



# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

VOLUME XIX, NUMBER 8

AUGUST 1992

## EDITORIAL

## National security blanket

With the present precarious peace in the Middle East, and fresh memories of Desert Storm, Westover's Great New England Air Show provided comfort like a national security blanket to more than one million people.

Many visitors said that they had become familiar with Westover during Desert Storm. Although they came to view all the attractions, there was special interest in the weapons and aircraft deployed during the Middle East conflict.

While the homecomings were a vivid example of Westover's overwhelming amount of community support and involvement, the Great New England Air Show provided an exclamation point to that statement.

Nearly 5,000 citizens made up the all-volunteer, non-profit group personnel which manned 74 air show concession booths. "The community response was fantastic," said Mr. Robert Motley, chief of airfield management.

There were hundreds of other citizen volunteers with the Galaxy Community Council and the USO that were critical to the success of the air show. (See article on page 16)

After a random sampling of airshow attendees, young and old, the thumbs-up vote for Westover was unanimous.

"Westover is central to the community, both economically and historically," said Rick Burkhart, a CPA from Springfield, Mass. "Desert Storm proved how patriotic the majority of people are when it comes to our national defense," he said.

While Burkhart's parents were married at Westover, others have actually grown up with the base. Edward and Averion Fuldi, of Springfield, were teenagers when Westover's history began 52 years ago. "The base meant big growth - it helped everything," the Fuldi's said. Mr. Fuldi, who earned three Battle Stars with the 3rd Army in World War II, said seeing all the aircraft on the tarmac gave him a sense of security and peace of mind. "It's good to live in a country like this," said Fuldi proudly.

Mary and David Terry, of Suffield, Conn., moved from England to the United States 20 years ago. As they pondered the tension in the Middle East, they boasted of America's ability to defend itself.

When their three-year-old grandson Ryan responded to a question concerning his favorite plane, he repeatedly said, "that one," as he pointed from plane to plane.

Others may share Ryan's confusion when picking their airshow highlight, but no one has difficulty recognizing Westover as a key player in our national defense, and a vital part of the community.

TSgt. Sandi Michon  
Public Affairs technician

## Briefs

### Roberta Knox is new disaster prep officer

Roberta Knox has replaced John Wilson as the Disaster Preparedness Officer at Westover on June 29.

The Michigan native has worked as the Disaster Preparedness Superintendent at Dobbins ARB, Ga for the past four years.

Knox also has eleven years of previous experience in personnel and disaster preparation, working at Selfridge ANGB, Mich.

### Reserve name changes

The department of the Air Force has redesignated nine Air Force Reserve-owned bases and units, effective June 1, 1992. Westover Air Force Base is now Westover Air Reserve Base. This change should be incorporated into all written materials.

Dobbins Air Force Base, Ga. has been redesignated Dobbins Air Reserve Base.

### Menard acting Senior Enlisted Advisor

CMSgt. Chris Menard, quality officer, is acting Westover Senior Enlisted Advisor until a successor to CMSgt. Charlie Fusco is named. The Senior Enlisted Advisor number is Ext. 2214.

### Memorial readings

November 8 - 11 marks the 10th anniversary of the dedication of the Vietnam War Memorial in Washington D.C. An oral reading, in five-minute increments, of all the names is planned. Anyone interested in participating can call Lt. Col. Forrest Price, at Ext. 3316.

### ON THE COVER:

*A view from Westover's air traffic control tower gives a birds-eye view of the static aircraft on display at the Great New England Airshow.*

*(Photo by TSgt. Sandi Michon)*

# 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 Airlift Wing, Westover Air Reserve Base."

#### 439th AW Commander

Col. James P. Czekanski

#### Base Commander

Col. Thomas G. Hargis

#### Chief of Public Affairs

Gordon A. Newell

#### Wing Public Affairs Officer

Maj. Rick Dyer

#### Base Public Affairs Officer

Capt. Daniel Allen

#### Public Affairs Specialist

Monica M. Lindberg

#### Editor/NCOIC

MSgt. Gordon A. Newell

#### Deputy NCOIC/Media Relations

TSgt. Tom Allocco

#### Deputy NCOIC/Internal Information

TSgt. Sandra M. Michon

#### Staff

1st Lt. Paul Koscak

SSgt. Vincent Blanchard

SSgt. Francis Kelly

SSgt. Joe Menna

SSgt. Christine A. Mora

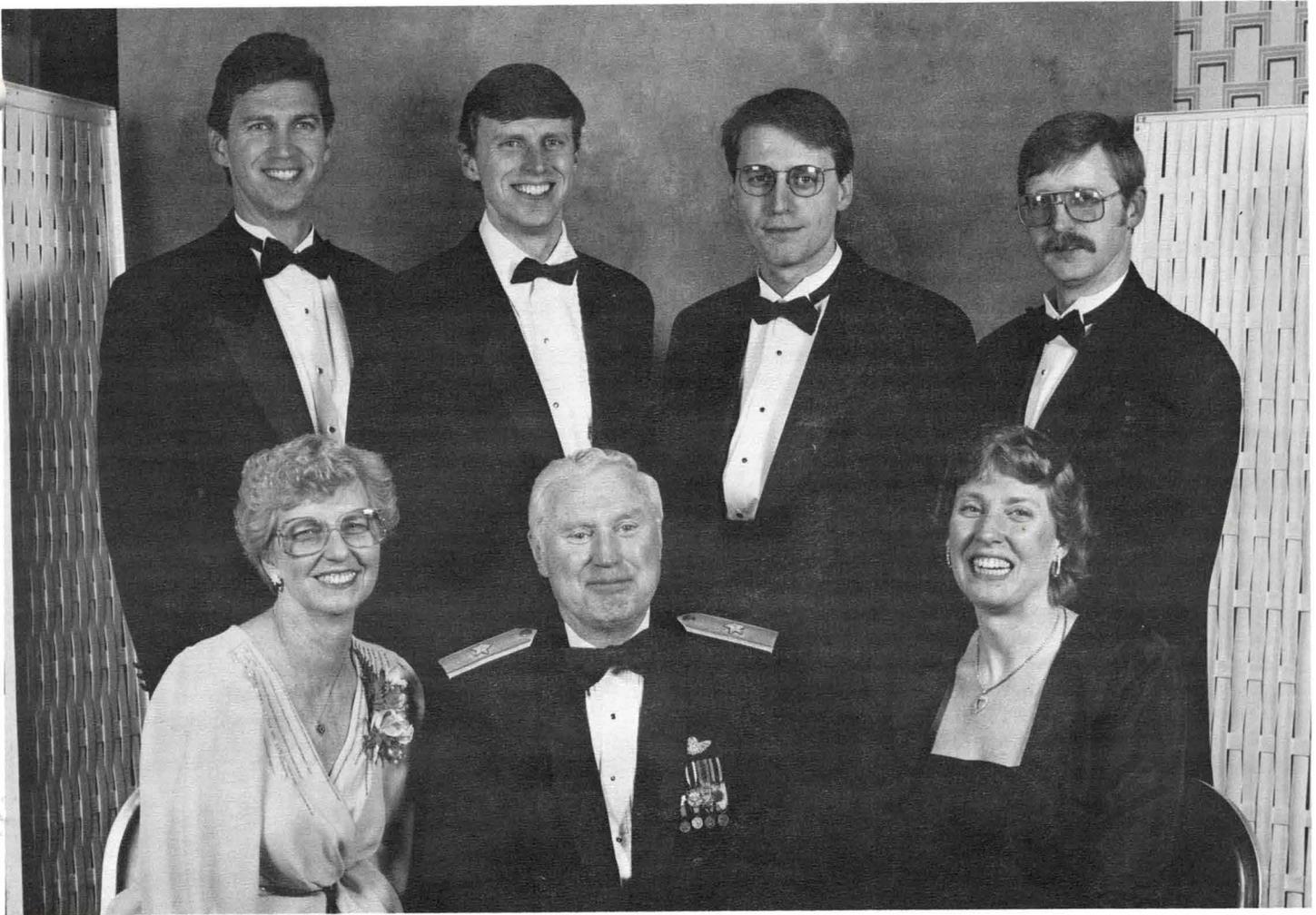
SSgt. Kymberly Taylor

SSgt. Nancy Wilochka

SrA. Michael Lyman

Art Whitehead

Karen Paquette



**WINNING WALKERS** -- Brig. Gen. Mike Walker and his wife, Carol, are the 1992 winners of the Gen. and Mrs. Jerome F. O'Malley Award, which recognizes outstanding

Air Force and family values. The Walkers are shown with their five children; Laura (Walker) Bersack, and, from left, David, Jeff, Jim and Mike.

## Walkers honored with O'Malley Award

By TSgt. Tom Allocco

Two members of the Westover family who have left an indelible mark on the military and civilian communities since coming here in 1986 were cited in July as best reflecting Air Force and family values.

Brig. Gen. Mike Walker, former wing commander, and his wife, Carol, were named winners of the 1992 Gen. and Mrs. Jerome F. O'Malley Award. The Air Force-wide honor recognizes the wing commander and spouse whose contributions to the nation, the Air Force and the local community best exemplify the ideals and leadership of a military couple.

The former wing commander, who now serves as mobilization assistant to Maj. Gen. Robert McIntosh, Air Force Reserve vice commander, is the first reservist to earn the O'Malley Award.

"I am honored that we have been selected for this recognition. I know that while the O'Malley Award honors the Walker family, we have really been selected because we represent the exceptional efforts made by all the Westover family," General Walker said.

The Walkers were selected based on such efforts as support of the Desert Shield Family Support Center which provided food, financial help and counseling to members of all services.

Also noted was the overall success of Westover as a major staging base for the largest airlift since World War II. Westover maintained the highest departure reliability rate of all C-5 staging areas.

General Walker was the only reserve general officer to be activated during Desert Shield/Storm and led more than 1,500 Westover reservists called to active duty.

Mrs. Walker has been active in community service, as a member of the Volunteer Nurse Association and a Sunday school superintendent. The nurse association provides care for shut-ins and terminally ill patients.

Among the many areas in which the Walkers' influence was felt in the community was their support of the March of Tribute parade in Chicopee at the conclusion of Desert Storm. Along with the massive homecoming celebrations hosted at Westover, the parade boosted the prestige of Westover and the military throughout the area.

Each year the Air Force Chief of Staff selects recipients of the award which was created in memory of the O'Malleys who died in a 1985 plane crash. At the time of his death, O'Malley was commander of the Tactical Air Command.

# Great New England Airshow draws one million spectators

by Maj. Rick Dyer

They came. They saw. They loved it! More than one million aviation enthusiasts packed Westover July 24-26 for the Great New England Airshow.

Attracted by the stunning aerial acrobatics of Italy's Frece Tricolori jet team and the Army's Golden Knight skydivers, the huge crowds set a three-day attendance record at the base.

"I've been involved in three dozen air shows, and this was the biggest and the best I've ever seen," said Col. James P. Czekanski, 439th Airlift Wing commander.

Westover, which last year filled the skies with thousands of war-bound cargo planes during Operation Desert Storm, put on a dazzling peacetime display of American aviation technology.

More than 100 aircraft -- ranging from the tiny, single propeller Gee Bee racer to the supersonic F-117 Stealth Fighter -- were arrayed along the packed flight line.

Overhead, another 30 military planes thundered through the skies during the day-long demonstrations of air power.

A Marine AV-8B Harrier astounded the onlookers with its vertical takeoff and landing capabilities. The crowd stood in

awe as the Marine jet hovered over the middle of the flight line, flew backwards, and then did a 360 degree turn.

A Westover C-5 Galaxy, piloted by Lt. Col. Sandy Whittier, also captivated the spectators with a series of combat maneuvers which few had ever seen before.

"I couldn't believe something that large can maneuver like that," said Frank Castro of South Windsor, Conn., after the huge cargo transport performed a steep, banking turn.

The top stars of the show were the Frece Tricolori and the daredevils from the Golden Knights.

The 10-member Italian team, in America to celebrate the 500th anniversary of Christopher Columbus' arrival, put on three flawless performances. Trailing their signature red, white and green contrail smoke, the Frece glided through three, 30-minute routines of loops, rolls and wing tip to wing tip maneuvers.

The beauty of the jet team's performance was enhanced by the background music -- Italian song performed by an opera singer.

One maneuver, nicknamed the 'bomb burst,' drew a thunderous ovation as the

Aermacchi jets separated from a tight climbing formation and hurtled downwards in all directions.

Captain Antonio Vivona, who flies the first slot with the Frece Tricolori, said that the team's success is based upon solidly choreographed performances.

"You always see the formation and you always see the solo," Captain Vivona said.

While this was the first appearance for the Italian jet team at Westover, the Golden Knights have jumped here many times. As always, their free fall skydiving performances delighted the crowds.

"I think the Golden Knights are neat," said nine-year-old Christy Stefanella of South Hadley, after the 12-member team performed.

The Golden Knights dropped through the skies at speeds reaching 150 miles per hour before deploying their gold and black chutes. Their descent from the plane circling three miles above was marked by red smoke billowing from canisters attached to the ankle of each skydiver.

Just as the aerial demonstrations thrilled the crowds, the performers appreciated the huge turnout and warm reception. "A show line one and one-half





TSgt. Sandi Michon

miles long with people packed 100 meters deep -- that's a lot of folks," said Sgt. First Class Ed Rivera of the Golden Knights.

"The support and reception which we received were excellent," added Rivera, who has jumped with the Knights for the past six years.

Lt. Col. Giangavino Cuccu, public affairs officer with the Frecce Tricolori, said that the Westover event was the best air show in which the team participated during its month-long visit to North America.

"Westover was really the best in organization, people, friendliness, and weather," said Colonel Cuccu. "We thank you for your warm hospitality and organization," he added.

The air show attracted 125,000 spectators on Friday, 440,000 on Saturday, and 450,000 on Sunday.

The 1990 air show at Westover, held just prior to Iraq's invasion of Kuwait, drew 750,000 people to the base.

The flying activities during this year's events were supervised by Lt. Col. Gale French.

The base enjoyed near perfect weather on Friday and Saturday, but the threat of thunderstorms on Sunday caused base officials to move up by two hours the performance of the Italian jet team.

However, the threatened rain held off until after the show ended at 5:00 p.m. on Sunday.

Base officials and the Galaxy Community Council had been planning the Great New England Airshow for over one year. They will hold another one in 1994.

"Send us an invitation," said Captain Vivona, the Frecce Tricolori pilot. "We'll be back."

## SHOW LINES

### *It Takes Lotsa Pasta to Keep Frecce Flying* by Maj. Rick Dyer

How much pasta does it take to feed the 73-member Frecce Tricolori Aerial demonstration team?

About 300 pounds, according to Roberta Page, who hosted the team for lunch each noon during the three-day air show. Members of the Italian American community in Western Massachusetts and Boston sponsored a reception tent for the Frecce Tricolori members. The team gathered there daily to "mange" just prior to their performances.

The 300 pounds of pasta were donated by Carla's Pasta Inc. of Manchester, Conn.

\*\*\*\*\*

Nearly 300 military, state, county and local law enforcement personnel helped to police Westover and keep traffic moving during the air show. Capt. Dan Mays of the 439th SPS coordinated the security effort.

\*\*\*\*\*

Public Affairs staffers dealt with scores of media inquiries and approximately 50 on-site media representatives during the show. One television crew came from a station in Spokane, Wash. to film the Gee Bee racer.

\*\*\*\*\*

There's a special recipe for the red, white and green contrail smoke which billowed from the Italian's Aermacchi jets during their performances. According to Lt. Col. Giangavino Cuccu, the team's public affairs officer, Vaseline petroleum jelly and organic coloring substances are used to create the bright contrail plumes.

\*\*\*\*\*

Colonel Cuccu's name is pronounced "Coo-Coo", like the clock.

When he arrived at Westover the day before the show, he was introduced to his American counterpart, Westover Public Affairs Chief Gordon Newell.

"Hello, I'm Cuccu," the Italian officer said.

"Don't worry about it," Newell replied, "by the end of this weekend I will be too."

\*\*\*\*\*

During each performance, the Army Golden Knights presented the baton used in their formation jump to a distinguished guest. One of the recipients was Westover Lt. Col. Charlie Brown, who was honored for his service as a prisoner of war during the Vietnam War.

\*\*\*\*\*

Warrant Officer Robert W. Giaccone, the Golden Knights pilot and an 18-month veteran of air shows, called the Westover event "second to none." "There were more people here than I've ever seen before," he said.

## 'Air boss' Torpey conducts another grand performance

By SrA. Mike Lyman

For the third consecutive air show, Lt. Col. Paul Torpey has worked in the control tower--yet, in spite of having the best seat in the house, he's missed every performance.

For each of the past three air shows, Torpey has served as the person in charge of all aircraft movement in and around the base, which is why he is known simply as the "air boss."

As this year's air boss, Torpey was responsible for treating one million spectators to three days of spectacular performances which went off without a hitch--or so it seemed.

"Being the air boss is like orchestrating an airborne puppet show--you have to maintain control but you can't touch the strings," said Torpey, the 439th Air Wing's chief of current operations.

"The job requires being able to visualize the entire sequence of events," Torpey said. "It's much different than an air traffic controller.

"Whereas an air traffic controller is responsible for coordinating aircraft separation, my primary concern was with

what's happening in front of the crowd," Torpey said.

"Basically, I was responsible for scheduling the movement of all aircraft during the three-day air show," he said. "This included their start up and taxiing, as well as other requirements to get aircraft ready, with the emphasis on bringing each aircraft to center stage on schedule in the light of changing circumstances.

"Though I had some flexibility built into the schedule, we still had our difficult moments," Torpey said. "For instance, the Germans (two F-4 Phantoms) showed up late Friday afternoon out of gas with an F-16 only two minutes into its 15-minute routine. My first thought was to cut the F-16 show short, or divert the Germans to Barnes (AFB). But we kept them coming. The F-16 finished all his maneuvers and snuck in just ahead of the F-4s, all three of which were on their landing rollout at the same time.

"Another key was to establish a flying schedule and stick to it," Torpey said.

"Getting to know the flyers and their attitude about getting things done was also important. It's critical to know who to call

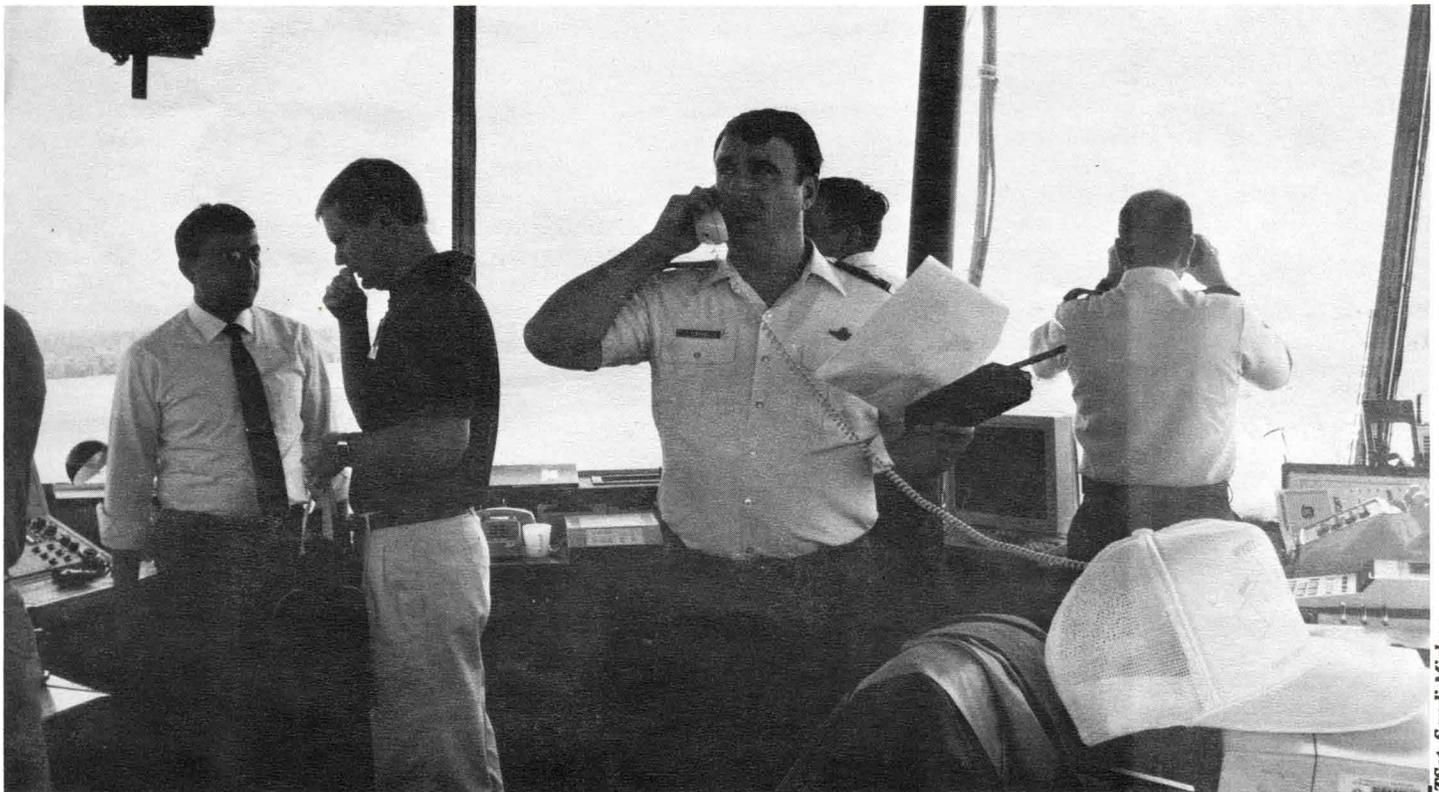
when you needed something special.

"Another challenge with this job is that each aircraft had a different center stage," he said. "For instance, the GeeBee was very simple to schedule because it is center stage as soon as it takes off. But scheduling the U-2 was a real challenge. Not only does the U-2 use special fuel, but its center stage included taxiing in front of the crowd and allowing time to deal with its special landing gear.

"In hindsight, the schedule worked better than I had hoped," Torpey added. "We were never more than four minutes ahead or three minutes behind schedule for the first four hours of each day. And with all of the flying that went on during the air show, we only had about 15 schedule changes," he said.

"Many of these changes occurred late Sunday when the weather took a turn for the worse," he added. "But everything worked out well, thanks to the flyers who were very cooperative and executed the new plan flawlessly.

"All in all, it was an exhilarating experience," he said. "In fact, I have no regrets about missing the actual air show--that goes with the job."



**TOWER POWER --** Lt. Col. Paul Torpey, air show aircraft director, juggles schedules, radios and the phone in the tower during the Great New England Airshow. Air traffic controllers Al Suchcicki (left) and Carl Limberg relayed

Torpey's directions to the aircraft personnel in the air and on the ground. In lighter moments during the air show, tower 'judges' held huge score placards against the window 'scoring' aircraft performance.



MSgt. Marshall Hathaway

**JET STREAM --** Italy's Frece Tricolori create an aerial flag as they trail green, white and red smoke as they roar past the crowd in a nine-ship formation. The Italians flew

their Aermacchi MB-339 aircraft in flawless performances during the three-day air show.

## ***Frece Tricolori passes air show test with flying colors***

By TSgt. Tom Allocco

The 10 Italian pilots of the Frece Tricolori, the three-colored arrows, painted the sky with their red, white and green national colors and left an indelible impression on more than one million visitors to the three-day Great New England Airshow.

Two aerobatic performances each day gave a clockwork demonstration of jet aviation skills. Flying a formation of nine aircraft, plus a soloist, the Italian Air Force pilots looped and rolled through a ballet-like presentation of grace.

Highlights included the startling "tail slide" when the solo aircraft flew straight up, until seeming to fall backwards. The "apertura bomba" brought nine aircraft roaring down and splaying out as the solo crossed over and up through the center. The show was climaxed with a wheels down fly-by that filled the sky a red, white and green wall of smoke.

When flying in a tight diamond of nine Italian Aermacchi MB-339 aircraft, trailed by a soloist, the Italians make up the largest aerobatic group among the

world's major air forces. By comparison, the Thunderbirds fly six Fighting Falcons in formations of four and two.

The Aermacchi training and ground support jets are smaller and have less power than the Fighting Falcon, but have greater agility. Advantages include never being out of sight of the crowd while maneuvering.

The Westover performance concluded a tour by the Italians of the U.S. and Canada upon the 500th anniversary of Columbus' voyage.

The elite Frece Tricolori represents the best pilots and ground crews of the Aeronautica Militare, the 70,000-man Italian Air Force. The combat-qualified pilots bring to the team skills learned in the cockpits of the Italian Air Force's F-104 Star fighters, Tornados and the AMX, a joint Italian and Brazilian close air support plane.

Before becoming full fledged members they polish aerobatic skills for eight months at their Rivolto Air Base, in northeast Italy.

The planes began their tour in Canada in June after hopping across the North

Atlantic in legs of up to 750 miles.

The Italian Air Force members captured the hearts of the large local Italian-American community. "We're a little bit of Italy for them," Stefano said.

The Italians were going home loaded with T-shirts, American patches and stickers, and other souvenirs.

Comparing the U.S. and Italian Air Forces, he was most impressed by the American talent for organizing the logistics of food, housing and transportation for the team.

The two services have a close working relationship. Some of the Frece Tricolori pilots have flown Tornados in Red Flag exercises at Nellis AFB, Nev.

During Operation Italian Provide Comfort, Italian G-222 cargo planes dropped food and medicine for the Kurds while covered by U.S. F-16s and A-10s.

Accompanying the Frece Tricolori was Colonnello Giuri Franco, deputy commander of 46 Brigata Aerea of Pisa, whose dozen C-130s were making two flights a day to Sarajevo, Bosnia-Herzegovina in support of U.N. peacekeeping troops.

# Six of Diamonds; a link with the past

By TSgt. Tom Allocco

Some people sail or golf to relax; Reese Dill of Boston, flies passes in a tight diamond formation of T-6 World War II era Texan aircraft.

Almost every summer weekend he and others of the Six of Diamonds take their Texans to air shows throughout the eastern states. Their Cuban 8s, Immelmans, victory rolls, signature formation diamond passes, and other maneuvers in the single engine two-seaters were among the highlights of the Great New England Airshow.

The performances are reminiscent of World War II days when, formations, sometimes made up of hundreds of Texan aircraft, were flown by advance flight students.

"It's one of the best planes ever built, a very good aerobatic airplane. The challenge of doing close formation flying well is the best part. It's the best way I know to relax and forget about the problems in the office," Dill said.

Dill flies a former West Virginia Air Guard plane which he keeps at Hanscom AFB. He bought it in California with two partners seven years ago and put a new engine in last year.



SrA. Mike Lyman

**CROWD PLEASER --** A T-6 Texan taxis past the crown after it's last performance on Sunday.

Available at a price of about \$150,000 the Texan is one of the more affordable of old aircraft. By comparison, a P-51 Mustang costs up to half a million dollars. "There are about 450 T-6s in the U.S. and South Africa has some as trainers," Dill said.

Dan Caldarle, a commercial artist from New Jersey, found his Texan abandoned in a field eight years ago and paid \$22,000 for it. The airplane, built in 1943 for the Navy, gives Caldarle a personal link to that fading era.

"I remember World War II. My father was a Marine armorer for the Corsairs

and TBMs. He took me to Willow Grove to see people flying and I got hooked. I've been flying for more than 30 years," he said.

Caldarle's restored Texan bears his wife's name "Bonnie Sue" and is designated with Marine markings in his father's honor.

It is the "sheer joy of flying an old bird" that keeps Dan Dameo in the Six of Diamonds.

"I grew up while World War II was being fought and my uncle flew P-51s. It's super nostalgic flying these planes," he said.

## Pilots share the challenge and camaraderie of flying

By Art Whitehead

There was a wide variety of aircraft arranged on the Westover flightline for the Great New England Airshow. But, looking past the planes, the second biggest attraction were the pilots who fly them.

Crowds of people surrounded planes like the F-117 Stealth fighter, the B-1B bomber, the F-15 fighter, and Westover's own C-5A Galaxy transports to learn more about these aircraft from the pilots themselves. This also gave spectators an opportunity to learn more about this unique group of military airmen known as the pilots.

Though one might think that a combat pilot of a top secret fighter plane would be vastly different from a reservist who flies large transport planes, surprisingly, these two pilots share more in common with each other than just their profession.

It was the challenge of flying that led Col. Don Quenneville, an F-15 pilot with the Massachusetts Air National Guard, to

choose to become a fighter pilot. Quenneville was attracted by the "dynamics of the aircraft" and the "freedom and maneuverability" which fighter planes provided.

"I needed to challenge myself," said Capt. Craig Campbell, a B-1B pilot with the 46th Bomb Squadron at Grand Forks AFB, N.D., in explaining why he chose to fly the B-1B.

All the pilots seemed to explain their desire to be a pilot by the fact that it provided a challenge for them.

"There's a challenge in flying a large airplane," explained Lt. Col. Dave Moore, a C-5A pilot with Westover's 337th Airlift Squadron. "There's a challenge in managing a large crew on the ground and in the air," he added.

Capt. John F. Savidge, an F-117 Stealth fighter pilot out of Holloman AFB, N.M. agreed that flying is a challenge. "You put your life on the line every day," Savidge said, "not just with fighters, but with any aircraft."

But Savidge admitted that there are

other reasons he flies. "The exhilaration of flying," he said, and the "camaraderie between pilots."

"In our world, it's not restricted to the pilots," explained Moore, also a 21-year flying veteran, who has flown transport and cargo planes his entire career. "There's a camaraderie between all crew members," he said, "all crew members are responsible for the safety of the mission."

All the pilots take a great deal of pride in the work they do. Whether they fly the large transports and bombers or the small fighters, each of the pilots acknowledged that they don't do it alone.

Pilots certainly come in a wide variety. But one could not explain their selection in aircraft as anything more than a matter of personal choice. The differences between them are not as varied as the aircraft they fly. They all share the same sense of pride, in the challenge they have undertaken and the camaraderie which is essential to completing their mission.

## ***Air show features living legend***

# **Carl Wildner navigated B-25 in Doolittle's raid on Tokyo**

By TSgt. Tom Allocco

He's thin and gray, and in his day he flew lower and slower than almost any of the aircraft at the Great New England Airshow, but former Army Air Corps navigator Carl Wildner, 77, was a leading attraction.

During the air show he signed autographs and shook the hands of countless admirers at a display booth in the Base Hangar. For half a century he has been part of the Jimmy Doolittle legend, since Wildner navigated the second aircraft, behind Doolittle, in "30 seconds over Tokyo."

"Actually '30 seconds' was only the title of the book by Bob Considine. We spent 20 minutes over Tokyo," Wildner said.

There were 80 men in 16 B-25 Mitchells who flew off the deck of the USS Hornet to raid Japan on April 18, 1942.

The Japanese were completing the conquest of the Philippines and the Allies were on the defense on every front in the Pacific and Europe. The free world desperately needed the boost in morale provided by the defiant gesture of bombing the enemy's heartland while he was the strongest.

The crews were all volunteers for the mission. "You can't imagine how gung-ho we were after Pearl Harbor. We would have done any thing to hit back. When we



Al DiCarlo

**MEMORIES -- Carl Wildner regals visitors with vivid memories of his World War II escapades.**

had the chance we were all for it," Wildner said.

Wildner's B-25 dropped its three 500-pound bombs and one incendiary bomb on a Tokyo factory from 900 feet.

The unprecedented mission called for the aircrews to take off from the Hornet, fly to Japan and then on to China.

Wildner's plane landed with 20 gallons of fuel in a rice paddy behind Japanese lines in China. The crew was rescued by Chinese guerrillas.

The original plan was to fly to safe air bases in China, but the planes were forced to take off early when spotted by enemy ships while the Hornet was sailing toward Japan.

Eight Doolittle raiders were captured, of whom three were executed and one died of malnutrition.

Doolittle, 95, lives in Carmel, Calif. The retired general earned the Medal of Honor and the others won the Distinguished Service Cross for the heroic mission.

Forty of the Doolittle raiders are still alive. In April they held a 50th anniversary reunion in Columbia, S.C.

Wildner was born in Holyoke and graduated Massachusetts State College, now the University of Massachusetts.

After World War II he served at Westover as a supply officer from 1948 to 1951. He retired from the Air Force Reserve as a lieutenant colonel and now resides in Benton, Pa.

## ***Westover's medical staff provides full air show coverage***

By Capt. Dan Allen

Members of the 74th AES, 439th USAF Clinic, 23rd APS and a member of the Naval Reserve's Fleet Hospital 7 teamed up to provide medical support for the record breaking crowds at the airshow.

"Actually, even though there are more people here than the 1990 airshow, we're not seeing as many serious problems," said Maj. Karlene Devine. "It's not quite as hot as it was two years ago, and that's helped a lot."

In just one of the four medical tents set up for the air show, 75 people were treated on Saturday alone according to

Devine. "That doesn't include the many people we've seen for minor scrapes, and cuts or who needed some sun screen," reported TSgt. Daniel Donofrio, NCOIC of one of the tents.

The medical staff, which numbered near 50 at any given time during the show, was well prepared for the crowd this year. "The golf carts have helped get us out to monitor the crowd and provide immediate assistance," Devine said. "That together with our four separate locations and the great ambulance support we've received have really helped make things run smoothly," she added.

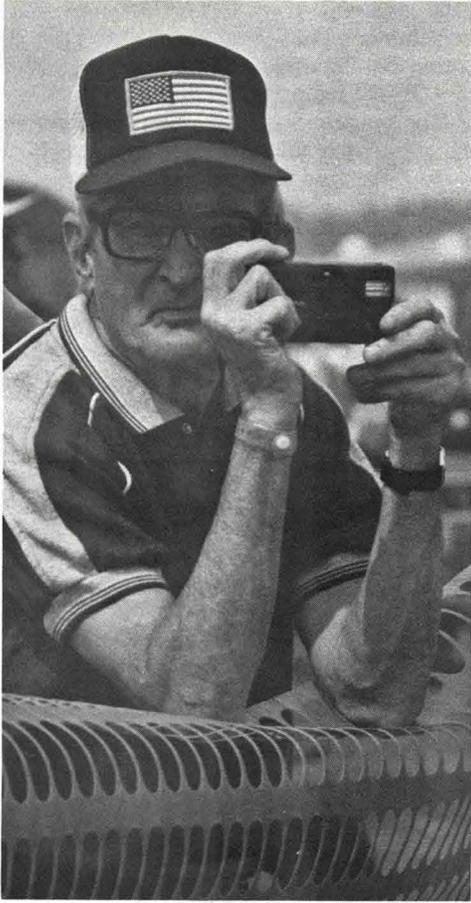
Lt. Col. Herbert Kaufman, one of the physicians on duty, reported a wide

variety of treatment being provided. "We've treated everything from stomach problems to dehydration to bee stings," said Donofrio. "Our most common ailments have been foot problems, kids with twisted ankles and people with blisters."

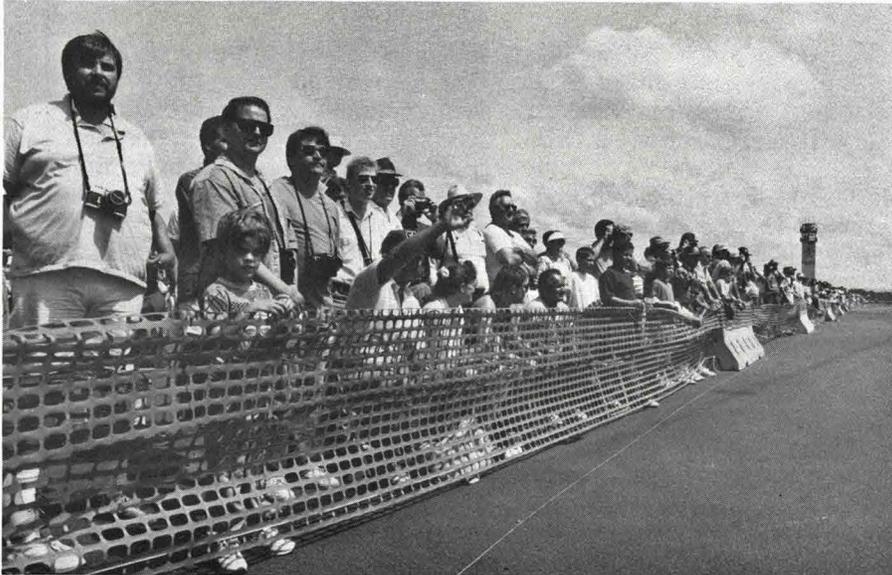
Devine reported that most common requests were for Tylenol, aspirin and especially, sun screen. While the staff was able to provide some sun screen, they were not able to dispense any medication to the public.

Spirits were high as technicians, nurses and physicians worked together to provide first class care to our visitors and to get a little time to enjoy the show.

# The Great New E



*TSgt. Sandi Michon*

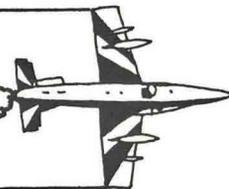


*SrA. Mike Lyman*



*SrA. M. Lyman*

# England Airshow



TSgt. Sandi Michon



TSgt. Sandi Michon

## JUST PLANE FUN!

The Great New England Airshow was an event for superlatives. From the highest-flying U-2, to the slowest-  
'flying', versatile AV-8B Harrier, more than one million visitors, from the youngest to the oldest, were thoroughly entertained. Hundreds of youngsters collected autographs from pilots, especially the Italians, as well as from the Golden Knights.



SrA. Mike Lyman

## ALCF team keeps aircraft on schedule in Honduras

By Maj. Tom Mauzaka

Honduran farmers are able to take their produce to market, thanks in part to the efforts of members of the 439th Airlift Control Flight who deployed to that Central American country for three weeks in May.

A team under the command of Maj. Tom Mauzaka and Maj. Wayne Pettito coordinated airlift operations in Honduras for Operation Fuertes Camino, involving Air Force and Army reservists and National Guard members from across the United States. The exercise included construction of a road to be used by the farmers.

The Airlift Control Flight team coordinated the arrival and departure of about 300 airmen and soldiers a week at La Ceiba, a city on the Caribbean coast of Honduras. From La Ceiba the troops were shuttled by C-130 to a 3,200 foot dirt landing strip called Las Delicias in the Honduran interior.

Flight members worked at both air-

ports. When troops arrived a La Ceiba the first person they saw was MSgt. Tom O'Brien who supervised ramp operations. Working in temperatures that went over 100 degrees every day, he assured that passengers and cargo were properly loaded on schedule aboard the C-130s.

Handling communications in the operations center were controllers MSgt. Fred Fraini, MSgt. Bob Seaton, TSgt. Jake Negrotti and SSgt. Paul Veresko.

"Their work was filled with details. Nothing was unimportant to them because they got instant feedback when something went wrong," Mauzaka said.

MSgt. Jim Chappuis kept the paperwork flowing as the team's administrative specialist, while mechanic TSgt. Jason Smith kept the team's equipment finely tuned.

The deployment to Honduras was a unique training experience, even for the Airlift Control Flight members who pride themselves on their ability to go anywhere to set up airlift operations.

"Just driving was a challenge. Cars

share the road with cattle, people, bicycles and horse draw carts," Mauzaka said. "Every time the C-130s would land as Las Delicias they would disappear in clouds of dust," he said.

In order to cope with the challenges of duty in Third World countries, the Airlift Control Flight members learn to be part military and part diplomat," Mauzaka said.

"We must rely on support from the host nation. Agreements are made, but it does very little good to demand things. On many occasions the Hondurans went to great lengths to support our mission," he said.

Keeping troops and cargo moving was not a "nine-to-five" job. When a 757 was delayed by mechanical problems the Westover team stayed on the job and kept the La Ceiba airfield open all night.

"That was a very unusual occurrence at the airfield, but it allowed us to get a planeload of troops home on schedule and we felt that was well worth the extra effort," Mauzaka said.

## ALCF team rescues fallen Honduran woodcutter

By Maj. Tom Mauzaka

The jungle terrain with its dense foliage and waterfalls was beautiful, yet rugged. The heat, humidity and tropical sun were beginning to take their toll as we hiked up the side of the remote ravine led by our native guide, Raul. We were tired, but determined to go on. As we approached the third hour of our orientation tour of the Honduras countryside, the omnipresent tranquility was interrupted. Just ahead, lying wounded in the trail, was a young Honduran woodcutter, fallen by his own ax, which was sunk deep into the top of his right foot.

All we had learned about emergency treatment in survival schools, life support classes and buddy-care sessions was about to be put to the test. When we removed the woodcutter's boot, it was full of blood. SSgt. Angel Vasquez and I started first aid treatment while Maj. Wayne Pettito and MSgt. Jim Chappuis lashed together a crude stretcher. As we worked, Raul spoke with the young woodcutter and learned that he lived about a mile away with his wife, 16-day-old son and father.

Once he was stabilized, we commenced the most

difficult part of our journey, that of carefully carrying the wounded woodcutter to his home. From there, he could be brought into town for additional treatment.

The trail to his house was too steep and narrow to make any rapid progress. At times, only two people could handle the stretcher. I thought to myself that at times like this you learn the true measure of a man. The woodcutter never complained as we lifted, pushed and pulled our way through the jungle before finally arriving at his small house an hour later.

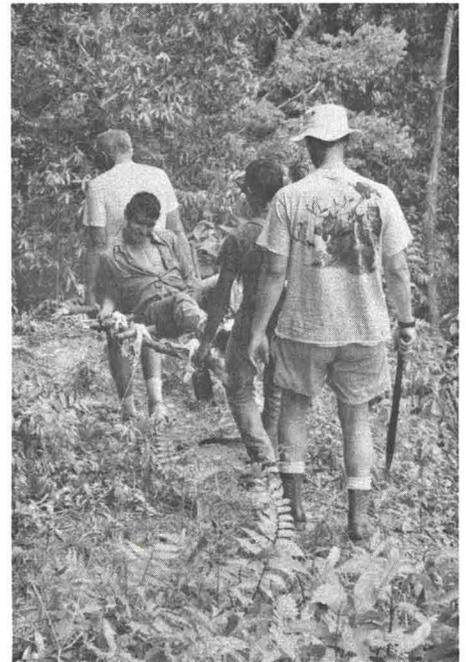
The setting was somewhat idyllic, with the house sitting on an overlook and underneath a palm tree. Tropical flowers blossomed along a path that led to the door.

After we set the young man down, his father provided us with refreshment, opening some fresh coconuts and offering the milk to us. The ensuing conversation revealed that the father would bring his son to town by burro the next day.

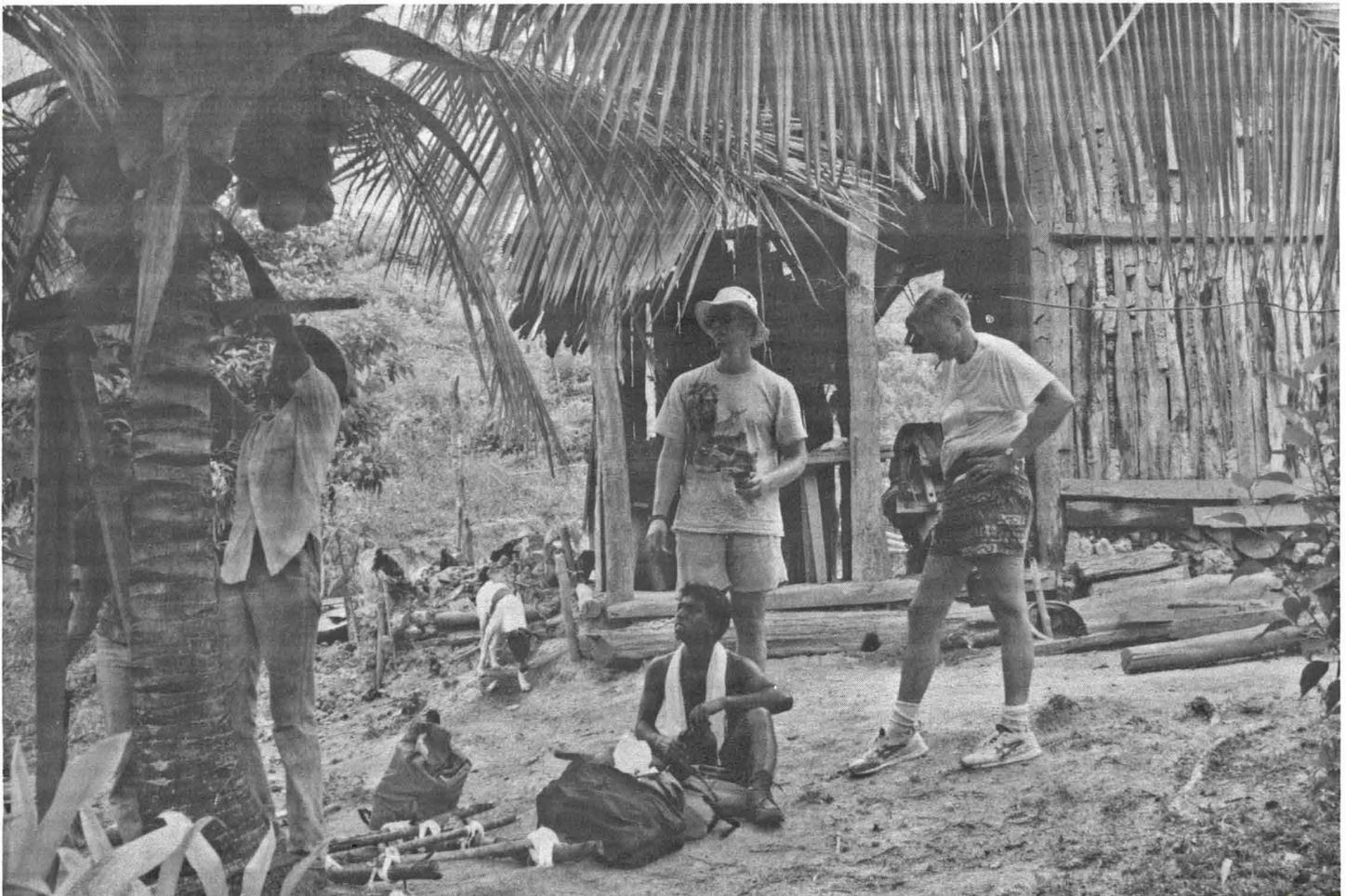
Although we never learned how things turned out for the young woodcutter, we'll be forever thankful for our training and grateful that we were prepared for the unexpected.



**RESCUE EFFORT**—SSgt. Angel Vasquez watches over Maj. Tom Mauzaka (left) and MSgt. Jim Chappuis as they construct a stretcher to carry the injured Honduran, laying in the background.



**LONG CLIMB**—Carrying the injured woodcutter up the mountain was a difficult task shared by all.



**A JOB WELL DONE**—After completing their journey, SSgt. Angel Vasquez, Maj. Tom Mauzaka and MSgt. Jim Chap-

puis await a local treat of fresh coconut milk from the woodcutter's father.



**HELPING HAND** -- Bob Boulais (right) of Vernon, Conn., assists William Semchenko of Wakefield, Mass., during pre-flight fueling on June 28. Forced to rush pre-flight

due to time requirements, Semchenko's plane, a 1/6th scale replica of German World War One ace Werner Voss' DR I, crashed during its first flight.

## Scale modeling--the hobbyist's ultimate challenge

Photos and article  
by SrA. Mike Lyman

Without a doubt, the radio control (RC) aircraft which drew the most attention at the 1992 National Aeromodeling Championships held at Westover from June 19-29 were the scale models--and deservedly so. Of all the RC hobbyists, scale aeromodelers are faced with much more of a challenge than just creating an aircraft that can fly. To be competitive, their finished product must perfectly resemble the original in appearance and in flight. In cost alone, a large scale aircraft can easily run into the thousands of dollars and require thousands of hours of work. When completed, the latest ducted-fan powerplants can push a scale aircraft in excess of 200 mph--faster than some life-size planes!

Following completion, the next hurdle the scale aeromodeler faces is to learn to fly the aircraft like the original--no easy

task--and all the time risking the aircraft to total destruction.



"The challenge is what it's all about," said Bill Carper, 52-year-old scale aeromodeler from Jackson, Ohio. "The most difficult aspect in building a scale

aircraft is to try and get the proper documentation before actually beginning the project," Carper said. "For instance, you can spend years trying to get proper color and marking schemes for a particular World War One aircraft, only to find that when you've completed the project, new information discredits all of your hard work.

"Another challenge is the first test flight to see if the air craft is balanced properly--it's a real adrenaline rush," said Carper, an ex-game warden supervisor.

"Solving the engineering problems and seeing a plane fly for the first time are the greatest challenges and likewise, the greatest rewards," said George Rose, a 64-year-old scale aeromodeler from Lakewood, N.J.

"Although these models can be quite expensive the money isn't the issue," Rose said. "I've been into RC flying for 23 years because I enjoy it. I tell my wife it keeps me from chasing women and out of

bars," he added. "Besides, I've been into this hobby long before I met her.

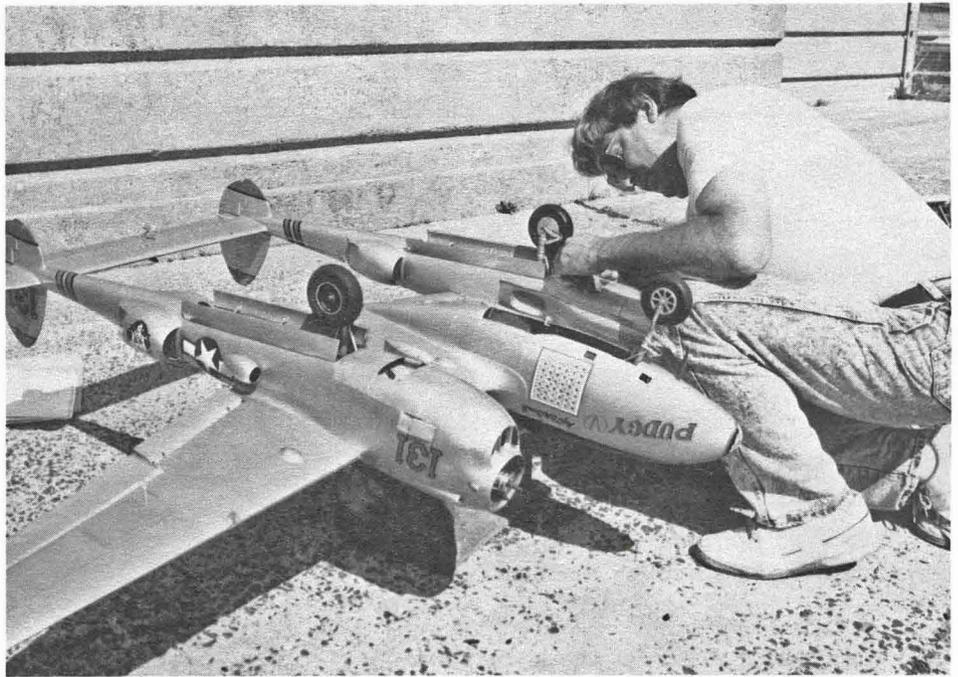
"Actually, the only real drawback to flying the scales is getting your finger caught in the propeller--it's much worse than a crash," Rose said. "Just last week a friend of mine caught his finger while starting an engine and required eight stitches."

Like most other scale aeromodelers, both Rose and Carper have a few large scale aircraft which they fly regularly. This year Rose brought a 1/6th scale P-38 Lightning to the competition. The model is in fact a replica of the original which sits at the front gate at McGuire AFB.

Like Rose, Carper brought a vintage World War Two fighter, a 1/6th scale P-47E Thunderbolt, to compete in the nationals. The plywood, fiberglass and foam plane took over a year to assemble and like most other scale aircraft, required a special trailer for transport. Justifiably proud, Carper's 25-pound Thunderbolt, a national champion during the early eighties, could still "fly like a dream."

As the scale aircraft division moved from the static judging to the flying phase of the competition, flying accidents began to take a heavy toll of the aircraft. In less than a day, 17 out of the 90 competing aircraft were nearly totally destroyed.

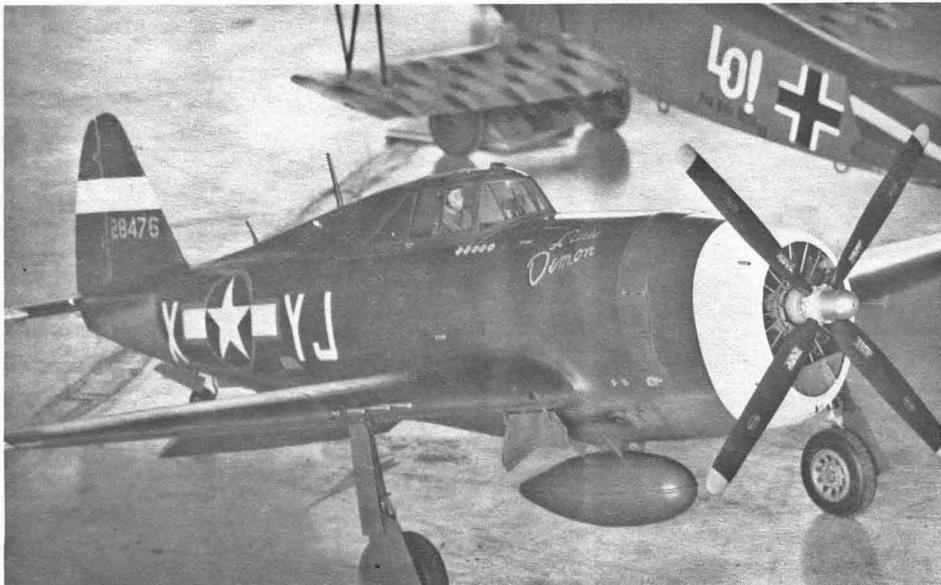
One of the first casualties was Carper's Thunderbolt which crashed during its initial flight. Yet as a true scale aeromodeler, Carper had little remorse. "I had a very good flight going, the engine



**REMODELING** -- To enhance the realism of his aircraft, George Rose replaces the small two-blade propellers with larger three-blade propellers on his 1/6th scale P-38 Lightning before beginning the scale static competition.

just quit too far out.

"It breaks your heart, but they all have to go sometime," said Carper as he began to cannibalize his plane. "If you can't wreck it and walk away, you don't belong here. Every plane has a built-in expiration date, you just don't know when it is--that's what makes this hobby so thrilling."



**BACK TO THE DRAWING BOARD** -- Bill Carper's 1/6th scale P-47E Thunderbolt (above) during the static competition which took place on June 27. Carper's P-47E (right) after it crashed during the flying competition on June 28.



# Westover and community team up for air show

by SSgt. Kymberly Taylor

In a tradition firmly established during operations Desert Shield and Storm, community support for last month's Great New England Airshow at Westover ARB was stellar.

Representatives from the community worked side by side with reservists and base civilians to build a powerful work force that efficiently served more than one million during the three-day event.

Volunteers from more than 50 charitable organizations manned booths selling food, drink and novelty items in order to earn a percentage of profit for their group.

In the gray morning fog, representatives waited on line each day to receive necessary items to set up for business.

"We're manning a beer booth," said Everett Reed, as he waited for his supply of cups.

Reed and his group, the South Hadley Lions Club, were participating for the second time at one of Westover's gala open houses. "We were here for the last air show (1990) and it worked out well," said Reed. "Most of the money we raise goes into eye research but we also support local community projects."

Forty-five Lions Club members from South Hadley were on hand for the Great New England Airshow this year. "It's not really work," said Reed with a twinkle in his eye, "and the show is great."

Recruiting for volunteers started back in April when local newspapers ran advertisements explaining the requirements and benefits of participation. "We received nearly 300 inquiries as a result of those ads," said Robert Motley, chief of airfield management at Westover. It was Motley's job to collect information from the interested organizations and coordinate staffing and training for volunteers. Applications were sent to interested groups and nearly 100 came back complete. There were 74 booths that needed to be staffed and, according to Motley, they were assigned on a first come first served basis.

"This is a great opportunity for these charitable organizations to do some fund raising," said Motley. "At the last air show, nearly \$70,000 went to the volunteers for their own projects."

This is the first air show that Dick Swat and 80 members of American Legion Post 275 were involved in, but the presence of this particular post has been



TSgt. Sandi Michon

VENDING MACHINE -- Booth no. 17 in action during the air show.

felt before. During Operation Desert Storm, Legion Post 275 donated the stereo system that was used to entertain the troops during meals in the award-winning Galaxy Dining facility. Their support was also evidenced by cash donations to support the homecoming parties held in the Base Hangar last year. "We're running a beer booth too," said

Swat. "It's great to stay involved."

The success of the Great New England Airshow depended on more than the sweat of the men and women that serve proudly at Westover. The hundreds of volunteers that dedicated their time and energy for three straight days in July pay tribute to the strength of the "Westover community."

## Community leaders bring top airshow events

By SSgt. Christine Mora

Business and community leaders -- not the Air Force -- are responsible for the Great New England Airshow's top attractions.

While Air Force staff and facilities played a big role in supporting an event that drew over one million visitors to Westover, the Galaxy Community Council gave them a reason to come.

Vital functions such as soliciting money, negotiating deals with aircraft owners and rallying public support for the special event -- tasks not permitted by members of the military -- were handed to civilian council members.

For instance, the council bridged numerous political chasms to give the Italian jet aerobatic team, "Frecce Tricolori" the show's top billing, by galvanizing the Italian communities of Boston, Springfield and the entire New England region in a letter writing campaign. President Jeff Spear said the council was able to persuade the Italian government to send its crack air force flying team to Westover.

GCC member Tom Kennedy spearheaded the Warbird effort, arranging for dozens of vintage aircraft owners throughout the country to participate in the show. Along with procuring the aircraft, Kennedy handled fuel, food and lodging arrangements for the civilian pilots and crew members.

Other members organized the Galaxy Gardens and the Italian-American Host tent, manned booths, sold programs and also policed the Warbirds area, which at one point was overrun by anxious sightseers.

The council also worked very closely with Channel 57 (WGBY) to produce the 1992 Great New England Airshow video.

"Everyone pulled together to do their best for Westover and the Galaxy Community Council," said Spear. "The dedication and volunteerism of many members was outstanding."

# AFRES ranks Bersak Outstanding

By 1Lt. Paul P. Koscak Jr.

Maj. Robert A. Bersak, Westover's judge advocate who spearheaded a precedent-setting, all-Reserve special court-martial, won the AFRES Outstanding Judge Advocate of the Year Award mainly for his contributions during the Persian Gulf conflict.

One of only two Reserve lawyers called to active duty, Bersak garnered a reputation as an untiring and creative worker during his nearly eight-month stint. His personal style of dealing with the myriad legal issues confronting the base during the 100-day war rapidly propelled the Glastonbury, Conn. resident to the forefront of the conflict.

Bersak, who was on call 24 hours during the call-up, sequestered the equipment, supplies and staff needed to fuel Westover's mobilization. He also provided legal advice and document preparation assistance to the thousands of Reservists and active duty military personnel - more than 65,000 - who transited the base.

Acclaimed for designing a computerized will program, Bersak was able to prepare more than 3,000 wills and powers of attorney for the troops. Army lawyers were so impressed with his program they ordered copies for their own use.

As local community groups clamored for news, Bersak became the speaker-of-choice, playing a key role in ensuring that

Westover enjoyed a positive and highly visible public profile.

Perhaps the pinnacle of his service occurred when he successfully prosecuted an airman who wrote several thousand dollars worth of bad checks to the base exchange. Bersak took actions to preserve the legal jurisdiction over a non-mobilized Reservist and directed security police investigators. All court members, including the military judge, were Reservists. The conviction resulted in the restitution of all money.

In another legal battle, Bersak thwarted the efforts of local activists bent on using environmental laws to stop Westover's participation in Desert Storm. The court action launched against Westover was overruled by a federal judge after Bersak swiftly collected supporting affidavits and marshaled the efforts of the U.S. Transportation Command, U.S. Justice Department and base officials in a coordinated fight of the lawsuit.

"Major Bersak was my lawyer who not only kept me out of trouble, but provided an array of creative ideas to streamline our operations," said Brig. Gen. Mike Walker, former 439th MAW commander.

Having served almost ten years as an active duty judge advocate and another six years as a Reservist, Bersak, 40, notes the big changes now occurring in military jurisprudence.

"There's an emphasis on environmen-



**Maj. Robert A. Bersak**

tal law," Bersak claims, attributing the awareness to a combination of federal legislation and citizen concern for the environment. "Nearly every base has its problems."

During a time when the Air Force is experiencing a severe reduction in force, environmental issues have forced the service to actually increase its judge advocate corp from 1,100 to 1,400 lawyers, Bersak said.

"That's why we have a [full-time] JAG at Westover - it's because of the environmental laws," he said.

Bersak, who works as a lawyer for Northeast Utilities in Berlin, Conn., said Westover's environmental legal battles evolve from resident complaints about jet noise and its impact on property values.

## WWII reflections: Guadalcanal and Dieppe

To prevent further Japanese expansion in the South Pacific, U.S. Marines land on Guadalcanal and nearby islands in the eastern Solomons on August 7. In one of the decisive battles of the War, the United States and Japan become locked in a six-month battle of attrition for control of the strategically-located island.

As the Marines struggle on land against fierce Japanese resistance in the inhospitable, malaria-infested jungle, both sides attempt to resupply their forces by sea. Almost immediately, the waterways around Guadalcanal become the scene of some of the most terrible sea battles in history.

The major naval engagements begin on the night of August 8/9, when a Japanese cruiser force sent to attack American transports slips past patrols near Savo Island and sinks four Allied

cruisers while damaging two others without loss. Two weeks later, the Japanese lose a carrier to U.S. naval aircraft in the Battle of the Eastern Solomons.

In Europe, U.S. Army 8th Air Force B-17 bombers make their successful debut over Rouen, France, on August 17. The precision daylight attack begins the gradual round-the-clock bombing offensive against Germany. Though for the present the missions are restricted to targets in northern France and the low countries due to the lack of long-range fighter escorts.

On August 18, the Allies launch an amphibious raid at Dieppe, France, to test the German coastal defenses. The raid is a total disaster for the Allies as thousands of Commandos, primarily Canadians, are massacred on the beaches.



Logo and article by SrA. Mike Lyman

# Westover Intelligence Section best in MAC

By TSgt. Tom Allocco

The 11 members of the Westover Intelligence Section have been named the Outstanding Intelligence Unit in MAC in 1991.

The intelligence specialists were cited for outstanding performance in a wide range of duties, including providing briefings during Operations Desert Shield and Storm, Provide Comfort to assist the Kurds, and the first Project Hope mission to Russia. Under the command of Maj. Robert Freniere, the top MAC award was earned as a joint effort between intelligence members assigned to the wing and the 337th MAS.

SMSGt. Larry Milliken, NCOIC, who served a stint in Saudi Arabia following Desert Storm, was also recently honored as MAC Intelligence Senior NCO of the Year.

The efforts of the intelligence team during the war earned the praise of Maj. Gen. John J. Clossner, Air Force Reserve

commander, who during a visit to Westover praised them as the best intelligence unit under his command.

"It has been one thing in my four years at Westover to be told we have the best Intelligence Section, but it was the peak of my career to have it recognized in national level competition," Freniere said.

"This is particularly rewarding since the honor was for wartime service. I knew we had an outstanding team, but this was the icing on the cake," he said.

All the members of the intelligence shop were activated in the early days of Desert Storm, and Capt. Christopher Donovan and MSgt. Virginia Zilinsky served for four months in Saudi Arabia.

First Lt. Andrew Hoffman, SSgt. Richard Doucette, SSgt. Cinthia Trask and SSgt. Gayle Gordon deployed to Europe. Hoffman and Trask earned Air Force Achievement Medals for their service in organizing an intelligence station in Europe.

Before the end of the war, every member of the Westover intelligence team accompanied aircrews on at least one mission to the Middle East.

The Desert Shield/Storm missions helped the intelligence specialists to familiarize themselves with fast changing conditions overseas. During the period when up-to-date information was crucial, the Westover Intelligence Section gave every aircrew their final briefing on what to expect before leaving the U.S. for Europe and the Middle East.

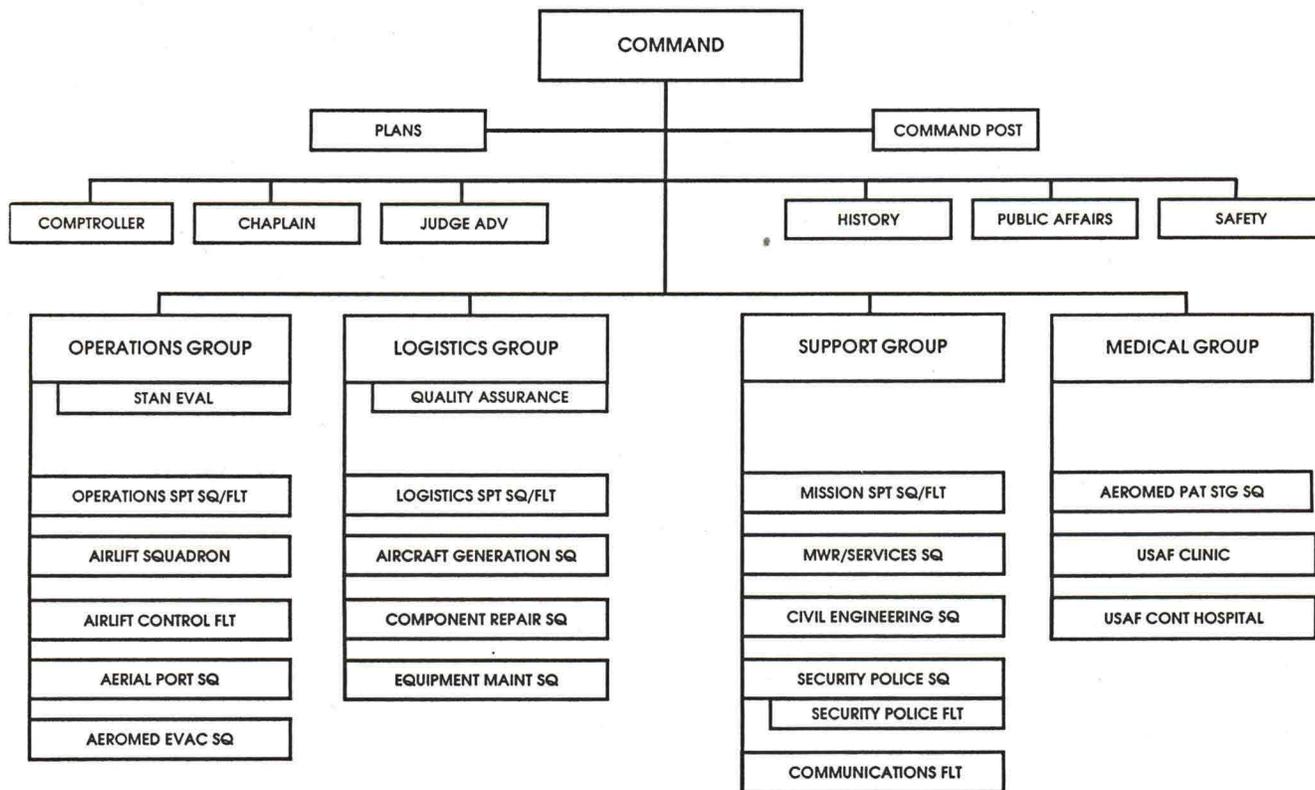
They were also responsible for daily briefings to update the wing command staff on worldwide developments as they happened during the war.

Others who served during the period were MSgt. Ralph Bowen, TSgt. Frank Faulkner and civilian security specialist Richard Bobrowski.

Lt. Col. Archer Battista was recently named reserve wing intelligence officer. Freniere continues to serve as the ART squadron intelligence officer.

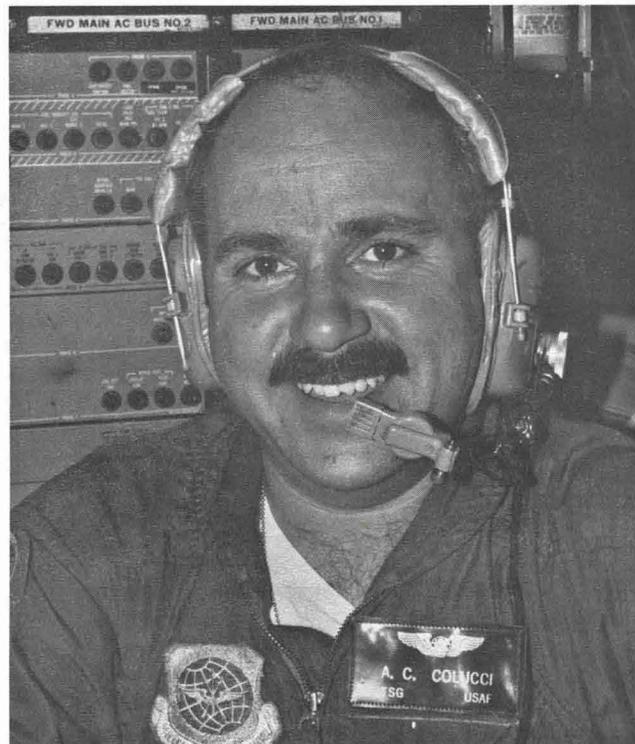
## 439th Airlift Wing - Objective Wing Structure

*EDITOR'S NOTE: The organizational chart below is a corrected version of the objective wing chart published in the July PATRIOT issue.*



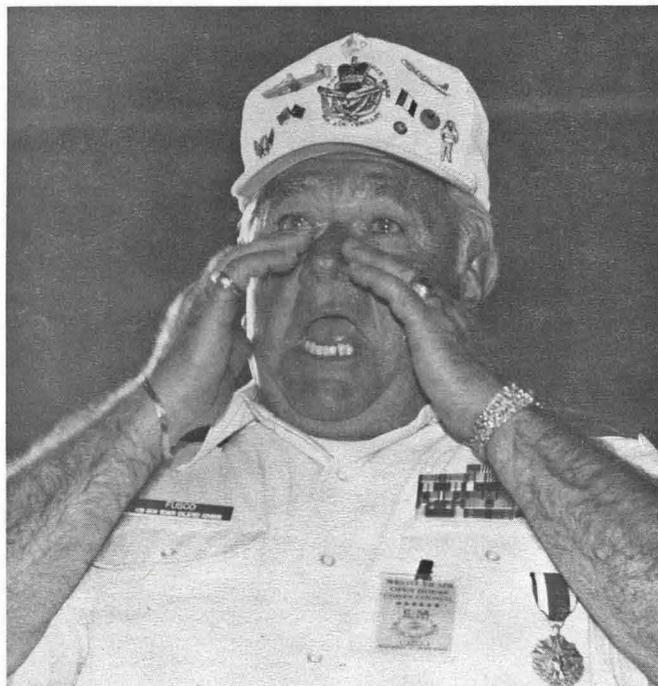
## "Patriot People"

**Name:** Tony Colucci  
**Rank:** TSgt.  
**Age:** 33  
**Address:** Chicopee, Mass.  
**Unit:** 337th ALS  
**Position:** Flight engineer  
**Civilian position:** Air Reserve Technician  
**Favorite food:** Lobster  
**Years of service:** 11  
**Favorite sport:** Fishing  
**Favorite hobby:** Woodworking  
**Ideal vacation:** Fishing on Lake Ontario  
**Best way to relax:** Hammock in the back yard  
**Preferred entertainment:** Working on Hank's boat  
**Favorite celebrity:** Dudley Moore  
**Favorite music:** Country Western  
**Favorite book:** Flight publications TO1C-5A-1  
**Favorite color:** Blue  
**Pet peeve:** Late take-off  
**Best thing about Westover:** UTA sign-out  
**Worst thing about Westover:** Tom's beer machine



TSgt. Sandi Michon

TSgt. Tony C. Colucci



Col. Whitey Joslin

**TEARFUL FAREWELL**—CMSgt. Charlie Fusco wipes the tears from his eyes while being honored during a ceremony at the Base Hangar. Fusco, the Wing's senior enlisted advisor, retired July 25. Fusco, who earned the moniker "Hot Dog One" for his cooking efforts during the Desert Storm homecoming, had a new call sign during the air show. He was known as "Capo One." (Capo is the Italian word for Leader).

## Patriot praises

### PROMOTIONS

MSgt. Lobianco, Frank Jr.  
 TSgt. Allison, Jean M.  
 TSgt. Sadowski, Mark A.  
 TSgt. Templeman, Mark D.  
 TSgt. Warbeck, Shirley A.  
 SSGt. Alfano, Tracie A.  
 SSGt. Banks, Randy C.  
 SSGt. Boucher, Michael R.  
 SSGt. Bousquet, Joseph A. II.  
 SSGt. Clement, John N.  
 SSGt. Cosenza, Albert J. Jr.  
 SSGt. Daniels, Thomas J.  
 SSGt. Delarm, Georgiana L.  
 SSGt. Faraone, Christopher  
 SSGt. Francolini, John C.  
 SSGt. Galvany, John  
 SSGt. Garcia, Ana P.  
 SSGt. Hand, Gerilyn J.  
 SSGt. Johndrow, Paul L.  
 SSGt. Morales, Belitza  
 SSGt. Patuano, Stephen J.  
 SSGt. Ronan, Kevin J.  
 SSGt. Roussel, Nicholas W. A.  
 SSGt. Schena, Diane E.  
 SSGt. Study, Scott W.  
 SSGt. Templeman, Jon E.  
 SSGt. Theroux, William A.  
 SSGt. Villarreal, Mary A.  
 SrA. Archambault, James M.  
 SrA. Bowen, Kevin M.  
 SrA. Burdulis, Suzanne M.  
 SrA. Davis, Mark J.  
 SrA. Johnson, Deron L.  
 SrA. Leal, Jose P.

SrA. Lombardi, Dawn M.  
 SrA. Mate, Diana I.  
 SrA. Pahl, Jamie G.  
 SrA. Pecott, Derek R.  
 SrA. Robison, Derek C.  
 SrA. Syriac, Phillip M.  
 SrA. Vilella, Dean J.  
 A1C Bradshaw, Susan T.  
 A1C Companik, Michael E.  
 A1C Coughlin, Warren M. Jr.  
 A1C Dyer, Jon E.  
 A1C Flatten, James D.  
 A1C Forrester, Dana S.  
 A1C Gauntt, Kevin P.  
 A1C Jolicoeur, Dwayne D.  
 A1C Romvos, George  
 A1C Rondeau, Thomas P. Jr.  
 A1C Shoup, Lee R.  
 Amn. Batchelor, Thomas J.  
 Amn. Giordano, Steven A.  
 Amn. Greenaway, Edward A.  
 Amn. Greenlaw, Harold M. Jr.  
 Amn. Kantorowski, Peter P.  
 Amn. Lessane, Simone N.  
 Amn. Magnani, David M.  
 Amn. Warner, Owen P.

### ENLISTMENTS

TSgt. Sylvester, Martha J.  
 SSGt. Huffman, David C.  
 SSGt. Parks, Bruce A. Jr.  
 SrA. Knoll, Gerald  
 A1C Sullivan, Daniel G.  
 A1C Vona, James F.

## Mutual admiration: Westover and the Stealth fighter

By 1Lt. Paul P. Koscak Jr.

Capt. John F. Savidge was happy to be back. Back from the Gulf War and back at Westover Air Force Base.

An F-117 Stealth fighter pilot who in the dead of night rained bombs on Baghdad during the conflict, poignantly recalls a less ominous middle-of-the-night encounter at Westover after returning from the Gulf War.

Arriving with a group of Marines from Spain aboard a C-5 Galaxy, Savidge and company were ushered to the Base Hanger.

"I was told there were some people who wanted to say hello," said Savidge, who arrived on base about 12:30 a.m. "When we got there, the hanger doors were closed. Then they opened them and there were about 500 people inside."

Another renowned Westover welcome hit home again. "We were just kind of shocked," Savidge recalled. "It was just a real warm feeling; an outstanding way to come home."

Months later, Savidge, 30, received a roster of locations hosting air shows and noticed that Westover was on the list.

"When I saw Westover, I asked to be included," Savidge said. "It was a way for me to show my gratitude."

The Stealth pilot even wears the Westover T-shirt that was given to him at the welcome reception. "I'm kind of proud of it," he quipped.

Standing next to his black, bat-like, space-age flying machine, Savidge be-



TSgt. Sandi Michon

**BACK AT WESTOVER --** Capt. John F. Savidge, an F-117 fighter pilot with the 49th Fighter Wing at Holloman AFB, N.M. interviews with Channel 22 reporters in front of his aircraft during the Great New England Airshow.

came somewhat of a celebrity. The aircraft's menacing profile and vaunted reputation as an invincible jet fighter drew hordes of air show visitors to the static display.

They kept Savidge busy for hours fielding questions and autographing programs.

For an aircraft shrouded in secrecy, the rare display provided a field day for video and camera buffs. In fact, there was even a platform nearby to give visitors a better view.

The F-117 on display flew 22 combat missions during the Persian Gulf war. Famed for its ability to evade radar and bomb targets in dense environments with

precision, Savidge said that not one bullet grazed the sleek skin of the single-seat night fighter.

"In that regard, to go through a high-threat area as Baghdad unscathed is amazing," Savidge said.

Still, much remains classified.

Savidge would not discuss tactics or how the aircraft is able to penetrate defense systems without the traditional electronic jamming measures required by other warplanes.

Made by Lockheed's Advanced Development Co., the aircraft is 65 feet long, 43 feet wide and weighs 52,500 pounds. The Stealth fighter is powered by two General Electric turbofan engines.

# PATRIOT

Coming in September: Back to Kuwait



Published monthly for Patriots like SrA. Donna Kelso, of Westfield, Mass., and 2,367 members of the 439th AW at Westover ARB.

HQ 439TH AIRLIFT WING  
WESTOVER AIR FORCE BASE, MA 01022-5000  
OFFICIAL BUSINESS

BULK RATE  
POSTAGE & FEES PAID  
PERMIT NO. 61