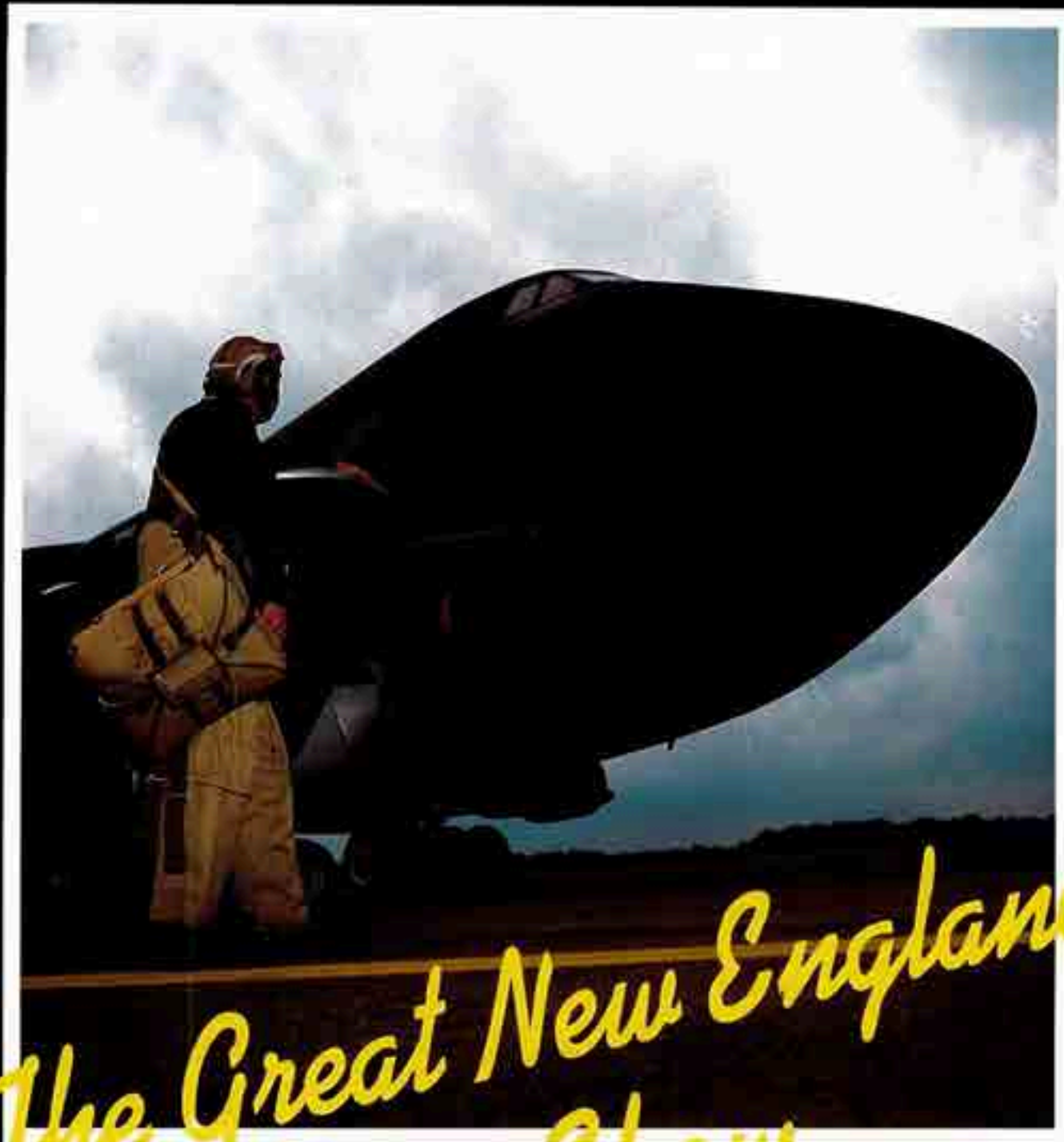


July 24,25,26

1992



The Great New England Air Show

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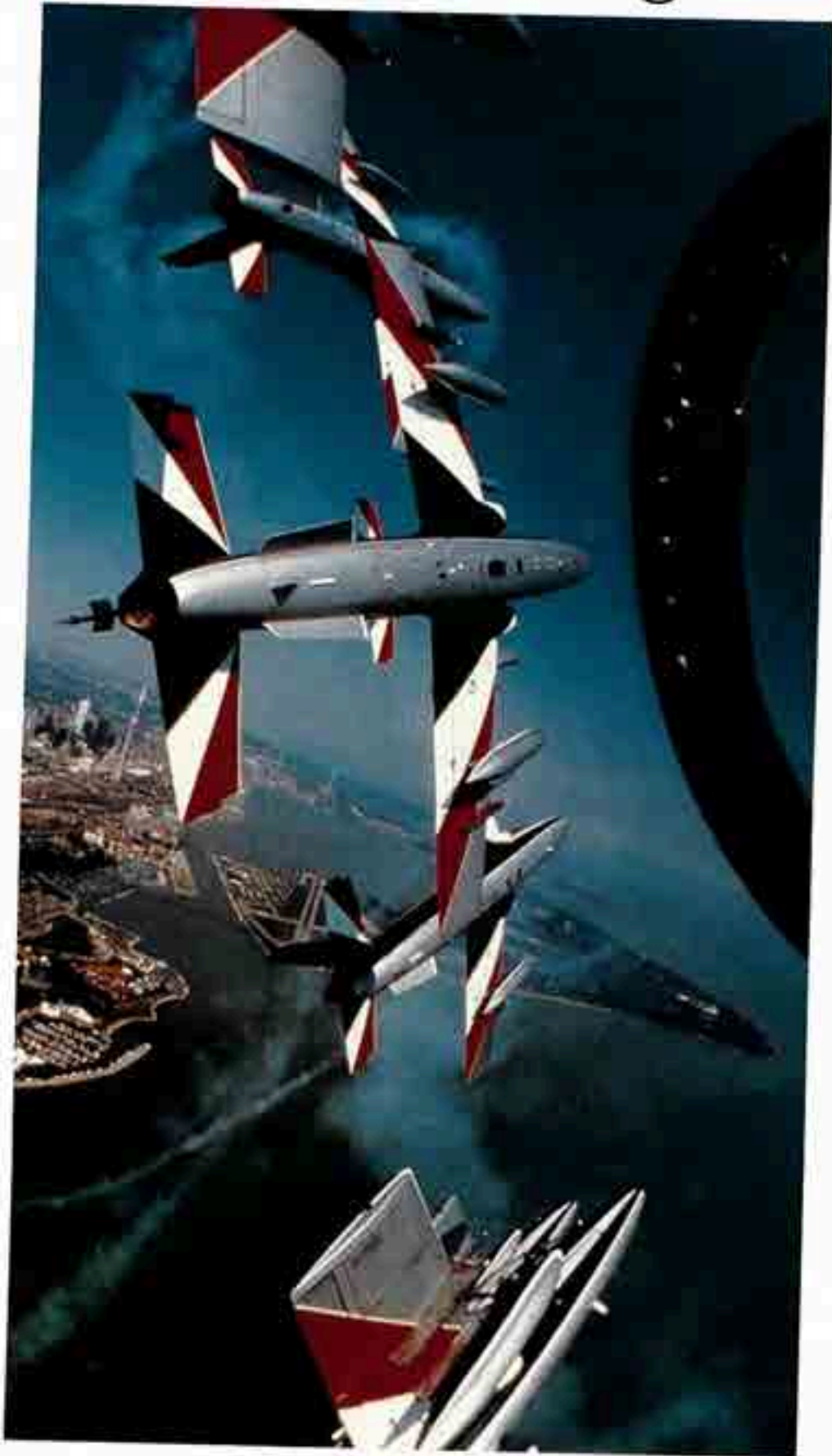


Baystate Medical Center

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Springfield, Massachusetts

Welcome to
The Great New England Air Show



*“Where
yesterday
meets
today and
tomorrow”*



“We Salute You, Westover...”

- *For your long history of service to Western Massachusetts and the United States.*
- *For the critically important role you played in Operations Desert Shield and Desert Storm.*
- *For this year's Great New England Air Show.*

*When you come right down to it, we're both in the protection business.
You provide military protection. We provide financial protection.
And we're both long-time Western Massachusetts residents.
You've been here since 1940. We've been here since 1851.*

We're proud to be your neighbor.

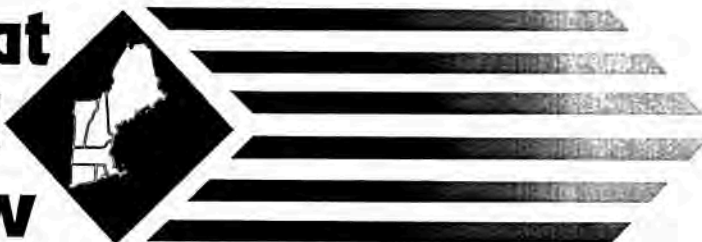


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**The Great
New England
Airshow**





I would like to take this opportunity to welcome each and every one of you to Westover Air Force Base, home of the Great New England Air Show.

As current caretakers of this historic base, we are proud of our operations at Westover and our service to this nation.

Through the Great New England Air Show, we can share with you, the taxpayers, the marvels that American aeronautical technology have contributed to the defense of this great nation.

We at Westover take great pride in the heritage of this base and the tremendous support of our friends and neighbors from all over New England. The proud members of the 439th Airlift Wing are proud to have you as guests. Our desire is to make the 1992 edition of the Great New England Air Show a most memorable event for you and your families.

COL. JAMES P. CZEKANSKI
Commander, 439th Airlift Wing

Welcome to the Great New England Airshow!

It is our pleasure to have you as a guest at Westover Air Force Base. We are very proud of our base and we hope you will find our 1992 airshow a top-flight undertaking.

We have tried very hard to provide you with the very best airshow in the United States and we hope you and your family enjoy your stay here.

On behalf of all reserve members and civilian employees of Westover, I'd like to extend to you a sincere desire that your visit here with us this week be enjoyable and informative. I also hope that you leave sharing the pride generated by our citizens over Westover's 52-year history.

COL. THOMAS G. HARGIS
Base Commander



To a special person who made a difference

The Westover Air Force Base Galaxy Community Council would like to pay a special tribute to a special man—Brig. Gen. Frederick D. "Mike" Walker, former commander of the 439th Airlift Wing.

Since his arrival at Westover in May of 1986, General Walker has had a profound effect on the base and the community. With fore-sight few could match, General Walker orchestrated the conversion of Westover from 16 C-130 aircraft to the giant C-5A Galaxies. During this conversion, all of the unit's pilots, flight engineers and loadmasters as well as maintenance personnel, were retrained to work with the C-5s.

During the base's 50th anniversary year in 1990 General Walker oversaw the most successful air show ever put together on the base. More than 750,000 spectators crowded Westover during the three-day extravaganza.

Not long after the show came to a close, General Walker was once again called upon for leadership. Saddam Hussein had invaded his tiny neighbor to the south—Kuwait—and soon 439th aircrews were carrying much needed supplies and troops to the Persian Gulf.



The general earned a national reputation for his management of Westover during the war when more than 3,600 aircraft, 60,000 tons of cargo and 33,000 troops used Westover as a jumping off point to the Mideast.

When the war was over, General Walker made his now famous pledge, "no one will return through Westover from the sand without a hero's welcome."

He kept that pledge, as anyone knowing him knew he would and from March to June, 1991, more than 33,000 troops were welcomed with cheers and hugs from thousands of area residents who turned the base hangar into the world's longest on-going welcome home party.

As General and Mrs. Walker prepare to head into 'retirement' the Westover Galaxy Community Council wishes them Godspeed.

General "Mike" Walker will always be a special person, one who "made a difference", in the minds and hearts of his many friends throughout New England. ☉





SCHEDULE

GATES OPEN AT 9:00 A.M.

FLYING EVENTS

Begin at 10:00 a.m. and continue throughout the day

“Golden Knights” US Army Parachute Team opens show

Aerial Demonstrations by the following:

Frecce Tricolori (Italian Jet Demonstration Team)

Six of Diamonds and Warbirds

U2 Superwing

F-16 Fighting Falcon (Tactical Demonstration Team)

B-1B Lancer

AV-8 Harrier

Massachusetts ANG Rapelling Team

AH-64 Apache Helicopter

AH-1S Cobra Helicopter

B-52 Stratofortress

C-141 Starlifter

C-5A Galaxy

C-130 (Container Delivery and Personnel Airdrops)

Model Airplanes

OV-10 Bronco

F-15E Strike Eagle

OF EVENTS

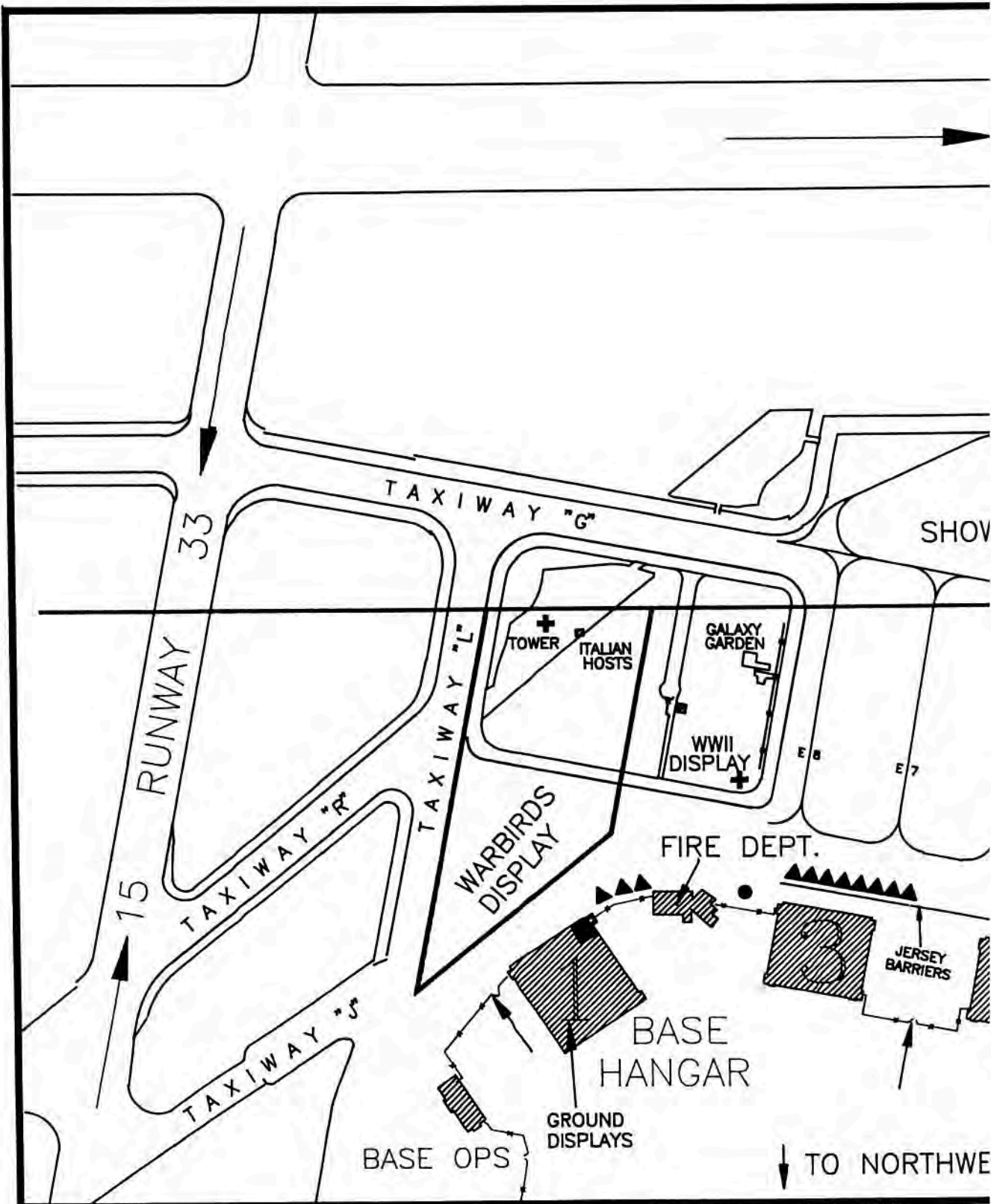
STATIC DISPLAYS

of the following military aircraft:

F-117A Stealth Fighter	AV-8 Harrier
U-2 Superwing	B-1B Lancer
C-21 Learjet	C-5A Galaxy
F-14 Tomcat	C-141B Starlifter
A-6E Intruder	F-4 Phantom (German Air Force)
E-2C Hawkeye	RF-4 Phantom (Alabama ANG)
F-16 Fighting Falcon (VT ANG)	F-5 Tiger II
F-111 Ardvark	HH-65A Dolphin
KC-135 Stratotanker	T-34 Turbo Mentor
B-52 Stratofortress	T-37 Tweety Bird
C-12F Super Kingair	T-38 Talon
C-130 Hercules	OV-10 Bronco
(Royal Australian Air Force)	A-10 Thunderbolt II
P-3 Orion	(Massachusetts ANG)
AC-130 Spectre Gunship	T-45 Goshawk
F-15E Strike Eagle	UH-1H Iriquois
F-15 Eagle (Massachusetts ANG)	OH-6 Cayuse
F-18 Hornet	AH-1S Cobra
KC-10A Extender	SR-71 Blackbird
OV-1 Mohawk	OV-22 Osprey
AH-64 Apache (North Carolina ANG)	CT-114 Tudor
CH-53 Super Stallion	CT-33 T-Bird
MH-53 Sea Dragon	CP-140 Aurora
SH-60F Ocean Hawk	H-3 Sea King
HH-60J Jay Hawk	A-4 Skyhawk

GROUND EXHIBITIONS

Warbirds Vintage Aircraft	C-47	Gee-Bee
B-24	T-28	Saeta Jet
B-17	MIG-21	C-45
B-25	L-17	T-34
PBY	L-19	FW-P149
P-47	BT-13	Japanese "Kate" Torpedo Plane
P-51	PT-23	WWI and WWII Displays
P-40	L-3	Hangar 1 Tech Exhibits
F-4U	YAK-11	Hangar 9 Chief's Council
A-26	AT-6	Entertainment Center
TBM	Stearman PT-17	



FIRST AID



TOILETS



DRINKING WATER

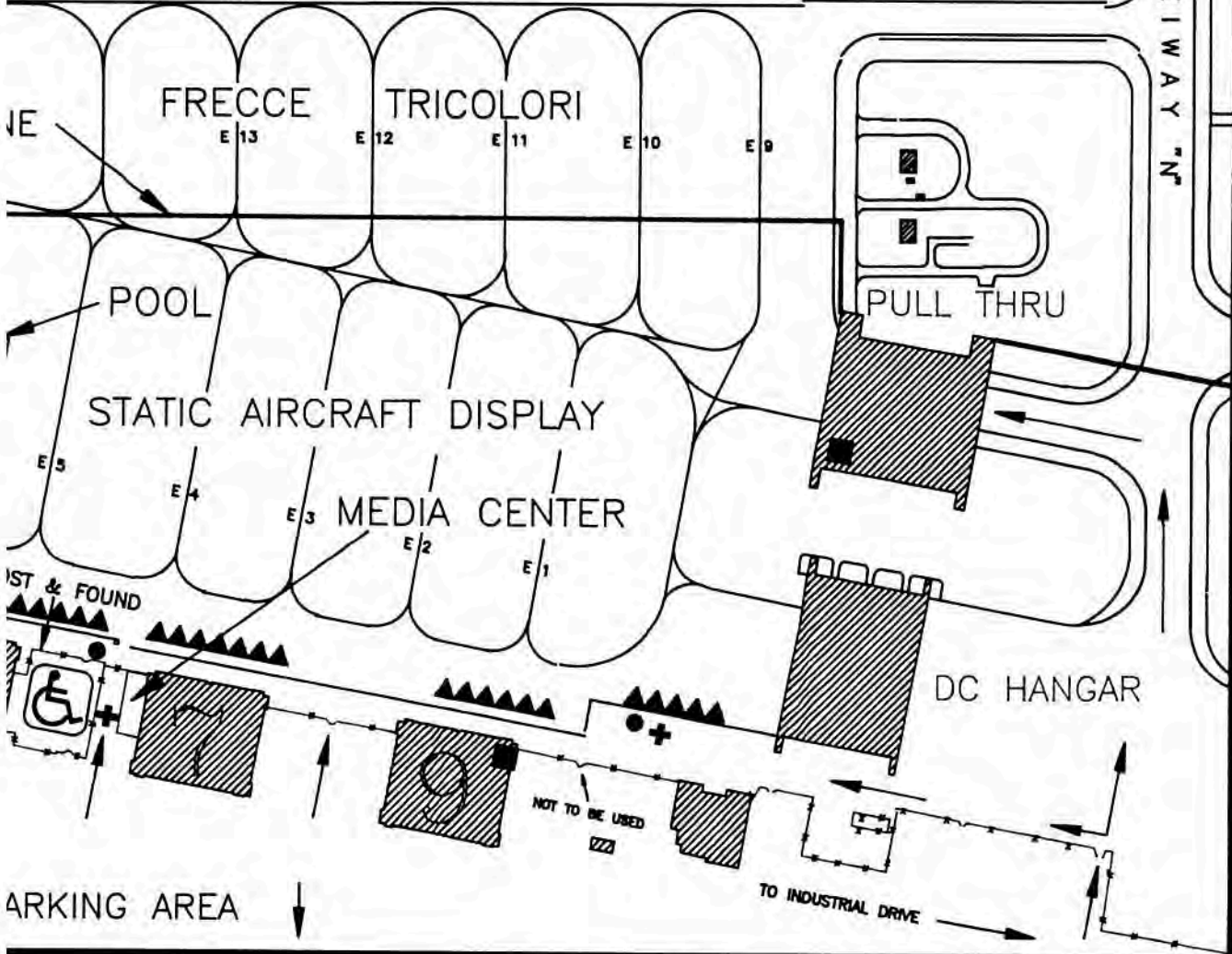


"NO SMOKING AROUND DISPLA

DWG. BY: Mara Polunski-CADD

3 RUNWAY 05 ←

C-130 DROP ZONE



 PAY TELEPHONES
 WALKWAYS



AIRCRAFT OR HANGARS"

DON'T TOUCH THE BIRDS PLEASE

Treat the big Airshow birds like animals in the zoo. They're fun to look at, but they can be dangerous if you get too close. For everyone's protection, please observe these simple courtesies:

- Do not touch or climb on any airplanes.
- Remain outside the ropes in all static display areas.
- DO NOT SMOKE in the aircraft display areas. These airplanes are full of gasoline!
- Clear performing aircraft display areas when asked to do so. Pilots cannot see you on the ground from the cockpit.
- Do not attempt to cross the Flight Line. Any unauthorized person who ventures outside the fenced line of safety will cause the Airshow to stop.
- Keep the Airshow grounds litter free. Use trash receptacles. Foreign objects can be sucked into aircraft engines, endangering the aircraft and the pilot's life.

LOST?

If you are lost — or if your child is lost, proceed immediately to the Kodak Film Booth. Volunteers there will care for your child — or for you — until you're reunited. The narrator will NOT announce the names of the lost people — little or big — over the public address system at any time.

WEATHER!

Whether it's hot or cold, gloomy or sunny, come to the Airshow prepared, especially if you're bringing small children. Dress in layers. Bring sunscreen and use it, even if it's hazy. Wear a cap. Protect your eyes with sunglasses. Drink lots of liquids.

In case of medical emergency, seek out medical tent or an ambulance standing by.

Remember, the Airshow is great family entertainment. But it's most fun when you've come prepared for anything. On a hot, flat airport ramp without a hint of shade, hot is VERY hot; cold is VERY cold; wet is VERY wet; and sunburn HURTS!

EMERGENCY-ACCIDENTS

Should an accident, incident, fire or other emergency situation occur, we ask your cooperation in the following areas:

Incidents within crowd control ropes:

- Stay back from the accident or incident area.
- Clear a corridor for emergency personnel and vehicles.
- Calmly evacuate area in the event of fire, a fuel spill, or other potentially dangerous situation.
- Listen for instructions from show announcers.

Accidents or incidents on Air Field side of crowd control ropes:

- Stay where you are. It is important that you do not infiltrate beyond crowd control ropes. Violators are subject to fine and arrest.
- Be alert for fire equipment or ambulances that are going through a crowd to get to the scene of emergency.
- Listen to and obey the show announcers; the Air Show will continue as soon as possible.



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*Best Wishes to our
Westover friends!*

*The Westover family has always been the
finest example of our 50 states.*



**Neil O'Leary
SENTRY CLEANERS
803 James St.
Chicopee**

PHOTO POINTERS

How to Take Better Airshow Photos

An airshow is the perfect place to capture on film a wide variety of aircraft. Many of the pictures in aviation publications are taken at airshows with equipment most probably just like yours. There is no reason why you should not get similar results with a little practice and by carefully following a few basic tips.

What Cameras?

Single Lens Reflex (SLR) cameras with through the lens viewing and interchangeable lenses are the most suitable.

What Lenses?

For static portraits use a 50mm normal lens or 35mm or 28mm wide angle lenses. Use a telephoto if you can't get close enough to your subject or want to compress the image.

For aerial action shots use 200mm or 300mm telephoto lenses. Beyond 300mm the lens focal length is too long to be held by hand without blurring the image.

The most convenient way to cover all needs is with two zoom lenses: 28-80mm zoom for static work 80-200mm zoom for aerial action

What Film?

Slide or print film are both fine.

Film speed is most important. Always use the slowest film suitable for the light available, because the slower the film the better its resolution.

Kodachrome 25 slide is hard to beat for image quality.

ASA64-100 speed film will meet most needs, but carry a few ASA400 rolls for those overcast moments.

The Full Frame Image

The natural tendency is not to fill the camera frame fully with the object being photographed. Make sure your target airplane fills your view finder from corner to corner. It may seem too close, but don't be fooled.

The Backlight Problem

Most built in lightmeters average available light. If your subject is lit up from behind and especially if it is surrounded by bright open sky, it may be underexposed if you use the recommended automatic settings. Walk up to your backlit subject and take a close-up light reading to determine the correct camera

settings. Check your manual. On the newer cameras use the automatic spot metering function.

Bracket, Bracket, Bracket!

Professionals often take one shot at a camera setting their equipment tells them is right, one shot at an F stop higher and one shot at an F stop lower. Many colors, shades, and reflections are at work at an airshow, too many for the camera and the eye to interpret correctly every time. Don't be disappointed! When in doubt, bracket! *(Of course, you cannot bracket in the fully automatic function. Check your manual)*

Static Portraits

Careful composition will cut out all clutter from a portrait, no matter what the crowds. Take your time composing. Experiment with various angles and images through your view finder before you take your shots.

Zero in on details such as logos, insignia, interesting curves of the airframe and rivet patterns.

An 8 x 10 in. piece of black cardboard with a 1 x 1.5 in. opening in the middle is a most useful tool to train your photographic eye. View your target through it and move it toward and away from your eye, paying careful attention to how the image changes.

Aerial Action Shots

Proper panning is most important. Pick up the incoming airplane in your view finder when it is still far out and follow it with one smooth motion rotating your upper torso from the waist for the smoothest pan.

Point your view finder's center spot at a prominent part of the aircraft and concentrate on keeping that part stationary in the view finder throughout the pan, to avoid a blurred image due to motion. Keep moving as you press the shutter. A motor drive is most helpful for aerial action shots.

Shoot your target at exposure speeds of 1/250th and higher, to avoid a blurred image. On most SLR cameras you can preselect the shutter speed, and the camera selects the F stop automatically. Check your manual.

Do not shoot a propeller driven airplane in flight at a shutter speed higher than 1/500th, because you will "freeze" the propellers on the image by exposing the film to the propellers for too short a time to record their arc motion.

THE NORTHEAST AIR STATION



WESTOVER'S PAST MAY BE ITS PROLOGUE

What role will Westover AFB play in a post Desert Storm Air Force facing budget cuts, base closings and force reductions?

Base officials believe that the key to Westover's future may well be found in the pages of its past.

More than 50 years ago, Chicopee Mayor Anthony J. Stonina urged President Roosevelt and the War Department to build a major "Northeast Air Base" on the lush tobacco farmlands where Westover is now located.

The base subsequently played crucial roles as a staging facility during World War II, the Berlin Airlift and, most recently, during Operations Desert Shield and Desert Storm.

Air Force officials are now reviewing a proposal to permanently designate Westover as a contingency aerial port of embarkation and debarcation (APOE/APOD). Under the concept, Westover would become the Air Force's "Northeast Air Station" and serve as a crucial hub in future large-scale military airlift operations.

"We are trying to construct a reserve infrastructure at Westover that will allow us to immediately function like we did during the Gulf War," said Col. James P. Czekanski, 439th Airlift Wing commander.

During the period between 1974, when Westover became an Air Force Reserve base, and the onset of Desert Shield in August, 1990, Westover did not function as an APOE/APOD.

That changed practically overnight, however, after Saddam Hussein ordered Iraqi troops to seize neighboring Kuwait. With planeloads of desert-

bound troops and equipment swarming into Westover, the base was transformed from a C-5 training facility into a major stage base for the Persian Gulf Airlift.

Air Force planners discovered that Westover's location, expansive runways and fuel storage capabilities made it an ideal site. The base's proximity to Europe allowed each departing Galaxy to carry 25,000 more pounds of war-time cargo than could have been transported if the missions originated at other East Coast military installations.

During Desert Shield and Desert Storm, more than 63,000 military passengers and 121,000 tons of cargo flowed through Westover on aircraft missions to and from the Persian Gulf.

More than 3,600 aircraft transited through the base during that period.

"The idea behind the Northeast Air Station concept is to enable us to train as a contingency APOE/APOD," Czekanski said. "We want to have everything in place so that we could immediately function like we did during the Gulf War—but without the learning curve and growing pains."

According to Colonel James Gallin, the 439th's vice commander, the reductions in the U.S. military's size and budget will ironically mean more work in the future for airlift units like the Patriot Wing.

"With decreased budgets and troop strengths, we will not be basing as many troops and as much equipment in foreign locales as we have in the past," Gallin said. He believes that this means

there will be greater reliance on airlift missions in the event that U.S. armed forces must be rushed to a future trouble spot.

"The demands for airlift won't decrease," Gallin added. They may increase."

The Wing's senior leadership believes that the Gulf War demonstrated both the need for designating the base as a contingency global reach nerve center, and Westover's ability to handle that assignment.

"Desert Storm clearly demonstrated that there was a void, and that Westover could fill it," said Gallin, who commanded the 337th Military Airlift Squadron—Westover's flying squadron—during the war. "By officially designating us as the Northeast Air Station, the Air Force would enhance its national airlift capability and also ensure Westover's long-term job security."

Czekanski, who assumed command of the 439th AW in March, indicated that the designation would not mean large increases in personnel or major differences in the way C-5 flying operations are conducted at the base. Rather, he said, there would be significant changes in the way Westover trains.

"In order to maintain proficiency as a major aerial port operation, we want to expand some of our training capabilities to create more 'hands-on' experiences," the wing commander said.

To do that, Czekanski said that Westover will

invite other military units to conduct deployment exercises here.

He also hopes that Westover will be selected to participate in future real-life airlift operations, such as last winter's Operation Provide Hope humanitarian relief flights to the former Soviet Union.

"Instead of having our people load and unload the same training 'hulk,' I'd rather bring a C-130 into Westover and give our folks the opportunity to load it with real cargo and troops," Czekanski said.

The wing commander indicated that in order to create the infrastructure of a major aerial port at a reserve base, unit members will have to become more efficient, and put into practice the lessons they are currently learning in the Total Quality Management training sessions.

"We will have to train harder and smarter, and learn to do more with less," he said.

Czekanski predicts that there will be two important benefits if the Northeast Air Station concept becomes a reality at Westover.

"The United States will have enhanced its global reach capacity by having an important strategic airlift facility that can fire up on very short notice," the wing commander said. "And Westover will have ensured its future for at least two or three more decades." ☉

Galaxy Community Council



WESTOVER AFB

The Galaxy Community Council was formed in 1989 to support the common interests of the military and the community within the region.

Westover's "link with the community" promotes a better local awareness of the many resources at Westover AFB. The council is composed of community and business leaders who help convey the mission of Westover.

In 1990, the Galaxy Community Council took part in several events commemorating Westover's 50th Anniversary. The military ball, hangar dedication ceremony, and Anniversary Airshow highlighted the festivities.

Just a few days after the successful 1990 airshow, which attracted over 750,000 visitors, Iraq invaded

Kuwait and Westover AFB was thrown into a whirlwind of activity playing a major role in both Operations Desert Shield and Storm.

The Galaxy Community Council joined several organizations, including the American Red Cross and USO, to support the passenger terminal, coordinate donations and finally welcome thousands of returning troops.

In 1991, the council accepted a tremendous challenge when they began to organize 1992's Great New England Airshow. Working side by side with Westover personnel, the Galaxy Community Council strengthened their role as part of the Westover family. ☉

Special Thanks to The Following Members of The 439th Airlift Wing Public Affairs Staff for Their Contributions to This Program.

Maj. Rick Dyer, Capt. Dan Allen, MSgt. Gordon Newell, TSgt. Tom Allocco,
SSgt. Christine Mora, SSgt. Kym Taylor and SrA Michael Lyman.

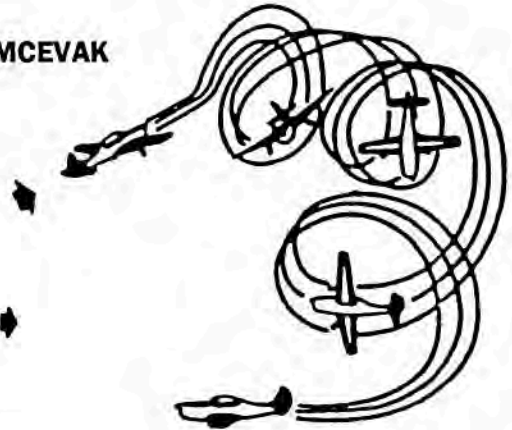


AEROBATICS DEFINED

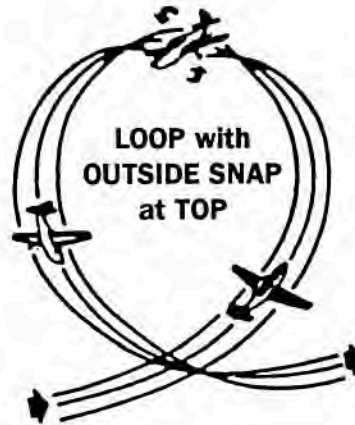
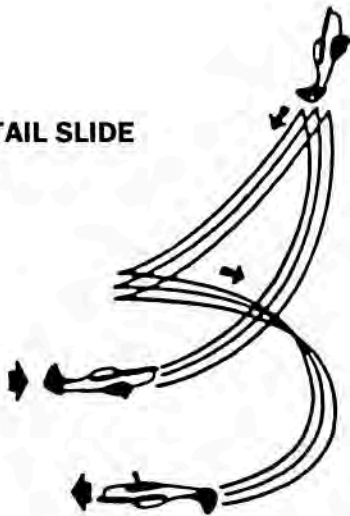
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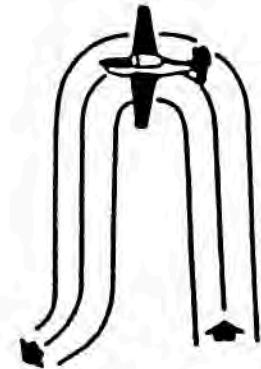
LOMCEVAK



TAIL SLIDE

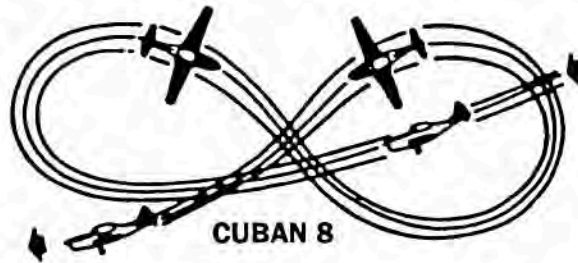
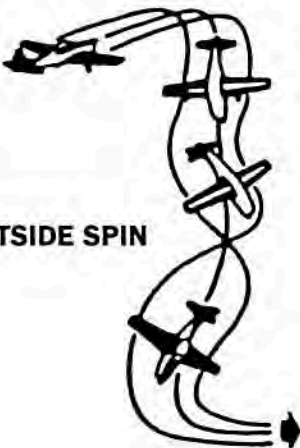


LOOP with
OUTSIDE SNAP
at TOP

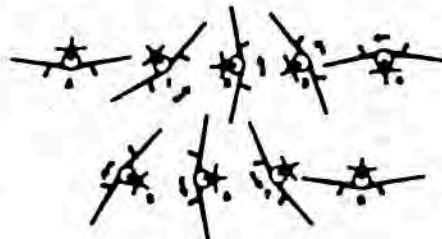


HAMMER HEAD

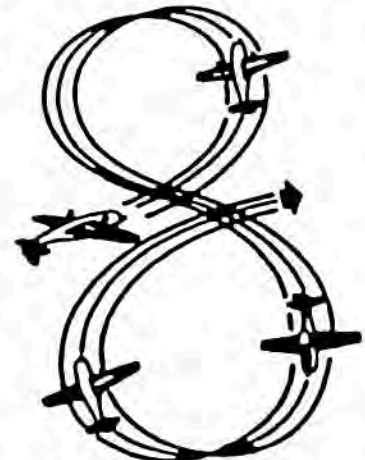
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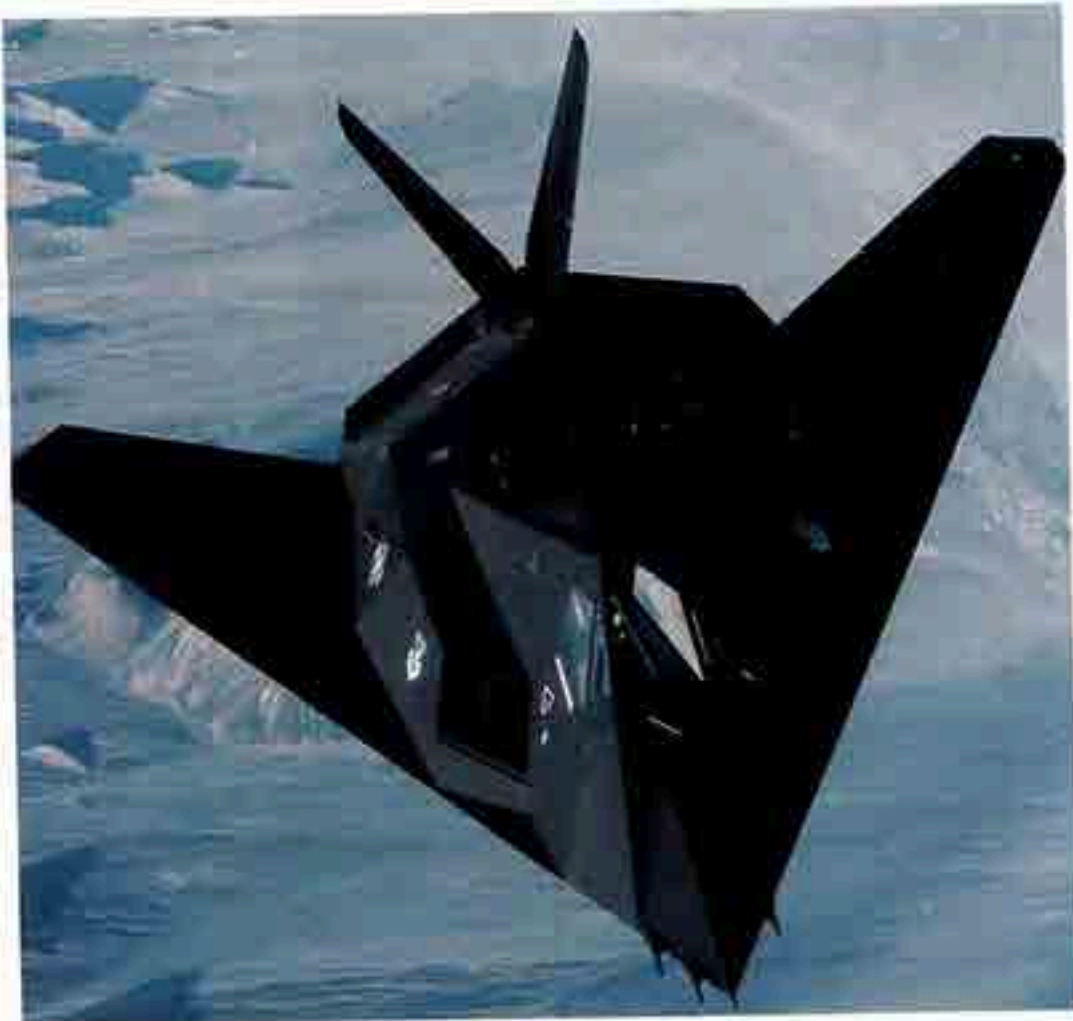
Modern Aircraft

Westover will be celebrating Columbus '92 with the spectacular Italian jet aerobatic team "Frecce Tricolori." The Italian team will fly 10 Aeromacchi MB-339 PANs, two-seat jets capable of speeds approaching 600 miles per hour.

More than 70 modern aircraft will be flying or on display, including the F-117 Stealth Fighter, making its first appearance at Westover AFB.

Two AV-8B Harriers from Marine Attack Squadron 203 at the Cherry Point Marine Corps Air Station, N.C., will be on static display and provide aerial demonstration.

Making a return visit to the airshow will be the Army's precision parachute team, the Golden Knights. The parachutists, clad in black and gold, jump from an altitude of almost 2 1/2 miles and perform before approximately 16 million spectators a year. ◉



F-117 STEALTH FIGHTER

The world's first operational "invisible" fighter, the F-117 Stealth, played a critical role during the Persian Gulf War. The Stealth was the only aircraft able to bomb valuable strategic targets in Baghdad and did so with unprecedented accuracy.

The F-117 Stealth Fighter was designed for covert operations and to have pinpoint weapon accuracy. Great emphasis was also placed upon making the aircraft autonomous, passive, and as elusive as possible. It does not depend upon external communications of any kind in order to accomplish a mission. The Stealth has been proven to be very difficult to locate and track, and if evasive tactical maneuvers are utilized, it is quite literally "invisible." The Stealth was first utilized in actual combat on December 20, 1989 during the "Operation Just Cause" raid on the Panamanian Army. F-117 technology has continued to be explored, and an advanced version of the aircraft, with more powerful engines and other changes, has been offered to the Air Force.



F-16 FIGHTING FALCON

The F-16 Fighting Falcon is being produced under an unusual agreement, creating a consortium between the United States and four NATO countries — Belgium, Denmark, the Netherlands and Norway. The long-term benefits of this program will be a technology transfer between the nations involved with production and a common-use aircraft for all NATO countries.

The Fighting Falcon is a compact, multi-role fighter/attacker that has a combat radius and maneuver capability that exceeds that of all potential threat fighter aircraft.

The plane appearing at The Great New England Air Show is attached to the Vermont National Guard.



F-111

The F-111 is a tactical strike aircraft able to fly at twice the speed of sound. Due to its variable-sweep wings, it does not need a drag chute or reverse thrust to slow down after landing.

The cockpit of the F-111 is actually a pressurized module that can be ejected from the aircraft in an emergency situation. A rocket motor projects it away from the plane and a parachute emerges to aid in a safe landing. The capsule will remain intact as a shelter for the two-man crew, regardless of whether they land in water, where air bags keep it afloat, or on land.

The plane's automatic terrain-following radar system allows the plane to fly in valleys and over mountains, day or night, regardless of weather conditions; all at a constant altitude following the Earth's natural contours.

The F-111 at Westover's Great New England Airshow is stationed at Cannon AFB, N.M.



A-10 THUNDERBOLT II

The A-10 Thunderbolt II is the first Air Force aircraft specifically designed for close air support of ground forces. It is equipped with two turbofan engines, an ejection seat that operates at speeds from 518 mph to zero at zero altitude and a cockpit that is encircled with titanium to protect the one pilot crew.

The A-10 has tank-killing capability with its GAU-8/A Avenger 30mm seven-barrel cannon which fires armor-piercing projectiles to penetrate both medium and heavy tanks.

Excellent maneuverability at low airspeeds and altitude allows the Thunderbolt to fly near front lines, in and out of battle areas. Special infrared and electronic countermeasures help the pilot evade surface-to-air missile threats.

The Thunderbolt at Westover's Great New England Airshow is from Barnes ANG, Mass.



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A-4

When Ed Heinemann designed the A-4 in 1951-3 many experts said it could never be achieved, because it weighed just half as much as was expected in order to meet the US Navy carrier-based jet attack demands. Over the next 26 years the A-4 matured and approximately doubled in weight, but that was in order that the weapon load could be doubled and range and equipment greatly enhanced. All models are so compact the wing did not need to fold, and the wing forms a tip-to-tip integral fuel tank with slats on the leading edge and the main gears folding forwards under the lower skin.



B-1B BOMBER

The B-1B is a multi-role, long-range strategic bomber that runs on four turbofan engines. The aircraft can reach supersonic speeds and is able to complete intercontinental missions without refueling. With its low-radar cross section, automatic terrain-following high-speed penetration ability and precise weapons delivery, the B-1B is the most capable and formidable strategic bomber in the world today.

The B-1B is known for its versatility and can perform as a cruise missile carrier or as a conventional weapons carrier for theater operations. The two Bombers at Westover this summer are from Dyess AFB, Texas and McConnell AFB, Kan.



F-15 EAGLE

The F-15 Eagle, designed to maintain air superiority in aerial combat, can penetrate enemy defenses and outperform or outfight any current or projected enemy aircraft. The weapons and flight control systems are specifically designed so the one-man crew can safely and effectively perform air-to-air combat.

The two F-15s at Westover AFB today are from Otis AFB, Mass. and Seymour Johnson AFB, S.C.

The aircraft is equipped with the "identification friend or foe" system which informs the pilot if an aircraft seen either visually or on radar is an ally or an enemy. Additionally, the system also informs the U.S. or allied ground stations and other suitably equipped aircraft that the F-15 is a friendly aircraft.



AV-8B HARRIER

The AV-8B Harrier jets performing and on display today are attached to the Marine Attack Training Squadron 203 at Cherry Point Marine Corps Air Station, N.C. The Harrier has the capability for vertical take-off and landing which combines the basing flexibility of a helicopter with the firepower of a strike fighter. Built jointly by McDonnell Douglas and British Aerospace, it is currently flown by the United States Marine Corps, the British Royal Air Force and the Spanish Navy. It has been in use with the Marines since 1983 as an attack aircraft.

The craft is able to move sideways, forward and backward while balanced in a hover. The 1992 Great New England Airshow marks the first Harrier demonstration at Westover.



T-2C BUCKEYE

The T-2C is a two-seat, subsonic jet trainer designed for land-or carrier-based operation. Distinguishing features include wide-track tricycle landing gear, a straight tapered wing, a dorsal-faired vertical stabilizer, large low-slung intake ducts, a deep squared engine compartment, and faired twin tailpipes.

The Buckeye is the result of a design competition among several U.S. manufacturers for jet training aircraft for the U.S. Navy.

The T-2C Buckeye on display this weekend at The Great New England Airshow is from Naval Air Station Meridian, Miss.



Northrop F-5

Conceived as a lightweight supersonic day fighter, the Northrop F-5 was first flown in the late 1950's and was then exported widely by the United States. It served in limited numbers with the U.S. Navy and Air Force as an aggressor — simulating enemy aircraft and tactics.

The F-5 on static display at Westover this weekend comes to the Airshow from Naval Air Station Oceana, Va.

Capable of speeds up to 1,000 mph, the F-5 is useful as an advance trainer in air-to-ground and air-to-air weapons tactics. The F-5 is often flown by pilots preparing for transition to the F-18.



T-34C TURBO MENTOR

The T-34C is an unpressurized two-place tandem cockpit aircraft used as the primary stage training aircraft for all Navy, Marine Corp, Coast Guard, and Allied student naval aviators. The aircraft has a length of 28 ft. 8 in., a height of 9 ft. 11 in., and a wingspan of 33 feet 5 inches.

The T-34 which is on display came to Westover from the Naval Air Station in Pensacola, Florida.



T-33 SILVER STAR

The T-33 Silver Star, better known as the T-Bird, was used as a pilot trainer in the 1950's and is now employed as a proficiency trainer by jet pilots. The T-Bird has a maximum speed of 505 knots and a maximum cruising altitude of 40,000 ft. Ninety-five T-33s remain in service today. The aircraft on display this weekend (CT-33) is from Canadian Forces Base Shearwater, Canada.



A-6 INTRUDER

The A-6 Intruder is a carrier-based, low-level attack bomber equipped specifically to drop nuclear or conventional weapons on targets completely obscured by weather or darkness.

The aircraft is used by both the U.S. Navy and the U.S. Marine Corps. On the carrier, the plane needs minimum landing space of 1,710 ft. and 3,890 ft. for take-off.

The Intruder has varied capabilities which include: ground mapping, identification, tracking and range-finding of fixed or moving targets, and is able to cleanly execute terrain following maneuvers.

The Intruders at Westover this weekend are stationed at NAS Widdow Island, Wash.



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C-5A GALAXY

The 16 huge C-5As at Westover are heavy-cargo transports designed to rapidly provide massive high-speed strategic airlift for deployment and supply of combat forces. The Galaxy can carry unusually large and heavy cargo for intercontinental ranges at jet speeds of more than 500 mph. The C-5A can take off and land in short distances and taxi on standard surfaces during emergency operations.

The Galaxy is the largest aircraft in the free world. Almost as long as a football field and as high as a six-story building, Westover's C-5As have a cargo compartment about the size of an eight-lane bowling alley and a foot longer than the Wright Brothers first flight. The Galaxy is the only aircraft capable of carrying virtually every piece of U.S. Army combat equipment, including the 74-ton mobile scissors bridge, main battle tanks and helicopters.

In the upper-level rear compartment are airline-type seats for 73 passengers, usually the crew members of the trucks, tanks, helicopters or other military equipment-loaded aboard the cargo deck. The forward compartment accommodates a crew of six, a second relief crew of seven, and has seating for another eight couriers. There are also six sleeping areas, a mission planning table and a galley in the forward compartment.

The C-5A can be loaded and off-loaded at the same time using the front and rear cargo ramps. A visor nose and a rear door, each with full-width ramps, open to expose the full height and width of the cargo compartment. This permits drive-through loading and unloading of wheeled and tracked vehicles.

A "kneeling" landing gear system lowers the aircraft's cargo floor to truckbed height for easier loading. The entire cargo floor is equipped with a roller system for rapid handling of palletized equipment. A full load of 36 pallets can be placed aboard the aircraft in about 90 minutes.

The Galaxy's weight is distributed on its high flotation landing gear, which has 28 wheels. This landing gear system can raise each set of wheels individually for simplified tire changes or brake maintenance.

An automatic trouble-shooting system constantly monitors more than 800 test points in the various subsystems of the C-5A.

The Malfunction Detection, Analysis and Recording System (MADAR) uses a digital computer to identify malfunctions in replaceable units. Failure and trend information is recorded on magnetic tape for analysis by maintenance people.

Four turbofan engines mounted on pylons under the wings power the C-5A. Each engine pod is nearly 27 feet long, weighs 7,260 pounds and has an air intake diameter of more than eight and a half feet. The Galaxy has 12 integral wing tanks with a capacity of 51,150 gallons of fuel — enough to fill 6-1/2 regular-size railroad tank cars. The fuel weighs 322,500 pounds.

**AH-1G**

The AH-1G is a U.S. Army helicopter specifically intended for armed helicopter missions. The aircraft here today is permanently stationed at Westover and is attached to the Massachusetts National Guard. The relatively small size of the AH-1G makes it highly effective for use by the U.S. Customs Service on night-interception missions. This helicopter is designed for maximum speed and has a two-man crew, one pilot and one copilot/gunner.

**F-14 TOMCAT**

A sophisticated carrierborne interceptor with the United States Navy, the F-14 Tomcat was designed to protect the carrier group from enemy attack. Although large for a fighter, the Tomcat's variable sweep wings give it extraordinary agility, making for a dangerous adversary in a close-in dogfight. The two-crew Tomcat has the ability to track 24 targets and engage six simultaneously. The Tomcat appearing at Westover flew in from NAS Oceana, Va.

**U-2**

The U-2 is a high altitude reconnaissance and surveillance craft produced by Lockheed Aircraft Corporation, manufacturer of Westover's C-5As. In 1962, the U-2 obtained the first photographs of Soviet Military buildup and offensive missiles being installed in Cuba.

The U-2 is a single-seat, single-engine plane with glider-like characteristics, able to provide important non-military support in the survey of hurricane/tornado damage, flash flooding, etc.

Since 1957, a series of U-2 flights have been conducted to sample radio-active debris in the stratosphere. Data collected from these world-wide missions contribute significantly to the understanding of the environment and provide valuable scientific data.

The U-2 participating in the Great New England Airshow is from Beale AFB, Calif.



AH-64 HUGHES APACHE

The AH-64 Hughes Apache is a U.S. Army helicopter capable of undertaking a full day/night/adverse weather anti-armor mission.

The Apache works effectively in a front-line environment and was used extensively during the Persian Gulf War.

This is a four-blade, fully-articulated main rotor helicopter equipped with General Electric twin engines. The cockpit is protected by lightweight boron armor shields which will keep the pilot and copilot/gunner safe from high explosives.

As a unique feature, the AH-64 utilizes a "Black Hole" IR suppression system to detect heat-seeking missiles.



B-52 STRATOFORTRESS

The B-52 Stratofortress has been the principal manned strategic bomber force for the United States for over 35 years. It was the first aircraft to launch in the strike against Iraqi forces on January 16, 1991 — the onset of Operation Desert Storm — and nearly one third of all bombs delivered by U.S. air forces during the Gulf War were carried by the B-52.

The aircraft on display at Westover is from Barksdale AFB, La.

The air-refueling capability of the Stratofortress gives it virtually limitless range for its varied missions which include flying ocean surveillance sweeps and assisting the U.S. Navy with anti-ship and mine-laying operations.

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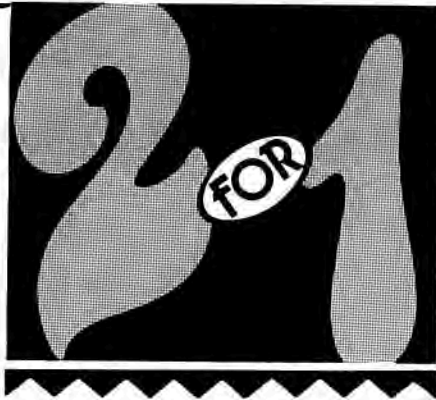


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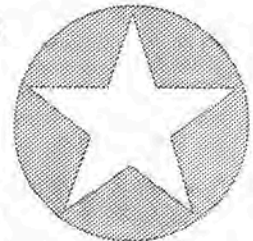
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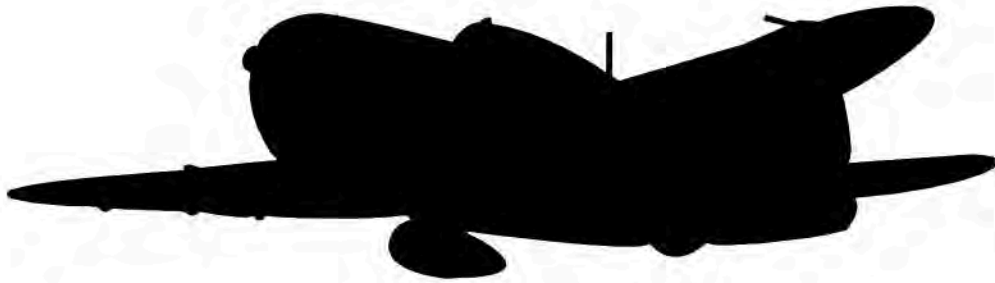
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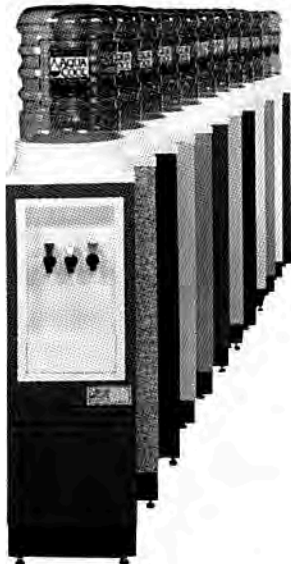
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"Frecce Tricolori's" appearance at the Great New England Airshow is a major event in the quincentennial celebration honoring Christopher Columbus. The Galaxy Community Council is proud to take part in that celebration by promoting the Italian American Host Program. The program invited area citizens to become an Italian American Host to sponsor Frecce Tricolori's visit to Westover AFB. The Galaxy Community Council received outstanding support from the community to provide a gracious welcome to our Italian friends.

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LIEUTENANT COLONEL ALBERTO MORETTI, Commander
Born in Casagrove in 1953, Col. Moretti entered the Italian Air Force Academy in 1974 as a member of the "Pegaso III" course. Assigned to the 21st CIO Squadron of the 53rd Wing, he became combat ready with the F-104S aircraft. He joined the "Freccce Tricolori" team in 1981 and flew the positions of 3rd Right Wingman, 2nd Right Wingman, 1st Right Wingman and Leader. He is qualified to fly the P-148, S-208, T-37, T-38, MB-326, MB-339, G-91T, F-104G and the F-104S with more than 3,300 flying hours.

LIEUTENANT COLONEL GIANLUIGI ZANOVELLO, Leader
Born in La Spezia in 1959, Col. Zanovello entered the Italian Air Force Academy in 1975 as a member of the "Rostro II" course. Assigned to the 155th CRD Squadron of the 51st Wing, he became combat ready with the F-104S aircraft. He joined the "Freccce Tricolori" team in 1983 and flew positions of 3rd Left Wingman, 2nd Left Wingman and 1st Left Wingman. He is qualified to fly the P-148, S-208, T-37, T-38, MB-326, MB-339, G-91T, F-104S and the AMX with more than 2,700 flying hours.

CAPTAIN ANDREA BOIARDI, First Left Wingman
Born in Abbadia S. Salvatore in 1962, Capt. Boiardi entered the Italian Air Force Academy in 1981 as a member of the "Aquila IV" course. Assigned to the 18th CIO Squadron of the 37th Wing, he became combat ready with the F-104/ASA aircraft. He joined the "Freccce Tricolori" team in 1989 and flew the position of 3rd Left Wingman. He is qualified to fly the SF-260, T-37, T-38, G-91T, F-104S and the MB-339 with more than 1,700 flying hours.

MAJOR FRANCESCO TRICOMI, First Right Wingman
Born in Catania in 1961, Maj. Tricomi entered the Italian Air Force Academy in 1979 as a member of the "Vulcano III" course. Assigned to the 132nd CRO Squadron of the 3rd Wing, he became combat ready with the F-104G aircraft. He joined the "Freccce Tricolori" team in 1987 and flew the position of 2nd Slot. He is qualified to fly the S-208, SF-260, MB-326, MB-339, G-91T and the F-104G with more than 2,200 flying hours.

CAPTAIN GIUSEPPE ANDREA COGGIOLA, Second Left Wingman
Born in Milan in 1961, Capt. Coggiola entered the Italian Air Force Academy in 1980 as a member of the "Zodiaco III" course. Assigned to the 22nd CIO Squadron of the 51st Wing, he became combat ready with the F-104S aircraft. He joined the "Freccce Tricolori" team in 1988 and flew positions of 3rd Left Wingman and 1st Left Wingman. He is qualified to fly the SF-260, T-37, T-38, MB-326, MB-339, G-91T and the F-104S with more than 1,000 flying hours.

LIEUTENANT NORBERT WALZL, Second Right Wingman
Born in Merano in 1963, Lt. Walzl entered the Italian Air Force Academy in 1984 as a member of the 97th A.U.P.C. course.

Assigned to the 28th Squadron of the 3rd Wing, he became combat ready with the F-104G aircraft. He joined the "Freccce Tricolori" team in 1988 and flew the position of 3rd Right Wingman. He is qualified to fly the SF-260, MB-339, G-91T and the F-104G with more than 1,000 flying hours.

CAPTAIN ANTONIO VIVONA, First Slot
Born in Rome in 1959, Capt. Vivona entered the Italian Air Force Academy in 1979 as a member of the 95th A.U.P.C. course. Assigned to the 10th CIO Squadron of the 9th Wing, he became combat ready with the F-104S aircraft. He joined the "Freccce Tricolori" team in 1986 and flew positions of 2nd Right Wingman and 1st Right Wingman. He is qualified to fly the SF-260, MB-326, G-91T, F-104G and the F-104S with more than 2,800 flying hours.

CAPTAIN UMBERTO ROSSI, Third Left Wingman
Born in Bari in 1963, Capt. Rossi entered the Italian Air Force Academy in 1982 as a member of the "Borea IV" course. Assigned to the 102nd CBO/S Squadron of the 5th Wing, he became combat ready with the F-104/ASA aircraft. He joined the "Freccce Tricolori" team in 1991. He is qualified to fly the SF-260, MB-339, G-91T and the F-104S with more than 1,200 flying hours.

CAPTAIN DANIELIS FLAVIO, Third Right Wingman
Born in Palmanova in 1962, Capt. Flavio entered the Italian Air Force Academy in 1982 as a member of the "Borea IV" course. Assigned to the 22nd CIO Squadron of the 51st Wing, he became combat ready with the F-104S aircraft. He joined the "Freccce Tricolori" team in 1991. He is qualified to fly the SF-260, MB-339, G-91T and the F-104S with more than 1,300 flying hours.

CAPTAIN PIERLUIGI FIORE, Second Slot
Born in Trento in 1961, Capt. Fiore entered the Italian Air Force Academy in 1980 as a member of the "Zodiaco III" course. Assigned to the 154th CBO/S Squadron of the 6th Wing, he became combat ready with the Tornado aircraft. He joined the "Freccce Tricolori" team in 1990. He is qualified to fly the SF-260, T-37, T-38, G-91T, PA-200 and the MB-339 with more than 1,700 flying hours.

MAJOR STEFANO ROSA, Solo
Born in Senigallia in 1961, Maj. Rosa entered the Italian Air Force Academy in 1979 as a member of the "Vulcano III" course. Assigned to the 154th CBO/S Squadron of the 6th Wing, he became combat ready with the Tornado aircraft. He joined the "Freccce Tricolori" team in 1987 and flew positions of 3rd Left Wingman and 2nd Left Wingman. He is qualified to fly the SF-260, MB-326, CT-134, CT-114, MB-339, G-91T and the PA-20 with more than 2,000 flying hours.

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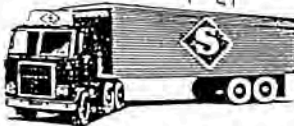
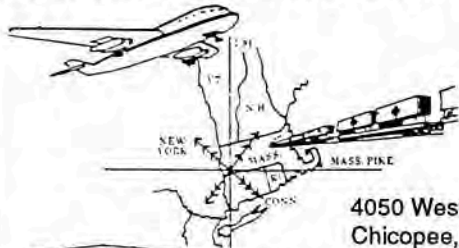
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The Golden Knights



The United States Army's Parachute Team, the "Golden Knights" is the army's only official aerial demonstration team.

These specially selected airborne soldiers demonstrate their skills each year to millions of spectators. They also compete in national and international parachuting competitions, help develop new techniques and equipment, and are considered the finest parachuting team in the world.

The Golden Knights use rectangular-shaped Ram-air parachutes. These parachutes are highly maneuverable and have a forward air speed of about 22 mph. The parachutes are controlled by steering lines and the army skydivers easily land at appointed target zones.

The Golden Knights begin their aerial demonstrations at an altitude of 12,500 feet, or almost two-and-one-half miles above the air show site. The team will perform a patriotic flag jump, the Stack, side by side canopy relative work, Tri-plane or Bi-plane, the Wedge, the Baton Pass, the Cut-away, the Diamond Track, and formation jumping.



FLAG JUMP

STACK



SIDE-BY-SIDE

TRI-PLANE
or
BI-PLANE

10-WAY WEDGE



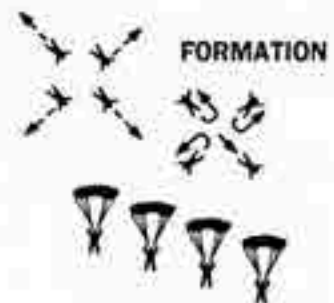
MASS EXIT

CANOPY RELATIVE WORK

BATON PASS



CUTAWAY

DIAMOND
TRACK

FORMATION

SIX OF DIAMONDS

The Six of Diamonds is a unique aerobatic flight team of military and airline transport pilots dedicated to preserving a part of WW II American military aviation history. The team, based in Bridgewater, N.J., performs to recreate the sights, sounds and boldness of actual military maneuvers that helped American air power to victory. They are the last group to currently fly WWII vintage military planes in a precision aerobatic team.

The aircraft were built by North-American Aviation in the 1940s, and each is personally owned by a senior team member. The Army Air Force called them AT-6 Texan Advanced Trainers; to the U.S. Navy, they were SNJs. Together, the AT-6s and SNJs trained more men for combat flying than any other plane built. Powered by Pratt & Whitney 650 Wasp Radial engines, each aircraft has been fully restored and painted to its authentic military colors.



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FOR INFORMATION

ON OUR MANY PROGRAMS



WWII WARBIRDS

Westover AFB will feature the sights and sounds of WWII with over 30 vintage aircraft flying or on display at the Great New England Airshow.

The Warbirds have been restored to their original condition. The B-17 Flying Fortress will make a return visit to Westover in addition to the B-24 Liberator, which flew more missions and dropped more bombs than any other aircraft in WWII.

The P-51 Mustang, which sounded the death knell for the German Air Force when it began its reign as the "best fighter in WWII," heads the list of vintage "pursuit" aircraft.

Visitors will also be treated to "a Taste of Springfield" when the Gee Bee Racer returns to its birthplace for an aerial demonstration and static display. ☉



TBF/TBM AVENGER

The Grumman Avenger torpedo-bomber first saw combat at the Battle of Midway in 1942. With a crew of three, the Avenger served the U.S. Navy as a torpedo bomber, a horizontal bomber and in a variety of other roles until well after the war ended. For such a large aircraft, the Avenger is quite nimble. Also built by General Motors as the TBM, many Avengers survived the war to serve as aerial fire bombers. United States President George Bush piloted an Avenger during World War II.