

# PATRIOT

THE TEAM OF CHOICE

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB, MASS.

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GREAT NEW ENGLAND AIRSHOW – Westover played host to 300,000 visitors on Aug. 12-13. Airshow articles and photo coverage begins on page 3

## Great job, folks!

Well, I have just experienced my first Great New England Airshow and all I can say is "Great job, everyone!"

Our airshow accomplished all we had set out to accomplish. It was the largest outreach event our wing has done or will do in two years and we successfully pulled it off.

There are those that would say the weather put a damper on the event, but I am grateful the rains held off until the Thunderbirds landed on Sunday. And the weather did not prevent us from completing all the flying.

I got around during both days of the show and can tell you that I was impressed with all that was being looked after. We provided an extremely safe, clean, fun and positive environment for the general public and you made it happen.

From the flying portion of the show, to the aircraft parking, to the medical support, to the security and parking teams, to the manpower and set-up teams, to the base appearance teams, to the great job by the trash collector teams, it was a total force effort and it did not go unnoticed.

The FAA paid compliments to our flying acts and the flying teams were very complimentary of the Operations team and their excellence in show preparation and execution. I have received compliments about the entire show from everyone I talked to. The New England public received a real treat on Aug. 11-13 — all because of you.

You were terrific hosts and your teamwork was magnificent. Because of your outstanding efforts people will be asking, "When is the next airshow?" It's hard to argue with success. Thanks to all, and GREAT JOB, FOLKS!

by Col. Martin M. Mazick  
439<sup>th</sup> AW Commander



## Briefs

### Quarterly award winners announced

A Quarterly Awards board was convened to select the outstanding Airman, NCO, Senior NCO, Company Grade Officer, Civilian Employee, and Civilian Supervisor of the 4<sup>th</sup> quarter.

**Airman:** SRA Donahue R. Pinto, 439 Aeromedical Staging Squadron;  
**NCO:** SSgt. Roy E. Sloan, 439 Communications Squadron;  
**Senior NCO:** MSgt. Michael Dibrindisi, 439 Aircraft Generation Squadron;  
**Officer:** Capt. James G. Bishop, 439 AW Public Affairs  
**Civilian:** Karl G. Lindberg, 439 Support Group Bio Environmental Engineering Services;  
**Supervisor:** Thomasina Murphy-Mayo, 439 AW Safety.

### Gate hours to change

Beginning Sept. 19 base gate hours will change. The Industrial Gate (ID Gate) off Westover Road will remain the base's main gate and its 24-hour access point. That gate will also be the only entry point for visitors.

The Fairview Gate (James St.) will be open from 5:45 a.m. to 6:45 p.m. every day except holidays and non-UTA weekends. Non-UTA weekend hours of operation will be from 9 a.m. to 6 p.m. The Security Forces will open it again from 11:45 p.m. to 12:15 a.m. to accommodate the base's shift workers.

After the change, McMillian Gate (Gate 2, by the Ludlow golf course) will be open from 5:45 a.m. to 7:30 a.m. It will open again at 4:15 p.m. and close at 5:30 p.m. Gate 2 will remain closed on holidays, but the above hours will be in effect during UTA weekends.

Security Forces are developing a sign on Perimeter Road to show when Gate 2 is open. Gate 2 may be delayed in opening or it may be closed if the Security Forces need the additional manpower for a response or emergency.

**September UTA schedule**  
**A UTA Sept 9-10**  
**B UTA Sept 23-24**

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**439th AW Commander**  
Col. Martin M. Mazick  
**Chief of Public Affairs/Co-editor**  
Gordon A. Newell  
**Wing Public Affairs Officers**  
Maj. Sally Morger  
Capt. James Bishop  
Capt. Mike Franco  
**Public Affairs Specialist**  
Monica M. Lindberg

**NCOIC/Editor**  
MSgt. Sandi Michon  
**Deputy NCOIC**  
MSgt. Tom Allocco  
**Deputy Editor/Illustrator**  
MSgt. W.C. Pope  
**Staff**  
SSgt. Charlie Cangemi  
SSgt. Andrew Reitano  
AIC Amber Ryals

# The Great New England Airshow 2000



By Capt. James Bishop

The rain held off until the final hour.

Even so, after a night of torrential downpour, by 6:45 a.m. on the first day of the Great New England airshow, phones were ringing.

"Is the airshow cancelled?" asked callers.

Not on your life. The show went on both days, with acts performing under cloudy skies Saturday, and a light rain by 3 p.m. Sunday.

An estimated 100,000 people attended Saturday's airshow, watching headliner acts such as the Air Force Thunderbirds and the Army Golden Knight parachute team, as well as civilian champion aerobatic pilot, Sean Tucker, and 18 other flying demonstrations. Some 62 static displays showed the new and the old in aviation: from the WC-130J weather plane, like the one seen in *The Perfect Storm*, to the single-propeller, pre-World War II P-40 Warhawk fighter.

The Sunday crowd count reached 200,000, according to Col. Thomas Mazauka, 439<sup>th</sup> Airlift Wing vice commander.

Saturday, August 12 marked five-year-old Amanda Matusko's second time at Westover's airshow. The Holyoke resident has been going to airshows since she was one year old, when she went to the New River Air Station airshow in Jacksonville, N.C., with her parents.

Sitting on her grandfather's shoulders in the front row on Saturday, she said she liked seeing the tricks the planes did.

The Great New England airshow is the culmination of two years' planning, said Lt. Col. Dan Nichols, airshow operations director. Planning made the difference.

"It's running very, very, very smoothly,"

Nichols said on Sunday, adding that planning has already started for the 2002 airshow.

No arrests were made during the show, and other than one broken ankle and a seizure, there were no serious injuries during the two days, according to security and medical authorities.

Four-year-old Walker spent most of the airshow with his nose down, sniffing various items. A black Labrador retriever explosives detector with the Mass. state police, Walker, like the six other bomb-sniffing dogs the state police have, only gets food when he actually finds explosives. (Just so Walker doesn't starve, his handler, state police bomb technician Paul Kastrinakas, keeps a ready supply of gunpowder he can hide and let Walker sniff out.)

Vendors were at the show, selling everything from denim Warhog A-10 hats, to double-folding chairs and cups of beer.

In the southeast corner of the ramp, an F-117 Nighthawk stealth fighter from Holloman Air Force Base, N.M., drew a crowd. Two around-the-clock, armed guards patrolled the perimeter around the odd-angular plane.

Items other than airplanes were on display. Marines from the TOW Platoon, 25<sup>th</sup> Marines maintained a static exhibit of their humvees, showing passersby the top-mounted 40 millimeter grenade launcher, and one of the grenades.

When asked which event was his favorite, Nichols, who is the chief pilot at the 337<sup>th</sup> airlift squadron when he's not planning airshows, said, "I love them all."



## MEDIA BLITZ

**DAWN TO DUSK** — New England media flocked to the Great New England Airshow, eager to cover the weekend's big events. For many, Westover's airshow is their favorite assignment. "I love it," said Don Sutherland, Channel 22 cameraman. "Let me put it this way — I'm on vacation and I was out here at 4 a.m. to help with the coverage." Select area media representatives had the rare privilege of flying with the Thunderbirds and tandem-jumping with the Golden Knights.



## Flying Fortress revives memories of first 8th AF mission to Berlin: First mission was roughest

Article and photo by MSgt. Tom Allocco

In the chronicles of airpower, March 4, 1944 will forever be pivotal.

Like a thunderclap, the world heard that for the first time 8<sup>th</sup> Air Force heavy bombers had stabbed into the heart of Nazi Germany to take the war to Berlin. During the Great New England Airshow, John O'Neil of Trumbull, Conn., rested a hand on the tailgun of a B-17 Flying Fortress and recalled his role in the battle 25,000 feet over Berlin in "the first mission to the Big B."

"We called Berlin 'Big B'. 'Little B' was Bremen," O'Neil said. Missions to Bremen were tough. But the Berlin mission upped the ante for both sides. Berlin was a "deep penetration raid," far from home bases in England to the capital where Goering concentrated his ack-ack and Messerschmidts. Like Polesti and Doolittle's Tokyo raid, going to Berlin was a genuine act of heroism for every airman.

O'Neil went to Berlin as a tailgunner behind twin Browning .50 caliber guns in a Pathfinder. His Flying Fortress was equipped with advanced radar to lead the other bombers to the target in bad weather.

"We knew the Berlin mission was coming after Jimmy Doolittle became commander of the 8<sup>th</sup> Air Force in January. He wanted to lead the first mission to Berlin, but Eisenhower wouldn't let him, in case he was captured," O'Neil said.

"On March 3 we were alerted. Everyone got their equipment ready and we flew that night to the 94<sup>th</sup> Bomb Group at Horam. We slept a couple hours and got up at 4:30 a.m. For breakfast the pre-mission special was eggs, which you normally couldn't get in England," O'Neil said.

"In the briefing they would pull the curtain back from the map and there would be a red string to the target. If it was a tough mission everybody would go 'oh oh!'"

"It was an unhappy feeling. We had never bombed Berlin before and the Germans said they would defend it to the last. I had the same feeling as the rest...it was one of those things everyone knew had to be done, but nobody especially wanted to do it," O'Neil said.

"The British had done it with Mosquitoes, only at night. We were going in the day," he said.

The bombing of Berlin was possible after the introduction of the long-range P-51 Mustang in January to keep the Messerschmidt 109s off the B-17s.

The first mission to Berlin went awry from the beginning. "We started with 700 planes. Bad weather turned all but 30 back," O'Neil said. Five of the 30 were lost over Berlin.

"The P-51s saved the rest of us...Chuck Yeager shot down a German fighter that day," O'Neil said. Sixteen of the P-51s were lost, mostly due to icing, wind and clouds.

"We were just very happy to be back and just thanked the Lord," he said.

"Two days later the 8<sup>th</sup> Air Force went back to Berlin and lost 69 bombers out of about 750," he said.



**WORLD WAR II TAILGUNNER** — Eighth Air Force tailgunner John O'Neil of Trumbull, Conn., tours the airshow's B-17 Flying Fortress, similar to the bomber he flew in on the first mission to Berlin in 1944.

"The German fighters came from 12 o'clock high straight at you, lobbing 20 millimeter shells at you. If B-17s got out of formation they would collide. There were even collisions between fighters and B-17s," he said.

O'Neil continued as a tailgunner until the end of the war, when he flew home to Bradley to a waving crowd. He later recounted his harrowing experiences in a book "Bombs Away: Pathfinders of the Air Force."

## History group preserves wartime idealism

by MSgt. Tom Allocco

The guns have been silent for decades, but the idealism and drama unleashed by the war General Eisenhower called the "Great Crusade" still reverberate. The Great New England Airshow was a forum for members of the World War II Living History Association who hope to preserve the spirit that is our inheritance from that generation.

Capt. Don Carlton, 439<sup>th</sup> Operations Support Squadron intelligence officer, is among members of the association old enough to remember when almost every American family felt deeply the impact of the experience of war. During the airshow, association members donned the khakis, olive drabs and flight suits of the Army Air Corps and laid out a display of memorabilia in the Base Hangar to pass the inheritance to one more generation.

"My father's brother, my Uncle Chet, was a 15th Air Force gunner who was shot down and killed in a B-24 Liberator over Yugoslavia in November, 1944. My mother had a brother killed in the Battle of the Bulge. All my uncles and my father served in World War II," Carlton said.

"Growing up, my uncles and grandparents would tell me about my Uncle Chet who I never met. When my grandparents passed away I got all the memorabilia — his goggles, training manuals, fleece-lined gloves.

"I was passed on the family heritage. It

was kind of automatic that I would go into the Air Force... Kids of my generation had quite a military example growing up," he said.

From sheet music of forlorn love to sugar and gasoline ration stamps, to war bond posters of square jawed airmen, the association chronicles the unique style produced by the collective national effort of 1941-45. They were the last years before molded plastic replaced iron, leather and canvas equipment and popular culture was commercialized. The cover of the 15-cent "Army Laughs" might poke fun at overweight generals, but there was no doubt that America was united in its crusade. Even Ted Williams and Jimmy Stewart wore military uniforms.

"A blue star indicated a son or daughter serving. Just about every household had a blue star in the window, usually in the front porch window where it was a point of pride," Carlton said.

"A gold star indicated a son who was killed. I have my grandmother's gold star in fringed satin," he said.

"I think the mission of our country and our military was crystal clear...there was an involvement of families on the home front who were aware of the sacrifices of soldiers and airmen overseas," he said.

"I'm fascinated by the Army Air Corps. The Air Force was so new and everything

was being pioneered. It was part of the Army, but everyone had a sense they were aviation pioneers and building a whole new force for their country.

"The reward is talking with vets, hearing their stories and keeping alive our Air Force history," he said.

One of the association's most treasured artifacts is a Norden bombsight, held to be capable of "pickle-barrel" accuracy from great height. It was so highly classified that it included an explosive device to keep it from falling into enemy hands.

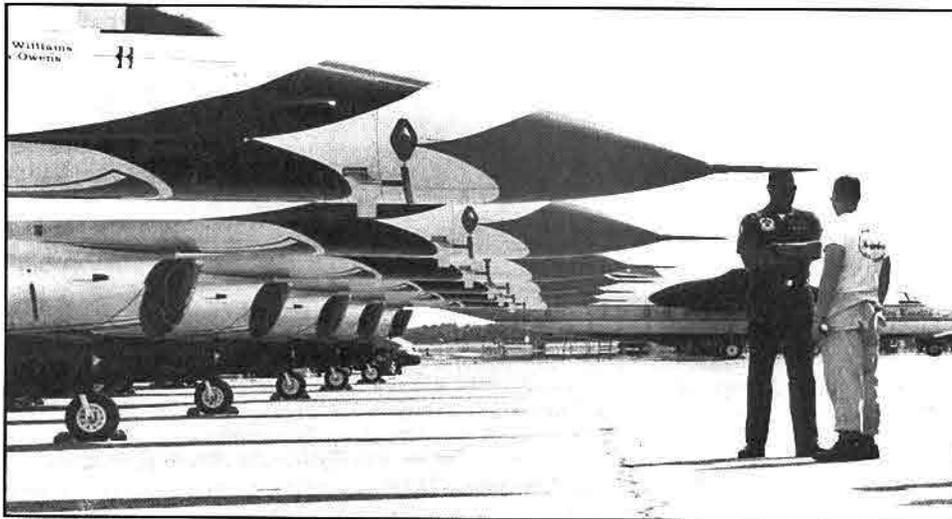
Carlton personally owns a numbered copy, signed by General Jimmy Doolittle, of the final report of the 8<sup>th</sup> Air Force to brief President Truman and the Congress. He obtained it through retired CMSgt. Bob Adams, a nationally-known collector of military antiques.

"We're getting a lot of personal artifacts, now, that veterans donate because their kids and grandchildren are not interested. It's poignant when a 75 or 80 year old vet says 'I want you to have my old dogtags because no one in his family is interested,'" Carlton said.

"We suit up and explain what that generation did. People have no concept of what a crew went through flying at 30,000 feet. The payoff is when you see the realization dawn in their eyes. You've educated somebody and passed a lesson to a new generation," Carlton said.



**SECRETS REVEALED** — Capt. Don Carlton of the 439<sup>th</sup> Operations Support Squadron explains the function of the once top-secret Norden bombsight at the World War II Living History Association display in the base hangar during the airshow.



**ENGINES OFF** — A Thunderbirds crew chief talks with an unidentified man the day before the airshow. The F-16s flew a full show on August 12, but rain and low-hanging clouds forced an abbreviated program on Sunday, August 13.

*Photo by Maj. Sally Morger*

## Thunderbirds attract young and old to airshow

by Maj. Sally Morger

Cries of delight rose above the roar of F-16 engines on Westover's flight line as the U. S. Air Force Thunderbirds streaked past crowds during the Great New England Airshow on August 12-13. Folks craned their necks, searched the heavens, and alternately used their fingers to plug their ears or point above as the T-birds darted through the cloudy skies.

Despite the threat of heavy rain along the eastern seaboard, clouds lifted sufficiently on Saturday, the first day of the airshow, for the Thunderbirds to perform their low altitude performance. On Sunday, bad weather moved in, forcing the pilots to perform their flat show, which requires at least five nautical miles of visibility and a minimum cloud ceiling of 1,500 feet. The low and high altitude shows require minimum ceilings of 3,500 and 8,000

feet respectively.

The good news was that the F-16s flew at all on Sunday. At 4 p.m., 30 minutes after the F-16s' take-off, the skies opened and a rain shower sent spectators running for cover. The team cut its show short by just a few maneuvers.

Weather-wise, the best days for watching the Thunderbirds proved to be Thursday, as they showed off in the sky during their arrival, and on Friday's "practice day," when the team went through its paces and "then some," much to the joy of those on and around base. Each of those days proved especially memorable for two of Westover's area reporters. Marla Goldberg of the Union News and anchorwoman Beth Carroll of WGGT-TV Channel 40 braved back-seat orientation rides in one of the T-birds' D-model two-seater.

Besides their air performances, the

team was involved with other events in Westover's military and civilian communities. On Friday, the T-birds provided the background for 10 members of the 439<sup>th</sup> Airlift Wing during their reenlistment. Later, more than 50 children with the Make-A-Wish Foundation watched the team's practice show and excitedly met with the pilots. In the afternoon, team members visited those who wouldn't be able to see the show: children at the Chicopee Boys and Girls Club, patients at the Shriners Hospital, and vets at the Holyoke Soldiers Home. Sunday afternoon, before the final Thunderbird performance, 70 active Air Force recruits took the enlistment oath in front of the F-16s, winning enthusiastic applause from the crowd.

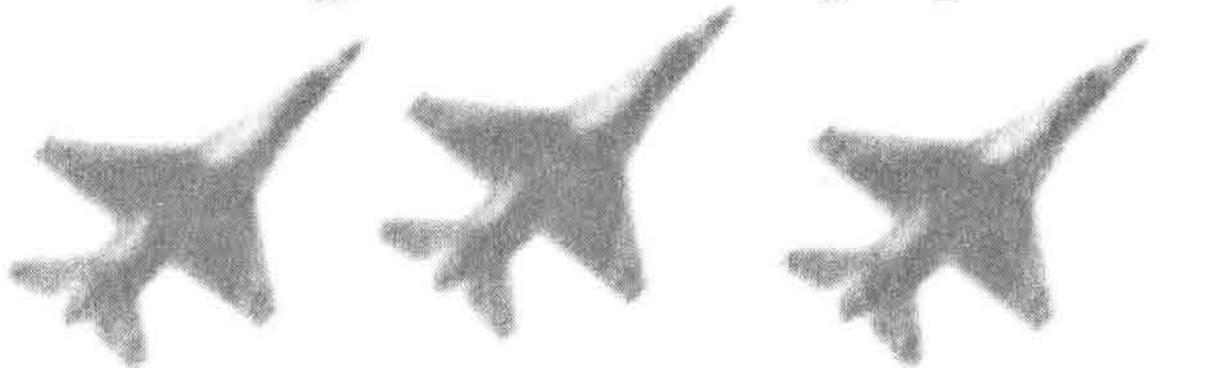
The weekend at Westover was one of 45 stops on the Thunderbirds' 2000 schedule, which typically runs from March to November. That translates to about 210 days a year

**FLIGHT LESSONS** — Maj. Kevin Mastin, number 6 Thunderbird pilot, talks to 7-13-year-olds at the Chicopee Boys and Girls Club the day before the airshow.

*Photo by Capt. James Bishop*



## The amazing men in their flying machines



By Maj. Sally Morger

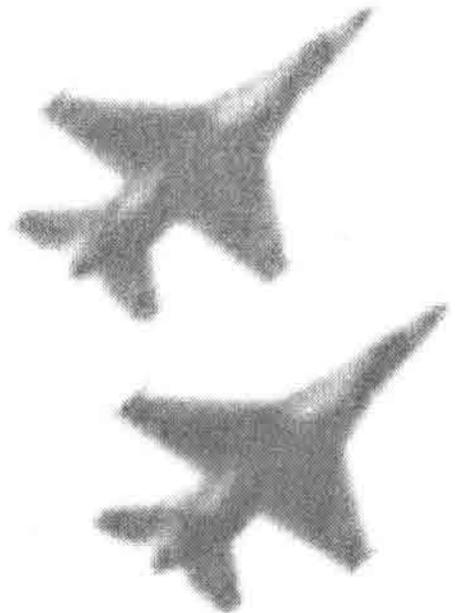
The American public first thrilled to the sight of airplanes in the sky early in the 1900s when daredevil barnstormers crisscrossed the country. Stunts like wing-walking amazed audiences. The fledgling Army Air Corps wanted to amaze people too, but with a focus on the military capabilities of its aircraft and pilots. So in 1928, the military formed its first aerobatic team, "The 3 Musketeers," of the 1<sup>st</sup> Pursuit Group, which performed at the 1928 National Air Race.

More teams followed, with colorful names like "Men on the Flying Trapeze," "The Three Mugs of Beer," "Red Devils," and "Sabre Dancers." Despite what the names implied, the Army Air Corps remained careful not to label the teams as stunt men.

After World War II, other aerobatic teams came and went, flying aircraft like the F-51, F-80, T-33 and the F-86. Some of the more unusual teams included: "Four Horsemen" of the 774<sup>th</sup> Troop Carrier with their C-130s; a Colorado Air National Guard team representing the National Guard Bureau from 1956 to 1959; and even a bomber team known as the Black Knights, flying the B-57 out of Laon Air Base, France.

The birth of the Thunderbirds occurred after the Korean War when Air Force officials pinned the shortage of pilots on their public image as a strange breed, and on cadets' fear of the fast, new jet fighters hitting the Air Force inventory. The cure: an official demonstration team of so-called average guys with outstanding combat flying skills who would perform aerial maneuvers in formation in state-of-the-art aircraft. The F-84G Thunderjet was chosen as the aircraft, and the mission was to demonstrate its capabilities and to recruit aviation cadets.

The missions have changed since 1928 but the wonderment of the audiences who watch the amazing men in their flying machines lives on.



### Thunderbird coverage from previous page...

away from family. "It's tough on a marriage," says lead solo pilot, Maj. Dean Wright. "You know going in that it's going to be stressful." He copes by paying to have his wife Andy and 20-month-old son Jack fly to every airshow site possible. "Jack's been on 43 flights already," Wright said.

The Thunderbirds accommodate special family circumstances when possible. In fact, only five aircraft, instead of the usual six, flew to Nellis AFB, Nev., for the imminent birth of his first child.

The Thunderbirds date to 1953 when the Air Force established the 3600<sup>th</sup> Air Demonstration Flight at Luke AFB, Ariz. There, offi-

cialists conducted a contest to pick the name of the team, and 25 percent of the entries suggested the "Thunderbirds."

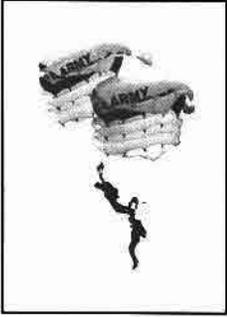
Among Native American tribes, the Thunderbird holds an equivalent rank of Sun God or Earthmaker and brings victory in war, good over evil, and light over darkness. However, the name was thought to be too common in the Phoenix area, so for the first few weeks of their existence, the team was called the "Stardusters."

Currently, eight pilots, four support officers, four civilians, 104 active duty enlisted people and two National Guardsmen serve with the Thunderbirds, performing in more than 27 different career fields.

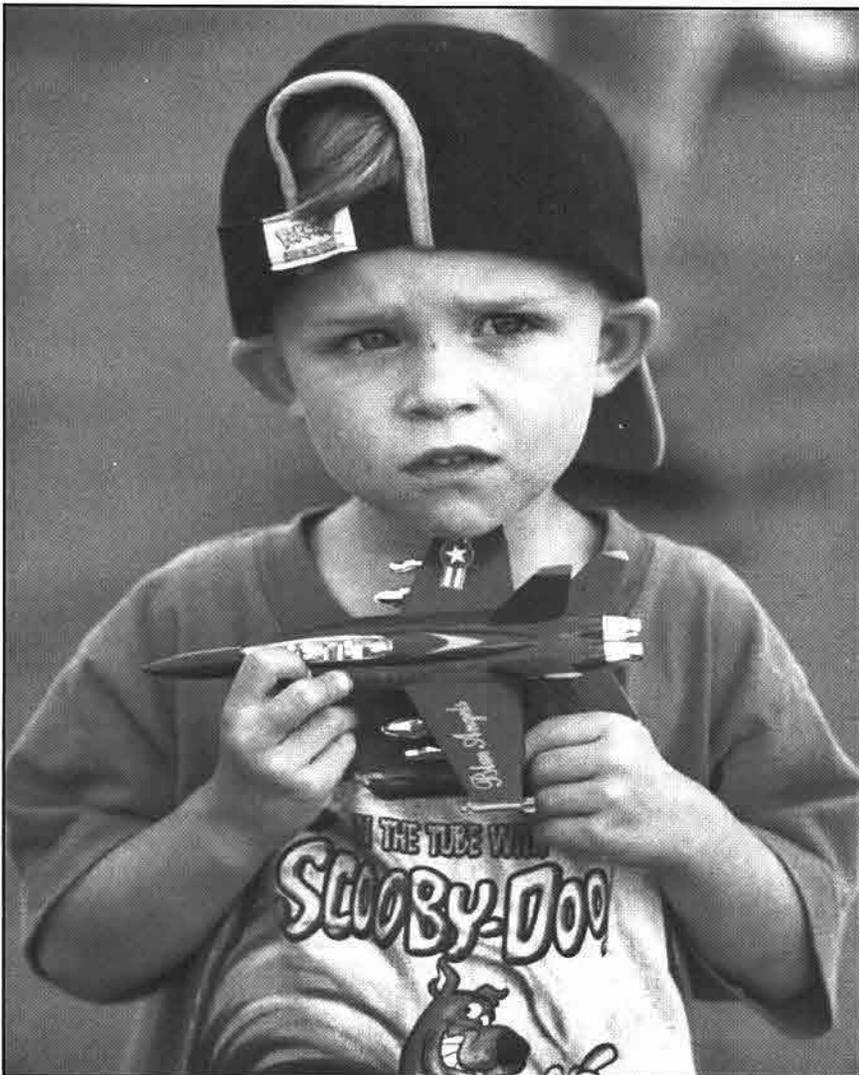
Of course, most visible to the public are the pilots, who fly specific positions in the air as well as duties beyond performing. In fact, according to team narrator and advance man, Maj. Ken "Fast Eddy" Edwards, each pilot is recruited based on how he fits a specific job. For instance, he explains, the lead pilot is the squadron commander, the left wingman the safety officer, the right wingman the safety officer, the slot man the flight evaluator, and so on.

Those pilots add a lot more hours to their log once assigned to the team, thanks to the grueling schedule and the practice time required. But as Wright says, "I enjoy flying the way no other pilot could ever do."

# The Great New England Airshow

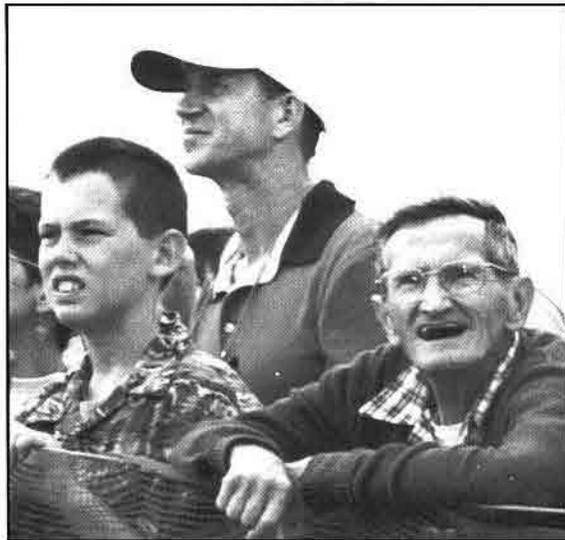


*Photos by MSgt. Sandi Michon*





**AERIAL ACROBATICS** — An estimated two-day total crowd of more than a quarter million people watched the headline acts — the USAF Thunderbirds and the Army Golden Knights Parachute Team — as well as civilian stunt pilots and 19 other flying demonstrations. They toured some 60 aircraft on the ground and even tested their skills at the climbing wall next to the C-5 display.



*Photo by MSgt. Tom Allocco*

## Keesler Hurricane Hunters unveil new C-130J at airshow

by MSgt. Tom Allocco

The toughest weather forecasters in the world and their breakthrough new airplane were introduced when the "Hurricane Hunters" of the 53<sup>rd</sup> Weather Squadron, Keesler AFB, Miss., brought one of their new C-130J models to the Great New England Airshow August 12-13.

The aircrew and maintenance team has a lot to brag about. Theirs is the only squadron in the U.S. given the often hair-raising missions of flying up to 600 miles off the coast to track and measure hurricanes. They fly the revamped C-130J, loaded with advanced technology that will carry the proud old Hercules line far into the next century. And, in the best tradition of "Total Force," the airmen with the big job of safeguarding lives and property are all Reservists.

The Hurricane Hunters have garnered plenty of newspaper headlines and TV specials for flying into the eye of ripping ocean storms that send all other planes and ships fleeing. The 53<sup>rd</sup> Weather Squadron's profile was recently boosted when film clips of one of their planes was featured in opening scenes of the movie "The Perfect Storm," the 1990 death-dealing North Atlantic catastrophe off Cape Cod.

The squadron flies a dozen C-130s and are transitioning from "H" models to "J". During hurricane season, from June through November, they may be called out from two to 12 times to fly into storms off both coasts. Typically they operate out of St. Croix in the Atlantic and Hickam AFB, Hawaii.

"Right now one of our planes is working the Atlantic," said crew chief TSgt. Kenneth Judie, who has been out twice.

The eye of a hurricane is usually surrounded by a solid ring of thunderstorms called the eyewall, which is where the strongest winds are usually found. Sometimes the clouds and rain are so thick, the aircraft's wing tips are barely visible.

"It's a rough ride. It's a long mission, eight hours, in and out of the eye, getting tossed around. You've got to have confidence in the pilot, aircraft, maintenance, the whole team," he said.

When Lt. Col. Glenn "Doc" Stowe tells friends about his roughest day in the cockpit, he recounts 1995's Hurricane Hortense.

"There was lightening everywhere. We were a couple hundred miles southeast of Pope AFB, N.C. It was the middle of the night and we were surrounded by lightning. Just as we got to the eye of the storm we saw



**HURRICANE HUNTERS** — Crew chiefs TSgt. Kenneth Judie (left) and TSgt. Mark Pinkkney kept busy answering questions about their new C-130J weather plane and their squadron's unique mission.

a radar pattern that looked like a tornado and we left," Judie said.

Unpredictability makes a storm dangerous. "You can have two crews. The first flies in and six hours later the second flies in and it can be completely different. It certainly can be rough," Stowe said.

The Hurricane Hunters have been called out from Maine to the Florida Keys. Storms commonly spring up in the warm waters of the South Atlantic from Mexico's Yucatan Peninsula to the Cape Verde islands off Africa, and build up strength as they track into the Carolinas and track north.

Flying at 5,000 to 10,000 feet, the Hurricane Hunters find the eye of the storm by flying in and out. They drop a "sonde," a tube-like monitoring device that sends back to the aircrew readings of temperature, barometric pressure, wind velocity and direction. They send the information to a satellite which forwards it to the National Hurricane Center in Miami.

The Hurricane Hunters have a plane to match the mission. The most obvious distinction are the two additional propeller blades, giving the "J" model six blades which are automatically feathered on the ground.

More significant are the advanced avi-

onics which eliminate the flight engineer's job. "The heads-up display is the primary flying reference. Other planes have a HUD, but not as primary. I believe that's unique among aircraft, certainly among transport aircraft," Stowe said.

"It far and away outperforms the 'H' model. On takeoff the 'J' performs probably twice as well, in a shorter distance and faster," Stowe said.

"It's just like a new car. We took delivery in November. It still smells new," said Crew Chief TSgt. Mark Pinkkney. "I think it'll be a lower maintenance job," he said.

"It's a tribute to the engineers this nation brought up in the 1950s that we're still flying an airframe designed with slide rules, which could not be improved upon," Pinkkney said.

"But they don't fly themselves. It still takes teamwork between operations and maintenance," he said.

"Storm deployments are a fact of life," Pinkkney said. Storm season can be hard on family life, but there are rewards to being a Hurricane Hunter.

"We're proud of being unique and doing something of direct benefit to taxpayers. Because of our mission, people get better warning for preparation which saves lives and property," Stowe said.

# C-160 Transall adds French flair in first New England visit

by MSgt. Tom Allocco

Airshow visitors were introduced to an aircraft internationally esteemed but rarely seen in New England when the French Air Force brought its C-160 Transall cargo aircraft.

The two-engine airplane with red, white and green circular markings is similar to the C-123 in appearance and performance. Like the C-130, the Transall is a versatile veteran from the 1960s and a workhorse in numerous air forces, including French, German, Turkish and South African.

The French aircrew was new to Westover but not to the 439<sup>th</sup> Airlift Wing. Several of them competed with their Transall in the Air Mobility Rodeo 2000 at Pope AFB in May. Friendly encounters with our C-5 team led to an exchange of communication with the French Ministry of Defense and an airshow invitation.

The aircrew included Johann Adjadj, a graduate of a two-year officer's academy in Toulouse with the rank of "aspirant," indicating that he is a candidate for the equivalent of second lieutenant. Adjadj serves as a navigator in a four-member crew in which flight engineer and loadmaster duties are combined in one position.

"I chose this airplane. I love it because of the variety of tactical missions," Adjadj said. He recently served a two-month humanitarian tour in the former French colony of Chad airdropping food and medicine and transporting patients.

Adjadj expects to see more such missions as the French, like other NATO militaries, expand their deployment capabilities. The C-160 can carry 55 paratroopers or up to 14 tons of cargo at a maximum speed of 319 mph and be aerial re-fueled in its role in

the country's rapid deployment Force Aeriennne de Projection. Two Rolls Royce MK22 turboprops power the Transall.

Crew commander Commandant (Major) Jean-Luc Rolland flew night missions with Americans and German NATO forces airlifting food and medicine to Bosnians besieged by Serbs in 1993. His experiences range from dropping Legion Etrangere French Foreign Legion paratroopers in Corsica to airlifting food to Kurds in Iraq.

Rolland said the Transall, which entered the French Air Force in 1967, is scheduled to be replaced in about six years by the European A400M, a four-engine tactical aircraft larger than the Hercules.

## Patriot Puns

by MSgt. W.C. Pope



**RESCUE PRACTICE** — TSgt. Russell Shaw, 439<sup>th</sup> AES medical technician, applies an oxygen mask and nasal canula to a training dummy.

## Sixteen med techs pass EMT course

Article and photo by Capt. James Bishop

They came, they saw, they patched up bullet wounds.

During a 17-day intensive course, 16 technicians from Westover's three medical squadrons studied emergency medicine—military style—and earned their National Registry of Emergency Medical Technician certification.

The training satisfies a new requirement that all medical technicians be EMT certified by August 2002, according to Maj. Adele Ainsburg, acting chief of staff development and flight nurse at the Aeromedical Evacuation Squadron. Ainsburg redesigned the course to make the required 110 classroom hours more in synch with reservists' schedules.

Students go to class Friday night, Saturday, and Sunday of their UTA weekend, removing them from their units during classes. This way, they spend their annual tour becoming certified, Ainsburg said.

From July 7-23, students studied emergency care for the sick and injured, covering everything from how to rescue a choking person to managing cardiac arrest patients and treating gunshot wounds.

The 16 students shared four instructors, for a "phenomenal" four to one student-instructor ratio, she said.

The course is tough, Ainsburg said. For their first homework assignment, students read seven chapters, and answered 208 workbook questions.

At the end of the course, students took the National Registry of Emergency Medical Technicians Examination for certification—a 150-question, three hour test based on the 110 hour curriculum.

The course will run through July 2002, and beyond, if needed, until all the medical technicians are EMT certified.

Ainsburg hopes to run four more EMT-certification programs in the next two years. She said other Westover military members could take the course with their supervisor's approval.

# Other champions of the sky

Article and photo by Capt. James Bishop

When Belchertown native Pete White was 11 years old, his dad took him to an airshow, where he met the Army Golden Knights parachute team. One member pulled him out of the crowd and had White help him pack his parachute. The man gave White a signed photograph.

Thirteen years later, when White went to Ft. Bragg to attend the six-week, invitation-only tryout to become a Golden Knight, he brought that signed photo as inspiration.

Twenty-four highly-trained jumpers tried out. White was one of 12 selected.

*"The most dangerous thing we do is drive to the airport."*

"There's no set number," he said. If no one measures up to the world-class standards, no one is selected, said White, who has been a member for two years.

White returned home this year — from the air, as a Golden Knight, jumping into the very back yard he played in as a boy.

The event was an advance performance for the Great New England Airshow. The Golden Knights made five more jumps August 10-13 before and at the show, amazing audiences with their mastery.

In one example of above-ground acrobatics, a Knight deployed a parachute, then intentionally caused it to malfunction by releasing one side. The soldier began to spin, then released the chute and began to free fall. Finally, he opened a second parachute and landed safely.

Long considered the world's best parachute team, the Golden Knights perform precision maneuvers while falling to earth at speeds reaching 120 miles per hour, then land dead center on target.

In 1997, the Golden Knights helped George Bush jump from 12,500 feet, undergo an 8,000 foot free fall, and make a "picture-perfect" landing at Yuma Proving Ground, Ariz. Bush is the only president to have parachuted.

They train hard. Before going to the Golden Knight tryouts, White had about 150 jumps in his record.

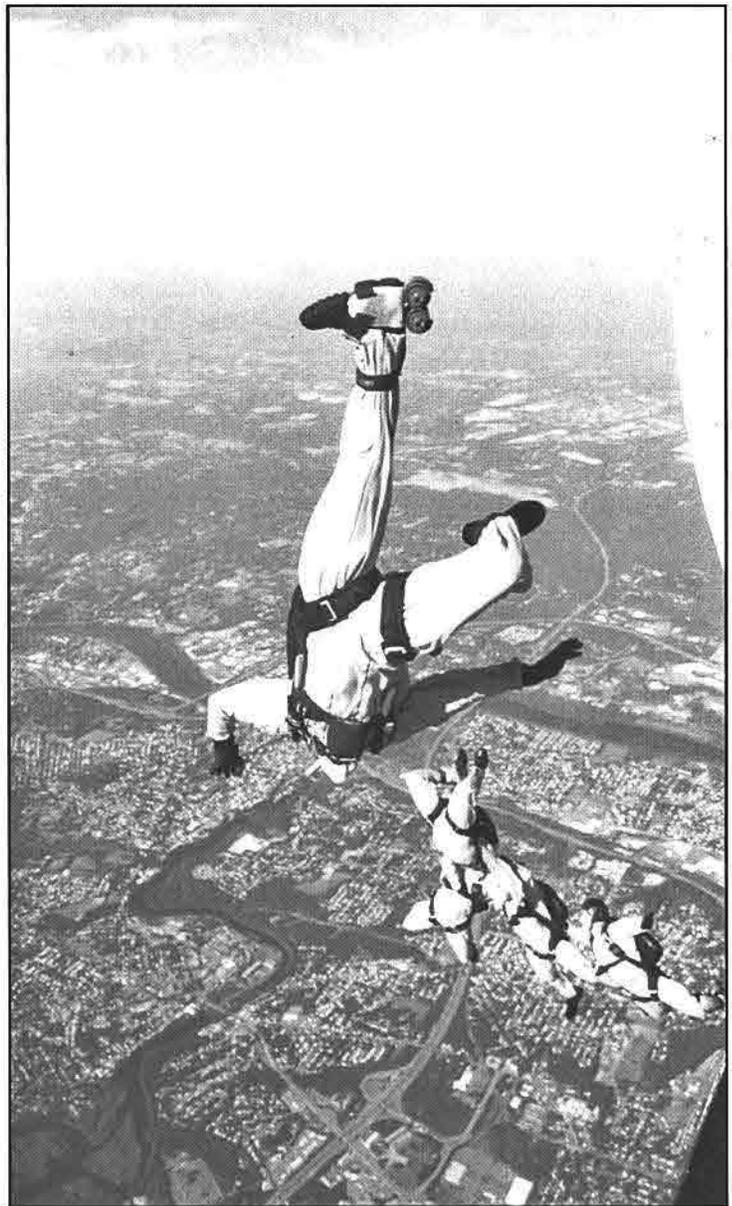
White made another 150 jumps and lost about 20 pounds during the six week tryouts. Cpl. Angela Nichols from Dallas is the only female demonstrator in the Golden Knights. In an interview after her jump, she said being the only female "is like having 12 brothers, which is a good thing most of the time."

Since its inception in 1959, the team has had 408 national champions and 65 world champions.

The United States Army Parachute Team is nicknamed the Golden Knights because of their record of winning gold medals at national and international parachuting competitions. The team has performed a combined total of more than 26,500 jumps before an estimated 12 million people.

Most of the Golden Knights have over 1,500 jumps, some have over 4,000, none have had serious injuries.

And they aim to keep it that way. "Keep your seat belts on," SSgt. Dave Dicks told the media — repeating it three times — as they prepared for the flight. "It's not like in the movies," said Dicks, a personable 23-year-old from North Carolina. "We can't fly down and save you if you fall."



**HIGH-ALTITUDE ACROBATICS** — The Army's premier parachute team, the Golden Knights, arch and reach for each other's hands during a jump on August 11. The team jumped at 12,500 feet.

With their parachutes packed, the demonstration team rehearsed their performance one last time on the ground. Then they loaded into their C-31 Fokker. With the cargo doors open the entire time, they flew directly over the drop zone, then dropped streamers at 2,000 feet to determine the wind drift.

The plane then climbed to 12,500, cooling about 30 degrees with the altitude. The demonstrators lined up when the leader yelled "On Target." Then, "Ready, set, go!" and they were out the door together. In three seconds they were completely out of sight.

Dan Elias, a reporter from Channel 22, jumped in tandem the day before the airshow. He had no parachute, but was harness-hitched to a master jumper, chest to back. They underwent a 50-second free fall. At about 4,000 feet, the parachute opened and they floated on target to the flight line. All touched down safely.

Of the job they perform, Dicks said, "The most dangerous thing we do is drive to the airport."

# Cohen announces anthrax shot slowdown

By Capt. James G. Bishop

WASHINGTON – The Department of Defense is temporarily slowing its anthrax immunization efforts, Secretary of Defense William Cohen announced July 10. The slowdown will affect nearly 11,000 Air Force reservists and about 363,000 service members currently receiving anthrax immunizations, who have returned from high-threat areas.

Inoculations will continue for troops in Southwest Asia and Korea but will be deferred for most others.

Rudy De Leon, assistant secretary of defense, told a subcommittee of the House Armed Services Committee on July 13, "I think, given the amount of supply that we have and after consultation, we believe the prudent policy is to return to the 30-day policy...." De Leon explained that the policy mandated anthrax vaccinations for troops in high-threat areas for 30 days or longer.

Cohen cited two reasons for the slowdown. Doses of the vaccine are dwindling and the sole manufacturer, BioPort Corp. of Lansing, Mich., has not yet received Food and Drug Administration approval for its new manufacturing plant, he said.

Most of the remaining vaccine will be used to immunize military people in the high-threat areas of Southwest Asia and Korea, Marine Corps Maj. Gen. Randall West, a senior Pentagon adviser on chemical and biological protection, said in a news conference the

day after Cohen's announcement.

DOD had been using about 75,000 doses per month. West said the number would be reduced to around 14,000 per month.

In Air Force Reserve Command, 11,557 people have begun the anthrax immunization as of July 12. Of those, 461 people have finished all six-shots, and an average of 142 reservists are deployed to high-risk areas at any given time, leaving about 10,954 reservists who will defer their final shots.

West said DOD plans to defer immunizations for those returning from high-threat areas who have begun the series of six shots. After the stock of vaccine is resupplied, individuals can begin the schedule where they left off. If members have had one shot and more than two years has elapsed, they will begin the series again.

If they have had two or more shots, they will pick up the series at the point they left off, no matter how much time has elapsed, according to Dr. Sue Bailey of the assistant secretary of defense for health affairs.

"As soon as a sufficient and safe supply of vaccine is available, we will expand the program, ultimately vaccinating all members of the active and reserve force," Cohen said.

DOD plans to "provide protection to the persons that are shore-based in the high-

threat areas," West said. If the usage rate continues at about 14,000 doses per month, the stockpiled vaccine – 165,000 doses – would last six to 10 months, he said.

Some vaccine located at units in more than 2,000 places will be shipped to the high-threat areas to be used during the slowdown period, West said. He said DOD guidance allows for local commanders' discretion, so, for example, rotating troops might still get shots because the 10-dose vaccine vials must be used or discarded once opened.

The 10 areas the Pentagon has determined to be high-threat are Korea, Kuwait, Saudi Arabia, Bahrain, Jordan, Qatar, Oman, Yemen, United Arab Emirates and Israel.

"We've had 351 people that have refused to take the shot and have remained adamant enough about that to receive disciplinary action or be discharged or released from service," West said. Out of 1.8 million shots given, 848 adverse reaction reports have been filed with the Anthrax Vaccine Expert Committee as of July 5. Of those, 163 people have missed at least one day of work because of an adverse reaction, and 38 have been hospitalized.

In the early 1990s, weapons inspectors discovered that Iraq produced 8,000 liters of anthrax spores, and intelligence sources verified in 1992 that the former Soviet Union maintained a capability that dwarfed Iraq's, according to the Army's Anthrax Vaccine Immunization Program Agency.

(AFRC News Service)

## Mandatory 6-month waiting period before outprocessing

by MSgt. Sandi Michon

Due to manning shortages within the wing, and throughout Air Force Reserve, new guidelines are in effect regarding the release or reassignment of reservists. Those primarily affected are: transfers to Air National Guard, Individual Mobilization Augmentees, Inactive Reserve, another reserve unit or voluntary reassignment and retirements.

Requests now require wing commander approval and a six-month (180-day) lead time prior to reassignment or outprocessing. If approved, the member is required to outprocess the UTA closest to the reassignment date. A member may not outprocess beyond their reassignment date.

According to 439<sup>th</sup> Airlift Wing Commander Col. Martin M. Mazick, the 180-day policy is necessary to sustain manning critical to readiness and to perform the on-

going mission. It will also help management forecast manning losses and recruit replacements.

Under the new guidelines, the wing commander retains authority to disapprove requests for reassignments that are not fully justified or that will degrade mission accomplishment.

Members with approved reassignments are expected to participate in their reserve commitment through the 180-day period and unit commanders should use extreme discretion in granting excused absences.

Additionally, members should be aware that Servicemen's Group Life Insurance (SGLI) premiums are deducted regardless of participation if the member does not indicate otherwise.

The 180-day lead-time period begins once the paperwork is submitted and approved by the wing commander.

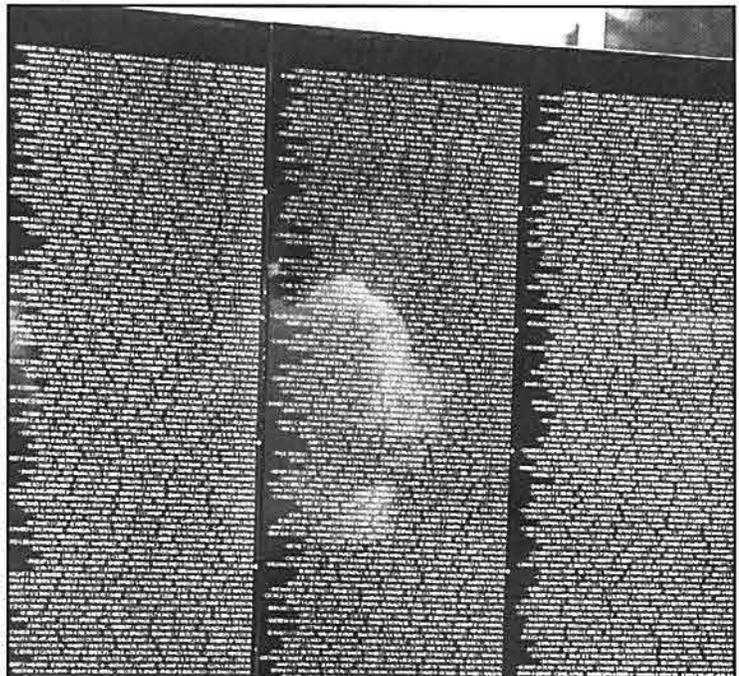
For more information, contact MSgt. Beverly Cote at Ext. 2588.



*Photos by Capt. James Bishop*

## Moving wall moves people

**PORTABLE MEMORIAL** — Visitors are reflected in the mobile Vietnam memorial known as the Moving Wall at Szot Park in Chicopee. Yellow roses were placed to honor Chicopee's 15 dead from the war. More than 1,000 people attended an Aug. 21 opening ceremony. In bottom left photo, Dave Niemiec does a 'wall rubbing' of specific names.



## Patriot People

**Name:** David Kibe  
**Rank:** SrA.  
**Age:** 26  
**Address:** Westfield, Mass  
**Unit:** 439th Aeromedical Evacuation Squadron  
**Position:** Medical technician  
**Civilian position:** Nursing student  
**Favorite food:** Lobster  
**Years of service:** 6.5 years  
**Favorite sport:** Hockey  
**Favorite hobby:** Fishing  
**Ideal vacation:** Backpack all of Europe  
**Best way to relax:** Walk my dog along the Westfield River  
**Preferred entertainment:** A night out with my buddies  
**Favorite hero:** My father, Donald Kibe  
**Favorite music:** Classic rock  
**Favorite movie:** "Braveheart"  
**Favorite aircraft:** C-130  
**Pet peeve:** Not enough time in a day  
**What I would do if I won \$1 million:** Invest it to make more



Photo by MSgt. W.C. Pope

SrA. David Kibe

## Patriot Praises

### Enlistments

SrA. Filandrianos, Nikolaos E.  
 SrA. Wright, Steven L.  
 A1C Boye, Littita A.  
 A1C Campbell, Tespha M.  
 A1C Cesar, Exarah T.  
 A1C Komorowski, Walter T.  
 A1C Mann, Nicholas N.  
 AB Puga, Lui S.

### Reenlistments

CMSgt. Currier, William R.  
 CMSgt. Podkowka, Gerald  
 SMSgt. Chaloux, Joseph G.  
 SMSgt. Jamieson, Ralph A.  
 SMSgt. Morin, Gregory P.  
 SMSgt. Reily, James H., II  
 MSgt. Albano, Anthony  
 MSgt. Cahill, Kevin P.  
 MSgt. Copithorne, Richard J.  
 MSgt. Forgione, Joseph P.  
 MSgt. Kalisz, Robert F.  
 MSgt. Mackay, Steven D.  
 MSgt. Malysz, Thaddeus M.  
 MSgt. Ohearn, Michael J.  
 MSgt. Philbrick, Ronald E.  
 MSgt. Simone, Francis T.  
 MSgt. Staryarsky, William A.  
 MSgt. Tomchak, Anthony J.  
 TSgt. Adams, David P.  
 TSgt. Anthony, James F.  
 TSgt. Benard, Roger N.  
 TSgt. Bryant, Steven J.  
 TSgt. Doty, Richard M.  
 TSgt. Fuentes, Victor M., Jr.  
 TSgt. Garbarsky, Howard J.  
 TSgt. George, Jason A.  
 TSgt. Harel, Lee D.  
 TSgt. June, Bradford J.  
 TSgt. Lockwood, Mark E.  
 TSgt. Munoz, Luis M.  
 TSgt. Nalesnik, George J.

TSgt. Norton, Paul C.  
 TSgt. O'Brien, Thomas M.  
 TSgt. Ray, Manuel J.  
 TSgt. Roszak, Barbara A.  
 TSgt. Sanderson, Gary F.  
 TSgt. Skehan, Timothy J.  
 TSgt. Sliwa, Ronald J., Jr.  
 TSgt. Vargus, William F.  
 TSgt. Winters, Michael D.  
 TSgt. Yeh, Maida  
 SSgt. Aickelin, Ronald A.  
 SSgt. Belbin, Timothy J.  
 SSgt. Bosch, Debra  
 SSgt. Burnett, Ellen  
 SSgt. Carter, Arnel L.  
 SSgt. Chasse, Lyle J.  
 SSgt. Cloutier, James R.  
 SSgt. Cutter, Cynthia L.  
 SSgt. Dionne, Theresa B.  
 SSgt. Dube, Michael D.  
 SSgt. Dybski, Dawid D.  
 SSgt. Flores, Carlos D.  
 SSgt. Gerhardt, Clifford R.  
 SSgt. Greer, Richard J., Jr.  
 SSgt. Moseley, Brice E.  
 SSgt. Niemiec, Joseph  
 SSgt. Pelkey, Eric M.  
 SSgt. Rossi, John R.  
 SSgt. Wilson, Eric M.  
 SSgt. Zalimas, Steven L.  
 SrA. Ceballos, Marcus L.  
 SrA. Lopez, Richard P.  
 SrA. Wilson, Jesse

### Newly Assigned:

Maj. Maloy, David L.  
 Capt. Tessier, Kevin M.  
 1<sup>st</sup> Lt. Maynard, Robert M.  
 SSgt. Dube, Michael D.  
 SSgt. Leeds, Lawrence R.  
 SSgt. Smith, Kurt W.  
 SrA. Brousseau, Jeffrey L.  
 SrA. Haley, Michael P.

## Awards and Decorations

### Meritorious Service Medal

|                            |                        |
|----------------------------|------------------------|
| MSgt. Daniel J. Carr**     | 439 <sup>th</sup> LSS  |
| MSgt. Ann Fluegge          | 439 <sup>th</sup> MSS  |
| MSgt. William S. Thome III | 439 <sup>th</sup> LSS  |
| MSgt. Charles L. Willis    | 722 <sup>nd</sup> ASTS |
| TSgt. Augustin Cardonna    | 439 <sup>th</sup> LSS  |
| TSgt. James P. Garrity     | 42 <sup>nd</sup> APS   |
| TSgt. Steve Z. Kukawka     | 42 <sup>nd</sup> APS   |
| SSgt. Gerard A. Cote       | 42 <sup>nd</sup> APS   |
| SSgt. James M. Payne       | 42 <sup>nd</sup> APS   |

### Air Force Commendation Medal

|                         |                       |
|-------------------------|-----------------------|
| Maj. William Spence     | 439 <sup>th</sup> AW  |
| MSgt. Anna P. Bradshaw  | 439 <sup>th</sup> MSS |
| MSgt. James V. Divita** | 439 <sup>th</sup> AW  |
| MSgt. Martha A. Marten  | 439 <sup>th</sup> MSS |

### Air Force Achievement Medal

|                       |                      |
|-----------------------|----------------------|
| TSgt. John F. Ritchie | 42 <sup>nd</sup> APS |
|-----------------------|----------------------|

\*\*second award