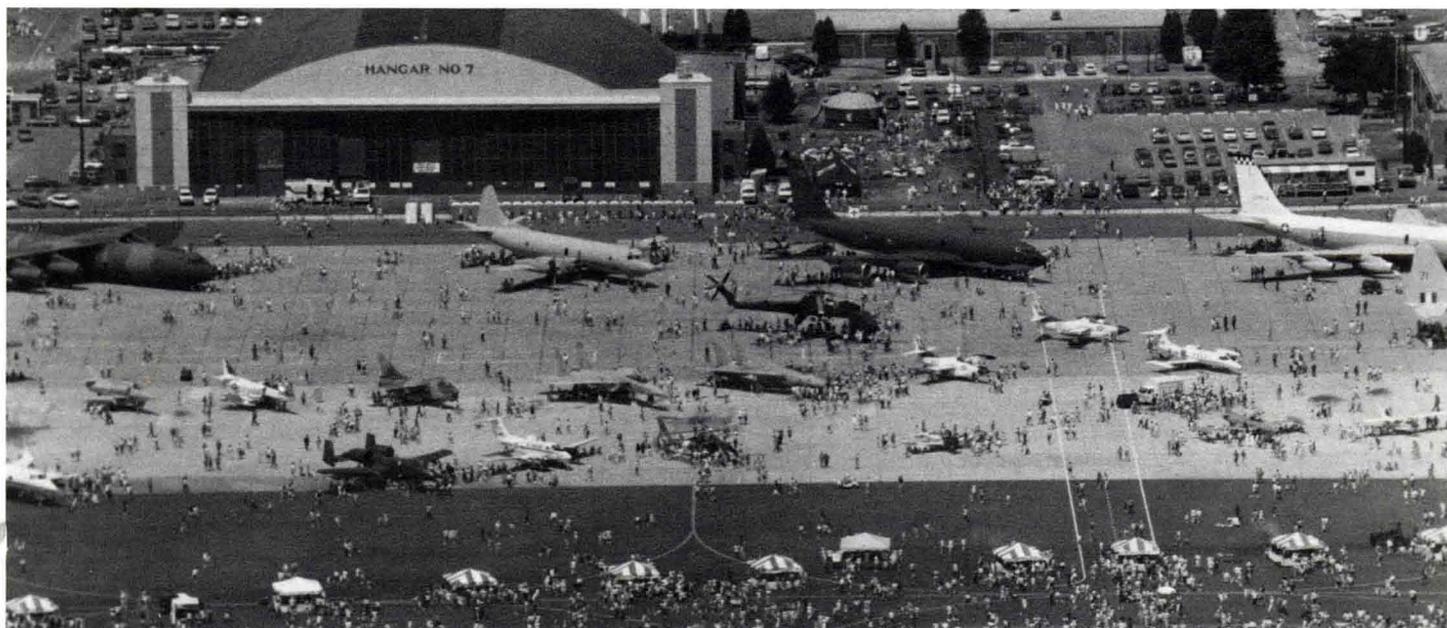


PATRIOT

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

VOLUME XVII, NUMBER 7

JULY/AUGUST 1990



(photos by SSgt. Vin Blanchard)

MILESTONE AND MOBILIZATION -- The unforgettable summer of 1990 saw the anniversary of 50 years of flying at Westover and the opening of a new chapter in the base's role

in national defense. The magnificent display of airpower at Westover's airshow was a preview for the mobilization a few weeks later of the airmen and Galaxies of the 337th MAS.



EDITORIAL

Desert Shield tests Reserve

Whatever else happens, Desert Shield is a test of the readiness of the reserve forces.

As the public sees neighbors and co-workers join their units for active service, the reserve gains unprecedented visibility. The press, television and radio have "discovered" the men and women of the reserve and helped focus the attention of the nation on them. Not since World War II has the reserve played so significant a role in a military confrontation, and the role grows with each call-up.

Fairly or not, we will be judged by how we answer the call to duty.

The preliminary judgment could hardly be more positive. The national news has given the reserve favorable publicity of a magnitude that could not be bought with the largest advertising budget. At this point the reserve is riding a crest of popularity and national support as never before in its history.

The public support has been earned by the example of individual reservists who are rallying in the national undertaking of Desert Shield. They are the Westover aircrews who without exception responded to the Aug. 24 mobilization; volunteers for jobs wherever needed on base; and military and civilian members who uncomplainingly give extra hours to their jobs on base.

The job is getting done on the basis of the loyalty and sacrifice of individual reservists. This can be seen in the successful build-up in Saudi Arabia. At Westover, examples include development of the passenger terminal, expansion of the dining hall and extra efforts of the maintenance and transportation services members.

The attention of the nation is on the reserve and, so far, the public likes what it sees. The final results of the biggest test of the reserve is yet to come. We believe they will prove that the public's confidence was not misplaced.

-- by TSgt. Tom Allocco
Public Affairs Specialist

Briefs

Blood drive

A blood drive will be held at the base gym Nov. 2 and 3 from 9 a.m. to 1 p.m.

Capt. Thomas Schwechheimer, Morale, Welfare and Recreation director, invites all reservists as well as civilian employees of Westover Air Force Base to take part in the drive.

Dining Out canceled

The NCO/Airman Dining Out, scheduled for Oct. 13 at the Consolidated Open Mess has been canceled because of Operation Desert Shield, according to TSgt. Tom Roe, organizer of the event.

911th repeats win

POPE AFB, N.C. -- The 911th Tactical Airlift Group from Greater Pittsburgh International Airport, Pa., representing the 439th Military Airlift Wing, was named the best post-flight C-130 team during Airlift Rodeo in June. The 911th also won this award last year.

For only the second time in the 11-year history of the event, a C-141 unit came away with top honors. The 63rd MAW from Norton AFB, Calif. was declared the best overall wing by Gen. H.T. Johnson, commander in chief of the Military Airlift Command.

Direct deposit required

Air Force reservists called up for active duty in support of Operation Desert Shield need to receive their pay through direct deposit, according to Air Force officials.

"Military finance people have no authority to cash U.S. Treasury checks in Saudi Arabia," said SMSgt. Jim Lapina, chief of the management branch in the directorate of Accounting and Finance at Headquarters AFRES.

"People deployed to the area are permitted to cash personal checks, but amounts may be limited," he said.

Reservists may continue to receive their government checks at home; however, they will need to grant a power of attorney to their spouse or other representative to cash these checks, Sergeant Lapina added.

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 content is 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

Wing Public Affairs Officer
Maj. Rick Dyer

Assistant Editor
SrA. Christine Mora

Base Commander
Col. Thomas G. Hargis

Public Affairs Assistant
Monica M. Lindberg

Photo Editor
TSgt. Sandra M. Michon

Base Public Affairs Officer
Gordon A. Newell

Editor/NCOIC
MSGt. Gordon Newell

Staff
TSgt. Tom Allocco
SSgt. Vincent Blanchard
SrA. Kymberly Saganski

PRESIDENT BUSH MOBILIZES 337TH MAS

by Maj. Rick Dyer

The sign just inside Westover's Industrial Gate said it all:

"PRESIDENT BUSH: YOU CALL, WE HAUL"

Westover's 337th Military Airlift Squadron was called to active duty by the President Aug. 22 for service in the troubled Persian Gulf region.

The 202 members of the 337th --- who are C-5 pilots, flight engineers, loadmasters, intelligence specialists and other administrative support personnel -- were among the first 1,002 Air Force reservists in the nation mobilized following the invasion of Kuwait by Iraq.

The call-up came just two days after President Bush signed an executive order authorizing the mobilization of 40,000 U.S. reservists for Operation Desert Shield.

According to Lt. Col. James Gallin,

MAS commander, the activation did not come as a surprise.

"Our aircrews have flown numerous missions to Saudi Arabia during the past three weeks on a voluntary basis," Colonel Gallin said. "Our status has changed to active duty, but the work remains the same."

Westover's C-5 Galaxies and aircrews were pressed into service flying heavy cargo and troops to the Middle East immediately after the Iraqi invasion. Some 337th airmen had flown to Saudi Arabia several times on reserve status before the call-up.

Colonel Gallin said approximately 80 airmen from the 337th and 13 of Westover's 16 C-5A Galaxies were flying Desert Shield missions when the unit received word of its activation.

Ironically, Westover was supposed to start a three-day Operational Readiness Inspection -- a test of the 439th Military

Airlift Wing's combat readiness -- Aug. 24.

"Instead of practicing for a mobilization, we did the real thing," said Brig. Gen. Frederick D. "Mike" Walker, 439th Military Airlift Wing commander.

Air Force officials canceled plans for the ORI two weeks earlier when the situation in Persian Gulf began deteriorating, General Walker said.

Base personnel -- who have long practiced the steps needed to notify and mobilize reservists -- suddenly found themselves manning phones to notify 337th members of an actual call-up.

"Things went real smoothly," said Colonel Gallin. "Everybody cooperated and did what had to be done."

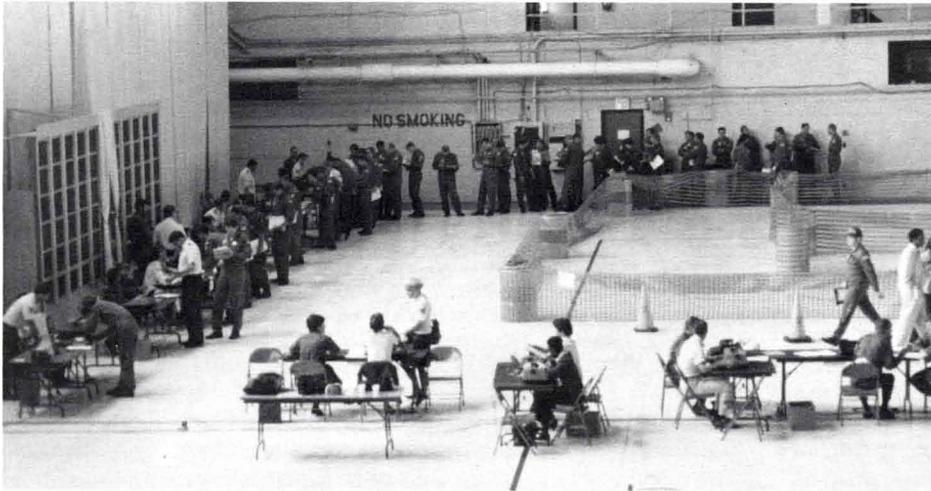
By 7:30 a.m. on Aug. 25, all of the 337th members who weren't already on missions had reported and were being briefed in the Base Hangar.

(Continued on page 4)



(photo by SrA. Christine Mora)

HANDLING DETAILS -- Reservists from the 337th Military Airlift Squadron process through the mobility line after their unit was activated Aug. 24. The airmen were among the first 1,002 reservists mobilized following Iraq's invasion of Kuwait.



(photo by SrA. Christine Mora)

LINE-UP -- Members of the 337th Military Airlift Squadron wind their way through the mobilization line in the Base Hangar on Aug. 24.

337th Mobilized

(continued from page 3)

Less than two hours later, they were filing through a mobilization line, undergoing the processing which signaled their change from reserve to active-duty status.

As the aircrew members received their inoculations and dog tags and signed pay forms and other paperwork, the mood was upbeat.

"When you sign up for the reserve, you have to expect it," said AIC Jeffrey S. Beach from Southbury, Conn. "That's the purpose of the Air Force Reserve."

Airman Beach, a 19-year-old 337th loadmaster, was supposed to start college in New Hampshire within two weeks. He left the mobilization line and headed off for a C-5 mission to the Middle East.

Capt. Jay Milkey, a pilot from West Simsbury, Conn., said that he had already flown a Desert Shield mission to Saudi Arabia and was eager to fly others.

"After seeing what's going on there and what our guys on the ground are enduring, I'm happy to do what I can to bring them whatever they need," he said.

Within six hours after the 337th members were processed, a Westover crew was taxiing down runway 05/23 bound for the Persian Gulf.

"Everybody is pumped up," said SSgt. Gay V. Gray, a 337th loadmaster from Kingston, N.Y., as she went through pre-flight preparations aboard the departing C-5. "My mother is a little apprehensive for me, but this is what we've been trained to do."

As the huge Galaxy lifted off from the base, Alice MacDonald of Essex Junction, Vt., stood near the flight line waving at the

airplane with her sons Colin, Jr., 11, and Chris, 9.

Her husband, Maj. Colin MacDonald, was co-pilot of the C-5.

"Just not knowing where he is and how to communicate with him is the hard part," she said as the aircraft disappeared from view. "But I realize that this mobilization is necessary for our country."

Colonel Gallin said that during the first 48 hours after the 337th's activation, seven of his aircrews left Westover on Desert Shield missions. Five crews left the base on Aug. 25, and two more

departed the following day.

The squadron commander indicated that his eight-member aircrews would keep flying Desert Shield missions to the Persian Gulf for as long as they are needed.

"We are proud to be called, and we expect to be extremely busy," he said.

It is anticipated that the 337th will continue to be based at Westover.

Colonel Gallin said that the aircrews were gone between six and 11 days on earlier Desert Shield missions.

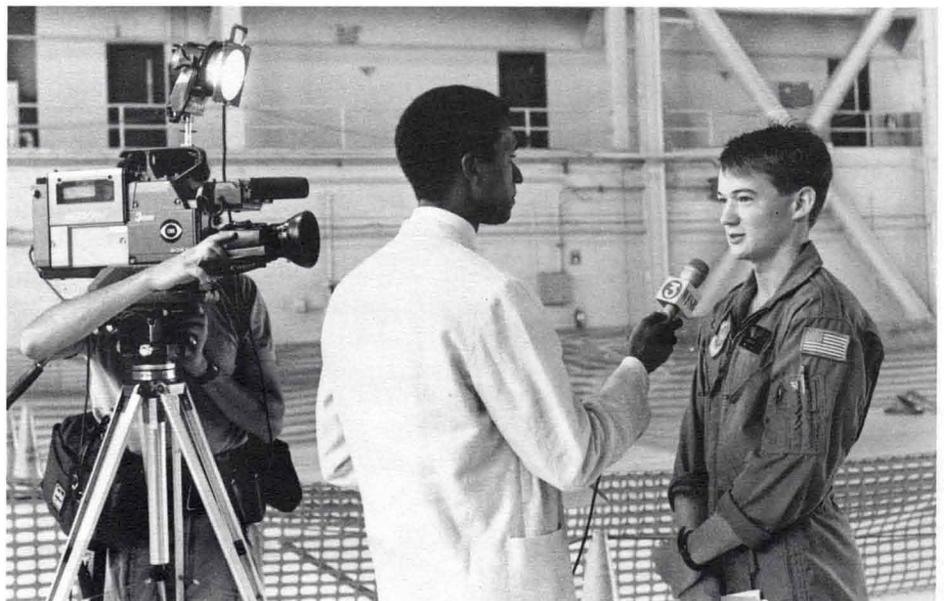
The call-up of the 337th activated only 202 of the 439th MAW's 2,379 reservists at Westover. The status of those not yet mobilized remains uncertain.

President Bush's order authorized the activation of 40,000 reservists for a 90-day period. Under federal law, the President may mobilize up to 200,000 members of the Reserve for up to 180 days without Congressional approval.

President Bush had termed the initial mobilization "surgical," indicating that the military's immediate need was for reservists who could fill aircrew, intelligence, cargo and medical positions.

"Whether or not other Westover reservists are called to active duty depends on the turn of world events and the types of skills which may be needed over there," General Walker said.

"Whatever happens, we'll be ready," he added.



(photo by TSgt. Sandi Michon)

LIGHTS, CAMERA, ACTION -- AIC Jeffrey Beach, a loadmaster with the 337th MAS, is interviewed by Glenn Pearson, a reporter from Channel 3 in Hartford, Conn. The 337th, one of the first six reserve units to be activated, attracted a great amount of local and national media attention.

Practice pays off in mobilization line

by TSgt. Tom Allocco

The transition from reserve to active duty takes 11 steps through a mobilization line. Members of the 337th Military Airlift Squadron did it without a hitch on Aug. 24 because the hard work had already been done.

Countless hours of planning and rehearsal by the personnel, medical, financial, legal and other specialists aided the process.

MSgt. Robert Fuchs and TSgt. Kelly Payne of CBPO oversaw the process which took as little as 10 minutes each when the squadron members were activated. The tables were set up in the Base Hangar the day after the President called the 206 pilots, flight engineers, loadmasters and others of the squadron to active duty.

As rehearsed in years of training exercises, the line of reservists wound its way through reviews of military, medical and financial records. Members were briefly advised of their legal rights, the benefits due their dependents, and their obligations. If necessary, inoculations were given. Scriptural material and counseling was offered by the base chaplains.

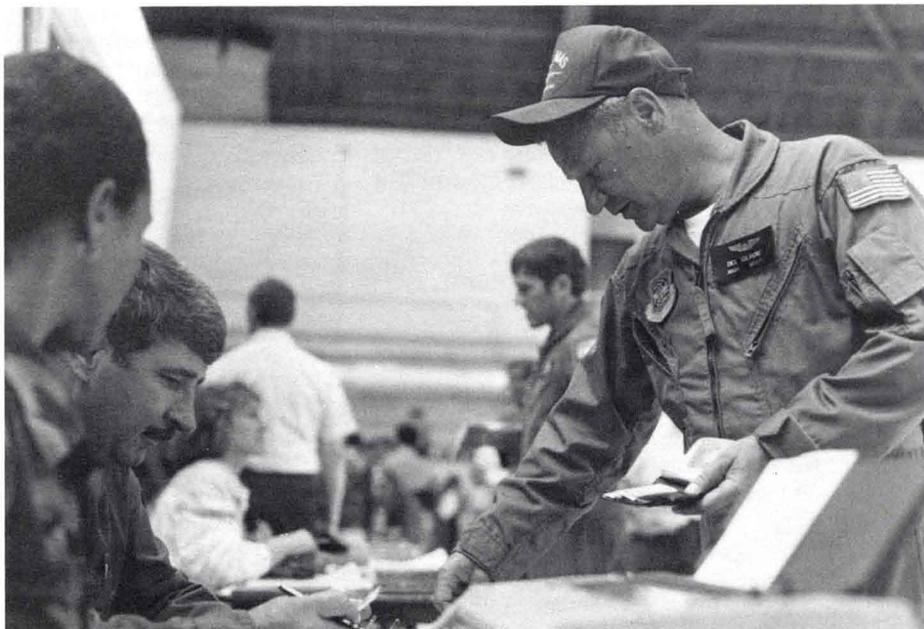
Unlike the rehearsals, one aircrew which passed through the line went directly from their final records review to a mission briefing. Early that afternoon, the aircrew took out a C-5A on the first Desert Shield mission since the activation of the flying squadron. On board were two additional aircrews scheduled to pick up aircraft at Dover AFB, Del.

Maj. Wayne Keese, one of the mission pilots, was among the first through the mobilization line. The call-up meant leaving his job as an USAir pilot. It was a prospect which would mean a financial sacrifice for he, his wife and their two children at home in Somers, Conn.

"I don't like the idea of going, but that is what we signed up to do. I'm ready to go. I'm proud of what I'm doing, he said.

Like most members of the flying squadron, he was a veteran of a Desert Shield mission before the mobilization. He had piloted cargo and troops to Rhein-Main AB and on to Saudi Arabia, where the action was non-stop.

"At least one aircraft was landing



(photo by SrA. Christine Mora)

CHECKING IN -- MSgt. Delbert Gilmore, a flight engineer with the 337th MAS, reviews his records after being activated.

every 15 minutes," Major Keese said.

"The minute you land, you off-load and gas up. We were on the ground four hours."

SSgt. William Sharer, a loadmaster, was working the third shift at Hamilton Standard in Farmington, Conn., when he got the phone call at 12:45 a.m.

"My bosses knew I was in the reserve. They've been supportive," Sergeant Sharer said.

"I had 24 hours to report in to the squadron. I finished my shift, took some money out of my checking account at home in Coventry and came in."

He had volunteered for a Desert shield mission shortly after the Iraqi invasion prompted the build-up effort.

"They put us on bravo stand-by, which is a one hour alert," he said.

His plane's mission was to take 82nd Airborne troops to Saudi Arabia by way of Rhein-Main AB.

"When we landed in Saudi Arabia there were four other C-5s on the ground. His plane's mission was to take 82nd Air Force aerial port people were working. It was almost midnight and it was still in the high 90s. I feel for the aerial porters," Sergeant Sharer said.

"It's hot and dry, but their doing a great job," he said.

After five years in the reserve it was his first time on a real mobilization line.

"I knew the risks were there when I joined the reserve. If they need me, I'm ready to go," the squadron loadmaster said.

Westover's critical role in the Desert Shield pipeline to Saudi Arabia was the focus of news gatherers from throughout New England. The Patriot Wing received national attention through the major networks and wire services.

Many, like TSgt. Christopher Maille of Springfield, a loadmaster instructor, were nonchalant about the news media representatives hovering around the mobilization line.

"Since Desert Shield started I've been interviewed three times. I've seen a lot of people I know on television," he said.

Squadron members displayed the pride they felt in the attention by filling bulletin boards with press clippings and gathering around a TV set in the Base Hangars to not miss the evening news.

After flying a nine-day Desert Shield mission, Sergeant Maille volunteered to

(continued on page 9)

Recall means sacrifice for reservists

by TSgt. Sandi Michon

Recall to active duty can mean a hundred different changes in reservists' lives, but the best word to describe the impact of mobilization is sacrifice.

Sacrifice is defined as, "the forfeiture of something highly valued for the sake of someone or something considered to have a greater value or claim." Members of the 337th Military Airlift Squadron have put many areas of their lives on a back burner because serving their country represents a greater claim.

The activation of the 202 members of the 337th on August 24 meant separation from family, civilian job disruption, delay of education plans and various degrees of pay and benefit reductions, just to name a few.

For Capt. Tony Rebello, 337th MAS pilot, the call to active duty came in the middle of a move to a new home. "I received the call just after midnight, and everything we owned was packed and ready to roll in a few hours. As soon as the box containing my military gear rolled off the truck in the morning, I was on my way to the base," he said. His wife's reaction was tears and disbelief. She sat in their

new house furnished with unpacked boxes and watched her husband drive off.

Ann Rebello, a former Westover reservist for 10 years, was not surprised by the recall, only upset by the timing. Captain Rebello loses his health benefit package with American Airlines, but will be continued on his wife's benefits through AT&T. He also must delay scheduled job upgrade training with his airline because of his active duty assignment.

For relative newcomers to the 337th MAS, the recall came as a surprise. Surely no one was more surprised than AIC Maria Ofurie, 337th administration specialist. After a year at Westover, Airman Ofurie had transferred to an Army guard unit in Waltham, Mass. She was in-processing back to Westover when she learned she was recalled to active duty. Her first UTA back at Westover was the beginning of her active duty assignment. "I was upset at first, but I've accepted it," said the Bridgewater, Mass. resident.

For AIC Jeff Beach, 337th loadmaster and SrA Richard Cameron, 337th administration specialist, activation meant a disruption in college plans. Airman Beach has been with the unit just over a year and planned to major in flight operations at

Daniel Webster College in New Hampshire beginning this fall. He said the college put all his arrangements on hold. While he didn't expect the recall, he said he is looking forward to it.

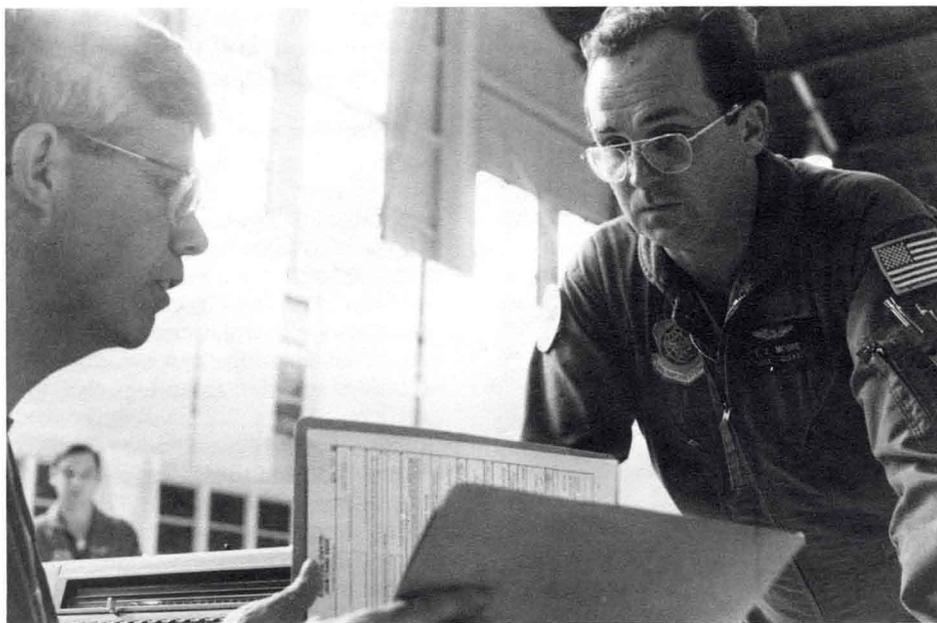
Airman Cameron was to start his second year at Northeastern University where he is majoring in mechanical engineering. He feels the activation is a real sacrifice. In addition to college interruption, Airman Cameron may also lose his position in a singing group he has been performing with. "I'll be basically starting over after active duty. I'm not trying to maintain my civilian activities because I have no idea how long I'll be on active duty," he said.

The element of the unknown is troublesome to many reservists. For TSgt. Blaine Smith, 337th flight engineer, it is still unknown whether his company will compensate his salary reduction. He works for Textron-Lycoming, a turbine engine plant in Stratford, Conn., where he is a technician. He anticipates a 30-40 percent cut in pay. Many companies are reviewing their military leave policies in light of current events.

For self-employed reservists like SSgt. Thomas Moore, there are many unknowns and sacrifices. Sergeant Moore is a steeplejack with Moore's Steeple People and was in the middle of two contracts when he was recalled. He has the added anxiety that his wife, TSgt. Lorraine Moore, 439th MAW paralegal, may also be recalled.

He praises his wife's ability to hold their family details together, but is concerned about the added pressures of his absence. According to Lorraine, she is concerned they may not only lose two potential contracts because of her husband's activation, but may also face lawsuits because of his inability to meet the exact requirements of existing contracts. In addition to the potential financial strain, the Moores are both aware of the strain extended active duty can have on their family. They have three daughters, 20, 4 and 3-years-old.

The Moores however, like most reservists, are willing to count the cost. They both relate that the Reserve program has been good to them and they are willing to do what they have to.



(photo by SrA. Christine Mora)

FINAL CHECK -- SSgt. Richard Sweet, a personnel specialist with the 439th Combat Support Group, reviews military records with SSgt. Thomas Moore, a loadmaster with the 337th MAS.



(photo by TSgt. Sandi Michon)

INITIAL BRIEFING -- The activated 337th Military Airlift Squadron meets for the first time in the squadron briefing

room as they begin in-processing. Barbara Bender, an employee relations specialist, explains military benefits to the unit.

Intelligence Operations Specialist Dick Doucette has over 30 years military service and almost had to sacrifice 50 percent of his civilian pay to serve active duty. He is one of seven intelligence members recalled. An example of his commitment to the Reserve program was resigning his commission in 1988 so he could stay involved at Westover. He is a business planning specialist with International Aero Engines in East Lyme, Conn, and he just recently learned his company would make up the different between his staff sergeant pay and civilian rate. He admits his wife pulls additional duty when he is away, but he is excited to be part of the call-up. "After 30 years of this stuff - I love it," he said.

Even the 337th commander is not exempt from sacrifice. Col. James Gallin is an account executive with Digital Corp and has been with them for 17 years. The recall means a 20 percent pay reduction for the colonel and loss of insurance coverage while on unpaid leave. He is also unsure of receiving normal pay increases while on

active duty because Digital uses a merit pay system. His wife Louella faces possible recall with the 74th AES.

Colonel Gallin says 100 percent of his members reported and they are pumped-up and ready to go. "We are all well-trained professionals and we understand the mission," he said.

The stories go on and on about how activation has affected the 206 members of the 337th, but the sense of duty seems to preclude sacrifice. Many feel the 1990 airshow displayed the scope of Westover and Desert Shield proves the reality of our mission.

"The weekend warrior stigma is on the way out," said Captain Rebello, "this gives us the chance to go public with the Total Force concept."

But the sacrifice is real. According to Sergeant Lorraine Moore, her two young daughters think every C-5 that goes over is "Daddy's plane." "They think the C-5's and what Daddy does is neat, but it starts to get old when Daddy is gone a while," she said.

Recall of 337th MAS-- first in 20 years

When President Bush authorized the call-up of reservists on Aug. 22 he was the first commander-in-chief to take such action since President Nixon signed mobilization orders 20 years ago.

About 26,000 reservists and Air National Guard members were ordered to active duty to assist the Postal Department during a postal strike in March 1970.

In 1968, when 500,000 active duty members were in Vietnam, the Tet Offensive and the North Korean seizure of the U.S.S. Pueblo prompted the mobilization of 35,000 reservists. A portion of them, including Air National Guard members, were stationed in Korea during the call-up.



(photo courtesy of Hartford Courant)

CALL TO DUTY -- Alice MacDonald, wife of Maj. Colin MacDonald, a pilot with the 337th MAS, and their children Colin David, 11 and Chris, 9, wave goodbye to the major as he

departs on a mission to the Middle East. Major MacDonald's family came to Westover to bid farewell the morning after the squadron was activated.

For one reservist's family, a tearful goodbye

by TSgt. Sandi Michon

Her big brown eyes filled with tears and she paused to regain composure as she spoke about her husband's recall to active duty.

"He's a special man. I want him to know that wherever he is, our love is with him," she managed to say.

Mrs. Alice MacDonald was at Westover with her two sons as they said a tearful goodbye to Maj. Colin MacDonald, 337th Military Airlift Squadron pilot. He was preparing to leave on his first official active duty mission since the unit's mobilization just the day before.

The MacDonald family resides in Essex Junction, Vt. and separation is somewhat routine. Major MacDonald is a TWA pilot and additionally averages 35-40 days per year on 337th-related trips. "We are used to him being away, but under much different circumstances," said Mrs. MacDonald. "It usually doesn't shake me up this much."

Major MacDonald recently flew a 10-day Desert Shield mis-

sion before formal activation and was one of the 95 percent of 337th members who volunteered their time. "When I signed up 16 years ago, I knew activation was a possibility, so I always expected it. I'm doing what I believe in," said the major.

His boys stayed close to their dad as they walked through the Base Hangar. They didn't fully comprehend their dad's role, but seemed to sense the tension. Nine-year-old Chris slipped his hand into his father's as they walked. Colin, Jr, 11, was more pragmatic about his father's departure. "I guess I'll be helping my mom more, like mowing the lawn and stuff," he said.

Major MacDonald said his sons had been watching the news as the Middle East situation developed and he had tried to help them understand how he fit into the big picture. "If we want to keep our freedoms, there is a price to be paid," he said. There is a keen awareness of his patriotic responsibility.

Mrs. MacDonald listened with pride as her husband spoke of serving his country. In reference to the approximate 20 percent

(continued on page 9)

Book traces Westover--Man, Base and Mission

After 50 years of being a major flying asset for the U.S., a history of Westover AFB has been published.

Veteran journalist Dr. Frank Faulkner compiled a 160-page history, *WESTOVER: Man, Base and Mission*, covering the rich history of the base. Throughout the book, which includes over 133 photographs, Dr. Faulkner demonstrates how Westover AFB was a prime contributor to the development of strategic operations.

He also contends Maj. Gen. Oscar Westover slipped from the history books during and after World War II due to the necessary wartime propaganda which thrust General Henry "Hap" Arnold into the national limelight.

The result of three years research, Dr. Faulkner's book covers General Westover's important contributions to developing the Army Air Corps into the modern institution which played such an

important role in World War II.

The community involvement which brought the super-airbase to Western Massachusetts, and the later community impact during the Berlin Airlift, Cold War, Vietnam and today are covered in detail through the eyes of those who were at Westover.

The book contains many once-secret details that have been declassified and will surprise many readers -- even those who worked at or were assigned to the base over the past five decades.

Tales of U-2 spyplane photography, nuclear operations and anti-war protests are woven amid accounts of combat missions and humanitarian operations from the huge airbase.

Dr. Faulkner's writing style brings surprising humor and emotion to what appears outwardly as routine history of a military installation. But Westover was never a routine base; for 50 years the long

and wide runways have been an important part of America's defense and the development of air-warfare concepts.

His attention to the human side of Westover AFB makes the flying machines come to life as Dr. Faulkner explains how Quabbin Reservoir was used to train pilots to search for U-boats off New England's Shores, or how a secret tunnel added to the mystique of the Norden bombsight for B-17 crews, or how an Eighth Air Force intelligence officer wondered if he would frighten his neighbors during the Cuban crisis by turning left or right out of his driveway.

WESTOVER; Man, Base and Mission was published by Hungry Hill Press of Springfield and distributed by Westover's Galaxy Community Council. The \$19.95 book is available at the Galaxy Community Council office in Bldg. 1100, all branches of Ludlow Savings Bank and many local bookstores.

Mobilization

(continued from page 5)

work as a scheduler before his next flying mission.

MSgt. Thomas McCoy of Burlington walked directly from the mobilization line to the mission briefing.

The loadmaster was going back to Saudi Arabia for the third time.

"I don't know where we're going or how long it will be, but I feel it's something I have to do," he said.

SSgt. Gay Gray of Kingston, NY left her job as a telephone company cable splicer to be on the mobilization line. The loadmaster was scheduled to be on the upcoming mission and expected it to "be like a roller coaster ride."

"You never know what it's going to be like or when it will end. Once you're in the system everything is constantly changing."

Her husband, an Air National Guard member, was also waiting to see if he would be called up, which meant jumping every time the phone rang in their home.

"Friends and family have been calling because they are concerned. They've called from coast to coast. We've also had to try to put our parents' minds at ease," Sergeant Gray said.

Her sentiments about the mobilization echoed those of other squadron members.

"I'm proud to be ready when I'm needed. I've trained for this moment. I've been called and I'm ready," the 337th MAS loadmaster said.

Tearful goodbye

(continued from page 8)

pay cut the major will incur due to mobilization, Mrs. MacDonald said, "Colin is serving his country. We will make ends meet."

The MacDonalds will be married 12 years this October 21, and Alice MacDonald's birthday is October 1. The family anticipates delaying their

celebrations but still hope for the best. "He's not usually home for my birthday; it would be a real treat to have him home," she said.

When asked how she prepared for the major's possible call to active duty, the petite blond's eyes again filled with tears. "Over the past two weeks, we've tried to make the most of the time he's been home."

Major MacDonald refers to his family with love and confidence. "We're a strong Air Force family," he said. As he spoke his clear blue eyes revealed passion - in part for the family he obviously loves but also in anticipation for the challenges still ahead. As he boarded the C-5, it was clear that all four MacDonalds are deeply involved in the mission of the 337th MAS.

Half century of airpower attracts 750,000

by SrA. Christine Mora

From vintage Warbirds to the futuristic Space Plane, visitors traced the history of the Air Force and celebrated fifty years of flying when an estimated crowd of 750,000 attended Westover's Anniversary Airshow July 27, 28 and 29.

The runways were sprinkled with international flavor as Canada, Germany and Australia joined U.S. aircraft to provide over 80 static displays.

Canada's Air Demonstration Team, the Snowbirds, flew nine CT-114 Tudor jets to dazzle the crowd with what most consider the ultimate in precision formation flying. The Snowbirds are celebrating 20 years of flying and serve as roving goodwill am-

bassadors for the Canadian Armed Forces. The team performed 36 different maneuvers ranging from single jet solo passes to their nine jet-big diamond display.

The U.S. Army's Golden Knights also lit up the sky with their spectacular precision jumps which were highlighted by freefalls trailing red, white and blue smoke.

Drawing a large throng of visitors were the vintage Warbirds featuring four major types of bombers used by the Army Air Corps in WWII. Helping to recall the old days at Westover was Jan Desiato of Bedford, N.Y. He was part of the 8th Air Force 918th Reenactment Group which brought a B-25 Mitchell from the Mid-Atlantic Air Museum near Redding, Pa.

Desiato posed for dozens of photos wearing a World War II lieutenant's khaki uniform with Army Air Force patch, brown shoes and an aviation emblem on his left collar. His brown leather jacket featured a 1940s Varga girl sitting on a piano with the slogan "Beat me 8 to the bar."

The Confederate Air Force brought their B-29 Superfortress, the only one flying in the world, and their B-24 Liberator. Also on display in the Warbirds area was a B-17 Flying Fortress still wearing its Hollywood Belle paint scheme and approximately 15 other vintage aircraft from the P-51 Mustang to the T-33 Shooting Star.

The crowd was treated to a reenactment of "Operation Little Vittles," when two C-47 Skytrains flew overhead dropping candy to children. The Berlin candy drop was made famous by Lt. Gail Halvorsen, known as "Uncle Wiggly Wings," or "the Candy Bomber," during the massive Berlin Airlift. Lt. Halvorsen was present at the airshow and took part in the candy drop all three days.

Other events featured at the Anniversary Airshow included flight demonstrations by the A-10, F-15, F-16, B-1B, B-52, C-5, C-130, CH-54, OH-6A, UH-1H and the FB-111.

In distinctive garb during the celebration was Paul Gluck in pointed shoes and yellow and red flowing outfit of the Melha Temple Oriental Band, Springfield which paraded daily and performed to assist the Shriners Hospital.

Westover's 74th AES and Clinic medical personnel set up three tents with the assistance of 23 Medical Services Evacuation Squadron members from Griffis AFB, N.Y., and Navy medics.

They assisted about 250 people, mainly for heat exhaustion and minor bruises. They also gave out sun screen and treated blisters. The ambulances took 11 people to medical facilities, all of whom were released.

"The medical people as usual did an outstanding job, working long days in hot weather," said Colonel Dorothy Holliday, chief nurse of the 74th AES.

MSgt. John Shlatz, a radio operator with the 74th AES, set up an exhibit from the National Purple Heart Museum, Enfield, Conn. The display of memorabilia paid tribute to the men and women who have earned the medal introduced by Gen. George Washington.



(photo by TSgt. Sandi Michon)

CROWD PLEASER -- The static displays lined up along the flightline gave the crowd an insiders look at the wide variety of military aircraft on parade at the airshow.

Airshow sparks unexpected reunion

by TSgt. Tom Allocco

The Westover airshow crowds were colorful with T-shirts, emblems, hats and

parts of old uniforms proudly worn by veterans of every service. They told the story of countless military efforts, from the Air Corps days to Vietnam. The airshow

was a time for reunions and recounting past campaigns.

Among them was the unexpected reunion of two veterans of a brief, sharp clash of arms that made worldwide headlines and cheered the American public like few other actions. Navy Tomcat pilot Commander Larry Muczynski sent the world a signal in August, 1981 when he sent an air-to-air missile into a Libyan SU-22 in the Gulf of Sidra. The Navy enlisted man who catapulted Cmdr. Muczynski was David Anderson of Guilford, Conn., now a 103rd Tactical Fighter Group sergeant at Bradley International Airport.

Cmdr. Muczynski was meeting the public at a static display of his Tomcat from Naval Air Station, Dallas, Texas, when Sgt. Anderson stepped out of the crowds wearing a red T-shirt of the Black Aces, their former squadron.

Cmdr. Muczynski and a second F-14 Tomcat pilot were flying with the VF 41 Black Aces off the USS Nimitz in the Gulf of Sidra when they abruptly deprived Colonel Khadafy of two of his Russian-made Sukhoi Fighters. The two Libyans had attacked the Navy pilots, climaxing a series of harassing actions against American ships. The shoot-down by the Naval aviators was a major morale boost for Americans. The 1981 clash was a milestone, at the end of a long period of frustration and the beginning of an era of new prestige for the military services.

Sgt. Anderson was working 18-20 hour days on the flight deck catapulting and arresting gear the day he gave the thumbs up to launch Cmdr. Muczynski, call sign Music.

"We were tense because we had been having a lot of interceptions. When we heard what happened, we went nuts," Sgt. Anderson said.

"After we came off battle conditions, we painted silhouettes of SU-22s on their Tomcats and the pilots were called Sukhoi killers."

The two pilots became heroes. Following six more months of duty in the Mediterranean, they did a nation-wide speaking tour.

Cmdr. Muczynski is a Delta Airlines pilot who resides in Dallas.



CALL SIGN: MUSIC -- Navy Cmdr. Larry Muczynski, a Navy Tomcat pilot from Dallas Naval Air Station, Texas, greets the airshow crowd aboard his F-14. Commander Muczynski was unexpectedly reunited with David Anderson, the sailor who catapulted the commander's aircraft when he sent an air to air missile into a Libyan SU-22 in August, 1981.

Drill team silences airshow crowd

by TSgt. Tom Allocco

Photos by TSgt. Sandi Michon



TOEING THE LINE -- The Marine Silent Drill Team forms an arrow-straight line during the inspection phase of their performance.

The crowds that came to Westover's Anniversary Airshow to see an awesome display of advanced aviation technology also witnessed a demonstration of a military art practiced as long as people have worn uniforms.

The Marine Corps Silent Drill Team formed ranks, marched and handled their bayoneted rifles in a display of military prowess as impressive as any seen at the airshow. The Marines, with their emphasis on military tradition and custom, showed the hushed crowds a mastery of drill skills developed when men fought face to face on open fields.

The 32-man drill team in stiff collar blue blouses, white trousers and gloves carried 10-pound M-1 rifles with gleaming silver bayonets. The only sound was their heavy toe and heel taps and the rattle of their M-1s. They went through a series of formations so intricately choreographed that each Marine trains solely for a single position in the clockwork.

Even the knocking off of a white hat is preplanned because it gives the team leader the opportunity to place it firmly back on the "offender's" head in a lighter moment for the crowd.

The ranks opened and closed as the Marines went through the paces and tossed rifles and caught their rifles while apparently keeping their eyes forward.

The confident precision the crowd saw was earned with long hours on the drill field, according to Lance Corporal Michael Cave of New London, Conn. Like all team members he joined the drill team after boot camp and the School of Infantry training and will return to the full-time infantry after a two or three year tour with the Silent Drill Team.

The team is quartered at the Marine Barracks, Washington, D.C., where recruits start with a three week ceremonial drill school of up to 14 hours a day. The top graduates continue with the four or five month silent drill school, followed by five weeks of long training days in the heat at Naval Air Station, Corpus Christi, Texas.

During training the recruits learn techniques from veterans to enhance their performance. The Marines sand the stock of their M-1s, shaving ounces to make them easier to handle when tossed. For a crisper appearance, they use tape around the waist of their trousers instead of a belt. Their brass is gold plated for a guaranteed gleam.

The Marines changed into fresh white trousers for each of their two daily demonstrations during the airshow. When the team travels they take along a crate of irons and boards to touch up the dress white uniforms.

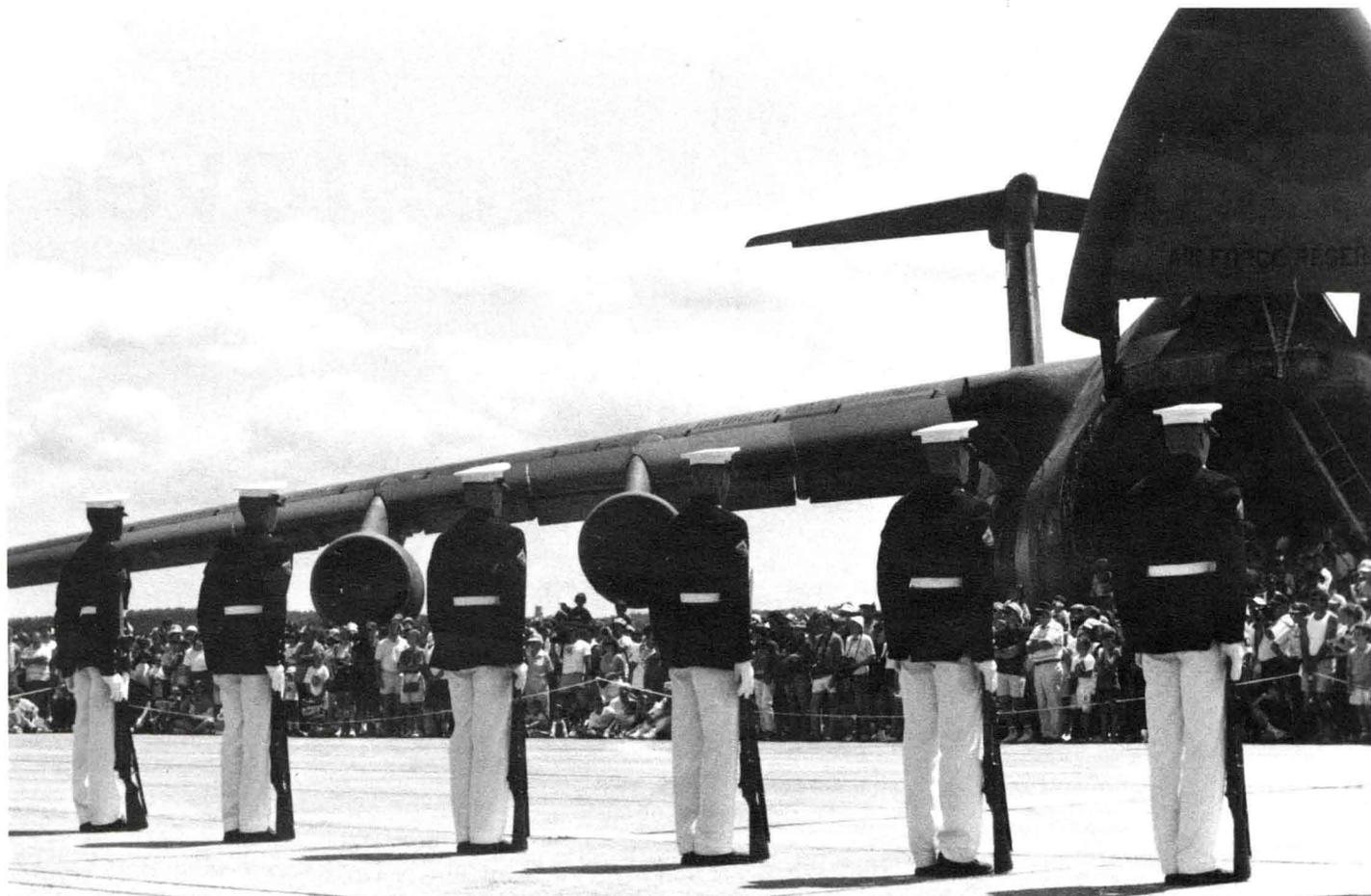
"One of the misconceptions people have is that the Silent Drill Team is not real Marines. We run three miles, do push-ups and sit-ups every day and go to Quantico to maneuver in the field and have live fire exercises," LCpl. Cave said.

The drill team is seen regularly at the White House, Arlington Cemetery and Iwo Jima flag raising statue in Washington, DC and will go to the Netherlands and Guantanamo this year.



MADE IN THE USA -- Thirty-two Silent Drill Team members execute precise drill formations before an approving

crowd. The only sounds heard during the performance were heavy toe and heel taps and the rattle of M-1 rifles.



MEN AND MACHINES -- The Marine Silent Drill Team perform in front of one of a Westover C-5A Galaxy during

the Anniversary Airshow. The team performed two demonstrations each day.

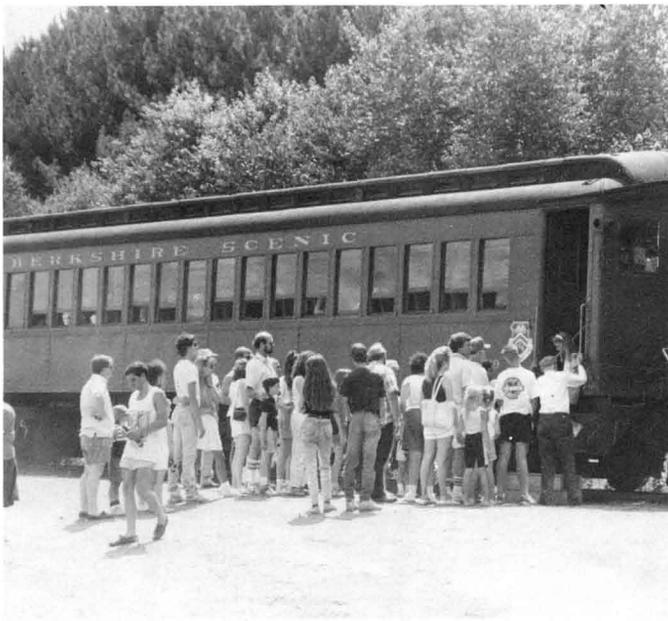


(photo by TSgt. Sandi Michon)

IRONSIDE ATTRACTION -- The size and brute strength of Army tanks drew a steady stream of youngsters who

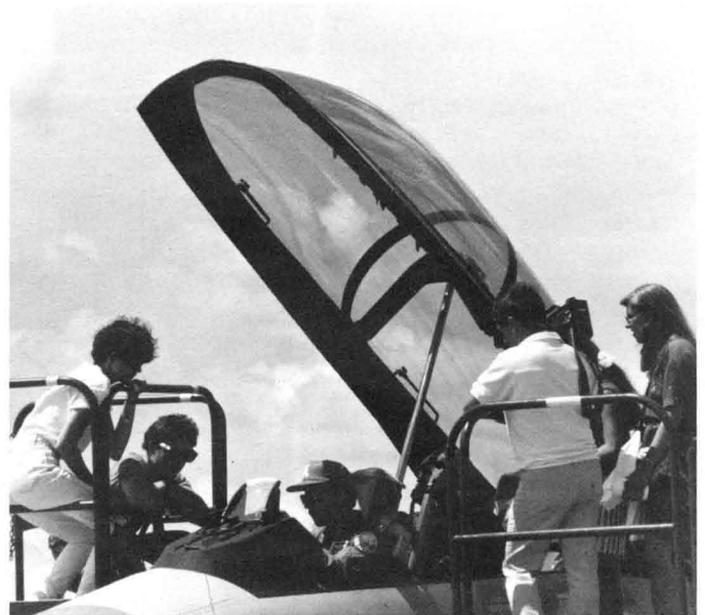
swarmed over the tracked vehicles. An array of Army tanks and helicopters were on display at the airshow.

Wings over Westover



(SSgt. Vin Blanchard)

BY TRAINS TO PLANES -- Hundreds of airshow enthusiasts were transported from the Granby gate parking areas to the flightline via the Berkshire Scenic Express.



(photo by TSgt. Sandi Michon)

OPEN WIDE -- Airshow attendees peer under a fighter jet canopy to get a closer look at the controls. Over 65 static displays littered the runway during the celebration.



(photo by TSgt. Sandi Michon)

FORMATION FLYING -- Seven Snowbird Tutor jets fly in tight formation during the July airshow. The Canadian team is part of the 431st Air Demonstration Squadron.



(photo by SSgt. Vin Blanchard)

UP AND OUT... AND DOWN -- The face of a U.S. Army Golden Knight shows wind compression as he exits the C-3 12,000 feet above Westover's airshow.



(photo by TSgt. Sandi Michon)

A THOUSAND WORDS -- Planes people, Old Glory and concession tents capture the mood of the three-day

celebration. About 750,000 visitors passed through the gates to help Westover celebrate fifty years of flying.



(photo by TSgt. Sandi Michon)

FORMAL APPROACH -- The walk to the aircraft is precision timing and formation as the Snowbird pilots salute their tech-

nicians prior to the aerial demonstration. The team performed 22 maneuvers during each 26-minute show.

Canadian Snowbirds thrill Westover crowd

by TSgt. Sandi Michon

The Canadian Snowbirds' gleaming red and white Tutor jets streaking across the brilliant blue sky completed the patriotic color scheme for Westover's 50th anniversary airshow celebration.

The nine-plane formation thrilled Westover spectators as they executed breathtaking maneuvers overhead. The abbreviated show performed on Friday began as the CT114 Tutor jets blasted by the base tower onto the flightline area. Low on fuel from their Canadian journey, the Snowbirds served as an appetizer to the weekend shows.

The full show was performed on Saturday and Sunday as the Snowbirds executed 22 different maneuvers during the 26-minute exhibition. Multi-plane formations and solo pilot demonstrations included tricks like the line abreast roll, inverted wedge, diamond and the Fillion roll, all at

speeds up to 300 knots. The Snowbirds are performing 74 shows in 53 locations in 1990. They are part of the 431st Air Demonstration Squadron and are base at Moose Jaw, Saskatchewan.

The Snowbirds, celebrating their 20th anniversary, are composed of 11 pilots and 10 technicians and, by their own admission, are a family. It is obvious to any observer that they are more than just a highly-skilled team. Even one of their maneuvers illustrates the character of the team. The Fillion roll is named after 20-year-old Joe Fillion, who two years ago rescued his brothers from their flaming home and incurred severe burns on 90 percent of his body. "Joe is an avid fan, and we are an avid supporter of Joe," said Sgt. Doug Dennison, Snowbird technician.

The Snowbird assignment is a two-year tour and at any given time half the team is composed of first year performers

and half are second-year veterans. The veterans have final selection of the next round of Snowbird pilots and technicians and the selection process is rigorous.

Every Canadian pilot is trained on the CT114's with a minimum of 200 flying hours to graduate. Pilots then go on to specialized training on specific aircraft. Any pilot applying to be a Snowbird must have a minimum of 1300 flying hours, preferably jet flying, and have an impeccable record. It usually takes three to four years to acquire the minimum flying time. Only eight pilots are allowed to tryout each fall and four are selected each November after a two-week "fly-off."

Technicians are selected through technical merit and officer recommendation, and final selection is made by the Snowbird technician veteran team. "We are not a bunch of prima donnas," said Sergeant Dennison, "we are a group of men who love what we do and are fortunate enough

to have this type of opportunity. Snowbird Crew Chief Dan Bergeron is the first technician to return to the team after a prior two-year tour. "I must have seen the show 400 times. It never gets old," he said.

Snowbird Commanding Officer and Team Leader Dan Dempsey echoed those sentiments. "Our greatest thrill is to perform a good show," he said. He said that after each show, the pilots are tired, but excited about each performance. Major Dempsey grew up in the Air Force and although his father was not a pilot, the major grew up around aircraft. "I attended my first airshow at age 7 and wanted to fly ever since," he recalled. Like all Snowbird

commanding officers, Major Dempsey had served a prior two-year tour as Snowbird pilot. After his initial tour, he said returning to normal duty was difficult. "You have to keep it in perspective though and remember how few ever have the Snowbird opportunity to begin with," he said.

Major Dempsey, along with 50 percent of the team, is married, and he said the Snowbird tour requires extended time away from home. Each November through February, veteran pilots train with new pilots gradually working up to the nine-plane maneuvers. "We may fly four times a day," said Major Dempsey. By the

end of February the current year's show is intact and those maneuvers are practiced daily for the next three to four months.

The Snowbirds were pleased with their Westover performance and enjoyed the airshow themselves. "This airshow is huge," said Sergeant Bergeron. He explained that their performances in Northern Canada are part of very small airshows. "For some, we are the whole airshow, we perform, and they go home," he added.

With only 15 percent of Snowbird performances scheduled for the United States, Westover was an honored host of their talents.



(photo by SSgt. Vin Blanchard)

TECH CHECK -- Two Snowbird technicians inspect the CT-114 Tutor jet immediately after the demonstration.



(photo by TSgt. Sandi Michon)

ADDITIONAL DUTY -- Maj. Dan Dempsey, Snowbird commanding officer, competes a flightline interview with a reporter.

Teamwork keeps airshow running like

by TSgt. Sandi Michon

Just as many instruments compose a beautiful orchestra, more than 300 police representatives maintained fine-tuned order at Westover's three-day anniversary airshow.

Westover's police personnel combined efforts with local community police, state police and other military police units to plan for airshow contingencies and to provide instant response to problems as they occurred.

The police command post in Building 1100 was a beehive of activity during the three-day airshow. Representatives from 13 base and off-base agencies manned the

command post and directed their respective personnel from a unified center. "Our greatest strength was great attitudes and a cooperative spirit," said Capt. Bob Mooney, base chief of security police. He was also OIC of the Emergency Services Operations Plan.

According to Captain Mooney, airshow security planning began over a year ago. "We assessed 1987 airshow problems such as traffic, parking, turnpike coordination, medical emergencies and lack of overall organization," he explained. The captain explained their planning for adequate first aid, medical airlift, paramedics and on-site physicians, and for on and off-site disasters. "We learned a lot by

studying the recent airshow crashes and how they were handled," said Captain Mooney. "Our combined expertise made a big difference in the planning stages," he said.

According to Captain Mooney, representatives from each of the major police areas were hired by the base for the airshow, and each of the local areas augmented their regular shift personnel to support the three-day airshow. He said there were representatives from Chicopee, Granby, Ludlow, South Hadley and Holyoke police departments, state police from Troop B and E, and military police from the 927th Military Police Company from West Newton.



(photo by TSgt. Sandi Michon)

CONTROL CENTER -- Westover and area police maintain radio and telephone communications network at the airshow

command post in bldg. 1100. More than 300 police representatives participated in the team effort.

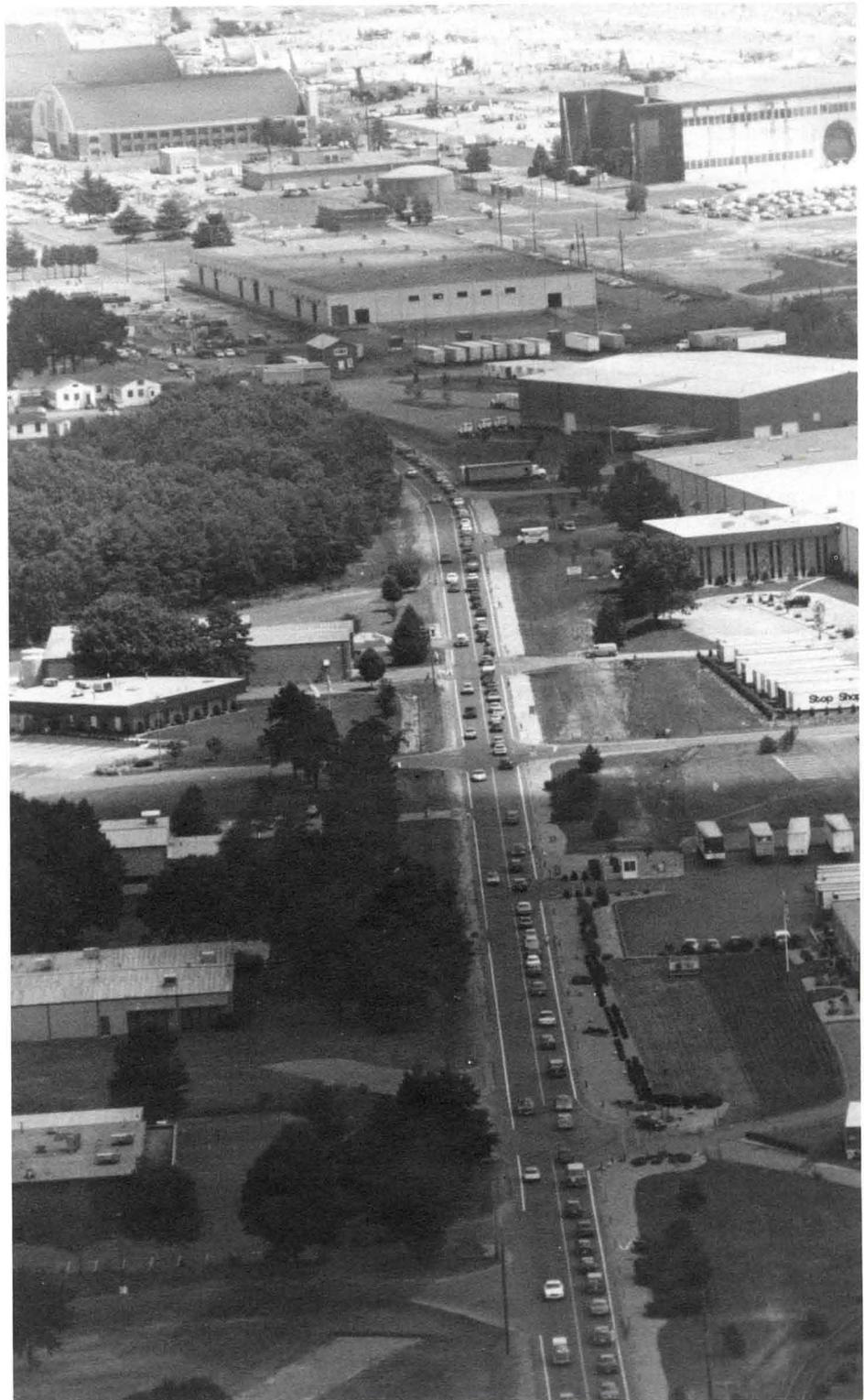
clockwork

Traffic direction was a major focus and was supported on-base by 120 members of the 927th MPC and off-base by local community police. State police helicopter pilot Rob Smith was the eye-in-the-sky, offering a comprehensive traffic picture to direct specific areas. Base security police from the 639th SPF and the 439th SPS offered traffic support, C-5 security, ground control and base perimeter. The 74th AES and 439th Clinic provided medical support to approximately 250 heat-affected airshow attendees and the 74th provided a trauma center at the base of the tower. The New Hampshire National Guard gave medical evacuation capability with two helicopters. There was also a STOP team designated to detect potential problems and diffuse the situation.

"From planning to airshow end, the results were a team effort," said Captain Mooney. He appeared frustrated in designating praise because of all the key players involved in the success of the airshow. He expressed his gratitude to all of the base units which supported the police effort and cited the efforts of civil engineering and communications. He expressed his thanks to the state police for their coordination in the airshow and kudos went out to Sgt. John S. Chmura, and the Chicopee Police Department.

State Trooper Dan Jamroz, commander of team 55, said he was pleasantly surprised with the airshow. "We prepared for the worst case scenario, the outcome was better than anticipated," he said. Sgt. Jamroz worked with Westover personnel with planning and during the airshow. "We provided traffic coordination on the interstate and worked with Troop E on the turnpike. We also provided additional security on the show line and other miscellaneous situations," he explained. The state police augmented Westover's cadre with helicopter support, two motorcycle troopers, and three additional officers. "This is the first time we worked with the base and it was a real pleasure," said Jamroz.

As the captain breathed a deep sigh of relief on Sunday afternoon, he again expressed gratitude to all who supported the security effort. He likened the team effort to an orchestra presentation. "It was a great performance. I'd give it a standing ovation," he said. But he smiled as he said, "I'd like a long rest between encores."



(photo by TSgt. Sandi Michon)

TRAFFIC FLOW -- Airshow traffic to the base flows smoothly as law personnel direct thousands of vehicles to the base.

Freelancers search for the perfect shot

by TSgt. Tom Allocco

The Westover airshow earned a thumbs up from the fraternity of freelance photographers who were attracted by the nearly mile long display of aircraft.

Freelancers like Gilles Auliard of Wethersfield, Conn. and Ken Kula of Hollis, N.H., may be the best judges of airshows. They are veterans of at least a dozen airshows a year throughout the year, burning thousands of dollars worth of film in an effort to obtain photos that will partially pay for their expenses.

Atlantic Flyer, Air Fan, Aviation Week and Air Classics are part of the U.S.-Canadian market for freelancers. Auliard, who is the U.S. correspondent for a French aviation magazine, had the good fortune to be at about 750 feet with the Golden Knights' aircraft during an F-11 take-off. "There is no doubt that the French will want that photo," he said.

The biggest part of a freelancer's job is to be in the right place at the right time, Kula said.

Last year he was lucky enough to be at a trade show in Abottsford, British Columbia to catch the MIG-29 Fulcrum, the hottest Soviet fighter at the time. Because it was unique to find a Russian warplane on a North American airfield, Kula was able to sell his photos to a number of publications. It was the highlight of the dozen years he has been making the circuit of airshows.

Being first to find the unique or different is what drives a freelancer.

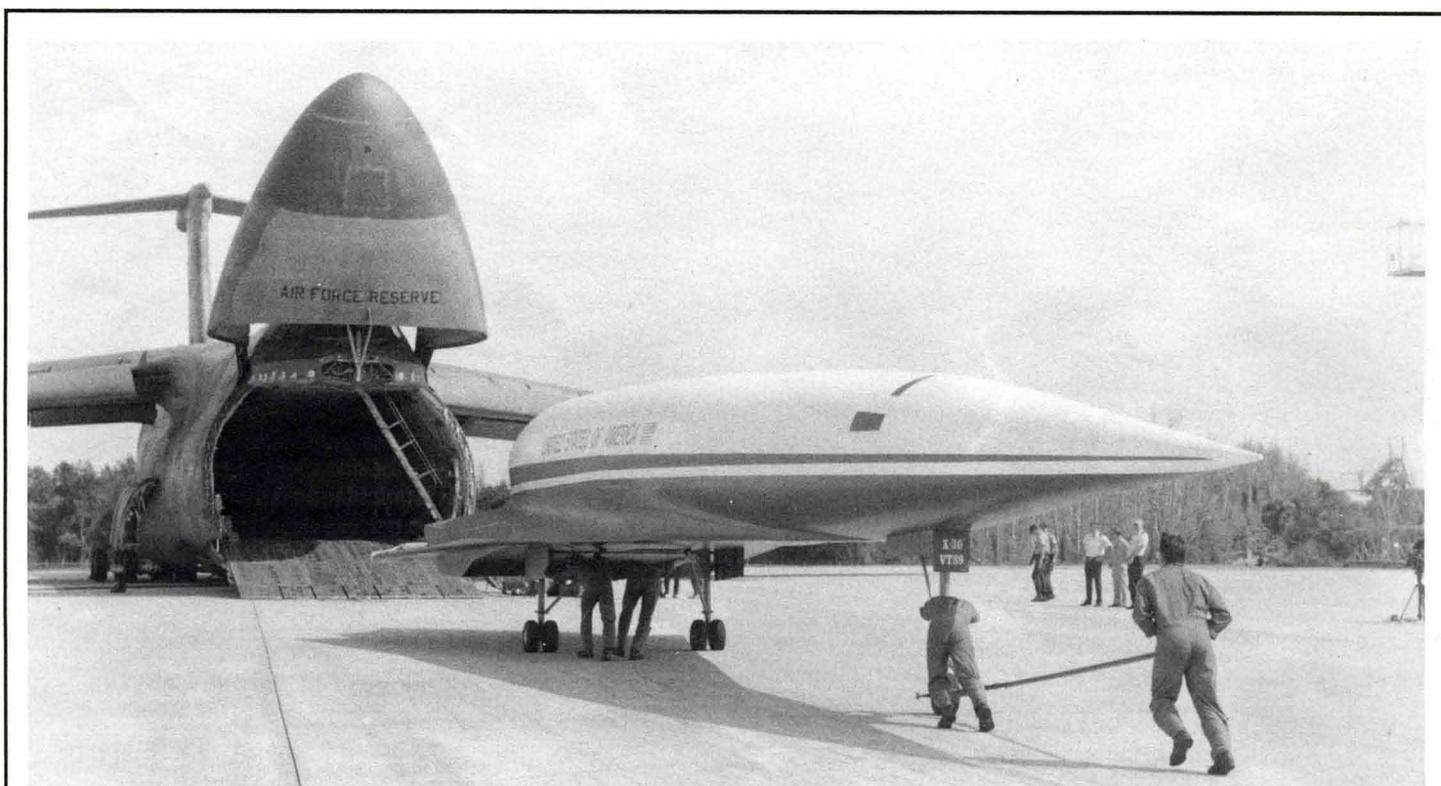
During the Westover airshow Kula was lucky to photograph two A-3s from Key West with recently revised two-tone paint schemes. "There were two B-1Bs. It's very rare to have two together," Kula said.

Last year, the 174th TFW, Hancock Field, N.Y. switched from the A-10 to the F-16. When Philippe Colin read about the

transition, he drove from his Montreal home to the base and got photos with the Air Guard wing's new markings that were bought by British Aviation Review. When the Vermont Air Guard at Burlington obtained new F-16s, Colin was soon there with his camera.

To obtain the elusive money-making picture takes thousands of dollars worth of film and thousands of miles on the road. Colin's partner, Regent Dansereau estimates that last year he used about \$3,000 worth of film to earn about \$500 in sales.

Rarely does a freelancer hit the jackpot. Before the F-117 Stealth fighter was officially unveiled, a Japanese magazine offered a \$1,000 bounty for a photo. The magazine later published out of focus shots of the aircraft which was spotted on a secret test flight. Today freelancers would be well paid for photos of the F-22 or F-23 Advanced Technology Fighters which are in the prototype stage.



(photo by SrA. Christine Mora)

GALAXY HAULS SPACE PLANE -- A Westover crew loads an 80-foot long mock-up of the experimental X-30 into the belly of a C-5A at Cape Canaveral, Fla. bound for Westover's

Anniversary Airshow. The 8,000-pound model is a half-scale mock-up of the futuristic aircraft designed to travel halfway around the world in two and a half hours.

Westover CBPO stockpiles AFRES awards

by TSgt. Sandi Michon

The Air Force Reserve selected Westover's military personnel unit as CBPO of the Year, and the plethora of individual awards proved it was a team effort.

Westover's Consolidated Base Personnel Office copped three of the five top AFRES personnel awards for 1989 which was outstanding as a come-from-behind victory.

"We had tremendous deficiencies to overcome. We came a long way in a short period of time," said Capt. Denny Jobs, CBPO director. "There is no harder working CBPO unit."

Captain Jobs set the pace for improvement and outlined the objectives. She was named AFRES Junior Personnel Manager of the Year for her contribution to CBPO since her arrival at Westover in late 1988.

The 50-member personnel unit put in hundreds of hours of overtime to overhaul internal programs, perform multiple record audits of 2300 individual records and accomplish intense in-house training. This was additional duty to providing continued quality service to 2300 reservists and 6000 retirees from a five-state area, all in the midst of the C-5 conversion process, and with a staff averaging less than two years job experience.

"Captain Jobs did a hell of a job with us. It was a lot of hard work, but it was worth it," said SMSgt. Marge Schoonover, chief of personnel programs. Sergeant Schoonover was recognized as AFRES Superintendent of the Year, but was quick to stress that even the individual awards were possible because of a team effort. "Our quality of service comes from commitment of each individual to do their own personal best," she said.

Sergeant Schoonover called 1989 a dynamic year. "The AFRES Personnel Assistance Team visited us in April and left a long list of problem areas to correct," she explained. In the next six months CBPO pursued a rigorous regime of self-correction and emerged from the October UEI with the best rating ever. Their self-inspection program was adopted base-wide and lauded by the inspectors as the best they've seen.

"All our people went way beyond their job descriptions as every one pitched in to do whatever was needed," said Sergeant

Schoonover. New operating instructions were created, the overgrade program was completely overhauled, data reliability increased by 40 percent and computer education was expanded. CBPO was selected Wing Work Center of the Year in 1989 and several individuals were recognized by the wing throughout 1989.

The UEI evaluation team named TSgt. Kelly Payne "superior performer" and AFRES selected her as Outstanding Personnel Technician of the Year. MSgt. Sharon Benoit was selected Outstanding OJT Manager of the Year. She provided stability in the training office through personnel changes, improved programs and brought technical school no-shows from

88 percent to 0 percent through diligent follow-through procedures.

MSgt. Barbara Morris was selected Outstanding Career Advisor of the Year and her improved operating instructions enhanced the entire career advisor program.

While Westover's military personnel unit has received AFRES recognition in the past but has never been as extensive as their recent accomplishments. "It's great to receive individual awards, but it's a greater achievement to receive a unit award because it signifies an outstanding team effort. That's what we have here - a great team of folks," concluded Captain Jobs.

HONOR ROLL

AFRES CBPO of the Year Award
Westover Consolidated Base Personnel Office

AFRES Junior Personnel Manager of the Year
Capt. Denny Jobs

AFRES Personnel Superintendent of the Year
SMSgt. Marge Schoonover

AFRES Personnel Technician of the Year
TSgt. Kelly Payne

AFRES Outstanding OJT Manager of the Year
MSgt. Sharon Benoit

AFRES Outstanding Career Advisor of the Year
MSgt. Barbara Morris

14th AF Outstanding Civilian Personnel Manager of the Year
Ed Sierzego

Command Post moves to new quarters

by SrA. Kimberly Saganski

The reservists who serve long hours in Westover's Command Post have finally abandoned cramped quarters in building 1100 for more modern, and certainly more spacious offices in the Base Operations building.

During the June A UTA, three days of intense preparation for the upcoming Operational Readiness Inspection proved to all that in spite of the move, business goes on as usual. The phones never seemed to stop ringing as people walked in and out of the new offices.

"We keep in contact with almost everyone on base," said NCOIC MSgt. Lou Giovanucci. "We really try to keep abreast of everything that is going on."

"Our mission is essentially to be the eyes and ears of the commander," added

Chief of Command Control Maj. Thomas Mauzaka. In case of an emergency, the Command Post serves as a liaison between involved units on base and Brig. Gen. Frederick D. Walker.

"Our day-to-day mission, when things are 'normal,' is to almost be involved in everyone's business. That way, as soon as something unusual happens, we are able to notify General Walker immediately and begin to act," said Major Mauzaka.

Although the Command Post does not actually possess decision-making authority, "procedures are in place so that immediate action may be taken to preserve lives and property," he said.

"There is always someone here in case of an emergency," said Sergeant Giovanucci. "As a matter of fact, when the base operators are off-duty at night, even incoming off-base calls are directed

to our offices. It's usually quiet at night, but we do send aircraft all over the world," he said. "If a plane breaks in Germany, it may be mid-afternoon there, but it's early morning here. We have to operate on a 24-hour basis."

The Command Post is also responsible for activating the Crisis Action Team when a threatening situation or an exercise deems it necessary. The focus of recent training in the Command Post has been the honing of the procedures the CAT will use to direct airlift during the ORI.

"This is a high-visibility position," said Major Mauzaka. "In a situation like this you don't make little mistakes, and you have the potential to make very big ones. Of course, there is a flip side to that," he said. "We are also involved in all the good things that happen on base."

PAT on the back

REENLISTMENTS

SMSgt. William E. Mahoney III
SMSgt. Joseph R. Strouse
MSgt. George F. Berz
MSgt. Elton B. Caudle
MSgt. Howard F. Cormier
MSgt. Gordon R. Hunt
MSgt. Christopher A. Lee
MSgt. David E. Levreault
MSgt. Thomas F. McCoy
MSgt. Kenneth G. Smith
MSgt. Theron E. Kelley
MSgt. Jim P. Thornhill Jr.
MSgt. George R. Trombley
TSgt. Donald C. Baker
TSgt. Robert E. Brown
TSgt. Harbey L. Cook
TSgt. Roger P. Desorcy
TSgt. Kenneth P. Ferreira
TSgt. John Gallagher
TSgt. Roland F. Greenwood Jr.
TSgt. Richard R. Jersey
TSgt. John E. Kida
TSgt. David W. King
TSgt. Clarence E. Lomax
TSgt. Christopher J. Maille
TSgt. Joseph Picard
TSgt. Mark J. Pirog
TSgt. Larry W. Raines
TSgt. Kerry G. Saso
TSgt. Robert E. Smith
TSgt. Stephen J. Smith
TSgt. Robert A. St. George
TSgt. Richard S. Tuttle
SSgt. Roger C. Bennett
SSgt. Norman J. Bineault
SSgt. James Ryan Brady
SSgt. Dennis R. Bromery
SSgt. Peter A. Brotherton
SSgt. Allan R. Boucher
SSgt. Stephen E. Burek
SSgt. Jon Burgess

SSgt. Jeffrey J. Casson
SSgt. Anthony M. Cioffi
SSgt. John W. Clark
SSgt. Nancy C. Clegg
SSgt. Madeline Cobb
SSgt. Ralph O. Dawkins
SSgt. Anthony J. Delduco III
SSgt. Thomas F. Demers
SSgt. Gordon R. Edmonds
SSgt. Matthew M. Eichenlaub
SSgt. Mary A. Elwell
SSgt. Jose S. Fejarang
SSgt. Leo Foster
SSgt. Marcelo Giarelli
SSgt. Glen D. Gerrans
SSgt. Beverly J. Gunter
SSgt. Gregory T. Hill
SSgt. Leslie P. Keniston
SSgt. David W. Lawton
SSgt. John J. Lupien
SSgt. Andrew J. Martindell
SSgt. Richard C. Messenger
SSgt. Raymond B. Morehouse
SSgt. John E. Mullally
SSgt. Michael G. Paquette
SSgt. Kevin J. Pietrowski
SSgt. Erma L. Plumlee
SSgt. Kenneth L. Richards
SSgt. Johnny Rivera
SSgt. Richard G. Sandman
SSgt. John A. Sandova
SSgt. Julian E. Summons
SSgt. Jeffrey A. Walton
SSgt. Edward G. Wegiel
SSgt. Timothy J. Whitaker
SSgt. Michael S. Witt
SSgt. Bruce A. Yargeau
Sgt. David E. Hutchinson
Sgt. Ernst Gisela Rodriguez
Sgt. Dennis C. Tetreault
SrA. William H. Day
SrA. Duane S. Manville
SrA. David A. Mottor

ENLISTMENTS

SSgt. Glenn A. Beaman
SSgt. Thomas P. Bona
SSgt. Scott D. Buchanan

SSgt. Doreen T. Coones
SSgt. George P. Dolan
SSgt. Peter H. Feige
SSgt. Joseph E. Fitzgibbon
SSgt. Timothy A. Forde
SSgt. Kenneth G. House
SSgt. Glenn A. MacDonald
SSgt. Marsha A. McDonald
SSgt. Doreen H. McMahon
SSgt. David L. Smale
SSgt. Gregg R. Southworth
SSgt. Robert J. Walker
Sgt. James Baisi
Sgt. Brian J. Briere
Sgt. Gregory G. Ghareeb
Sgt. Steven C. King
Sgt. Jim R. Mitchell
Sgt. Richard H. Page III
Sgt. Richard P. Page
Sgt. Guy R. Pagli
Sgt. Robert J. Patruno Jr.
Sgt. Jason D. Pratt
Sgt. Stephen F. Riley
Sgt. John P. Rumpfelt
Sgt. Jon M. Sorak
Sgt. Debra M. Thornton
SrA. Kaveh P. Barjesteh
SrA. John W. Geoffrey
SrA. Raymond M. Middleton Jr.
A1C Anthony C. Banas
A1C Lori Lynn Churchill
A1C Jerel Deberry
A1C David J. Eddy
A1C Christopher Fey Kellam
A1C Kelly J. Latham
A1C Robert J. Nickerson
A1C Maria T. Ofurie
A1C David J. Omelanchik
A1C Lynn E. Pellerano
A1C John L. Pergantis
A1C John R. Simpson
A1C Daniel O. Sullivan
A1C John L. Szafko Jr.
A1C Alejandro Vanegas
A1C William M. Watson
Amn. Lisa B. Yourko
AB James J. Archambault
AB April R. Brown
AB Paul L. Randall
AB Steven C. Rudert

AB Cheryl A. Thystrup
AB Maryann Y. Perkins
AB Angel L. Walker
AB Glenn L. Wright

PROMOTIONS

MSgt. Jacqueline M. Davis
MSgt. Walter E. Deitz
MSgt. Stephen J. Gusan
MSgt. Robert D. Merchant
MSgt. Richard W. Turpin
TSgt. Thomas A. Mellor
TSgt. Donald R. Pare
TSgt. Blaine T. Smith
SSgt. John T. Barley
SSgt. Richard E. Carlson
SSgt. Edward E. Demars
SSgt. John C. DePaoli
SSgt. Richmond E. Farr
SSgt. Andrew B. Judd
SSgt. Jason S. Lumenello
SSgt. John E. Marshall
SSgt. Christine E. Mencarelli
SSgt. Richard L. Ramirez
SSgt. William R. Richardson
SSgt. Carlos L. Rosas Jr.
SSgt. Jeffrey R. Roule
SSgt. Fort M. Ruscito
SSgt. David S. Sadler
SSgt. Gary E. Smith
SSgt. Ruel P. Soriano
SSgt. Gary Van Wie
SSgt. James E. Whitman
SrA. Yvonne M. Canel
SrA. Fernan R. Cepero
SrA. Tara R. Evans
SrA. Jessie L. Fletcher
SrA. Brian S. Frushour
SrA. Ana P. Garcia
SrA. Sean M. Labbe
SrA. Edward A. Perreira
SrA. Geoffrey E. Read
SrA. Joseph P. Schneider
SrA. John J. Serra
SrA. Jonathan P. Tuck
A1C Michele Anne Archambeault
A1C Dawn M. Beyer
A1C Carl F. Gitzen
A1C Jeanette Soucy

"Patriot People"

A1C Johnny K.W. Ng

Name: Johnny K.W. Ng
Rank: A1C
Age: 25
Address: Warwick, Rhode Island
Unit: 439 MSF
Position: Materials facilities specialist
Civilian position: Student
Favorite Food: Lobster
Years of Service: 1
Favorite Sport: Tennis and volleyball
Favorite Hobby: Reading
Ideal Vacation: South of the border
Best Way to Relax: Running in the rain
Preferred Entertainment: Movies
Favorite Celebrity: Women
Favorite Music: Anything that doesn't give me a headache
Favorite Book: Science fiction
Favorite Color: Blue
Favorite Car: Sports car
Pet Peeve: Stock broker
Best Thing About Westover: People
Worst Thing About Westover: Not getting the things you want

Westover chiefs award scholarships

The winners of eight scholarships were recently announced by the Westover Chief's Council.

Selected to receive the \$250 stipends were Rebecca Faye, Craig Hoskeer, Jeffrey George Nalesnik, Travis M. Rhodes, John Joseph Sullivan, Michelle Halla, Kristie Godin and Teresa Winters.

The students, all of whom are children of 439th Military Airlift Wing reservists, were selected from among 26 applicants.

According to CMSgt. Vincent Viglione of the scholarship committee, the winners were chosen for their scholarship, civic involvement and participation in extra-curricular activities. "We looked at the whole person in making our selections," he said.

In addition to Chief Viglione, other members of the scholarship committee were CMSgt. Joseph LaFrance, CMSgt. Lawrence Lose and CMSgt. Ludwig Schwechheimer.

This was the second straight year that the chief's council has sponsored the scholarship competition. The chief's held several fundraising activities during the past year to fund the awards, Chief Viglione said.

To All Westover's 50th Anniversary Airshow Volunteers

A very special thanks to a very special group of people - the Airshow volunteers. You put in a long, hard, hot weekend helping support Westover's 50th Anniversary Airshow.

Thank you for your unselfish support of the picnic and the concession stands, whether moving the tables and chairs, decorating, preparing food or serving thousands of civilian and military guests. Your phenomenal efforts did not go unnoticed. Many of you worked two and three shifts insuring that everyone had a truly magnificent and memorable weekend. Without a doubt the picnic helped revive a tired bunch of workers, and it gave everyone a chance to relax and celebrate our camaraderie. The operational and financial success of the concession booths directly contributed to each and every unit here at Westover AFB by making certain that Westover AFB has the finest events, and continues to provide strong community support. As a direct result of your untiring selfless dedication to making it all happen, each member of the 439th Military Airlift Wing can be proud of a strong sense of identification, belonging and pride through Airshow 90.

Thank you for an event now history, but long to be remembered as one celebrating our many successes, not easily or perhaps ever repeated.

Thank you for making Westover's 50th Anniversary Airshow the event of the decade in Western Massachusetts!

*Westover AFB
 First Sergeant's Association*

*Westover AFB
 Chief's Council*

Aussies charm American hosts

by TSgt. Tom Allocco

There is something about an Australian that brings out the best in an American.

The wide brim hats and "outback" accents of the Australian C-130 aircrews sparked the imagination of the Westover airshow crowds who lingered at their aircraft. The Americans seemingly wanted to confirm if real Australians match the hearty reputation they've earned on the

screen. It prompted countless friendly exchanges.

"Everybody asks you to say 'g'day' just to hear you talk. They love the accent," said Pilot Officer Cam Leslie, a navigator who is the equivalent of a second lieutenant. To his ear, the American accent is sharp and the r's are slurred.

"They reckon we've got a funny accent, but I reckon it's you blokes who

have the funny accent," said Sergeant Dave Cutland, a flight engineer.

"Americans are very friendly. Everyone comes up and speaks to us and shakes our hand," Sergeant Cutland said.

Their wool felt Akubra hats, and squadron crest topped with the queen's royal crown gave the Australians a distinctive, jaunty appearance when they stood by their Hercules with its artwork of a bounding kangaroo. The Royal Australian Air Force crew previously drew an equally enthusiastic response during a visit to New Orleans. Following the airshow they flew to Trenton, Ontario to load cargo for the return trip home.

The Australians are from 37 Squadron which flies a dozen C-130 E aircraft out of RAAF Base Richmond, west of Sydney. They share the base with 36 Squadron which won top Volant Rodeo honors in airlift competition at Pope AFB this summer. Two other squadrons in their wing fly Carribous and the Hawker Sidley 748, a twin prop transport.

The Hercules flown to Westover was built by Lockheed in 1964. The engines have been modified to the point that the Australian engines could not be replaced by an American.

The 18,000-member RAAF also flies American made F-18s, F-111s and P-3 Orions.

The Australian aerial demonstration team, the Roulettes, flies the Italian-made Aero Macchi jet trainer, similar to the Canadian Snowbirds' Tutor aircraft.



G'DAY MATE -- A Royal Australian C-130-E Hercules arrives at Westover for static display in the Anniversary Airshow.

PATRIOT

Coming in October: Desert Shield missions



Published monthly for Patriots like SSgt. John J. Luger of Lunenburg, Mass., and 2,379 members of the 439th MAW at Westover AFB.

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