

PATRIOT

439TH AIRLIFT WING

AIR FORCE RESERVE

WESTOVER ARB

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Westover C-5 hauls Patriot missile batteries to Kuwait

By SrA. Mike Lyman

One year after the end of Desert Shield/Desert Storm, Westover is again called upon to bring the elements of war to the Persian Gulf.

What was scheduled to be a routine four-day trip to transport the U.S. National Aerobatic Team to and from Europe turned into a 10-day adventure, highlighted by the delivery of two Patriot missile batteries to Kuwait.

The trip began on July 20, when the 12-member aircrew, led by Lt. Col. Al Heinrich, left Westover on aircraft No. 68304 for Dover AFB, Del., to pick up 18 members of the U.S. National Aerobatic Team and its 10 aircraft. After spending the night at Dover, the aircraft left for Ramstein AB, Germany, where the aerobatic team was scheduled to perform in an air show.

The mission was still on schedule when the aircraft, aircrew and aerobatic team left Ramstein on the 22nd to return to Dover AFB. But soon after leaving Ramstein the aircraft developed flight control irregularities, forcing the plane to make an emergency diversion to Rhein-Main AB, Germany for maintenance.

Repairs were finally completed on the 25th and preparations were made to return home the next day. But the 26th brought a change of plans.

According to Maj. Pete Gray, 337th ALS pilot, the aircraft and crew were tasked to do a higher headquarters mission, requiring the removal of the aerobatic team's aircraft. The new mission was to bring two Patriot missile batteries, a load of about 75 tons, from Frankfurt, Germany to Kuwait City, Kuwait. This would be the first cargo of Patriot missile batteries delivered to the gulf region by Westover C-5s since the end of the war.

During the Gulf War, Westover C-5s airlifted many Patriot batteries to Saudi

(Continued on page 3)



Maj. Pete Gray

ALL ABOARD--Patty Wagstaff's aircraft, one of 10 belonging to the U.S. National Aerobatic team, is loaded aboard a Westover C-5 at Dover AFB, Del., before departing for Europe for an air show on July 21. During the 10-day mission, the C-5 and crew airlifted two Patriot missile batteries to Kuwait.

EDITORIAL

Commitment to respect

Sexual harassment can be as subtle as an off-color joke, or as blatant as a verbal threat. In any case, the Air Force is putting renewed effort into eliminating sexual harassment in all its forms, and it's important for everyone to be aware of the seriousness of the issue.

Sexual harassment is a complex problem, but the core of the matter is that everyone deserves respectful treatment. Despite decades of efforts to promote that message, recent events have focused public attention on the military's commitment to prevent sexual harassment.

The American public has made it clear that it expects the very highest standards from its Armed Forces.

The heightened attention has reinvigorated efforts to assure conditions of mutual respect, free of intimidation. The Air Force has a clear policy on sexual harassment. It is unacceptable behavior that cannot be tolerated.

The Air Force defines sexual harassment as a form of sex discrimination that involves unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature.

Sexual harassment includes:

--deliberate or repeated unwelcome verbal comments, gestures or physical contact of a sexual nature.

--when such conduct interferes with an individual's performance or of creating an intimidating, hostile or offensive environment.

--when any person in a supervisory position uses or condones using sexual behavior to control, influence or affect someone's career, pay or job.

It's important for every individual to understand that sexual harassment is being treated as a serious problem and that my policy is one of zero tolerance. The Air Force places responsibility for sexual harassment education, awareness and enforcement at all levels.

If you think you have been the victim of sexual harassment, you have the right to report it through the chain of command, or directly to the Social Actions Office or Inspector General.

Col. James P. Czekanski
Wing Commander

Briefs

New eagle

Lt. Col. Robert A. O'Sullivan, commander of the 58th APS, was promoted to full colonel effective June 1. In civilian life, O'Sullivan is a human resource manager for St. Paul Fire and Marine Insurance Company of Boston.

Inglis' son honored

Brian Inglis, 22, son of SMSgt. Don Inglis, 439th SS superintendent, earned the Coakley Medal upon graduating cum laude from Georgetown University, Washington DC.

The medal, named for Army Air Corps Lt. Hank Coakley who gave his life in World War II, annually recognizes exceptional qualities of leadership of a graduating student. The Coakley Medal is the highest distinction the university bestows on an undergraduate.

ESGR chief aids Weld

Mr. Stanley Zucker, state chairman of the Massachusetts Committee for Employer Support of the Guard and Reserve has just been appointed aide-de-camp to Gov. William Weld and Lt. Gov. Paul Cellucci.

He was sworn in July 24, 1992 at the Secretary of State's office in Springfield, Mass.

Zucker, who has held the federal chairmanship of the ESGR for the past 11 years, was chosen because of his military experience and knowledge of the military structure and chain of command in Massachusetts.

While serving from 1942 until 1945 in the U.S. Navy aboard the USS Bunker Hill, Zucker was awarded the Purple Heart when his ship was hit by two Japanese kamikaze pilots and Zucker was seriously injured.

"I've always believed in the military," he added. "We are the greatest country in the world and that's why we will continue to need a strong Guard and Reserve to protect our liberties."

Simulator dedication

The C-5 simulator dedication ceremony will take place in the Base Hangar on Sept. 12. For further information, please contact Lt. Col. John Riley at Ext. 3370.

PATRIOT

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Westover C-5 brings Patriot missiles to Kuwait City

(continued from front page)

Arabia and Israel. The Patriot missiles were used to intercept Iraqi SCUD missiles which were aimed at civilian as well as military targets. In fact, it was a Westover C-5 which brought the first Patriot missiles into Tel Aviv, Israel, after Israel had become the target of SCUD attacks. This time, however, the batteries would be used to beef up the Kuwaiti air defense in the event of a future conflict.

One of 12 sorties

After leaving Frankfurt on the 27th, the plane made the eight-hour flight to Kuwait City and was the first of 12 subsequent C-5 sorties to land in Kuwait City with Patriot batteries.

Even before the aircraft landed, it was obvious that the general mood and physical environment had changed considerably since the defeat of Iraqi forces in and around Kuwait on Feb. 28, 1991.

"The general feeling aboard the aircraft was much different than it was during the (Gulf) war missions when there was always the possibility of being shot at," Gray said. "This time around there was less apprehension, more like a humanitarian airlift mission."

Signs of recovery

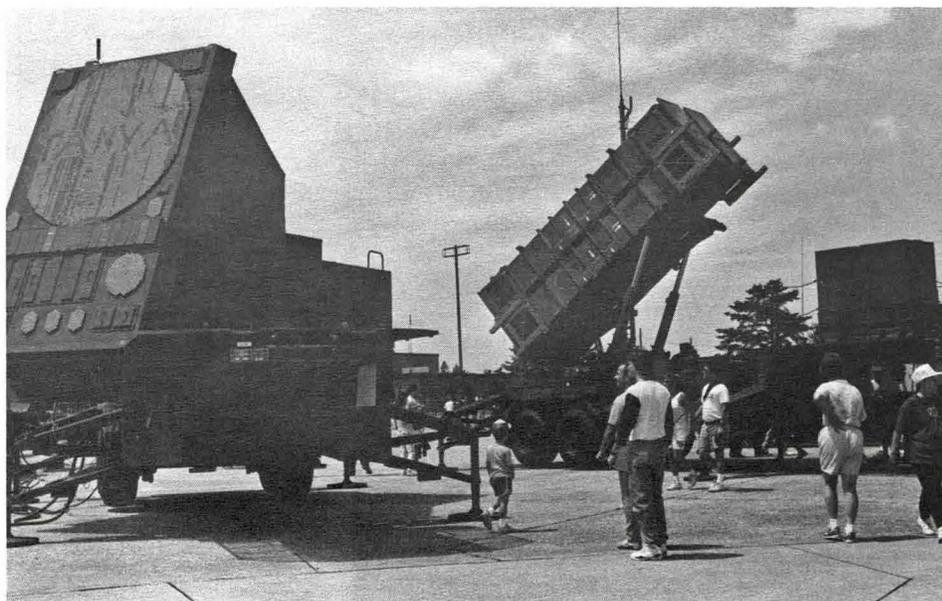
A year after black soot from burning oil refineries covered the land and filled the sky, the scarred environment of Kuwait was beginning to show signs of recovery.

"The atmosphere was clean and clear," Gray said. "It looked like daytime when it was suppose to look like daytime."

Though the crew spent but four hours on the ground, Gray noticed that the Kuwaitis, too, were less apprehensive.

"The few Kuwaitis we saw were curious and very cooperative. They seemed to go out of their way to look busy," Gray added.

After the "special overnight delivery service" to Kuwait City, the aircraft headed for Dhahran, Saudi Arabia, before flying to Ramstein to reload the aerobatic team. On the 29th the team was unloaded at Dover, only then did the aircraft and crew return home--missions complete.



TSgt. Sandi Michon

BATTERIES INCLUDED--Visitors view a Patriot missile battery on display during the July 24-26 Great New England Airshow. A Westover C-5 brought two Patriot batteries from Frankfurt, Germany, to Kuwait City, Kuwait, on July 27.

cops' corner

EDITOR'S NOTE: Cop's Corner is a new feature which will periodically update readers concerning law enforcement activities at Westover.

During the period June 31, 1991 through July 31, 1992, the 439th Security Police Squadron responded to 804 incidents on base. The following represents a breakdown of these:

Traffic Accidents (Government vehicles)	9
Traffic Accidents (Private vehicles)	20
Traffic Tickets	201
Driving to Endanger	4
Alarm Activation	65
Thefts	62
Driving Under Influence	22
Breaking & Entering	6
Hit & Run	3
Vandalism	16
Armed Robbery	1
Shoplifting	12
Medical Emergency	40
Unsecured Building	111
Possession of Drugs	11
Weapon Violations	4
Unauthorized Entry/Exit Restricted Area	118
Unauthorized plane landings	3
Disorderly Conduct	4
Miscellaneous	35
On-Base Driving Suspensions	16
District Court Convictions	17
Registry of Motor Vehicle Hearings	22
<i>Data provided by 439th SPS</i>	



SrA. Mike Lyman



SrA. Mike Lyman

'WHITEY'

HOMECOMING COMPLETE -- Balancing the flag and family - with a smile - has been a trademark of Col. Charles "Whitey" Joslin throughout his 32 years of military service.

Westover's former deputy commander of operations received his traditional "hose-down" after his last C-5 flight on Aug. 8 from Assistant Deputy Commander for Operations, Lt. Col. Jay Lacklen.

Later that day, Joslin was honored at a retirement celebration. Master of Ceremonies, Lt. Col. Dave Moore, led friends and family in a series of presentations and good-natured teasing.

Joslin may have left Westover, but he will be remembered by his collection of outstanding Desert Storm Homecoming photos that decorate the walls of many base buildings.

Joslin lives in Concord, N.H. with his wife, Sue. They have three children and two grandchildren, with one more arriving shortly.



TSgt. Sandi Michon

Accounting and Finance Office makes run on awards bank

By TSgt. Sandi Michon
Photos by SrA. Mike Lyman

The accounting and finance office may have to add extra columns to their award ledger as their AFRES accolades continue to accumulate.

SMSGt. Van Pelter and Dick McGinty are the latest recipients in a flurry of finance awards. Pelter was selected AFRES Comptroller Senior NCO of the Year, and McGinty was chosen the AFRES Comptroller (Reservist) Support Person of the Year. Both awards covered fiscal year 1991.

Both Pelter and McGinty were recognized by AFRES for their outstanding service to reservists. "Dick and Van work as a team, and I'm delighted that their work is being recognized," said Raymond P. Gilbert, financial management and comptroller.

McGinty, accounting and finance officer, was recognized for his organization and supervision of reservists in the finance section. "Our reservists must be completely trained to perform in a full-time capacity - and our finance reservists are," said McGinty.

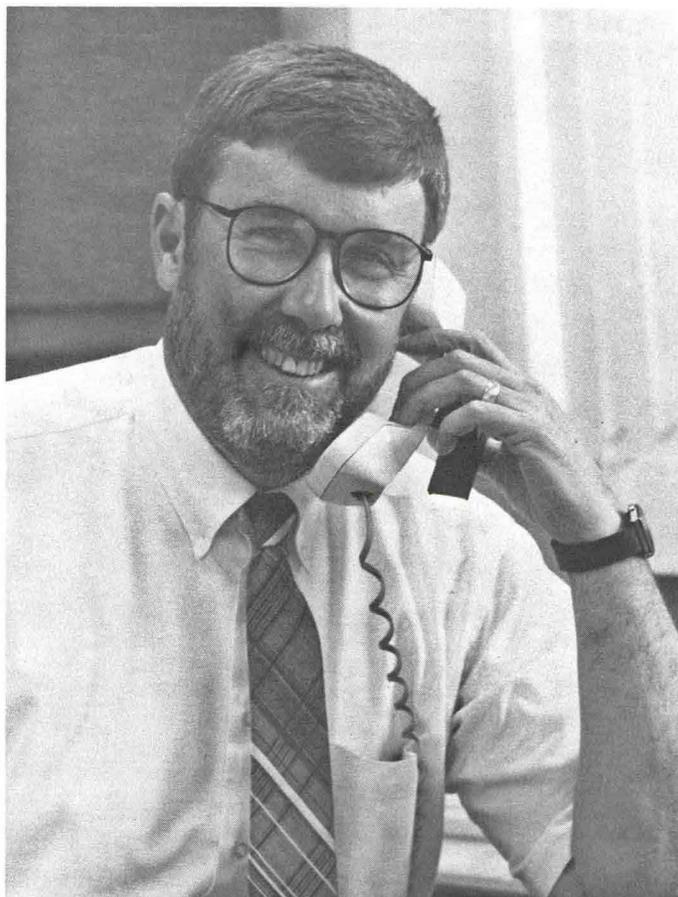
"That's what saved our butts during the war. Our reservists were fully operational from the word go. Without them we would have gone down the tubes," boasted McGinty. He supervises 10 reservists in the finance section. The civilian counterpart, the disbursing agent office, was selected by AFRES in June, showing McGinty's consistency in supervising both sides of the house.

"I am really pretty pleased with the award," he said. "Being selected says we are obviously doing something right at Westover."

McGinty, who has been at Westover for three years, credits Gilbert with putting together a superb organization. McGinty, however, has many years of finance experience, with 22 years of civil service with 11 years in the military.

He resides in South Hadley, Mass. with his wife Sharon. In addition to his AFRES award, McGinty also became a new grandfather six months ago.

To balance McGinty's relatively short tenure at the base, Van Pelter is a "fixture" at Westover. After three and a half years in



Dick McGinty

the Army, Pelter came to Westover with the Air Force in 1958, just eight years into the base's history.

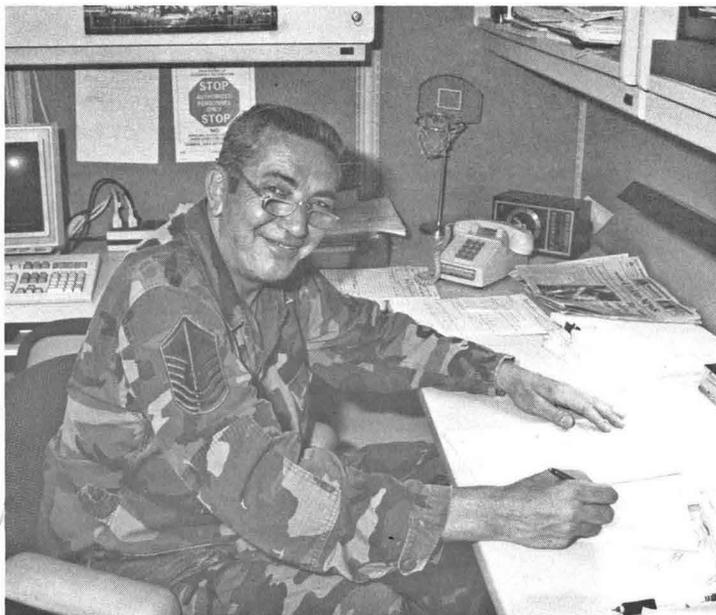
After four years active duty, he worked civil service in accounting and finance from 1963 until his retirement in 1987. He began his reserve career in accounting and finance in 1985 at the age of 48. After almost 34 years in the finance field, Pelter says unequivocally, "I love it." He said he likes the challenge and feels they provide an important service. Some tease him that his combat engineer training in the Army prepared him the most for the finance section.

While Pelter's exterior is sometimes gruff, he cares deeply about the people he serves. Desert Storm illustrated this characteristic as he serviced air crew members at two in the morning, and traveled to various hotel billets bringing pay that soldiers needed to pay their hotel bills.

Despite the demands, Pelter enjoyed the challenges of Desert Storm. His desire to help is evident in his practice of working three days a week in the finance office, far beyond his minimal Reserve participation requirements. "I don't work for the rewards, but to take care of our people," he said. His reaction to the award was, "unbelievable."

Pelter, originally from Altoona, Penn., now lives in Springfield, Mass. with his wife Margaret. The couple has four grown children.

The awards were presented at Fort Walton Beach, Fla. in August. At this rate, Finance Boss Ray Gilbert may be eligible for 'frequent flyer' discounts to Fort Walton Beach if the stream of finance awards continues.



SMSGt. Van Pelter

Patriot Tiger: Six weeks of sweat, training, in Dogpatch



UNDER COVER--SSgt. Terrence Dziamniski of the 32nd MAPS searches for aggressor units in Westover's Dogpatch swamp area during a training exercise on Aug. 5.

By 1st Lt. Paul P. Koscak Jr.
Photos by SrA. Mike Lyman

While the monstrous C-5 turboprops whirled and whined, the green mammoth aircraft lumbered to a stop just feet from the runway's edge. Anxious aerial porters remained poised for action. The bird's precious cargo, an entire field hospital, had reached the end of the line.

Patriot Tiger '92 had just begun.

Billed as the year's most ambitious aerial port event, this 14th Air Force joint-service exercise proved to be a genuine moving experience for about 240 Reservists.

The maneuver transformed a barren patch of land in a remote corner of the base known as "Dogpatch," into a hub of activity whose spokes reached to staging areas throughout the northeast.

It's easy to imagine the site near some global flash point.

Olive drab tents dot part of the area, providing the living, dining and sanitary facilities for most Patriot Tiger participants. A white, screened plywood

command center flanked by a mobile communications trailer dominates the opposite side of the exercise area. The green trailer with its blooming array of antenna and cables resembles an imposing insect. A cargo staging area is in the center of the grassy field.

The trademark "Dogpatch" distinction stuck because base security police operated a dog kennel for years on the land when Westover was once part of the former Strategic Air Command.

"There's more airlift, more participants, more cargo," declared Lt. Col. Robert C. Kirschling, Patriot Tiger '92 commander, and commander of Westover's 42nd aerial port squadron, who said the big event took a year of planning. "There's nothing else like this anywhere." That's true. Patriot Tiger isn't some weekend event where aerial porters build dummy pallets in a hanger to simulate the shipping and receiving of cargo. This exercise is about real missions, real cargo and real conditions in a deployed environment. It's where entire tours are spent.

Highlighting Patriot Tiger's first week of activity--in addition to heat, humidity, gnats and thunderstorms--was the deployment of the U.S. Army's 200-bed 46th Combat Support Hospital from Fort Devens, Mass., to Westover.

The unit's three-million pounds of equipment is usually moved by ship, but the opportunity to deploy by air, said SSgt. Gregg Zito, the Hospital's training NCO, came at the right time.

"We had an exercise planned during this time," he said.

Within 24 hours, 141 soldiers transformed one side of Dogpatch into a multi-tent, 32-bed hospital, complete with its own fleet of vehicles.

"The experience of setting up this hospital has been invaluable," Lt. Col. Richard P. Bettencort, the hospital's commander, told his staff during an organizational briefing. "It's a great mesh, a great homogenization between the Air Force and the Army."

Central to Patriot Tiger--the nuts and bolts of the operation--is the movement of cargo and passengers.

Cargo entering or leaving the field deployment site is brought to a "marshaling yard," an area in the center of the site encircled by a rope fence.

It's where the action is.

Inbound cargo is inventoried and examined. Outbound cargo is packaged for shipment, weighed using portable field scales and positioned in order of loading and departure. A ramp section figures the cargo's weight and balance for positioning in the aircraft.

Hazardous cargo, such as batteries, chemicals or ammunition is identified, labeled and placed in a separate area.

Special all-terrain forklifts then move the cargo pallets from the marshaling area to the K-loaders, long flatbed transports that move the freight along the runway to the C-5. Once alongside the big bird, the vehicle hydraulically elevates its flatbed to the height of the fuselage so the cargo can be rolled into the aircraft's cavernous interior.

"Mission support teams may travel [with the aircraft] to our forward locations," said Maj. Patrick Riley of Wyoming, Pennsylvania's 92nd APS and Patriot Tiger's camp commander. "Some of those locations don't have the personnel to unload the aircraft, so we get involved in passengers too."



AMBUSH!--As part of their Patriot Tiger training, the 32nd MAPS (from Greater Pittsburgh IAP, Pa.) underwent battlefield simulation drills which included reacting to an ambush while being transported in deuce-and-a-halves, on Aug. 5. While the aerial porters were initially stunned by the group of aggressors who met them head on, the real shock came when they were struck from behind by an M-60 tank (left). After a brief period of confusion, the aerial porters made their way through the swamps of Dogpatch toward a waiting armored personnel carrier (below).



Vehicle maintenance keeps Westover rolling

By 1Lt. Paul P. Koscak Jr.

It takes a huge number of vehicles to keep an air base in business.

Westover's 363 odd assortment of cars, vans, trucks and buses are shipshape due to a cadre of behind-the-scenes but highly essential, innovative and committed mechanics.

"We take care of everything from the lawnmower to the massive P-15 firetruck," said Bill Fagan, vehicle maintenance quality control manager.

While the perception of vehicle maintenance seems to conjure images of contorted wrench turners straining to fix what's broken, in reality, maintenance technicians focus on preventing vehicle breakdowns.

Planning, Fagan said, keeps Westover's powered rolling stock rolling and in compliance with a jungle of Air Force, federal and state transportation regulations.

That means a lot of paperwork. Mechanics almost become administrators as they interpret each vehicle's file and add more forms to the batch.

"There's a lot more record keeping than before," said the 14-year Westover civilian employee who is also a member of the Massachusetts National Guard.

Environmental requirements are a large part of all that documentation, Fagan said.

Hundreds of vehicles can generate a cartel's worth of waste oil, but it's no king's ransom.

Used hydraulic fluid, motor oil and antifreeze are separately stored in barrels. The storage area, located inside Hangar 5, is secured by a fence to prevent unauthorized personnel from dumping other motor wastes in the storage containers.

"Before, all waste oil was mixed together and then hauled away in a tanker truck," Fagan said.

To comply with Massachusetts emission laws, vehicle maintenance employs a computer-driven gas analyzer that produces an instant record of the test.

Most of Hangar 5, which is exceptionally clean, despite the constant flow of mechanical work, contains a variety of vehicles in some stage of mechanical repair.

An engine block mounted on a repair stand is being refurbished with new parts. While the vehicle has low mileage, the engine wear resulted from lots of idling.

"Odometers are not an accurate measure of use for flightline vehicles," Fagan said.

Body work, the constant battle waged against the dings, dents and rust expected from highly-used vehicles, is performed in an environmentally-controlled booth.

The enrapturing scent of freshly-dried paint permeates the air inside the huge booth. An Air Force blue, 1977 1 1/2 ton International truck gleams like new after rusted panels were replaced, masking the vehicle's age and mileage--106,000.

Fagan said workers wear disposable paper coveralls and respirators while painting.

"All painting must be done in the booth," he said. "We don't even allow spot painting in the hanger."

Nearby, a welding center and machine shop permit vehicle maintenance mechanics to apply their creativity in fabricating new parts. Fagan said a particularly tight budget is keeping the machines humming more than ever.

"We have to watch what we buy," he said. "Unless we



SrA. Mike Lyman

THOROUGH INSPECTION--TSgt. Al Hall, a vehicle maintenance general purpose supervisor, repacks wheel bearings on a dump truck during the vehicle's annual safety inspection.

absolutely need it we don't buy it."

Yet vehicle maintenance still manages to cope with the heightened service demands brought about by the increase in transient aircraft.

"We're affected indirectly because more support vehicles are being used," Fagan said.

During Desert Storm, vehicle maintenance grew from their normal staff of 20 civilians and 11 reservists to 30 reservists. The unit then switched to a Herculean 24 hour schedule, servicing vehicles loaned from bases throughout the nation.

"There were many specialized vehicles, such as K-loaders, --anything to move cargo or people," Fagan said. "We had to get them in running condition.

Fagan prefers to schedule the challenging chores, such as engine overhauling and major maintenance for UTA weekends.

"We try to give them [Reservists] some constructive work, some thing they won't get bored with," he said. "There's a lot more to vehicle maintenance than changing oil."

Fagan praises the hangar's new heating system, in operation for just a month, as a luxury that makes eases the demands of a highly demandable job, dulling the numbing cold of the cavernous hangar's concrete floor.



Article and logo by SrA. Mike Lyman

"The Russian is finished," exulted Hitler to his generals during the Wehrmacht's (Armed Forces) summer offensive of 1942.

Nowhere do the Russians halt the Wehrmacht. To the Germans, as well as

Stalingrad: the onslaught

the rest of the world, the Soviet Union appears to be on the verge of collapse.

In August, Hitler hurls his most powerful striking force, the 330,000-man 6th Army, toward Stalingrad (now Volgograd), to draw out the remnants of the Red Army which Hitler is certain will come out of hiding to defend the Soviet premier's namesake.

Hitler hopes that once the Russian reserves are exposed, his 6th Army can deliver the coup de grace and end the war in the east.

As the 6th Army enters the city against ever-hardening resistance in late August, Hitler still boasts that his armies will "bleed the Red Army white."

By early September, Stalingrad has become the most vicious battle of the war, consuming men and materiel on a scale completely out of proportion to the forces used on other fronts.

With his assault forces suffering tremendous casualties throughout September, Hitler ignores his generals' advice and weakens his sector's front to strengthen the 6th Army inside the city.

As the month winds down, the world holds its breath as the Germans overcome fanatical resistance to control nearly the entire city.

However, the Soviet High Command has traded space for time throughout the summer, biding its time--waiting for the Germans to become vulnerable.

While Hitler has gambled everything to conquer the city, Marshal Georgi Zhukov, Stalin's best general now in command of the Stalingrad Front, has committed only those reserves needed to keep his front from cracking. Instead, Zhukov stockpiles vast quantities of reserves to the north and south of the besieged city.

By the end of the month, the German forces around Stalingrad--over-extended and weakened by attrition--are heedless of the overwhelming forces behind the enemy lines.

Zhukov now prepares a massive counterstroke with a force of over one million strong--a blow destined to cut off and annihilate the 6th Army and change the course of the Second World War.

Community leaders compare notes about the military

by SSgt. Christine Mora

Bouncing back from the highly successful Great New England Airshow, Westover's Galaxy Community Council hosted a visit from their Kansas City, Mo., counterparts here Aug. 4.

Forty-eight members of the Richards-Gebaur Community Council traveled to Westover aboard a Patriot Wing C-5 and met with local civic leaders to discuss and explore new ways to strengthen community bonds with the military.

"We came to hear new and young ideas from the Westover civic leaders," said Eddie Roos, president of the Richards-Gebaur Council. "We're just tickled to be here."

The visiting council has been in existence since 1962 and served as a model for Westover's Galaxy Community Council. "When we were starting our council a couple of years ago, we came to you and absorbed your knowledge and structure," said Jeff Spear, Galaxy Community Council president, at a dinner honoring the visitors. "For that we are indebted to you and we thank you."

Joining the list of several speakers was Col. John A. Bradley, commander of the 442nd Fighter Wing at Richards-Gebaur AFB. He explained that the Kansas City



Art Whitehead

WELCOME TO WESTOVER--Brig. Gen. Mike Walker, (left) and Col. James Gallin greet two visitors from the Richards-Gebaur Council on the flightline on Aug. 4.

council provides a valuable link with the community and as a result, a strong bond exists between the military and the public in Missouri. "They love us. They are sad to see us move," said the colonel, referring to Air Force plans to close the base in 1994.

Members of the councils compared "air show notes," and discussed goals and

projects they hope to accomplish. The two groups dined on a "New England-style" banquet of seafood at the Westover Consolidated Club and honored each other with plaques, photos and commemorative books. After tours and briefings the next day, the Missouri civic leaders headed home aboard a Westover Galaxy.

Westover mourns death of MSgt. Gary Charette

MSgt. Gary G. Charette, a Reservist with the 439th Airlift Wing deputy commander for maintenance staff, died at Baystate Medical Center on Aug. 8.

Sergeant Charette, 41, was a material control supervisor with the maintenance unit.

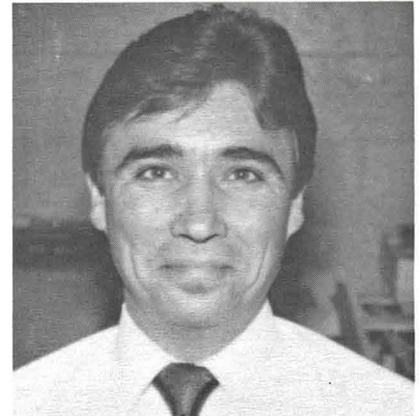
He had been assigned at Westover for nearly five years and served on active duty at the base last year during Operation Desert Storm.

Sergeant Charette died at Baystate at approximately 7:30 p.m. Aug. 8. He had participated in unit training at Westover earlier in the day.

"We are shocked and deeply saddened

by the loss of MSgt. Charette," said Col. James P. Czekanski, 439th AW commander. "He was an extremely conscientious and dedicated supervisor and he worked very hard during Desert Storm. We will miss him very much, and we extend our sincere condolences to all the members of his family."

Charette leaves his wife, the former Carolyn H. Deschaine; his father, Gilbert Charette of Brattleboro, Vt.; two sons, Kevin W. and David G., both of Springfield; a brother, Wayne F. of Agawam; a sister, Gilma C. Kirchner of Springfield; and three nieces and nephews.



MSgt. Gary G. Charette

Federal Express replaces defunct LOGAIR system

by SSgt. Kymberly Taylor

The Air Force Logistics Command's logistic airlift system (LOGAIR) will become history with the new fiscal year as military supply transports will be replaced with services from commercial freight companies.

LOGAIR performs functions similar to those of Federal Express or Emery Air Freight. Under the LOGAIR system, when parts or supplies were needed, the AFLC contracted a civilian airline to deliver them on a shuttle route that traveled across the United States and stopped at Westover.

Westover became the site of the LOGAIR station when a similar outpost at Pease AFB shut down January 1991.

According to a message from the Air Force News Service, "the proposed plan is to use commercial air-express transportation which provides door-to-door service for high-priority cargo. Routine, hazardous, oversized and classified cargo which the overnight com-

panies will not accept will be moved by surface transportation."

"As a customer, we will see no real change," said Shari MacDonald, Westover's transportation officer. Westover will primarily be dealing with Federal Express, a company that guarantees one-day delivery from pick up to delivery point. "This is going to be great for us all around," said MacDonald. "Back when LOGAIR was the newest idea, the services offered by overnight express companies were limited or unavailable and very expensive. Now, due to increased usage world-wide and competition within the market, the prices for overnight shipment are very affordable."

According to MacDonald, with the exception of some additional paperwork processed through the traffic management office, the workload for Westover troops should not increase.

In fact, since Federal Express is a private organization, the company is solely responsible for delivering only

packages intended for Westover directly to the base.

"When LOGAIR was functioning, our people were responsible for removing our cargo from the delivery plane with only 45 minutes of down time on the aircraft," said MacDonald. "When our pallet was in the back of the plane, we had to unload the whole plane just to remove our shipment and then reload the plane for take-off. That required a lot of heavy equipment and man hours. Then, once the pallet was broken down, there was often cargo in the middle that didn't even belong to us. We're not expecting those kinds of problems with Federal Express."

Additionally, five fleet service workers who have been detailed to handle the LOGAIR system will finally be able to return to their intended duties.

The death of LOGAIR means advantages nationwide as well. According to Air Force officials, once fully in effect, the change is expected to save approximately \$80,000 per year.



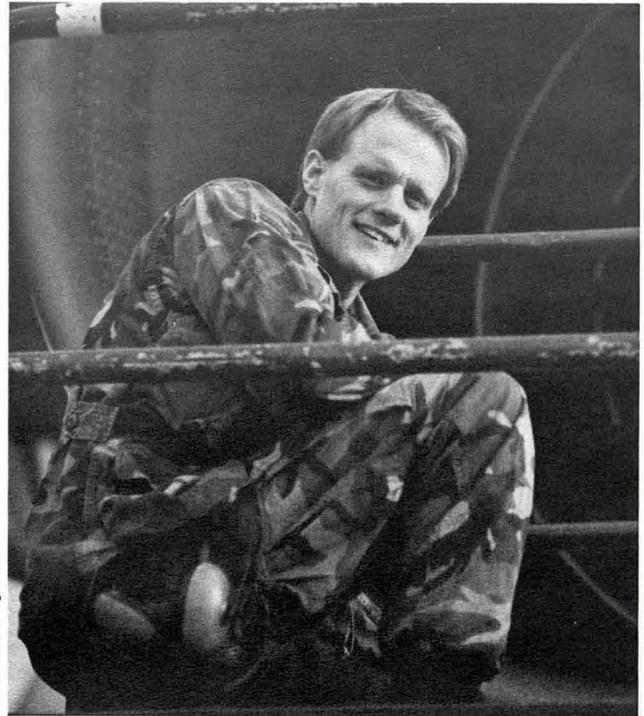
SHADES OF GRAY

Maj. Pete Gray, 337th ALS pilot, enjoys a moment on his bike while a C-5 from Travis AFB, diverted to Westover due to bad weather on Aug. 4, gives base employees a view of the new gray C-5 paint scheme. Eventually, all of the base's 16 C-5A's will be painted in the new scheme.

Photo by SrA. Mike Lyman

"Patriot People"

Name: Scott Malone
Rank: SSgt.
Age: 30
Address: Schenectady, N.Y.
Unit: 439th EMS
Position: Crew chief
Civilian position: Auto technician
Favorite food: Chinese
Years of service: 12
Favorite sport: Hockey
Favorite hobby: Motorcycle and bicycle riding
Ideal vacation: Rafting on the Green River
Best way to relax: Cruising on a Harley
Preferred entertainment: Motorcycle events
Favorite celebrity: Clint Eastwood
Favorite music: Rock 'n roll
Favorite book: The Grapes of Wrath
Favorite color: Teal
Pet peeve: Things unorganized
Best thing about Westover : Seeing people every month
Worst thing about Westover: The barracks



SrA. Mike Lyman

SSgt. Scott Malone



SSgt. Christine Mora

RETIRING CHIEF--CMSgt. Salvatore Palumbo and his wife Priscilla accept congratulations from Lt. Col. Jim Pielli, commander of the 439th EMS, during a ceremony held on Aug. 8. Palumbo, who served as the 439th EMS first sergeant, retired on Sept. 1 after 33 years of service.

Patriot praises

REENLISTMENTS

SMSgt. Fuchs, Robert J.
 SMSgt. Watkins, John F. Jr.
 MSgt. Bailey, Angus C.
 MSgt. Carr, Daniel J.
 MSgt. Flynn, Arthur F.
 MSgt. Johnson, Mark G.
 MSgt. Kaulback, Jerry L.
 MSgt. Loveland, Donald L.
 MSgt. Perret, Fred W.
 MSgt. Setaram, Vidyanand
 MSgt. Vanderpoel, Peter R.
 TSgt. Craig, Karen K.
 TSgt. Cullen, Joseph J.
 TSgt. Grabowski, William
 TSgt. Jackson, Harold J.
 TSgt. Lapointe, Gilles R.
 TSgt. Manegio, Frank A. Jr.
 TSgt. Zimmerman, Joyce N.
 SSgt. Ballard, Dennis J.
 SSgt. Becker, Gregory G.
 SSgt. Borsh, David J.
 SSgt. Circe, Raymond J.
 SSgt. Cormier, Jeff M.
 SSgt. Gavin, Kelly R.
 SSgt. Kelley, Francis X.
 SSgt. Majewski, Robert V.
 SSgt. Middleton, Jack W.
 SSgt. Milano, Erica L.
 SSgt. Moulis, Spiro M.
 SSgt. Owen, Scott M.
 SSgt. Rechhia, Edward P.
 SSgt. Talbert, Sherri L.
 SSgt. Trychon, Stephen A.
 SSgt. Vancoor, Chris G.
 SSgt. Vargus, William F.
 SSgt. Williams, Frederick P.

Sgt. Breton, Edward A.
 Sgt. Cruise, Marie L.
 Sgt. Demarais, Dennis M.
 Sgt. Lupien, Peter J.
 Sgt. Simmang, Shari
 Sgt. Weiss, Kenneth J.

ENLISTMENTS

SSgt. Edwards, Dale A.
 SSgt. Gardner, Robert K. III.
 SSgt. Klauck, Darrell E.
 SSgt. Paquette, Richard G.
 SSgt. Parks, Bruce A. Jr.
 SSgt. Spillane, Barry P.
 SrA. Gauthier, Robert D.
 A1C Alexander, Greg M.
 A1C Brotherton, Neil E.
 A1C Gaudreau, Marie E.
 A1C Palaia, Mark A.
 Amn. Warren, Jeffrey C.
 Amn. Wilson, Michael D.
 AB Agnello, Gabriele J.
 AB Asselin, Jennifer F.
 AB Beaudry, Keith M.
 AB Cullan, Kathleen V.
 AB Curving, Jason P.
 AB Jaczyk, Michael J.
 AB Kycia, Julie A.
 AB Marotta, Michael J.
 AB Pandolfi, Christopher
 AB Pineau, Mark A.
 AB Pisano, Richard P.
 AB Smith, Gregory P. Jr.
 AB Smith, Jason E.
 AB Sullivan, Daniel G.
 AB Thurber, Justin E.
 AB Watson, Gary M.

Westover provides mandatory training

Environmental convictions stress citizen responsibility

By SrA. Mike Lyman

An Air Force foreman, a Marine civilian employee and a former Navy fuels division director, convicted in state and federal courts, are just three examples of the recent increase in DOD prosecutions involving environmental law violations.

In the only known conviction of an Air Force employee, Andy Hernandez, a waste water treatment plant foreman at March AFB, Calif., pleaded guilty in May to falsifying a waste water test record. Without doing additional tests, Hernandez changed sludge test results to bring them within the level authorized by the plant discharge permit. He was given a suspended sentence to pay a \$5,000 fine and placed on probation for 18 months.

The May 26 sentencing of John Curtis, the former fuels division director of Adak Naval Air Station, Alaska, for violating the Clean Air Act resulted in 10 months of jail. Curtis had repeatedly ignored employee warnings about a fuel line leak which resulted in thousands of gallons of fuel leaking into an inlet of the Bering Sea.

Curtis' conviction and sentence sends a clear message from the Department of Justice to employees of federal facilities who are involved in environmentally sensitive work that their status as federal employees will not shield them from prosecution for criminal acts of pollution committed by them.

The seriousness of environmental crimes has led Westover to conduct an initial "hazardous waste awareness training" seminar stressing the importance of proper on-the-job hazardous materials handling/disposal and the individual Reservist's liability.

Lt. Col. Roger Carl, ground safety officer for the Disaster Preparedness Office strongly emphasizes that the improper disposal of any hazardous material could result in the Reservist facing felony charges

with a potential fine and/or imprisonment.

"Remember, that disposal of any hazardous material such as oil, gasoline, fuel, cleaning solvents, paint, or antifreeze into a storm sewer, sanitary sewer, a dumpster, trash can or onto the ground is illegal," Carl said. "Improper actions or no action could result in both civil and military punishment and subject the Air Force Reserve to costly corrections and/or restoration costs."

'Weekend Comedy' featured at club

by SSgt. F. X. Kelley

"The dinner-theater concept has taken hold here", according to Consolidated Open Mess Manager John Filler, the person responsible for bringing a blend of Broadway and bon-vivant dining to the Westover club membership.

The club's initial offering, the Neil Simon comedy, "Barefoot in the Park", played to 100 patrons last October, and was followed in March by an equally well-orchestrated rendition of Raymond Hall's melodrama, "The Drunkard", before a 125-person audience.

The next dinner-theater offering will be "Weekend Comedy" by Jeanne and Sam Bobrick. The play has been universally hailed as a "steady rat-a-tat of laugh lines", and it has acclaimed, 12,000 performances from Canada to Florida. The comedy unfolds as diametrically-opposed couples spend an unplanned long weekend in an isolated cabin in upstate New York.

The play is scheduled at Westover on Oct. 25. Dinner, a five-course, gourmet meal, begins at 5 p.m., followed by the performance at 7 p.m.

The club has held the line on dinner-theater prices, with the cost of the package remaining stable at \$25 per person. There is, however, a 200-person seating capacity for the performance.

For ticket information, patrons should call the club at (413) 593-5531.

PATRIOT

Coming in October: Simulator dedication coverage



Published monthly for Patriots like MSgt. Bill G. Chaput, of Chicopee, Mass., and 2,367 members of the 439th AW at Westover ARB.

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