

PATRIOT

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

VOLUME XV, NUMBER 11

DECEMBER 1988



(USAF photo by Dr. Frank Faulkner)

DIRECTING TRAFFIC—MSgt. Garth Parker, a 337th MAS loadmaster, oversees the off-loading on "The Patriot," which carried electrical repair equipment and crews to hurricane-ravaged Jamaica in October.

Westover airlifts relief to Jamaica

By Nora MacKay

A Westover crew flew to the aid of the hurricane-ravaged nation of Jamaica in October by airlifting much-needed electrical repair crews and vehicles to the island.

The 12 vehicles and 19 linemen from Northeast Utilities were flown Oct. 25

to Manley Field in Kingston to help restore electricity to areas still without power. Hurricane Gilbert struck Sept. 12, killing 45 people and leaving an estimated 210,000 living in shelters immediately following the storm.

The NU repair vehicles—some 190,000 pounds of cargo—were loaded

onto the "Patriot" the day before take-off. However, on the morning of the flight, arrangements to transport supplies from the Springfield Medical and Dental Society were finalized. The flight crew loaded the supplies—an additional 4,000 pounds—just before the scheduled 10 a.m. departure.

Continued on page 12

EDITORIAL

The best approach

In the wake of the airshow disaster at the Ramstein Air Base in August, West Germany has announced a suspension of military aerial demonstrations and has suggested a ban on such events by its NATO allies in Europe.

Such a reaction to the terrible tragedy at Ramstein is not surprising. But neither is the decision by U.S. military authorities to continue participation in open houses and airshows and to keep their aerial teams—the Air Force Thunderbirds and the Navy Blue Angels—flying.

“Airshows and base open houses are held throughout the world to show the capabilities of today’s Air Force,” Air Force Secretary Edward C. Aldridge, Jr. said recently. Such events are important, the secretary noted, “because they provide the general public with a unique opportunity to view the Air Force people and equipment.”

Just how much mileage do our armed forces get out of their aerial demonstration teams? Some statistics suggest that it is plentiful.

An Air Force survey taken several years ago revealed that 50 percent of Air Force basic training recruits who were interviewed, and 75 percent of officer candidates polled, indicated that performances by the Thunderbirds influenced their decisions to enlist.

Of equal importance is the fact that the American people—who’ve had a love affair with the flying machine since Kitty Hawk—want to see precision flying demonstrations.

Figures compiled by the International Council of Airshows in Jackson, Mich. indicate that airshows in the United States draw approximately 18 million spectators annually. The council says that this is 1.3 million more people than the number who attend football games each year in this country.

Westover officials, who are in the midst of making preparations for a three-day international airshow here in July of 1990, say that FAA regulations are strictly enforced at U.S. airshows in order to ensure spectator safety.

What’s more, they say, the Air Force is continually reviewing its rules and procedures for aerial demonstrations.

Robert Motley, Westover’s airfield manager and project officer for the 1990 event, puts it simply. “Safety,” he says, “is paramount.”

Base and Air Force officials have pledged to do everything possible to maximize safety at future aerial demonstrations.

That type of total commitment—as opposed to a total ban of all airshows—is definitely the best approach.

—Maj. Rick Dyer
Public Affairs Officer

Briefs

Blood drive

The Westover Blood Drive Committee is looking for volunteers to assist a Red Cross blood drive during the February “A” UTA.

Help is needed for publicity, donor sign-up and other blood drive operations. Donations of gifts that can be used as door prizes are also being sought.

“We can have a record turn-out of donors if we continue to encourage competition between units on base,” said Capt. Peter Fowler, MWR chief.

To volunteer to either help with the blood drive or to donate a door prize, call Captain Fowler at 2957.

Winners of door prizes during the June drive were: Maj. James Pielli, 439th FMS and Cindy Yorty, who won radios; David Dows, 1998th CG, TSgt. Sharon Benoit, 439th AGB, SSgt. Michael Golenski, 639th WSSF and Rita Banister, who won T-shirts and TSgt. Sharon Gill 439th ABG, TSgt. Brian Vesper, 439th ABG, SSgt. William Chapdelaine, 439th CS and Maj. Glenn Martin, 58th APS who all won coffee mugs.

New designation

The 639th WSSF has been re-designated the 639th Security Police Flight as part of Air Force Reserve-wide name change for weapons security flights.

The new designation as the 639th SPF better reflects the unit’s expanding mission in recent years, said Lt. Col. Frank McCormack, flight commander. The flight guards weapons systems and also provides air base ground defense.

Desert warriors

Capt. Paul Bailey, 58th APS, and Capt. Alan Harrington, 42nd APS, took part in Gallant Knight/Gallant Eagle Readiness Command interservice exercises in California.

Captain Harrington, air freight services officer, served two weeks at Norton AFB on an exercise control team. Captain Bailey, air terminal operation center officer in charge, was at Marc AFB, for the entire four weeks of the two exercises. He supervised aerial port functions and assisted in the air evacuation control center.

PATRIOT

“This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the **PATRIOT** are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force.

“The contents are edited, prepared, and provided by the Public Affairs Office of the 439th Military Airlift Wing, Westover Air Force Base.”

439th MAW Commander

Brig. Gen. Frederick D. Walker

Base Commander

Lt. Col. Thomas G. Hargis

Base Public Affairs Officer

Gordon A. Newell

Wing Public Affairs Officer

Maj. Rick Dyer

Editor/NCOIC

MSgt. Gordon A. Newell

Assistant Editor

TSgt. Sandra M. Michon

Staff

TSgt. Tom Allocco

SSgt. Vincent Blanchard

SrA. Kelly Jamieson

SrA. Matt Proietti

AIC Christine Mora

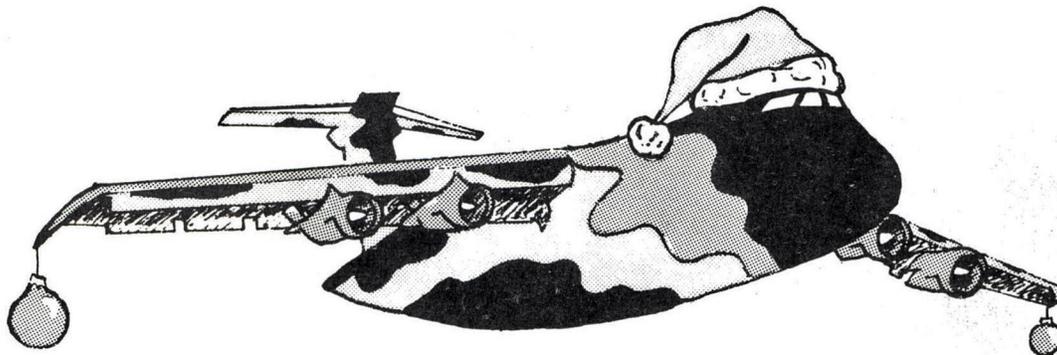
Co-op Students

Kymberly Saganski

Karen Govoni

Tracey Priestler

Seasons Greetings



Karen G. Stone

High-tenure year program adopted for enlisted people

By SrA. Matt Proietti

A new program designed to keep the maximum time of enlisted service people to 30 years came into effect in October, according to the 439th Military Airlift Wing career advisor.

"I've already talked to five or six people affected by the change," said MSgt. Barbara Morris. "Reactions have varied. It's difficult for some. Their opinions are ranging from 'it's about time,' to accepting it, to people being upset. There's been a lot of feedback."

According to a message describing the changes, members who currently have a pay date of 1959 or later will have a maximum estimated time of separation (ETS) of Jan. 1, 1992. People with pay dates in 1960 now have a maximum ETS of Jan. 1, 1993. Those serving with a pay date in 1961 will separate by May 1, 1993. Members with 1963 pay date will separate before Dec. 31, 1993. All people enlisted in 1964 or later will separate at their 30-year point of service.

Members who currently have an ETS that expires before their maximum date may reenlist for the years, months and days, needed to establish the maximum ETS date or the even number of years needed if that established an ETS before the maximum date.

"I'm mad. It's cutting me short. I think someone should be able to stay in if they're doing their job well. I was planning on re-enlisting for another six years. I had no plans of getting out early."

SMSgt. James E. Hughes

The message also stated that people with currently established ETS past the maximum dates will serve the full time of their enlistment or extension.

The changes don't apply to Air Reserve Technicians or Statutory Tour Personnel as long as they remain in that status.

One person affected by the changes, SMSgt. James E. Hughes, a Westover airfield management superintendent, said he's not happy about the new rule.

"I'm mad. It's cutting me short," said the 51-year-old reservist, who now has to be out of the service in 1992. "I think someone should be able to stay in if they're doing their job well. I was planning on reenlisting for another six years. I had no plans at all for getting out early."

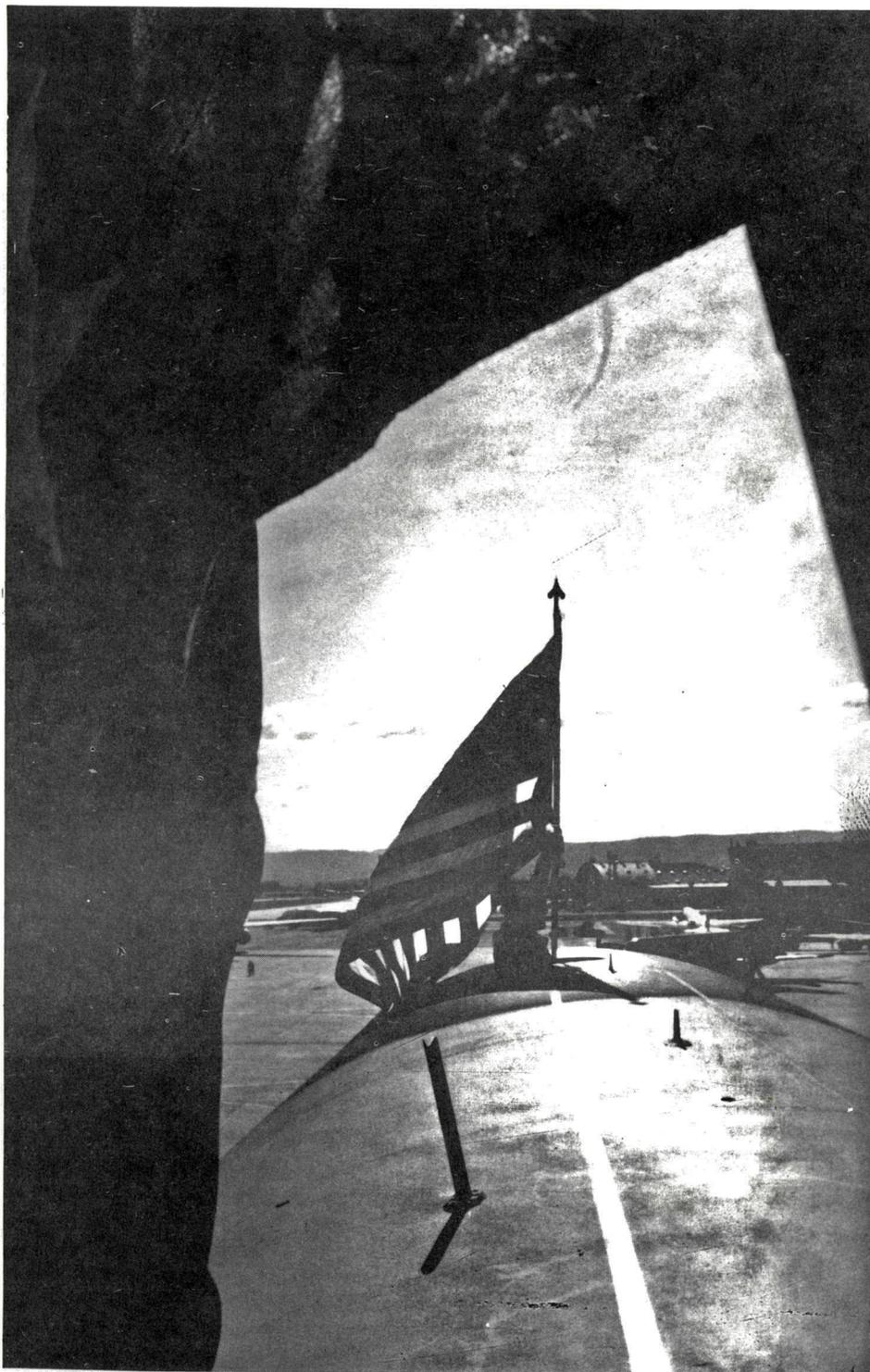
MSgt. Maurice Arcand, NCOIC of the 59th Aerial Port Squadron's cargo section, also now has to be out in 1992 but said he doesn't mind the changes much.

"It's something that should have been done a long time ago. Some people are being 'pigeonholed.' There are a lot of good people that should be promoted but can't be because of too many senior people in the slots above them."

SMSgt. Raffaele Frieri of the 439th Clinic, who's been in the military since 1953, said he doesn't know what to think of the changes that will force him out in January 1992.

"It's kind of hard to tell what they're trying to accomplish with this," he said. "They're trying to save money, I guess. This may be one way they can do it."

Pay Date	Max ETS
1959 or earlier	Jan. 1, 1992
1960 or earlier	Jan. 1, 1993
1961	May 1, 1993
1962	Sept. 1, 1993
1963	Dec. 31, 1993
1963 or later	Pay Date plus 30 years



(USAF photo by Maj. Pete Gray)

SHOWING THE COLORS—CMSgt. Ludwig Schwechheimer, security police manager with the 439th SPS, proudly displays the American flag out the forward hatch of the C-5A while taxiing into Sydney Airport, while Maj. Pete Gray, 337th MAS pilot, shows the Australian flag out the rear hatch.

Westover

More than 500,000 crew spectators toured a Westover C-5A Galaxy static display in October at an international airshow in Australia.

Westover's participation in the five-day airshow marked the highlight of a 15-day mission—the longest Westover C-5A mission to date—that took the crew across the United States all over the North and South Pacific.

According to Lt. Col. Gale French, wing safety officer and a pilot on the Australia mission, the C-5A was the hit of the airshow, which also featured the Soviet An-124 "Condor," the East Block's answer to the Galaxy.

"The Australians were especially interested in the C-5 when they found out it was manned with Air Force Reserve crews, because no one in the Australia Reserve flies," Colonel French said.

"When they heard the biggest airplane in the Free World was staffed part-timers who took 15 days off from their jobs to fly to Australia, they were really surprised," he said.

According to 1st Lt. William Rolocut, the Australians rolled out the red carpet for the Westover crew.

"They treated us so well," Lieutenant Rolocut said. "People would see the American flag on our shoulder and would walk up to us and say, 'excuse me, can I talk to you? I've never spoken to an American before.'"

Colonel French said after leaving Australia, the crew had hoped to fly to Ethiopia, then on to Spain before returning to Westover. However, the around-the-world concept was scrapped because "getting the cargo and the necessary clearances was hard to work out."

Even without flying around the world, the crew logged a lot of miles. The C-5A departed Westover Oct. 6 and went to Travis AFB, Calif., where the crew loaded 100,000 pounds of cargo. From Travis, they headed to Elmendorf AFB, Alaska, where they took on another 100,000 pounds. They then headed to Yakota, Japan, and then to Kadina, Okinawa before flying to Australia. After an eight-day stay Down Under, the crew made the same trip

Crew visits land "Down Under"

back home on Oct. 21, including an additional stop at Tinker AFB, Okla.

Though the flight hours were long, Colonel French said the mission was "tremendous. I'd absolutely do it again."

EAST MEETS WEST—SSgt. Gary Smith, 337th MAS loadmaster, gets into the Aussie spirit by sporting the traditional hat from the Australian Outback (right). Sergeant Smith and the rest of the Westover crew were given a tour by the Soviet crew of the An-124 "Condor" (below), which was also on display at the Australian airshow. More than 500,000 spectators and the opportunity to compare the Galaxy to the Condor for themselves.

(USAF photos by Maj. Pete Gray)



Moscow's answer to Westover's C-5A:

The An-124

CONDOR



(USAF photos by Maj. Peter Gray)

By Dr. Frank Faulkner

A Westover crew on a recent mission to Australia toured and photographed the Soviet's new Antonov 124/Condor which, although shorter than a C-5A Galaxy, is rated as the world's largest aircraft.

Soviet strategic airlift operations are gaining increased payload and distance with the initial deployment of wide-bodied An-124s as Moscow's answer to America's C-5 Galaxies.

The U.S. rates the An-124, known to NATO as the Condor, as a 150-metric ton airlifter with a maximum payload range of 1,798 miles.

The Soviets claim a maximum payload range of 2,790 miles, and payload reductions can produce a ferry range

of 10,230 miles.

The Soviet counterpart of MAC is VAT—Voyenno-Transportnaya Aviat-siya, Russian for "military transport aviation"—with approximately 600 aircraft, most painted in the color scheme of Aeroflot, the Soviet national civilian airline.

VAT aircraft have provided famine relief to Ethiopia and have delivered military supplies to Soviet clients in the Middle East, Africa and Latin America.

The heavy airlift capability of the An-124/Condor enhances Soviet ability to support overseas commitments. Unlike the C-5A, however, the An-124 requires a 9,900 foot runway, according to Soviet handouts distributed in Australia.

At first glance, many VAT aircraft resemble MAC airlifters in size, mission capability and even appearance. The VAT inventory ranges from about 150 of their C-130 contemporaries, known as An-12/Cubs, through 340 of their C-141 counterparts, known as Il-78/Candids, and about 55 An-22/Cocks, a turboprop short-field heavy lifter designed for a strategic/tactical role much like the C-17.

Aeroflot also has about 1,600 long- and medium-range aircraft, most flown by reserve military officers, which could be mobilized by the Ministry of Civil Aviation to provide strategic air transport.

In October, while a 337th MAS crew was displaying a Westover C-5A Galaxy in Australia, many members of the

An-124 Condor		C-5A Galaxy	
Length	228 feet	Length	248 feet
Wingspan	240 feet	Wingspan	222 feet
Cargo hold length	118 feet	Cargo hold length	121 feet
Max width	21 feet	Max width	19 feet
Max height	14.5 feet	Max height	13.5 feet

Westover aircrew were given a tour of a Soviet An-124 Condor that was painted in the white, blue and gray markings of Aeroflot.

"The plane looked a little old and tired," said Maj. Pete Gray, one of the Westover crew members who toured the Condor. "It had the flavor, walking up on the flight deck, of being more than four years old.

The prototype of the Condor is thought to have first flown in 1983, and the An-124 was first displayed in the West three years ago. The An-124, which carries a crew of six, is also being marketed by the Soviets for civilian export as the "Ruslan," but there have been no reports of sales.

"The technology was strange and somewhat outdated," Major Gray said. "It reminded me of a C-124, in the way things were arranged and attached and in the layout of the cockpit. It made me think, 'this thing has to be more than four years old.'"

Lt. Col. Gale French, another Westover pilot on the mission to Australia, said the Condor doesn't have the floor rollers of the C-5A to move pallets. "Instead," he said, "there is an overhead crane system similar to the system in the old C-124. A system that I would term antiquated."

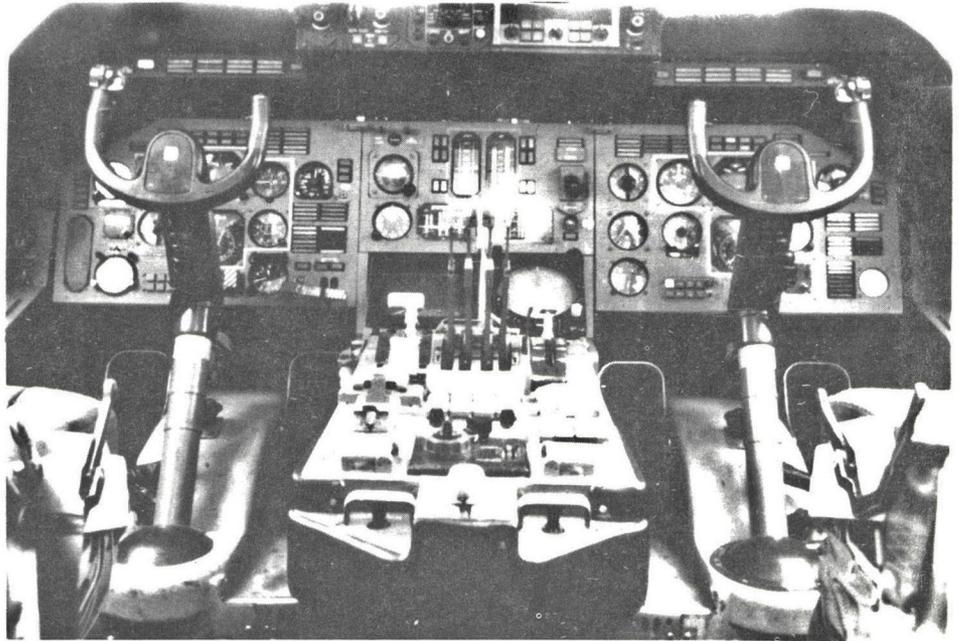
Colonel French said, "The Condor crane picks up a pallet and then the crane rolls down the length of the cargo bay to deposit the pallet in place."

The An-124 was first exhibited in the Free World at the 1985 Paris Air Show and became operational in 1987. According to civilian aviation publications, only a few Condors are deployed by the Soviets and the aircraft has been seen in Afghanistan.

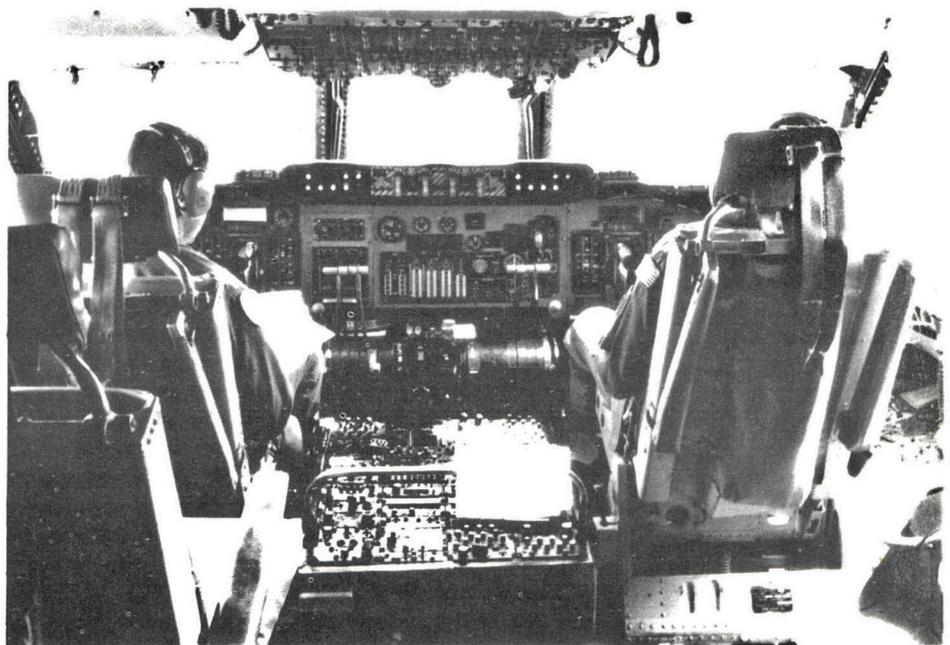
According to Major Gray, the Russian pilot of the Condor told the Westover crew members that he had been flying the aircraft for four years, but had logged only 400 hours of flying time.

An Air Reserve Technician at Westover would be expected over the same time to log an average of 2,000 flying hours in a C-5A Galaxy, the major said.

"All the Soviet crewmen said they were civilians," said Colonel French. They termed themselves 'test pilots' and they had a video camera they used to film our C-5. The camera and equipment appeared to be 20-year-old technology. They had one of those giant battery packs that they had to drag along on rollers."



COCKPIT COMPARISON—The An-124 Condor cockpit, above, is austere compared to the C-5A. One pilot from Westover said the Condor was reminiscent of an old C-124 and did not have the appearance of an advanced strategic airlifter like the Galaxy.



Colonel French said, "It was interesting that after stepping off their four-year-old plane they wanted a tour of 20-year-old Galaxy and take video with their 20-year-old technology. It really gives you an appreciation for the differences in the technology level of the two nations."

Although the Condor does not have the aerial refueling capability of our Galaxies, the Soviets set a record in

1987 by making a 12,500-mile, 25.5-hour flight around the periphery of the USSR.

The Soviets claim the Condor has airlifted 170 metric tons—the C-5A is rated by the U.S. at 125 metric tons—and can be configured to carry 415 troops or to airdrop 320 paratroopers.

The Condors are assembled at the huge Oleg K. Antonov airframe plant

Continued on next page

Continued from previous page

in Kiev. The aircraft has wings which are each nine feet longer than those on the C-5A, but the An-124 is 25 feet shorter than the Galaxy.

According to Soviet publications, the An-124 is powered by four Lotarev D-18P turbojets rated at 52,000 pounds thrust. The cargo bay is 118 feet long, 21 feet wide and 14.5 feet high.

This compares favorably with the C-5A's 121-foot long bay which is 19 feet wide and 13.5 feet high.

ROLL-ON, ROLL-OFF—The large clamshell doors in the rear of the An-124 and the raised visor allow the Condor to perform rapid roll-on and roll-off missions much like the C-5A. Unlike the Lockheed jet airlifters, the Antonov does not have a "T" tail for operation of elevators above airstream turbulence.



earning a **PAT** on the back

REENLISTMENTS:

MSgt. Arthur F. Flynn Jr.
MSgt. Robert W. Karrasch
MSgt. John E. Miller II
MSgt. Francis T. Simone
MSgt. Stuart C. Bartholomew
TSgt. Lori D. Boucher
TSgt. Irving H. Colby
TSgt. Ronald B. Galvagni
TSgt. Jill A. Himelick
TSgt. Robert G. Hull
TSgt. June J. Bradford
TSgt. Ronald E. Philbrick
TSgt. Arthur J. Pollier
TSgt. David J. Vallego
SSgt. John P. Bosley

SSgt. Matthew M. Eichenlaub
SSgt. Mary P. Ferriter
SSgt. Louella J. Gallin
SSgt. Julianna M. Glahn
SSgt. Kim M. Gomes
SSgt. Douglas M. Hayward
SSgt. McClair W. Mailhott Jr.
SSgt. Joseph P. Nash
SSgt. Thomas M. O'Brien
SSgt. Seaphin F. Rensenaes
SSgt. Karen S. Senecal
SSgt. Jocelyne G. StPierre
Sgt. Aleatha C. Keene
Sgt. Gary F. Sanderson
Sgt. Andrew L. Tetreault
SrA. Donald K. Blaisdell Jr.
SrA. Jody S. Parker

ENLISTMENTS:

TSgt. Richard S. Tuttle
SSgt. Mary L. Amaral
SSgt. Frances M. Breedlove
SSgt. William R. Chagnon
SSgt. Timothy A. Day
SSgt. Richard B. Esposito
SSgt. Donna L. Hayes
SSgt. Alan C. Hubbard
SSgt. Hayden R. Lever
SSgt. Danforth W. Moon Jr.
SSgt. Dennis J. Vight
SSgt. Bruce L. Westcott
SSgt. Michael G. Zabbo
Sgt. Ronald F. Donofrio
Sgt. Byron B. Labreche
SrA. Mark A. Sadowski

A1C Jeffrey W. Black
A1C Jeffrey M. Bosinske
A1C Mark W. Butler
A1C Matthew R. Psenickny
AB Yolanda M. Mickens
AB Lawrence C. Polite

PROMOTIONS:

MSgt. Richard J. Anderson
MSgt. Gary A. McNab
MSgt. Robert L. Perreault
MSgt. Chester R. Shattuck
TSgt. Raymond B. Fleury
TSgt. Thomas J. Moore
TSgt. Frank Lobianco Jr.
TSgt. Donald L. Sykora
TSgt. Terrence Parmenter
TSgt. Gerald Renaud

Swindell ends 33 years of service to the Air Force

By Tracey Priestler

James R. Swindell's distinctive Oklahoma twang is missed as a fixture at Westover.

Col. Charles "Whitey" Joslin Jr., deputy commander of operations, says, "Swindell is the only man I know who can say my name and elongate it for more than 30 seconds," he demonstrates: "W—H—I—T—E—Y."

Mr. Swindell laughs while discussing his distinctive Oklahoman accent. "I'm grateful I received my Yankee citizenship, but the language requirement had to be waived for me.

"I love the culture of New England," he added. "It's a special place. The cool weather makes me feel energetic."

Mr. Swindell, the now-retired 439th MAW administrative office, has spent 33 years with the Air Force. His reserve career began in 1955.

In January 1960, Mr. Swindell became a navigator of the C-141s at Travis Air Force Base, Calif. He then came to Westover in 1973 as a C-123 navigator until his retirement from the Reserve as a lieutenant colonel.

In 1982 he became the base construction contract administrator, and later the base contracting officer. His last four years at Westover have been as the wing administrative officer.

All of Mr. Swindell's military assignments have been aircraft related. In 1951, he enlisted in the Air Force and he received his commission in 1952. He flew B-29s as a navigator on 13 missions over North Korea. He also flew KC-97 air refueling tankers.

Almost as many changes have taken place on the base as have in Mr. Swindell's career. "I have witnessed the new Civil Engineering building go up, and I have viewed the opening of the Open Mess," he said.

Mr. Swindell shares his life with his wife Jeane, and two children, Scott and Rhonda. His wife is employed part time at Mount Holyoke College. Scott, his youngest, is a freshman at the U.S. Military Academy at West Point. N.Y., and Rhonda is a recent graduate of UMass with a bachelor's degree in elementary education.

Mr. Swindell said he wasn't always so

fortunate to have his family with him at Westover. "I missed my family for the first 90 days of my position," he said. "They were in California and it took three months to get them out here."

Mr. Swindell has a strong interest in the work of American sculptor Augustus St. Gaudens. He researches St. Gaudens' work in his spare time.

Even though Mr. Swindell is retiring, he said he hopes his career isn't over yet. "After my first year of retirement I would like to find a job that would be prosperous in the debt-laden, world economic environment," Mr. Swindell said. "But first I wish to concentrate on personal family business."

In looking back at his years at Westover, Mr. Swindell has the most praise for the base staff. "The most impressive aspect here is the high caliber of the reservists. There is so much education here they could staff a small college by themselves."

In bidding farewell to Westover, Mr. Swindell says, "I'm going to miss this place very much, but I'll be back to visit."

Air Force discloses existence of stealth fighter

WASHINGTON (AFNS)—The Air Force has announced the existence of an operational stealth fighter aircraft, officially known as the F-117A. The single-seat, dual engine aircraft is built by the Lockheed Corp. in California.

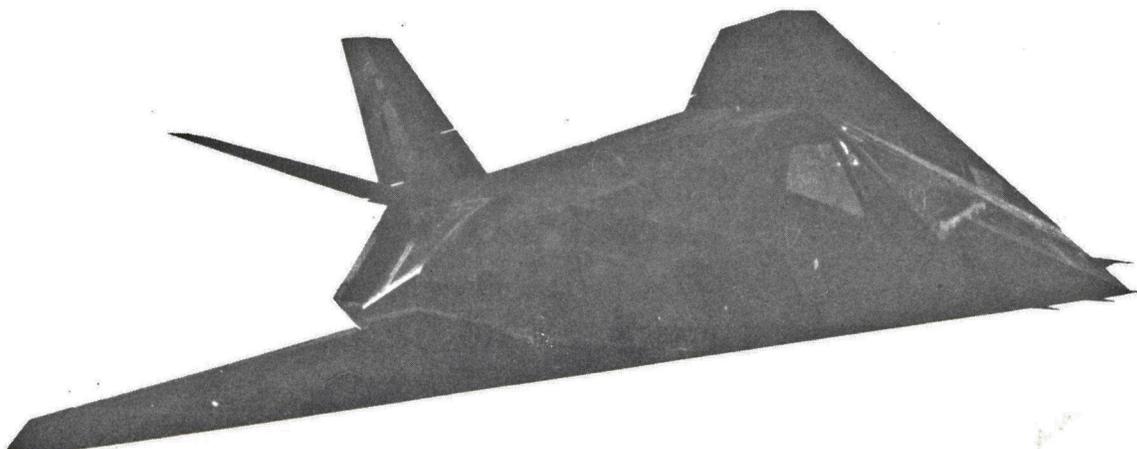
The F-117A first flew in June 1981 and has been operational since October

1983. The aircraft are assigned to the 445th Tactical Group at Nellis AFB, Nev. The planes are based at the Tonopah Test Range Airfield in Nevada.

A total of 59 aircraft are being produced. Fifty-two have already been delivered to the Air Forces and seven

more are in production.

With disclosure of the F-117A program, this mature system, which has enjoyed bipartisan congressional support since its inception, can now be fully integrated into operational plans in support of worldwide defense commitments. This system adds to the deterrent strength of U.S. military forces.



FMS rewrites regulation with Yankee ingenuity

Last winter CMSgt. Vincent Viglione, aircraft maintenance manager, and his 439th FMS mechanics had a problem and couldn't find the answer in Air Force technical manuals. They not only solved the problem, but rewrote the regulations.

"If we didn't have people with a 'can-do' attitude we would never get the job done here," Chief Viglione said.

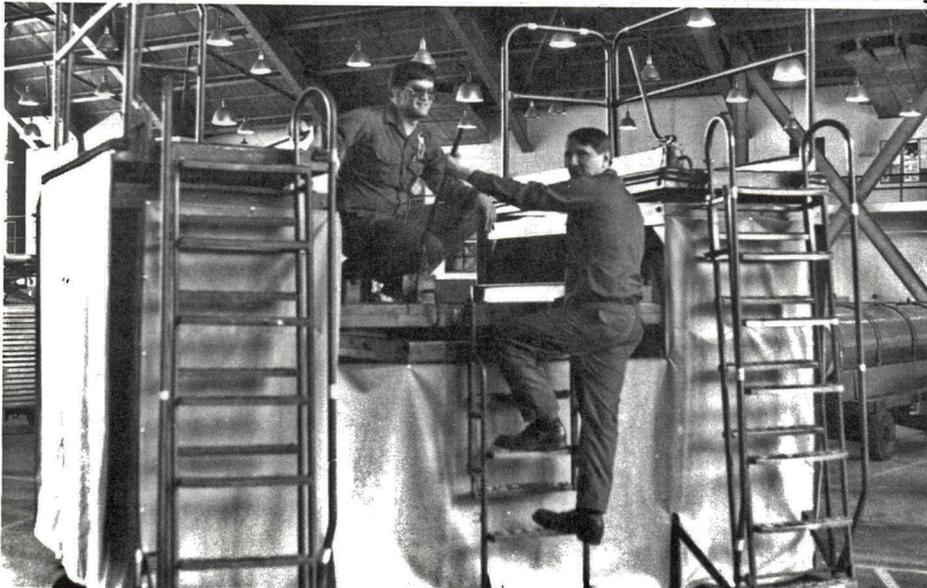
"The engine mechanics talked to our people in the survival shop and together they developed a plastic engine inlet cover like a tent shelter for engines and mechanics. It has a zippered entrance, windows and a hole for a heating duct to keep the engine seals and mechanics warm even in the kind of weather we get at Westover," the chief said.

Air Force officials liked the idea so much the engine inlet covers will soon be a part of Air Force regulations and required equipment at all C-5 bases. The FMS members have submitted the idea in a suggestion program and are awaiting word on a possible award.

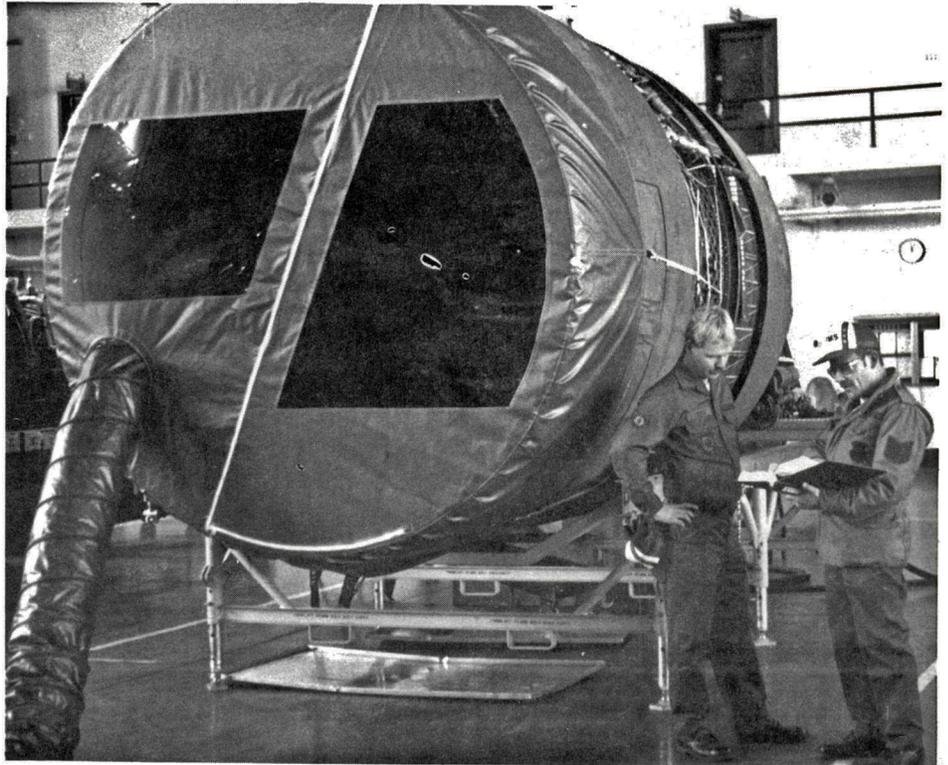
The 439th FMS shops are using skill and ingenuity to solve problems in other areas as well.

The squadron's tire-carrying trailer is their own invention.

"There are 28 tires on a C-5 and with a dozen aircraft we were spending all our time carrying tires out in a little trailer holding four of them," Chief Viglione said.



MAINTENANCE STAND—SMgt. Steven Holloway and SSgt. Lester Ryan check the maintenance stand designed by squadron members.



ENGINE INLET COVER—SSgt. Mike Thomas and MSgt. Victor Marden prepare to enter field maintenance squadron's engine inlet cover.

Members of the FMS crew designed a new trailer, and constructed it from discarded equipment. "They added an old C-123 cargo loading ramp to roll the tires up and welded parts from a rifle rack to the frame," Chief Viglione said.

"We found that at Stewart AFB they

had one that holds 12 tires. Naturally, we had to out-do them," he said.

When squadron members complained that a five mph forklift was too slow to individually transport aircraft jacks from hangar to Galaxy, they found a way to do something about it.

"It was time consuming to transport six jacks weighing 2,200 pounds each on a two- or three-mile round trip at five miles per hour," Chief Viglione said.

The repair and reclamation welders and sheet metal team built a trailer to handle all six of the big jacks at once.

"Their ingenuity will save hundreds of man hours," the chief said.

"I have a growing appreciation for the way the field maintenance technicians use their own talents to solve problems.

"When they don't have the equipment they feel is needed, they'll build it out of whatever is available. These people are rewriting the manual and they're using a lot of Yankee ingenuity to do it," he said.

When the Air Force provided a transportation dolly that holds a single engine turbine, the welding and machine

(Continued on page 19)

(USAF photo by SSgt. Vin Blanchard)

(USAF photo by SSgt. Vin Blanchard)

TALKING TO THE BOSS—Col. Ralph Oates, 439th MAW vice commander, talks with Brig. Gen. Frederick D. Walker via the new communications system at the 74th AES. General Walker was en route to Westover from Dobbins AFB, Ga., aboard a Westover C-5. The new network enables the 74th to communicate on a world-wide basis.

(USAF photo by Vin Blanchard)



Charity-bowl raises \$4,000 for Westover's CFC

By Kimberly Saganski

The first Westover Charity Bowl, held Nov. 1, tapped the energy and enthusiasm of civilian employees as well as the Army, Navy, Air Force and Marines to raise close to \$4,000, almost four times the expected \$1,000 for the Combined Federal Campaign.

According to one of the project organizers, Capt. Denny A. Jobes, "everyone in CBPO put their heads together to see how we could help raise money to meet Westover's CFC goal. The idea of a bowl-a-thon was tossed into the arena and everyone felt it had the potential to be a huge success," she said. "Thanks to the hard work of everyone in CBPO and the local sponsors who donated gifts, it was."

The group took their lead from the Big Brothers and Big Sisters of Springfield who hold a similar fundraiser every year for their own organization, said Captain Jobes.

Prizes, graciously donated by local businesses, were raffled throughout the two-hour activity. In addition, trophies were presented by Brig. Gen. Frederick D. "Mike" Walker to specific bowlers for their memorable performances.

Special recognition for the highest contributions go to Ann Baranauckas from the 337th MAS who collected

almost \$600 worth of pledges, and Sophie Bartosik from the Air Base Group who raised \$338.72.

Todd Sharp, high individual scorer for the men with 234, picked up an additional trophy as a member of the winning combined Marine and Air Force team whose six members bowled a collective 1048.

The women's high score of a 188 was captured by Marge Schoonover of the Air Base Group.

Low score honors went to Linda Mellan of the 439th USAF Clinic and Wing Commander General Walker.

Jimmy Trichinotis, the twelve-year-old son of Lt. John J. Trichinotis, scored an 86 and took home the trophy for the highest scoring child.

Many people fought for the distinc-

tion of having thrown the most gutterballs but the six that Kelley Payne threw earned her the coveted trophy. "I'm proud of that trophy," she said. "I tied with someone else, but my score was lower, so she conceded!"

Westover set a base goal of of \$21,000 to donate to the Combined Federal Cam, an, a sub-group of the United Way.

For the past three years the base has not managed to reach its goal, but this year donations exceeded it by over \$9,000.

"That's a 73 percent increase from last year," said Ruth Krynicki, base coordinator for the CFC.

A similar bowling fundraiser is planned for next year, said Captain Jobes, but \$10,000 seems to be a more challenging goal.

Special thanks to contributors

Special thanks go to all those who donated their products and services in order to make the first Westover Charity Bowl a success:

Dinn Brothers Trophy Mfg.
Spalding Sports Worldwide
Hadleigh House
Charlie's Lucky Strike Restaurant
Hu Ke Lau Restaurant
Jack Rigali's Italian Village
Restaurant

Jake's Restaurant
First Edition Bookstore
The Marriott
Tic Toc Jewelers
Shawmut Bank
BayBank
Peter Pan Bus Lines
The Consolidated Open Mess
The Westover Morale, Welfare and
Recreation staff

"Patriot Wing" flies hurricane relief mission

Continued from page 1

"That was the largest and heaviest load we've carried to date in a C-5," said TSgt. Robert Motley, 337th MAS loadmaster.

"You should have seen the way the plane was loaded," Sergeant Motley said. "Some of the medical supplies were stashed on top of the vehicles, and a sedan was strapped down to the rear ramp."

A small crowd of airport employees, media and U.S. and Jamaican government officials gathered in Kingston to greet the "Patriot" and to watch the off-load of the huge C-5A.

"It sure is good to see this," said Archibald McLean about the C-5 and its cargo. Mr. McLean, a Manley Field employee, has been living without power since the hurricane struck. "We've been using a lot of candles and batteries," he said.

The NU linemen spent 12 hours a day repairing a major power line in the southeastern part of Jamaica, the area of the island hardest hit by the hurricane. The line is needed to supply



(USAF photo by Dr. Frank Faulkner)

PRESS COVERAGE—Nancy Nelson, reporter for the Springfield Union-News who accompanied the Westover crew on the mission, is watched by the U.S. ambassador to Jamaica and Pearnel Charles, Jamaican minister of public utilities, while she interviews William R. Joslin, USAID mission director in Kingston.



(USAF photo by Dr. Frank Faulkner)

CROWD GATHERS—A group of Manley Field employees, media, and U.S. and Jamaican government officials gathered on the tarmac to watch the off-load of the giant C-5A—an unusual sight in the small island nation of Jamaica.

power to at least 30 water wells, two factories, a dairy and approximately 30,000 customers.

Without the help of U.S. and foreign repair crews, power probably would not be restored to the island until March 1989, said Orville Cox, director of Jamaica Public Services. With the help of the NU crews as well as crews from Florida, Canada, Great Britain, Puerto Rico and the Bahamas, power should be restored by the end of November, Mr. Cox said.

The U.S. Agency for International Development (USAID), the emergency relief arm of the federal government, is paying for the \$9 million cost of the U.S. utility crews. The NU portion of the bill is estimated at \$750,000, according to William R. Joslin, USAID mission director in Kingston.

USAID is also supplying Jamaica with other items needed to repair the damage from Hurricane Gilbert, such as food, building materials and medicine, Mr. Joslin said.

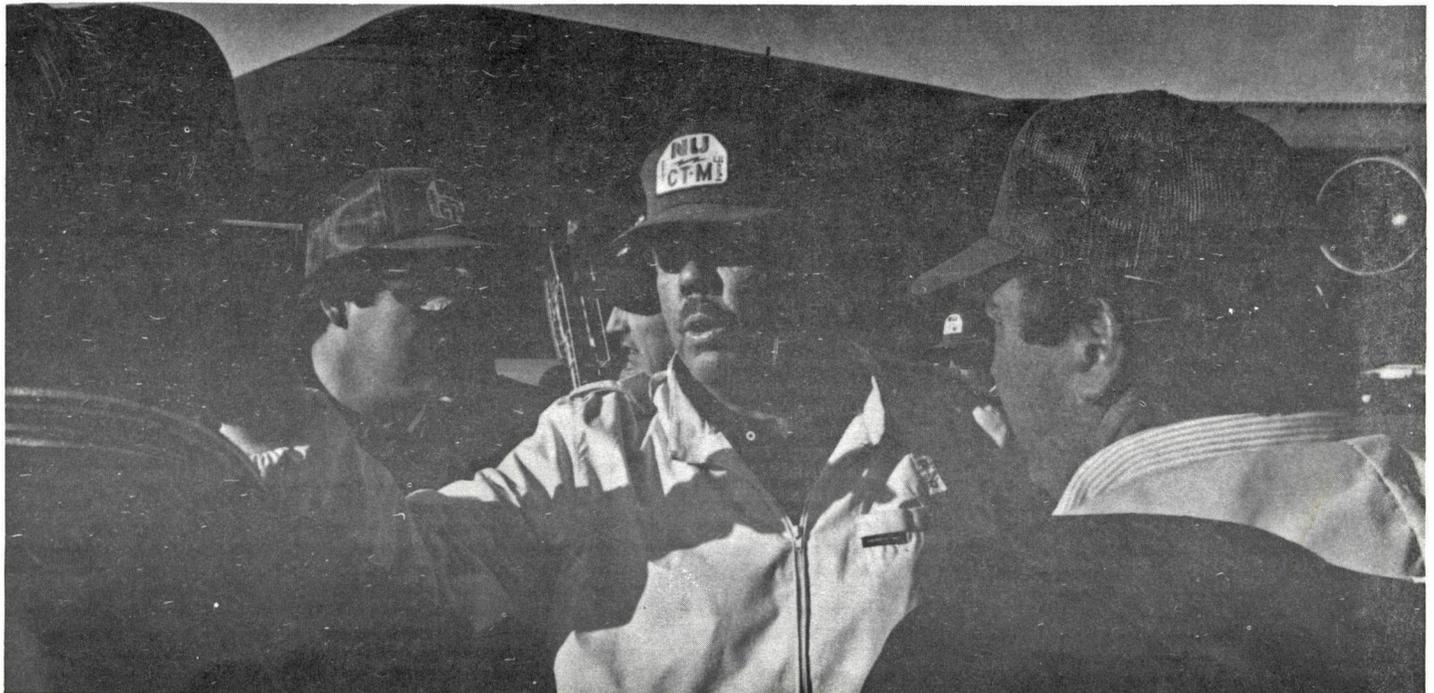
A second Northeast Utilities crew of 20 replaced the original crew in Jamaica Nov. 8.

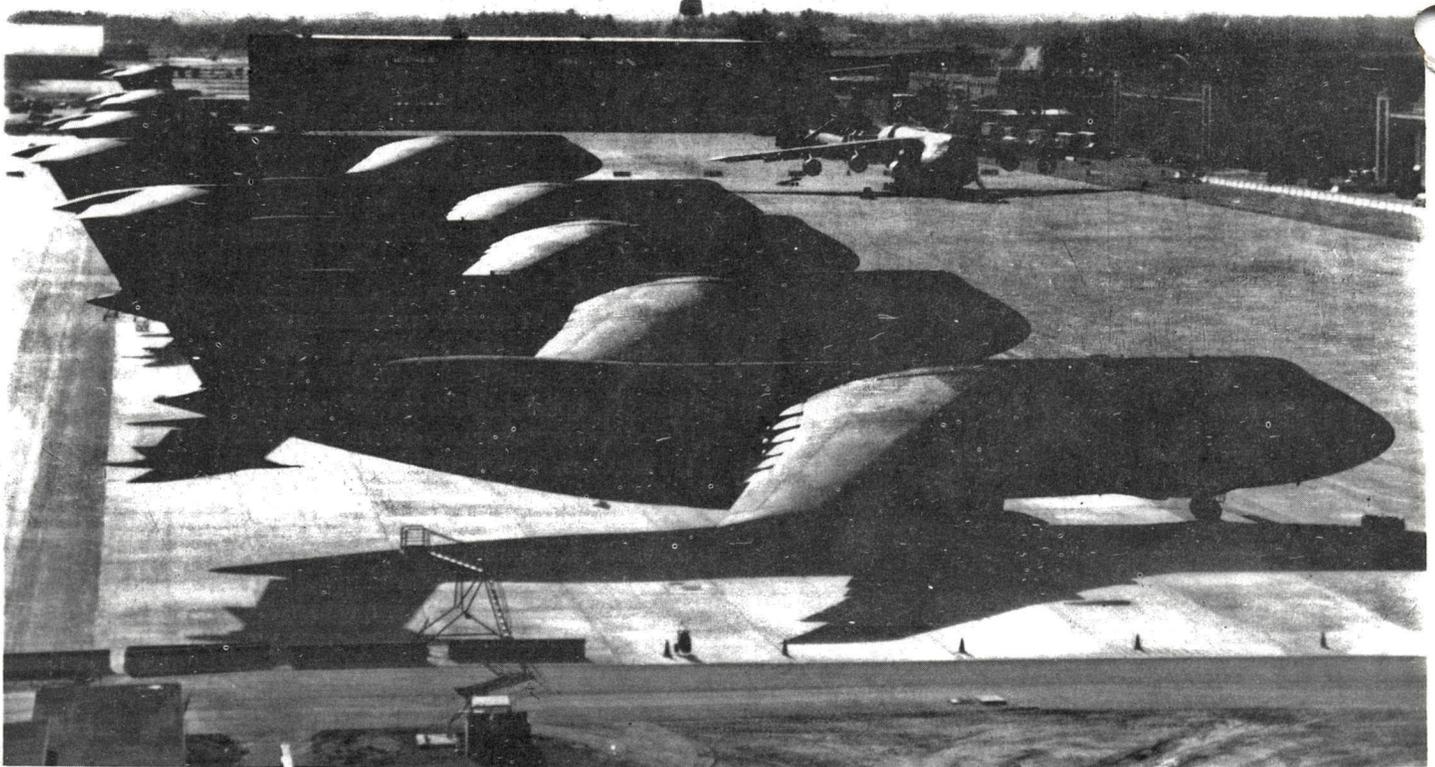


EASY DOES IT—337th MAS Loadmaster MSgt. Garth Parker (above) guides a Northeast Utilities electrical repair vehicle down the front ramp of "The Patriot." Exact specifications were not available for NU vehicles, which made the load

(USAF photos by Dr. Frank Faulkner)

plan for the mission difficult to configure. Below, John Symkewecz, supervisor of the Northeast Utilities crew, briefs some of his workers on their mission prior to takeoff from Westover.





(USAF photo by SSgt. Vin Blanchard)

SIX GALAXIES—Six of Westover's C-5As are shown parked on the east ramp in front of the DC Hangar. Twelve of the giant cargo planes are presently bedded-down here and four more are due to arrive in February. Oct. 1 marked the first

anniversary of the beginning of the conversion from C-130s to Galaxies. Since the arrival of the last of the planes, flying hours have increased from 600 to 1,100 hours per quarter.

1988 was best flight safety year ever for MAC

MAC NEWS SERVICE—Military Airlift Command safety officials have good reason to be smiling as they contemplate the coming year's flight operations. flight operations.

The command is coming off its best flight safety year ever, and officials say there's no reason why the future shouldn't be as bright.

"With the quality of people in the command, and crew member awareness and supervisory safety techniques at a high, we're looking forward to continued good fortune in our flying operations," said Lt. Col. Robert M. Gee, chief of the flight safety division at MAC's inspector general office.

MAC completed this past year without a Class "A" or "B" flight mishap—a milestone never before reached by another major command with as many major aircraft as MAC.

"We've never gone without at least one Class "A" or "B" accident," Colonel Gee said. "In this business we

don't get a lot of positive feedback so this record gives us a very good feeling."

Class "A" flight mishaps involve one or a combination of: a fatality, permanent disability, damage that a cost of more than \$500,000, or a destroyed aircraft. This type of accident is the most serious, according to Colonel Gee. Class "B" mishaps involve more than \$100,000, but less than \$500,000 in damage, a permanent partial disability or hospitalization of five or more people.

Previously, command officials hailed 1983 as the best year when three Class "A" accidents occurred.

MAC staff members are quick to pin laurels on base-level offices, but they too have taken positive steps to increase awareness.

The flight safety division has established a one-of-a-kind branch that examines the biggest reason why any flight mishap occurs. The human factor studies branch is headed by Maj. Kent Lee, who said about 80 percent of all

mishaps are traced to human error. In MAC, 79 percent of all Class "A" flight mishaps in the last three years were caused by human error.

"It's easy to fix mechanical problems," said Major Lee. "We've been flying planes for more than 80 years, so we've got the design aspects down. We maintain them now better than ever before. It's the human error problem that causes most accidents—and those problems are the most difficult to reach."

Major Lee's main objective is to provide mishap investigations finding to the field, where, he said, "it gets the attention of everyone." One avenue is the MAC Flyer, the command safety magazine.

"We had a great and historical year in the airlift business," said Col. Thomas M. James, MAC's director of safety. "Credit for this phenomenal success must go to our crewmembers, local commanders, supervisors, and maintenance and support people.

Reservists get realistic 'send-off' during mobility drill

By Maj. Rick Dyer

TSgt. Jerrold Aiken knew the war was simulated, but the shots were for real.

Sergeant Aiken, a member of the 439th Civil Engineering Squadron, was one of 280 reservists processed for deployment to a war zone during a mobility exercise at Westover Nov. 5.

Although the fatigue-clad airmen never left the base, they experienced what it would be like if they were mobilized and whisked away on short notice to one of the world's trouble spots.

Sergeant Aiken, a veteran of several prior mobility line drills, literally got a dose of reality when he reached the immunization table. A review of his shot record revealed the need for a typhoid inoculation, and SSgt. Denise Bier, a medical technician with the 74th Aero-medical Evacuation Squadron, had her needle ready.

"That shot was definitely for real," said Sergeant Aiken as he rolled down his sleeve and resumed his place in the processing line. His comment was music to the ears of the exercise's organizers.

"We try to make the mobility processing line as realistic as possible," said Capt. William E. Baird Jr., one of the officers in charge of the mobility processing unit. "The job of the Reserve is to augment troops anywhere in the world they are needed, and our job is to help get them there."

In order to get the mobilizing troops processed and loaded onto the waiting aircraft, teams of specialists manned their stations as the reservists streamed through the cordoned lines.

During the exercise, which was held in the POL building near Westover's flight line, SSgt. Allan Boucher of the 439th Security Police Squadron checked identification cards and dog tags. He used a machine resembling a huge typewriter to create new metal tags on the spot for reservists who were missing them.

Nearby, technicians were reviewing personnel files and pay records. If the mobilization had been a real one, the reservists would have been issued advance per diem pay, and their pay records would have been sent to Hanscom AFB for transfer into the active duty pay system.



(USAF photo by SSgt. Vin Blanchard)

THAT DIDN'T HURT—SSgt. Denise Bier of the 74th AES administers an injection to TSgt. Paul Bardwell of the 439th CES during mobility line processing during the November UTA.

Maj. Bruce Hawley, an attorney with the judge advocate's staff, prepared powers of attorney and questioned reservists about the status of their wills.

"Most people have wills, but it is equally important that deploying reservists give their spouse a power of attorney," Major Hawley said. "This is especially crucial if a reservist and his or her spouse do not share a joint checking account."

Westover's chaplains were on hand to minister to the spiritual needs of the troops. Chaplain (1st Lt.) Joseph K.

Raeke passed out scriptural reading material to reservists who requested it.

"We also have a room available in which we can hear confessions and offer counseling," Chaplain Raeke said.

When the reservists, many of whom were carrying duffle bags and M-16 rifles, finished processing, they were sent to a waiting area. Under the scenario of the exercise, they were destined for airlift to European NATO stations, and to Panama.

"This time, it was an exercise," Captain Baird said later. "But next time..."

Public affairs staffers win awards

Members of the 439th MAW public affairs staff recently swept five of 11 awards in the annual AFRES media contest.

TSgt. Tom Allocco captured the Journalist-of-the-Year Award as well as being named Best Feature Writer.

Maj. Rick W. Dyer took top honors in newswriting and commentary-editorial writing. TSgt. Sandi

Michon was named the Best Sports-writer.

The *Patriot*, which has been named the best newspaper in AFRES in each of the last four years, placed second behind the 943rd TAG'S *Western Connection* from March AFB, Calif.

The awards presentation took place at the AFRES Public Affairs Workshop in San Antonio, Texas.

Lt. Col. Joan Hartnett retires from 74th AES

By 1st Lt. Joan McCarthy

Lt. Col. Joan Hartnett, a 22-year Air Force Reserve veteran and chief nurse at the Aeromedical Evacuation Squadron, was honored at a retirement tea at the Consolidated Open Mess during the November UTA.

Colonel Joseph Curley, 74th AES commander, praised the past work and accomplishments of Colonel Hartnett.

"Colonel Hartnett has been the spirit of the 74th for a long, long time. She has given unselfishly to this unit and has set a fine example for our younger troops. She is going to be missed."

Colonel Hartnett, who at one time was the acting commander of the 74th, began her military career in 1966 with the 67th AEF at Hanscom AFB, Mass.

She still has vivid memories of her first air evac missions. "We were flying Vietnam intensive-care wounded from Japan to Elmendorf AFB in Alaska," she explained. "They were all so young and they were all very seriously



Lt. Col. Joan Hartnett

wounded."

A native and life-long resident of

Revere, Mass., the colonel has flown in many different types of cargo aircraft, and calls her experience as a flight nurse, "one of the best things I have ever done professionally."

In civilian life, Colonel Hartnett is nurse manager of Medical Units at Boston City Hospital. A former director of the Massachusetts State Nurses Association, she has also been an assistant professor at the Boston University School of Nursing.

She holds a master's degree in nursing education from the University of Pennsylvania and undergraduate degrees from Boston College School of Nursing and the Chelsea Hospital School of Nursing.

She also has several articles on nursing education and nursing practice published in professional periodicals.

She was presented with a letter from Brig. Gen. Frederick D. Walker and a citation from the Massachusetts House of Representatives during the reception.

Aldridge will leave Air Force Secretary post

WASHINGTON, D.C. (AFNS)—Secretary of the Air Force Edward C. "Pete" Aldridge Jr. submitted his resignation to President Reagan, effective Dec. 16.

Mr. Aldridge has been with President Reagan's administration for almost seven and one-half years. He entered the administration in 1981 as Under Secretary of the Air Force and became Secretary in June 1986.

Mr. Aldridge has accepted a position as president of McDonnell Douglas Electronics Systems, a newly created company to be located in the Washington, D.C. area. He will be responsible for consolidating the electronics and the command, control, communications and intelligence activities of the McDonnell Douglas Corp., and for developing the company's long-range plans in these areas.

Mr. Aldridge has stated that "serving this administration as the Secretary of the Air Force is the greatest job anyone could hope to have. What has made it so is the absolutely outstanding people—men and women, military and civilian—

of the United States Air Force. I am proud and honored to have served with them."

Prior to joining the Department of Defense in 1967, Mr. Aldridge held various staff and management positions with the Douglas Aircraft Company, Missile and Space Division in Santa Monica, Calif. and in Washington, D.C.

In 1967 he joined the staff of Assistant Secretary of Defense for Systems Analysis as an operations research analyst and then served as Director of the Strategic Defense Division until July 1972. He also served as an advisor to the Strategic Arms Limitation Talks in Helsinki and Vienna.

After a two-year stint as a senior manager with LTA Aerospace Corporation in Dallas, Mr. Aldridge returned to the Department of Defense in February 1974 as Deputy Assistant Secretary for Strategic Programs. In 1976, he was selected to be Director of Planning and Evaluation of the U.S. military forces and support structure.



EDWARD C. ALDRIDGE

Submits resignation.

Social Security number proves to be double trouble

By TSgt. Sandi Michon

There's been a comedy of errors in SSgt. Barbara Jackson's life, but she's not laughing.

Sergeant Jackson, material facilities technician with the 439th MOBS, has been fighting a social security snafu for the past eight years and it has been a frustrating struggle.

Through a glitch in the social security system, Sergeant Jackson, and another Barbara A. Jackson born on the same date but two years apart, were erroneously assigned the identical social security number.

Something amiss...

"I became aware that there was something amiss when my mother was receiving partial social security benefits," said Sergeant Jackson. "When I graduated from college, my 'minor' benefits were terminated and social security notified me that I had worked a certain amount of quarters up to that point." She explained to them that she had been in school full-time and had not worked any quarters, and believed the problem was solved.

Far from being solved, her problems were just beginning, and plague her to this day. In 1981, Sergeant Jackson had her tax return rejected because another return had been submitted with her social security number. It was then that she learned that there was another Barbara A. Jackson who was in the Air Force at Hanscom AFB, Mass. Sergeant Jackson was referred back to social security to deal with her problem.

"I filled out forms validating my social security number and information, and nothing more was done," she explained.

More problems

Sergeant Jackson entered the Air Force Reserve in 1981 and was in technical school at Lowry AFB, Colo. in 1982. When she attempted to cash a check at Lowry, she was informed that she owed fees for bad checks written at Fort Devens, Mass. "Even though it was obvious that I couldn't be in two places at once, no one believes my story about two Barbara Jacksons," she said. "They thought I was trying to pull a fast one."

She phoned Otis ANGB, Mass. to try to



SSgt. Barbara Jackson

(USAF photo by TSgt. Sandi Michon)

rectify the problem, but got nowhere. According to Sergeant Jackson, it was difficult to provide proof because of the distance and lack of information about the other Barbara. Ultimately, her check cashing privileges were restored at Lowry, but the bad check would follow her for four more years.

The next few years passed free of the double identity problem until 1984, when her name started bouncing out of the Reserve Pay system at Westover. Her checks wouldn't process as the system was indicating duplicate payments. (The other Barbara Jackson was now stationed in Hawaii.)

Sergeant Jackson was again back to square one at the social security office with what had become a painful thorn

in her side. The matter was investigated and after six months, social security issued the other Barbara Jackson a new number.

Far from solving the problem, it intensified for Sergeant Jackson, as she still had the record of both Barbaras on the original number. "They should have divided the information on our records and issued us both new numbers," said Sergeant Jackson.

"Apparently the other Barbara Jackson had a history of bad credit," explained Sergeant Jackson. She related that the bad credit remained on her records even though the other Barbara had been issued a new number. This caused obvious problems for Sergeant

(Continued on next page)

Korean War veterans memorial planned in Washington

By Jim Garamone
American Forces Information Service

The Korean War has been called "The Forgotten War" by many experts. Yet almost six million Americans served; 54,246 Americans died, while 103,284 were wounded.

The Korean War started with the north invading the south in June 1950. Fighting ended in 1953. Now, 35 years after the signing of the Armistice at Panmunjom, a Korean War Veterans Memorial will be built in Washington, D.C.

"The memorial will honor those who served in the Korean War, especially those killed in action, still missing in action or who were held as prisoners of war," said retired Army Gen. Richard G. Stilwell, chairman of the Korean War Veterans Memorial Advisory Board.

The memorial is authorized by Congress and approved by the president. It will be erected under the auspices of the American Battle Monuments Commission. A nationwide competition is under way for a design for the memorial.

The memorial—which will be located near the Lincoln Memorial on Washington's Mall—will be built with private funds. "The government is providing some seed money," Stilwell said. "We estimate the cost of the memorial will be \$6 million. So far, we have raised \$2.4 million from private sources and placed it in a special account in the U.S. Treasury."

None of the money is used for fund raising. It all goes into an account administered by the American Battle Monuments Commission. "We've gone to great lengths with this because a private firm tried to raise funds for their own version of the Korean memorial and most of the money went to fund raising," said Army Col. William E. Ryan Jr., the commission's director of operations and finance. "All of the money raised by us will go toward building the memorial."

The commission has been involved with getting a Korean War Memorial built since 1968. "At that time, the Vietnam War was raging, and money could better be used elsewhere," Ryan said. "In the 1970s, while there was some interest, it was never put together. In the early 1980s, some groups tried to raise funds for a memorial, but they were unsuccessful."

Ryan said the example of the Vietnam Veterans Memorial—built by a private group—spurred action for a Korean War Veterans Memorial. "In 1986, Congress passed a law calling for the erection of a memorial and the appointment of an advisory board," Ryan said. "Earlier this year, Congress passed another measure allowing the memorial to be built on the Mall area of Washington."

The commission and the advisory board is running an open national competition to select the best design for the memorial. The competition is open to all U.S. citizens at least 18 years old.

The 12-member advisory board—with help from professional advisers—will select the winning design. "While we don't want to constrain any designers, we have some broad guidance," Stilwell said. "We want the memorial to be uplifting in spirit and timeless in meaning."

The Army Corps of Engineers is helping with the competition and will build the memorial. Stilwell expects the results of the competition to be announced in June 1989. If all goes smoothly, the memorial will be dedicated in 1991.

"I think the memorial will act much as the Vietnam Memorial has," Stilwell said. "It will focus public attention on courage, sacrifices and contributions of the men and women who served in the war."

"It's difficult for me to accept the 'Forgotten War' label," he continued. "Our armed forces checked the communist expansion in Northeast Asia."

Anyone wishing to donate to the fund can send contributions to:
Korean War Veterans Memorial Fund
American Battle Monuments Commission
P.O. Box 2372
Washington, DC 20013-2372

Make checks payable to the Korean War Memorial Fund/ABMC.

Those wishing to enter the design competition should write to:
Korean War Veterans Memorial
Design Competition
P.O. Box 17045
Baltimore, MD 21203-7045

Double Trouble

(Continued from page 17)

Jackson, who has always maintained good credit. A major chain store rejected her credit card application because her record showed poor credit ratings. Again, the burden of proof to clear her records was on Sergeant Jackson.

"I had to go round and round with the credit company and also with the social security office." After several costly long distance calls, that particular credit problem was rectified, but the larger problem remained.

"In 1987, the IRS deducted money from my tax return to cover the bad

check the other Barbara Jackson had written from Fort Devens back in 1981!" said Sergeant Jackson.

Sergeant Jackson now has to clear her records with the IRS, and again deal with the social security office to get to the root of the problem. She was given a letter from Social Security outlining the details of her problem. She then took that to the IRS.

"Until her records are completely separate from mine, I will be haunted by this snafu," she said. She explained that she has to keep a constant check on her credit rating to be sure no further erroneous information has been charged to her rating from past errors.

The social security office has been

conducting an investigation into Sergeant Jackson's problem since last June, but she has not heard anything yet. "I don't know how it happened, but it has followed me like an illness," she said. "I need to resolve it—it has the potential to affect my military retirement pay—and who knows what else."

To date, Sergeant Jackson continues to fight the social security battle. "I have received some encouragement from the social security office that my number may be changed soon, but I still have to make sure that our records are accurately separated and then wrestle with the IRS. I've won a few battles, but I want to win the war."

"Patriot People"

Name: Lawrence Weir
Rank: TSgt.
Age: 35
Address: Greenfield, Mass.
Unit: 439th CES
Position: Fire protection supervisor
Civilian Occupation: Firefighter
Favorite Food: steak
Time in Service: 14 years
Favorite Sport: Basketball
Favorite Hobby: Fishing
Ideal Vacation: Hawaii
Best Way to Relax: Fishing
Preferred Entertainment: Classical music
Favorite Celebrity: Marsha Warfield
Favorite Music: Classical
Favorite Book: Red Storm Rising
Favorite Color: Blue
Favorite Car: Pick-up truck
Pet Peeve: Long lines
Best thing about Westover: People



TSgt. Lawrence Weir

Driving on Westover? Buckle up!

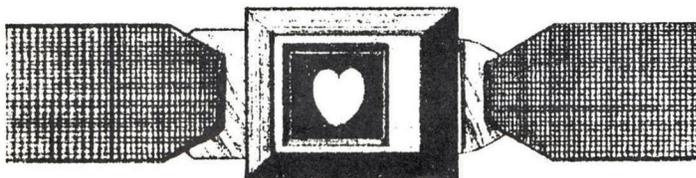
Driving to a UTA one may forget to wear his seatbelt, but as the Westover border is crossed stiff penalties may be incurred as AFR 125-14 is now being more strictly enforced by security police.

The regulation states that all drivers and passengers must wear seatbelts. According to Capt. David E. LaVallie, law enforcement officer, about a year ago the state of Massachusetts passed a law requiring all motorists to wear seatbelts. Subsequently, a referendum was held and the law rescinded.

The penalties for disobeying the regulation can be stiff. An armed forces traffic ticket (Form 1408) may be issued and will cost points which will be assessed on the motorist's driving record. After the 12-point-a-year limit is passed, driving privilege will be revoked. The individual must park off base and walk or get a ride.

"We have noticed a disregard for the seatbelt regulation and are trying to shift reservists into a compliant frame of mind," said Captain LaVallie.

PREVENT BROKEN HEARTS



USE YOUR SEAT BELT

Yankee ingenuity

(Continued from page 10)

shops knew they could do better. The sheet metal and jet shops worked jointly on the project and built a modified maintenance stand to handle two turbines at the same time.

A brake installation and removal dolly developed by FMS simplified taking off tires and wheels and pulling out 140-pound brakes.

Yankee ingenuity also gets the credit for a crew entrance door cover so maintenance people can leave open the C-5 door in bad weather and avoid the complicated opening and closing procedures.

The jet and welding shops built from scratch a general purpose maintenance stand with three individually controlled lifting platforms. They hooked up a heating duct, portable heater and plastic shelter for outdoor work.

The Field Maintenance Squadron is composed of 155 mechanics, welders, sheet metal specialists and other skilled members of 11 shops.

"The 439th FMS works under unique conditions," Chief Viglione said. "The job is only getting done because 155 skilled people are giving a little something extra, and because of a lot of Yankee ingenuity."

Hernandez again gobbles up Turkey Trot

By A1C Christine M. Mora

The runners braved a strong headwind, yet continued their race to the finish line as they participated in the Annual Turkey Trot during the November "A" UTA.

TSgt. Celio Hernandez continued his eight-year winning streak with the best overall time of the day for the five-mile course at 28:15. Sergeant Hernandez, a reservist with 439th FMS, trains about

10 miles a day and has been running competitively for eight years.

Keeping it "all in the family," his wife Mary beat the competition with a winning time of 19:57, the best overall for the women's three-mile course. Along with her husband, she is an avid runner, training about five or six miles a day.

Capt. Jack Devine followed Hernandez with a time of 31:25 and TSgt. Catherine Skalecki, of the 74 AES was

the second woman to cross the finish line with a time of 23:08.

Men (5 miles)

(Age 24-31)	
Robert Rider	36:45
(Age 32-39)	
Celio Hernandez	28:15
Glenn Martin	44:19
(Age 40-47)	
Jack Devine	31:25
John Adams	40:19
(Age 48-54)	
John Aukstikalinis	34:15
Phil Crutchfield	37:10

(Age 55 and up)

Frank Swerda	
Benn Goff	40:54

WOMENS (3 miles)

(Age 24-31)	
Cathy Skalecki	23:08
Kathy Barrett	28:12
(Age 32-39)	
Mary Hernandez	19:57
Cheryl Ethier	25:52
(Age 55 and up)	
Eileen Hall	56:00

CHILDREN (1 mile)

(Age 8-12)	
Robert Church	6:53
Michelle Hunt	7:32
(Age 13-16)	
Joshua Rhodes	5:30
Jim Shapiro	7:32
Averi Church	7:12



(USAF photo by A1C Christine Mora)

THEY'RE OFF AND RUNNING—Distaff competitors in Westover's Annual Turkey Trot road race begin their three-mile jaunt in pursuit of the traditional prize during the November UTA.

PATRIOT

Coming in January — 1989 Calendar



HQ 439TH MILITARY AIRLIFT WING
WESTOVER AIR FORCE BASE, MA 01022

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300

THIRD CLASS
BULK RATE
POSTAGE & FEES PAID
USAF
PERMIT NO. G-1

Published monthly for Patriots like SSgt. Nancy Beauchemin of Chicopee, Mass., and 2188 members of the 439th MAW at Westover AFB.