

# PATRIOT

439TH AIRLIFT WING

AIR FORCE RESERVE

WESTOVER ARB

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TSgt. Sandi Michon

**WINTRY DEPARTURE--**As the four-day ORI swings into high gear, members of the 74th AES board a C-5 bound for Mackall AAF, N.C., on Jan. 16. The 71 flight nurses and

aeromedical technicians who took part in the exercise operated an aeromedical evacuation control element and flew medical evacuation missions.

## ORI proves 439th prepared for war

By SSgt. Christine Mora

The contingent of combat troops wound their way through the cold, dark woods, listening for the snap of a twig that would alert them to their enemy's whereabouts. Moments later, they ambushed a squad of aggressors and hauled them back to camp. They were the first prisoners of war.

Miles away, the roar of C-5 engines filled the flightline as airmen hurriedly loaded and offloaded a seemingly endless

flow of Galaxies, all the while fending off enemy attacks.

And still, even farther away, commanders manned a round the clock control center, monitoring the movement and threats of their troops and aircraft out in the field.

These were the sights and sounds of the 439th Airlift Wing's Operational Readiness Inspection, the four-day test that proved once again, that Westover is prepared to go to war.

When over 2,300 members of the

439th Airlift Wing took part in the unit's ORI Jan. 16-19, many reservists found the wartime scenario to be "old hat." After all, Operation Desert Shield and Storm made phrases like threat-con level, 24-hour coverage and high air traffic routine.

But the fog of war makes many tasks seem much easier. Much easier that is, than having an inspector peeking over your shoulder at every turn.

Dubbed "Operation Purple Duck," the

*(Continued on page 8)*

**EDITORIAL**

## The answer is within

**"You can't take pride anymore. You remember when a guy could point to a house he built, how many logs he stacked. He built it and he was proud of it..."**

This lament from a Cicero, Ill. steelworker interviewed by blue-collar philosopher Studs Terkel for his 1974 book *"Working"*, addresses a vanishing virtue -- pride as a motivating force.

Who in this era of inflation and unemployment would consider that a working-class stiff in a dead-end job, struggling to live the middle-class dream, saw fit to focus on his pride as opposed to his paycheck? Net worth took second seat to self-worth, and getting appreciated was more important than getting ahead.

What motivates us? In school-- grades, at work-- money, on base-- promotions.

Our rewards are material and external. How are we rewarded? On the basis of how we satisfy the needs, wants, goals and objectives of others. Rarely do we judge the value of what we do, and more importantly, how to transform that value into pride.

Rather than change our entire system of values, the answer might be no more difficult than taking a little time to view how we judge each other and ourselves. Pride should be easy to find and not at all hard to take.

By SSgt. F.X. Kelley  
Public Affairs Technician

## Briefs

### Air Force authorizes civilian airshow acts

At a recent International Council of Airshows meeting, it was announced that the Department of Defense has authorized the Air Force to feature up to one-third of civilian acts at airshows. Previously, the DOD authorized only military performances.

With Air Force budget cuts anticipated, the addition of civilian acts will give airshow committees more leeway to expand the airshows.

### VA loans available

Air Force reservists who have completed six or more years of service in the selected reserve and are not otherwise qualified are now eligible to obtain Veterans Administration Home Loans.

To qualify under the new criteria, as outlined in public law 102-547, reservists must have completed six years of honorable service in the selected reserve. These six years NEED NOT have been consecutive - typically, these years include a member's participation in weekend drills and annual training.

Additional information is available by contacting your local VA Representative, or calling the VA Hotline at (800) 827-1000.

### COM offers coupons

During the months of January and February, persons who pay in advance for a one year Consolidated Open Mess membership for \$60 will receive \$60 worth of coupons good towards free video rentals, free lines of bowling, discount meal prices and much more.

This offer includes present members, as well as those who purchase new memberships. For further information, call the COM at 593-5531.

### Social Actions office now in Building 1850

The 439th Airlift Wing Social Actions office has moved from Hangar 5 to Building 1850. Anyone needing assistance from this office may call Ext. 3581.

# PATRIOT

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**439th AW Commander**  
Col. James P. Czekanski

**Chief of Public Affairs**  
Gordon A. Newell

**Wing Public Affairs Officer**  
Maj. Rick Dyer

**Base Public Affairs Officer**  
Capt. Paul Koscak

**Public Affairs Specialist**  
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**Editor/NCOIC**  
MSgt. Gordon A. Newell

**Deputy NCOIC/Media Relations**

MSgt. Tom Allocco

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SrA. Michael Lyman

Karen Paquette

## President praises efforts

# Gallin returns after 30-day stay in Somalia

By MSgt. Tom Allocco

Col. James Gallin, wing vice commander, returned from Somalia in January after a 30-day mission of mercy which earned him the personal praise of President Bush.

Gallin was in Mogadishu when President Bush made his holiday season tour of Somalia.

The president's trip included a helicopter flight from the Mogadishu airport to the American embassy grounds where Gallin was stationed with about 700 other U.S. troops helping bring food and security to the ravaged country.

The president stopped to shake hands and exchange words and have his photo taken with Gallin.

"I said we appreciated his visit and thanked him. He said 'I should be thanking you for the tremendous effort you're doing for the airlift.' That's the first time that's ever happened to me," Gallin said.

He gave a big boost to the troops. He spent a lot of time with us. He was tremendously popular," Gallin said.

The presidential visit was a welcome break from long days keeping Mogadishu airport traffic flowing as deputy commander of Air Mobility Operations.

Another world figure who arrived at the airport for a tour of conditions during Gallin's mission was U.N. chief Boutros Boutros-Ghali.

"On the day I left there were demonstrations by the Somalis against Boutros-Ghali. We had to drive through them to get to the airport," Gallin said.

When Mohamed Farrah Aidid, one of Somalia's most powerful war lords, drove his caravan of Jeep Rangers to the Mogadishu airport, Gallin witnessed the negotiations between the Marines and Aidid's gunmen. Aidid was on his way to Addis Ababa, Ethiopia to sign a cease fire among Somalian warlords.

Gallin and other members of Air Mobility Operations also drove through demonstrations by Somali truck drivers around the American embassy. They were protesting the employment of drivers from outside the country.

One highlight of the tour was Christmas Day when Gallin had his first break from more than two weeks of eating MREs three times a day. A field kitchen was set up at the airport and the first hot meals were served.



**PRESIDENTIAL HANDSHAKE** -- Col. James Gallin wasn't just another face in the crowd (far left), when President Bush shook his hand and thanked him for his service to the Somolian people. Gallin was in Mogadishu for the presidential visit.

"Christmas dinner was turkey roll, potatoes and lima beans. I hate lima beans, but they were delicious. I ate every one," Gallin said of his first real meal since arriving in Somalia.

In addition to directing the flow of air traffic at the Mogadishu airport, Gallin assisted at the airfield at Baledogle along the southern coast of Somalia. The deteriorated runway limited air traffic to C-130s and helicopters.

Airlift of food and troops is vital in

Somalia because of the bad condition of roads which have been destroyed during years of gang war, Gallin said.

Before he left Somalia Gallin saw the conditions beginning to improve. Food is flowing into the countryside from the harbors and even the sniping by gunmen was coming under control.

"The Marines took over a high rise where sniping was coming from and that helped," he said.

## Westover crews to Somalia

Col. James P. Gallin, vice commander, 439th AW

- Capt. Gary W. Cooke, pilot, 337th AS
- Capt. Leon St. Laurent, pilot
- 1st. Lt. Kenneth A. Parsons, pilot
- 1st. Lt. Craig C. Peters, pilot
- SSgt. Vincent J. Zito, engineer
- TSgt. Richard A. Jedrey, engineer
- SSgt. William R. Sharer, loadmaster
- SSgt. Norman A. Faucher, loadmaster
- SSgt. Matthew J. Egan, loadmaster
- TSgt. Jay Summons, 439th AGS
- ✓ SSgt. Keith Rousselle, 439th EMS
- TSgt. Steve Ross, 439th EMS

- Lt. Col. Nelson Newhouse, pilot
- 1st. Lt. Charles Parker, pilot
- 1st. Lt. Timothy Dannolfo, pilot
- MSgt. Glenn Flynn, engineer
- MSgt. Kerry Saso, engineer
- TSgt. Dennis Delisle, loadmaster
- SSgt. Richard Titcomb, loadmaster
- SSgt. James Nichols, loadmaster

- ✗ TSgt. Thomas Roe III, 439th AGS
- ✗ MSgt. Dave Valliere, DCM Staff, quality assurance

# Fire protection: a mutual aid-mirration society

By SSgt. Nancy Wilochka

A raging fire knows no boundaries, and when it comes to containing those flames, neither does the Westover Fire Department.

When the city of Holyoke needed assistance extinguishing a tragic November blaze, Westover's firefighters were deployed to the scene with critical equipment.

Cooperation between the local community's fire departments and Westover's fire department -- known as the mutual aid program -- has been around for some time, according to Capt. John Duffy, acting assistant chief of the Westover department.

Duffy said that the reason for mutual aid is simple - departments are able to share their resources and combine for a more effective regional fire fighting force.

He added that the cost of "borrowing", say, Chicopee's resources and manpower in the event of an emergency at Westover, would not cost the base any money. On the other hand, if Westover were to help out Chicopee, that neighbor would incur no additional expense.

Westover has separate mutual aid agreements with Chicopee, Springfield, Holyoke, and Granby, but has gone as far away as Greenfield to offer help.

Westover Fire Chief Joseph Longworth said Westover is also a member of the Hampden County Radio Network, which enables his department to monitor all fire department radio communications. Duffy said the surrounding



SSgt. Christine Mora

**EQUIPMENT CHECK --** Chicopee Mayor Joe Chessey (center) and Col. James P. Czekanski, listen as Westover Firefighter Bruce O'Keefe explains the hydraulic turret operation atop the P-15 crash truck. The tour was held Jan. 7.

towns also use Westover's firefighting training facilities, especially for flammable liquid training. The training schedules vary, but the training is critical to maintaining efficient forces, and also keeps good communication lines open between departments.

"Overall, the mutual aid program provides for very good community relations," said Charles Woodruff, fire department training officer. For example, in the event of a hazardous material emergency at the July airshow, the Springfield units who were on-hand were invaluable,

he added.

"I think the reason why relations with the communities have improved is because we exchange more training ideas (with them) than we have in the past," Longworth said. He added that it makes communication easier in an emergency when departments train together.

Both Duffy and Woodruff agreed that without an effective mutual aid program, the difficult job of firefighting would become even more challenging - an extra burden that firemen don't need when fighting for life.



**Brig. Gen. Wallace W. Whaley**

## Brig. Gen. Whaley takes over as commander of 14th Air Force

DOBBINS ARB, GA. -- During a change of command ceremony held here Jan. 10, Brig. Gen. Wallace W. Whaley, assumed command of the 14th Air Force.

The ceremony was held at Dobbins where hundreds of reservists watched Maj. Gen. Dale Baumler relinquish the flag of command.

General Baumler has been commander of 14th AF since March 4, 1988. He entered active duty in June 1955 and joined the Air Force Reserve in 1970. Upon retirement on Jan. 31, he planned to reside at his home in California with his wife Patti.

General Whaley officially assumed

command Feb. 1. He was the deputy to the chief of the Air Force Reserve, a position he took over in November of 1990.

General Whaley entered active duty in 1969 and joined the Air Force Reserve on 1974. He is a command pilot with more than 5,900 flying hours. His awards and decorations include the Legion of Merit, Distinguished Flying Cross, Meritorious Service medal with two oak leave clusters and the Air Medal with four oak leave clusters.

General Whaley is married to the former Isabel McLaughlin of Belfast, Ireland. They have two children.

# Making the difference: providing ORI support

By Capt. Paul P. Koscak Jr.

Base support services provide the edge to a successful Operational Readiness Inspection. These behind-the-scene Reservists and civilians plan for the unexpected and provide the comforts that can turn a challenging exercise into a tolerable situation.

Finance, for example, added extra staff to service the demand for money. Cash for advance pay, tents, and rental cars -- particularly for deployed reservists.

"We've been pretty much inundated," remarked Comptroller Ray Gilbert, whose staff of 23 civilians and 12 reservists started hustling all the paperwork at 2 a.m. on Friday of the four-day UTA. "All of my reservists are manning the mobility line."

And with all combinations of shifts and 12-hour days, there were lots of tired reservists. It's Betty Kelly's job as billeting manager to ensure that Westover's weary get their proper rest.

Managing a 762-bed housing operation can be a juggling act any time, but during the ORI Kelly lost her military help to deployments. The remaining civilian staff handled all the housekeeping details.

"It's been hectic," lamented Kelly, who also coordinates housing with several area hotels. "We have three clerks doing filing and handling the phones."

To save money, Kelly booked reservists in two partially renovated dormitories. Although not officially complete, the buildings lack only aesthetic finishes, she said.

And it takes lots of vehicles to keep a base in business -- especially during an ORI. Base Transportation Officer Shari MacDonald said arduous planning prepared her staff for any ORI-related contingency.

Within the past two months, transportation staff stayed extra busy stocking up on everything from windshield wipers to tires. Material handling and snow removal equipment was checked, safety inspections conducted and all supporting documents reviewed for compliance and accuracy.

"The state of the equipment is good," concluded MacDonald.

Westover's weather center increased its staff for the exercise from six to eight, adding two individual mobilization aug-



SrA. Mike Lyman

**WEATHER WATCH -- Chief Meteorologist Curt Osgood highlights national weather patterns in preparation for an ORI weather briefing.**

mentee weather officers.

The station provided 24-hour coverage and, at times, briefed aircrews on an hourly basis, said Chief Meteorologist Curt Osgood.

Drained by deployments, the dining hall staff was particularly challenged to accommodate the exercise. Yet what they lacked in manpower they made-up in longer hours and determination. The result: not only did they provide the traditional three squares, but added a 3 a.m. short-order meal.

"We're feeding 250 during supper and 400 during lunch," said MSgt. Roger Payette, shift supervisor.

Elsewhere, the judge advocate general

and chaplain services provided their unique brands of advice and counseling.

"It's just a refresher," admitted MSgt. James DiVita, a chaplain manager, referring to the ministering experienced during Desert Storm.

But for lawyers, having the right connections can make all the difference during an exercise -- the electric kind.

The JAG office employs an array of computers and printers to pump out the volume of legal services required for a deployment.

Col. Andre Kocay, one of Westover's three Reserve JAGs, said no additional lawyers were required to support the ORI.



## Clearing the way

*Photos by SrA. Mike Lyman*

A winter storm failed to upset the January ORI as Westover members kept planes, troops and cargo rolling on schedule through eight inches of ice and snow.

While 439th AGS personnel removed the ice and snow carpet from the C-5s, 439th CEMG (Pavements and Grounds) crews worked around-the-clock to clear the sidewalks, roads, parking lots and flight line area.

In addition to clearing the nearly three-mile stretch of main runway, the Pavement and Grounds' crews had to clear the entire East Ramp of snow--by truck. To accomplish this monumental task, six snow haulers, moving 1,000 cubic yards of snow per hour, worked for two straight days.



## Maintenance crews ignore weather to get job done

Article and photos  
by TSgt. Sandi Michon

At 5 a.m. Monday, even the giant C-5 hulks didn't break the 25-knot winds that swept across the flightline. The temperature plunged to nine below zero with the wind chill factor. Tuesday morning registered a 'heat wave' of minus five.

At the end of 12-hour shifts, gripping icy steel tools was painful.

But not even the frigid fingers of New England's winter weather could pry Westover's maintenance crews from the C-5s during the ORI, which ran from Jan. 13 - 19.

The ORI began with snow and ice storms, and was completed through arctic-like conditions. Maintenance personnel bundled up and braved the elements.

"The weather was tolerable because we were dressed for it, but gloves are too cumbersome for some maintenance procedures. It didn't take long for your hands to freeze out there," said TSgt. Rich Bog-



**JUGGLING ACT --** Maintenance job control was frenetic activity during the ORI as they coordinated the myriad of details required to launch C-5's.

nar, 439th AGS technician.

"Our people are nothing short of awesome," said Maj. Lynn Jobes, 439th aircraft generation squadron supervisor. He referred to the excellent coordination between all three maintenance squadrons.

During the ORI, the wing launched all of its available C-5s. There were 32 launches over a six-day inspection period, using 14 aircraft. [Two C-5s were at depot-level maintenance at Kelly AFB, Texas.]

Each launch requires multiple steps from the time a particular C-5 is designated for a mission to actual take-off. All preparation must be done in seven hours or less.

A launch checklist is more than 20 items long, and includes all aspects of preflight systems checks, crew times, fueling, fleet services, cargo and passenger loading, and de-icing when required. The final three checkpoints are engine start, block out and take off.

According to Jobes, the maintenance aspect of an ORI is very dynamic. "Nothing is predictable except unpredictability," he said. While procedural guidelines must be complied with, creativity is key to maintenance problem solving.

"We had to send a tow vehicle and tow bar out to a 'forward operating base' in

the middle of the night," said Jobes. Two equipment maintenance squadron specialists were dispatched to Colorado with parts and tool boxes to fix a broken C-5.

According to the AGS supervisor, inspection dynamics required advance maintenance teams to the FOBs with very short notice.

The command headquarters for all maintenance needs is the Job Control Center in Hangar 7. Sixteen reservists man the high-tech communications hub that matches solutions to problems. Huge wall screens offer a sweeping view of the flightline, and a graphic display charting the status of Westover's 16 Galaxies.

According to Capt. Cam LeBlanc, maintenance control officer, obtaining parts is critical. "We have the aircraft, and we have the expertise, but without parts, there is still a breakdown," he said.

Phones were ringing off the hook during the ORI as job control responded to relentless demands. To most, it was old hat.

"Desert Storm gave us nine months of concentrated ORI preparation," said MSgt. Joe Szczepanek, maintenance controller.

LeBlanc agreed. "Desert Storm prepped us. It gave everyone a good base of experience, and helped us to work together smarter," he said.



**FINAL CHECK --** SSgt. Kevin Rodrigues, C-5 crew chief, checks the APU (auxiliary power unit).

# Four-day ORI confirms Westover's readiness

*(Continued from front page)*

inspection tested the combat mettle of the wing in a wartime scenario. More than 50 inspectors from the Air Mobility Command kept close watch as the unit sprung into action.

Within hours after the ORI kicked off, reservists were mobilized and deployed while aircraft began flying around the clock missions to support the mock "war" between the fictional countries of Atlantica and Cortina.

### **3 a.m. mobility line**

Members of the Consolidated Base Personnel Office began the mobility line at 3:30 a.m. on Saturday and by 9:45 a.m. had processed 382 reservists to be deployed. The CBPO unit received kudos from SMSgt. Steve Jones, an AMC inspector, "In all my time conducting inspections, this MPU (Mobility Processing Unit) was the best in the reserve, and one of the top three in the Air Force."

Wing intelligence specialists received the first intelligence estimates of the situation. "The wing was involved in conflict that involved the fictional island of Atlantica," said Maj. Bob Freniere, wing intelligence officer. "The nation states of Atlantica and Cortina, represented by sections of Oklahoma, were at war, and our units and aircraft were deployed there to support the nation of Cortina."

The major explained that a site near MacKall AAF, N.C., represented the Tulsa, Okla., section of the conflict.

Intelligence specialists began to analyze all aspects of the geographical area and conflict. They researched weapons systems and created maps that reflected the scenario and depicted the various threats in the area, according to Freniere.

### **Threat-con briefings**

"Our next task was to brief the wing commander, aircrews and deploying units about the threats, which included enemy fighters, surface to air missiles, terrorism, naval threats, and ground unit fighting," said the major.

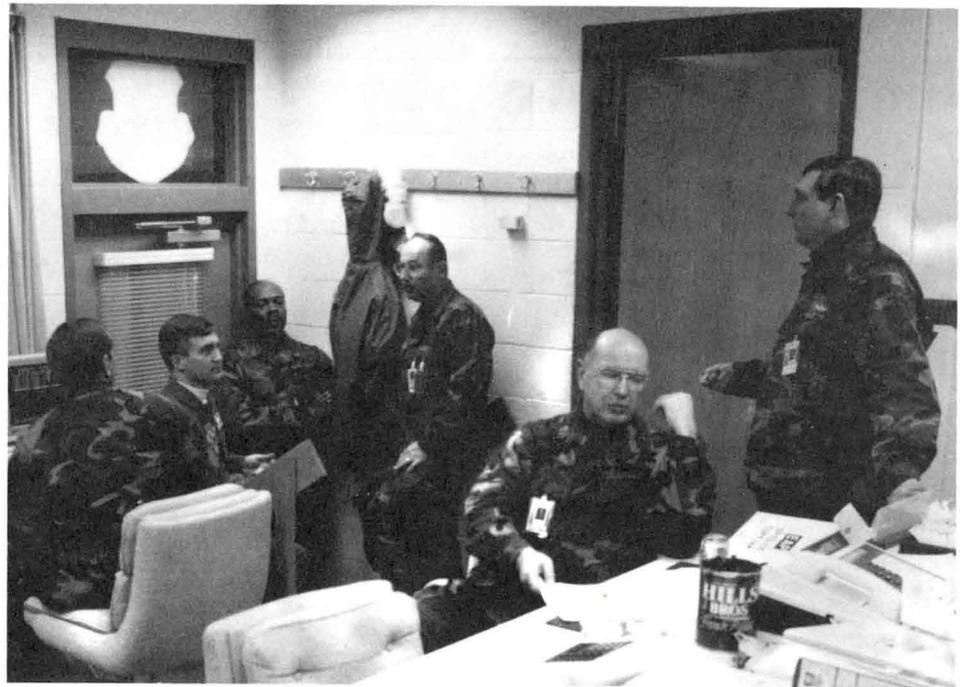
As the 337th Airlift Squadron pumped Galaxies into the system, 95 members of the 439th Civil Engineering Squadron packed up and shipped out to the site in North Carolina, where they fended off chemical and conventional warfare attacks while maintaining and repairing the bomb-



TSgt. Sandi Michon

**BOMB SCARE --** SSgt. John Lupien, 439th SPS security specialist, clears all maintenance people from the flightline during a simulated bomb scare during the ORI.

**CRISIS MANAGEMENT -- Westover's Crisis Action Team (CAT) rose to the challenge during January's ORI, whether the crisis was simulated from higher headquarters, or real from Mother Nature. Col. James P. Czekanski (top right) confers with AMC inspectors in the CAT headquarters adjacent to the command post. Snow removal crews (bottom right) worked for days to clear runways, ramps, roads and parking lots.**



SSgt. Christine Mora

damaged camp and airstrip. Seventy-one medics from the 74th Aeromedical Squadron joined the engineers at Mackall, operating an aeromedical evacuation control element and flying medical evacuation missions. Members of the 639th Weapons Security Flight augmented security forces at the bare-base camp.

**Cargo concerns**

As "warriors" battled the Atlantica-Cortina conflict in Muskogee, Okla., the 439th Airlift Control Flight coordinated the onloading and offloading of cargo at the site by aerial porters from the 42nd and 58th Aerial Port Squadrons.

Closely monitoring the operation at Westover was the Crisis Action Team, lead by Col. James P. Czekanski, 439 AW commander. Among the many responsibilities of the CAT during the course of the four-day exercise was the management of 337th aircrews and base personnel.

According to Current Operations personnel, all of Westover's 14 available Galaxies were utilized during the ORI. All totalled, the ORI airlift compiled 220.7 flying hours, and carried 966.3 tons of cargo and 1,385 passengers.

"Overall the inspection team was very impressed with the people they met here and the team work they exhibited," said Col. James Gallin, 439th AW vice commander.

"The ORI was a great test of our combat capabilities and proved once again that the Patriot Wing is a valuable and adaptable wartime asset. I really appreciated the superb effort by everyone involved, particularly with the adverse weather conditions and the around-the-clock schedule," Gallin said.



SrA. Mike Lyman



**HEADED FOR TURKEY--**Members of the 42 APS recently assisted in the loading of five S-70A Blackhawk helicopters aboard a C-5 at Westover. The Blackhawks,

manufactured by Sikorsky of Stratford, Conn., were part of a \$1.1 billion deal between the company and the Turkish government for 95 Blackhawks. *Photo by SrA. Mike Lyman*

## ***Maintenance complex presented AFRES award***

**By SSgt. Nancy Wilochka**

It is a big job to keep the Patriot Wing's big airplanes flying on schedule.

The men and women of Westover's 439th Logistic's Group Maintenance Complex did that job so well last year that they have been chosen to receive the Air Force Reserve Outstanding Maintenance Award.

The unit was cited for an aggressive maintenance program that enabled the Wing's 16 C-5As to log 4234 flying hours during fiscal year 1992.

The maintenance squadron and staff also earned an impressive 80 percent mission reliability rate, and reduced mission delays by 4 percent during the year.

As the AFRES top maintenance unit, the 439th will now compete in the Air Force Daedalian Maintenance Award competition. The Daedalian Award is presented annually to the top maintenance unit in the Air Force.

"The award represents our outstanding maintenance program here," said Maj. James Joyce, equipment maintenance squadron supervisor. Joyce, along with MSgt. Arthur Laux, assistant EMS superintendent, put together the packet that won the AFRES award.

In addition to fixing aircraft here at Westover, maintenance technicians frequently deploy with Galaxy crews to perform maintenance on long missions.

Members of Westover maintenance crews flew on missions to Turkey, the Middle East, Russia, Iceland, and to Panama and Bolivia to support Drug Enforcement Agency missions.

Participation in these missions was another factor in their selection for the award, according to Laux.

Col. Harold Lawrence, LG commander, added "the award was given for not only outstanding maintenance performance, but CONSISTENT performance, particularly during Desert Storm".

Lawrence received the award in January at the AFRES Commander's Conference in Washington, D.C.

## In the groove: engineer finds wooden hobby fulfilling

By Capt. Paul P. Koscak Jr.

SSgt. Bob Roberts is known for making his mark--deep grooves, fancy furrows, gashes and slashes. When all the chips and dust settle, another wooden masterpiece will grace a living room, lobby or entrance.

Roberts knows wood. He's a carving virtuoso with a penchant for turning planks into pictures. His skilled hands can make a cold, iron-hard slab of mahogany seem warm and fluid. With only a knife and file, Roberts even fashions replicas of World War II fighter aircraft.

And when he isn't carving, the 42nd AP air cargo specialist is constructing. He fashions tables, chairs, fireplace mantels, picture frames--virtually any kind of furniture.

Recently, he labored 80 hours to carve a base sign, complete with the Air Force Reserve emblem. The three-dimensional eagle casts a striking stance against the gleaming lacquer finish of the hefty 3-by-4-foot chunk of mahogany. Across the top "Westover AFB" is prominently carved in shiny golden letters.

It's a showpiece; too bad the base changed its name.

Roberts, 42, who works as an operating engineer for Northeast Utilities at their West Springfield generating plant, wants to keep his creations a hobby. He fears that by converting his cherished pastime into a commercial venture, woodworking would become, well, work.

"I would have to worry about production," laments Roberts, who says business responsibilities would zap the creativity he enjoys.

He learned the craft from his father ("He now takes lessons from me," Roberts quipped.), never pursuing any formal instruction in the skill, until now.

Through a cable TV show, Roberts discovered Dimitrios Klitsas, whose renowned skills in sculpting wood have garnered the Greek immigrant a national reputation. Roberts contacted Klitsas, who lives in West Springfield, and convinced the master to let him work by his side.

"He let me come in for a few weeks so he could decide if he wanted to invest the time in me," Roberts recalled, explaining that Klitsas only works with seasoned carvers.

Roberts not only came through with



TSgt. Sandi Michon

**SHARPENING HIS SKILLS --** SSgt. Bob Roberts always has a project going in his above-the-garage woodcarving refuge. He is currently working on matching carved cabinet panels.

flying colors, but credits Klitsas with inspiring the Westover sign.

"I would have never attempted it without the knowledge I acquired," he says.

To keep his expenses low, Roberts uses only rough-hewn wood. He purchases the stock directly from a Vermont kiln. Then he uses an assortment of finishing tools, such as power planers and

saws, to prepare the wood for his projects. Black Walnut is his favorite.

"It's hard to carve, but it produces good clean edges," Roberts says.

Although the rewards of his hobby are evident in the finished piece, Roberts admits the work offers some intangible benefits.

"It teaches you patience," he says. "Good things take time."



Courtesy of Bob Roberts

**CUTTING EDGE --** Roberts uses a wide variety of carving tools to complete a project. The above Air Force Reserve plaque, finished after 80 hours of skilled chiseling, is on display in the Wing conference room.

# Young-at-heart newlywed retires from Reserve

Article and photo  
by TSgt. Sandi Michon

During the span of Janis Sledge Freer's military career, she became a mother and a grandmother, but she retires as a bride.

Although her hair is more white than blonde, her clear blue eyes sparkle with pride and excitement as she recounts the events that shaped her life.

A native of New York, SMSgt. Freer joined the Air Force in 1953. She served for three years as air operations specialist at Richards-Gebaur AFB, Mo. Although she loved the Air Force, and was considering officer training school, Freer opted to leave the service to marry and raise a family.

During her 17-year break in service, she was busy with her family, worked at a post office job, and for three years, ran a family restaurant.

In 1974, she saw a recruiting ad in one of her daughter's magazines. "I sent it in on a lark, but being 41, I never expected to hear anything," said Freer. However, she admitted to an occasional Air Force daydream.

A couple months later, she received a call from a recruiter seeking reserve staffing for Westover as a newly-designated Reserve base. According to 439th AW Historian, MSgt. Marshall Hathaway, in 1974 reserve recruiting was very difficult because the Vietnam "syndrome" was still very strong.

There was no such syndrome for Freer. She was thrilled at the chance to rejoin the Air Force. During her entry physical at Westover, her blood pressure was elevated. When the technician questioned her about it, she explained her excitement. "I am high as a kite at the thought of being in the Air Force again," she said.

Almost appropriately, she was sworn in on Veteran's Day in Nov. 1974. She worked at base operations supporting the C-123s and C-130s. "It was a great feeling that, after a 17-year



**Janis Sledge Freer**

break, I only needed OJT for refresher training," Freer said.

In 1974, her three children were ages 14, seven and six. "My kids were a big support," she said. After UTAs, they always wanted her to keep her uniform on when they went out to dinner.

She remembers her first paycheck, which covered only one pay period. After taxes and SGLI, it totaled \$1.23. "My husband was not impressed," she remarked with a twinkle in her eye.

Over the years, Freer's paycheck amount changed, and she noted many other changes at Westover. She said the biggest change has been the physical appearance of the base as numerous buildings have been torn down and other structures built.

"The people haven't changed, but the rules we operate under have," she said. "Initially, we were a smaller unit, and you knew more people by name, and you

knew what their jobs were," said Freer.

For the 60-year-old Freer, the C-5 conversion is the most memorable event. She also noted that the number of women reservists at Westover has increased, and more women occupy higher-level positions.

The reserve program has provided Freer a second career, a personal sense of accomplishment - and romance. In Sept. 1992, she married Jim Freer, a former personal affairs technician with the 439th CSG. He retired from Westover in 1990.

Although a radiantly happy bride, Freer's tears flowed freely as she considered her retirement. "I'm sad," she said. "I've made some really good friends here."

She said it will feel strange to no longer be a part of the military, but she knows that moving on makes career progression possible for younger reservists.

When asked if she had any regrets, her expression brightened as she pondered her answer. She finally said, "No, no regrets."

## Westover now boasts 26-year incident-free record

As the Department of Defense celebrates its safest year in history, Westover adds one more year to its remarkable 26-year incident free record.

According to Defense Secretary Dick Cheney, the Air Force's Class A flight accident rate dropped to 1.67 per 100,000 flying hours in 1992. This statistic includes accidents involving a fatality or more than \$1 million damage.

The DOD aviation accident rate has also fallen significantly in the past decade according to Pentagon officials.

Fiscal year 1992 showed a decrease to 2.09 incidents per 100,000 flying hours.

Lt. Col. Gale French, Westover's former chief of safety, credits Westover's 26-year aviation and Class A incident free record to the professionalism and vast experience of the pilots, aircrews, maintenance workers and ground supervisors at Westover.

"Supervisory involvement is very important," said French. "Every supervisor is essentially a safety officer and every person, down to the lowest man on the totem pole, is responsible for making his workplace safe. For the aircrews and

maintenance people," he continued, "performing a mission safely is the number one priority."

The Pentagon also is particularly proud of the "downward trend of ground mishap fatalities (DOD-wide) over the past decade," and said much of this reduction resulted from continuing improvement in the prevention of off-duty deaths. Extensive driver safety training, anti-drunk driving efforts and management emphasis on safe driving has also been effective in making fiscal 1992 the safest year in DOD history.

**SSgt. Kymberly Saganski**

## Medal of Honor winner to address NCO dining out

John Levitow, the only Air Force enlisted member to win the Medal of Honor during the Vietnam War, will be the featured speaker at next month's NCO Dining Out.

Levitow, a resident of South Windsor, Conn., will speak April 3 at the Westover Consolidated Club. The dining out begins at 6 p.m.

Levitow won the nation's highest honor for military bravery while serving as an AC-47 loadmaster during a mission near Long Binh Army Base on February 24, 1969. It was the 23-year-old airman's 181st combat sortie.

When his gunship was damaged by an enemy mortar blast, Levitow suffered 40 shrapnel wounds to his legs, side and back.

Despite his serious injuries, the young loadmaster dragged a wounded crewman to safety from the aircraft's open cargo door.

He then threw himself on an activated Mark-24 magnesium flare, which was rolling around the cargo compartment.

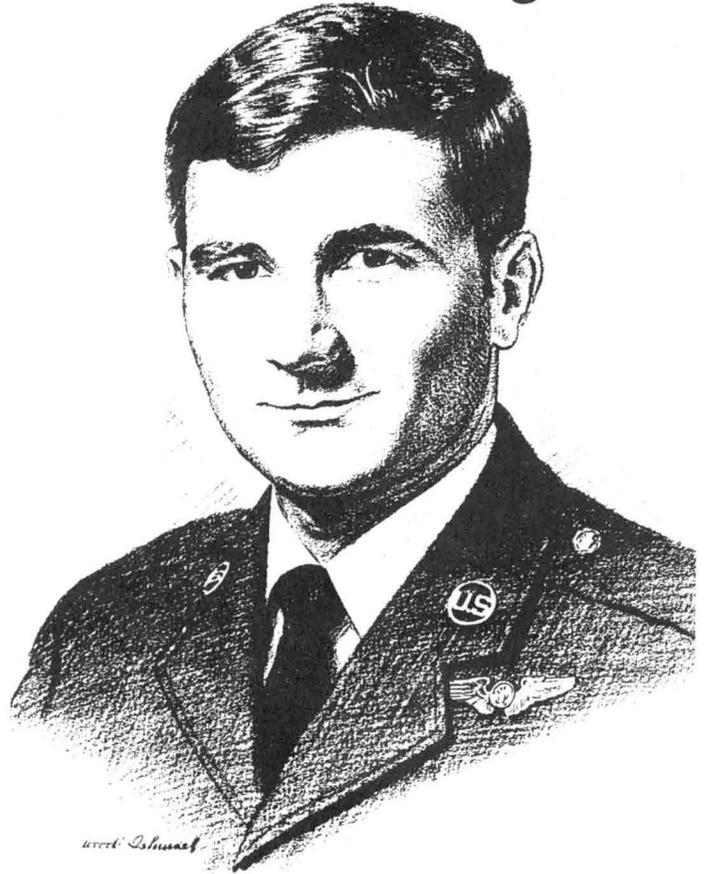
The flare--used for illumination during the AC-47's nighttime combat missions--would burn at the rate of 4000 degrees Fahrenheit when ignited.

Levitow managed to push the smoking flare out the stricken gunship's door before he fell unconscious. The Mark 24 burst into a white-hot fireball seconds after it was thrown from the plane.

For his heroism in the skies over Vietnam, John Levitow received the Medal of Honor from President Richard Nixon on May 14, 1970 at the White House.

He is now employed as Executive Assistant with the Connecticut Department of Veteran's Affairs.

Dining Out tickets are available from unit first sergeants.



John Levitow

## Bohn retires, once worked on jet stream discovery

By Kymberly Saganski

He spent 40 years in the Air Force -- not the Navy -- but one of his most memorable experiences was an encounter with "Moby Dick."

SMSGt. Robert E. Bohn, who recently retired from the 439th Communications Flight, helped make a startling scientific discovery at the start of his Air Force career.

Bohn, then a young NCO at Loring AFB, Maine, worked as NCOIC of a high frequency/directional finding site which helped track the movement of the yet undiscovered jet stream.

"A huge helium balloon, called 'Moby Dick,' was released at Lowry AFB, in Denver, Colo. with transmitters attached," said Bohn. "It had been long suspected that the jet stream did exist but tracking these helium balloons finally proved it. It was great to be part of that."

*"If I had the opportunity to do it again, I'd do it the same damn way...It's been a very rewarding experience that I wouldn't trade for anything."*

SMSGt. Robert E.

Bohn's communications training began in 1952 when he attended ground radio school at Keesler AFB, Texas. Upon leaving active duty in 1956, he continued to hold radio/communications positions in the Air Force Reserve in Massachusetts.

Although Bohn has always enjoyed his tours at Westover AFB, where he has been stationed since 1971, the last two years have proven to be the most exciting. In 1989, a message came through soliciting people to work on a special project. Bohn jumped at the chance to use his top secret security clearance.

During the past two years, Communication Center Supervisor Bohn has spent a series of six two-week tours, first at Andrews AFB, Md. and then at Maxwell AFB, Ala., working on the review and declassification of Southeast Asia Documents. "These were the most rewarding tours I've ever experienced," said Bohn.

As his forty years wind down, Bohn wouldn't change the way he has directed his military career.

"If I had the opportunity to do it again, I'd do it the same damn way. The Air Force Reserve has exposed me to a cross-section of America," he said. "It's been a very rewarding experience that I wouldn't trade for anything."

The sergeant is currently a Senior Source Quality Engineer for Litton Industries in Hartford, Conn. and has been a licensed HAM radio operator for 30 years.



## Allies set back at Kasserine Pass

By SrA. Mike Lyman

On the Russian Front, the last units of the German 6th Army in Stalingrad capitulate to the Soviets on Feb. 2. In what Winston Churchill calls "the hinge of fate," the decisive six-month battle proves to be the turning point in the war against Nazi Germany. On the same front, the Soviets launch a major attack, cutting off the German withdrawal from the Caucasus and retaking Kharkov.

On Feb. 9, U.S. forces on Guadalcanal link up to find that the Japanese have evacuated the island. With the island in American hands, the airfield can be used to control the whole Solomons area.

All totaled, the seven-month land battle of Guadalcanal costs the Japanese 24,000 dead against 1,600 Americans killed. At sea, each side loses 24 ships, but the Americans are able to accept such

attrition more easily than the Japanese.

In Tunisia, Rommel's Afrika Korps breaks through Kasserine Pass and defeat the U.S. Army 2nd Corps on Feb. 20. Five days after the initial assault, elements of the 2nd Corps retake the Kasserine Pass.

Though the Allied setback gives Axis forces little time to regroup, Rommel frightens every Allied commander in North Africa and teaches them much about the art of desert war.

As Rommel's last successful operation in Africa, the Battle of Kasserine costs the inexperienced Allies over 10,000 casualties, 183 tanks and nearly 1000 other vehicles. However, in the long run, it is the Allies who learn how to make an inter-allied command work.

In eastern Tunisia, Montgomery's 8th Army prepares to assault the Mareth Line, Rommel's last line of defense in Africa.

## Stressed-out?

**EDITOR'S NOTE:** The following information was provided by the 439th USAF Clinic. The PATRIOT will periodically publish health-related articles of interest to Westover personnel.

Stress is our bodies response to physical and emotional demands.

Our body responds to all stress by trying to get back to normal. This may mean an increase in hormones, like adrenaline, blood pressure and blood sugar.

If a stressful situation goes on for too long without relief, we might experience diseases and disorders such as colds, ulcers, asthma, heart attacks or strokes.

Although most people associate stress as negative, stress also occurs with positive changes, such as marriage, childbirth, job promotions, and moving. During periods of stress take care of yourself.

- (1) get plenty of rest
- (2) eat healthy
- (3) exercise
- (4) relax without drugs or alcohol

Stress can be used to your advantage. It can help to meet lifes challenges, experiences, and goals. And remember, balancing the time you spend with yourself and others not only can reduce stress, but also make you a happier and more productive person.

### Stress Level Checklist

Stress may affect in many adverse ways. Take Steps to identify and alleviate your stress if you have any of the warning signs listed below.

- inability to sleep
- unusual irritability
- bickering with friends and family
- depression
- sweaty palms
- increase or loss in appetite
- desire to drink or smoke
- overly negative attitude
- tendency to blame mistakes on others
- feeling overwhelmed and numb
- trouble concentrating
- letting little things bother you
- feeling short-changed about your life
- headaches
- crying
- muscle spasms
- irregularity
- feeling out of control
- losing your temper often
- being unable to express your feelings
- feeling consistently disappointed

## Patriot People

**Name:** David Hutchinson  
**Rank:** SSgt.  
**Age:** 25  
**Address:** Enfield, Conn.  
**Unit:** 337th AS  
**Position:** Loadmaster  
**Civilian position:** Student  
**Years of service:** 7  
**Favorite food:** Lobster  
**Favorite sport:** Darts  
**Favorite hobby:** Flying  
**Ideal vacation:** U.S. Virgin Islands  
**Best way to relax:** Jacuzzi  
**Preferred entertainment:** Movies  
**Favorite celebrity:** Dana Carvey  
**Favorite music:** Rock music  
**Favorite book:** *This Side of Paradise*  
**Favorite color:** British racing green  
**Favorite car:** Jaguar  
**Pet peeve:** Hat colonels  
**Best thing about Westover:** War stories  
**Worst thing about Westover:** Poor communication



TSgt. Sandi Michon

SSgt. David Hutchinson

## Patriot praises

### PROMOTIONS:

CMSgt. Gingras, Richard  
 CMSgt. Templeman, Thomas  
 SMSgt. Freer, Janis  
 SMSgt. Huey, Jim  
 MSgt. Baer, Arthur E. Jr.  
 MSgt. Craig, Karen K.  
 MSgt. Crawford, Clifford  
 MSgt. Demko, Nicholas S. Sr.  
 MSgt. Dobson, Paul E.  
 MSgt. Fusillo, Patrick L.  
 MSgt. Guglielmo, Joseph A.  
 MSgt. Morin, Gregory  
 MSgt. Trychon, Albert F.  
 TSgt. Crawford, Kenneth D.  
 TSgt. MacDougald, Kenneth  
 TSgt. Marshall, Henry  
 TSgt. Rys, Robert E.  
 SSgt. Caldwell, Maria E.  
 SSgt. Cepero, Fernan R.  
 SSgt. Clark, Wayne M.  
 SSgt. Combs, Pamela R.  
 SSgt. Crane, Shari L.  
 SSgt. Duval, Donna M.  
 SSgt. Foley, Deborah E.  
 SSgt. Horgan, Peter F.  
 SSgt. Laffond, Michael S.  
 SSgt. Lamica, Thomas K. Jr.  
 SSgt. Landon, Mark T.  
 SSgt. Larsen, William M.  
 SSgt. Nna, Obioma, H.  
 SSgt. Sullivan, Alexander F.  
 SSgt. Wheeler, Cathi D.  
 SrA. Besterman, David  
 SrA. Carter, Gaus, M.  
 SrA. Gorton, Martin D.  
 SrA. Harford, Kevin L.  
 SrA. Layman, Jennifer L.

SrA. Moriarty, Sarah A.  
 SrA. Robert, Theresa M.  
 SrA. Robitaille, Shane C.  
 SrA. Soares, Antonio J.  
 SrA. Thiel, Wilhelm A.  
 SrA. Ullase, Ronnie I. Jr.  
 A1C Batchelor, Thomas J.  
 A1C Corliss, Ronald H.  
 A1C Czapkiewicz, Albert S.  
 A1C Greenaway, Edward A.  
 A1C Greenlaw, Harold M. Jr.  
 A1C Healey, Marianne S.  
 A1C Hebert, Kimberly A.  
 A1C Kantorowski, Peter P.  
 A1C Lessane, Simone N.  
 A1C Magnani, David M.  
 A1C Perry, David S.  
 A1C Rodriguez, Manuel P.  
 A1C Saintcalle, Richard R.  
 Amn. Drapeau, Cheri M.  
 Amn. Kouffie, Lisa M.  
 Amn. Kycia, Julie A.  
 Amn. Smith, Gregory P. Jr.  
 Amn. Thurber, Justin E.  
 Amn. Watson, Gary M.  
 Amn. Wilson, Michael D.

### REENLISTMENTS:

MSgt. Cambio, David P.  
 MSgt. Hyde, Walter  
 MSgt. Knight, William R. Jr.  
 MSgt. Lewey, Charley R.  
 MSgt. Matte, Richard J.  
 MSgt. Mee, David P.  
 TSgt. Beebe, Kim M.  
 TSgt. Benoit, Ronald R.  
 TSgt. Chenaille, Albert G.  
 TSgt. Chenevert, Richard  
 TSgt. Crawford, Howard A.  
 TSgt. Culpepper, Teresa  
 TSgt. Grady, Michael  
 TSgt. Jeremicz, Theodore  
 TSgt. Lerourneau, Carla A.  
 TSgt. Lerourneau, Charron A.  
 TSgt. Pinto, Thomas  
 TSgt. Poudrier, Donald E.  
 TSgt. Rayford, Jance C.  
 TSgt. Riel, Francis L.  
 TSgt. Russell, Lillian M.  
 TSgt. Ryan, Linda S.  
 TSgt. Squier, Corinne A.  
 TSgt. Sullivan, Joseph  
 TSgt. Taylor, Patrick A.  
 TSgt. Uccello, Corrado  
 SSgt. Alicia, Jose A.  
 SSgt. Dambrosio, Thomas W.  
 SSgt. Guzik, David J.  
 SSgt. Haag, Thomas P.  
 SSgt. Hays, James W.  
 SSgt. Hughes, Kevin M.  
 SSgt. Ingerson, Robert J.  
 SSgt. Lamica, Thomas K. Jr.  
 SSgt. Lesure, Glenn C.  
 SSgt. Major, Daniel J.  
 SSgt. Mazzurco, Sally M.  
 SSgt. Ormerod, Wesley A.  
 SSgt. Penna, Michael N.  
 SSgt. Perreault, Elaine J.  
 SSgt. Pope, William C.  
 SSgt. Read, Geoffrey E.  
 SSgt. Robles, Francis  
 SSgt. Sawyer, Christopher M.  
 SSgt. Talbert, Sherry L.  
 SSgt. Teter, Jerry L.  
 SSgt. Veresko, Paul S.  
 SSgt. Webb, Gladis E.  
 Sgt. Morris, Michael

SrA. Schneider, Joseph P.  
 SrA. Scott, Rhonda M.  
 SrA. Walker, Michael R.

### ENLISTMENTS:

SSgt. Fydenkevez, James J.  
 SrA. Thompson, Evenus  
 A1C Destefano, Teri A.  
 A1C Leclair, Darryl J.  
 A1C Rust, Andrew E.  
 AB Lamprey, Ellen T.  
 AB Peplin, Jason C.

## CCAF expands hours to assist Reservists

MAXWELL AFB, ALA. -- The Community College of the Air Force is staying open on selected Saturdays to help Air Force Reservists.

Air Force reserve trainers and students may call 1-800-842-5912, DSN 493-5800 or 593-5800 Monday through Friday and on the scheduled Saturdays from 8 a.m. to 4 p.m.

The scheduled Saturdays are: Feb. 6 and 13, March 6 and 13, April 3 and 10, May 1 and 8, June 5 and 12, July 10 and 17, Aug. 7 and 14, Sept. 4 and 11, Oct. 2 and 9, Nov. 6 and 13 and Dec. 4 and 11.

# Westover pumps \$127 million into area's economy

By MSgt. Gordon A. Newell

Westover Air Reserve Base pumped nearly \$2.5 million a week into the region's economy during fiscal year 1992, according to a report released today by the Air Force.

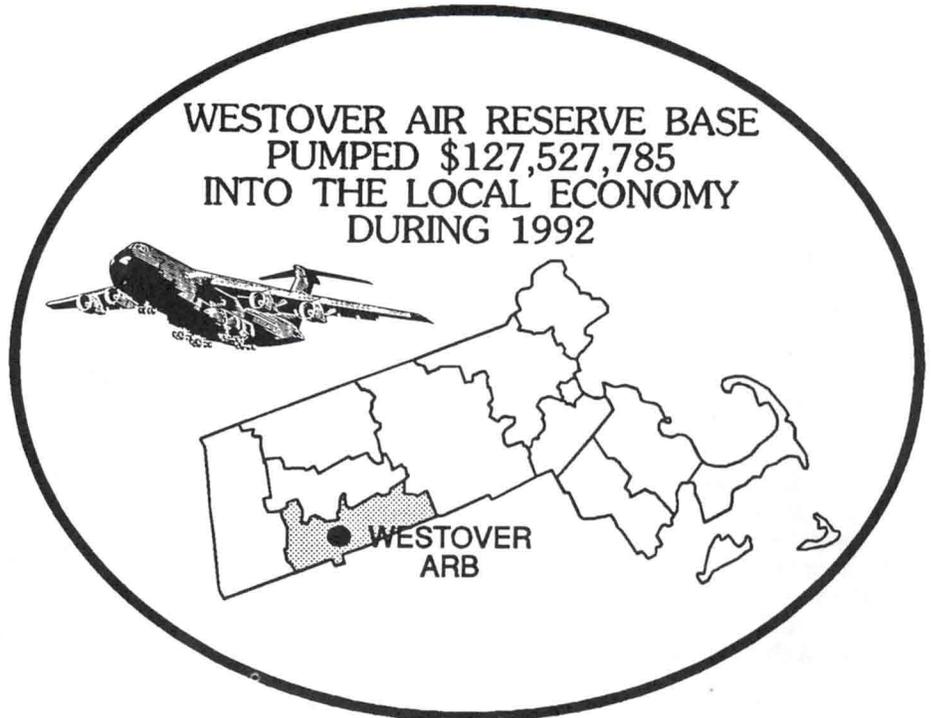
A total of \$127,527,785 poured from Westover, into the local economy--communities within a 50-mile radius of the base--during FY 1992, which for the federal government was Oct. 1 1991 to Sept. 30, 1992.

"These are substantial figures," said Col. James P. Czekanski, commander of the 439th Airlift Wing. "Because we completed many of our major construction projects during 1990 and 1991, the numbers are lower than in the recent past, but they still show that Westover is a vital part of the economy of the Pioneer Valley."

Westover's gross federal payroll during fiscal year 1992 was \$56.7 million. This compares to \$61.7 during FY 1992 which was high because of the base's extensive involvement in the Persian Gulf crisis when more than 1,500 Westover reservists were activated.

On a day-to-day basis, 540 Air Reserve Technicians (full-time reservists) and 534 civilian employees--1,074 total-- are employed at Westover and received a total of \$37.8 million in wages.

Westover has more than 2,400 Reserve members assigned to the 439th Airlift Wing. Approximately one-third of these reservists reside in Hampden and Hampshire counties.



Artwork by Colleen Turonsha

The reservists train one weekend per month, plus 15 days of required annual training. The payroll for these reservists totaled \$16.5 million during FY 1992.

In addition, 238 people are employed on the base in non-appropriated fund positions such as at the Consolidated Open Mess, the bowling alley, the gymnasium etc. Their payroll came to \$2.2 million.

There are 6,634 military retirees

living in the immediate area of Westover, who collected \$74.3 million in payments during the year.

Military construction projects at Westover fell to a three-year low of \$2.4 million.

Last year \$18 million was spent while \$52 million was expended during 1990 when major projects were underway to accommodate the current fleet of 16 C-5A aircraft.

# PATRIOT



Published monthly for Patriots like TSgt. Nancy McKemmie of Windsor Locks, Conn., and 2,926 members of the 439th AW at Westover ARB.

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