



# THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

Vol. V, No. 3

March, 1978



## Westover Wrestles Winter With Will and Way

The storm labeled "The Blizzard of 78" dumped one to three feet of snow on various parts of New England. Fred Wozniak, chief of Westover's snow removal operations said, "I'm proud of our men. They again proved their expertise in handling snow removal."

Men and equipment worked around the clock to make the base's runways available for any type of aircraft which might have been used to transport equipment or troops in relief of the worst-hit portions of the area.

The word "outstanding" was used consistently by supervisory personnel to describe the accomplishments of those who worked so hard to keep up with the storm. Airfield Manager Arthur Murphy said that because of their efforts, Westover was able to park their aircraft, and accept arriving and departing planes.

Not only was the entire airfield open, but all the ramps were cleared. In addition to the normal flow of traffic, seven C-130s and their crews from other bases were accommodated the day after the storm, were serviced and stayed overnight after delivering heavy equipment and supplies to stricken areas of Rhode Island.

**SSgt. Marshall Hathaway caught these unusual photos after the big storm.**

**Top:  
A C-130 de-icing crew thru a fence.**

**Bottom:  
The sun setting slowly over Base Supply.**





# Named First Senior Enlisted Advisor

## Wing Commander's Message

By Brig. Gen. Billy M. Knowles

As you can recall, I have often stated that the greatest challenge before us is the achievement of 100 percent manning, 70 percent skilled manning and RETENTION of our most precious assets—PEOPLE. And of course there are numerous efforts in progress towards these goals—and they will continue.

I am particularly proud to announce a new initiative. CMSgt. Jack W. Murdock has been appointed the Senior Enlisted Advisor for the 439th Tactical Airlift Wing.

This appointment is in consonance with and parallels the established positions found in the Air Staff (USAF) and at Major Air Commands. Similar to those positions, Chief Murdock will counsel and advise the 439th TAW commander on all matters which impact upon you as a member of the wing. Areas of concern to him are such matters as unit manning levels, skill manning levels, RETENTION and unit readiness.

Though dealing with subjects of mutual interest, the Senior Enlisted Advisor does not abrogate or dilute the functional efforts of subordinate commanders, the First Sergeants' Council, the Enlisted Advisory Council, the Junior Officers' Council, the wing complaints system or any other constructive activity. Chief Murdock is authorized to communicate directly with all such functions, and they with him.

I am looking forward to the benefit to be derived from this appointment. No better man could have been selected than CMSgt. Jack W. Murdock.

\* \* \* \* \*

Special congratulations to Lt. Col. Franklin Heyner, 731 TAS commander; Lt. Col. Billie Parker, 439 TAW deputy commander; and Lt. Col. Robert Sprenger, 731 TAS flight commander on their selection for permanent promotion to Colonel (effective date is presently unknown), and to SMSgt. Paul Joachim, 439 CSG/DE structural engineer; SMSgt. Joseph Malinguaggio, 439 CSG/DE site development facility engineer; SMSgt. Robert Ross, 901 CAMS aircraft propulsion superintendent; and SMSgt. Anthony S. Simovich, 58 APS transportation superintendent, on adding their seventh stripes.

## Murdock Starts New Job

By MSgt. Larry Lentz

Standing six feet two inches tall and weighing 210, CMSgt. Jack Murdock looks as he did 25 years ago—playing football for the Green Bay Packers and Montreal Alouettes. He also appears to have just stepped out of an Air Force recruiting poster. Erect, well groomed and poised, he wears an immaculate uniform, adorned with numerous ribbons and decorations earned in the Air Force and in the Army's Special Forces.

Now Chief Murdock proudly carries another honor—the 439th's first Senior Enlisted Advisor.

As such, he will serve as the direct liaison between all enlisted persons and General Knowles. "I'll advise him on all matters and policies affecting the morale and retention of the wing's airmen, as well as their working, living and recreation conditions," forecasts Chief Murdock. "I'll represent him at all unit boards, such as the Enlisted Advisory Council, first sergeants meetings and promotion boards, and give him the feedback he wants, on a one-to-one basis, about enlisted persons' problems and concerns."

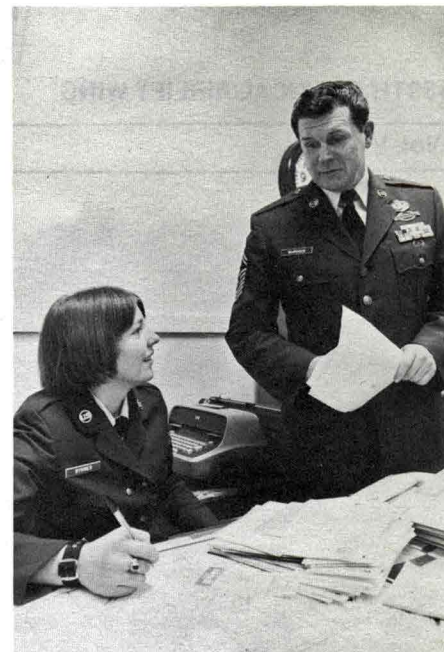
Already, Chief Murdock has begun that process. He visited one 439th unit during the February UTA and met with its commander, first sergeant and some members. "I introduced myself, explaining what I hope to accomplish, and learned about their training and promotion program," says Chief Murdock.

Plans are under way for Chief Murdock's own office. It will allow enlisted persons and their advisor a place for confidential, uninterrupted conversations.

Initially, he'll also be concentrating on two chronic problems.

The first is the lack of compliance with Air Force Regulation 35-10, Dress and Personal Appearance of Air Force Personnel, by a small minority of airmen. "During February's sign-in at one location, I spotted 120 deviations in uniform and grooming standards. I'll meet with the violator and his first sergeant and straighten out the discrepancy."

The other area receiving immediate attention will be retention. "Our efforts should not stress the quantity of airmen in the wing, but rather, the quality. We shouldn't be recruiting to fill a quota, but rather we should be finding ways of keeping and motivating the many talented people we already have."



**THE PAPERWORK BEGINS . . . . CMSgt. Jack Murdock, the wing's first Senior Enlisted Advisor, gets an assist from Amn. Pat Byrnes, 439 CSG administrative specialist.**

The new assignment will draw on Chief Murdock's 18 years in the military. After 12 years with the Green Berets, Chief Murdock joined the Air Force Reserve. He served as the 58 APS's 'first' first sergeant. He is a graduate of both the Army's and Air Force's NCO Academy, and is qualified in seven Air Force Specialty Codes.

If Chief Murdock sounds optimistic, it is due to his faith in himself, General Knowles and the latitude of his new position. He has a Westfield State College degree in psychology and civilian background of accredited guidance counsellor and teacher and at present, football coach at Chicopee (Mass.) High School, all of which he feels will help him immeasurably to get the job done.

"General Knowles has promised me an open door policy and I intend to use it whenever necessary—at all times," states Chief Murdock. "My loyalty, however, lies not only with him, but with each enlisted person. I'm not a 'Yes Man.' If a problem needs the immediate attention of General Knowles, he'll hear about it immediately. And I won't be satisfied until the problem is adequately resolved. That's my promise."



# 337th Helps in SNOWBLOW II

Starting February 6th, Mother Nature zonked the east coast in the form of continuous blizzards with accumulations of up to 30 inches, hurricane force winds and massive snow drifts.

Massachusetts, one of the worst hit states, requested the aid of the federal government. Parts of the commonwealth were later declared a disaster area and Operation Snowblow II, a massive snow removal project, was put into effect.

Ten members of the 337th TAS were among the hundreds of active duty and Air Force Reserve personnel involved.

In two C-130s, they arrived at Ft. Bragg, N.C., on February 9th. They picked up and delivered 14 tons of cargo each to Boston's recently snow-cleared Logan Airport.

"It was like landing in a tunnel," said Capt. David Crowther, one of the pilots. "The snow banks were at least 25 to 30 feet high on each side of the runway."

Others involved in the operation were Maj. Jerry Bryant, Capt. Allen Heinrich and Sandy Whittier, MSgts. Fred Allard and Ralph Branyen, TSgts. Joe Gaudet and Tom Dzwonkus, SSgt. Everett Scott and Sgt. Tony Rebello.

"This project was nothing out of the ordinary for us," said Sergeant Allard, chief flight engineer. "We have the best aircraft for transporting cargo and we use it."

## AFRES Receives Award

The Air Force Chief of Staff, Gen. David C. Jones, has announced the selection of the Air Force Reserve as the recipient of the Major General Benjamin D. Foulois Memorial Award for 1977. AFRES was judged to have had the most effective aircraft accident prevention program of all major commands. The award was a "first" for the Air Force Reserve.

### Spring Clean-Up Week

The week of April 16 to 22, 1978 is designated as Spring Clean-Up Week. It's never too early to eliminate those potential fire hazards in a good clean-up program.

### Air Force Assistance Fund

#### AIR FORCE VILLAGE

- Housing for widows of Air Force officers
- Complete care - nursing home, near military bases



**REVERED PRESENTATION . . . .** CMSgt. Mariano Del Monte, 905 CAMS aerospace systems superintendent, right, receives a Paul Revere bowl from his unit and Lt. Col. Delman Wolf and CMSgt. Alcide Patenaude. The Enfield, Conn. resident retired in January after serving 38 years in the Air Force, including 20 years in the Air Force Reserve and with the 905th.

## Reservist's Training Prevents Crisis

A tractor-trailer, parked on a concrete pad at the Schuster Express Company in Chicopee, was leaking hydrochloric acid. Plastic bags containing the acid had ruptured within their steel drum containers. The corrosive liquid ate through the drums' steel walls then through the floor of the trailer and onto the concrete below. The caustic chemical began eating away at the pad.

It was Friday night and with the weekend at hand, the problem took on greater proportions. To make matters worse, no one present knew how to handle the situation.

But a supervisor remembered that one of the company's employees, Eugene Smith, had recently completed a nine-day Air Force Dangerous Cargo School at Sheppard AFB, Tex. (Smith is a staff sergeant with Westover's 901 APF.) He was summoned to cope with the emergency and soon had the situation under control by applying the knowledge he gained from his specialized reserve training.

It was later determined Sergeant Smith was the only one in his civilian company who knew how to handle the crisis, and was solely responsible for resolving the precarious episode.

## DOD Budget Announced

(AFNS) The Department of Defense proposed budget of \$126 billion for fiscal year 1979 provides for 390 new Air Force aircraft. The Air Force portion of the budget is \$35.6 billion.

Under "appropriations to be requested at a later date," the budget estimates a civilian and military pay raise of about 6 percent for Oct. 1, 1978.

According to Defense officials, the FY 1979 budget places priority and emphasis on Army and Air Force weapon systems, munitions and support elements most closely identified with NATO combat capability and commitments.

The budget calls for the Air Force to bring its 26 tactical fighter wings in the active force up to full strength. By October 1979, officials said one F-105, seven F-4 and three A-7 squadrons will be replaced by eight F-15 and six A-10 squadrons.

In terms of actual aircraft, the budget calls for buying 162 A-10s, 145 F-16s, 78 F-15s, three E-3A airborne warning and control system aircraft and two DC-10 air tanker cargo aircraft.

The FY 1979 budget also includes funds for modifications to the B-52 and EF-111, as well as the Civil Reserve Air Fleet (civilian airliners committed to deliver wartime cargo.)





**COMMENDATION CALL . . . . .** SMSgt. Edward N. Birkel, medical administrative specialist, receives an Air Force Commendation Medal from Col. Alan Fleckner, 439 Tactical Hospital commander at their Commander's Call on Feb. 11. Sergeant Birkel was recognized for his problem solving capabilities in hospital administration between 1974 and 1977.

## First Sergeants Begin USAF Course

Rank has its privileges. It also has its obligations. A new Air Force Reserve directive presents a new responsibility for the 439 TAW's ten first sergeants. They, along with all other Reserve Force first sergeants, will complete a formal program of study at the USAF First Sergeants Academy, at Keesler AFB, Miss.

Within the next four years, they may take the courses during a month long tour or in two two-week phases in lieu of their annual tours.

MSgt. James Dixon, 731 TAS first sergeant, was the "first" first sergeant to graduate. SMSgt. Howard Leonard, 58 APS first sergeant, completed the program in January, while SMSgt. Henry Scott, 439 CSG first sergeant, was busy cramming during February.

"The courses were divided into three phases," reports Sergeant Leonard. "The first, human relations, was very informative. I'll apply what I learned in both my military and civilian lives. The next phase was unit administration and discussed how first sergeants could better fulfill their assignments and assist unit commanders. Lastly, was the total force concept phase. We studied the selection, motivation and cultivation of our colleagues to the Air Force's high standards.

"With only two guardsmen and two reservists in our class of 20, most of the pro-

gram was geared to active duty situations. Still, it was extremely worthwhile," Sergeant Leonard continued. "I learned a lot, met many top flight individuals and was exposed to the regular side of the house."

Eventually, CMSgt. Richard Dupre, 901 CEF; MSgt. Marthur Bumgardner, 439 TAW; MSgt. Richard Dolsay, 59 APS; MSgt. Edward Kruzlic, 905 CEF; MSgt. Peter McCavick, 337 TAS; MSgt. Salvatore Palumbo, 901 CAMS; and MSgt. James Rothwell, 905 CAMS will also become members of the academy's alumni.

\* \* \* \* \*

Sgt. Timothy K. Patten received special recognition while attending the Air Force Communications Service NCO Leadership School at Keesler AFB, Miss., by being awarded the Honor Graduate Award for Class 77-9. He is presently assigned to Westover's 1917 Communications Squadron.

\* \* \* \* \*

Nonmoving motor vehicle traffic violators at Westover will be \$10 poorer if they are guilty of unauthorized or improper parking, operating contrary to posted signs or to an officer's signals, and blocking a roadway or loading zone. Those parking at a fire hydrant will pay \$15 to the U.S. Magistrate.



### PROMOTIONS

Maj. Louis A. Dupras  
Maj. Robert K. Steindl  
SMSgt. Robert W. Ross  
SMSgt. Anthony S. Simovitch  
MSgt. Robert L. Blouin  
MSgt. Vincent H. Cumoletti  
MSgt. James T. Gillett  
MSgt. Richard D. Sheets  
TSgt. Paul E. Deshaies  
SSgt. Eugene C. Smith  
SrA William R. Bannan, Jr.  
SrA Nancy J. Donovan  
SrA Mary P. Ferriter  
SrA Daniel G. Hogan  
SrA Eric D. Scoville  
SrA Chester R. Shattuck  
SrA Joseph E. Tougas

A1C Alan J. Davis  
A1C Charlene L. Noel  
A1C Robert A. Norman, Jr.  
A1C Timothy O'Neil  
A1C John C. Rescott  
Amn. Deborah A. Elliot

### REENLISTED

MSgt. John Diana, Jr.  
MSgt. Arthur Laporte  
TSgt. Basil S. Bocynek  
TSgt. Richard E. Gingras  
TSgt. Leigh J. Keohan  
TSgt. Eugene F. Landry  
TSgt. James F. Lynch  
TSgt. Thomas F. McCoy  
TSgt. Robert L. Pratt  
TSgt. Allen M. Sanders  
SSgt. Robert A. Bosak  
SSgt. Joseph D. Butler  
SSgt. Joanna I. Davidson  
SSgt. Joseph J. Divittorio  
SSgt. David H. Gundersen  
SSgt. John L. Hoagland  
SSgt. Norman E. Joubert  
SSgt. Richard S. Kurek  
SSgt. Edward T. Moynihan  
Sgt. Andre J. Morin  
SrA Peter A. Carminati  
SrA Joan A. Morningstar

SrA Denise L. Quinn  
A1C Lynne M. Desmarais

### ENLISTED

SSgt. Kenneth A. Hackett  
SSgt. Neil A. Hawley  
SSgt. William D. Martin  
SSgt. Francis Joseph Moran, Jr.  
SSgt. Edward Eldridge Peeples, Jr.  
Sgt. Carlos M. Alicea  
Sgt. Bruce A. Overholt  
SrA Gloria A. April  
SrA Alan F. McEachern  
Amn. Alonzo C. Moreland, III  
AB Barry M. Bishop  
AB Cheryl C. Clapprood  
AB Frances M. Doyle  
AB Thomas J. Moore  
AB Scot P. Padgett  
AB Annie M. Rice  
AB Annie Rosa  
AB Kenneth M. Scott  
AB Carol A. Skudzienski

### REASSIGNED

1st Lt. James T. Ritzel  
MSgt. Edmund L. Lydon  
TSgt. David W. Garnett  
A1C John Mitaras

### RETIRED

MSgt. Conrad F. Marchand  
TSgt. Rufus J. Laury

### DISCHARGED

Sgt. Robert J. Gagnon  
Sgt. Robert A. Lyons, Jr.  
Sgt. Frederick W. Morningstar  
Sgt. Robert J. Stack  
Amn. Hyson R. Bowman

### TO STANDBY RESERVE

Lt. Col. Frederick V. Fowler, Jr.  
Lt. Col. Robert J. Fraser  
Lt. Col. Richard N. McElroy  
Maj. Philip W. Crutchfield  
Capt. Linda D. Voss  
MSgt. John N. Frasco  
TSgt. Frederick J. Hall  
SSgt. James A. Bonafini, Sr.  
SSgt. James T. Sleeth  
SSgt. James B. Stockwell  
Sgt. Mark J. Sheldon  
A1C Paul F. Burns  
A1C Gayle A. Gordon  
A1C David E. Schofield  
Amn. Randolph M. Boudreau  
Amn. Francis E. Pettijohn  
Amn. Teresa N. Rice



# Control Tower Modernization Program Completed

Westover's Air Traffic Control Tower might look the same from ground level, but not from inside and not to air crews. A new control console, an AN/GSA-135, replaces a 14-year old AN/FRC-19B.

The installation completes the current phase of modernization of other base communication and navigation equipment.

Everyone, save the new visitor to Westover, notices the absence of the familiar FPN revolving radar on "Radar Hill."

A second Instrument Landing System (ILS) has been operating since last May. This equipment eliminates the Ground Control Approach (GCA), FPN-47 Airport Surveillance Radar (ASR) and the FPN-16 Precision Approach Radar (PAR). The removal of the three, in operation since the 1960s, also abolishes 23 military and civilian positions.

The GSA-135 is fully transistorized (solid state) equipment, while the FRC-19B used vacuum tubes. The solid state equipment eliminates the crosstalk/feedover and interference in the radio circuits that were prevalent with the FRC-19B. The GSA-135 also has a government owned telephone switching system, AN/GTC-28; the FRC-19B used a leased commercial system. With the GTC-28, the GSA-135 is more efficient, will require less maintenance, and is the newest state of the art equipment.

The ILS is composed of six sets of equipment. Located at the end of Runway 23 are



**LAST DETAIL . . . . . MSgt. Michael Whalen and A1C Jeffrey Hampson are the last 1917 CS crew to operate the Ground Control Approach equipment before its removal.**

an AN/MRN-7 and an AN/GRN-25A. At the end of Runway 05 is another AN/MRN-7 plus an AN/GRN-20B. An AN/MRN-8 is located on the side of Runways 23 and 05, and is used with the AN/MRN-7 at the opposite end of the runway in use.

The AN/MRN-7 Localizer provides landing aircraft with lateral guidance in respect to the runway centerline. The AN/MRN-8 Glideslope provides landing aircraft with vertical guidance in respect to approach glide angle.

The AN/GRN-25A Marker Beacon provides landing aircraft with distance information in respect to runway threshold. It is used only for Runway 23.

The AN/GRN-20B TACAN provides aircraft with azimuth and distance information. It is used in lieu of Middle Marker for Runway 05 ILS and may also be used by en-route aircraft and for other published approach procedures at Westover.

With all this information, provided automatically, the pilot of an approaching aircraft can land his aircraft safely in most instrument flight rule weather conditions.

The new equipment also allows for the closure of two base facilities, the Ground Control Approach and the airport surveillance radar buildings.

The console changeover was completed

by members of Westover's 1917 Communications Squadron (CS), 439 CSG, personnel from the 485 Communications Installations Group based at Griffiss AFB, N.Y., and the 3rd Combat Communications Group, based at Tinker AFB, Okla.

During the transition, Westover remained fully operational as the communications personnel used a mobile tower, an AN/TSW-7, a transportable control tower for terminal air traffic control facilities. The tower has communications capabilities of four VHF and five UHF channels. It also has wind measuring sets and other accessories normal to control tower operations.

"While operating out of the mobile tower, the air traffic controllers had some interesting challenges," states SSgt. Daniel E. Samis, 1917 CS spokesman. "Eighteen F-100s from Westfield's 104 Tactical Fighter Group were temporarily stationed at Westover during this period. Besides the increased volume of traffic, added high and low speed mix of the jets and the 439th's C-123s and C-130s, the controllers also had to cope with reduced visibility and a lack of experience in the new facility.

"Even with all these factors, there were no significant interruptions to the flying schedules of either the 439th or 104th," Sergeant Samis reports.



**BIG BROTHER . . . . . Westover's control tower stands silent during its mobilization while a portable tower, an AN/TSW-7, takes over the chores.**



# Come Fly With U.S.

By Amn. Patricia Joyce

Your expectations of a military hop may range from pretty stewardesses and piped in music to shivering amidst huge bundles of military cargo and engine noise tingling your spine. After all, this is a "cargo" plane.

My experience with a military hop was neither harrowing nor elegant. The trip fell somewhere in between.

I departed Norton AFB, Calif., whose passenger terminal is more sophisticated than many Military Airlift Command terminals. I was also fortunate enough to fly on one of the larger Air Force planes, the C-141.

The terminal passenger waiting area was bright and cheerful, equipped with a color television set, comfortable chairs and a pleasant staff. A far cry from my original visions of waiting in the confines of a cold, dark hangar.

The operation was run in much the same manner as a commercial airline, including standard luggage scales and numbered boarding passes.

There were twenty military passengers on board. A member of each military branch was present.

The stewards were loading chiefs donned in customary Air Force green flight suits and they handled the operation with the usual Air Force professionalism.

Sorry folks, the only available music was an occasional rattle caused by minor wind turbulence.

Coffee and a box lunch were served at the "exorbitant" price of \$1.05. Even United Airlines can't beat that. Also provided for passengers' comfort were USAF blankets.

Unfortunately, our seats were not equipped with reclining backs. They were instead made of a webbed backing which was not uncomfortable. That's OK, life is full of little disappointments.

The flight left on schedule and was smooth from takeoff to landing at our destination, McGuire AFB, N.J.

Passengers must be in uniform, preferably Class A blues, have a DD Form 1853, Travel Eligibility Form, signed by their commander and also a military identification card, according to SrA Susan Paul, a Westover air operations management specialist. Also, eligible reservists should be in the base operations terminal two hours prior to departure, said Airman Paul.

Frequent trips from Westover are made to Patrick AFB, Cocoa Beach, Fla.; MacDill AFB, Tampa, Fla.; and Dobbins AFB, Ga. These trips usually depart on Friday evening or Saturday morning and return on Sunday evening.

Schedules for space available flights are



**HERCULES DWARFED . . . . .** One of the 731TAS C-123s, parked outside the "D.C." hangar, carries the last vestige of its snow blanket.

released one week prior to departure, usually from Friday to Friday, added Airman Paul.

Additional opportunities for military hops are now available aboard the C-5A Galaxy, since the Air Force has lifted passenger restrictions on these cargo planes.

Further information pertaining to military hops can be obtained from Westover Base Operations, extension 2917.

My commercial flight to California cost me \$220, ten times more than my bus ride from McGuire back to Boston.

The real payoff though, was the friendly, informal cohesion the military passengers displayed towards one another. As for the mythical interservice rivalries and animosities—they were nonexistent.

When the opportunity presents itself again, I'll fly USA rather than TWA any old day.

## BRIEFS

**SMSgt. John Bostic, Jr.**, base administration NCOIC and Central Base Administration chief, will be leaving after nearly nine years at Westover. He will fill the civil service job of Administrative Services Chief at Detroit's Army Corps of Engineers. Sergeant Bostic will also be the training NCO at nearby Selfridge Air National Guard Base.

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**Mr. Joseph Oliver** (USAF Retired), Westover Base Operations, left in February for a new position as chief dispatcher at Little Rock AFB, Ark. He had been at Westover for seven years, both as a civilian dispatcher and as air traffic control superintendent with the 1917CS control tower.

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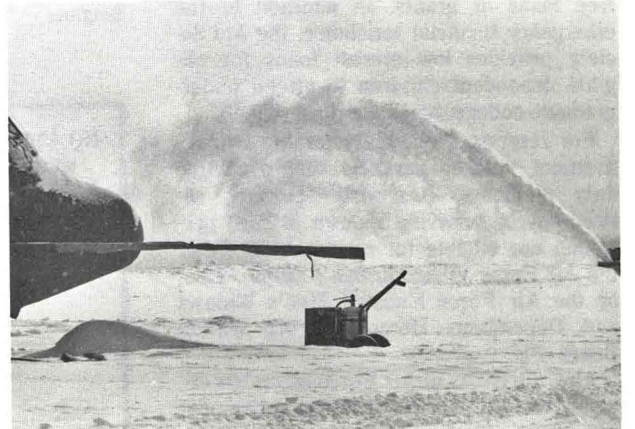
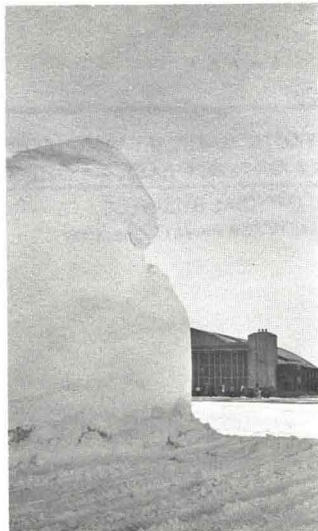
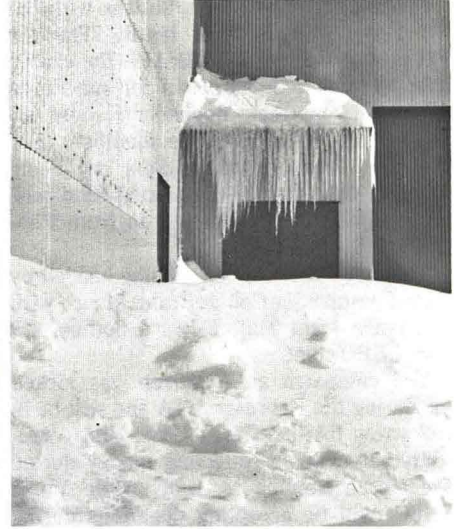
### Base Information Officer

Miss Betty O'Connell

Amn. Deborah Elliot  
Amn. Patricia Joyce



# There's No Business Like Snow Business



(Photos by SSgt. Marshall Hathaway and Thomas Hill)



## Base AFAF Drive Begins

Charity begins at home. So it is with the Air Force and its huge family. The Air Force Assistance Fund (AFAF), the charitable and relief organization for Air Force personnel and their dependents, now extends to guard and reserve members. For the first time, citizen soldiers are being asked to take part in the annual fund raising campaign scheduled to run from February 22 to March 31.

The drive at Westover is being headed by Base Commander Col. J. Frank Moore with assistance from Maj. Edward Seilius, 439 CSG CBPO chief.

The campaign at Westover was kicked off during the February UTA and will be in full swing for the March UTA. Unit representatives will be collecting money during the March training assembly while Major Seilius will be accepting donations during the month. As with other charities, donations made to the AFAF are tax deductible.

The major feels the uniqueness of the AFAF makes it an especially worthwhile cause for reservists.

"This is an Air Force program for Air Force people," he said. "There are no outside funds—only money from this drive. It's Air Force people taking care of their own in need."

The AFAF covers three separate organizations, the Air Force Aid Society, the Air Force Village and the Air Force Enlisted Men's Widows and Dependents Home.

The Air Force Aid Society (AFAS) provides emergency financial assistance to active and retired Air Force people and their dependents as well as educational loans. Limited assistance is available to members of the Air National Guard and Air Force Reserve. Assistance is based on individual situations and given in the form of interest-free loans or grants. In addition to the emergency financial assistance, the Aid Society provides low-interest loans for eligible dependent children to attend undergraduate colleges and vocational schools.

For reservists, eligibility for the two retirement villages parallels that of active duty members. Reservists receiving retired pay or surviving spouses of such personnel are eligible for residency in either the Air Force Village in San Antonio, Tex., or the Air Force Enlisted Men's Widows and Dependents Home in Fort Walton Beach, Fla.

Also, survivors of Air Force reservists eligible for, but not yet drawing retirement pay are eligible for occupancy. The age criteria is 62 for Air Force Village and 55 for the Air Force enlisted men, widows and dependents operation.

## Westover Units Cover The Globe

Westover's reservists will perform their Fiscal Year (FY) 1978 annual tours in geographical locations extending from Florida to Texas in the United States, and in Germany and the Canal Zone overseas. HQ AFRES has approved the following schedule for units of the 439 TAW:

Unit	Dates	Destination
59 APS	June 10-24 (12)	Rhein Main, Germany
59 APS	July 8-22 (Bal.)	Dover AFB, Del.
74AES	July 23-Aug 5	Westover AFB
439CSG	Aug 13-27	Westover AFB
439 Tac. Hosp.	Aug 13-27	Pease AFB, N.H.
HQ 439 TAW	Aug 13-27	Westover AFB
901CF	Feb 27-12 March	Albrook AFS, C.Z.
905CF	April 2-16	Robins AFB, Ga.
901CEF	July 16-30 & July 30-Aug 13	K. I. Sawyer AFB, Mich.
905CEF	April 8-22	Carswell AFB, Tex.
901MOBSF	Aug 13-27	Westover AFB
905MOBSF	Aug 13-27	Westover AFB
901WSSF		McGuire AFB, N.J.
905WSSF	Aug. 13-27	McGuire AFB, N.J.

The 337TAS, 905APF and 905CAMS will be on incremental annual tours, supporting SOUTHCOM during July to Sept. The 731TAS, 901APF and 901CAMS will perform in incremental periods to provide necessary mission support.

The 58APS completed its FY 78 annual tour and will not be scheduled for another until after Oct. 1.

The 2ALC will perform its first week split between Tinker AFB, Okla. and Westover, Sept. 10 to 16; the second week, at home station, Sept. 17-24.

The 914TAG will be at home June 11 to 25, with the exception of 100 airmen who will perform their tour at Westover.

## SPORTS BRIEFS

The seven team Westover AFB Volleyball League got under way February 9. The season is set to run through April 27, when a championship game has been scheduled. The 439 CSG, AFEES, 439 TAW, 731 TAS, Navy/Marines, WAFB dependents and the Fire Department have teams in the league.

\* \* \* \* \*

The Westover base basketball team finished its 1977-78 season in early February with an 8-3 record against teams in the Chicopee Industrial League, including wins against Holyoke Community College and Springfield Technical Community College. Members of the base team were: Jerry Andrews, Paul Collins, Richard Eaton, Don Ford, Greg Johnson, Ken Lockney, Bob Martens, Ron Michon, Tim Nelson, John Phillips, Mitchell Staszko and Julian Tyne.

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

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THIRD CLASS-BULK RATE