

# PATRIOT

439<sup>th</sup> Airlift Wing | Westover ARB, Mass. | Volume 49 No. 2

February 2018 - April 2018 | Patriot Wing -- Leaders in Excellence

## HIGH-CALIBER TRAINING

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## Provide global reach capabilities with mission-ready Citizen Airmen

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439<sup>th</sup> Airlift Wing, 975 Patriot Ave., Westover ARB, Chicopee, Mass. 01022-1825

439aw.pa@us.af.mil  
(413) 557-2020

Patriot on the web:  
www.westover.afrc.af.mil

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### 439<sup>TH</sup> AIRLIFT WING COMMANDER

Col. D. Scott Durham

### WING PUBLIC AFFAIRS OFFICER

Capt. Meghan Smith

### LAYOUT AND GRAPHICS

W. C. Pope

### SUPERINTENDENT

Senior Master Sgt.  
Andrew Biscoe

### NCOIC

Master Sgt. Stephen Caruso

### BROADCASTER

Tech. Sgt. Kyle King

### PHOTOJOURNALISTS

Tech. Sgt. Malcolm Tevanian  
Staff Sgt. Tamara Williams  
Staff Sgt. Monica Ricci  
Senior Airman Max Goldberg  
Airman 1st Class Hanna Smith

### STRINGER PHOTOGRAPHER

Chief Master Sgt. Justin Thurber

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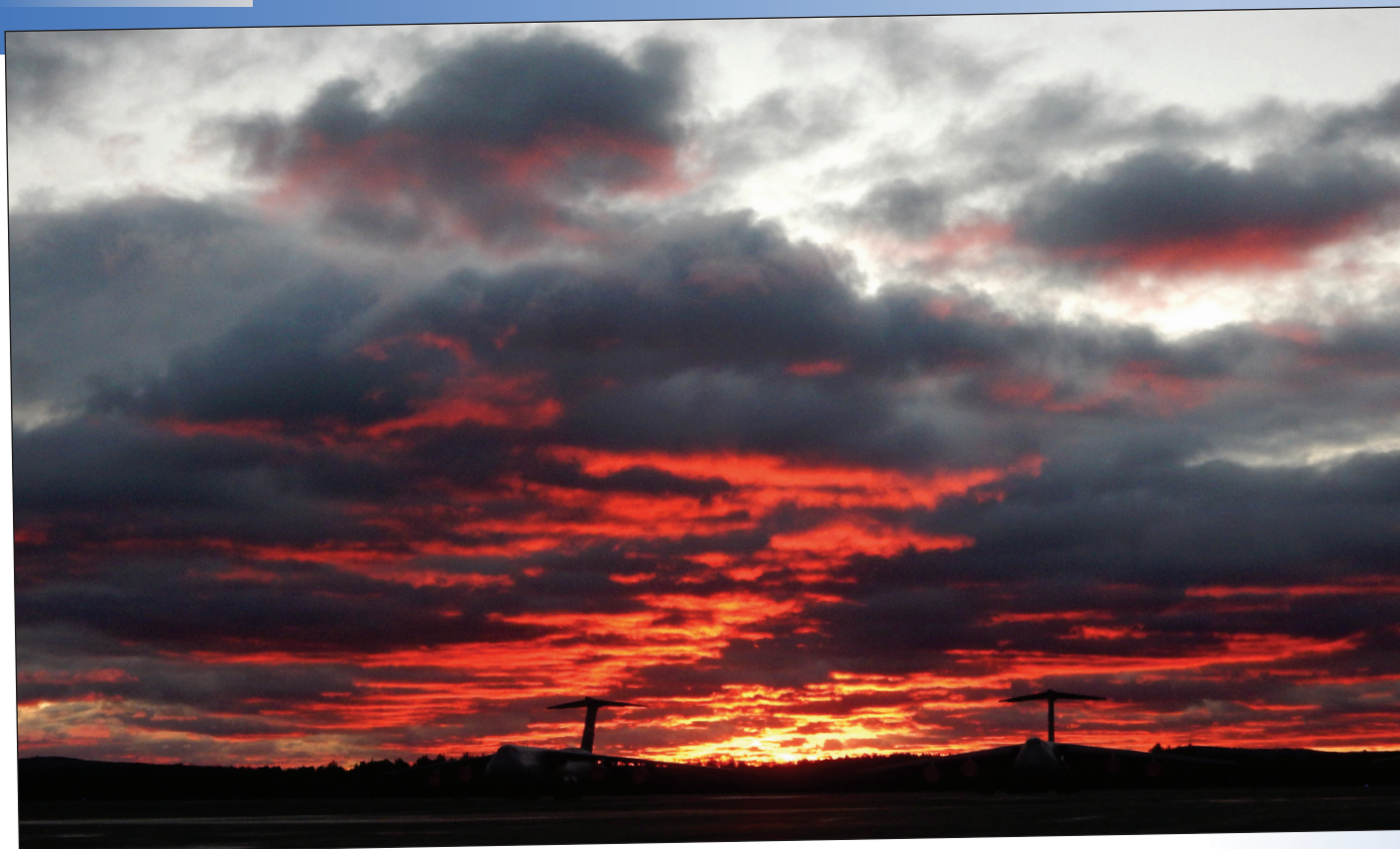
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**ON THE COVER >>** Westover Airmen keep up their shooting skills at the range. For more photos, turn to page 10. (photo by Senior Airman Max Goldberg)



**ANGRY SKIES >>** Phenomenal sunrises, like this one shot in February, can be seen almost daily over the Westover flight line. This angle looks east. (photo by W.C. Pope)

When I left D.C. nearly a year ago, I thought I knew everything there was to know about readiness. After all, it was my job as the Readiness Division Chief to share the Air Force narrative with other services, the Secretary of Defense staff, even Congress. Returning to serve at the wing level as a traditional reservist, my views on readiness have taken on a much more personal feel. Since readiness continues to be the focus at all levels, I thought I'd share those views with you.

First and foremost, readiness is a personal responsibility. Leadership can help track events, set up training, and make certain processes more efficient, but each Airman must take ownership of their readiness. In the end, it is YOUR readiness.

So, what is readiness? To me, it is a combination of several different elements, the first of which is individual readiness. This is probably the easiest to quantify—you can see it indicated in ARCNet and other systems as green, yellow, and red. It is a combination of shots, physical exams, fitness, annual CBTs, etc. You will probably get the most help with individual readiness as the chain of command chases down “the lists.”

Next area is your professional readiness. Where are you on your skill level in your Air Force Speciality Code? Have you completed the appropriate professional military education for your rank? Have you completed Community College of the Air Force, attained a master's degree or professional certification? Are you involved in the Rising 6, Top 3, Company Grade Officers Council, etc. to build your peer

network for support? Finally, have you considered submitting a development plan for formal feedback on your future plans? If the answer to any of these questions is no, maybe, or “I'm not sure.” I encourage you to speak to your supervisor, shirt, commander, or to seek out a mentor.

One area rarely discussed is your deployment readiness. If you fill a deployable position or are assigned to one of your unit's unit tasking codes, it is not enough to excel at your job at home station in a training environment. You need to be ready when and where your country needs you. Since the 1<sup>st</sup> Reserve Aero Squadron was formed 101 years ago out of the Plattsburgh Camp program, through the founding of the Air Force Reserve in 1948, to today; Reserve Citizen Airmen are a combat-ready force answering our nation's call.

Finally, none of this would be possible without the support of our families and they must be ready too. Ensuring your family has a will and power of attorney, financial planning and knowledge, connection to your Key Spouse(s), base helping agencies, and Military OneSource—these are critical elements of support.

Always remember, Airmen don't serve alone, families serve as well. In the end, your commanders, your family and your nation need you to be ready when the call comes. Here in the front office, our call came when Col. Durham was asked to deploy, while I command the wing until his return. We were ready because we began preparing long ago. So when your call comes, will you be ready? Having seen your drive, determination, and Patriot pride, I know you will!

**Col. Howard Clark III**  
439<sup>th</sup> Airlift Wing vice commander



BRIEFS

**The Great New England Air and Space Show is coming**

The next Great New England Air and Space Show will be held July 14 -15. The Air Force's official aerial demonstration team, the Thunderbirds, will headline the event. As always, this show will be among the largest in the northeast.

To keep up to date on what aircraft, acts and special events that will be participating, visit GREATnewENGLANDairshow.com

**Civilian Tuition Assistance Program**

The Civilian Tuition Assistance Program slashes college costs by up to 75 percent and you can even test out of some courses with zero out of pocket costs. Plus a recent change in Tuition Assistance policy lets you take two courses per term making it possible to complete your goal even sooner.

For example: Semester hours at or below \$333 per hour will receive 75 percent of the costs. All hours costing more will receive \$250 per credit hour. Quarter hours at or below \$221 per hour will receive 75 percent of the costs. All hours costing more will receive \$166 per credit hour.

So click here to go to the myPers Civilian Tuition Assistance Program (CTAP) and Request Process, or if you are currently on myPers enter tuition assistance in the search window for more details.

**Dining-In planned for April 7**

The Top 3 is organizing the third annual Senior NCO Dining-In to be held at 6 p.m. April 7 at the Log Cabin Restaurant in Holyoke, Mass. Tickets are \$55 per person and are available through any Top 3 member.

**March is Women's History Month**

“Too often the women were unsung and sometimes their contributions went unnoticed. But the achievements, leadership, courage, strength, and the love of the women who built America was as vital as that of the men whose names we know so well.”

-- President Jimmy Carter



# B-52 memorial honors Westover crew lost in 1971 accident

*The ceremony was held Jan. 7 at the Westover Club on the 47th Anniversary*

by Senior Master Sgt.

**Andrew Biscoe**

Family members of a Westover B-52 aircrew lost in a Great Lakes training flight accident gathered with the Patriot Wing's senior leadership in early January to unveil a memorial of the bomber.

First Lt. William Passmore, 58<sup>th</sup> Aerial Port Squadron, and an avid history collector of Westover's Strategic Air Command era, organized the memorial event held Jan. 7 at the Westover Club. Col. D. Scott Durham, 439<sup>th</sup> Airlift Wing commander, was the presiding officer and joined the family members in paying tribute to the aircrew.

It's an honor to be here.... you guys are the real heroes," said Todd Crowley, whose father, Capt. Joel Hirsch, was aboard the B-52. "We didn't think something like this was going to happen all these years later. "I was really honored when Mr. Passmore reached out to us."

The B-52C Stratofortress accident took place in Lake Michigan on Jan. 7, 1971. The unarmed aircraft was flying a low-level mission when it exploded and crashed into the lake. No one in the nine-member crew survived.

Westover housed two squadrons of B-52s at the time of this accident, and was home to the Strategic Air Command's 99<sup>th</sup> Bombardment Wing, which also included a squadron of KC-135 tankers. The 99<sup>th</sup> deployed in 1967 and 1972 for duty in Vietnam. In April 1974, the 99<sup>th</sup> was inactivated, and SAC turned over operations at Westover to the Air Force Reserve.

Durham joined family members in the hallway of the club to install the memorial il-



lustration. Drawn by renowned Air Force illustrator W.C. Pope, who's also a member of the wing public affairs office, it depicts the tail of the ill-fated B-52 with the sun's rays shining down on the aircraft.

Passmore found a way to line up the anniversary of the accident, because its date happened to match the Sunday of the first UTA in 2018.

"I thought what better way to observe the anniversary of this accident than on the UTA?" he said.

*EDITOR'S NOTE: See the video of this unveiling on Westover's base cable channel 50. It's featured on [YouTube.com/439westover](https://www.youtube.com/439westover)*



# WINTER FREEZE BRINGS SAFETY REMINDERS



by Airman 1st Class  
Hanna Smith

Winter is upon us here in Massachusetts, and with it comes cold temperatures, snow and many cold-related hazards.

Some of the most common include slipping on ice, automobile accidents, and personal injury from overexertion or overheating, said Robert LaFleur, a 439<sup>th</sup> Airlift Wing occupational safety specialist.

People can't always avoid these hazards. But they can be minimized with proper knowledge and awareness. Everyone should walk slower and keep an eye out for ice, drive slower and extend following distances. They should take breaks while

shoveling and dress in layers for outdoor activities.

But accidents do occur. If an incident occurs on base, people should render first aid as necessary, contact emergency services and notify the supervisor of the injured party. LaFleur also reminded that Air Force Form 978, Report of Personal Injury, needs to be filled out within five days of the incident.

Airmen traveling to or from Westover for Unit Training Assemblies during the winter months should take extra caution while driving, and ensure

personal devices are fully charged when traveling and have a storm kit that includes emergency equipment, blankets, food and water, should be stowed in the vehicle.

"Ensure snow is removed from your vehicle's exhaust prior to starting it up and clear your heating exhaust vents at home to avoid hazardous carbon monoxide buildup," LaFleur said. "Carbon monoxide kills hundreds of people yearly in the United States. Install these detectors, which are required by law in homes."

There are some small changes Airmen can make to help lower their risk of being injured in the winter.

Conducting physical training regularly ensures that Airmen's bodies can arise to the challenges that winter weather presents. Stretching before and after strenuous exercise and making use of the buddy system is a must for lifting heavy objects or shoveling.

Overall, slowing down and observing your surroundings can help keep Westover Airmen from staying safe this winter.

For more information, Airmen should contact their unit safety representatives.





# Around Westover



**ANNUAL GALA >>** In a ceremony held on the evening of Jan. 6 the Wing Annual Award Winners were named and presented with Minuteman trophies. This will mark the third year the awards were presented in the gala fashion. From left to right: Col. D. Scott Durham, 439<sup>th</sup> AW commander; Christopher Eldridge, 1<sup>st</sup> Lt. Kimberly Devine, Charles Carlin, Senior Master Sgt. Alexander Reno, Senior Master Sgt. Jeffery Roule, Staff Sgt. Nathan Ladlee, SrA. Austin Berneche, Command Chief Master Sgt. Shana Cullum, and Connie Brown (Galaxy Community Council president). Not pictured is Beth Barbra. (photo by Staff Sgt. Monica Ricci)

Award Winners listed:

Company Grade Officer Of The Year: 1<sup>st</sup> Lt. Kimberly Devine, 439<sup>th</sup> MXG  
Senior NCO Of The Year: Senior Master Sgt. Jeffery Roule 439<sup>th</sup> AMXS  
First Sergeant Of The Year: Senior Master Sgt. Alexander Reno, 439<sup>th</sup> AMXS  
Nco Of The Year: Staff Sgt. Nathan Ladlee, 439<sup>th</sup> AMXS

Civilian Supervisor Of The Year: Charles Carlin, 439<sup>th</sup> LRS  
Civilian Employee Of The Year: Christopher Eldridge, 439<sup>th</sup> AMXS

Airman Of The Year: SrA. Austin Berneche, 439<sup>th</sup> AMXS  
Key Spouse Of The Year: Beth Barbra, 439<sup>th</sup> AMXS.



**NEW OPS GROUP CC >>** Col. Neil Hede assumed command of the 439<sup>th</sup> Operations Group Feb. 10. Hede comes to Westover from Little Rock Air Force Base, Ark., where he commanded the 327<sup>th</sup> Airlift Squadron. He's a command pilot with more than 4,900 hours in the C-130, KC-135, and C-5. His other leadership positions include flight safety officer, squadron section commander, deployment manager, director of inspections, and instructor pilot. The operations group includes the wing's only flying unit, the 337<sup>th</sup> Airlift Squadron, which is scheduled to be equipped with eight C-5M Super Galaxy airlifters by this summer. (photo by A1C Hanna Smith)



**AFRC TURNS 70 >>** The Air Force Reserve, created in 1948, observes its 70th anniversary throughout 2018. One of the ways Westover will honor this anniversary will be with the **2018 Great New England Air and Space Show**, scheduled for July 14-15. In addition to spotlighting Westover's reserve role which began 44 years ago, other activities being planned include:

- An air show breakfast July 13 with an astronaut as guest speaker
- A Patriot Wing honor guard demonstration
- Community relations visits arranged with the air show's headliners, the U.S. Air Force Thunderbirds

More information will be provided as soon as it becomes available.



## Airmen no longer require first year evaluations

### Secretary of the Air Force Public Affairs

WASHINGTON (AFNS) -- Air Force officials announced Jan. 4 that Enlisted Performance Reports are no longer required for regular Air Force Airmen in the grade of airman first class and below with less than 36 months' Time-In-Service or Air Reserve Component Airmen below the grade of senior airman.

This policy change supports Air Force senior leaders' focus on revitalizing the squadron and saving Airmen time. It is intended to eliminate an unnecessary administrative requirement and empower frontline supervisors, raters and commanders to frequently engage with their Airmen face-to-face, said Lt. Gen. Gina Grosso, deputy chief of staff for Manpower, Personnel and Services.

"While the Air Force values the contributions of all enlisted personnel, the requirement to document performance in a formal evaluation prior to the grade of senior airman is not necessary," said Grosso.

Instead, the Air Force has additional means available to document an Airman's performance and to ensure he or she is meeting the training, developmental and experiential skills required to perform as professional Airmen."

Performance feedback and Airmen Comprehensive Assessments will still be required. Initial feedback sessions will occur within 60 days of raters taking over as supervisors and then every 180 days until an EPR occurs.

The removal of EPRs prior to promotion to senior airman will allow Airmen more time to learn their primary skills and missions before their performance is documented on an EPR, Grosso said.

All active-duty enlisted Airmen will receive their initial evaluation upon reaching their first March 31 Static Close-out Date after either promotion to senior airman, or after completion of a minimum of 36 months' time-in-service, regardless of grade, whichever occurs first. All Air Force Reserve Component enlisted Airmen will receive initial evaluations upon the first March 31 SCOD as a senior airman.

Commanders still retain the option to complete a Directed By Commander evaluation to document substandard performance for those airmen first class and below any time after an Airman reaches 20 months' Time-In-Service. If a Directed By Commander evaluation is written, the Airman will receive a subsequent evaluation the following March 31 SCOD.

More information about the policy change is available at myPers.

## Reserve Citizen Airman support successful SpaceX launch

PATRICK AIR FORCE BASE, Fla. -- Reserve Citizen Airmen are used to supporting milestone rocket launches, and have supported manned spaceflight launches through the years; however, they have never supported a rocket toting a car.

SpaceX's CEO Elon Musk's cherry red Roadster from Tesla, his electric car company, was the payload on the Falcon Heavy demonstration mission from Launch Complex 39A that lifted off from NASA's Kennedy Space Center at 3:45 p.m. EST.

Before the majority of Space Coast rocket launches, 920<sup>th</sup> Rescue Wing HH-60G Pave Hawk helicopters take off hours prior to the launch to provide aerial surveillance and clear the launch hazard area, an area considered potentially unsafe for marine traffic in the event of a launch anomaly.

HH-60G pilot Maj. Paul Carpenter noted, "Today's range clearing operation is reminiscent of how we operated in the Space Shuttle era (1981-2011) because of the large amount of propellant on Falcon Heavy, and SpaceX's unique feat of landing the first stages safely on land. Instead of just clearing one area for the rocket's ascent, we have two areas to keep an eye on – one for ascent, and one for return."

The Falcon Heavy will be able to lift more payload than any other American rocket since the Saturn V, the NASA rocket used for the Apollo moon landings, according to a SpaceX press release.

"The Falcon Heavy will likely be the first of several vehicles that gets the United States back into manned spaceflight," explained Carpenter.

Due to specialized training of Air Force pararescue airmen and the Wing's geographic location, the 920<sup>th</sup> RQW served as the primary rescue force for the astronauts on human spaceflight missions aboard the Shuttle, and will serve as the primary rescue force for the launch of the upcoming manned space platforms.

Like Space Shuttle launches with astronauts on board, this launch's high visibility drew large crowds and generated significant boat traffic.

The helicopter crew of four (two pilots and two special missions aviators) were on the lookout for vessels in the Atlantic Ocean, working closely with the 45<sup>th</sup> Space Wing's 1st Range Operations Squadron, and a Coast Guard cutter, to secure the area. The team cleared several vessels from the launch hazard area in the hours leading up to the successful launch of Falcon Heavy and landing of two boosters at SpaceX's Landing Zone One on Cape Canaveral Air Force Station.

If the helicopter crew detects a vessel in the box, they attempt to make contact with it on a common maritime frequency and will let the captain know they are encroaching into the launch hazard area. They will then relay information to IROPS to determine the best course of action and ensuring public safety from any potential rocket fallout if the launch should go south.

"We can see a long way when we're up there," said 301st Rescue Squadron flight lead Lt. Col. Mike Stuker. With their use of radar, forward looking infrared, and an Automatic Identification System to monitor maritime traffic, they were able to maintain a "green" range status – verifying the range is cleared and secure – one of a number of areas that have must be in a "go" status (vice no-go) before the Launch Director will give the final approval to launch.

A testament to the power of this first ever launch of the Falcon Heavy, Lt. Col. Stuker noted, "It was the first time we heard the rumble of the rocket over the sound of the rotor blades."



# Key Spouse Program

## never having to go it alone

by Tech. Sgt. Malcolm Tevanian

“OK, my spouse has just deployed to who knows where, she will be gone for at least the next six months. I’m starting to feel a bit overwhelmed about what to do about the water main that just burst that supplies my home with all of the water needed for everyday living. Because my wife is usually the one that handles matters like this, I really don’t know where to begin to remedy this problem. Help.”

Members of the armed services know that it is imperative to get all their personal affairs in order before we deploy. It is important to be certain loved ones are taken care of before we go out the door.

It’s times like this when Reserve Citizen Airmen welcome having a group of people who can be trusted to support and encourage their loved ones. These unconditional pillars of support can be a welcome and important relationship to have to help minimize the stresses military families can experience.

“I found myself alone and in a very vulnerable and challenging position when my husband first deployed. I had no one to lean on,” said Therese Sarnelli, Key Spouse volunteer. Her husband, Master Sgt. Ronald Sarnelli, is a 337th Airlift Squadron flight engineer.

Sarnelli has been a part of the Key Spouse Program and earlier programs like it for over 11 years. The program is an official unit/family program overseen by commanders designed to enhance readiness and establish a sense of unity within the Air Force community. The program was standardized across the Air Force in March 2006 to address the needs of all military families with special emphasis on support to families across the deployment cycle.

The program helps to provide guidance and support in these areas, which Key Spouses are trained in:

- Increase awareness of installation/community resources
- Identify and help resolve issues at lowest levels (providing info on programs, benefits and more)
- Prepare and support families during separations
- Improve quality of life among unit families
- Enhance family resilience



•Strengthens leadership’s support team

“I became a Key Spouse so others would never have to go through what I had go through alone,” said Sarnelli.

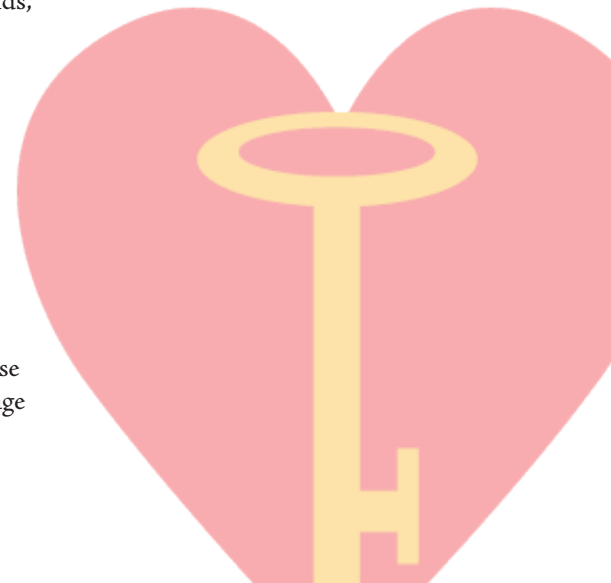
Key Spouse volunteers work together to create a network of resources for all deployed members and their loved ones. This is very important for many members and their families when readying for a deployment. Having a plan of what to do and who to call alleviates much of the stress related to these dynamic and challenging events.

Members are highly encouraged to provide contact information of their loved ones to the Key Spouse Program while out-processing with their respective squadrons. Doing so will give volunteers the ability to check in with the folks at home from time-to-time and let them know they are not alone. But it isn’t mandatory either.

“Family and loved ones will always have the right to be removed from this list,” said DeAnne Biscoe, Key Spouse volunteer. “Members need to keep in mind that if we never get the contact information of your loved ones, you are not giving them a chance to participate in this program that has been essentially put in place for them.”

The Key Spouse Program is here to better serve loved ones, family and friends, through phone calls to families of deployed Airmen.

“This program facilitates the flow of communication between families, leadership, and base agencies, and enhances mission readiness,” said Jennifer Durham, Key Spouse Mentor. For more information, Airmen and family members should speak with their unit first sergeants. Additional information on Key Spouse meetings can be found on the back page of this *Patriot*.





# 25 years of aiming high to be funny

by W.C.Pope

When I was a kid, my dream was to grow up and draw superheroes.

Back in the olden days before all of the superhero movies, superheroes got their -- spoiler alert -- start in comic books. They were drawn by some of the greats like Jack Kirby, Steve Ditko, and a bat cave full of others that tirelessly toiled over their drawing boards creating what has since leaped to the big screen.

My drawing style was much more stylized and simplistic, and I was never satisfied with my renditions of caped crusaders. But I quickly realized I could make great observations of the world and people around me. I could "boil" situations and people down into a few cartoon panels and find the humor.

While growing up, I had many relatives that were in the military and they collected military related comic books and books. That's when I found a comic book by the name of "Sad Sack" that was drawn by George Baker. He had been an Army sergeant in World War II and his line work was amazing. The more I dug into his work the more I found and loved it! As I searched I came across another prolific cartoonist from the Army, Bill Mauldin, who'd created "Willie and Joe" a cartoon about two regular G.I.s in foxholes during the war. Both cartoonists and their creations were extremely popular in the telling of the everyday military life of the soldier. In some ways you could say I was recruited by cartoons from WWII.

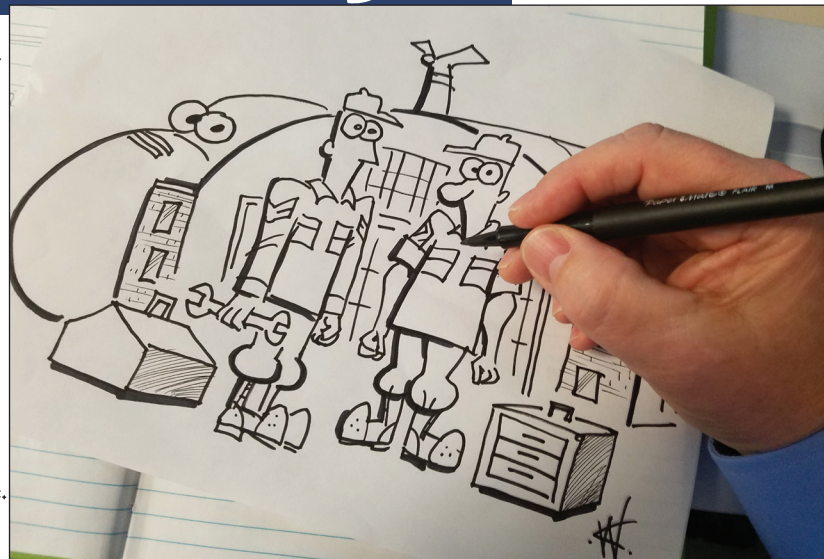
I joined the Air Force in 1981. My first duty station was at Kadena Air Base in Okinawa. There I found Airman Magazine and Jake Schuffert's "Here's Jake" cartoon. Jake

had flown 50 missions as a B-24 radio operator in World War II and had survived being shot down in Yugoslavia. The first time I saw one of his cartoons I was hooked. My goal was to draw cartoons for Airman. I began sending the staff cartoons, coming up with ideas from the everyday Airman's life; like working on the flight line, completing travel vouchers, tool box turn-in to bench stock, TDYs, or going before the below-the-zone board. Whatever I was experiencing become ideas for cartoons.

Airmen I worked with or came in contact with became my Sad Sack, my Willie and Joe.

Here are some examples: a crew chief who unknowingly spat tobacco out of the E-3 AWACS crew window onto the maintenance officer wearing his blues. A commander that would tell jokes for half his commander's call, or when a maintainer wore an orange cone on his head to marshal out a plane, after working for three months straight without a break. The flight line frog herding in the Philippines. The dining-out where a squadron Airman sat at the head table dressed as baby New Year.

After each event, I would put pen to paper and draw the cartoon, I called it "Arthur Awax". This cartoon was always popular with everyone in the squadron -- except for some of the people whose story I was committing to paper. So I had to learn not to draw mishaps or in-jokes involving specific people who could be called out. At the time, I was sending cartoons to every Air



Force Reserve in 1985, I had already honed my cartooning skills to include a wider audience. I was a carpenter in a civil engineer squadron in upstate New York when my cartoons were picked up by the Air Force Reserve Citizen Airman magazine. My original title was "Weekend Warrior" but the editors at the time considered it negative slang for Reservists. So we retitled it "Pope's Puns" in homage to "Here's Jake", that was in 1992. Twenty-six years later, it is still published in the Air Force Reserve Command's magazine.

After Jake's passing in 1998, a couple of my cartoons were finally published in Airman but the editors moved on from cartoons and used the space for other things. I agreed. It didn't feel right filling those big boots left by Jake. For many years I drew cartoons for Mobility Forum's back cover and for a safety humor feature they ran monthly. My cartoons have been run in other Air Force newspapers and magazines around the world, including Air Force Magazine.

After drawing Airmen for 25 years and creating well over a thousand cartoons, in the end, my childhood dream of drawing superheroes did come true.

*EDITOR'S NOTE: Pope is a retired master sergeant who held positions in public affairs, aircraft maintenance, and civil engineering. He still serves today at Westover as the visual information manager for the public affairs office.*



Force magazine I could and got back rejection slip after rejection slip. But I persevered and found my way into science fiction magazines.

By the time I joined the Air



# CATM training

**TAKE YOUR BEST SHOT >>** Combat arms training instructors, assigned to the 439th Security Forces Squadron, train Reserve Citizen Airmen Feb. 11 on the handling and firing of the 9 mm pistol. Look for more coverage soon on a new indoor shooting range to be constructed at Westover. (photos by Senior Airman Max Goldberg)





# Ye good old Great New England Air Show: a look back

# 1992



The 1992 Air Show was held in June and the highlights included a static display of the F-117A Stealth Fighter and a Marine Harrier jet that also performed an aerial demonstration. The lead acts were the Italian Air Force's Freccie Tricolori and the Army's Golden Knights.





# The Westover Train - an Air Show attraction

by W.C.Pope  
research by James Carmenatty

People who've come to the Westover Air Shows always have their favorite machines, for some it's the Thunderbird F-15, for others the B-1 or the Aspray are their favorite or at the last air show the F-22 seemed to be the favorite. But for others their fondest memories of the Great New England Airshow is their ride on the "Westover Train".

The Westover Train shuttle air show goes from make shift parking lots on the other side of base in 1990, 1992, 1994, and 1996 and people still ask if it will be at the next airshow.

The train was originally brought here from the Lee, Mass. to conduct tracking experiments with high flying aircraft.

"The Berkshire Scenic Railway Museum was asked by Air Force officials to participate in a special project," said Tom Delasco, Chief Mechanical Officer with the Museum. "So in the fall of 1989 several of us went up to Westover to survey the tracks on base."

"The tracks were in good condition so we did some minor work and in January of 1990, Locomotive 954, Coach 329, Coach 1664, and a caboose were towed from Lee to Pittsfield, then to Springfield, then north to Chicopee," He said "Once at Westover we would send up a Conductor and an Engineer to run the train back and forth on the tracks when needed for the testing."

According to Delasco they would occasionally come up to Westover to do repairs and fondly remembers one time when they were here the train was parked on the tracks at the end of the runway one five. Delasco was under the train working when his colleague Kevin Chittenden urged him to come out and see something. When he stood up a C-5 was barreling down the runway straight toward them. Moments later it screamed over their heads.

"Wow, that distinctive C-5 whine was unbearable, it was an awesome site!" Delasco said.

"The testing lasted about a year and in that time Westover asked us to provide shuttle service for the upcoming air show and we were happy to oblige, so in September of 1990 we transported people back and forth from parking lots on the back side of base," said Delasco. "It worked out so well that we ran shuttle trains for the next three air shows."

In 1997, arrangements were made to bring the equipment back to the Museum in Lenox, Mass. closing the chapter on the Westover Train and Berkshire Scenic Railway Museum's military service.

At the next air show amongst all of the sound of props and turbines, you might be able to still hear the faint memory of the Conductor's "all aboard" and the rumble of the Westover Train.



photo by Tom Delasco, Berkshire Scenic Railroad Museum



bottom photos by Public Affairs staff, 1996





# TROOP TALK "How do you get over the winter blues?"



"I usually like to do stuff outdoors like hunting or hiking."

**Staff Sgt. Bryce Harbert,  
439<sup>th</sup> Airlift Wing**

"Playing indoor sports like soccer, is my thing."

**Airman Adrian  
Ramirez,  
42<sup>nd</sup> Force Support  
Squadron**



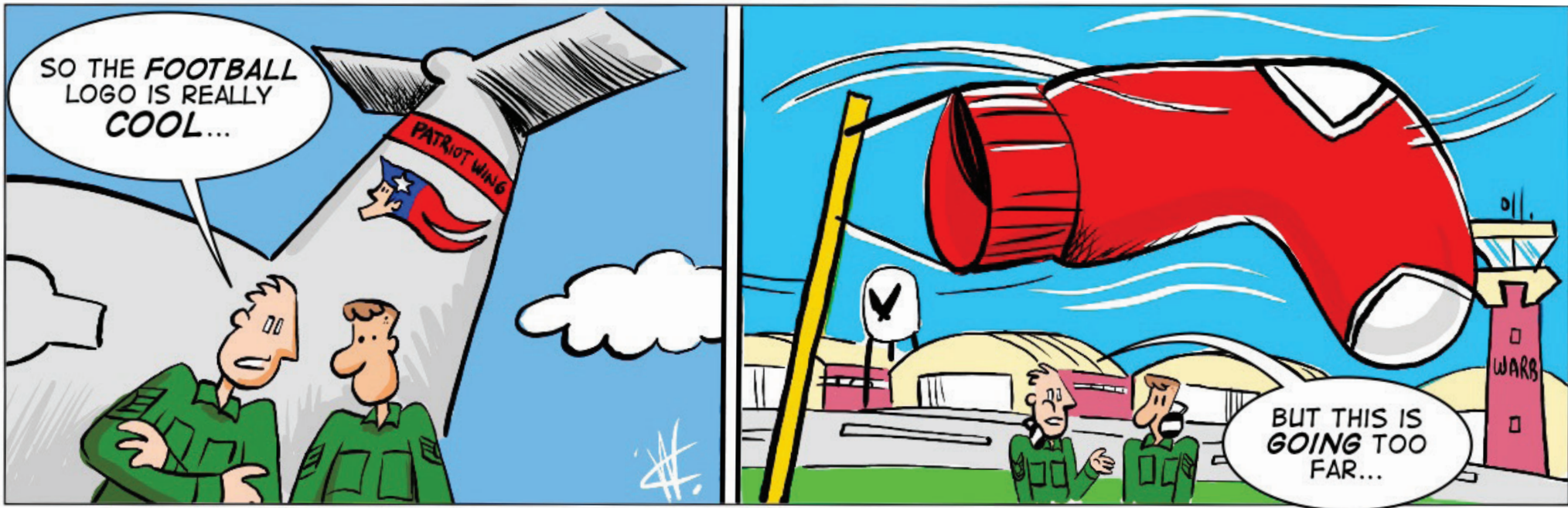
"I'd like to travel to a warmer climate if I could."

**Tech. Sgt.  
Tiffany Van  
Orden,  
439<sup>th</sup> Airlift Wing**



## POPE'S PUNS

by W.C. Pope



[click for more Pope's Puns](#)



## PROMOTIONS

### Chief Master Sgt.

Steven Bryant



### Airman 1<sup>st</sup> Class

Tunde Akinjobi  
Cameron  
Cardwell



### Senior Master Sergeant

Ryan Johnson  
Kenny Moore



Daniel Murphy  
Deanthony Norales  
Nicole Ouellette  
Deanthony Norales  
Paul Thomas

### Master Sergeant

Christian Delacruz  
Nathan Ford  
Madeline Herrera



### Airman

Elijah Avevor  
Tyler Corliss



### Technical Sergeant

Marc Chenail  
Jonathan Cote  
Michael Lacroix  
Stephanie Silva  
Nikolaus Solari  
Gregory Tayetto  
Jonathan Teixeira  
Nicklaus Tzimas



### Staff Sergeant

Melanie Bingham  
Robert Breault  
Mariame Camara  
Scott Gallant  
Jill Godlewski  
Eric Laclair  
Ruben Litmanovich  
Mary McDonald  
Kevin Musiak  
Ryan Newton  
Cecelia Ortega  
Joshua Queen  
Briana Simoneau  
Aida Tellado



### Senior Airman

Maame Anane  
Alex Colon  
Cheryl Davis  
Katelyn Ekmalian  
Dylan Gonsalves  
Veronica Leonardo  
Jarod Louison  
Alexander Monast  
Daniel Pedretti  
Camrin Pacheco  
Isaac Stone  
Kourtnee Villagomez



## Tech. Sgt. Glenda Nathaniel

### 439<sup>th</sup> Force Support Squadron

One of the first faces a new recruit sees before going off to basic training is the face of Tech. Sgt. Glenda Nathaniel, Development and Training Flight, Flight Chief.

Originally from Rhode Island, Nathaniel's AFSC is in Services as a Fitness Specialist, and in December 2015 she took on the position of Flight Chief.

"I joined the Air Force Reserve originally for the educational benefits and overall reputation of the Air Force," she said. She has been in the Air Force for seven years, and said that being a part of the Westover family, the Air Force culture and discipline are what keep her in.

Nathaniel said the best part of her job is watching the trainees develop and grow into professional Reserve Citizen Airman. She is with them from before basic training and technical school and then hands them off to their units at Westover.

Nathaniel and her son currently live in Easthampton, Mass.



## RETIREMENTS

### Lt. Colonel

David Heroux  
Michael Szostak  
Wesley Thiel

### Major

Philip Chestnut

### Chief Master Sgt.

Michael Grady  
Kenneth Charest  
Desmond Farrell

### Senior Master Sgt.

Shawn Harris  
Donald Morin  
Karen Scott

### Master Sergeant

Christopher Hellyar  
Scott Lagrant  
Ronald Lebreton  
Scott Macnevins  
Christopher McCurdy  
William Mick  
Todd Panico  
Kennan Steiger  
Robert Wing

### Tech. Sergeant

Frederick Andrews  
Ronald Cormier  
Joe Scott  
Michael Welch

## SERVICES CALENDAR

**Club >>** Not including UTAs, we are open Sat. and Sun. from 3 p.m. to 12 a.m., closed Mon., and Tues. Fridays: 11 a.m. to 1 p.m. and 3 p.m. to 12 a.m. Become a Club member, you can sign up at <https://www.memberplanet.com/account/usaf> The club card is good at most military installations. Club members pick up your punch card at the Grind, fill your card and get a free coffee. Complimentary Social Hour Snacks in the Lounge Tues. through Fri., 4 to 6 p.m.

**The Grind >>** If you weren't already aware, the Grind is in the fitness center.

**Bowling center >>** Not including UTAs, the Bowling Center is closed Sundays. Hours: Monday through Friday 11 a.m. to 1:30 p.m. and Fridays and Saturdays. from 5 to 10 p.m. Reserve your bowling birthday party by calling 413-557-3990.

**Fitness center >>** For information, call 413-557-3958.

**Outdoor Recreation >>** Ski rental packages available along with all of your work and play needs. We have rental snow throwers, snow tubes, snow shoes, generators and snowboards. We also have a full service tune-up for your skis and snowboards. Come on over to our office and see what we have. Call 413-557-2192 or go to <http://westoverservices.com/OutdoorRec>

[westoverservices.com](http://westoverservices.com)





Published monthly for Patriots like Staff Sergeant Melanie Mendel, 439<sup>th</sup> Airlift Wing and more than 4,700 people assigned to Westover Air Reserve Base.

### Air Force to enhance physical fitness test, standards for select career fields

The Air Force began the rollout of Tier 2 physical training standards as more than 100 battlefield Airmen demonstrated new career field specific testing components at Andrews Air Force Base, Maryland, Jan. 9.

The adoption of the Tier 2 standards will exempt battlefield Airmen from three of the four components of the Air Force fitness assessment because their occupational fitness assessments already effectively measure the fitness required for their missions.

Air liaison officers and tactical air control party operators will soon see the implementation of new physical fitness test requirements, making them the first career fields in the Air Force to have occupationally-specific and operationally-relevant standards, as well as a second fitness assessment.

For more information about fitness programs, visit the Air Force Personnel Center website.



### A&FR/KEY SPOUSE CALENDAR

[westoverservices.com](http://westoverservices.com)

**KEY SPOUSE MEETINGS>>** The date for the next meeting wasn't available at press time.

**KEY SPOUSE INITIAL TRAINING >>** April 18, from 10 a.m. to 2 p.m.; 6-10 p.m., Bldg. 1100 (Airman and Family Readiness Center). Quarterly training: April 10, 6 p.m. Information: (413) 557-3024.

### GALAXY AID>>

A Westover C-5 crew flew humanitarian aid to Afghanistan. Look for coverage soon.(courtesy photos)

