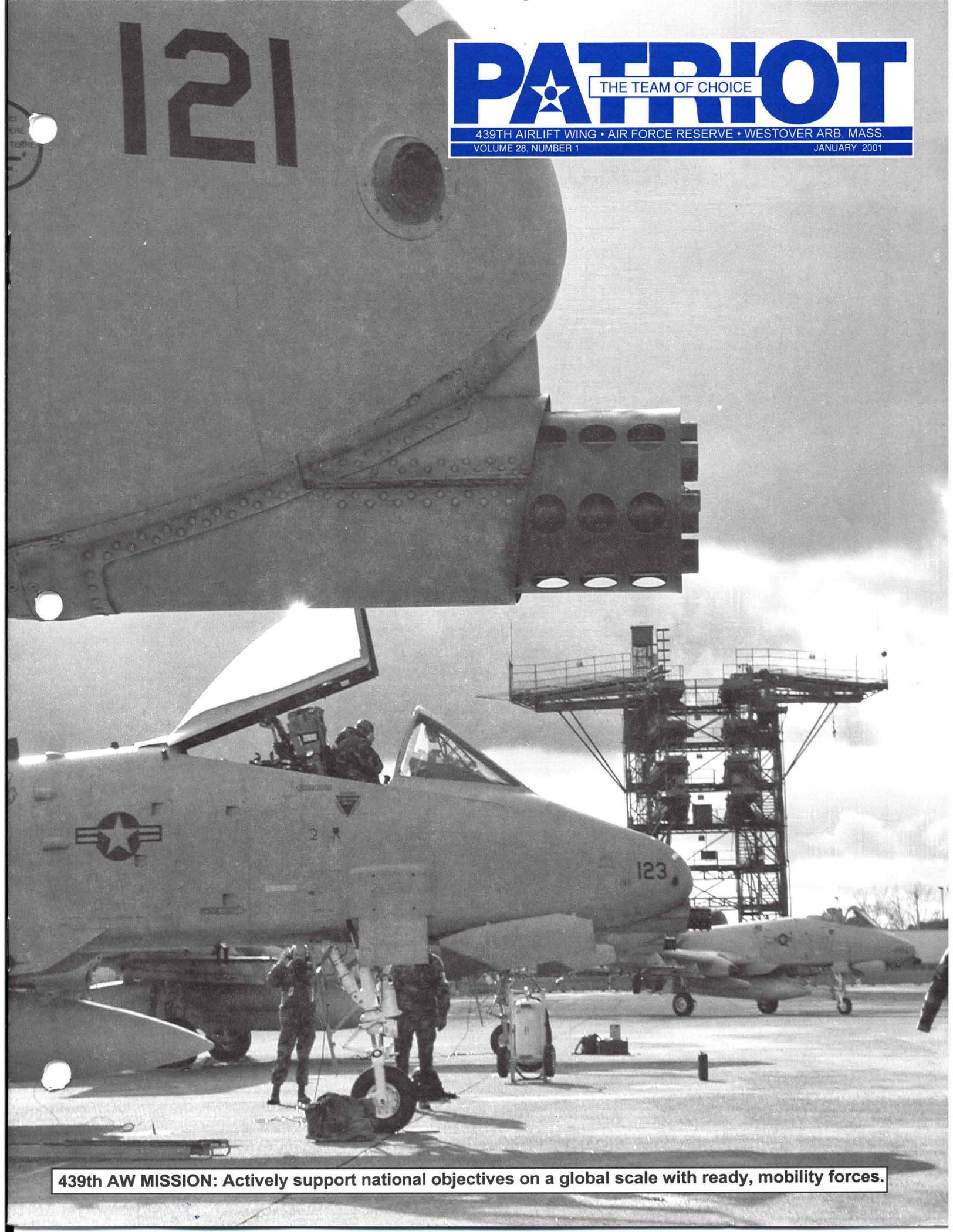


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PATRIOT

THE TEAM OF CHOICE

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB, MASS.
VOLUME 28, NUMBER 1 JANUARY 2001



439th AW MISSION: Actively support national objectives on a global scale with ready, mobility forces.

New year, new opportunities

The year 2000 was pretty good to us. We met the opportunities of new acronyms head on. We incorporated Y2K, AEF, EORI and GSI into our lexicon and stepped out to complete a very successful year.

Commentary

The year 2001 won't be a "Space Odyssey", but it will include a set of new opportunities for us to meet. We will work hard at incorporating our base operating support (BOS) contractor Griffin Services Inc (GSI) into our mobility deployment processes. We will deploy to Volk Field to practice our wartime skills and host the Team Yankee joint service medical training exercise in May during which some of our Aeromedical Evacuation Squadron Unit Type Codes (UTC) will receive their EORI.

Late summer / early fall will be busy. In the last week of July we have our big operational test as our operations and logistics UTCs undergo our EORI. September will allow us a breather as we all come together again during Family Day. In October we will find our Logistics' Supply, Fuels and Transportation UTCs receiving an EORI as well as anticipating that our Security Forces are going to deploy to Korea for joint service exercise "Foil Eagle" and receive their EORI. You would be right to call 2001 the "Year of Readiness".

My New Year's resolution for us is to take the time to create the training opportunities to get us at the top of our game. So break out the camouflage face paint, read your Airmen's Manual and get ready to rock and roll. I know you're up to the challenge. Happy New Year of opportunities!

By Col. Martin M. Mazick
439th AW Commander



Briefs

7 Habits workshops

The Center for Performance Planning will offer four "7 Habits for Highly Effective People" workshops during the upcoming year.

Each five day workshop will include a "What Matters Most" section.

Anyone interested must be approved in writing by his or her unit commander through group commander to CCX.

Questions may be directed to Lt. Col. Armand Tourangeau or CMSgt. Kathy Wood at Ext. 2273 or 2876.

Workshop dates: Feb. 26-March 2, June 4-8, Sept. 10-14, and Dec. 3-8.

42nd APS to hold 20th anniversary party

The 42nd Aerial Port Squadron is planning to host a 20th anniversary party in October 2002. Any former member of the 42nd APS or the 42nd MAPS is invited to attend.

For more information, call (413) 557-3277 or write:

42nd APS Anniversary Committee
Hangar 3, 550 Hangar Avenue
Westover ARB
Chicopee, MA 01022-1793

Quarterly awards winners announced

The Quarterly Awards Board selected the following individuals as winners of the first quarter awards of the 2001 fiscal year.

NCO: TSgt. Greg A. Libby, 439 Mission Support Squadron;

Sr. NCO: MSgt. Sandi M. Michon, 439 Airlift Wing/PA;

Officer: Capt. Maureen A. McCann-Howard, 439 ASTS;

Civilian: Diane Thompson, 439 AMDS;

Airman and Civilian supervisor categories: No submissions

January UTA schedule A UTA January 6-7 B UTA January 20-21

Cover photo — Air Force Reserve Command A-10 Warthogs from the 442nd Fighter Wing, Whiteman AFB, Mo. and the 926th FW, NAS JRB, New Orleans stopped at Westover Nov. 30, before deploying overseas. — Photo by MSgt. W.C. Pope

PATRIOT

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"The content is edited, prepared and provided by the Public Affairs Office of the 439th Airlift Wing, Westover Air Reserve Base. All photographs are Air Force photographs unless otherwise indicated."

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Capt. Jim Bishop
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SSgt. Andrew Reitano
TSgt. Euclid Ritchens
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John L. Levitow

Medal of Honor recipient laid to rest in Arlington

By MSgt. Tom Allocco

Every airman who wears stripes lost a friend when John L. Levitow, an airman first class who showed that ordinary people can do extraordinary things, was laid to rest in Arlington National Cemetery in November. The final honors came days after Levitow's 55th birthday, 18 months after he was diagnosed with cancer.

America knew Levitow as a Vietnam Medal of Honor winner, in the first rank of warriors. Air Force enlisted members know Levitow is the embodiment of their core values, a beacon whose prestige reflects on every one of them.

Levitow left the Air Force in 1970, but he never left the ranks of his fellow enlisted men and women. When airmen planned a ceremony or celebration they knew that the presence of John Levitow would make it special. For 30 years, the invitations never tapered off and Levitow cheerfully accepted every one he could, in the process leaving his impact on countless airmen.

He was a life-long New Englander, and nowhere was the bond stronger than to Westover, an easy drive from his Rocky Hill, Conn. home.

Levitow received his nation's highest recognition at the hands of President Nixon, and was accorded deference from secretaries

of defense and generals. The same man who was an honored guest at the White House, could also duck his head under a tent flap, and be at ease.

"Team Westover was sitting on cots before the kick-off of Rodeo '98 at McChord AFB, Wash. I looked up and there was John Levitow standing in the tent," said MSgt. Bill Pope of the team.

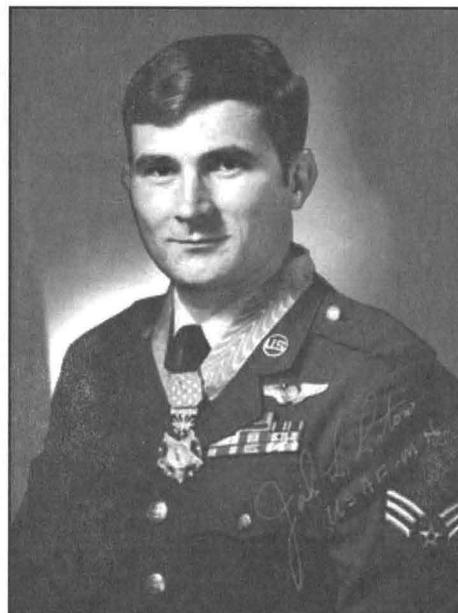
"Everybody was thinking 'Wow, a Medal of Honor winner.'" He said he had been looking for the tent of his fellow New Englanders. He said he would be rooting for us and we better not let him down. He stayed for quite a long time. While he was there he was just one of the guys, like he'd been part of the Westover team all along," Pope said.

Levitow wore his Medal of Honor over a tuxedo when he spoke at Westover's Dining Out in 1993.

"He represented the Air Force very well. He gave a lesson that no matter how many stripes you wear on your sleeve you can achieve anything," said CMSgt. Kathleen Wood, one of the organizers.

"There were no false airs about him. People were drawn to him. Everybody wanted their picture taken with him, and it took quite a while, but he was very patient," she said.

"It may have been tiresome for him, but you would never have known it. He treated everyone with such respect. He had probably



John L. Levitow

answered the same question a million times, but he made you feel like you were the first one to ask. People felt like they could talk to him all night if they wanted to," Wood said.

Levitow's name became synonymous with excellence on his 181st combat sortie as an AC-47 gunship loadmaster on the night of Feb. 24, 1969. The gunship, Spooky 71,

Continued on page 11

Westover implements new lodging policy

By Maj. Sally Nutt Morger

Each month, about 50 reservists request a room for a UTA through Westover's lodging office, then never show up. Vacant rooms on base could be used by the overflow of reservists who are billeted in costly commercial motels, and vacant rooms off base require payment. The resulting monthly bill caused by no-shows is typically \$4,000. This is money that would have purchased items like office equipment and computers.

In order to solve this problem, 439th Airlift Wing Commander, Col. Martin M. Mazick, announced a new policy on making lodging reservations for UTAs.

Each unit now has a representative to handle lodging requests. Reservists make their UTA reservations with that representative up through the Wednesday before the UTA weekend; reservations cannot be accepted on the Thursday or Friday before UTA. Room assignments are on a first-come basis, and failure to make a reservation means no guarantee of a room.

Rooms are for military members only. Once assigned a room,

members may not be moved to another room or building. Reservations are to secure a bed only and not a particular room. Military ID cards are required at check-in.

If members must cancel reservations due to emergency, they should call the lodging office by 6 p.m. Friday before the UTA at (413) 557-2700, or (800) 367-1110, Ext 2700.

Lodging will report no-shows to each assigned unit. The unit is responsible for paying for unused rooms on and off base, and will inform the guilty parties about the cost of being no-shows. Recurring offenders will lose lodging privileges.

"Each year, Congress approves Air Force Reserve Command's request to pay for UTA lodging," says Mazick. "In addition, I've pushed for lodging upgrades because I want to provide each authorized reservist with his or her own room. My new policy is meant to reduce the abuse of our current privilege granted by Congress, ensuring the continued improvement upon that privilege for our reservists who travel many miles from their homes to serve at Westover."

FOD incidents can be costly: prevention program outlined

Article and photo by Gordon A. Newell

When an Air France Concorde crashed just outside of Paris on July 25 killing 113 people, investigators determined that the most likely cause of the disaster was a stray metal piece that had fallen off an airliner that took off minutes before the Concorde, gashing a tire of the super-sonic jet and setting off a chain of events that led



FOD FATHER – Maj. Chris Skomars, Westover's FOD Prevention Manager, looks over a collection of items that were picked off the ground around the base and that could potentially cause damage to either aircraft, vehicles or personnel.

to the fiery crash.

Chances of a tragedy like this happening at any airport in the world are very real, but to help eliminate the risk, Westover has an aggressive Foreign Object Damage Prevention Program in place emphasizing that FOD prevention is everyone's responsibility.

Maj. Chris Skomars, chairman of the FOD prevention committee, however, points out that FOD doesn't only affect our aircraft but can serve as a hazard to anyone working on the base.

"Objects like rocks, nails, wet leaves, sticks, and other objects on grass or roadways can damage vehicles or snowplows and can cause pedestrian hazards," he said.

Skomars, who is the maintenance supervisor with the 439th Maintenance Squadron, de-

fines FOD as any unnatural object that comes to rest on roadways, taxiways, parking lots or grassy areas or any object that can prove to be hazardous to people, aircraft or vehicles.

"Every year, FOD cost the Air Force \$100 million in damage to aircraft engines, vehicle tires, sheet metal and injuries to our personnel," said Skomars.

Another potential source of FOD comes from those individuals who work on the aircraft on a daily basis—lost tools.

MSgt. Ron May, a Logistics Group quality assurance evaluator says the LG has an Operating Instruction that lays out specific procedures concerning these items.

"We have in place, a Composite Tool Kit program that is designed to account for all items used by our technicians who work on the planes," May said.

The program is taken so seriously that in the event a tool is discovered missing after an aircraft has taxied, but before takeoff, the Command Post will be notified and request the aircraft return so that a tool inspection can be accomplished.

In the event that a tool is discovered missing after an aircraft has taken off, the information will be passed to the Command Post and the aircraft commander. If any potential exists for the item to cause any type of safety concern and if the aircraft is in the vicinity, it will land immediately and a lost tool inspection will be accomplished. If the aircraft is out of the local area, the aircraft commander will determine as to where to land and what procedures to follow.

To help reduce FOD, Skomars' committee is initiating a three-pronged attack:

Awareness: Posting signs to let people know the dangers of FOD;

FOD walks: The wing has two FOD walks a year in and around areas near the flightline.

Personal responsibility: He asks that everyone take a minute to be aware of surroundings. Pick up trash, sticks, metals, or any object that may provide a danger to themselves or their vehicles.

"In the upcoming year, you will be hearing what you can do to help this important program," said Skomars.

"Our committee will do everything in our power to raise awareness, identify known hazards and improve Westover's FOD health."

Questions about the program can be directed to Skomars at Ext. 2378 or May at Ext. 2791.

Marines celebrate 225 years of service



EN GARDE -- Marine SSgt. Eric Drouncheck of South Hadley uses his ceremonial sword to begin cutting the "birthday" cake.

By Capt. James G. Bishop

"Happy birthday Marines. *Semper fidelis*." With those words, Marine Maj. Michael Maciel, site commander of the Maine Corps Site Support Element here, closed the ceremony celebrating his service's 225th anniversary. The anniversary was Nov. 10.

On that date in 1775, the Second Continental Congress adopted John Adams' secret resolution establishing the Continental Marines to protect the small colonial fleet during the American Revolution. The Corps' first commissioned officer, Capt. Samuel Nichols, was a Philadelphia tavern keeper.

Marine Corps Commandant Gen. James Jones, in a written message to Marines, said, "In gatherings large and small, Marines will assemble... to honor both our history and the memory of those who have preceded us. It is fitting that we do so, for it is our profound respect for our traditions and reverence for our heritage that distinguishes us as a corps of Marines."

At the Base Hangar, some 60 Marines and observers from the base attended the short ceremony, which included a reenlistment and the ceremonial gift of a piece of cake to the oldest Marine present, 41-year-old Sgt. Maj. Todd Ellis from the MCSSE, and the youngest Marine present, 21-year-old Lance Cpl. Matthew Bearing, from the Marine Aviation Site Support 6 here.

"A Marine is a creation like none other," Maciel told the audience during the ceremony. "A Marine can caress with one hand and shoot with the other."



UNIT ROUND UP: Who we are

By Capt. James Bishop

439th Airlift Wing

Some 3,139 active-duty and reserve military people, along with 811 federal employees and 330 non-appropriated fund workers make up the 439th AW at the nation's largest Air Reserve Base. The men and women of the 439th share a common goal: to keep the 16 C-5s flying—bringing troops, supplies, equipment, and medial patients around the world at a moment's notice. The airplanes they fly and support are worth over \$1 billion. But the job they do—protecting America—is priceless. The vignettes below tell the story, in brief, of the 19 units that work to accomplish Westover's lofty goal.

439th Airlift Wing Headquarters

The 439th Wing Headquarters section is comprised of 80 people who provide support in the Command section, Command Post, Chaplains' section, Historian, Inspector General's office, Judge Advocate General's Office, Military Equal Employment Opportunity office, Public Affairs Office, Safety Office, Center for Performance Planning, Finance, Plans section, and Recruiting Services.

439th Aeromedical Staging Squadron

The ASTS is one of 23 similar units in the Air Force Reserve. The squadron has a wartime mobility mission to set up and staff a 250-bed aeromedical staging facility between a medical treatment facility and an aircraft. They create, in effect, a medically-staffed passenger terminal, and they monitor patients moving through the aeroevacuation system. When needed, the ASTS functions around-the-clock.

Casualties are put onto specially configured aircraft through a Mobile Aeromedical Staging Facility located closer to the front line. Patients are flown to the next level of care, received by ASF personnel and transported to a hospital. The ASTS is a personnel package that would be deployed to an area with prepositioned assets. The ASF assets could be set up in tents, or in any "building of opportunity," such as an aircraft hangar. The 132 members of the 439 ASTS have a peacetime requirement to train for their mobility mission.

439th Aerospace Medical Squadron

During an activation, the 439th AMDS remains at Westover, where they provide the medical support for all base personal needed to launch C-5 missions. They provide flight physicals and medical documentation for aircrews. If Westover becomes a stage base, the AMDS also treats transient aircrews. The AMDS maintains 17 medical career fields to perform their diverse function. During peacetime, the 83 AMDS members provide all physicals, flight exams and immunizations. The AMDS is also active in community disaster drills and augments civilian resources responding to local incidents. The AMDS does not have a mobility mission, but may send individuals to other bases to backfill positions vacated by active duty personnel sent to a forward operating theater.

439th Operations Group

The 751 people assigned to the 439th OG provide airlift, aeromedical, aerial port, and operational support. They accomplish airlift mission taskings by Air Force Reserve Command, Air Mobility Command and active duty Air Force authorities during wartime. The Group also provides airlift support for military operations other than war and humanitarian crises. Moving an average of 2.5 million pounds of outsized cargo and supplies each month, as well as more than 600 passengers and medical patients worldwide monthly, crews from the 439th OG have been all over the world to carry out their missions, which including everything from humanitarian aid to the victims of Hurricane

Mitch in Honduras, to Presidential Support Cargo, and even the Navy's newest mini-submarine—the 65-foot Advanced SEAL Delivery System. The units in the 439th OG include the 337th Airlift Squadron, the 439th Airlift Control Flight, the 439th Operations Support Squadron, the 42nd Aerial Port Squadron, the 58th Aerial Port Squadron and the 439th Aeromedical Evacuation Squadron.

439th Operations Support Squadron

The 58 members of the OSS provide airfield and air traffic operations, weather, mission planning, scheduling, combat tactics, training, intelligence, and aircrew life support. Base operations oversee the safe and orderly flow of all aircraft through Westover. Combat tactics cover route threats, terrain information, flight altitudes, terrain masking, and tactical arrivals and departures, among other topics. Mission planning and scheduling, or current operations, arrange for everything from getting the aircraft fueled and serviced at remote locations, making sure the crew is billeted, to getting diplomatic clearance to land in or overfly all countries that require it. Intelligence, one of two OSS functions to deploy, provides awareness of threats and culture, and provides mission-relevant intelligence updates from around the world. Aircrew life support, the other function that deploys, provides aircrews with protective gear, survival and rescue gear, and trains the members on how to use the gear.

337th Airlift Squadron

Since 1987, the people of the 337th have been flying the C-5, the largest aircraft in the United States and second largest in the world, anywhere it was needed. The aircrews fly 50-60 missions per quarter, putting in an average of 120 days a year, compared with an Air Force Reservist's average of 58 days per year. The 186-person squadron includes pilots, who fly a combined 1,050 hours per quarter; flight engineers, who monitor, operate and control the aircraft systems; loadmasters, who get the cargo safely on board, and administrative personnel. The squadron flew humanitarian missions to Mozambique, Africa, after floods devastated the country. They also flew anti-drug missions in Central and South America and joint-service missions throughout the United States.

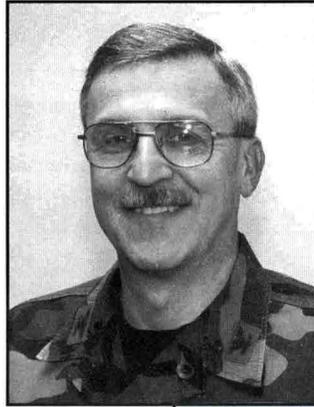
42nd & 58th Aerial Port Squadron

The 178 members of the 42nd APS and the 137 aerial porters of the 58th APS together keep the cargo moving. The squadrons are tasked worldwide. Every year, sites around the world—from Japan and Italy to Germany and England—submit requirements and the aerial porters deploy to help fill the shortfalls. Westover's two aerial port squadrons plan to share Hangar 3 when renovations are completed this year. The jobs they perform include safely and strategically packing and placing cargo, operating K-loaders and forklifts in the ramp section, handling special or hazardous materials and assisting passengers. An ATOC, or Air Terminal Operations Center, assumes command and control for all the aerial port sections working on the flight line.

439th Aeromedical Evacuation Squadron

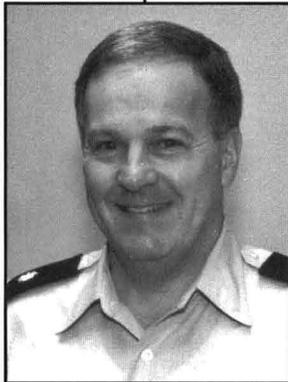
In wartime, the 178 members of the 439th AES would handle patients closest to the front lines. The unit has two Mobile Aeromedical Staging Facilities (MASF). The MASFs are tents set up in bare-base areas, such as a dirt airstrip. They receive patients from a MASH unit and treat patients until they can be airlifted for further treatment. In addition, the squadron has four AE liaison teams, two mobile squadron headquarters, two AE coordination centers, and an advance team, which goes out and selects a site, coordinates with a host nation, establishes radio contact, then prepares for the incoming patients. The AES coordinates all patient airlift movement from the MASH unit, functioning like an ambulance dispatch by providing transportation for patients, and deciding which medical facility they go to next. The AES also has the ability to provide medical aircrews if necessary. In addition, the squadron

**439th Airlift Wing
Commander**
Col. Martin M. Mazick



439th

439th Support Group
Lt. Col. James Joyce



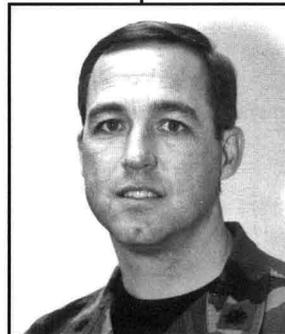
439th Logistics Group
Col. Charles Brown



**439th Civil Engineering
Squadron**
Maj. Paul Babin



**439th Communications
Squadron**
Maj. Kevin Riley



**439th Aircraft Generation
Squadron**
Lt. Col. Daniel Allen



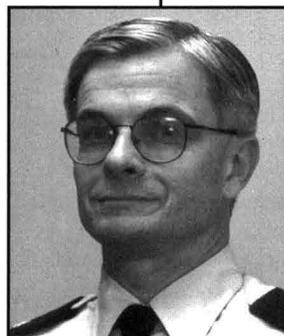
439th Maintenance Squadron
Lt. Col. Jacquelyn Crothers



**439th Mission Support
Squadron**
Lt. Col. Terry Thomas



**439th Security Forces
Squadron**
Maj. Mary Ann Lutz



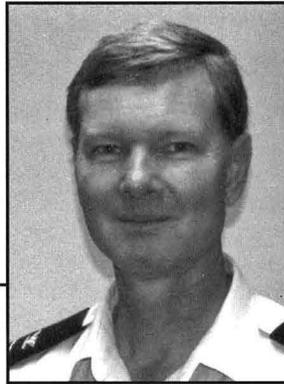
439th Services Squadron
Maj. Charles Zaorski



**439th Logistics Support
Squadron**
Lt. Col. Patricia Hale

Airlift Wing

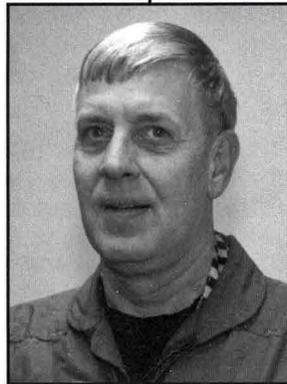
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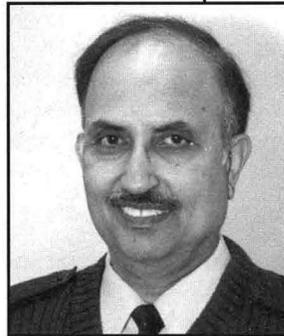
**Special Assistant
to the
Wing Commander**
Col. Thomas Mauzaka



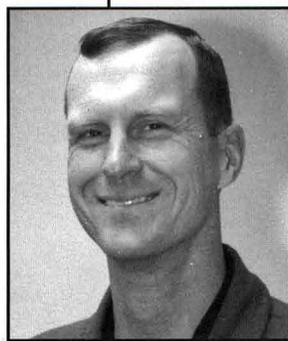
439th Aeromedical
Staging Squadron
Col. Sarah Waterman



439th Operations Group
Col. David McCarthy



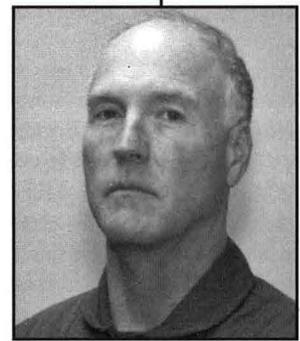
439th Aerospace
Medicine Squadron
Col. Yash Malhotra



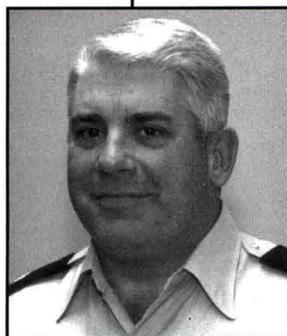
337th Airlift Squadron
Lt. Col. Michael Vinskey



439th Airlift Control Flight
Lt. Col. James Hosey



439th Operations Support
Squadron
Lt. Col. John Riley



42nd Aerial Port Squadron
Lt. Col. James Carey



58th Aerial Port Squadron
Lt. Col. Peter De Tone



439th Aeromedical Evacuation
Squadron
Col. Dennis Manning

provides personnel to coordinate the needs of all the MASFs in the theater through aeromedical evacuation command posts. The 439th AES is one of three AES units with such comprehensive responsibilities.

439th Airlift Control Flight

The 18-member ALCF unit, when deployed, functions as a headquarters element, coordinating every aspect of the flying mission. They provide on-site command and control. The unit pulls together expertise in airfield operations, communication, administration, aircraft loading and maintenance. Once deployed, the unit oversees other support functions such as aerial port, security police, services and fire protection. To support a mission, the ALCF members monitor all flights going through their location, coordinate all cargo movement, departures and maintenance coordination. The unit may be deployed to a fully operational base, or a bare-bones base with a runway and a tent. The ALCF also trains a dozen sister units in the Northeast how to package their personnel and equipment for airlift.

439th Support Group

The 490 military and 500 civilian members of the 439th SPTG provide support services for some 4,000 military and civilian Wing members, as well as Westover's 15 tenant organizations, which make up another 680 people. The support group provides all the functions required to manage and support all the base functions, including Civil Engineers, Civilian and Military personnel, Security Forces, Communications, Morale, Welfare and Recreation, Bioenvironmental Engineering and Base Readiness.

439th Communications Squadron

The Communications Squadron's 45 military and 35 civilian members oversee thousands of phones, computers, network switches and hubs in every one of the base's buildings. If it has to do with getting a message from one point to another, the CS helps make it happen. Their help desk last year worked 950 hours to complete 558 work orders. They maintain 1,100 e-mail accounts. The telephone operators put through over 2,000 assisted outbound calls each week. The CS also operates the photo lab and maintains all the meteorological and navigation equipment on base, as well as 850 miles of underground fiber optic cable. Two mobility teams provide 24-hour support in the field, and the squadron also provides augmentation during contingencies.

439th Mission Support Squadron

The 41 members of the MSS administer support services to the wing. The Military Personnel Flight services hundreds of people a week by issuing ID cards, in-processing, out-processing, and other duties. The Education Office administers professional military and college-level testing, and coordinates in-residence PME and training. Career Enhancement assists with every aspect of military careers, from medals to promotions. Family Readiness administers programs ranging from help with finances, to preparing a military member's family to cope with a deployment. Westover is also one of four bases in the Air Force Reserve to have a Casualty Assistance office.

439th Civil Engineering Squadron

The 86 members of CES could be tasked with anything from building a base and runway at a remote site, to fixing a stuck door. The Prime Base Engineering Emergency Force, or Prime BEEF, could also augment another unit that is setting up or maintaining a base. The squadron would not only build a base, it must also protect it from attack, along with the security forces. In addition to civil, electrical and mechanical engineer officers, CES is made up of electricians, linemen, heavy equipment operators, carpenters, welders, plumbers, fuel specialists, surveyors, heating and air conditioning specialists, fire-fighters, machinists, readiness experts, power production workers, and even entomologists—to take care of insect problems.

439th Security Forces

The 125 members of the SFS provide air base ground defense here and

abroad. Their job is to provide installation and airfield security, and law enforcement. That could mean anything from protecting the gate around-the-clock to controlling access to restricted areas such as the airfield and responding to any emergency on base. The squadron works with state and local police to arrest and prosecute offenders apprehended on base property. The squadron also includes special security teams, ready to deploy anywhere in the world within 48 hours. These teams include a command and control element trained to lead consolidated base defense. The combat arms section provides all weapons training for Westover's reservists, qualifying thousands each year on a variety of weapons. The unit also routinely augments active duty forces and provides security for Aerospace Expeditionary Force Tasking.

439th Services Squadron

The 40 members of SVS provide food, fun and billeting for people at Westover and, in their mobility function, anywhere around the world. About 75 percent of the job entails providing food service on UTA weekends, followed by staffing the award-winning gymnasium and managing other recreation services. On an average A-UTA weekend alone, they'll serve over 1,000 meals. In a quirk of jurisdiction, SVS also has the "bag and tag" responsibility for mortuary support in the event of war. The squadron has two 17-person mobility teams, which provide all of the services in a mobile environment. Every member trains in each of the services. For example, everyone trains on an electric mobile kitchen trailer. Additionally, SVS has a pair of two-person command and control teams.

439th Logistics Group

The 934 people of the LG include 461 reservists, 355 air reserve technicians, and 118 civilians. Together they supply, transport, fix, plan, budget and assure the quality of the base functions. The military functions within the LG include the Logistic Support Squadron, the Aircraft Generation Squadron, and the Maintenance Squadron. The all-civilian contracting shop handles all the Wing's contracts, averaging 159 transactions a month, for an average \$1.1 million a month. The 439th Logistics Group includes the Aircraft Generation Squadron, the Maintenance Squadron, and the Logistics Support Squadron.

439th Logistics Support Squadron

The Logistics Support Squadron handles transportation, base supply, and staff functions (such as plans and scheduling, programs and mobility, budget and training). The squadron has 102 military personnel. The transportation section maintains 334 vehicles, staffed by 23 military troops, as well as a civilian contractor. In 1998, the fuel storage capacity was increased from 610,000 gallons to 1.45 million gallons with the construction of new fuel tanks.

439th Aircraft Generation Squadron

The 297 people at AGS are like in-depth first responders to a maintenance problem. The squadron is split into four fully equipped teams—Bandit 6 and 7, the blue teams, and Raider 6 and 7, the red teams—each with responsibility for four airplanes. Two people from AGS pack their toolboxes and go with every C-5 flight that leaves Westover to troubleshoot and fix problems. AGS operates on the flightline: fueling, launching and maintaining the aircraft during flight, takeoff, landing and while deployed to remote stations.

439th Maintenance Squadron

With nearly 270 people assigned and 350 authorized, MXS is the largest maintenance squadron in the Air Force Reserve. MXS performs the regular back-shop maintenance and tackles the tough problems. They also do the major teardown inspection of each C-5 about every 400 days. MXS is comprised of 15 separate work centers such as machine and welding, non-destructive inspection (where they X-ray aircraft parts to detect cracks), sheet metal (where they replace any of the C-5's approximately 1,000 panels), propulsion, repair and reclamation, aerospace ground equipment, fuel systems, electro-environmental, survival, guidance and control, structural maintenance, and pseudraulics shops.

Quabbin Reservoir a free, year-round attraction

Article and photos by
 Capt. James G. Bishop

If you're looking for an alternative to watching "Who Wants To Be a Millionaire" reruns, consider the resource located nearby in Westover's back yard.

Just 30 minutes from the base lies the largest body of water in Massachusetts—and one of the prettiest—the Quabbin Reservoir.

At the time the builders finished the dams in 1939, and residents from four towns were removed to let the waters rush in, the 18-mile long Quabbin was the largest man-made drinking water reservoir in the world.

Typically, when I hear the terms "large" and "man-made" in the same sentence, I add another word—"ugly." But the Quabbin Reservoir is an exception. The park is beautiful. From the landscaped side of the Winsor Dam to the arched stone bridge over the Winsor Dam Spillway, the architecture is functional and interesting.

Building took place in the 1930s, and the depression-era attention to detail, born of having a plethora of workers, is remarkably evident. The stonework of the visitors' center and the 84-foot summit tower add to the natural beauty. Visitors can see Mass., Conn., N.H., and Vt. from the top of the ob-

servation tower, which doubled as a fire lookout until 1973. Even the stone and slate bathrooms look nice from the outside.

Over half a million visitors come to Quabbin Park annually. There's a reason. Aside from being a man-made wonder, the park is also a natural wonder. The park alone has 22 miles of trails to hike in three seasons and snowshoe in winter, dozens of picnic benches, and a regal, stone summit tower.

The park, located off Route 9 in Belchertown, treats visitors to a view of both natural and man-made wonders. The half-mile long Winsor Dam and Goodnough (pronounced "good-no") Dike are the man-made highlights of the park.

Each time I visited, at least one white-tailed deer appeared, grazing near an apple tree close to the road, or walking along a field with her young. Cars stopped, and drivers pulled out cameras and began snapping.

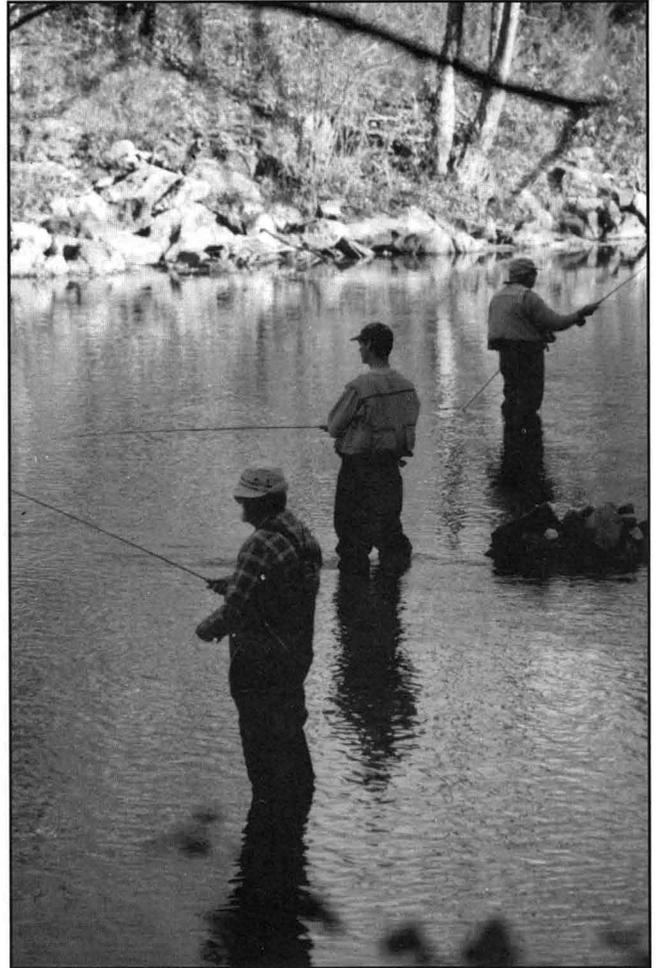
Observant visitors can also spot beaver, wild turkeys, foxes, bobcats, coyotes and hawks, along with numerous smaller species.

In season, fishing along designated portions of the reservoir's 118 miles of shoreline is popular. Also, some 50,000 people fish from boats in the Quabbin annually. Boat access is permitted in about 60 percent of the reservoir, and visitors can rent boats at three launches.

Of the estimated 55,000 pounds of fish caught every year at the reservoir, the record is a 22 pound, 10 ounce lake trout caught in 1988.

What attracts one half million people a year? It's a combination of factors, says Clif Read, supervisor of interpretive services for the Massachusetts District Commission.

"The raw beauty of the area certainly draws people," he said. The Quabbin's 81,000 acres represent the largest contiguous protected space in Southern New England. So the sheer



A RIVER RUNS THROUGH IT – Three fly fishermen try their luck at the Swift River, which runs below the Winsor Dam on the Quabbin Reservation. The area is a year-round, catch and release fly fishing area. Fly fishermen come all through the winter.

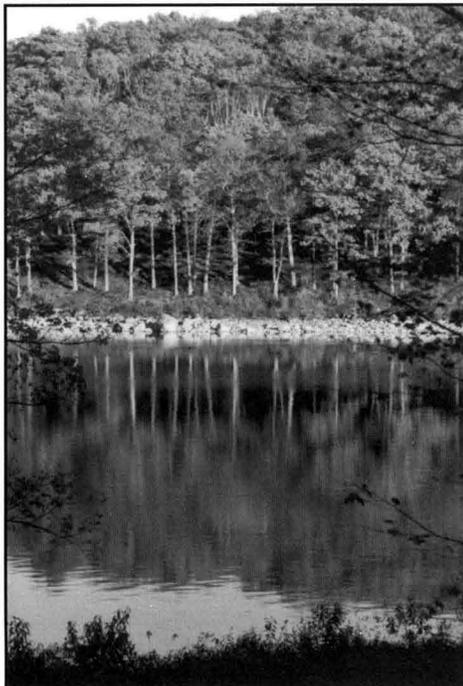
size also attracts visitors.

"And water is always a natural draw," he said.

Another attraction is the unique history of the area—the fact that four entire towns were removed, the buildings leveled or moved, and 2,500 people relocated between 1929 and 1938. Some 650 homes and 7,613 gravesites were removed during that time. The land was bought, sometimes by eminent domain, at an average cost of \$108 per acre.

At the visitor's center, there's enough background on the "disincorporation" of the four towns to keep the history buff interested.

Then, visitors can find solitude in the



NATURAL BEAUTY – Autumn trees are reflected in the waters of Quabbin Reservoir.

— Story continued on next page

Quabbin—continued from previous page



BRIDGE OVER PEACEFUL WATERS -- The stone bridge over the Winsor Dam spillway channel sits like a portal to the rest of the Quabbin Reservation.

park's well-maintained trails, Read said.

The forest is young, 80 to 100 years old, which means there aren't many dead trees on the forest floor to step around.

In the winter, many people come to see bald eagles, Read said. The eagles stay the winter, coming from northern New England and Canada, seeking the "relatively balmy climate of central Massachusetts," he said. During the winter, the Quabbin Reservation has the greatest concentration of bald eagles in New England.

Detracting a bit from the park experience

is the generally nagging nature of the MDC. (Of course, the Quabbin is the water supply for 2.5 million people from Boston to Chicopee, and 44 other towns, so they do have a right to be fussy.)

Don't be caught there after sunset. Obey the signs prohibiting fires, trespassing, etc., and you'll have a great time. But it does cast a little pall over an otherwise stellar experience. Ask at the Visitor's Center what the main attractions are, and before a minute ticks off, you'll be reminded not to swim or hike on the Prescott Peninsula or the islands...the list goes on unnecessarily. But if you stick to hiking, driving, bicycling, picnicking, and fishing in designated areas, you'll enjoy a unique, unnatural wonder.

If you go: From the James Street Gate, take a right at the traffic circle onto Route 33 North. Turn right (exactly three miles from the James St. Gate) onto Route 202 North. Continue for 11.2 miles. In Belchertown, turn



SUNSET AT QUABBIN -- The last of an autumn sun pokes through the trees behind some of the miles of stone walls in the Quabbin Reservation.

The Quabbin Reservoir at a glance

- When construction was completed in 1939, the Quabbin was the largest human-made drinking water supply reservoir in the world.
- The Quabbin is the largest body of water in Massachusetts.
- Four towns were dismantled and flooded to make the reservoir, affecting some 2,500 residents: Dana, Enfield, Greenwich, and Prescott.
- The name "Quabbin" comes from a Nipmuck Indian word for the meeting of many waters.
- It took seven years for the reservoir to fill with 412 billion gallons of water—from August 1939 to June 1946.
- The maximum depth of the reservoir is 150 feet, and the average depth is 51 feet.
- After the waters fell to a 17-year low in 1989, state authorities declared a water emergency; as a result of leak detection and water conservation, daily consumption dropped from 330 million gallons to 275 million gallons.
- The half-mile long Winsor Dam is 35 feet wide at the top, 1,100 feet wide at the base, and took 724 million cubic yards of fill.
- The Quabbin Aqueduct, running 24.6 miles from the reservoir to Wachusett, measures 12 feet, 9 inches by 11 feet—big enough to drive a tractor-trailer truck through.
- Water takes six to twelve hours to flow the length of the Quabbin Aqueduct.
- The aqueduct begins 90 feet below the reservoir surface, and the deepest access shaft runs 657 feet below the earth's surface.
- The reservoir cost \$56 million to acquire the real estate, relocate residents and some buildings, clear the land, and construct the dams.
- During construction 26 workers died.

left onto Route 9 East and go 2.8 miles. Take a left to the well-marked entrance of the Quabbin Reservoir park.

The park is open dawn to dusk, 365 days a year, and is free. Park rules prohibit pets, alcohol, swimming, hunting, camping and building fires. For further information, call the visitor's center at (413) 323-7221.

Patriot People

Name: Aaron Gates
Rank: TSgt.
Age: 32
Address: Brimfield, Mass.
Unit: 439th Aircraft Generation Squadron
Position: Pneudraulics—Training Flight
Civilian position: Air Reserve Technician
Favorite food: Seafood
Years of service: 15 years
Favorite sport: Hunting
Favorite hobby: Diving
Ideal vacation: Hunting trip to Saskatchewan
Best way to relax: Sleeping in my tree stand
Preferred entertainment: Hunting videos
Favorite hero: Xena, warrior princess
Favorite music: Country Music
Favorite movie: "Real Tree Outdoors"
Favorite aircraft: C-5
Pet peeve: Huge deer sightings between seasons
What I would do if I won \$1 million:
 "Spend it all on hunting trips"

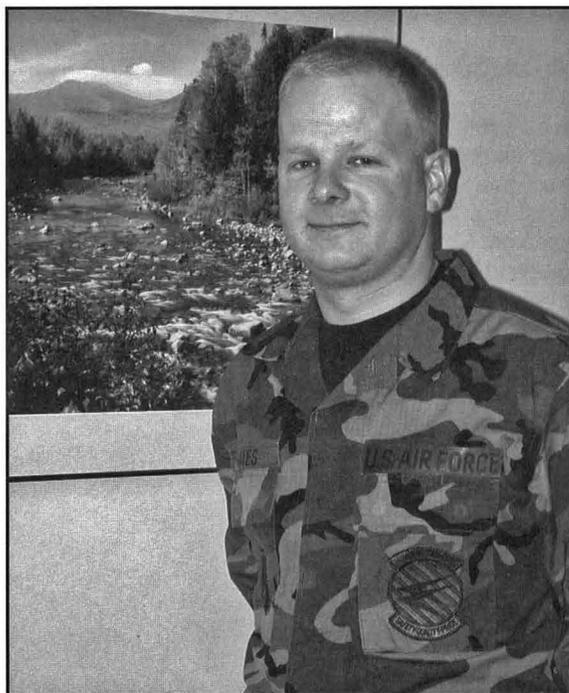


Photo by MSgt. W.C. Pope

TSgt. Aaron Gates

John Levitow dead of cancer at 55

...continued from page 3

was circling over the besieged Army base at Long Binh, northeast of Saigon, firing thousands of rounds and dropping magnesium flares to illuminate enemy positions.

Spooky 71 had been in the air four and a half hours when the aircraft commander was directed to an area south of the base where enemy mortars were laying down a heavy barrage. Suddenly, Spooky 71 was rocked by a tremendous blast. An 82-mm mortar shell had exploded inside the gunship's right wing, showering the cargo compartment with shrapnel. All five crewmembers in the cargo compartment were wounded and helplessly slammed against the floor and fuselage as the gunship dropped to the right, momentarily out of control.

Levitow, was stunned by the concussion and suffering from more than 40 fragment wounds in the back and legs, but staggered to his feet and turned to assist the man nearest to him. He saw a smoking flare ahead of him. The Mark-24 magnesium flare in a three-foot long metal tube, weighing about 27 pounds, was set to ignite at any second. At 4,000 degrees Fahrenheit, the flare would burn through metal.

The aircraft was partially out of control, banking 30 degrees and the flare was rolling wildly from side to side. Levitow knew the arming device had been set and that at the most he had 20 seconds to

prevent an inferno.

Three times it slipped from his grasp. Suffering from loss of blood, loss of feeling in right leg and unable to grasp the rolling flare, he threw himself bodily upon the flare. Hugging the deadly device to his body, trailing blood, he dragged himself back to the rear of the aircraft and hurled the flare through the open cargo door. At that instant the flare ignited harmlessly in the air.

Levitow was hospitalized in Japan and returned to serve 20 more Vietnam missions. For the rest of his life he carried more than 30 pieces of shrapnel in his body, enough to set off metal detectors at Chicago's O'Hare Airport.

There were also unseen wounds.

"There are some memories I want to forget. I remember bringing back in a coffin an individual I knew. I had to sign for his remains," he told an interviewer at Westover in 1993.

In January, 1998 in a ceremony at Long Beach, Calif., the Air Force named a C-17 Globemaster for him, the first aircraft named for an enlisted person. The legend on the fuselage reads: "The Spirit of Sgt. John L. Levitow."

Levitow was a legislative liaison and director of planning for the Connecticut Department of Veterans Affairs at the time of his death. He is survived by a son, daughter and grandson.

Patriot Praises

Enlistments

SSgt. Quinn, David C.
 SSgt. Rhodes, Arlene L.
 SSgt. Wingert, Robert P.
 SrA. Leduc, Jeffrey M.
 SrA. McAfee, Rodney A.
 SrA. Ryan, Christy M.
 A1C Beauregard, Joshua P.
 A1C Menard, Jonathan T.
 A1C Reyes, Jose L.
 A1C Sciuto, Christopher J.
 A1C Schmitter, Nikolaus J.
 AB Bonica, Linda M.

Newly Assigned

Capt. Block, Jonathan D.
 Capt. Gardner, Karen L.
 1st Lt. Milligan, Jeffrey P.
 SMSgt. Manley, Robert R.
 TSgt. Jason E. Rose
 SSgt. Whelton, James M.
 SSgt. Woelper, David M.
 SrA. Lum, Blayne K. J.
 SrA. Riley, Mark R.
 SrA. Martel, Brian W.

Retirements

Capt. Lewis, William C., Sr.
 MSgt. Doyle, Michael K.
 MSgt. Pandolfi, Joseph J.
 TSgt. Hannaford, Robert G.
 TSgt. Ratcliffe, Mark I.

Westover adds more than \$156 million to area economy

By Gordon A. Newell

The U.S. military and Westover Air Reserve Base pumped more than \$156 million into the economy of Western Massachusetts during fiscal year 2000 through salaries, purchases and new construction, according to an Air Force report issued in November.

Westover's impact on community economies located within a 50-mile radius of the



CONSTRUCTION PROGRESSES – Workers complete the roof on the new home of Westover's Disaster Preparedness facility.

base was estimated at \$156,662,338 from Oct. 20, 1999 to Sept. 30, 2000. This represents an increase of more than \$22 million over last year.

"Our continued growth at Westover is indicative of the tremendous support we receive from Chicopee and the surrounding communities," said Col. Martin M. Mazick, commander of the 439th Airlift Wing.

The base's total payroll for the year was

\$82,053,789, with civilian salaries totaling \$45,410,386 and military pay accounting for \$26,820,697. Another \$9,822,706 was paid to contract civilians and non-appropriated fund civilians employed in such places as the Base Exchange, gas station, bowling alley, base gymnasium and billeting office.

There are 4,280 people assigned to the base, including 2,139 active-duty and reserve military personnel. The base also has 811 full-time federal employees and 330 non-appropriated fund workers.

Base construction during the year was set at \$18,885,848, up a little more than \$1 million over the previous year. Two of the largest projects currently under construction are a \$4.3 million air traffic control tower and a \$1 million Disaster Preparedness training facility.

Westover is the largest reserve base in the country and the closest fully opera-

tional U.S. base to Europe.

The base is home to the Air Force Reserve Command's 439th Airlift Wing as well as Marine Corps Support Squadron Six; Marine Wing Support Squadron 474, Detachment B; a Massachusetts Air National Guard aviation support group; United States Corps of Engineers, the United States Armed Forces Reserve Center; Army-Air Force Exchange Service; a Reserve Readiness and Mobility



GROWING UP – Construction of Westover's new \$4.3 million air traffic control tower is scheduled for completion next fall.

Squadron; TOW Platoon HQ, 4th Marine Division and Griffin Services, a private contractor.

PATRIOT

PATRIOT online: <http://www.afrc.af.mil/units/439aw>



Published monthly for Patriots like MSgt. Robert Johanns of Enfield, Conn., and 2,311 members of the 439th AW at Westover ARB, and geographically separated units.

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