

PATRIOT

439TH MILITARY AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

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Westover C-5s rush aid to victims of Hugo

By SrA. Christine Mora

The tranquil, aqua water surrounding the tiny island betrayed the devastating scene ashore. Airplanes, broken in two, littered the runway as the C-5 approached the skeletal airport. Businesses and homes which once formed the community of St. Croix were now indistinguishable piles of rubble. The scene

resembled a war zone.

Hungry, frightened citizens huddled together on the steamy, humid runway waiting for their military airlift back to the United States—and civilization. They were escaping the violent chaos that had plagued their streets, their homes and their lives.

This heartbreaking scene greeted

Westover reservists on the first of several humanitarian relief missions to the disaster-stricken areas of the Caribbean and east coast in the wake of Hurricane Hugo.

The first C-5, piloted by Maj. Ken Riley, flew to Birmingham, Ala. to load vehicles and equipment donated to the

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(Photo by SSgt. Frank Faulkner)

RAPID DELIVERY—A 439th MAW C-5A delivers a utility vehicle from the Alabama Power and Light Co. to St. Croix in the Virgin Islands. Hurricane Hugo devastated the area as well

as Puerto Rico and Charleston, S.C. and Westover crews and airplanes responded by carrying aid to all three sites.

EDITORIAL

Much to be thankful for

The tired, hungry refugee looked up with tears in his eyes. His home was now a pile of rubble, most of his worldly possessions were packed away in a plastic garbage bag, and he was now on his way to face weeks, maybe months, of uncertainty.

Where would he live?

What would he eat?

How would he and his family survive?

Although overwhelmed with these problems, the man grabbed the reservist's hand and said, "Thank you so much for saving us. We're so grateful and don't know what we would have done without your help."

In his own way, he had just summed up what being a reservist is all about.

Moments like this, which occurred on a recent relief mission are overshadowed by the traditional image of the gun-toting reservist readying for war.

All of us have our own reasons for the monthly journey to Westover. We weren't drafted, or forced to sign on the dotted line. Missing picnics, shining boots, pressing uniforms, and those darn flu shots can be a hassle sometimes. Then why do we bother?

Perhaps we bother because we are proud. We know that our mission is not to annoy local residents with the "noisy C-5's," or to sit around and "wait for something to happen." We are here training to defend our country. This also includes defending our citizens against the gunfire of misfortune.

The incredible devastation and loss felt by people of St. Croix, Puerto Rico, Charleston, S.C. and other areas stricken by the disaster is a heartbreaking reminder that "Hey, I've got much to be thankful for."

Blessings are easy to remember during the holiday season—particularly Thanksgiving, yet through the trials and tribulation of life's daily routine, they often go unappreciated.

Sometimes we receive more than just our monthly check from Uncle Sam. Vivid reminders of how thankful we should be is his version of overtime pay.

SrA. Christine Mora
Public Affairs Specialist

Briefs

Blood drive

The American Red Cross will conduct a blood drive at Westover Nov. 3 and 4.

Capt. Thomas Schwehheimer, chief of Morale, Welfare and Recreation, said the drive will take place at the base gym from 0900 to 1500 each day. There will be no pre-registration, he said.

Women recognized

WASHINGTON (AFNS)—Congress has designated Nov. 5 to 11 as National Women Veterans Recognition Week to highlight the often overlooked achievements of women in the armed forces.

The joint resolution states that women represent 4.2 percent of the total veteran population in the United States and continues to grow.

"Women have contributed greatly to the nation's security through honorable military service which in many cases involved great hardship and danger," the resolution said.

Turkey trot

The annual "Turket Trot" road race, sponsored by MWR, will be conducted at noon, Saturday, Nov. 4.

The run of a mile for children, three miles for women and five miles for men will begin in front of the base gym. Prizes of a turkey and trophy will be awarded in each of 14 divisions.

Age groups will be 8 to 12 and 13 to 16 for children 17 to 23, 24 to 31, 32 to 39, 40 to 47, 48 to 54, and 54 and over.

Runners may sign up in advance at the base gym.

42nd deploys

A 20-member contingent of the 42nd Aerial Port Squadron spent a two week annual tour at Rhein-Main AB, West Germany in October.

Capt. Thomas Ungleich was the team leader.

While in Germany, the Westover unit worked and trained with Rhein-Main aerial porters.

PATRIOT

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NCO/Airman Dining Out renews tradition

By TSgt. Tom Allocco

Military protocol ruled and black tie and gowns were the uniform of the day when 200 NCOs, airmen and their guests gathered for the annual NCO/Airman Dining Out at the Consolidated Open Mess on Saturday evening of the October "A" UTA.

The tone of military formality was set when diners were met at the door by members of the Westover Honor Guard wearing ceremonial uniforms and bearing parade rifles.

TSgt. Larry Wells served as President of the Mess with the assistance of TSgt. Corinne Squier as Madam Vice and SMSgt. Claire Gaudreau as Master at Arms. Together, they enforced an atmosphere that combined the ceremonies of a formal dinner, a liberal dose of humor and traditions with roots in old England.

The protocol and good natured needling of the Dining Out is descended from the World War II "Wing Dings" of General H.H. "Hap" Arnold which were influenced by centuries old regimental British tradition.

In opening ceremonies, the toast from Sergeant Wells, "Ladies and Gentlemen, to the Colors" brought wine glasses up in a salute to the nation's flag. Three more toasts saluted the President, Chief of Staff of the United States Air Force and Chief of the Air Force Reserve.

The rules of military protocol were enforced with chimes which called diners' attention to the stages of the evening's events, a red "smoking lamp" which signaled appropriate times to smoke and the authority if the President of the Mess as enumerated in the 14 Rules of the Mess. Among them were the admonishment to "not murder the Queen's English," follow proper toasting procedures, not open the hangar doors, behave "in a manner becoming to gentlepersons" and, most importantly, "enjoy thyself to the fullest." Pranks by diners and mock "Penalties" ordered by the Madam Vice kept the affair lively amid the banter and ribbing.

Following the formalities of the dinner, Sergeant Wells called forth

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(Photo by TSgt. Tom Allocco)

STANDING OUT—Award winners who received awards during the Dining Out are, from left: SMSgt. Don Proctor, who accepted the Outstanding Work Center award for the CBPO; SMSgt. Leo Bourret, outstanding senior NCO; TSgt. Luis Cabrera, outstanding NCO and Sgt. Howard Crawford, outstanding NCO.



(Photo by TSgt. Tom Allocco)

OPENING CEREMONIES—TSgt. Larry Wells, president of the mess, addresses the gathering at the beginning of the NCO/Airman Dining Out. Brig. Gen. Frederick D. Walker is seated at left.

Minor offenders on base receive non-judicial punishment

By Maj. Rick Dyer

An NCO submitted a fraudulent reimbursement request, falsely claiming that the \$33.25 he spent on beer was for authorized meals.

Another sergeant passed two bad checks — totaling \$102.29 — while deployed on an annual tour.

An airman refused to obey the order that he report for drug testing.

Their offenses and their punishments varied, but these three Westover reservists shared two things in common:

- each was formally charged during the past year with a violation of the Uniform Code of Military Justice (UCMJ);

- each had his case handled non-judicially under the provisions of Article 15 of the UCMJ.

According to Lt. Col. Andre Kocay, staff judge advocate with the 439th MAW, six members of the unit have received non-judicial punishment for UCMJ violation during the past year.

"We have seen a slight increase in the number of Article 15s over the past year or so," said Colonel Kocay, who in civilian life is a Connecticut superior court judge.

"Some of our reservists still don't realize that they are subject to the Uniform Code of Military Justice during UTAs and active duty tours," the colonel added.

He said that unit commanders at Westover can impose the non-judicial sanctions under Article 15 for "minor offenses which are too serious for administrative penalties, but not serious enough to warrant a court-martial."

Article 15 punishments can include a reprimand, restriction to quarters, extra duties, reduction in grade, forfeiture of pay, and correctional custody.

"The type of penalty imposed in these cases depends on such things as the nature of the offense, the offender's prior disciplinary record, and his or her attitude," said Colonel Kocay. "Each case is different."

The reservist who submitted the bogus expense claim received a reduction in rank from technical sergeant to staff sergeant. The bad check offender, also a technical sergeant, was similarly punished.

The airman who refused to drug analysis was reduced in grade to airman

basic under Article 15 and was later administratively discharged from the Air Force Reserve.

Although a reduction in grade or loss of pay is a stiff penalty, Colonel Kocay says that most violators will accept Article 15 treatment if given that option by a commander.

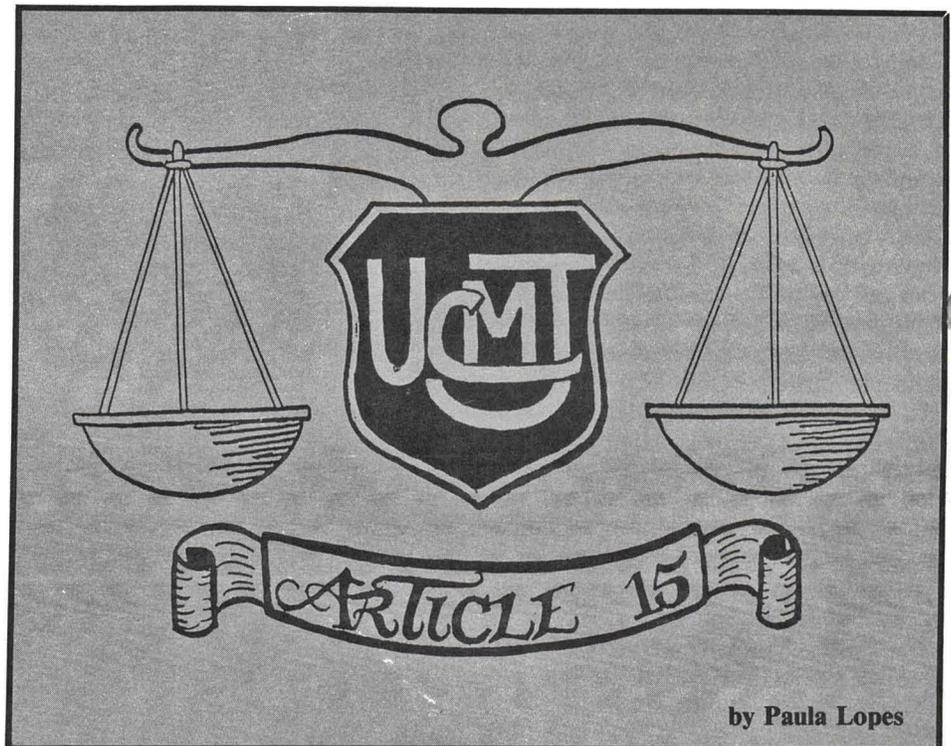
"The alternative to an Article 15 is a court-martial," the staff judge advocate said. "That exposes the violator to stiffer penalties and a permanent federal criminal record."

Colonel Kocay said that commanders also prefer non-judicial punishment to

legal advice would be provided by the area defense counsel at Pease AFB, N.H.

Persons who agree to accept the Article 15 treatment also have the right to appear before their commander and present either oral or written evidence concerning the allegations. During this meeting with the commander, the accused may be represented by counsel.

After considering any evidence or statements of the accused, the unit commander decides whether or not to withdraw the proceedings or impose an appropriate punishment.



by Paula Lopes

the court-martial process.

"They find that the Article 15 route is quicker and more oriented towards rehabilitation," the colonel said.

Although the Article 15 process is non-judicial, it affords the alleged offender a number of due process rights.

Each person referred for Article 15 proceedings receives a statement of his or her alleged misconduct.

The accused is given the opportunity to accept non-judicial punishment or demand a trial by court-martial. Before making that decision, the accused is given the opportunity to consult with an attorney.

For persons assigned to Westover,

According to Maj. Bruce Hawley of the Westover judge advocate's office, not everyone who is referred for Article 15 proceedings is punished.

"Sometimes a commander, after listening to all the facts, will decide either to withdraw the Article 15 or take some other kind of administrative action," Major Hawley said.

In one recent Westover case, a reservist was accused of shoplifting and Article 15 proceedings were initiated. The unit CO heard the case and then terminated the proceedings when he determined that the allegations were not substantiated.

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Westover facelift moving along smoothly



NEW FIRE HOUSE—Westover's new 10-bay fire station is expected to be occupied by the middle of November. The \$2.7 million dollar structure opens onto the flight line for quicker access by emergency vehicles. (Photo by SSgt. Vin Blanchard)

By Maj. Rick Dyer

Westover's \$46 million facelift is progressing smoothly and should make the base "a better place to work," Col. Thomas G. Hargis said during the October "A" UTA.

Colonel Hargis, base commander, reported on the status of numerous C-5 related military construction projects ongoing at Westover.

"We're really making progress," the base commander said. "Westover is going to have a very professional look and a more dependable infrastructure."

Some of the projects, planned after the base announced its conversion to an inventory of 16 C-5 Galaxy aircraft three years ago, are at, or near, completion.

The construction of a new operations area for the 337th Military Airlift Squadron on the first floor of the Base Hangar was completed Aug. 29. The project finished three weeks ahead of schedule.

Work has also been completed on the base's \$2.7 million fire station. Westover firefighters moved into their new quarters Oct. 30.

Colonel Hargis said that construction of a new apron, taxi-way and hydrant

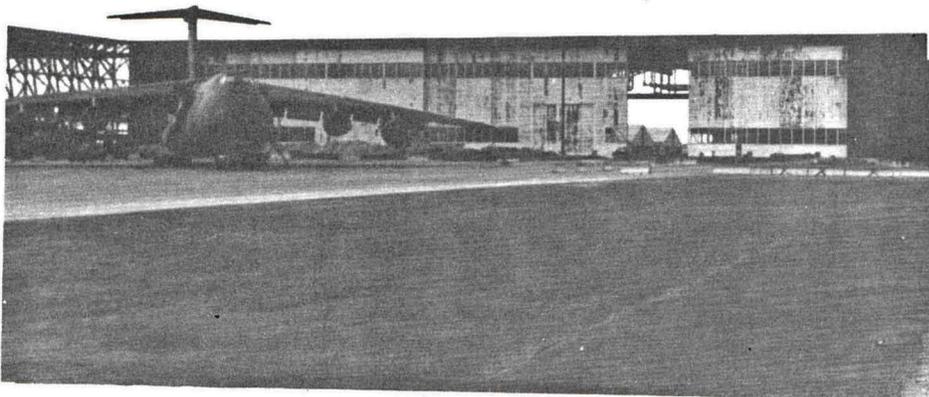
refueling system for the C-5s was "99 percent complete," but added that problems had developed with this project.

The base commander said that five original fuel hydrants on the apron are operational. However, eight newly-constructed hydrants are inoperable due

to technical problems with a feeder pipe which carries the fuel to them.

Until the technical problems can be solved, some of the refueling will be accomplished through the use of trucks

Continued on next page



CONSTRUCTION SITES—Westover's DC hangar has received roof repairs and more work is in the planning stages for the huge building. The base's new "pull through" hangar can be seen at the top left of photo. It is expected to be completed by April of 1990. (Photo by SSgt. Vin Blanchard)

READY, AIM—Ssgt. Madeline Cobb, 439th MAW administration specialist appears apprehensive as Capt. James Kebba, 74th AES flight nurse prepares to inject flu vaccine. Sergeant Cobb was one of 1400 individuals to receive the annual mandatory flu shot. This year's trivalent influenza strain is type A from Taiwan and Shanghai and type B from Yamagata. According to CMSgt. George Kulda, 439th Clinic medical administrator, there were no adverse reactions reported as a result of the shots. (Photo by TSgt. Sandi Michon)



Construction

Continued from page 5

and an interim fuel stand constructed on the apron, Colonel Hargis said.

Construction of the \$18 million "pull-through" C-5 hangar near the flightline is "70 percent finished," according to the base commander.

When completed next April, the 10-story, steel frame building will be large enough to house a Galaxy as it is being de-iced or receiving other maintenance.

Renovations are also currently underway at Building 1850 (the former group headquarters) and Building 7091 (base operations).

Building 1850 is being expanded and renovated to accommodate a combined wing/group headquarters, while a new command post is being built in the base operations complex.

Other military construction projects

underway or slated to begin shortly at the base include:

- the construction of new field maintenance shops on the ground floor of Hangar 7;
- renovation in Hangar 9 to house a new jet engine shop and space for aerospace ground equipment;
- renovations on the south side of the Base Hangar to create new offices and classrooms for disaster preparedness, flight safety, ALCE, and flight simulator personnel;
- repairs and renovations in the VOQ offices in Building 2201;
- roof repairs to a number of base buildings.

Additional C-5 related projects at Westover include the installation of new flight line security sensors and lighting systems. Repairs to runway 155/33, and the installation of new telephone and

data systems.

The U.S. Army Corps of Engineers is serving as the project manager overseeing all of the military construction projects at Westover.

"Three years ago, when we started the C-5 conversion process, many of these projects weren't even on paper yet," Colonel Hargis said. "Now with all these improvements and physical changes, people can really see how much things are changing at Westover."

Although the 439th MAW officially completed its construction projects to accommodate the Galaxies will continue well into 1990.

"We'll continue to see hard hats and hear construction noises at Westover for many months to come," Colonel Hargis said. "But the end result should be very exciting."

337th NCO learns the ropes at Wild Stallion '89

by Maj. Anne Keever Cannon, USAF
Tenth Air Force Public Affairs
PHELPS-COLLINS ANG BASE,
MICH—A soft rustling suddenly broke
the silence of the forest, and SSgt. Rick
A. Pawlak of the 337th Military Airlift
Squadron and his party froze. Was the
enemy about to find them?

No, it was just an animal going about
its business. They were safe. This time.

But Sergeant Pawlak and the others
had miles to go before they reached the
pickup point, where a "Jolly Green
Giant" helicopter would come to take
them home.

Between here and there, the four had
to avoid hostile soldiers, unseen
obstacles in the rough terrain—and
could that be a bear over there?

It was all part of Wild Stallion '89,
Sept. 5-15 at Phelps-Collins Air
National Guard Base, Mich. Sergeant
Pawlak, a life support specialist at
Westover AFB, was one of the 48
students taking part in the fifth annual
training exercise.

Wild Stallion teaches the teachers
how to teach the aircrew members
escape and evasion skills. MSgt. Danny
Brown of the 45th Tactical Fighter
Squadron at Grissom AFB, Ind., said.
He was on the Wild Stallion '89
advisory team.

Sergeant Pawlak and the other
students learned map and compass use,
para-rescue procedures and search and
evasion techniques in the 11-day course.
But rather than the skills themselves,
the instruction focused on giving the life
support and intelligence specialists the
ability to pass that knowledge on to the
pilots and other aircrew members at
their home bases, Sergeant Brown said.

The course emphasizes realism as
much as possible, he said. So although
Sergeant Pawlak and other Wild Stal-
lion students spent some time in the
classroom, most training took place in
the field. The staff divided the students
into groups of three with one instructor
per group. Almost all the teachers were
Wild Stallion graduates.

"The training is effective," Sergeant
Pawlak said. "Our field exercise was
challenging. The entire experience was
very enlightening. I look forward to
sharing my training in our program for
our aircrews."

Several day-long exercises in the
woods prepared participants for the



(Photos by MSgt. Mike Pope)

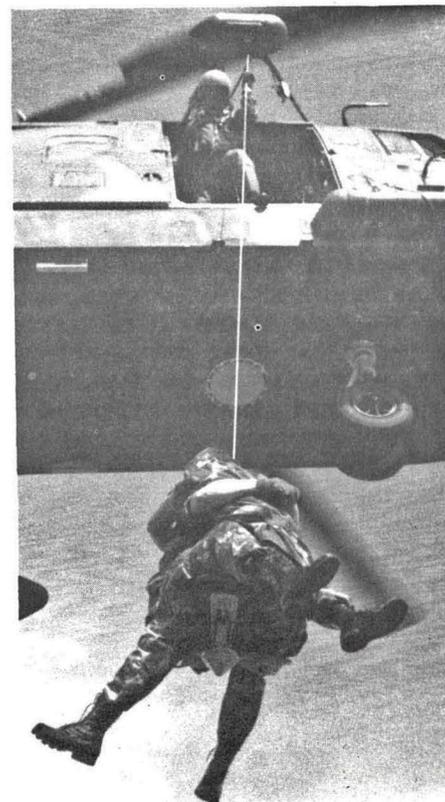
HONING SKILLS—SSgt. Rick A. Pawlak, of the 337th MAS, reviews a map dur-
ing escape and evasion training during Wild Stallion '89. Below, two Wild Stallion
students are hoisted to safety by an Air National Guard helicopter.

final overnight test. The four-person
teams were dropped in the forest in ear-
ly afternoon and given the coordinates
of the pickup point and the time the
chopper would be there the next morn-
ing. Then they were on their own. They
had minimal survival gear, their com-
bined wits—and the determination to
survive.

In spite of their new skills, not every
team made it unscathed to the rescue
site. Most groups found themselves in
the "hostile" hands of security police
aggressor forces before being released
to continue on their way.

But finally Sergeant Pawlak and the
other students and instructors were
back at Phelps-Collins, relaxing and
trading experiences with other teams.
The students made plans to set up
similar training at their own bases. And
some of them planned to volunteer to
teach at Wild Stallion '90.

The Air Force Reserve runs the Wild
Stallion exercises, but the students and
teachers come from active duty, Reserve
and Air National Guard units.





(Photo by SSgt. Frank Faulkner)

A THOUSAND WORDS—The overturned aircraft in the foreground of the Virgin Islands airport sign gives a small view of the island's devastation.



(Photo by A1C Christine Mora)

A HELPING HAND—An unidentified ALCE member from Dover AFB, Del. helps an elderly woman over to the C-5. Below, a sergeant from the XVIII Airborne Corp from Fort Bragg calls out the manifest of civilians to be evacuated.



(Photo by SSgt. Frank Faulkner)

Hurricane Hugo

Continued from page 1

relief effort by Alabama Power and Light, Co. By the time the plane lifted off the Birmingham runway, national guardsmen and medical supplies had also been added to the 50-ton load.

Touching down at the airport in St. Croix, the devastation and destruction was painfully apparent. Military tents composed the structures and the terminal and the incoming planes had to make their way around carcasses of assorted aircraft scattered along the runway.

The aircrew was greeted by M-16-clad military policemen sent to St. Croix following reports of rampant looting and riots in the streets of the island.

After off-loading the equipment, the crew was notified that they would be carrying extra cargo on their return trip. Sixty-one homeless islanders were airlifted to MacDill AFB, Fla. in response to an emergency order issued by President George Bush.

The evacuees, including an ailing 76 year-old woman, and a woman who was eight months pregnant, suffered from hunger and thirst. The seven infants on board were eventually fed with powdered creamer in their bottles.

An estimated 97 percent of the homes on St. Croix were destroyed by the storm. Electricity and phone lines were out more than a week and food and water were scarce.

After the violent hurricane ripped the roofs from their homes, many residents were forced to seek shelter in closets, bathrooms and basements.

"I hid in a closet with my three small children for more than a day as we heard our roof cave in above us," said Lucille Pilcher, a resident of the island. "The children were screaming and frightened and I wondered if we'd ever survive."

Looting and disorder also spread to law enforcement officials. Reports of local police and national guardsmen involved in riots and pillaging led to unstable absence of law and order.

"Them whole island was crazy," said Daryl Barnes, an island resident. "People were shooting at everyone. Prisoners had escaped from the jails and were



(Photo by SSgt. Frank Faulkner)

NO HOME LEFT TO LEAVE— Homeless islanders board the C-5 for MacDill AFB, Fla. in response to an emergency order issued by President George Bush.

stopping cars and stealing from locals.”

“The looting and chaos stopped when U.S. troops arrived,” said Becky Cashman, a St. Croix resident. “We would cheer the military planes coming over the horizon.”

Westover C-5’s also joined in the relief effort by transporting supplies to the stricken areas of Puerto Rico and Charleston, S.C.

Lt. Col. Nelson Newhouse was at the helm of the mission which brought 197,500 pounds of MRE’s to Roosevelt Roads Navy Base, Puerto Rico. Colonel Newhouse and his crew returned on a second trip with 224,000 more pounds of MRE’s and left enough food to feed one million people.

The Charleston relief mission, piloted by Lt. Col. James Gallin, 337 MAS commander, delivered dump trucks and other heavy machinery to the devastated city.

When Hurricane Hugo put Americans in peril, Westover C-5’s were ready on short notice. Reservists involved in the missions witnessed the devastating wrath of Mother Nature. Knowing that their effort brought relief to the unfortunate was their pay-off for all the weekends of training.



(Photo by AIC Christine Mora)

THE BIG GETAWAY—C-5 served as a giant homing pigeon for 61 homeless islanders. An estimated 97 percent of the homes in St. Croix were destroyed by the storm.

Enrollment dip puts UMass ROTC on probation

By LeeAna Montanari

The University of Massachusetts Reserve Officer Training Corps, Detachment 370, has been placed on probation for the academic year 1989-1990 due to lack of enrollment.

According to Terry Boksan, Chief of Media Relations at ROTC Headquarters in Maxwell AFB, Ala, at least 17 students in the junior class are needed for a unit to be considered cost-effective. Between 17-20 students is considered marginal and those units are sent a letter stating that they are in danger of being placed on probation. At the present time, UMASS ROTC has only 12 students enrolled in the junior class. Once a unit has been placed on probation for four consecutive years, closure is considered for those detachments that do not meet the requirements.

"Probation is not a punishment," said Boksan. "It's an administrative

tool. It's an incentive to get more students enrolled in AFROTC."

When a school's AFROTC detachment is placed on probation, it enters a period of additional evaluation and assistance that lasts one year.

Lt. Col. Michael Farage said that UMASS ROTC has never been placed on probation in the past. "Next year we should be well above the enrollment qualifications," said Col. Farage. "The Air Force is looking for quality people, not quantity. If I have only six quality people, that's what's important."

Colonel Farage stated that there were 17 cadets enrolled in the beginning of the year but two or three have withdrawn from school and others have transferred to different schools.

Presently, 18 units have been retained on probation.

ROTC officials stated two reasons they feel there is an enrollment problem

this year:

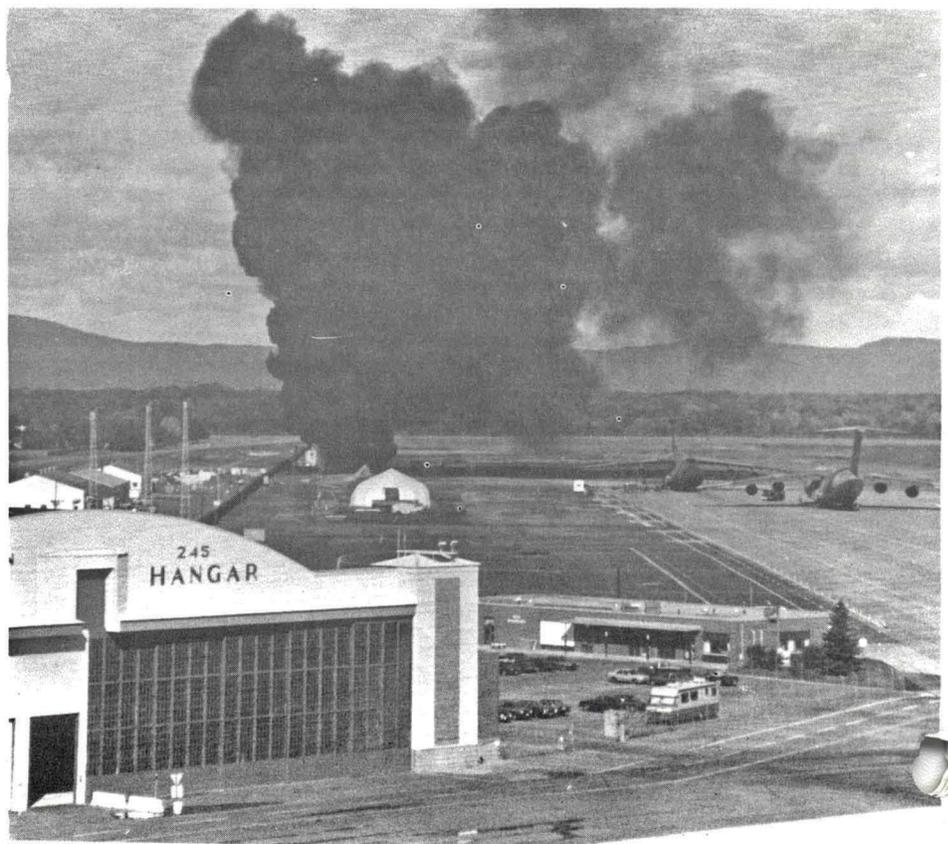
1. AFROTC line officer production was reduced from 33,000 for new officers in 1987 to 25,000 in 1988. This has resulted in fewer than 17 slots available in each unit. Currently there are 149 units in the U.S.

2. The Secretary of the Air Force announced pending closure of 30 units in 1988. He later postponed that decision. Therefore, many cadets transferred to other schools to ensure placement.

UMASS ROTC recruiters use many methods to advertise the benefits of ROTC and to encourage cadets to join. They conduct interviews, and qualify and evaluate those who are eligible. Scholarship opportunities are advertised through flyers and the campus newspaper.

"Next year we should have no problem. At the present time there are 25 cadets in the sophomore class ROTC," said Colonel Farage. "This should bring our enrollment to well above the required limits."

SMOKE SIGNAL—Whenever Westover's Fire Department ignites "Miss Piggy" for fire pit training, many neighbors, including members of the media, call the public affairs office to find out what all the smoke is about. This bird's eye view was taken from the base tower. (Photo by SSgt. Vin Blanchard)



439th SPS NCO second in world-wide competition

By SSgt. Luke Grubb

After an intense week of competition and a grueling two weeks of training in hot and dusty Arizona, TSgt. Jeffrey Whitehead of the 439th SPS won second place in the Grenade Launcher event in the 1989 Air Force Worldwide Peacekeeper Challenge at Kirtland AFB, N.M.

To make the Air Force Reserve team, Sergeant Whitehead had to apply marksmanship skills and physical fitness in a contest against twenty-two other security policemen from Air Force Reserve units from across the country. Events included an obstacle course, a one and a half mile run and the firing of the M-16, M-9 pistol, M-203 grenade launcher and the M-60 machine gun. After five days of demanding tryouts, Sergeant Whitehead and Sergeant Luke Grubb of the 439th SPS, were selected as part of the AFRES "Dirty Dozen" to represent the command at the 1989 Peacekeeper Challenge.

The team was put through a series of tactical exercises with their duty weapons. Land navigation and patrolling skills were tested throughout the rugged mountains of Ft. Huachuca in southern Arizona. After a week of further evaluation, Sergeant Whitehead was selected for the second year in a row. Sergeant Grubb stayed with the team to assist with training and stand by to fill in case of an incapacitating injury.

An AFRES team put together scenarios to familiarize the team with weapon competitions they would encounter at the worldwide meet. "Air Force Reserve is really into this competition. Manpower and material support is growing every year," said Sergeant Grubb.



TSgt. James Whitehead

The 1989 Peacekeeper Challenge brought together 16 teams from Air Force command and a team from the Royal Air Force Regiment. Three individual and four team competitions were scheduled.

The team events included the handgun competition, where competitors distinguished between good guys and bad in shoot-out situations; the combat rifle course, which forces competitors to engage pop up and moving targets; and the physical fitness competition, which takes a four-man team through a mile and a half of obstacles.

The final team event is the Defender Challenge which tests the tactical ability

and endurance of an eight-man team against the skills of a group of OPFOR from the Air Force Office of Security Police. The team must negotiate the terrain and engage the "enemy" in situations that vary from year to year. Points are awarded for eliminating the opposition, regaining lost ground, equipment or personnel (depending on the scenario) and for the survival of team members.

The individual events include the grenade launcher competition which involves engaging bunker and pop up targets at ranges from 50 to 240 meters with the M-203. The machine gun event has the gunner and their assistant rush to several positions, prepare the weapons, and fire at targets using the weapon's bipod and the tripod utilizing the tilting and elevating mechanism.

The final event is the Inspector General's competition which requires one competitor from each command to negotiate the physical fitness course.

The Air Force Reserve captured two medals. In an event that was decided by ten points between first, second and third, Sergeant Whitehead received the glory in the grenade launcher competition. A two way tie for the first resulted in a third place medal for machine gunner Airman Tony Ooten and assistant Sergeant Mike Ogden.

The feat accomplished by Sergeant Whitehead had three "firsts" attached to it. This was the first year an Air Force Reserve team had won a medal other than third place. Sergeant Whitehead's victory ensured the first time an AFRES team brought home two medals. Capturing this event made the 1989 AFRES team the first to place in an event other than the M-60 machine gun event.

Sixty members of 59th APS take part in Patriot Partner

By TSgt. Kathy Gasaway

Sixty members of the 59th Aerial Post Squadron participated in Patriot Partner held recently at Charleston AFB, S.C. Lt. Col. John Roach, 59th APS commander, was also the commander of a composite unit made up of aerial ports from Westover, Andrews AFB, Md. and McGuire AFB, N.J.

The composite unit performed all

aerial port functions required for Patriot Partner and fulfilled 85 percent of Charleston's normal aerial port operations. Duties included marshalling cargo, planning loads and on and off-loading cargo and passengers.

In addition to supporting regular channel missions through Charleston, the composite unit supported the 437th MAW as they evacuated cargo and

passengers from Panama. Twenty-nine tractor trailer loads of unassembled household goods containers were palletted, and loaded.

"The Patriot Partner people hit the ground running and never slacked off for a moment," said Colonel Roach. "Patriot Partner was an outstanding training opportunity."

Members of 74th AES inspect decon facility

By A1C Kymberly Saganski

After finishing a two-week tour at Hahn AB, West Germany, the 74th AES was given the opportunity to inspect a facility that few of them had ever actually seen first hand.

The survivable collective protection system - medical (SCPS-M) at Ramstein AB, is a first echelon treatment center for injuries that occur during threat of nuclear fallout as well as chemical, biological and conventional weapons hazards.

In case the local area is under attack, the SCPS-M will allow a medical team to decontaminate and treat a patient without danger of recontamination within the facility.

According to Capt. John Neese of Ramstein, the base's SCPS-M cost over \$900,000 and is actually considered a piece of medical equipment.

"There are 100 of these units run by the United States Air Forces in Europe," he said. "USAFE has just been authorized a \$38 million expenditure for the construction of 30 more SCPS-M's which will be spread throughout Europe."

The new SCPS-M's are expected to cost \$1.2 million apiece, said Captain Neese, although a facility built in Korea cost nearly \$2 million.

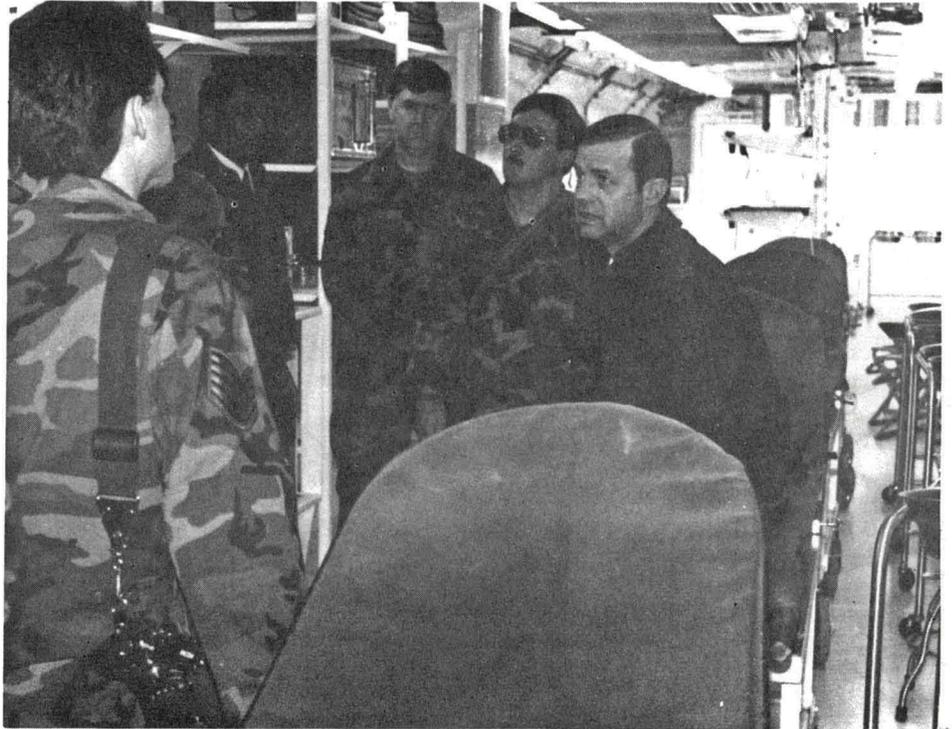
The SCPS-M facility at Ramstein consists of 28 cement boxes, each the size of a very small room, buried in an E shape under three feet of soil.

The structure sits on four feet of gravel to allow for shock absorption and drainage for the unit. Captain Neese said that planners have tried to build the units under existing parking lots due to limited available sites, but researchers have found that the building tends to "shake apart" under those circumstances.

"The ideal is to have the SCPS-M partially buried, like a bomb shelter, on or near a hard road to make it easier to transport patients to and from the facility," said Captain Neese.

"Four practitioners, three nurses and a medical technician are needed to staff the main treatment room alone," the captain continued, "more than 70 people are required to keep the system fully staffed for two 12-hour shifts."

Triage occurs outside the main door which is made of 1½-inch thick steel.



(Photo by SrA. Christine Mor)

UNDERGROUND MEDICS—MSgt. Ronald J. Sliwa, Sr. and TSgt. Donald M. Sage of the 74th AES listen to Ramstein's Capt. John Neese describe the main treatment room of the SCPS-M chemical decontamination facility.

While civilian triage procedures call for those most seriously wounded to be treated first, military triage procedures send the least injured to treatment first, so that they may return to duty. The more seriously injured wait for primary treatment and are then transported to second, third, and fourth echelon treatment facilities.

Ambulatory patients walk into the first room of the SCPS-M and stand in a box of shuffle powder called Fuller's Earth. The medical staff, in full protective clothing, coat the patients with the powder in order to absorb whatever liquid chemical residue remains.

This is done instead of the common practice of washing the patient down with water because there is very little water in the facility, said Captain Neese.

Litter patients are brought through an airlock and into the next room where they too are covered with Fuller's Earth and decontaminated.

What harm Fuller's Earth might cause to an open injury such as a stomach wound is unknown, but the hazards are being examined.

Both ambulatory and litter patients are brought through a series of rooms and airlocks until they reach the main treatment room.

This is where a bottleneck in the system occurs. While it is fairly easy for the patient to be decontaminated, it takes time to administer first aid procedures to specific injuries.

A test of the facility in 1988 revealed that in a chemical warfare scenario, only 66 patients can be processed and treated through the system in a four hour period. This does not allow for patients who are suffering from battle fatigue and should remain stationary for 72 hours. These patients must be moved to another facility for the next level of treatment.

According to Captain Neese, there has not yet been established a safe way of transporting treated patients to the next treatment facility.

"For now we are planning to use body-bags and face masks for lack of anything better," he said. Even the large bags that ordinarily cover cargo will do very well in protecting patients from further contamination.

New firefighter patch design reflects C-5 mission

Westover's civilian fire fighters have a new patch design thanks to Sean Strohmman, who is himself a civilian firefighter.

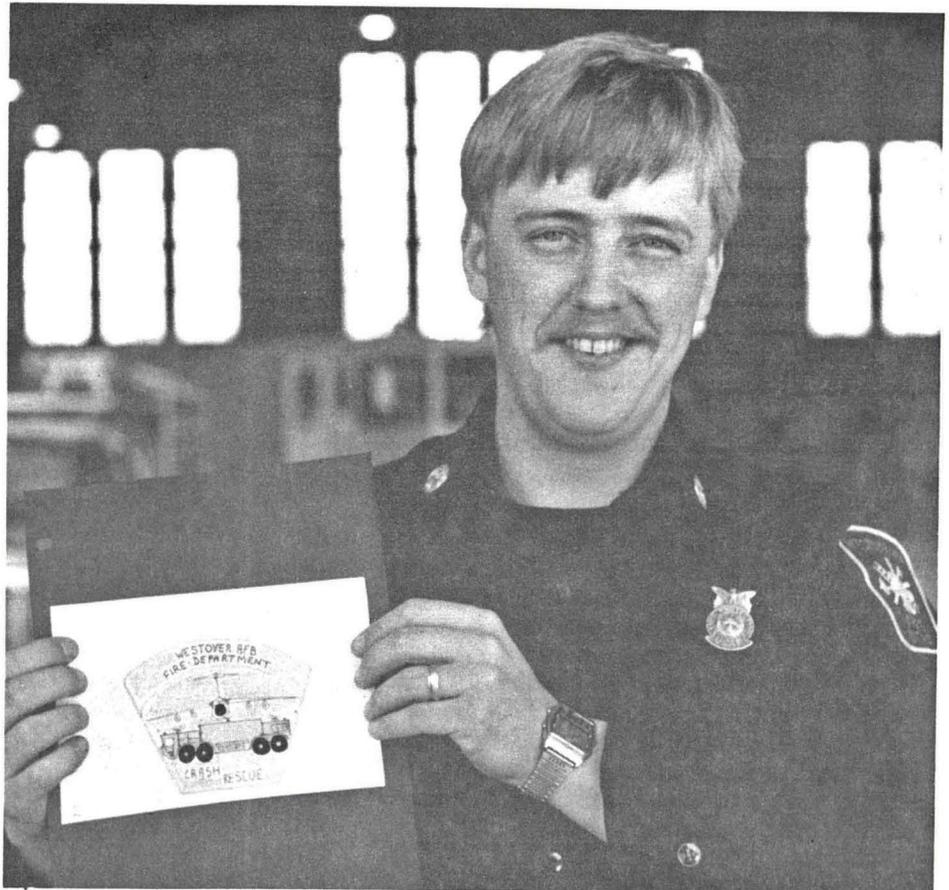
Mr. Strohmman's design was selected after a 60-day patch design contest was held. Approximately 30 entries were submitted from civilians and reservists base-wide. Civilian firefighter Dennis Coffee coordinated the contest and the winning design was selected by a four-judge panel.

"The current patch has been used since 1974," explained John Duffy, 337th loadmaster and civilian lead firefighter. "Our change in mission was an ideal time to change the patch design."

The new patch design incorporates the largest aircraft in the free world with the largest crash fire fighter and rescue vehicle which Westover is scheduled to receive within a year.

Mr. Strohmman received a \$100 savings bond prize at the civilian commander's call on October 10. According to Mr. Duffy, the patch process now requires design approval, professional graphic illustration of the rough design and actual creation of the patch.

"The patch really illustrates our mission with the C-5s," said Mr. Duffy. "We hope to be wearing the new patch for the 1990 airshow."



(Photo by TSgt. Sandi Michon)

AWARD WINNER—Sean Strohmman displays his winning patch design which incorporates the C-5 and the P-15 fire and rescue truck.



Fire Prevention Week

JUST A REMINDER—Philip Boyer, Westover's assistant fire chief of technical services (left) and SMSgt. Wilbur Hunt 439th CES pose with a graphic reminder that "Big fires start small." Civilian firefighters Robert Church, Lou Roman and Jerry Racine built the exhibit to promote fire prevention week, Oct. 8-14.

(Photo by SSgt. Vin Blanchard)

SSgt. Tom Moore aids choking boy at local restaurant

Article and photos

By TSgt. Sandi Michon

When an Air Force survival school instructor predicted that three-fourths of the class would save someone's life using the Heimlich maneuver, SSgt. Tom Moore had no idea his prediction would be personalized.

While dining with his wife and friends at a local restaurant, Sergeant Moore recently saved a seven-year-old who was choking at a nearby table.

As they were waiting for their dinner to arrive, MSgt. Barbara Patterson noticed that the boy at the next table was turning blue. According to Sergeant Moore, the parents seemed to be aware that there was a problem, but no one was moving to help.

"I jumped up, grabbed the boy, put my fist under his rib cage and pulled hard," recounted Sergeant Moore. "I thought I was doing it wrong when he still wasn't able to breathe after the first few tries. But after a few more pulls, a tortilla chip came out and he resumed breathing.

"It was weird, it all happened so fast," he said. After the boy returned

from the restroom where his parents cleaned him up, he seemed shaken, but otherwise fine. "Our meal had been served and we resumed our conversation, almost like nothing had happened," said Sergeant Moore.

According to Sergeant Moore's wife, TSgt. Lorraine Moore, the parents of the boy didn't seem at all alarmed, and barely thanked her husband for his help. "We never even knew what the boy's name was," she said.

Although it was over in minutes, Sergeant Moore said he felt really good about being able to help. "You hear of the Heimlich maneuver so often, but until you actually use it, you are never sure you really know it," he said.

He now feels that his survival instructor's estimate of those that use the maneuver to save someone's life is probably accurate. "Choking situations happen so fast, everyone should be familiar with the method...you just never know," he said.

Sergeant Moore is a loadmaster with the 337th MAS and his wife Lorraine is a paralegal with the 439th MAW legal office.



SQUEEZE—SSgt. Tom Moore demonstrates the life-saving Heimlich maneuver on his wife, TSgt. Rita Moore.

Michael E. Noonan, former Master Sergeant dies after long illness

Michael E. Noonan, Sr., former master sergeant with the 439th Communications Squadron, died Sept. 12, at his home in Greenfield after a lengthy illness.

Noonan, 49, served with the squadron from 1977 to 1984. He was supervisor of the communications systems work center.

He lived at 201 Chapman St., Greenfield, and was a supervisor at Terrific Cleaning in Greenfield.

He was engaged to Betty A. Greimore of Greenfield, and leaves his mother, Alice Roule of Greenfield; two sons, Michael E. Jr. and David C., both of Laconia, N.H.; two daughters, Teresa J. Colby of Littleton, N.H., and Kimberly A. of Laconia.

Services were Sept. 15 in Greenfield.

Dining Out

Continued from page 3

Following the formalities of the dinner, Sergeant Wells called forth outstanding members of the 439th MAW to accept recognition from Brig. Gen. Frederick D. Walker, wing commander. Plaques were presented to SMSgt. Leo Bourret, Outstanding Senior NCO; TSgt. Luis Cabrera, Outstanding NCO; and Sgt. Howard Crawford, Outstanding Airman. SMSgt. Donald Proctor accepted the award for Outstanding Work Center which was warned by the CBPO.

After the awards ceremony, guest

speaker Johnathan Spiegel, 439th MAW management consultant, reminded the NCOs and airmen of how far their wing has come in recent years and called on them to continue the "pattern of success" in achieving further goals.

The 1989 NCO/Airman Dining Out concluded with an evening of dancing as all present were encouraged by the rules of the affair to renew old acquaintances, make new friends and join in the wing's esprit de corps.

Article 15

Continued from page 4

"That shows that the system works," said Colonel Kocay. "The Article 15 proceedings may be non-judicial, but we make sure that there is no pre-judgment, and that due process rights are protected."

Colonel Kocay attributed the slight increase in Article 15 cases to the base to

the change in the unit's mission, the increased number of reservists here, and to increased work demands.

"Because of the C-5 mission, commanders can't tolerate breaches in discipline, and they don't have the time to deal with such problems purely on an administrative basis, Colonel Kocay added.



A1C Nancy Wilchka

“Patriot People”

Name: Nancy Wilochka
Rank: A1C
Age: 22
Address: Longmeadow, Mass.
Unit: 439th SPS
Position: Law enforcement specialist
Civilian Position: Bartender
Favorite Food: Lobster
Years of Service: One year
Favorite Sport: Football
Favorite Hobby: Horseback riding
Ideal Vacation: Hawaii
Best Way to Relax: Poolside with a cold beer
Preferred Entertainment: Watching live rock bands
Favorite Celebrity: Andrew Dice Clay
Favorite Music: Rock
Favorite Book: Stephen King books
Favorite Color: Black
Favorite Car: '69 convertible Camero
Pet Peeve: People stereotyping blondes
Best thing about Westover: People in my unit
Worst thing about Westover: Lost paperwork

earning a **PAT** on the back

PROMOTIONS

MSgt. Daniel J. Carr
 MSgt. Irving H. Colby
 MSgt. Joseph A. Orzolek
 MSgt. Van A. Pelter, Jr.
 MSgt. Arthur J. Pollier
 MSgt. Eric L. Svensson
 MSgt. Donald J. Vadnais
 TSgt. David M. Cabana
 TSgt. John S. Argino
 TSgt. William A. Carroll
 TSgt. Neil A. Deslisle
 TSgt. James J. Gallagher
 TSgt. Randall E. Goken
 TSgt. Cindy M. Hatfield
 TSgt. Douglas M. Hayward
 TSgt. William C. LaPlante
 TSgt. Kathy A. Lee
 TSgt. Christopher J. Maille
 TSgt. Rosemarie G. Matteson
 TSgt. Lawrence E. Parker
 TSgt. Sean R. Powell
 TSgt. Steven E. Ross
 TSgt. Dale G. Schaffer
 TSgt. Vance S. Silcott
 TSgt. Stephen D. Stavros
 TSgt. John W. Tinnemeyer
 TSgt. Jeffrey A. Whitehead
 SSgt. Michael K. Barna
 SSgt. Roger N. Benard
 SSgt. Thomas W. Boucher
 SSgt. Augustin Cardona
 SSgt. Todd A. Chaffee
 SSgt. David J. Comick
 SSgt. Dennis J. Creamer
 SSgt. Ronald J. Dombkowski

SSgt. Craig S. Eisman
 SSgt. James H. Ferry
 SSgt. Mark C. Fogal
 SSgt. Robert B. Forster
 SSgt. Lisa J. Goetsch
 SSgt. Christine E. Johnson
 SSgt. Russell A. Mallette
 SSgt. Thomas G. McDunough
 SSgt. William K. Mick
 SSgt. Brian D. Miliefsky
 SSgt. Benjamin A. Omaiye
 SSgt. Paul L. Pelka
 SSgt. Jeffery M. Richardson
 SSgt. James E. Robinson
 SSgt. Dennis S. Rodgers
 SSgt. Dania L. Saylor
 SSgt. Richard T. Schmoke
 SSgt. William R. Sharer
 SSgt. Annette M. Skawski
 Ssgt. Daniel R. Skawski
 SSgt. Thomas L. Thornton
 SSgt. Floyd L. Tolan
 SSgt. Michael S. White
 SrA. Sean S. Arnold
 SrA. Kaveh P. Barjesteh
 SrA. Jeffrey D. Barker
 SrA. Scott J. Bateman
 SrA. Michael R. Boucher
 SrA. Marc A. Dargis
 SrA. Steven J. Foote
 SrA. Jason C. Harder
 SrA. Michael J. Hayes
 SrA. Chad A. Heasley
 SrA. Jeffrey M. Langlois
 SrA. Ronald J. LeBreton
 SrA. Christine M. Mora

SrA. Brian J. Newton
 SrA. Shawn M. Parsley
 SrA. Eddie A. Rodriguez
 SrA. Angel Santana
 SrA. Michael L. Vogt
 A1C Martin M. Cicero
 A1C Michael F. Thorpe
 Amn. Tammy A. Motyka

REENLISTMENTS

MSgt. Christopher P. Doyle
 MSgt. Theodore P. Durand Jr.
 MSgt. John P. Mailo
 MSgt. Kenneth E. Schworm
 TSgt. Arthur E. Baer Jr.
 TSgt. David E. Holding
 TSgt. Josephine Johnson
 TSgt. Donald E. Kobis
 TSgt. Ann T. Roberto
 TSgt. John J. Sullivan
 SSgt. David M. Cabana
 SSgt. Charles F. Darling
 SSgt. Richard C. Hall
 SSgt. John H. Hart
 SSgt. Shirley J. Kenniston
 Ssgt. Forrest D. LaPointe
 SSgt. Mark E. Levesque
 SSgt. Randall T. Mason
 SSgt. Robert O. Palmer
 SSgt. David J. Schooley Jr.
 SSgt. Zachary P. Slater
 SSgt. Ricky A. Smasal
 SSgt. Gary D. Smith
 SSgt. Eric W. Tuller
 Sgt. James E. Robinson

SrA. Marvin Dotson
 SrA. Aaron D. Gates
 SrA. Ruel P. Soriano

ENLISTMENTS

SSgt. Daniel E. Donovan
 SSgt. James J. Evans Jr.
 SSgt. Daniel L. Ferry
 SSgt. Shirley J. Kenniston
 SSgt. Robert J. Lowen
 SSgt. Louis F. Vezina, Jr.
 Sgt. Dennis J. Ballard
 Sgt. Stephen B. Henry
 Sgt. Michael J. Latter
 Sgt. Eileen Nardi
 Sgt. Paul A. Notis
 Sgt. David A. Paladino
 Sgt. Andrew D. Rhoden
 Sgt. Robert A. Roberts
 Sgt. William F. Vargus
 SrA. Daniel P. Mostowski
 A1C Renita R. Buckner
 A1C Michael T. Dunn
 A1C Randy A. Fritz
 A1C Aramis Guerra
 A1C Joseph Hibert Jr.
 A1C Glen A. MacNie
 A1C Miguel Martinez Jr.
 A1C Virginia S. Martinez
 A1C David B. McLaughlin
 A1C Obioma H. Nna
 A1C Norma J. Ortega
 A1C Stacey A. Sullivan
 AB Belitza Morales
 AB Ledana M. Packer
 AB Glen J. Sullivan

Changing tires on a C-5 Galaxy can be a BIG, BIG job

TSgt. Tom Allocco

In a world of high technology, from microchips to MADAR, it's reassuring to know some things don't change. The 28 tires on the C-5 are such old-time unglamorous technology that aircrews sometimes jokingly refer to them as the plane's "anti-spark devices." But when half a million pounds of aircraft slaps down on a landing strip at 130 mph, you want something big and brawny and dependable rolling under it.

Making sure the Galaxy's tires do their job is the job of a crew of about a dozen maintenance members of the 439th FMS. Every time a C-5 touches down you can see a puff of smoke when the rubber tires hit the runway.

That means the tires are taking a beating and for safety reasons they are generally considered to have a life expectancy of about 150 landings before they are pulled off and re-capped. It doesn't take long to reach that number when a C-5 can do 30 landings in a day of "touch and go" practice.

It's not unusual to replace a dozen tires at a time. A cross country flight may involve eight landings, which means replacing two or three tires.

That's a big job for those responsible for the tires. Each one weighs 158 pounds and is more than four feet in diameter and 17 inches wide. That means if you could stack all 28 of a plane's tires they would form a tower 40



(Photo by SSgt. Vin Blanchard)

RUBBER GAME—Sgt. Dennis Rogers, left, and SSgt. Mark Pirog, get ready to change one of 28 tires that allow a C-5 to land softly and safely.

feet tall.

The tires are reinforced with steel bead cables and filled to 130 PSI with nitrogen or dry air.

The wheels are on just as large a scale as the tires. Eighteen bolts hold the tire

to the wheel which weighs 120 pounds.

Responsibility for the tires and wheels is scheduled to be shifted from the field maintenance squadron crews to the 439th OMS when the 439th FMS moves from Hangar 7 to Hangar 3 this year.

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