

## YEAR ONE

A young Air Force  
sets the pace for the  
Cold War and 60 years  
of achievements.

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439Patriot.Editor@  
westover.af.mil  
(413) 557-3500  
www.westover.afrc.af.mil

439<sup>TH</sup> AIRLIFT WING COMMANDER  
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Master Sgt. W.C. Pope

AIR RESERVE TECHNICIAN / EDITOR  
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Senior Airman Michael Lanza

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Staff Sgt. Tom Ouellette  
Senior Airman Timothy Huffman

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**RODEO RECIPE** >> Tech. Sgt. Kevin Godbout, Rodeo assistant team chief and team chef, serves up food to Rodeo participants at McChord Air Force Base, Wash., in July. (photo by Maj. Elizabeth Ryder)

## EDITORIAL | Happy Birthday, U.S. Air Force



**General Farris**

Milestones always provide us a great opportunity to reflect on the significance of all that has occurred in a period of time. For our Air Force, the first 60 years have been nothing short of amazing.

From the time President Harry Truman

signed the National Security Act of 1947 on Sept. 18, the Air Force has undergone numerous transformations, enhanced its capabilities, introduced new weapons systems, and seen new missions in new lands.

Yet, one constant remains, the quality of our people.

From our early Army Air Corps pioneers like Brig. Gen. Billy Mitchell and Gen. Henry H. "Hap" Arnold, to the Tuskegee Airmen and today's expeditionary warriors, our people – and their dedication to the mission and our nation – are what makes the difference. Our people are what made the Berlin Airlift possible, made the

end of World War II achievable, made the Cold War winnable, and made exploration into space attainable.

Throughout its history, the Air Force has asked its brave men and women to answer the call on countless occasions. Some were calls to arms while others were to provide aid or comfort to areas in need.

For reservists, that call has come more than ever since Sept. 11, 2001. You are asked to perform herculean tasks from Baghdad to Balad, side-by-side with your active-duty counterparts. You are asked to make the same sacrifices, but often with the added burden of not only leaving your loved ones but also your employment.

Your country is grateful for each of you and your contributions to the Global War on Terrorism. We're facing a mission like no other and a threat like no other we have seen in our 60-year history. We are fighting this war on many fronts, and our actions and ability to succeed will greatly shape our next 60 years.

It is difficult to predict what the next 60 years will look like. I am willing to bet, however, that what will remain constant is the quality of our warriors, and their commitment to service, integrity

and excellence will remain. What will also remain is the loving support and dedication of our families. We can't thank them enough.

On Sept. 18, 2007, we say, "Happy Birthday" to our Air Force and a humble "Thank You" to all who have worn the uniform and all those who support us. We look to the future with incredible optimism, and with the hope that 60 years from now historians will look to this period as another great generation who helped transform the world.

**Brig. Gen. Wade Farris**  
**439<sup>th</sup> Airlift Wing Commander**

## BRIEFS |

### Sexual assault reporting options

Victims of sexual assault now have two options for reporting the crime.

One option is to pursue a criminal investigation through official channels. This can be accomplished by contacting a supervisor, first sergeant or security forces member.

Alternatively, victims can report the crime to the wing sexual assault response coordinator (SARC) who works with the victim in an information-protected environment. Members may contact the SARC at Ext. 2623.

### CAP offers program

A Civil Air Patrol program offering aerospace and leadership activities will be held Sept. 8-9 and 15-16. Applications are being accepted for students 13- to 16-years old. For more information, call Maj. Jim Pacitti at (508) 347-7066.

### Ancillary training to be more efficient

Beginning in October, annual ancillary training briefings which previously took more than a full workday will be reduced to 90 minutes.

The numerous training briefings which Airmen have been required to attend annually will be combined into a new "block instruction" plan. The new plan is forecast to save about 8.6 hours per person.

Instead of time-consuming briefings on several subjects, training will be arranged so that time is used more efficiently while still getting Airmen the information they need. The blocks will also be available as group and individual computer presentations.

### TRICARE dental extended to retirees

TRICARE dental care was recently expanded to include a TRICARE Retiree Dental Program to all retired Reservists and Guard members.

The TRICARE Retiree Dental Program is promoted as an affordable dental benefit program available to all military retirees. Enrollees may seek care from any licensed dentist within the TRICARE Retiree Dental Program service area.

As the nation's largest voluntary, all-enrollee-paid dental program, it offers coverage for diagnostic and preventive services, basic restorative services, periodontics, endodontics, oral surgery, dental emergencies and a separate dental accident benefit with no waiting period. Additional benefits available after a 12-monthly waiting period include orthodontics, crowns, bridges, onlays, and full and partial dentures.

More information is available on the web site at [www.ltrdp.org](http://www.ltrdp.org) or by calling the Delta Dental toll-free number at (888) 838-8737.

### CGOC will hold duathlon fundraiser

A duathlon will take place at 5:30 p.m. Oct. 13. Participants will run one mile and bike 12 miles and finish with another one-mile run.

The duathlon will begin at the fitness center. Company Grade Officers Council members are holding what they plan to become an annual event. Proceeds will go to the Combined Federal Campaign.

### Base unveils models

An unveiling of the static display models of Westover's present and past aircraft is planned at 11 a.m. Sept. 9 on Monument Avenue near the base ellipse. The models, which honor the base's aviation history, will include a C-5, B-52, KC-135, C-123, and a C-130.



**RUNNING ON** >> Aerial porters sprint from the C-5 during the Air Mobility Rodeo July 24 at McChord Air Force Base, Wash. The Westover porters and aircrew won the best C-5 engines running offload trophy. This was the first competition for the Patriot Wing since 2000. ( photo by Tech. Sgt. Andrew Biscoe )

## Westover porters, aircrew take home Rodeo trophy

by Senior Airman Timm Huffman

A trophy and a precise transcontinental arrival highlighted the Patriot Wing's involvement in this year's Rodeo competition.

As soon as the C-5's 28 wheels folded into the underside of the massive jet on takeoff from Westover July 21, the Patriot Wing's competition in the Rodeo began. After climbout from Westover, 2,460 miles lay ahead for the trip to McChord Air Force Base, Wash. The crew had one of the longest flights to make of any of the teams.

Majs. Glenn Melia and Mike Smith, 337th Airlift Squadron, put their years of training and experience to work. After the cross-country trip and descent over the towering Mount

Rainier, they guided the C-5 wheels onto the McChord runway at 11:34 and 59 seconds – one second short of a mandatory 11:35 a.m. arrival. Rodeo rules allowed just one minute for a window for a competitor's arrival – no matter the distance.

Once the competition got underway, the Patriot Wing competitors grew accustomed to being cheered on by their teammates. But for the engines running offload (ERO) competition, an even bigger – and higher-ranking – crowd lined nearby bleachers to watch. A crowd of media and distinguished visitors watched from a set of bleachers. Gen. Duncan McNabb, commander of Air Mobility Command, also watched.

The ERO began back on the McChord flight line after an air refueling

rendezvous with a Travis AFB, Calif., KC-10 tanker. The giant airlifter circled McChord and after landing, taxied to the McChord flight line. The aerial port team trained their eyes on the jet as it pulled to a stop amid the trademark whine of the C-5's four engines.

"There were a lot of umpires watching us; that made it a little more stressful," said Tech. Sgt. Christopher Harry, aerial port team chief. "We had a really great team out there and during the ERO our strengths really came together."

The crews loaded and unloaded a 25,000-pound Halverson loader, Hummer and a trailer while the C-5's engines were running – all within seven minutes.

"We felt excellent about this trophy – we came in with a game plan and it was just a matter of execution on game day," said Tech. Sgt. Ryan Hellyar, 337th Airlift Squadron

loadmaster. "Everybody did their part. Our motto was 'to adapt and overcome.'"

Sergeant Harry directed his members into position. Sergeant Hellyar and the other loadmasters opened the massive nose visor of the airlifter.

Once the cargo lifter was in position and the aircrew raised the visor and lowered the ramp, the 42nd APS team sprinted into action.

After the APS team loaded the cargo, the loadmasters closed the ramp and visor. APS members prepared to unload the aircraft. The moment the ramp hit the ground the second time, the aerial porters ran again. They finished their offload with only two seconds to spare.

"Having a good rapport with your teammates is a huge factor in this Rodeo competition," said Tech. Sgt. Jim Whelton, 337th AS loadmaster. "Nobody does this by themselves."



**Tech. Sgt. Ryan Hellyar**  
337<sup>th</sup> Airlift Squadron



**Staff Sgt. Jason Pelletier**  
439<sup>th</sup> Security Forces Squadron

## Rodeo team spirit sustains competitors

by Tech. Sgt. Andrew Biscoe

They may not have come away with many trophies, but the immaculate condition of their C-5 still caught the attention of the Air Mobility Rodeo umpires.

"They kept telling us we have the most beautiful C-5 they have ever seen," said Senior Master Sgt. Jerry Kaulback, maintenance team chief.

Lt. Col. John Healy, Rodeo team chief, said the Rodeo competition will have an effect on all of the team members for years to come. "I don't think you can measure the long-term dividends," Colonel Healy said. "They're going to have that bond and connection."

Brig. Gen. Wade Farris, 439th Airlift Wing commander, lauded the hard work and months of practice by the aerial port and aircrew members who won the best engines running offload (ERO) trophy.

"They practiced and practiced and they deserved the trophy. What I am most proud of is that everyone on that team gave it their best. Although the other teams didn't win trophies, their scores showed they were all very close to winning."

The Westover Rodeo team returned July 28.



**Capt. Christopher Watkins**  
439<sup>th</sup> Aeromedical Evacuation Squadron



**Tech. Sgt. Ron Phelps**  
439<sup>th</sup> Maintenance Squadron

by Master Sgt. Tom Allocco

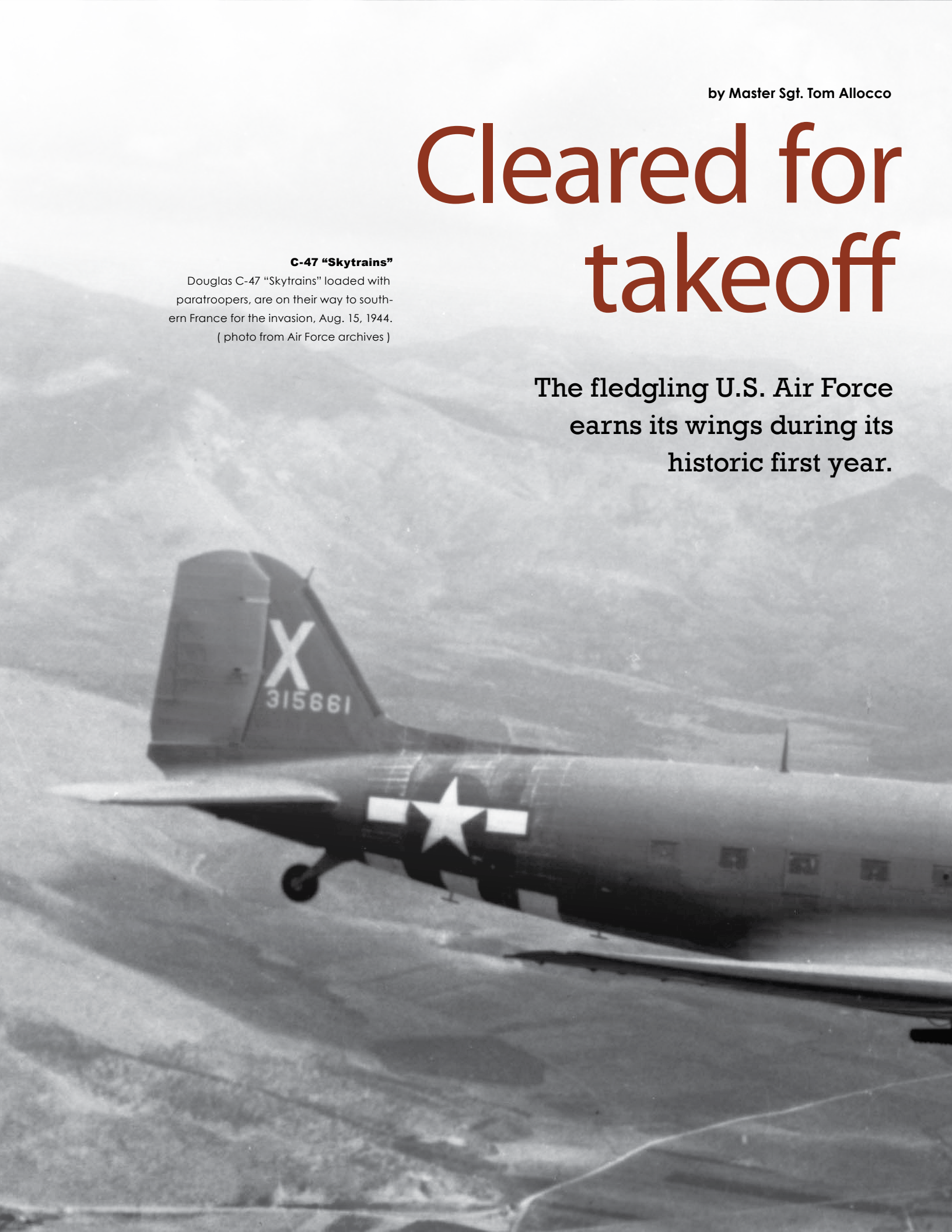
# Cleared for takeoff

## **C-47 "Skytrains"**

Douglas C-47 "Skytrains" loaded with paratroopers, are on their way to southern France for the invasion, Aug. 15, 1944.

( photo from Air Force archives )

The fledgling U.S. Air Force  
earns its wings during its  
historic first year.



In 1947 the Air Force went from zero to 700 mph in 26 days.

Forty years after standing up as the Aeronautical Division of the Army Signal Corps, then the pre-war Army Air Corps and war-winning Army Air Forces, the men and women of the air took off as an independent military service on Sept. 18, 1947.

The new Air Force was built for speed.

On Tuesday, Oct. 14, 1947, Air Force Captain Chuck Yeager startled the world when he fired four rocket chambers of the Glamorous Glennis, pushed his machmeter needle off the scale and accelerated to an estimated Mach 1.06, about 700 mph at 43,000 feet.

For the newly independent Air Force, it was the first waypoint for all that was to come.

A few days later President Harry Truman named as Air Force chief of staff Gen. Carl A. "Tooe" Spatz. The general had navigated

the whole course of the new service. A West Point graduate, he served briefly as an infantry officer before joining the First Aero Squadron assigned to Brig. Gen. John Pershing in his expedition to Mexico in 1916.

In France in 1918 he shot down three enemy airplanes and in the next war commanded the heavy bombers of the Eighth Air Force and later Strategic Air Forces in Europe.

General 'Tooe' Spatz and his young Air Force were soon dispatched to the front lines of the Cold War. In April, 1948, the Soviet Union briefly closed roads to West Berlin and



Lt. Gen. Curtis E. LeMay sent C-47 Skytrains on supply runs. A few months later the Soviets launched a full blockade and the Air Force mobilized four-engine C-54 Skymasters in the Berlin Airlift.

"Can you transport coal by air?" Berlin's American military commander asked. "Sir," General LeMay reportedly responded, "the Air Force can deliver anything."

When the Nation needed strategic airlift, Westover was positioned perfectly to respond. On Feb. 1, 1948, Westover AFB – the Northeast's key World War II bomber staging and training base – was named a Military Air Transport Service (MATS) base. Regular C-47 flights out of Westover were scheduled for Greenland; Goose Bay, Labrador; Harmon Field, Newfoundland; and bases in Europe and Africa.

Early in the Berlin Airlift, Westover Skytrains shuttled from Rhein-Main AB, Germany to Tempelhoff Airfield, Berlin. Operation Vittles would last 15 months and keep Berlin alive.

In the war-ravaged 1940s, Americans in uniform were the "rich uncle" of every European child, big hearted men and women with pockets full of chocolate and gum. It was inevitable that an Air Force pilot like Lt. Gail S. Halvorsen and his C-54 crew would get the idea to drop small bags of candy bars, gum and lollipops in tiny parachutes of handkerchiefs. "Operation Little Vittles" was born.

Westover was on the home front of Little Vittles as New England school children sent donations. It's guessed that 36,000 pounds of candy were flown out of Westover for parachute drops over Berlin.

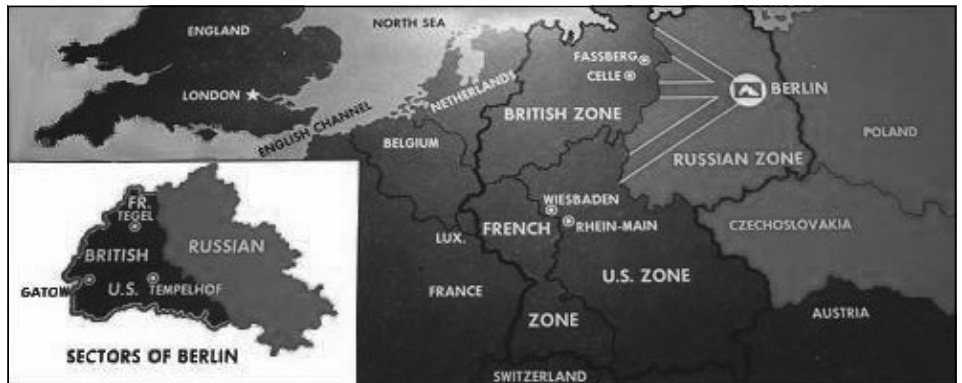
Berlin was just one front in one Cold War year.

During its first year, the new service never stopped accelerating. In 12 months, the first Aerobee rocket was fired to 190,000 feet, the Strategic Air Command received its first operational B-36 Peacemaker six-engine intercontinental bomber, and 16 F-80 Shooting Stars made the first west-to-east transatlantic flight by jet planes. SAC also received its first B-50 Superfortress bomber, an improved version of the B-29 with larger engines.

At the end of the first year Airmen still wore green uniforms and brown shoes, but they had successfully launched toward a 21st century Air Force. The Galaxies, Globemasters, Raptors and Spirits of 2007 continue to fly toward waypoints set by the young Air Force of 1947-48.



**FLIGHT OF HOPE** >> An Air Force C-54 Skymaster delivers food and supply to Berlin, Germany in 1948. Westover made history as one of the main hubs for the historic airlift effort. ( courtesy photo )



**HIGHWAY IN THE SKY** >> Three 20-mile wide corridors were the lifeline that kept Berlin alive. Soviet fighters and anti-aircraft guns awaited any pilots who accidentally strayed outside the lines.





# Seems like only yesterday

by Master Sgt. Tom Allocco

The U.S. Air Force is so young that there are still some veterans whose military service and lives span the whole history from General Hap Arnold's Army green to the stainless steel spires of the Air Force Memorial.

Jerry Monaghan of Chicopee is one who stands with a foot in both worlds. In 2007, former Staff Sergeant Monaghan still carries in his brown leather wallet, the 1-C honorable service draft card, given to him by the Army Air Forces in 1945. He can drive across Westover and note that the hangars look familiar, although it's tough to locate the old Post Exchange where he met Elizabeth, the local girl who became his wife.

Elizabeth Monaghan, the daughter of Austrian immigrants, in 2007 remembers that her uncle sold his homestead when the government started building Westover Field in 1939. When the World War II B-17s and B-24s and their aircrews came, Elizabeth took a job in the PX clothing department. It wasn't without challenges. She can laugh about it now. "I didn't know a private from a general. I was selling them the wrong clothing!"

She can look at her husband beside her and see the young sergeant in a green wool "Ike jacket." She remembers the exhilaration of the wartime years when Westover was a crossroads of young

Americans moving to and from Europe. "I loved it there. Oh, how I loved it."

In 2007, Jerry Monaghan thinks himself a lucky man. "She had suitors galore, believe me, but I won." And he can still fit into the waist-length Ike jacket with the four overseas hash marks he wore when he came home from the war and asked the Westover chaplain to marry them.

Today, C-5As and Bs fly over his Chicopee shaded yard, but Jerry Monaghan will always be a P-47 Thunderbolt man first. More specifically, he is a 396th Fighter Squadron "Thunder Bum." Quentin Reynolds wrote up the Thunder Bums in *Colliers* and he still has a copy of the magazine article.

"I loved the P-47. A versatile airplane, it had four machine guns in each wing, 50-caliber, a 1,000-pound bomb in the belly and two 500-pound bombs on the wings," he said.

He became a Thunder Bum at Westover after arriving by train in 1942. He was drafted from his job as restaurant cook and assigned to Westover's mess hall. There was a lot of chipped beef, but nobody complained. "They had been in the Depression. They had something to eat and they were really grateful for it. It was good food," he said.

The winter of 1942-43 was a cold one. A coal stove only took some chill out of the air and to sleep at night it helped to throw your brown Army overcoat on top of your green "horse blanket," he said.

"The barracks was long, nothing fancy, metal bunks. There was a coal stove in the back of the barracks. 'Firemen' took care of the coal during the night," he said.

The P-47 group left Westover in August, 1943 for Republic Field, Long Island and then Camp Miles Standish, Mass. They departed for Europe from Boston on Christmas Day aboard a banana boat converted to a troop ship. "At Nova Scotia we were suppose to meet a convoy, but they told us the convoy was sunk on the way by U-boats," he said.

After 12 days of being seasick they sailed into the Firth of Clyde, Scotland.

The Thunder Bums started wrecking havoc on Hitler's bridges, trains and roads, and after D-Day, 1944 gave close air support for General George Patton's Third Army across France, Belgium and Germany to the Czechoslovakian border.

By VE Day (Victory in Europe), "we were glad it was over, quiet and peace." Jerry Monaghan was ready to come home to Elizabeth, who was wearing his diamond ring.

After another boat ride to Boston he signed his discharge papers at Fort Devens, Mass. "Five of us took a taxi to Springfield. Twelve days later we married in Chicopee," he said.

For 53 years they have lived in the home they built in Chicopee. In the living room is a photo of a grandson in his Class of 1999 Air Force Academy uniform. Overhead is the occasional C-5 Galaxy. "That's the sound of freedom," Jerry Monaghan says.

WESTOVER PATRIOTS |



**RETIRING REFLECTION** >> Chief Master Sgt. William Currier, 439th Maintenance Operations Squadron, pauses to reflect during his retirement ceremony Aug. 11. Chief Currier served for 38 years in the active-duty Air Force and Air Force Reserve Command. He arrived at Westover in 1974. (photo by Tech. Sgt. Andrew Biscoe)



**Battle at the Biathlon**

**By Staff Sgt. Tom Ouellette**

You don't have to ask twice to get Chief Master Sgt. Michael Grady to welcome a new challenge. You just need to ask — especially if it tests the skills of the 439th Security Forces Squadron.

"A German colonel he knew called him and asked him if he had a four-man team that wanted to participate in a biathlon. That's all it took," Master Sgt. Daniel Ernst, 439th SFS resource manager, said.

Chief Grady enlisted two members from his unit, Sergeant Ernst and Tech. Sgt. Edward Plant. They teamed up with German Army officer Lt. Alessandro Fusciothi and entered the biathlon held recently at Ramstein AB, Germany.

The Biathlon combined running with precision target shooting. There were three shooting categories. Teams fired from the standing and prone positions using rifles and the standing position again, using a pistol. The team with the best combination of finishing time and shooting score win.

"We didn't really know what we were getting into. We knew there was running, but the biathlon was more than expected," Sergeant Ernst said. "We ran a total of 15 kilometers."

"They also threw in an obstacle course, which we never expected. And we had to use their weapons. We never used them before," Sergeant Ernst said.

The Westover team fired the German versions of our M-16 rifle and M-9 pistol, the G-36 rifle and the P-820 pistol.

The unexpected surprises didn't faze the Patriot Wing's team. Of the fifteen participating teams, they finished third.

Germans recognized Chief Grady's penchant for overcoming challenges. Biathlon officials awarded the 439th SFS team its most-motivated award.

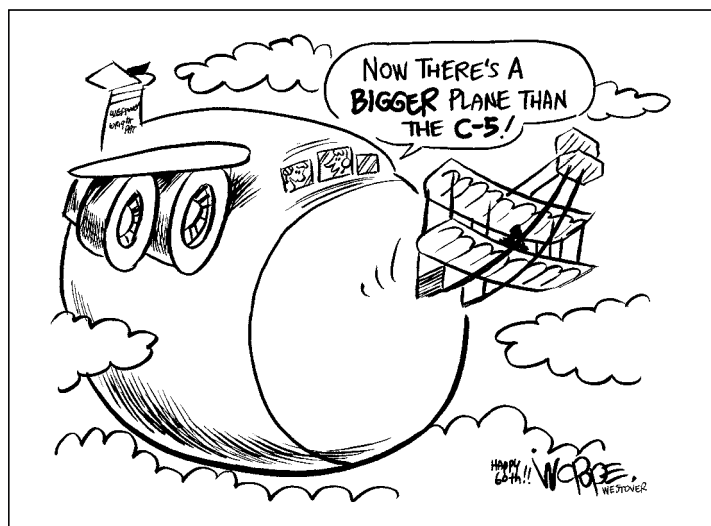
PATRIOT PEOPLE |



Senior Airman Randall Bell

NAME : Randall Bell  
 RANK : Senior airman  
 HOMETOWN : Bloomfield, Conn.  
 UNIT : 439th Services Squadron  
 POSITION : Food service  
 CIVILIAN POSITION : Quest Diagnostic supervisor  
 FAVORITE FOOD : Pasta  
 YEARS OF SERVICE : 10 (Nine in Army, one in Air Force)  
 FAVORITE SPORT : Volleyball  
 FAVORITE HOBBY : Volleyball  
 IDEAL VACATION : Doing nothing  
 BEST WAY TO RELAX : Working out  
 PREFERRED ENTERTAINMENT : TV  
 FAVORITE HERO : Batman  
 FAVORITE MUSIC STYLES : All  
 FAVORITE MOVIE : Blade 2  
 FAVORITE AIRCRAFT : C-130  
 PET PEEVE : None  
 WHAT WOULD I DO IF I WON \$1 MILLION : Invest it

PATRIOT PUNS |



<http://www.af.mil/library/usaf60.asp>

PATRIOT PRAISES |

Reenlistments

Senior master sergeant  
 Michael J. Marrone  
 Craig G. Reul

Master sergeant  
 Bruce B. Buechele  
 Patrick F. Malie  
 Jeanette Soucy  
 Erik P. Paglusch  
 Jeffrey R. Roule

Technical sergeant  
 Manuel D. Chavez

Lazaro A. Dejimenez  
 George L. Dietzler  
 Joseph Niemiec  
 Richard T. Schmoke  
 David M. Woelper

Staff sergeant  
 Danielle M. Doyon  
 Keith M. Fiest  
 Kevin L. Gathers  
 David H. Martinez  
 Joaquin A. Rojas  
 Corey J. Tolbert

Senior Airman

Michael L. Graves  
 Victor M. Wilson  
 Aaron E. Minor  
 Joseph M. Clinton  
 Joseph Niedziela  
 Jesse Wilson

Promotions

Lieutenant colonel  
 Ian Coogan  
 Gary Cooke  
 Diana Cooper  
 Christopher Cortese  
 Martin Dorey

Patrick Dufraine  
 Rodney Furr  
 Paul Goliber  
 Dale Maynard  
 Kenneth Mcquadr  
 Glenn Melia  
 Stephen Mueller  
 Joe Revit  
 Patrick Ryan  
 Deborah Saltmarsh  
 Nirav Shah  
 Bruce Shepley  
 David Smith  
 Michael Smith  
 Mark Wilson



**COOLING OFF** >> Lt. Col. Lou Shogry enjoys a good soaking amid the New England summer heat and humidity following his final flight in July. Colonel Shogry, former commander of the 337th Airlift Squadron, is now the Emergency Preparedness Liaison Officer with the Federal Emergency Management Agency. ( photo by Senior Airman Michael Lanza )

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