



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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August, 1978

439th Personnel Set for NATO Exercise

by MSgt. Larry Lentz

In the event additional troops were needed in Europe, how quickly could they respond? Once there, how effectively could they meet that emergency? Would their equipment do the job? Are plans and strategies fully coordinated with all the North Atlantic Treaty Organization (NATO) member countries?

Some of those questions will be answered when 40 members and two C-123s from the 439 TAW participate in REFORGER 78 between Sept. 15 and 30 at Wiesbaden Air Base in Germany. The exercise is part of a larger one called AUTUMN FORGE, which will involve most NATO troops stationed in Germany.

The Westover delegation and 160 other reservists from four other bases will form the 1st Provisional Airlift Squadron (STOL) (1st PAS) and fly six C-123s and six C-7s. The 1st PAS will exist for the duration of the exercise and will have a multi-purpose mission.

While the recent REDOUBT exercise proved Reserve Force capabilities to quickly respond to a callup, REFORGER, an acronym for Return of Forces to Germany, will demonstrate our ability to deploy to Europe.

According to *Stars and Stripes*, American policy formerly called for troops to arrive between 30 to 50 days "after the balloon went up." The newspaper claims that the United States would now "pour at least 200,000 troops and more than 800 combat aircraft into Western Europe within a week of the time war with the Soviet bloc appeared likely."

REFORGER also tests the feasibility of employing C-123s and C-7s in the Europe theatre. This includes the logistics of a trans-Atlantic flight and the base operating support available in Europe.

During the exercise, the aircraft will resupply Army units operating at forward locations. The C-123 and C-7 payloads are the appropriate size needed by these scattered,

highly mobile combat forces.

Most importantly, REFORGER utilizes the planes' Short Take-Off and Landing (STOL) capabilities. In Europe, many runways are considerably less than the 7,000 to 9,000 feet needed for most heavy aircraft. The C-123s and C-7s require only 2,500 feet or less for their mission. They can use virtually all existing fields without difficulty.

The only units flying STOL tactical airlift aircraft are in the Air Reserve Forces, and AFRES owns over 85 percent of these. The participation of the 1st PAS will let army and Air Force planners reacquaint themselves with these aircraft, their capa-

bilities and operating characteristics.

439th in the Vanguard

Lt. Col. Arthur Sorenson, 439 TAW assistant director of operations, is the overall project officer for all exercise STOL airlift. During the exercise, he'll be the 1st PAS deputy commander for operations.

There are other wing members with vital roles. The C-123 mission commander will be Maj. Edward Lincoln, 731 TAS commander. The C-123 maintenance officer is SMSgt. Charles Fusco, while MSgt. Richard Eaton will assume first sergeant responsibilities.

— (continued on page 2)



NEW LOOK SSgt. Robert Bolduc, left, and TSgt. Robert Leavitt, Parachute and Survival Shop, sport new hats and emblems of the 901 and 905 CAMSs. The emblems were the brainchild of Capt. Ronald Frederickson, chief of maintenance, who thought the squadrons should have an identifiable emblem of their own. Mrs. Barbara Hurst of Base Supply drew up the design which signifies maintenance equipment and avionics. The hats were distributed to all squadron members in June. The 905th's caps are black and the 901st wears royal blue.

First Unit Honored

337th TAS Gets Chennault Trophy

The 337th Tactical Airlift Squadron (TAS) received the General Claire Chennault Award at the annual convention of the 14th Air Force Association held in Duluth, Minn. on July 29. The Westover unit is the first to win this trophy which will be awarded annually by the association to a 14AF(R) flying unit.

The association is comprised of members of the Army Air Corps' 14AF during World War II.

The trophy is given for excellence in mission readiness, unit accomplishments, adherence to prescribed operational procedures and safety practices. Also considered are participation in training assemblies and field training, contribution to energy conservation programs, management improvement and cost reduction. More criteria are results of OJT upgrade training, assigned strength, stability of assignment, special tours, manning versus skill level and other mission accomplishments.

The unit was cited for its activities in the air and on the ground. It flew 3,727 accident-free hours—more flying time than any other Reserve Force C-130B unit.

During NATO's Windy Ridge exercise,

three C-130s left Westover for three different drop zones in Utah's mountains. After eight and one-half hour flights, they arrived within 15 seconds of schedule. Their night drops were accomplished with only flashlights marking their targets.

The 337th was the first Air Force unit to participate and successfully accomplish MAC's "New Look ORI."

Also, the unit members claim a 99 percent UTA participation rate and a 100 percent prior service reenlistment rate.

In accepting the trophy, 337 TAS Commander Louis Paskevich said he was proud to receive the Claire Chennault Award on behalf of the squadron.

"Mission readiness and responsiveness is the cornerstone of the United States Air Force, and both are stressed in the 337th," he explained. "We continually train toward the excellence we'd need in any future conflict.

"We in the 337th recognize we could not have won this award without the help and support of other wing units, aircraft maintenance, the 905th Aerial Port Flight, CBPO, Safety and the wing staff. All contributed to the team effort which was necessary to win this recognition."

Westover Again Takes Clean-Up Contest

Two years ago, Air Force Reserve Headquarters established a Fire Safety-Spring Clean-Up Contest for competition among all its bases. For the second year, Westover again has won.

"All shops, work areas and offices participated in the clean-up from April 16-22," reports assistant fire chief William Hennessy. "Fire inspector Frederick Piechota, Jr., photographed each area before and after the contest's completion. Judges were then able to determine the most improved area. This year, the 439 Corrosion Control Shop, under the direction of Mr. Calvin Dallas, took top honors. It was followed by the Wing Headquarters building. Its clean-up was supervised by Mr. Roy McCord, wing executive officer."

Clean-up procedures include the removal of all nonessential combustible materials from shops and the elimination of unnecessary materials such as papers and boxes from offices. The program not only results in a more beautiful base, but one with significantly less fire hazards.

NATO Exercise . . .

(continued from page 1)

They will work with reservists from the 302 TAW, Rickenbacker AFB, Ohio, and its 911 TAG at Pittsburg IAP; and the 94 TAW at Dobbins AFB, Ga., and its 908 TAG from Maxwell AFB, Ala.

"REFORGER gives us a unique opportunity," says Colonel Sorenson. "We'll be a vital part of a total force exercise, and, as in previous exercises, gain invaluable training. We will also showcase the unique contributions STOL aircraft make in any support airlift operation."

AFSA Plans Super Picnic Bargain

by TSgt. Marshall Hathaway

Chapter 209 of the Air Force Sergeants Association (AFSA) will save the day for nearly 2,000 reservists, civilians and retired personnel with no place to go after duty hours on Aug. 12. That day marks the first day of the annual active duty tour, Spouses' Day and the NCO/Airman Dining Out. The club will close at 5 p.m. for dining out preparations and will remain closed to everyone not attending.

For those seeking relaxation at the end of that first duty day, the AFSA has the answer with an outing at the Stonybrook picnic area beginning at 3 p.m. This should also provide a pleasant conclusion to Spouses' Day.

Tickets, which can be purchased at the picnic, are 99¢, and will include hot dogs, burgers, and more. Canned beer will be sold at 30¢ and soda for 25¢. The ladies auxiliary will be on hand with a bake sale, and a raffle will be held with tickets selling at three for a dollar.

Proceeds from the bake sale and raffle will go to the association's treasury. First prize in the raffle is a basket of cheer, second prize is \$50, and third, \$25. There will also be a door prize.

You'll need to know how to get to the picnic area, because Stonybrook is no longer accessible from the base. Leave through the main (Fairview) gate and take a right at the rotary onto Memorial Drive (Route 33). Proceed to New Ludlow Road and take a right turn to South Street in Granby. Take another right past the Ludlow Golf Course and into the Stonybrook area.

Remember, the club will be closed, and the Sergeants Association hopes that y'all come to the picnic and have a good time with good company.

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Base Commander

Col. J. Frank Moore

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Maj. Rudolph G. DiLuzio

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A1C Deborah Elliot
Amn. Patricia Joyce

Blood Drive Aids Family Member

by MSgt. Larry Lentz

"If I could give an award to each of them—I would. I couldn't believe their tremendous support," says William Wellspeak, father-in-law of TSgt. Alfred Burrier, 905th CAMS aircraft mechanic, of the assistance given his wife by very special friends from Westover.

Mrs. Honora Wellspeak, critically ill with leukemia, was undergoing extensive chemotherapy at the Bay State Medical Center, in Springfield. When her treatments required numerous blood transfusions of rare O-negative blood, the supply couldn't match the ailing woman's dire needs. In desperation, her family requested the help of local police departments and placed an ad in a newspaper to secure the essential liquid. But to no avail.

It was then that Sergeant Burrier turned to the people of Westover. Working with MSgt. George Copeland at the clinic, he contacted fellow Air Reserve technicians and civilian employees.

The response was immediate. Tom Arsenault, Fran Artuc, Marilyn Callahan, Calvin Dallas, Claire Desrochers, Fran Favara, Peter Fontana, Verne Nelson, Joseph Sapanek, Paul Soucy, Richard Tardif and Stanley Vakelakis soon were rolling up their sleeves.

The chemotherapy and transfusions had worked. Mrs. Wellspeak's disease had gone into remission. Tragically, her weakened condition resulted in pneumonia and she died on March 13.

But her memory and the memory of the unheralded contributions and repeated acts of concern by base personnel remain.

"She had hoped to go to Westover and meet and thank each one of those who had donated blood," recalls Mrs. Jane Burrier. "My family and I will never be able to thank you. Nor will we ever forget you. We all have much to be proud of and grateful for such caring people as we have at Westover."

Partial List of Wing Vacancies

Do you qualify for any of these vacancies? Are you interested in cross-training? For more information, visit the Personnel Utilization Section, CBPO, building 1850, Room 21, or call extension 3037. NOTE: Some vacancies will require mandatory attendance at a USAF technical training school unless you have civilian experience.

| AFSC/No. | Auth. Grade | Title |
|------------|-------------|---------------------------------------|
| A114X0 (3) | SSgt./Sgt. | Aircraft Loadmaster |
| 23151 | SSgt. | Graphics Spec. |
| 24170 | TSgt. | Safety Tech. |
| 27450 | SSgt. | Command & Control Spec. |
| 29353 | SSgt. | Radio Operator |
| 30670 | MSgt. | Elec. Comm. & Crypto Equip Sys. Tech. |
| 30652 | SSgt. | Telecomm. Sys. Equip. Maint. Spec. |
| 42353 (2) | SSgt./Sgt. | Acft. Fuel Sys. Mech. |
| 42354 (3) | SSgt./Sgt. | Acft. Pneudraulic Sys. Mech. |
| 42753 (6) | SSgt./Sgt. | Fabrication & Parachute Spec. |
| 47252 (2) | SSgt./Sgt. | Gen. Purp. Vehicle Mech. |
| 55251 | SSgt. | Masonry Spec. |
| 60551 (58) | SSgt./Sgt. | Air Cargo Spec. |
| 70270C | TSgt. | Orderly Room Admin. Tech. |
| 75350 (2) | SSgt. | Small Arms Spec. |
| 90170 (2) | TSgt. | Aeromed. Tech. |

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The 439th Tactical Airlift Wing at Westover AFB is made up of **special people**. Presently, the 439 TAW has many openings for **special people** you may know. Please fill out the coupon on this page for some **special person** who wants a **special job** with the Air Force's No. 1 Wing. Call us or return the coupon to the recruiters at the 439CSG/RS.

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YOUR LOCAL AIR FORCE

SPOUSES' DAY

Sat., Aug. 12

Welcome — 1 p.m.,

base theatre

Aerial demonstrations

Tours of base facilities

Aircraft exhibits

Fire-fighting demonstrations

For more info,
call OI at X2072

Job Control Today Keeps Problems Away

By Amn. Patricia A. Joyce

Stepping into the 901/905 CAMS Job Control Section, you may feel you're in the midst of some complicated plotting of a strategic war game with sounds of requests and orders bombarding your ears from various radios.

This is not the ordinary working office, rather its environment is a close quartered, windowless room set up in an octagonal fashion, lined with luminous crayon charts on plastic overlays. Triangles and various shapes and colors dot the illuminated charts, and add more intrigue to the extraordinary office.

The whole arrangement seems confusing at first glance—but the staff of MSgt. William A. Murdza, senior job controller; TSgt. William R. Currier, SSgt. Gary L. Cridler-Smith and Mr. Joseph Giuca, melt away your initial confusion.

The Job Control Section is one of the many aspects of Maintenance Management under the command of Lt. Col. Delman Wolf, deputy commander of maintenance; Colonel Wolf is assisted by Maj. Stephen W. Rambo and Capt. James A. Pielli, control officers.

The Job Control Section is separated into the categories of specialist dispatch and weapons systems control.

Specialist dispatch sends proper specialists to problem areas based upon mission

priorities thus insuring C-130 and C-123 aircraft meeting their flying schedule.

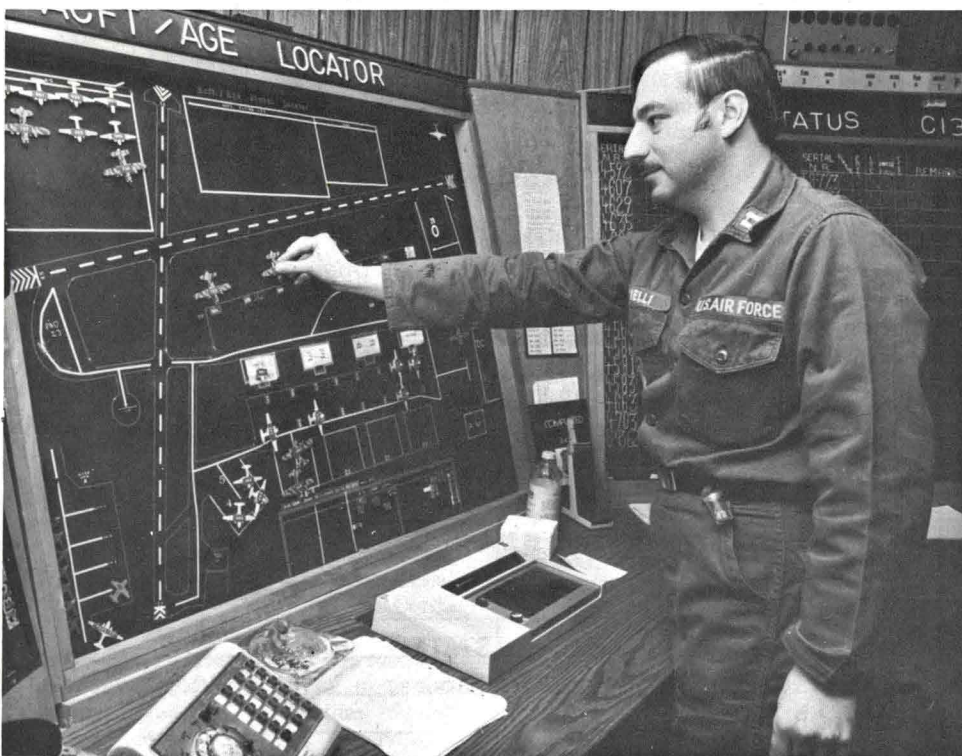
"We dispatch specialists from the following shops: jet engine, reciprocating engine, propeller, fuel cell repair, electric, wheel and tire, hydraulic, environmental, machine welding, sheet metal, survival equipment, corrosion control, and non-destructive inspection," says MSgt. Roland R. Allen, quality control deficiency analyst and former senior job controller.

The weapons system control keeps abreast of aircraft status. It assures that sufficient aircraft are fully mission capable and prepared for immediate activation. When the word is "Go", the aircraft must be available and ready in all maintenance aspect.

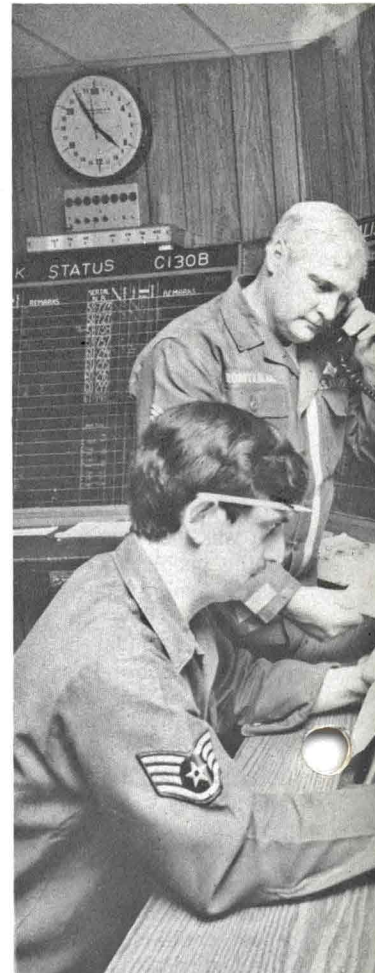
The maze of illuminated charts that overwhelms the visitor at first, actually cites locations and mechanical conditions of all aircraft and aircraft maintenance vehicles on base; indicates currently flying aircraft, schedules of flying aircraft and what specialists have been dispatched to what location for repair work.

Those ominous charted triangles indicate a particular specialist is working on an aircraft. New work cannot be started until the specialist is finished.

There is never a dull moment manning the charts, as changes take place constantly and must be recorded on the charts. For



TRACKING THE AIRCRAFT Capt. James A. Pielli keeps job control informed of maintenance activities by repositioning aircraft models on locator charts.



CRASH CALL CHECK Joseph A. Robitaille, r the morning crash c while SSgt. William F changes in flight hour

instance, each time an aircraft maintenance vehicle, aircraft or piece of aerospace ground equipment is moved, it is positioned on the charts with magnetic stick-on airplanes and vehicles.

Flight schedules are always on hand. They assure immediate maintenance support to all aircraft whether they are on base or on a mission.

"Weather conditions play an important role in our job," says Sergeant Allen. "If adverse weather is predicted, we must be ready before it happens. Should the aircraft become iced up in cold weather, the problem must be corrected. Aircraft must also be moved for ramp plowing during snow conditions," he adds.

Monitoring of aircraft is a group effort. Problems can occur on the flight line, in the various maintenance shops, in the motor pool, almost anywhere on base, and the

439th Maintenance Units Do It Again

The 439th TAW consolidated maintenance squadrons are three for three in Maintenance Standardization and Evaluation Team (MSET) inspections. The 901st and 905th CAM Sqs chalked up their third consecutive "satisfactory" rating when they aced the MSET inspection held July 13-20.

The CAMSs were also rated satisfactory in MSET inspections in June 1977 and May 1975. Satisfactory and unsatisfactory are the only two ratings assigned.

Headed by Maj. David Harper, an 11-man team from 14AF(R), Dobbins AFB, Ga., conducted the inspection. The inspectors review all aspects of the CAMS operations—administration, personnel and equipment, including assigned aircraft, and all other equipment maintained by the units. The inspection team makes sure the units do their job the correct way and achieve the sought-after results.

Commenting on the outcome of the inspection, Major Harper said, "The overall view of maintenance management in the

439th is one of strength. It begins with the chief of maintenance setting an excellent example by his positive forward-looking approach to problems. This is a very strong unit. Leadership follows through each of the staff functions and each production supervisor in the organization.

"The bottom line measurement is based on the answer to the question, Are mission commitments being met? And Westover is doing it. This is a very good quality unit—we won't be back for two years."

Capt. Ronald Frederickson, chief of maintenance (ART) and 901 CAMS commander, on behalf of Lt. Col. Delman Wolf, deputy commander for maintenance, extended his congratulations to all the squadron members who helped achieve the successful inspection. "Without your personal involvement, we couldn't have achieved this rating. I would also like to thank all other wing and base elements who work with us and provide support for our daily tasks. Together, we are all involved in support of this wing's flying mission."



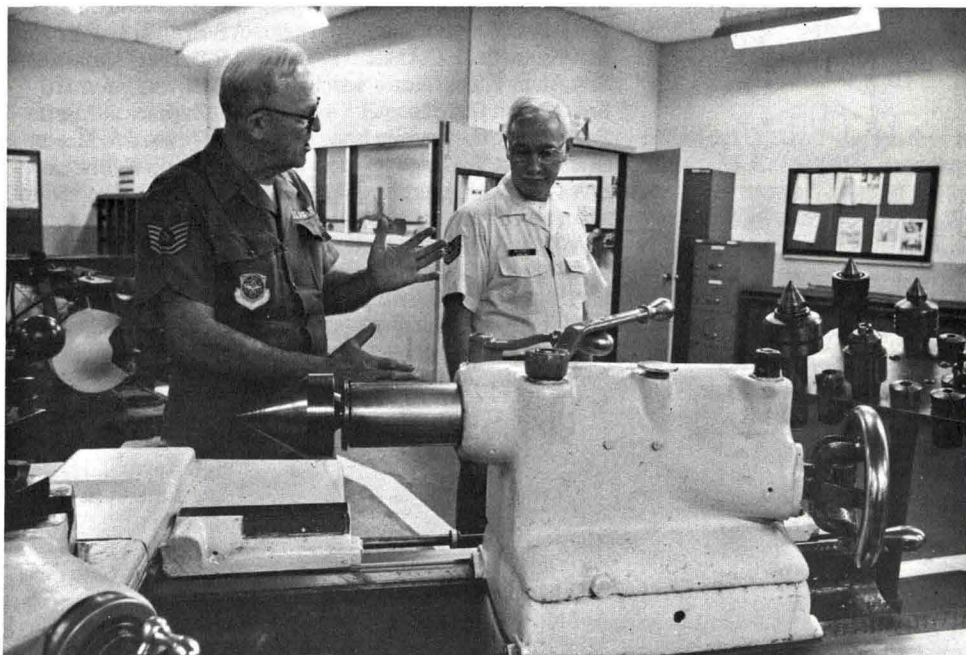
... MSgt. Jo-
ght, responds to
all practice alert,
. Carrier records
status.

job controllers must be informed. Without the reports from the various organizations on malfunctions, our office cannot get the necessary help on the scene," says Sergeant Allen.

Close account must be kept of aircraft flying hours accrued and what type of servicing has been done on the aircraft. All the job controllers assist in keeping these records.

"For this job you can't just jump into tech school and presto, become a job controller. The understanding of radio jargon and knowing which specialist should be to handle a specific problem or 'awk', does not happen overnight. It takes experience and we've got it," says Sergeant Murdza.

Sergeant Cridler-Smith is a prior service radio man, Sergeant Murzda has prior service in the propeller shop and crew



MSET VISIT TSgt. H. J. Couture, left, explains machine shop procedures to MSgt. Junior McDowell, 14AF (R) MSET inspector. In the foreground is the CAM shop's 16-inch duty lathe.

chief experience, Captain Pielli offers prior experience as a job controller in Guam and Thailand, Joseph Giuca has prior service as a flight engineer, and Sergeant Currier formerly was a powered support system (A.G.E.) technician.

"Our job is a come in early and go home late job, but I liked it," says Sergeant Allen, former senior job controller. You need to get a head start on the day, so you can get work done without interfering with

flight schedules," he continues. "Sometimes for hours at a time there is no break and things get especially hectic when emergencies crop up," he adds.

"Maintenance gets the direct benefits of those long hours," according to Capt. Ronald Frederickson (ART), chief of maintenance. "Job Control has the pivotal task of communication and coordinating all maintenance efforts. They are our unit's 'nerve center.'"

Wing Headquarters Starts Poster Contest

Children of 439 TAW Headquarters reservists will be invited to participate in a poster making contest illustrating the theme, "Happiness Is My Parent In the Air Force Reserve." The contest is a follow-on to the base's Spouses' Day.

"We believe that family support of a reservist's career should be continuing involvement," says TSgt. Edward Guenther, contest chairman. "Children, between five and 14, will learn about their parent's role and the wing's mission. Parents are encouraged to explain to their families their contributions to the national defense. They may also assist the child in developing ideas for the poster. The youngsters, however, should not be assisted in the actual construction of the poster."

Prizes will be awarded in four categories: originality, attractiveness, theme and best

art work. All will be judged based on a sliding scale adjusted to the child's age level. Entries will be evaluated by the October UTA and awards made during the November UTA.

"It is important that headquarters personnel inform orderly room personnel about eligible children so that each will receive a personal invitation," Sergeant Guenther remarks. "For more information call me at 557-2894 during the UTAs or encampment."

WAFB OPEN HOUSE
Including USAF
Thunderbirds
Tues., Aug. 22
10 a.m. to 4 p.m.

Happy 10th Birthday Air Force Reserve

(AFRNS), Robins AFB, Ga.—On Aug. 1, the Air Force Reserve Command marked its tenth birthday. Helping celebrate the occasion, were 48,000 trained citizen-airmen in some 1,200 different skills, all dedicated to assuring the command and its people continue to live up to its motto in the decades ahead: **READY NOW!**

The birth of AFRES came during the Pueblo crisis in which Air Force Reserve units across the U.S. were mobilized. Since its inception, AFRES has played a major role in implementing the Department of Defense Total Force Policy, in which the Reserve components became a first-line member of the defense team, trained and equipped with modern weapon systems.



PROMOTED

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1st Lt. Thomas B. Gray
1st Lt. Martin S. Hausen
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MSgt. George R. Bixby, Jr.
MSgt. Leroy Johnson
MSgt. Charles S. Maligno
MSgt. William A. Murdza
TSgt. Barbara A. Bender
TSgt. Emery F. Filarisky
TSgt. Marshall Hathaway
TSgt. Josephine Johnson
TSgt. Dimitos S. Kapros
TSgt. William J. Kollios
TSgt. Terrill R. McIntyre
TSgt. Barbara J. Mosley
SSgt. Richard H. Angell
SSgt. Ronald R. Benoit
SSgt. Daniel R. Courage
SSgt. Elaine J. Crapo
SSgt. Henri M. Drenthe
SSgt. Lovell H. Dunton
SSgt. Birgit M. Engelbrektsson
SSgt. Ronald B. Galvagni
SSgt. Faith E. Longfield
SSgt. David J. Lutha
SSgt. Thomas A. MacDonald
SSgt. Janet R. Malouin
SSgt. Carol J. Pelletier
SSgt. Joseph R. Sullivan
SSgt. Francis E. Walbridge

SSgt. Louise M. Young
SrA Thomas A. Avezzie, III
SrA Robert L. Bashaw
SrA Bryan J. Capello
SrA Lawrence B. Clark
SrA Kenneth D. Cornell
SrA Alvin T. Correia
SrA Marion G. Gibson
SrA Jeffrey C. Joachim
SrA Robert V. Lang
SrA Roger A. Laverdiere
SrA Steven M. Lucas
SrA John A. Masiak
SrA Robert M. Mercure
SrA Barbara A. Morris
SrA Thomas J. Murphy
SrA Ann T. Myers
SrA Joan C. Skiffington
SrA Brian J. Sullivan
AIC Debra I. Asamoah
AIC Gerald M. Bastarache
AIC Steve A. Boutin
AIC Patricia A. Byrnes
AIC John J. Callahan, Jr.
AIC David M. Clegg
AIC James D. Jerzyk
AIC Mark G. Johnson
AIC Denise M. Nash
AIC Hector J. Suarez

ENLISTED

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SSgt. Jeremiah J. Peters
SSgt. Robert P. Taylor
Sgt. John E. Wehr, Jr.
Sgt. Stanley R. Young
SrA Raymond J. Connolly
SrA Thomas N. Dermody
SrA Thomas K. Seymour
SrA Dale F. Smith
AIC John M. Comerford
AIC Thomas G. Eugair
AB George V. Barrett
AB William J. Bergmann

AB Mark F. Brothers
AB Gregory J. Carroll
AB James B. Copeland
AB Rebecca R. Farmer
AB Brenda L. Forosisky
AB Daryl G. Jamieson
AB Olivia L. Kynard
AB Barbara J. Martin
AB Edward J. Mortensen
AB Philip F. Myska
AB Paul H. Overstreet
AB Donna M. Pefine
AB Timothy J. Peters
AB Robert E. Rys
AB Robin L. Schneider
AB Helena A. Stecewyc
AB Marie R. Vautour

REENLISTED

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MSgt. Raymond C. Hitchcock
TSgt. William R. Brewster
TSgt. Kenneth B. King
TSgt. Eileen E. Morgiewicz
TSgt. James G. Swope
SSgt. Hernandez R. Cartagena
SSgt. Stephen N. Charest
SSgt. Gregory W. Cross
SSgt. Philip L. Laflamm
SSgt. Harold J. Ledbury, III
SSgt. Roy A. McKinney
SSgt. Janis A. Sledge
SSgt. John L. Smith
SSgt. Lawrence E. Wagner
SSgt. Robert H. Wibby
Sgt. Richard H. Blakney
Sgt. Daniel R. Courage
Sgt. Brian J. Kinner
Sgt. John B. Langvin
Sgt. Eugene Sorrentino
SrA Cheryl M. Babbitt
SrA Nancy L. Hawks
SrA Richard J. Rouse
AIC Stephen F. Elliott

DISCHARGED

TSgt. Robert C. Barnikow
SSgt. Roger H. Beaulieu, Jr.
SSgt. Paul H. Chappelle
SSgt. Gary W. Harris
SSgt. Eric L. Johnson
SSgt. Robert Mosely
SSgt. Stanley I. Parkinson
Sgt. Robert A. Swanson
AIC John J. McCoombs

STANDBY RESERVE

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MSgt. Richard H. Dolsay
TSgt. William P. Angello
TSgt. Kenneth W. Clark
TSgt. Joseph F. Gould
TSgt. Joseph R. Paul
SSgt. Rudolph G. Benard
SSgt. Kjell Langaas
Sgt. Larry R. Flynn
Sgt. Robert B. Helie
Sgt. Michael P. Lafever
Sgt. Sylvia L. Tirrell
SrA Larry C. Ball
SrA Roberta A. Flaherty
AIC Douglas A. Gosselin
AIC Alan C. Nemick
AIC Paula E. Scott
Amn. Steven A. Blais
Amn. Richard L. Knight
Amn. Elizabeth A. McGivern
AB Frances M. Doyle

REASSIGNED

CMSgt. Joseph E. Johnson
SSgt. Merrill W. Archambault
SSgt. Birgit P. Scott
Amn. Raymond S. Turner

Westover Looks Back on Berlin Airlift

It was called Operation Vittles or the Berlin Airlift — the largest military airlift in the history of mankind, and when the drama unfolded 30 years ago, Westover played a central part.

On June 22, 1948, Soviet authorities, claiming "technical difficulties," halted all traffic by land and water into and out of the Western-controlled sectors of Berlin. The only remaining access routes from the West were three 20-mile-wide air corridors across the Russian Zone of Germany.

The Americans, British and French were faced with a choice. They could either evacuate their forces and leave West Berlin's 2.5 million people to the Russians, or they could resupply by air. The Allies chose to stay, and the Berlin Airlift, Operation Vittles, began.

Westover joined the airlift operation as the principal stateside staging area; the gathering point for essential supplies, aircraft and personnel prior to the departure to Europe.

Within days, on June 26, 1948, the United States Air Forces in Europe (USAFE), under the command of Lt. Gen. Curtis E. LeMay, began airlifting supplies into blockaded West Berlin. Using C-47 Skytrains, the only transports available in USAFE's inventory that first day, they carried 80 tons of milk, flour and medicine from Wiesbaden AB, near Frankfurt, into West Berlin's Tempelhof Airfield. But it was obvious that more and heavier transports were needed.

Within three weeks, the airlift was operating with C-54s and C-47s carrying the load of the U.S. effort. Royal Air Force

York and Dakota aircraft flew for the British.

During the airlift's lifetime of 15 months, 2,325,000 tons of food and supplies were delivered in more than a quarter of a million flights. At its peak, one aircraft per minute took off or landed at the three West Berlin airports of Tempelhof, Gatow and Tegel.

To underscore Allied determination to resist Soviet pressure, three Strategic Air Command bomb groups were positioned in Europe, placing Soviet targets well within the B-29 range.

Airlift pilots flew under an extremely rigid system of traffic control which required each pilot to fly an exact route at predetermined speed and altitude. If an arriving plane was unable to make a landing in West Berlin on its first attempt, it had to return to its base in West Germany. Adding to the routine dangers facing airlift pilots was Soviet harassment in the form of jamming radio channels, directing searchlights at aircraft taking off at night, the buzzing of cargo planes by Russian fighters and barrage balloons being allowed to drift into the air corridors.

The biggest single day of the airlift was April 16, 1949, known as the "Easter Parade." A combined British and American effort flew 1,398 flights to deliver a record 12,949.9 tons of food and supplies. This was an average rate of almost one flight per minute for the 24-hour period. At times, the landing intervals were so close that three aircraft were in final approach at one time.

On May 12, 1949, the Soviets reopened

land and water routes into West Berlin. However, the airlift continued until Sept. 30, 1949, to build a backlog of supplies. Seventy Americans and British and five Germans lost their lives keeping West Berlin free. Operation Vittles had saved a populace of 2.5 million and convinced the Russians of the Allied determination and capability to resist and keep West Berlin alive.

BRIEFS

"Why am I in the Uniform of my Country?" is the theme of the 1978 Freedom Foundation Valley Forge Patriots Award writing contest open to Reservists, among others. Entries must be submitted prior to Oct. 1, 1978, including full name, grade, service or social security number, branch of service and permanent home address. A letter, (statement, essay or poem), between 100 and 500 words should be addressed to: Freedoms Foundation, Valley Forge, PA 19481.

Westover personnel extend sympathy to the family of **Gerard R. Labonte**, Base Supply employee who recently passed away. He had worked at Westover since 1966. We were also saddened to hear of the death of **MSgt. Gale Jones**, 118 CAMS, Tennessee Air National Guard, who participated with our people in the recent **Bold Eagle '77** exercise.

All Shook Up

Four Foreign Object Damage (FOD) "shakers" have been installed at Westover's runway entrances.

FOD, caused by objects on the runway sucked into an aircraft's engine can be costly to repair and dangerous during flight.

The shakers are metal, pyramid shaped rungs connected at three-inch intervals no more than five and one half inches in height. All vehicles must drive over the shakers before entering the runway area. Thus, foreign objects are dislodged from beneath vehicles and debris fall from the tires before they land on the runway.

Mr. Steve Jacobs, 439th vehicle maintenance superintendent, modified them from another Air Force base for "greater shaking," by bringing the rungs closer together.

Since their installation in June, Mr. Jacobs said, "They've been 110 percent effective. It's been a plus to our safety program." The Field Maintenance Branch constructed the devices.



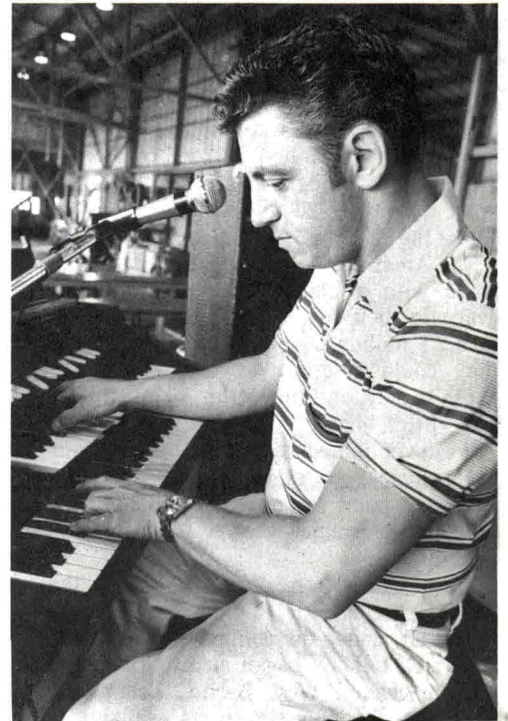
"SHAKING UP" a staff car is SSgt. William G. Chaput, 439CSG/LGT.

400 Feast at Aerial Port Flights' July Fest



Left:
TSgt. Jean Baillargeon prepares hamburg for SMSgt. William Mahoney, both of 905 APFit.

Right:
Sgt. Ronald Couture, 901 APF1t, entertains the partygoers.



Bad weather forced the flight carrying SSgt. Otha Perrin, 332 TAW, to divert to Westover and remain overnight. Lucky for him. He went to the combined 901st and 905th Aerial Port Flights annual July Fest on Saturday, July 15. Lucky for him. He won the raffle's grand prize, a Classical 10-speed bicycle.

The 400 others who attended had to "settle" for an evening of unlimited beer, hot dogs, hamburgers and cold cuts. Music was provided by the Hudson Hornets, a local band, and by Sgt. Ronald Couture, 901 APF, who sang and played the organ.

The evening's activities required the combined teamwork of personnel from both units. Their efforts were coordinated by SMSgt. William Mahoney and SSgt. Everett Scott representing the 905th, and MSgt. James Gillette, MSgt. Joseph LaFrance and SSgt. Eugene Smith of the 901st.

BRIEF

The annual 439th TAW Golf Tournament has been scheduled for Tuesday, Aug. 15 at the Westover Golf Course. Off-duty reservists are eligible to participate. The final sign-up date for the one-day tournament is Saturday, Aug. 12. Forms are available at the Base Operations dispatch desk. The entry fee is \$5. The Callaway Handicap system of scoring will be used. Prizes will be given for gross and net scores.

"TOPS IN BLUE" A CROWD PLEASER

by TSgt. Marshall Hathaway

The Air Force Tops in Blue graced the base theatre on June 24 with a dynamic variety show that culminated in a thundering standing ovation.

The theme was a trip in time back to the '50s via time machine, and the performances were presented mainly in the form of impersonations. If the audience didn't know better, they'd have sworn that stars like Little Richard, Ray Charles, The Coasters, Beatles, Supremes plus many more, were actually appearing in person. Local

talent made its debut when Base Commander Col. J. Frank Moore played straight man for a Columbo routine.

Talent for Tops in Blue is selected from winners of world-wide talent contests throughout the Air Force. The instant stars then serve a six-month tour of TDY to delight global audiences. Westover has been the only Reserve base on their tour. Just recently, the talent competitions were opened to Reservists.

Hats off to Mike McNicholas who arranged for their Westover showcase.

HQ 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MA. 01022

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300



THIRD CLASS-BULK RATE