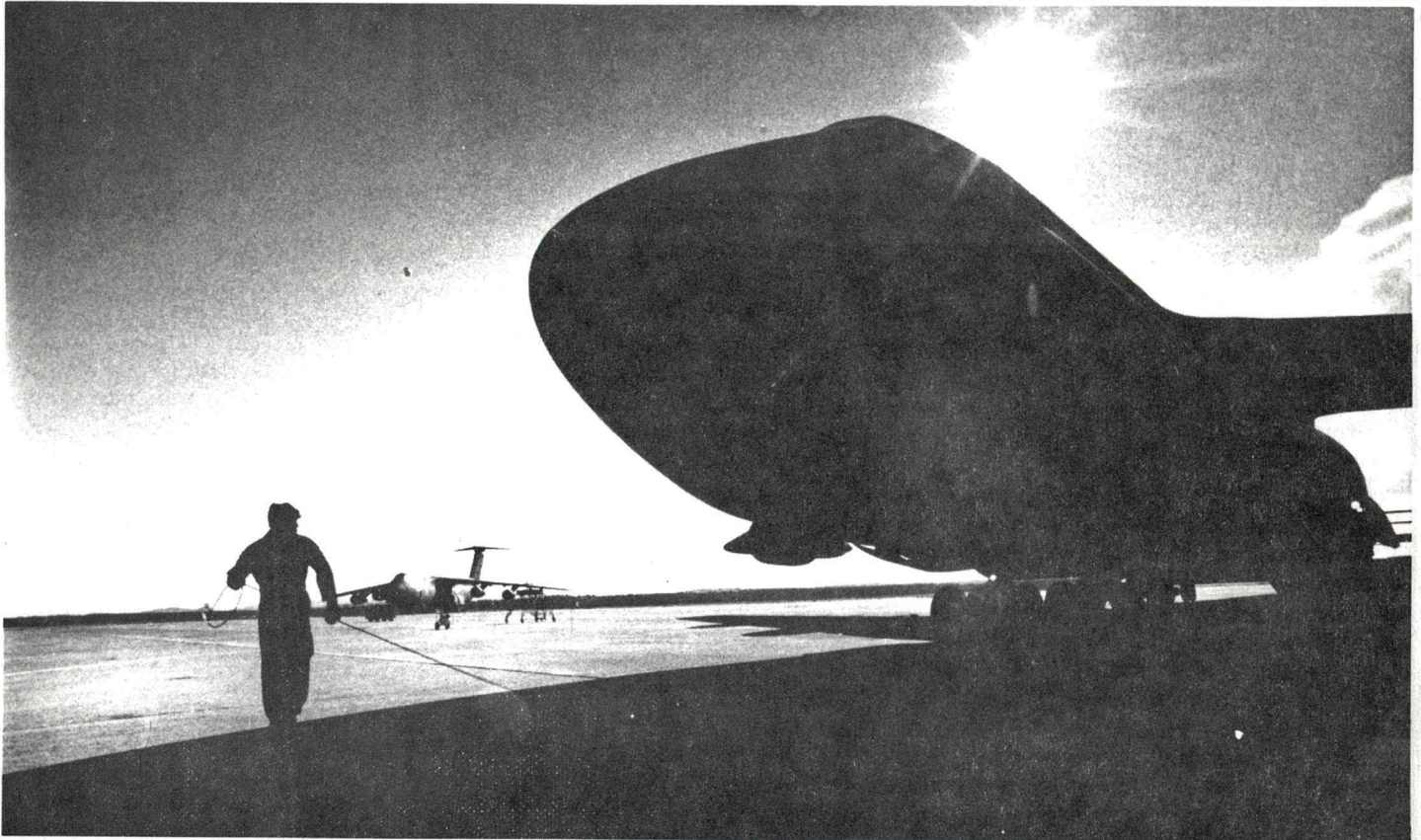


PATRIOT

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

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(Union news photo by John Suchocki)

The "Patriot" C-5A gets pre-flight check by TSgt. Fred Perret of Shelburne Falls prior to departing to Canada to pick up the peacekeeping force for the Iran-Iraq conflict.

337th airlifts U.N. peacekeepers to Persian Gulf

By Nora MacKay

Airlifting part of the United Nations Iran-Iraq peacekeeping force to the Persian Gulf may seem like an exciting and important mission to some, but for reservists from the 337th Military Airlift Squadron, it's all part of the job.

A Westover C-5A was tapped by Military Airlift Command to transport a portion of the United Nations Military Observer Group. The equipment and troops were bound for the Iran-Iraq border to observe the cease-fire in the eight-year war between the two nations.

"This really was just like any other

mission for us," said 2nd Lt. William Rolocut, co-pilot for the mission. "But it was great to be involved in the peacekeeping mission."

The mission began on the morning of Aug. 19 when the "Patriot" headed for Trenton, Ontario, to pick up U.N. troops and equipment. The crew rested in Trenton overnight and departed on the next morning for the non-stop flight to Incirlik Air Base in Turkey, which included a 15-minute mid-air refueling with KC-135s.

"We hooked up to two KC-135s off the coast of France," Lieutenant Rolocut said. "We took on 160,000

pounds of gas and emptied both 135's."

According to Major Sandy Whittier, mission commander, most overseas flights in a C-5A include a stop for refueling.

"I think they just wanted to get the equipment and the forces to the Persian Gulf quickly," Maj. Whittier said.

Lieutenant Rolocut said a stop for refueling would have delayed the flight for five or six hours, adding that the peacekeepers wasted no time in moving from Incirlik AB to the Iran-Iraq border.

"When we landed in Turkey, there

Continued on page 3

EDITORIAL

A fitting resolution

It didn't please everyone, but a recent agreement concerning the stained glass windows at the former Westover Chapel was a fitting resolution of a thorny—and sometime emotional—problem.

The Chicopee Child Development Center, which purchased the building as surplus property in 1979, has agreed to send six of the ten windows to the U.S. Soldiers' and Airmen's Home in Washington, D.C.

The Soldiers' and Airmen's Home, a government-operated residential facility for 2,000 enlisted Army and Air Force retirees, will foot the bill to have all of the stained glass windows removed. It will also pay the cost of installing new and energy efficient windows at the Child Development Center.

Under the agreement, four of the windows will remain in Chicopee, where it is hoped they will one day be installed in some type of memorial to Westover's airmen.

The plan has won the endorsement of the Chicopee Chamber of Commerce, which for years has spear-headed the effort to save the chapel windows. The Chamber's executive director, John Frykenberg, has been a zealous leader in a salvage effort thwarted by both apathy, and staggering costs.

The loss of some of the windows has been bitterly decried by those who correctly point out that the windows were purchased from the private donations of the Air Force personnel and dependents who served at Westover. It is sacrilegious, they say, to separate parts of a "memorial" to our deceased airmen.

The Soldiers' and Airmen's Home, a 300 acre, campus-like retreat located less than three miles from the U.S. Capitol, has an annual budget of \$35 million and provides wide-ranging residential and medical services for the elderly veterans who live there.

Many of the residents are like Horatio "Ray" Stoner, who at age 101, is the oldest vet at the home. "It is a privilege and a pleasure to be here," Stoner said recently during an interview with the *Air Force Times*.

The stained glass windows are scheduled to be installed in the home's spacious chapel—where, on the average, two funeral services are conducted each week.

While it is indeed unfortunate that all the windows can't be retained here, it is good to know that some of them will bring solace and pleasure to the Army and Air Force retirees who have served our nation so well.

Those veterans, like the stained glass windows, are national treasures. That, more than anything, makes the windows' placement highly appropriate.

—Maj. Rick Dyer

Briefs

Wing picnic set

The 2nd Annual 439th Military Airlift Wing Family Picnic is set for Sept. 10, 2 p.m. to 8:30 p.m. in Hangar 3.

The menu will include roast pig, Italian sausage, hamburgers, hot dogs, sauteed peppers and onions, potato salad, cole slaw, and beverages. Planned entertainment includes pony rides, games, a dunking booth, and a disc jockey.

"Bring your spouse, bring your children, and come enjoy the picnic," said MSgt. John W. Spencer Jr., 439th MAW first sergeant.

Pass, I.D. moves

The 439th Air Base Group Pass and Identification Office, has moved from building 1850 to the Security Police building.

Pass and ID is part of the 439th Security Police Squadron, and now all three sections of the unit are located in building 1520 for convenience.

The hours of operation for the section have not changed and service will not suffer as a result of the move.

No smoking policy

In accordance with the year-old AFRES-generated smoking policy, there will be no smoking allowed in the base dining hall, effective immediately.

Although there are assigned smoking areas in other buildings on base, the dining hall has been designated entirely smoke free per order of Lt. Col. Barry F. Monahan and Base Commander Lt. Col. Thomas G. Hargis.

911th gets new commander

ROBINS AFB, Ga. — Col. James D. Copenhaver has taken over command of the 911th Tactical Airlift Group at Greater Pittsburgh IAP, Penn., replacing Col. Samuel G. Woodrow.

Colonel Woodrow will become director of current operations at 14th Air Force, a position previously held by Colonel Copenhaver.

PATRIOT

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Some Westover police will soon be getting pay raises

By Kymberly Saganski

Members of the 439th Security Police Squadron and the DOD police are finally able to mitigate the long felt discrepancy between the cost of living in Western Massachusetts and the wages received by the security guard workforce. "The pay increase was long overdue," said Capt. Robert A. Mooney, SPS commander.

"Due to problems that we have had with recruiting and retaining qualified personnel," said Civilian Personnel Officer Richard T. Wright, "the base was asked to compile a study of the local living expenses in relation to the wage schedule already in effect for security grades GS-4 to GS-7.

According to the personnel study, the Northeast has proven to be the most expensive area in the country for housing. When the expense of relocating to Western Massachusetts is added, the cost of living near Westover climbs to almost two times the national average.

The current pay schedule was found to be inadequate and a new schedule, approved by the Department of Defense Wage Fixing Authority, went into effect July 31.

Crew members for peacekeeper mission

Pilots

Maj. Elmer "Sandy" Whittier, Jr.
Maj. Jay F. Lacklen
2nd Lt. William J. Rolocut

Flight Engineers

MSgt. Thomas G. Durkin
TSgt. David P. Cambio
TSgt. Fred W. Perret

Loadmasters

MSgt. Garth O. Parker, Jr.
MSgt. Steven L. Storm
TSgt. Robert F. Callery

Security Police

TSgt. Ronald N. Beaulieu
SSgt. Larry G. Conway

337th Airlift

Continued from page 1

were six C-130's standing by," he said. "The U.N. equipment and troops were taken off our plane and put right onto the 130's. Then they took off immediately for Iran.

"This was without a doubt the best planned mission I've ever been on," Lieutenant Rolocut said. "Everything went smoothly, right down there when we needed it, transportation was never far away." He said he thought this was an indication of the significance of the mission.

Twenty-four countries have con-

tributed observers to the operation, which will have an estimated cost of more than \$75 million in the first six months. The peacekeeping force will position itself along the 720-mile border to "verify, confirm and supervise the cease-fire and withdrawal" to "internationally recognized borders," according to U.N. Resolution 598.

TSgt. Fred Perret, flight engineer, said he felt this was a "good mission" and is pleased to have been a part of it.

"Hopefully, things will be resolved in the Persian Gulf," Sergeant Perret said.

"And, if we can help out in some way, that's great."

FIRST JACKET—SSgt. Christopher Maille, a 337th MAS loadmaster instructor, receives the first leather flight jacket from SrA. Marie Harrelson of Base Supply. According to Airman Harrelson, Westover has been allocated about 150 jackets to be given out to eligible flight crew members.

(USAF photo by Nora MacKay)



Westover's hero pilot a flying safety zealot

By Maj. Rick Dyer

To the photographer who watched from the flight line below, the inbound C-123 resembled a fireball with wings.

To Lt. Col. Gale H. French, then a major who was gasping for breath and hardly able to see in the smoke-filled cockpit, the aircraft was a raging inferno.

Eleven years ago next month, Colonel French—today the 439th MAW's flying safety officer—landed his flame-engulfed C-123 "Provider" at Westover.

The Oct. 11, 1977, mission was supposed to be a routine maintenance check flight for Colonel French, fellow pilot Capt. Richard Gavin and then SSGT. Gary Miller, the flight mechanic.

But what began as an ordinary mission in the skies over Western Massachusetts turned quickly into a hellish nightmare.

The C-123 was flying at 5,500 feet over the nearby Quabbin Reservoir with Captain Gavin at the controls and Colonel French in the co-pilot's seat.

"We heard a loud noise and the right engine surged," Colonel French recalled. "The left engine was on fire, and smoke and flames began filling the cargo compartment."

Sergeant Miller, the flight mechanic, barely escaped from the raging fire, which would ultimately consume 30 percent of the C-123's airframe.

"Gary crawled underneath the 20 foot fireball caused by the burning

hydraulic and fuel lines, and made it to the rear of the cargo compartment," Colonel French said. "He tried to put the flames out with a fire extinguisher, but couldn't."

Colonel French said that as the flames grew heavier in the compartment, Sergeant Miller was forced to bail out.

"Gary only had time to buckle two of the three buckles on his parachute harness before he jumped from the plane," the colonel said. "That's how close it was."

Sergeant Miller, now a master sergeant who flies as a flight engineer aboard C-5s with the 337th MAS, landed safely in a field about a mile from Westover. A farmer drove him back to the base.

The intense smoke and flames inside the aircraft weren't the only problems. The fire in the left engine quickly spread to the left wing and tail, eating away at the wing, flaps, aileron, fuel tank and the left horizontal stabilizer.

The pilots quickly discovered that the fire destroyed the "Provider's" warning, electrical and hydraulic systems, and knocked out all flight controls and engines on the left side of the aircraft.

Inside the cockpit, the acrid smoke was so dense that neither pilot could locate his oxygen mask, and Capt. Gavin, the aircraft commander, was unable to see.

Colonel French assumed control of the aircraft and opened the side windows of the cockpit.

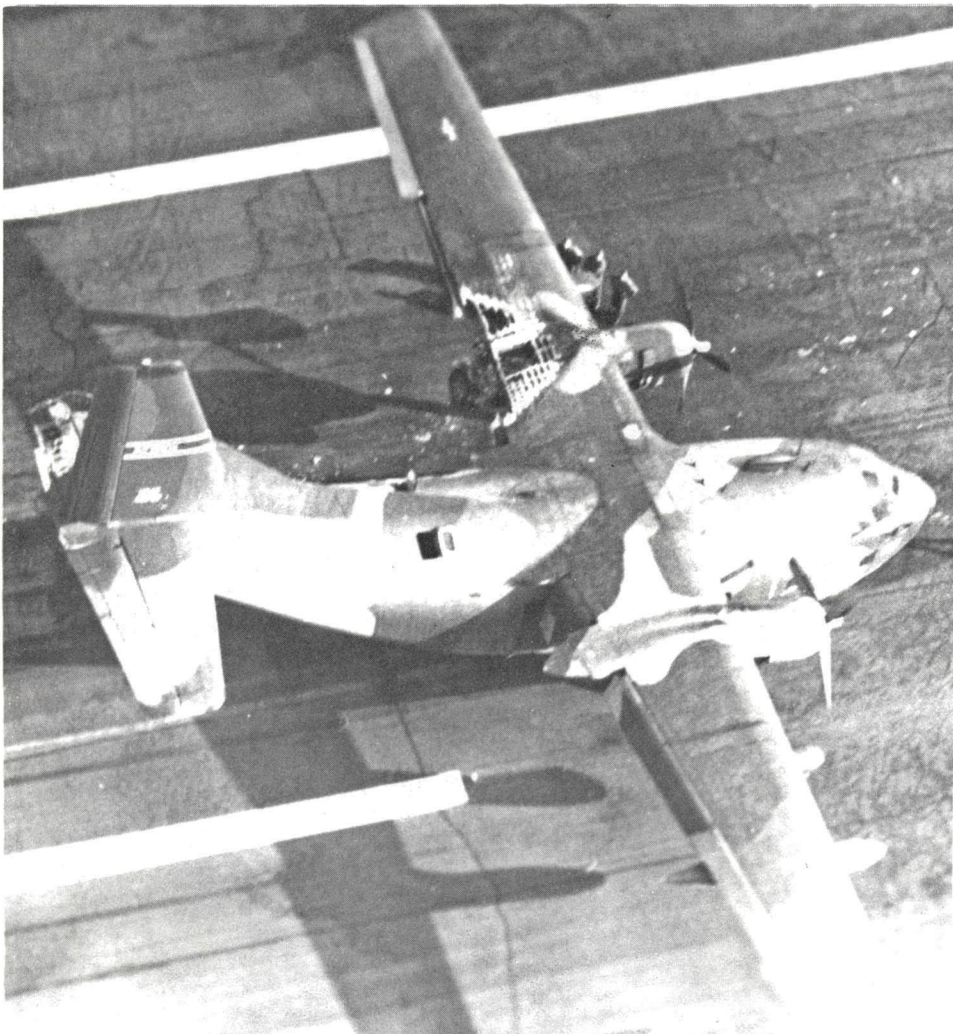
"I literally had to stick my head out the window in order to see, and fly the plane," he said.

After declaring an inflight emergency and turning the craft toward Westover, Colonel French guided the crippled and burning "Provider" back to the base.

"There were times during the flight when, frankly, it would have been easier just to take my hands off the wheel and die," Colonel French said.

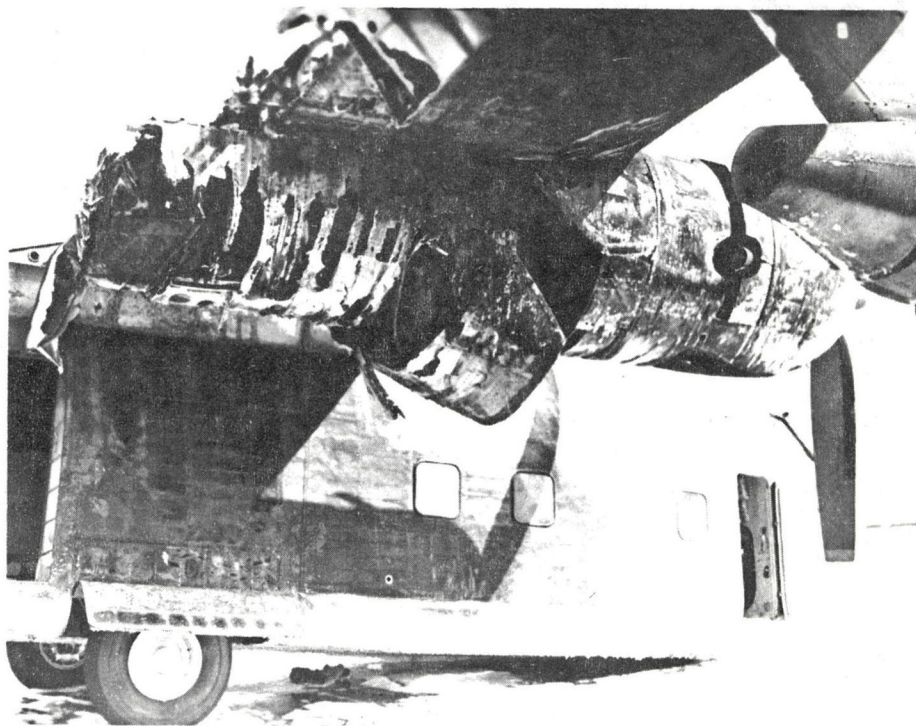
During the harrowing flight back to Westover, Colonel French had no radio receiver, no operational navigational equipment and no crew interphone. As the aircraft made its final approach to runway 23, the colonel discovered that the plane's nose gear would not fully extend.

Continued on next page



(USAF photo)

FIRE DAMAGE—An aerial view of the C-123 shows the extensive damage done by the flames to the aircraft's left wing and tail.



THEN AND NOW—Lt. Col. Gale H. French (above left) stands by the nose of the “Provider” which he brought in under fire on Oct. 11, 1977. The front section of the aircraft is on display at the “Wherehouse” in Holyoke, where it has been built into the wall of the building. Only the nose of the

aircraft was salvagable, due to the severe damage from the fire (above right). The photo below was taken by a former 731st TAS reservist as Colonel French brought the “Provider” in for final approach to Westover while the aircraft was engulfed in 100-foot flames.

“I remember thinking about my young son, who has the same birthday I do, and thinking about how tough it would be on him to be raised without a father,” Colonel French recalled.

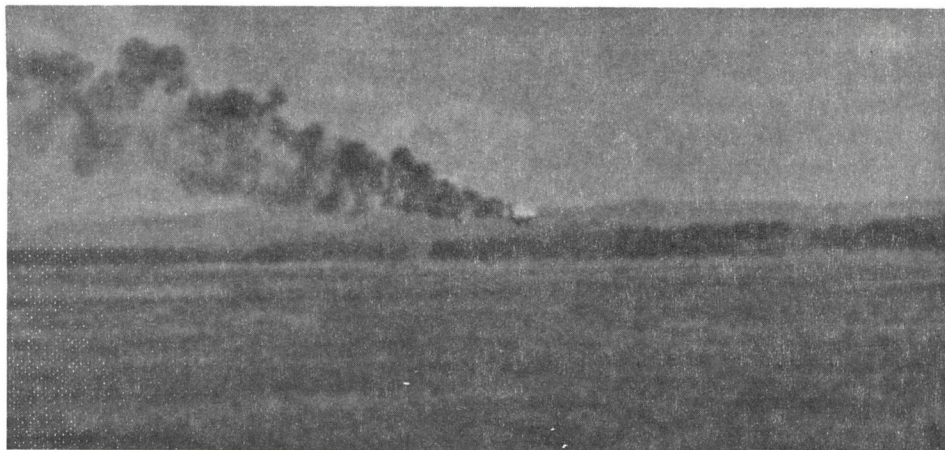
“I just kept telling myself over and over again that I wasn’t going to let myself die.”

With flames enveloping the stricken C-123, Colonel French made his final approach. When the aircraft landed on its main landing gear, he was able to keep the aircraft’s nose elevated for several moments before lowering it gently on the runway’s tarmac.

As waiting fire engines and other emergency vehicles pursued the C-123 down the runway, Colonel French brought the plane to a screeching halt. The two pilots escaped from the ravaged ship by jumping from the cockpit windows, and firefighters extinguished the blaze.

“The fire was so bad that when we inspected the plane later on, we were able to poke our fingers through most of the aircraft’s skin,” Colonel French said.

Miraculously, none of the aircrew members were injured in the mishap. One of the firefighters who battled the blaze on the ground was hospitalized



for smoke inhalation.

For his heroism and “superior airmanship” on that mission 11 years ago, Colonel French was awarded one of the nation’s highest military honors, the Distinguished Flying Cross.

He also received the Air Force’s highest flying safety award—the Koren Kolligen Jr award—for his skill and courage in averting what could have been a major aircraft disaster.

The veteran pilot received both awards during ceremonies at the Pentagon attended by Air Force Chief of Staff Gen. Lew Allen Jr. and U.S. Sen. Edward Kennedy, D-Mass.

Although Colonel French is proud of the honors he received for his feats during that “routine check flight” 11 years ago, he says that he is even prouder of the flying safety record which has been compiled at Westover since then.

“Our present flying squadron, the 337th MAS, has a fantastic record of more than 22 years, and 90,000 flying hours, of accident-free flying,” the colonel said. “That is due, in large measure, to the professionalism and competence of our aircrews, maintenance people and operations personnel.”

Although he is still a pilot, Colonel French
Continued on page 19

Feeding Westover's hungry on only \$5 a day

By Nora MacKay

Try to imagine planning and serving wholesome, appetizing meals for several hundred hungry Air Force Reservists, while on a sparse budget and without really knowing exactly how many will be coming to dinner.

Now think about doing the same thing not only for dinner, but also for breakfast. And lunch. For three days, twice a month.

If you add limiting your spending to less than \$5 per person per day to this scenario, the chance for success goes from extremely slim to seemingly impossible.

But two reservists from the 439th Civil Engineering Squadron manage to do it month to month with remarkable success.

"We do our best to put out good food and a good selection," said MSgt. Frank Godek.

Sergeant Godek and his fellow food service supervisor, MSgt. Vincent Lingley are the men in the white hats behind the chow line at Westover's Dining Hall. They work long hours every UTA to serve Westover's reservists the best quality of food possible.

"We buy all our food on local purchase," Sergeant Godek said. "We order on Wednesday, the food comes in on Friday, and it's consumed that weekend. That way, we can be relatively sure that the meat and produce are fresh."

The luxury of the local purchase

system hasn't always been available to Westover, according to Sergeant Lingley.

"Under the old system, we had to make runs to Hanscom AFB and we would get 15 days worth of food at once," Sergeant Lingley explained. "What didn't get used immediately had to be stored or frozen. Under local purchase, we can put out better quality food.

"Planning the menu for a typical UTA weekend involves the entire food services NCO planning board," Sergeant Lingley said.

"We make the menu on the 'B' UTA of the preceding month," he said. For ideas, the board will review menus from as far back as four or five years. The major determining factors are current market prices and market availability, he said.

After the menu is determined, each item is porportioned according to price to bring the average cost for one reservist's food intake for one day a scant \$4.99 for all three meals.

"Try doing that at home," Sergeant Lingley said.

Sergeants Godek and Lingley said budgeting and planning for a given UTA is made more difficult because they never know how many reservists will be in.

"It's sort of like playing russian roulette," Sergeant Lingley said, adding, "with the 'A' and 'B' UTAs it's a lot harder. About all we can do is go a

little heavier on the 'A' weekend and hope for the best."

For a typical "A" UTA, they expect to serve 250-300 breakfasts, 500-700 lunches, and more than 250 dinners on Saturday. These numbers vary according to how many units are deployed away from the base, and the number of orders for boxed lunches.

Sergeants Godek and Lingley bring a wealth of experience to their Reserve positions from their civilian jobs. Sergeant Godek is the director of the Agawam school lunch program and received his training from the prestigious Culinary Institute of America. Sergeant Lingley is the head chef for the food services division of Shriners' Hospital in Springfield. Both are members of the Pioneer Valley Culinary Associates, a new chapter of the American Culinary Association.

The high standards of excellence at Westover's dining hall have not gone unnoticed. Westover won the Hennessey Award for 1988, presented jointly by the Department of the Air Force and the National Restaurant Association to the Air Force's outstanding food service unit.

"The first thing anyone will usually complain about is the food," said Lt. Col. Thomas Hargis, base commander. "I think the fact that I never receive any complaints is testimony to the fact that the quality of the food is good."

ESGR can help solve problems between reservists and employers

KELLY AFB, Texas (AFNS)—Who does one of 243,298 Air National Guardsmen and Air Force Reservists turn to when having a problem getting time off from a civilian job to train?

According to Col. Charles R. Price, staff director of the National Committee for Employer Support of the Guard and Reserve, the first attempt to resolve the problem should be made at the employer-employee level.

"Often, a calm, objective face-to-face discussion can reveal solutions through give-and-take interaction," Colonel Price explained. If that process fails, he said, the reservist should contact the unit commander.

"Commanders have a vested interest in the problem and may be able to explain the situation or suggest compromises that will satisfy everyone's needs," he said.

In addition to the national staff, there are 55 state and territorial committees for employer support that stand ready to assist.

Colonel Price said most state committee members are local business leaders who understand both sides of the problem and can help mediate, usually through face-to-face discussion.

State committees may be contacted through commanders, state adjutants general or by calling the national committee's toll-free number: 1-800-336-4590.

If calling from Guam, reservists should call collect 202-653-0841.

Colonel Price said if local efforts fail, a phone call or letter to the national committee will bring help from a qualified ombudsman.

"The ombudsman service is informal, and the objective is to smooth out misunderstandings, disagreements and difficulties to the satisfaction of all," Colonel Price emphasized.

Although the national and state committees and the ombudsman have no authority to enforce statutory provisions of Title 38 of the U.S. Code, they may refer people to the Department of Labor or the Office of Personnel Management.

MSgt. Leroy Johnson retires after 33 years of military service

By TSgt. Sandi Michon

Leroy Johnson has a passion for people and his friendly face and gentle manner have become his trademark at Westover.

MSgt. Johnson, NCOIC of base vehicle operations, shared his life motto as he considered his retirement this month after 33 years of military service. "I try to treat people the way I would like to be treated," he said. "It has served me well."

CMSgt. Joe LaFrance, 439th ABG first sergeant, has known Sergeant Johnson for 17 years. "He is, without a doubt, my favorite person at Westover. Leroy is one of those people who is always behind the scenes making things happen."

Although the kudos from others are profuse, Sergeant Johnson is reluctant to receive such high praise. Throughout his career, he maintains that he only did his best at whatever he was assigned.

CMSgt. Leonard Dube, base transportation manager, goes back with Sergeant Johnson to 1969, and he sees things differently. "Leroy is a work machine. He always works above and beyond what is expected of him," he said. "Because he is so people-oriented, the troops can open up with him. He always gets to the root of problems."

Sergeant Johnson goes nostalgic as he reflects on his military career. His 5 '11"



(USAF photo by Frank Faulkner)

MSgt. Johnson

athletic frame takes at least 10 years off his age of 60. He has a chestful of ribbons that form a sea of color amidst the oak leaf clusters. His performance report history is letter perfect with page after page of praises.

As Sergeant Johnson recounts his life assignment, his easy drawl reveals his South Carolina roots. He was born and raised in Manning, S.C. and attended South Carolina State College for one year. His military career began with the Army in 1953 at Fort Jackson, S.C.

He spent two years in Germany before he was released to inactive status. In 1957 he joined the Army National Guard in Brooklyn, N.Y. with the 715th Field Artillery, where he served for eight years. In reference to his early Army days, come the only negative comments heard from Sergeant Johnson.

"The extreme racial prejudice that existed back then was really disappointing," he said. "I never had a problem with anyone, because I just minded my own business. I just feel sad that such a situation existed."

Never down for long, Sergeant Johnson smiles again as he talks of his enlistment in the Air Force Reserve in 1965 at Stewart AFB, N.Y. with the 904th Support Squadron "When I came to the Air Force, it was a different world. It was a different caliber of people," he said. "It was a turning point in my career."

All of Sergeant Johnson's military career fields were vehicle related. "Working on vehicles is a craft. I like working with my hands," he said.

From 1968 to 1970, he served on stand-by active duty at Stewart during the Pueblo incident. When the 904th was reassigned to California in 1970, Sergeant Johnson joined the 905th Support Squadron at Westover.

He speaks fondly of all aspects of his Westover career, but not surprisingly, people are again the highlight. "I've always like working with the young people in our shop," he said. "And I've always had support from both my superiors and subordinates."

He says he's seen the C-119s, the C-123s and the C-130s and feels badly about not being a part of the future with the C-5s. "It's time to move on and give the younger troops a chance in the

[Reserve] program. And it's time for me to pursue other things."

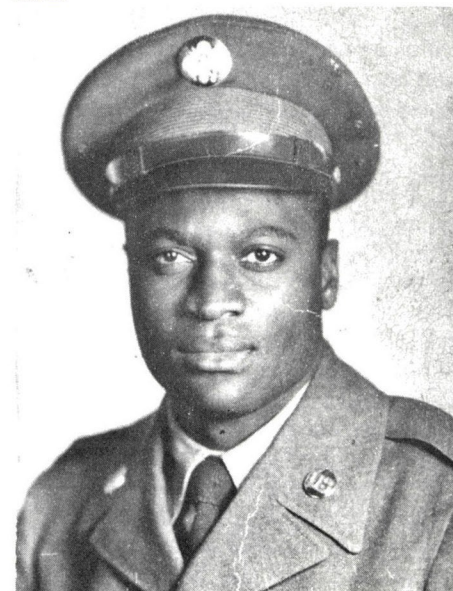
Sergeant Johnson will never be at a loss for things to do. Since retiring from his job with Ford Motor Company in Brooklyn as a body and fender repair man in 1980 after 15 years, he still works part-time in the auto body field. He also has been a volunteer with the Coast Guard Auxillary in Brooklyn since 1982 working public relations and doing shore duty along the Hudson River and the Jamaica Bay.

And his emphasis remains on people... this time little people. He is involved with inner city kids and has a special place in his heart for handicapped children. He worked with the Special Olympics at Westover last year. "Kids are a real challenge, especially the handicapped... once they take a liking to you... you can't get rid of them," he joked.

As for hobbies, he confides that he has a favorite fishing spot on Lake Erie. He likes to travel and meet people and hopes one day to find an old Ford Thunderbird and restore it.

Sergeant Johnson has lived in Brooklyn with his wife Julia since 1956. They have two grown children and one grandchild.

As he bids farewell to Westover and his military career, he leaves without regrets. "If I had the 33 years to do over, I wouldn't change a thing," he said.



Private Johnson in 1953.



STRETCH—Heather Burgess, 5, daughter of Army MSgt. Steven and Debra Burgess, is assisted by Chris Greenia to accomplish the split position.

Gymnastics and aerobic classes part of fall recreation line-up

**Article and photo by
TSgt. Sandi Michon**

Recreation services is gearing up for fall by offering a variety of programs for children and adults.

According to Chris Greenia, recreation programs director, afternoon and evening aerobic classes are scheduled to begin Sept. 12. The classes run through eight-week sessions and costs \$35. Single class participation is \$2 per class.

The classes are scheduled for Monday, Wednesday and Friday at the base gym and are open to men and women. Evening classes are set for 6-7 p.m. and afternoon classes will be held during the designated base lunch period. The eight-week sessions will repeat through April. See Ms. Greenia to register at the base gym anytime prior or during the classes.

"The aerobic level is intermediate to advanced, but a beginner is encouraged to attend and work at their own pace," said Ms. Greenia. She says the program is designed to enhance muscle tone and improve cardiovascular health. "Keeping fit should never be boring," she

said. "We vary our classes to keep them interesting and fun."

Children's gymnastics classes are scheduled to be held at the base gym beginning Oct. 3. Boys and girls, ages four through twelve may register for the eight-week sessions which will offer instruction in floor exercises, vaulting, balance beam and uneven bars. Beginner, intermediate and advanced classes will run successively through June, and each eight-week session costs \$35.

The one-hour gymnastics classes are scheduled for Tuesday and Thursday nights during the 5:30-7:30 p.m. time frame. Those interested should contact Chris Greenia at the base gym (ext. 3958) to register during the week of Sept. 26, or any time before. Class size will be limited to 10 children per class to ensure proper instruction.

According to Ms. Greenia, special fall trips are currently in the planning stage. Details will be available at the base gym by mid-September.

The base intramural program will also be gearing up in the fall. According

to Rick Oliver, assistant recreation manager, there will be a men, and a coed volleyball league beginning in mid-October. Sign-up will be at the base gym anytime. A meeting will be scheduled early October.

A remote-control car race is scheduled for October. Details are available at the base gym. Also, a child identification program is scheduled at the base gym in October. Free up-dated photos and fingerprints are offered. Date and times will be posted at the gym in September.

Ms. Greenia also mentioned the discount cinema tickets, Dine-Out Card Club and video club available at the gym.

Recreation services is planning to offer ski lessons again this winter through Mount Tom Ski Resort. As the ski season approaches, additional information will be available at the base gym.

"We try to offer something for everyone during every season of the year," said Ms. Greenia. "We welcome suggestion and do our best to accommodate activities."

SSgt. Taylor named flight line constable for base

By Kimberly Saganski

In an effort to promote security awareness on Westover's Military Airlift Command flight line, Capt. Robert A. Mooney, commander of the 439th Security Police Squadron, has appointed SSgt. Raymond T. Taylor flight line constable at Westover.

In 1978, the flight line constable program was instituted Air Force-wide in response to increasing deficiencies noted in security awareness on MAC flight lines. According to Captain Mooney, however, "security infractions on our flight line are minimal and the overall attitude of flight line workers is extremely positive.

"With today's heightened tensions throughout the world, especially in the Middle East, we are not immune [to terrorist attack]," he said. "We are in possession of a strong store of weapons systems in the form of strategic airlift aircraft.

"Sergeant Taylor was chosen for the constable position because of his outstanding military demeanor, mature attitude and ability to communicate with subordinates, peers and senior officers in a positive and efficient manner," said Captain Mooney. "Com-

munication is the backbone of the constable program."

Sergeant Taylor has taken on constable duties in addition to his routine guard responsibilities and will act as a liaison by creating a positive rapport between security police and the rest of the base.

In this way, the constable program supports the base security educational and motivational program, he said, which until 1978 was the only training offered in flight line security.

The constable program at Westover will begin with visits from Sergeant Taylor to all units in order to discuss base security awareness goals. Additionally, his constable duties include security awareness briefings and advising flight line personnel on the importance of each of their individual security responsibilities.

Both the constable program and the SEM work together to provide emphasis on flight line security awareness, but this is not enough, said Sergeant Taylor. "Owner user responsibility is the key," he said, explaining that each individual on the flight line must learn to be personally responsible for the security of the C-5A aircraft.



(USAF photo by Nora MacKay)

SSgt. Raymond Taylor

Joint security exercises will be planned between security police and flight line personnel, said Sergeant Taylor. Both the SEM and the constable programs in effect at Westover will emphasize teamwork and cooperation throughout the unit.

State-of-the-art security system begins operation at Westover

By SrA. Matt Proietti

A new state-of-the-art flight line security system, which will one day include surveillance cameras peering over the Westover flight line, came on line July 29.

"Right now we've got basic operation," said SSgt. Howard J. Hopkins, a 439th Security Police Squadron security specialist assigned to the base's central security control office in the north end of Hangar 5. "We've got radio and telephone operation capability, which allows us two-way communication with flight line security people."

The large system control panel resembles something out of the "Star Trek" USS Enterprise spaceship. It takes up much of a small room, has more buttons, dials and lights than a video arcade, and is topped by a 3½-foot wide map of the base, used to plot aircraft positions. The system even has a fancy name—Motorola Centracom Series II.

"Our two-way communication is much better now because we have a more powerful transmitter," Sergeant Hopkins said. "The old CSC, which was in Base Ops, had separate phones

for each hotline. Now it's centralized into one console, making access easy."

The sergeant predicted that the system will be beneficial during exercises or in times of real-life emergencies.

"With this system we can have more than two parties on the line at once. That will be useful when quick communication is necessary," he said. The system also allows the taping of any conversation coming in to the office over a phone line.

"The system will really help this office," Sergeant Hopkins said. "We're the heart of flight line security. We run a 24-hour operation and have an average of five security personnel at a time on the flight line. The main reason we're here is in case someone tries to breach a restricted area to enter aircraft, to do damage or whatever. This will help us operate more efficiently."

"The main reason we're here is in case someone tries to breach a restricted area to enter aircraft to do damage..."

SSgt. Howard J. Hopkins

The face of Westover Air Force Base



TWO FACES OF WESTOVER—Westover Air Force Base has spurred growth in surrounding communities as these aerial photographs show. In the above photo, taken May 11, 1942, few neighbors and few major roads can be seen. But in the photo at

right, taken last year, it is easy to see that Westover has become a hub of area growth. Upper left is Chicopee; right is Granby; Ludlow is partially seen at bottom while Wilbraham and Springfield are shown at left. The Massachusetts Turnpike dissects the left portion of the picture (to the right).

e has changed greatly over the years



Construction of new Northeast Air Base begins

Westover during the war years: 1940-1942

By Dr. Frank Faulkner

Just before Westover Field was dedicated on April 6, 1940, some 1,400 workers of the Civilian Conservation Corps and Works Projects Administration arrived in Chicopee to begin a \$750,000 project clearing tobacco and farm fields for the \$3.6 million "Northeast Air Base," announced seven months before by Secretary of War Henry H. Woodring.

A few months later, as war spread in Europe and China, the *Springfield Daily News* reported on May 25, 1940, "With the war situation more tense abroad and now brought to a climax in this country, it appears likely that Congress will now earmark in its defense appropriation a large sum—possibly \$5 million—as an added appropriation for the Northeast air base construction and maintenance."

Owners of seven square miles surrounding the intersection of Ludlow City Road and Prospect Street—today the intersection of Runways 23 and 33—were paid slightly more than \$2 million after their properties were taken by condemnation.

Tents were erected and abandoned farmhouses were used as offices during the early phase of construction. Maj. Murdock A. McFadden was "constructing quartermaster" for the project and worked out of an office at the former

Chicopee Isolation Hospital in Aldenville.

A \$1.7 million contract for five steel and brick hangars was awarded to a New Jersey firm. At the time, Westover was expected to become the major aircraft overhaul point on the East Coast.

Col. Richard H. Ballard was appointed the first commander of Westover Field and one of his first projects was to erect a large flagpole off Sheridan Street to mark the entrance to what would become one of the most important Army Air Corps fields.

In January 1941, more than 1,600 construction workers employed by 10 firms put in 230,000 hours at Westover as WPA workers continued pulling stumps and filling cranberry bogs near Granby for another 144,000 hours. The Corps of Engineers worked 13,800 hours that month and other contractors put in 72,575 hours, according to a report by the Providence Engineer District.

As the "Battle of Britain" raged, Westover Field became touted as "America's biggest air base." The *Boston Sunday Advertiser* noted on March 23, 1941, the largest hangar at Mitchell Field would fit inside of Westover's five hangars and the main landing strip was twice the length of the runway at Boston Airport.

Westover Field was designed to have

four runways, two more than two miles long and two about a mile and a half long. At the time, LaGuardia Field in New York was considered the nation's most modern airport with a 6,000-foot runway.

Within a year, five of the nine proposed hangars were completed, along with a brick fire station and 106 buildings housing nearly 3,000 troops, a 500,000-gallon water tower complete with rotating beacon, and 12 miles of roads for the hundreds of tank trucks transporting aviation gasoline to storage containers for 200,000 gallons of fuel and 10,000 gallons of oil.

Capt. Frank D. Huyler, Westover's public relations officer, predicted in March 1941 that about 100 bombers would soon arrive at the base. He said B-17s would be able to fly non-stop to Russia from the Chicopee air base.

A *Boston Advertiser* reporter noted at this time, "In the event that enemy aircraft carriers maneuvered off the New England coast, fleets of these heavy bombers from Chicopee would streak out to sea and drop their explosive cargoes. In the same way, possible enemy bases in an invaded Canada or as far east as Greenland could be blasted by the American craft."

A 100-vehicle convoy made a 95-mile night trip from Westover and around

Continued on next page



(USAF photo)

HANGAR SKELETONS—Construction along Hangar Road was well underway when this photo was taken in 1942.



INSPECTION TIME—Westover served as a staging area for Army troops prior to deployment.

(USAF photo)

the Quabbin Reservoir under blackout conditions in May of 1941. Western Massachusetts residents were required to live under blackout conditions during Civil Defense exercises and became increasingly familiar with “ghostly blue lights” of brown military vehicles as the populace trained for air attack conditions.

On June 10, 1941, five silver B-17s flew low over Springfield and came to roost at Westover Field as the first assigned aircraft of the 4th Bombardment Wing. Traffic stopped along highways as people craned their necks to view the streamlined bombers that Maj. Gen. Oscar Westover had advocated.

One of the copilots on that first B-17 flight to Westover was a pudgy major identified in the *Springfield Union* as C.E. LeMay. He soon took command

of the 7th Bombardment Squadron at the field and later, as a lieutenant colonel, was operations officer of the 8th Air Force at Westover before shipping out to England. He later became famous as cigar-chomping General Curtis LeMay, commander of the Strategic Air Command.

The arrival of the first B-17s marked the true activation of the base. Brig. Gen. John B. Brooks was the 4th Bombardment Wing commander and in charge of the 34th Bombardment Group, 26th Air Base Group—named to coincide with the 26th “Yankee” Division of the Massachusetts National Guard—and 1st Reconnaissance Squadron, plus other smaller units.

Springfield was attacked by paper bombs on June 16, 1941, to raise money for the USO. The bomb-shaped leaflets

dropped from a formation of B-17s read: “No, this isn’t a bomb. It was dropped not to destroy, but to build. Dropped by one of your defenders from the planes that guard our nation’s skyways.”

By the end of June the 13-mile fence around Westover was complete and the base was officially closed to the public. A week later Maj. Gen. Henry “Hap” Arnold, chief of the Air Corps, inspected the base and watched practice bombing runs at 300 and 10,000 feet. He told reporters of the War Department decision to make Westover “the strongest base in the East” and a ferry point for aircraft bound for England.

A balloon launched by the 4th Bomb Wing weather section set a world altitude record on Sept. 5, 1941. The

Continued on page 20

Collector of sands from around the world displays true grit

By TSgt. G. Mark LaFrancis

It was a breezy, chilly day April 27 in Huntstanton, England—windbreaker weather for sure.

Even so, SSgt. Richard C. Messenger, a reservist with the 439th Communications Squadron at Westover on temporary duty in England, couldn't resist a walk along the shore. It was then he remembered what a colleague back at Westover had asked him to do.

Sergeant Messenger pulled a discarded plastic bag from the creamy white sand and scooped in a handful. As ordinary as the sand was, he knew it would please SSgt. John H. Hart.

Sergeant Hart has, well, a down-to-earth hobby. He collects sand and soil from around the country and globe. The Hunstanton sand brought to 22 the vials of multi-colored sand he has collected in only three years.

Ironically, Sergeant Hart never intended to begin the hobby; it happened by accident when he was vacationing in Bermuda in May 1985. While he was sightseeing on the island's south side, he became so enthralled by the pink coral sand, he decided to take some home. "It was just so different from any sand I had ever seen," said Sergeant Hart, a communications systems specialist who lives in Watervleet, N.Y.

More than a year later, when his unit served it's two-week annual tour of duty in Italy, he brought home some of the pure white sand from the beaches along the Adriatic Sea.

From that point, he was hooked. Everywhere he or his friends went—Florida, Costa Rica, Barbados, Virgin Islands, Hawaii, etc.—they brought back sand for the collection. He even has a vial of dust a researcher friend gathered at the base of Mt. St. Helens, the active volcano in Washington. His goal has become to have soil from each of the 50 states and major countries in the world.

In the process, Sergeant Hart has



(USAF photo by TSgt. G. Mark LaFrancis)

MR. SANDMAN—SSgt. John H. Hart, called "Mr. Sandman" by members of his unit, the 439th CS, looks over one of nearly two dozen samples of sand he has collected from around the world.

become a sort of "sandologist." "Did you know that the sand is dramatically different from one end of Florida to the other, and that Hawaii has black sand in places?"

He realizes it's an unusual hobby. In fact, that's the attraction. "Everybody collects sea shells," he said. "But I don't think too many people collect the sand around them."

Patriot Thunder to rumble into Western Massachusetts Sept. 17, 18

Westover's 639th Weapons Security Systems Flight will be sharpening their skills at Patriot Thunder on Sept. 17-18. The exercise will also involve units from Rickenbacker ANGB, Willow Grove, Penn., Bradley ANGB, and the Rhode Island ANG, and will be conducted

near the mountainous terrain of the Berkshires at Knightsville Dam in Huntington, Mass.

Patriot Thunder will provide these security units with vital training in a full combat scenario. TSgt. Michael Dutton, 639th WSSF security supervisor,

said the exercise will also involve A-10s from Bradley ANGB, Huey Cobras from the Rhode Island ANG, and C-130 gunships from Eglin AFB, Fla.

"These aircraft will help us hone our evasion skills," Sergeant Dutton said.

"Patriot People"

Name: Lynne Virginia Saya
Rank: SSgt.
Age: 33
Address: Boston, Mass.
Unit: 439th OMS
Position: Aircraft maintenance technician
Civilian Occupation: Air Reserve Technician
Favorite Food: Lobster
Time in Service: Six years
Favorite Sport: Softball
Favorite Hobby: Restoring automobiles
Ideal Vacation: Hawaii
Best Way to Relax: Meditation
Preferred Entertainment: Concerts
Favorite Celebrity: Bette Midler
Favorite Music: Jazz
Favorite Book: If Tomorrow Ever Comes
Favorite Color: Green
Favorite Car: Ford Thunderbird
Pet Peeve: People being late
Best thing about Westover: Opportunity for grov
Worst thing about Westover: Billets



SSgt. Lynne Virginia Saya

earning a **PAT** on the back

Promotions

SMSgt. Edward R. Gunther
 SMSgt. Randolph W. Whaples
 MSgt. Lawrence J. Bara
 MSgt. Robert F. Bieniek
 MSgt. Edward R. Lorange
 MSgt. Kenneth E. Schworm
 MSgt. Zigmund D. Skawski
 MSgt. Steven Skowron
 TSgt. Frank H. Anson
 TSgt. Michael C. Barrick
 TSgt. Paul E. Beachell
 TSgt. Jacqueline M. Davis
 TSgt. James R. Fleming
 TSgt. Sharon I. Gill
 TSgt. Ralph M. Jones Jr.
 TSgt. Gilles R. Lapointe
 TSgt. Frank A. Manegio Jr.
 TSgt. Lauren A. McDonnell
 TSgt. Anthony J. Pinkovsky
 TSgt. David M. Pirog
 TSgt. Alberta M. Ross
 TSgt. Sharon L. Santoro
 SSgt. John M. Alexander
 SSgt. Jose A. Alicea
 SSgt. Andres Aviles
 SSgt. Jean A. Beadle
 SSgt. Robert W. Bennis Jr.
 SSgt. David E. Berube
 SSgt. Mark C. Boganski
 SSgt. James A. Bradley
 SSgt. Marc Brunelle
 SSgt. Edward M. Burns
 SSgt. William J.V. Cabeceiras
 SSgt. Kevin J. Cadieux
 SSgt. George V. Carbonell
 SSgt. Beverly D. Carlon
 SSgt. Melvin K. Carter

SSgt. Thomas J. Denault
 SSgt. Alan D. Duffy
 SSgt. Michael A. Edwards
 SSgt. Thomas L. Engler
 SSgt. Kenneth J. Evans
 SSgt. Michael P. Grady
 SSgt. Damon P. Gray
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 SSgt. Scott A. Hoyt
 SSgt. Michael M. Kent
 SSgt. Dennis J. Leydet
 SSgt. Timothy K. MacDonald
 SSgt. Robert J. Marsden
 SSgt. Todd A. McLeod
 SSgt. Jay A. Moreau
 SSgt. Ricky A. Pawlak
 SSgt. John F. Rowanstern
 SSgt. John J. Ryan III
 SSgt. Linda S. Ryan
 SSgt. Cynthia A. St. Jacques
 SSgt. Joseph L. Santalucia
 SSgt. Jeffrey J. Sauer
 SSgt. David J. Schooley
 SSgt. Jeffrey J. Scott
 SSgt. Eric A. Sheridan
 SSgt. Ara Shishmanian
 SSgt. Cynthia K. Shore
 SSgt. Rose M. Stark
 SSgt. Patrick O. Thompson
 SSgt. Donat L. Turcotte
 SSgt. Gary M. Weber
 SSgt. James B. White
 SSgt. Richard M. Willey

SSgt. David F. Wilson
 SSgt. Daniel C. Witt Jr.
 SrA. Pamela M. Aledander
 SrA. Howard A. Crawford
 SrA. Edward E. Demars
 SrA. Craig S. Eisman
 SrA. James H. Ferry
 SrA. Timothy J. Flynn
 SrA. Michael W. Fontaine
 SrA. Scott F. Fuller
 SrA. Leslie E. Griffith
 SrA. William C. Hurt
 SrA. Joseph M. Ingalls
 SrA. Monika A. Kucala
 SrA. Keith R. Lassonde
 SrA. Ken G. Roberts
 SrA. Fort M. Ruscito
 SrA. John W. Schnieder
 SrA. Paul T. Sinsigalli
 SrA. Matthew A. Tocci

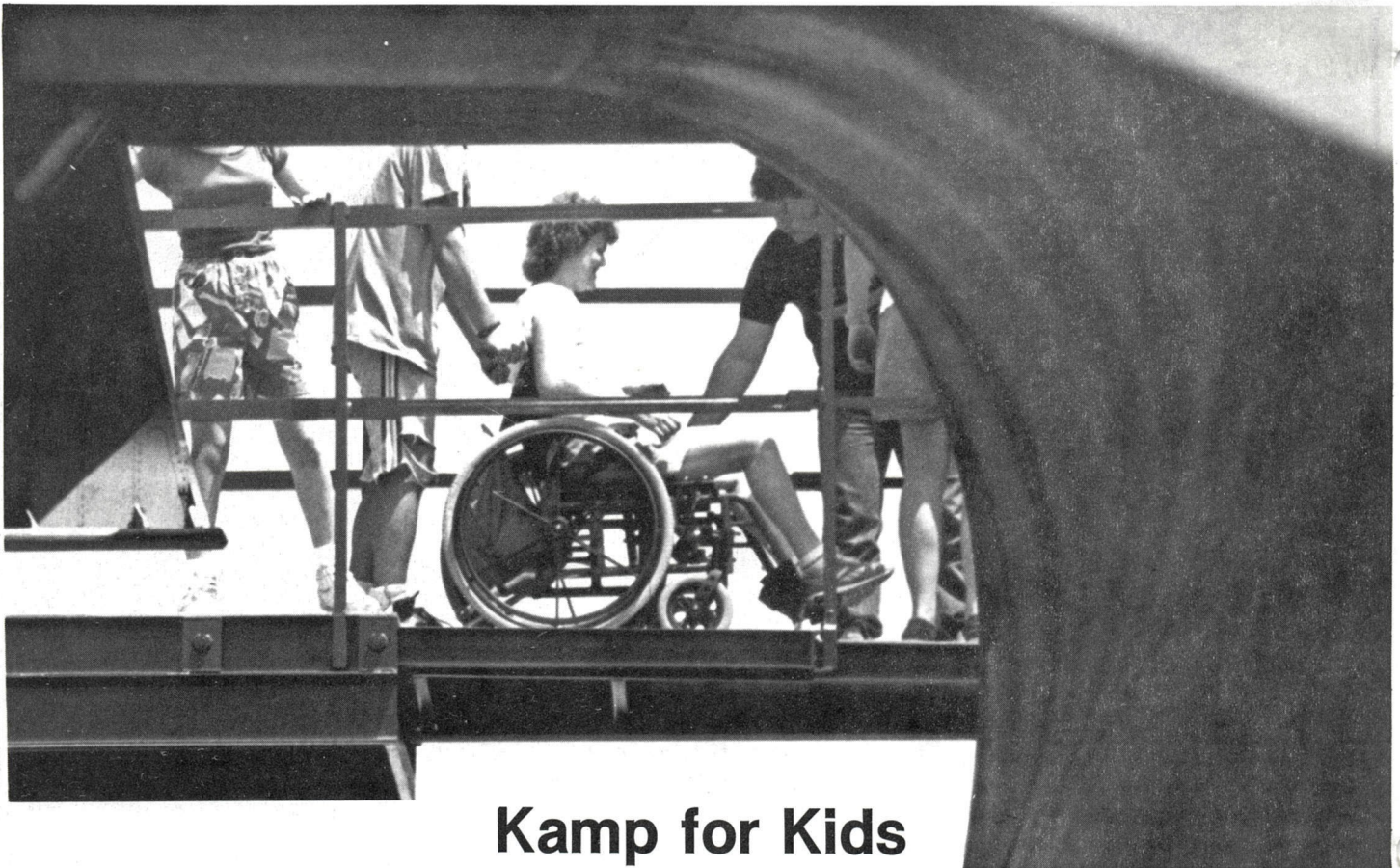
SSgt. Leonard E. Blajda
 SSgt. Dennis R. Bromery
 SSgt. Annamaria Dieli
 SSgt. Gordon R. Edmonds
 SSgt. Leonila R. Gomez
 SSgt. Richard C. Henry Jr.
 SSgt. James T. Irla
 SSgt. William R. Jebb
 SSgt. Ann M. Oleary
 SSgt. Kelly E. Payne
 SSgt. Juan A. Reyes Jr.
 SSgt. Paul W. Rondeau
 SSgt. Timothy J. Shoup
 SSgt. Todd M. Smith
 SSgt. Christopher L. Taylor
 SSgt. Robert T. White II
 SSgt. Wayne R. Most
 SrA. Erma L. Plumlee

Reenlistments

CMSgt. Ludwig H. Schwechheimer
 SMSgt. Ted Gilfoy
 MSgt. Francis J. Coffey
 MSgt. George F. Gadbois
 MSgt. Barbara J. Patterson
 TSgt. Joseph G. Chaloux
 TSgt. Keith A. Corsi
 TSgt. Alan J. Davis
 TSgt. Michael C. Dutton
 TSgt. Albert T.J. Hall
 TSgt. Peter J. Hancock
 TSgt. Walter B. Kelley
 TSgt. Lawrence G. Kent
 TSgt. Stephen J. Smith
 TSgt. Nathaniel White

Enlistments

TSgt. Gregory E. Barham
 SSgt. Mark D. Evans
 SSgt. James D. Grounds
 SSgt. Mark S. Higgins
 SSgt. Joseph Dominic Menna Jr.
 SSgt. Peter J. Ryan
 Sgt. William C. Benevides
 Sgt. Ronald J. Dombkowski
 Sgt. Holly C. Durham
 Sgt. Brian D. Miliefsky
 A1C Edward Barrientos
 A1C Richard N. Chalifoux
 A1C Michael J. Hayes
 A1C Richard P. Titcomb
 Ann. Daniel R. Olszta
 AB Ronald S. Lickwar



Kamp for Kids

(Westfield News photo by Kimberly Simmons)

SPECIAL LIFT—Workers from maintenance and fleet service use a special lift to allow some of the wheelchair-bound campers to enter the C-5 through the flight deck hatch.

By Kimberly Saganski

In the sweltering heat and the blinding sun, the C-5A Galaxy stood like a monolith. Milling around the plane, tiny by comparison, were some 200 campers and counselors from the ASHS Kamp for Kids who were spending a mid-summer field day exploring at Westover.

A morning of activities at the base bowling alley, softball field and fire station culminated with lunch in Hangar 3 and an afternoon tour of the C-5A Galaxy. Local business leaders as well as supporters of the ASHS Kamp were invited to visit the base and join the campers for their lunch and tour of the C-5.

The campers stared in amazement at the wingspan that is almost as wide as a football field and explored the cargo hold big enough to transport six Greyhound buses. Toddler Brian Jackson threw his arms open wide while trying to estimate the size of the huge C-5. "Do you think it's this big?" he asked with wonder in his eyes.

ASHS Kamp for Kids is a year-round

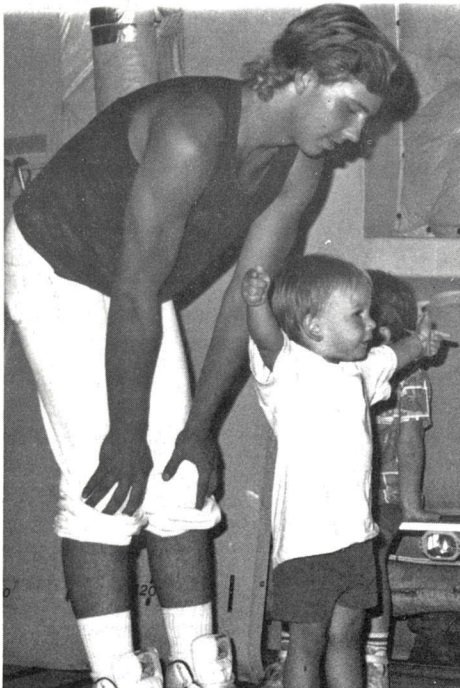
program for able bodied as well as disabled children. The Kamp's training and support groups are aimed at integrating these children for participation in numerous activities and developing each child as an individual.

The campers enjoy swimming, outdoor recreation, arts and crafts, and overnight field trips, but Westover's C-5A provided a day of novel experience and learning for all.

"This is a great way to combine our C-5 tours with their efforts," said Lt. Col. Thomas G. Hargis, base commander, and one of the coordinators of the Westover field day.

For those campers unable to climb up to the flight deck on their own power, workers from fleet service and maintenance assisted by maneuvering a special lift which made it possible for wheel chairs to roll directly into a hatch in the side of the aircraft.

The children's excitement was captured perfectly as one wheel-chair bound boy leaned out of the hatch and waved his arms frenetically at the crowd below him, "Hey everybody, look at me!"



(Westfield News photo by Kimberly Simmons)

IT'S THIS BIG—Camper Brian Jackson shows a Kamp for Kids counselor how wide he thinks a C-5 is.

Westover has a busy summer

By Kimberly Saganski

Westover's recreational facilities, drop zone, and static displays are consistently under the pressure of a hectic schedule for base employees and reservists.

To date, Westover has accommodated more than 5,000 guests on tours of a huge C-5A static display. Of that number, almost 1,000 Cub Scouts, Tiger Cubs Indian Guides, Brownies, Jet Cadets and both local and foreign exchange students have been fascinated by the Galaxies.

During the winter months, Westover accommodated 250 Sea Scouts and YMCA Indian Guides, and in the heat of July, the base was the site of both the Westover AFB and the Cub Scout Day Camps, totaling over 275 children.

The ASHS Kamp for Kids field trip on July 29, included a static tour for almost 150 children, their counselors and invited guests and unlimited use of the softball field and bowling alley for the day.



(USAF photo by TSgt. Sandi Michon)

PEERING IN—Maj. Paul Torpey, 337th MAS operations officer, opens up the valve to the tail section as Nathan Ryan (left) and Jim Nolette peer in. The boys were part of a group of Jet Cadets from Springfield.



(USAF photo by TSgt. Sandi Michon)

TOUR TAKEOFF—Adults and children from the Chicopee Parks and Recreation Department are treated to a C-5 take-off.

Boston's Logan IAP will soon construct its own "Miss Piggy"

By Kymberly Saganski

Logan International Airport in Boston is planning to construct fire training apparatus similar to Westover's fire training pit, said Mr. Stephen J. McHugh, project manager for the Massachusetts Port Authority.

Massport, which runs Logan, has contracted with Cleverdon, Varney and Pike, Inc. for the project, said Mr. McHugh. This is the same architectural firm that designed Westover's fire training facility, commonly known as "Miss Piggy," more than four years ago.

The firm designed Westover's 40 foot C-130 "mock-up" and surrounding 75 foot wide fuel pit in the spring of 1984, and according to Westover's Assistant Fire Chief, Donald Cloutier, "Miss Piggy" has been instrumental in the rigorous training of all of Westover's 94 civilian and reserve firefighters. Graduating students of the Springfield Fire Training Center have participated in training sessions at Westover's fire pit as well.

Routine fire training exercises were



(USAF photo)

With four of Westover's huge C-5A Galaxies in the background, "Miss Piggy" seems dwarfed by comparison.

demonstrated last June at Westover for a team of consultants from Cleverdon, Varney and Pike, Inc., as well as

representatives from MassPort, and the assistant fire chief for Logan IAP, said Mr. McHugh.

The group witnessed training exercises for the Westover firefighters, he said, in order to better appreciate the actual effectiveness of the training facility in use.

According to Mr. McHugh, the group's observation of "Miss Piggy" may very well change the plans for Logan's fire training facility. "What we saw there gave us a good perspective on things," he said.

The proposed plans include a water pit that would be 150 feet in diameter and a 50-foot "mock-up" of the C-130 hull, said Mr. McHugh, but "after witnessing the power of the fires at Westover, I think we were aiming too high."

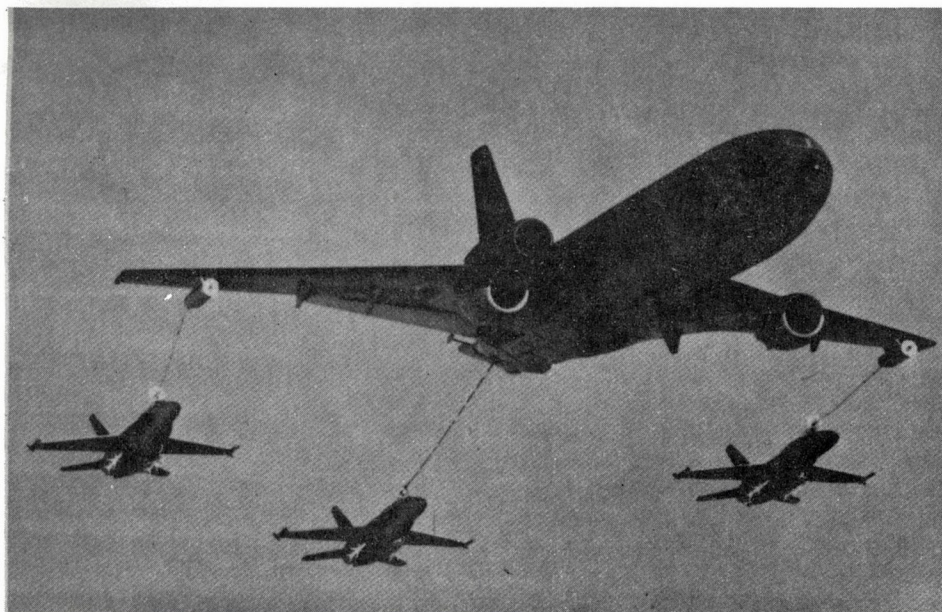
It is more than likely that Logan's new training pit will have a diameter of only 100 feet as opposed to Miss Piggy's 75, although the size of the "mock-up" will remain slightly larger than Westover's, he said.

According to Mr. McHugh, the tentative location for the new training facility at Logan is at the eastern end of the airport, about 100 feet from the ocean.



(USAF photo)

Lieutenant Al A. Dasso, assistant training officer from the Springfield Fire Training Center, helps graduate Colin Hinds, also from Springfield, in suiting up to fight his first fire at "Miss Piggy."



(USAF photo)

THREE AT A TIME—This composite photo shows a modified KC-10 refueling three Navy F-18 aircraft.

Air Force will modify KC-10 to re-fuel three planes at once

OFFUTT AFB, Neb. (AFNS) — The Air Force's 60th KC-10 tanker will stay on the assembly line an additional nine months to receive a new refueling system that will allow it to refuel three aircraft at once.

The three-engined jet will test the probe and drogue refueling system. It will be delivered to the Strategic Air Command in April.

CMSgt. Jack Patton, KC-10A program monitor, said the system will place pods on each wing and is the same one used by the Navy and Marine Corps.

"We currently plan to modify 20 of our KC-10s to use the wing pods. Work will start in the summer of 1989," the chief said.

The new system will not require additional boom operators on each aircraft.

"To operate the wings pods, fuel controls will be placed on the flight engineer's panel and the pod controls will be the boom operator's responsibility," the chief explained.

Video equipment installed in the boom operator's compartment will let him see the wing pods. "The refueling procedure won't be that much different," Chief Patton said.

The probe and drogue system is one of two major modifications planned for

"We currently plan to modify 20 of our KC-10s to use wing pods. Work will start in the summer of 1989."

CMSgt. Jack Patton

the KC-10, the second being addition of an on-board cargo loader.

The chief said the loader would relieve Military Airlift Command of the need to fly a loader to the KC-10's destination. "And that would mean the C-141 cargo plane used to support the KC-10 would be free to support another mission," he added.

The on-board cargo loader is expected to be in use by fiscal year 1990.

When used as an airlifter, the KC-10 can carry up to 75 people and 170,000 pounds of cargo with a range of 4,400 miles.

The aircraft has an unrefueled ferry range of more than 11,500 miles and is itself air refuelable.

The last two aircraft off the assembly line, including the modified tanker, will be based at Seymour Johnson AFB, N.C. Other KC-10s are based at March AFB, Calif., and Barksdale AFB, La.

Sharing a ride could ease hassle on UTA weekends

After learning of a new "Patriot Wing" member who had to pay top dollar for a bus ticket to Westover for the August UTA, the base commander has developed a ride-sharing program.

"With more than 2,150 members of the wing, we should be able to pool our institutional and personal resources to create a workable commuter pool for UTAs," said Lt. Col. Thomas G. Hargis.

"We know, for example, that we have 30 members from Easthampton, or five from Wallingford, or five in Brockton. If someone from any part of New England needs a ride to Westover, we should be able to put them in touch with other reservists from there and surrounding communities," said Colonel Hargis.

"If you need a ride to Westover for the UTA, call (413) 557-3185 and leave a message with the Public Affairs Office," he said.

The PA shop has compiled a breakdown of the communities where our members live, and given enough lead time, our military personnel section should be able to put you in touch with others from your region," he said.

"You might have to run up your phone bill to catch a ride," said Colonel Hargis, "but a direct lift to Westover will probably be preferable to a long, and possibly expensive, bus ride."

Safety zealot

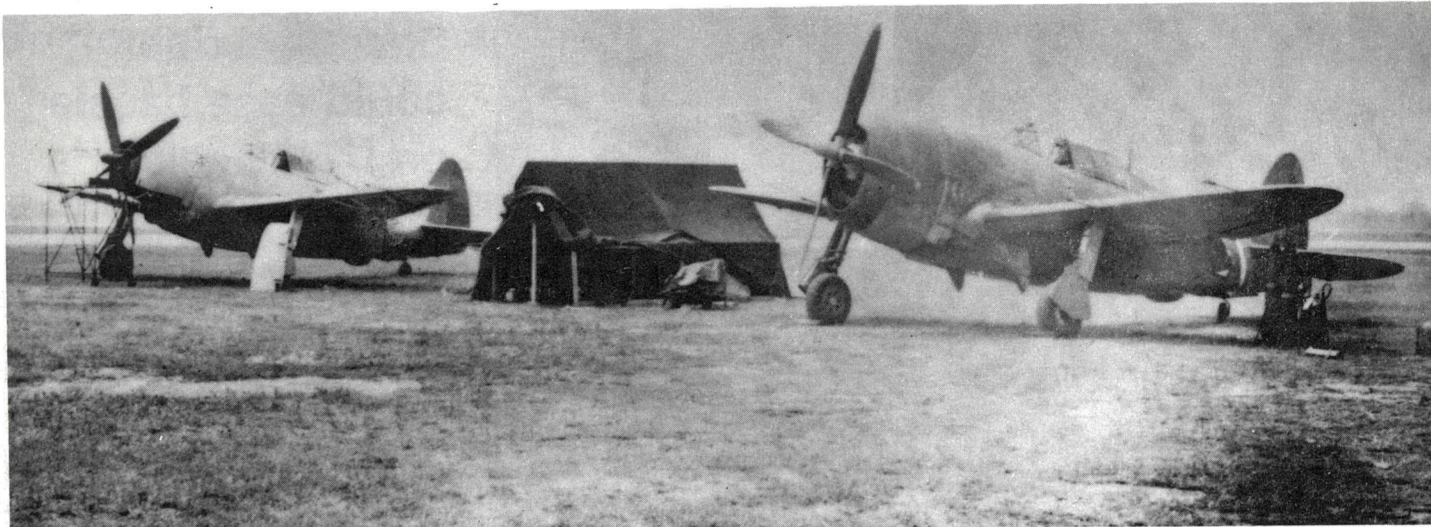
Continued from page 5

French, an air reserve technician, has served as Westover's full-time flying safety officer for the past several years. It is a job which he enjoys and believes to be "crucial."

"Flying safety has to be out top priority at Westover," he said. "Despite the importance of our national defense mission, if we can't do it safely, we just won't do it."

The colonel says that safety is a subject that he is "zealous about," and adds that he has no apologies for that zeal.

"After all," he said, "I'm living proof that safety skills can often mean the difference between walking away and being carried away."



(USAF photo)

TENT CITY—Base maintenance and supply operations were tentatively located next to Westover's P-47 aircraft.

The war years

Continued from page 13

hydrogen weather balloon was observed through a theodolite while ascending to 41.31 miles. The previous record had been 24.18 miles.

For a short while, the all-black Anti-aircraft Coast Artillery Regiment was stationed at Westover. During the racially segregated era of World War II, the 1,624 officers and men of the 369th were known as "Harlem's Finest." By 1943 there was a "colored" recreation hall on the base.

By October 1941 there were 35 B-17s at Westover. The following month, the first B-24 "Liberators" began arriving and were assigned to a heavy bombardment group at the base.

Soon after two tons of turkey were con-

sumed by Army troops for Thanksgiving 1941, anti-aircraft guns were installed to protect the base and machinegun positions were set up along roads.

By the next week, the U.S. was at war.

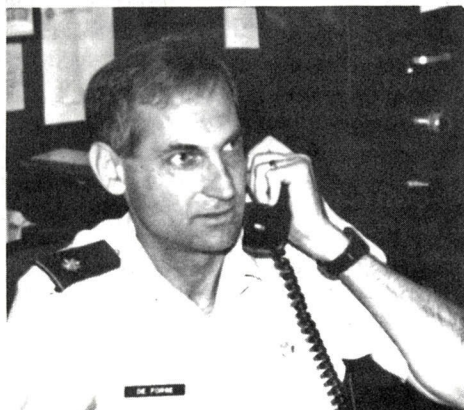
The day after Pearl Harbor was attacked, there were lines of men outside recruiting offices and truckloads of recruits from communities surrounding Westover began arriving at the base. Security was tightened, reporters were ordered to return their press cards and all base personnel were photographed. More aircraft arrived at the base and reports of Westover men being killed in the Pacific and European theaters became standard fare in local newspapers.

As progress was made on Westover Field in 1942, the tides of war turned against the Axis powers and the War Department became more confident the base would not be needed for coastal defense. The field became an advanced bomber training base and Westover's main product was air crews.

As graduates from various air combat training courses arrived in Westover, the men were teamed to provide the bomber crews of B-17s "Flying Fortresses" and B-24 "Liberators." Their time at Westover allowed the pilots, copilots, bombardiers, navigators, flight engineers and gunners to fly as a team and begin building the spirit needed to survive in the skies over Europe.

PATRIOT

Coming in October — Westover: 1943 to 1945



Published monthly for Patriots like Maj. Glenn DeForge of Reston, Va., and 2162 members of the 439th MAW at Westover AFB.

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