

PATRIOT

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

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DECEMBER 1989



(USAF photo by TSgt. Sandi Michon)

CAMERAS ARE ROLLING—Local area T.V. and newspaper reporters and photographers film the C-5 at Westover prior to departure to Germany.

History unfolds during 439th media flight

By TSgt. Sandi Michon

A Westover C-5A, carrying news media from Western Massachusetts, was in West Germany the day the Berlin Wall began to crumble.

As Westover's cargo missions routinely span the globe, it is not unusual to be around historic events.

The Nov. 7-9 trip was a routine cargo support mission to Germany which is flown an average of twice weekly out of Westover. The local media were invited to join the mission to enhance their

understanding of how we do business.

Over the three-day trip, eight news reporters and cameramen were immersed in the military environment. They became familiar with military jargon, box lunches, protocol, security, hurry-up-and-wait, long hours and fatigue. By the end of the mission, the most-used word was professional and there was a new respect for Westover reservist and the C-5 aircraft.

The trip originated at Westover on Nov. 7 and progressed to Dover AFB,

Del. After a four-hour layover for cargo loading, the fully-loaded C-5 took off for Germany and flew through the night. The media experienced first-hand the long days and sleepless nights Westover's air and maintenance crews experience on their frequent European cargo runs.

A common sight throughout the trip was bright video lights, microphones and notepads as reporters interviewed and filmed. While the clock at Ramstein AB, Ger. read 9:30 a.m. on arrival,

Continued on page 6

EDITORIAL**Winning can become a habit**

The one phrase that comes to mind when I think of how much we have accomplished here at Westover over the past several months is, "team work." Without it, very little can be done, with it however, mountains can be moved.

Our latest team effort, of course, was our tremendous showing in the Unit Effectiveness Inspection. I couldn't be happier or prouder with the results.

We as a team, have come a long, long way in the past two years or so and every single person on this base can take pride in the fact that he or she has made a major contribution.

I am well aware of all the hard work and sacrifice that went into preparing for the UEI and I salute each of you for your excellent performance. Take a moment to bask in that glory. You have certainly earned that right.

Hard work and persistence pay huge dividends. The 74th AES proved that last year when that unit received an "excellent" rating in their Health Service Readiness Inspection. We saw similar results earlier this year when the 337th MAS was rated "outstanding" in their ASET.

Those two victories plus our excellent showing in the UEI are the beginning of what I am sure will become a Westover tradition.

Our task is not yet over though. In front of us now, is the real thing sometime next year.

I look at these challenges as one more opportunity for the men and women of the Westover community to show just how good you really are.

Winning can become a habit, one that we have no desire to break.

—Brig. Gen. Frederick D. Walker
Commander, 439th MAW

Briefs**Driscoll honored**

The Association of Military Surgeons of the United States presented SSgt. Robert E. Driscoll, Jr. with a medical citation awarded which is given annually to an outstanding medical reservist assigned to a hospital clinic.

"I can't believe I've received this honor," said Sergeant Driscoll. "I think everyone from our clinic deserves this award equally."

Profozich named

Lt. Col. Bernard Bogush, former commander of the 911th Combat Support Squadron had nothing but positive comments to make about the squadron's newest commander, Lt. Col. Alan E. Profozich.

"Colonel Profozich possesses management and leadership skills necessary to direct critical elements in support of our flying mission," said Colonel Bogush. "He is currently recognized for his expertise in mobility operations and the directing, planning and programming of base resources."

Colonel Profozich last served as the base plans officer at Greater Pittsburgh IAP, Pa.

58th Commander

Leadership in the 58th Aerial Port Squadron changed hands last August as Lieutenant Colonel Robert A. O'Sullivan was appointed squadron commander.

"I'm honored to be representing the 58th," said Col. O'Sullivan, "We have a fantastic squadron."

Col. O'Sullivan served on active duty both as an executive support officer and as a squadron section commander. His 12 years of active service have allowed him to travel and work in Vietnam, Germany, Holland, California and New York.

In March 1980, Colonel O'Sullivan separated from active duty and was assigned to Westover AFB as an IMA attached to the 439th MAW.

In the summer of 1987, Colonel O'Sullivan was assigned to the 58th APS as an operations officer, a position he has held until his recent promotion.

He lives in Sharon, Mass. with his wife and two teenage children, and is a human resources manager at St. Paul Insurance Company.

PATRIOT

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Lt. Col. Clune named base commander at Niagara Falls

By SrA. Christine Mora

Lt. Col. Alan Clune left Westover in early November to assume his new role as base commander at Niagara Falls IAP, N.Y.

The former maintenance control officer of the 439th MAW will join the 914th TAG, working directly for group commander Col. Paul Cooper. According to Colonel Clune, he will be responsible for all base operating support of the combat group, including supply, billeting, Morale, Welfare and Recreation, civilian and military personnel, security, and the mobility support flight. The colonel will also manage various base usage agreements of the base, such as AICUZ and Mutual Aid.

"This should allow the group commander to concentrate on the overall management of the base, flying squadron and maintenance units," said Colonel Clune. "I view this opportunity as a tremendous challenge and am greatly looking forward to it."

"He (Colonel Clune) proved to be a mainstay in all his endeavors at Westover, particularly the C-5A conversion project."

Brig. Gen. Frederick D. Walker, Wing Commander

"I have made some wonderful friends in my years here and will still be part of the Westover family," added the Colonel.

"Colonel Clune is on to bigger and better things at Niagara," said Brig. Gen. Frederick D. Walker, wing commander. "He proved to be a mainstay in all his endeavors at Westover, particularly the C-5A conversion project."

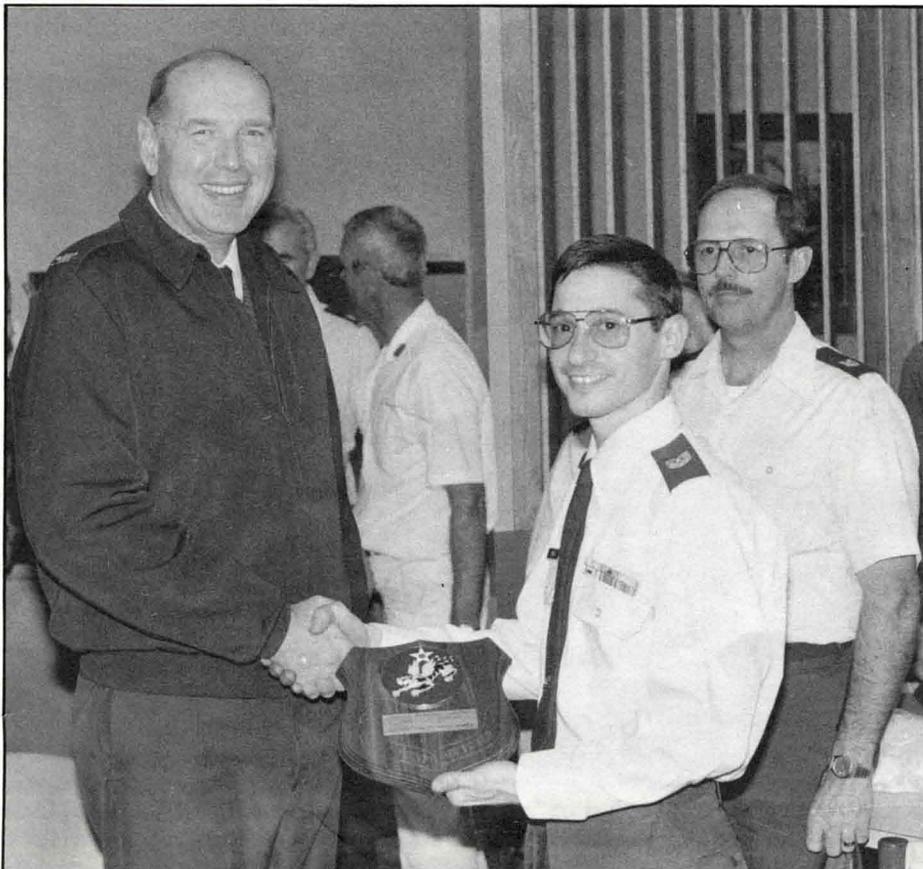
Colonel Clune hails from Hartford, Conn. and graduated from Lumas School in 1962. He received his bachelor of science degree in history from Trinity College and his master's degree in American history from Ohio State University.

At the beginning of a military career which spanned 18 years, the colonel

served in the Vietnam War as an aircraft commander. He has served in the Air Force Reserve at Westover for 12 years.

In the civilian world the colonel pursued a career in education and held positions as a social studies teacher, assistant principal and principal. In 1986, he returned to federal service with Westover's 439th Tactical Airlift Wing. The colonel served as the C-5A maintenance conversion project officer during the base's conversion from C-130E's to the Galaxies. He assumed his duties as maintenance control officer at Westover in 1988 with the redesignated 439th Military Airlift Wing.

Colonel Clune will be joined by his wife, Alice, and their four children, Sandra, Steven, John, and Kevin.



DINING HALL NOMINATED— MSgt. Michael Spano, a services technician with the 439th CES, accepts the 14th AF Hennessey Nomination Award for the Dining Hall from Col. Thomas G. Hargis, base commander as MSgt. Paul Gilman, a food services technician looks on.

(USAF photo by SrA. Christine Mora)

SMSgt. Rehnberg retires after long military career

By TSgt. Tom Allocco

SMSgt. Dick Rehnberg chose to conclude his career in November as he had lived it—in the flight engineer's section in one last training mission in a long, long series. The retirement of the 337th MAS flight engineer superintendent

closed a career that began when the Air Force was only months old and still establishing itself.

When Sergeant Rehnberg first put on the Air Force uniform in January, 1949, it was a different uniform and a different

Air Force. The Air Force had only recently become separate from the Army and did not have a clearly distinct identity.

"We wore brown shoes and olive drab "Ike" jackets that were the same as the Army uniform. The only things different were the Air Force stripes and patches," he said.

The Air Force had basic training camps at Sheppard and Lackland AFB, Texas, and the former Sampson AFB, N.Y. When he went to Sheppard he was "Private Rehnberg" and he learned to fire and field strip the M-1 rifle and went on bivouac maneuvers and other training similar to Army boot camp.

After basic training he was a private first class at Bolling AFB, Washington, D.C.

"We were paid \$75 a month and were paid in cash once a month," he said.

"The paymaster was usually a captain and he would set up his table with the sergeants at his side. You would stand in line and then salute and say, 'PFC Rehnberg reporting for pay, sir.' The captain counted out the cash and if you owed any money the sergeants would be waiting to collect."

"We did it the old Army way in those days," he said.

He worked as an aircraft mechanic on B-25s and B-26s at Bolling AFB before his enlistment was extended a year due to the Korean War. He was sent to Kadena AFB, Okinawa to work on B-29s which were flying combat missions.

"We took troopships over and back. They were just like in the movies, boring, crowded and uncomfortable and loaded with people getting sick."

Sergeant Rehnberg recently returned to Okinawa on a C-5 mission.

"I couldn't believe I had been there 38 years ago. Now there are four-lane highways where we had driven jeeps over coral roads."

After active duty, he worked with his father for four years as a dairy farmer in Connecticut. Last year he retired as an experimental engineer from Pratt and Whitney, East Hartford, Conn.

Sergeant Rehnberg's Reserve career began in 1956 when he joined an Air Force Reserve center in Hartford, Conn. for Monday night meetings. Two years later he transferred to Bradley Field



(USAF photo by SrA. Christine Mora)

FINAL FLIGHT—SMSgt. Dick Rehnberg receives the traditional "hosing" after his final flight. A 337th MAS flight engineer, Rehnberg first entered the military in 1949.

when the 337th Troop Carrier Squadron was activated with 16 C-119s. He was the first Reserve flight mechanic on C-119s.

The two-propeller, twin boom C-119 was designed for a gross weight of 68,000 pounds.

"We thought it was a hot airplane," Sergeant Rehnberg said of the Flying Boxcar.

In 1965 the 337th traded the Flying Boxcar for the C-124 Globemaster, one year before coming to Westover. Aircrews affectionately referred to the four-engine unpressurized aircraft as "Old Shakey."

As a Reservist, he earned a Humanitarian Service award when he flew in a C-119 in support of U.S. forces which restored order in the Dominican Republic in 1965. Later, he island hopped across the Pacific three times in a C-124 to Tan Son Nhut and Cam Rahn Bay during the Vietnam War.

Sergeant Rehnberg remembers his experience in the C-130 Hercules fondly, but the C-124 holds a special place for him.

"The flight engineer station had throt-

les and prop controls. You did everything—started the engines, shut them down, worked the props.

"If you had to, you could shut an engine down in flight, go inside the wing, pull a generator or alternator, put in a pad and start the engine again.

"That was an engineer's airplane."

That was before per diem pay which meant if you stayed in a hotel or ate off-base the cost came out of your own pocket without reimbursement.

"When I started in the Reserve program the officer pilots usually paid for the enlisted flight engineer's room. Once, the pilots and crew chipped in to pay for my stay at the YMCA in Pittsburgh at \$2 a night. Now, people don't believe it."

"Still, the Reserve has been good to him as he has logged more than 8,100 flying hours over the years," Sergeant Rehnberg says.

"The Reserve is something you have to work for. No one orders you to go out and fly. You have to want to and to enjoy what you do. You have to prove yourself, show that you can do it the way it should be done."

In the process, Sergeant Rehnberg has gone almost everywhere a plane can go.

"I've been as far north as Thule, Greenland on the C-124 and C-130 and as far south as Argentina in Volant Oak exercises," he said.

He has landed at Bahrain in the Persian Gulf, Diego Garcia—"just a rock"—in the Indian Ocean and La Paz, Bolivia where it's hard to breathe at 13,500 feet above sea level.

"When you do it a long time it becomes a part of your life. You come home from work on a Wednesday or Friday, eat fast, change and come to Westover for a night local flight. It takes more than one weekend a month.

Now he'll have time to take his motor home on an extended trip to Florida and Louisiana.

He left with just one regret.

His last days in the squadron were in the newly refurbished and expanded 337th MAS quarters in the Base Hangar.

"They finally gave us a decent place to work and I have to get out."

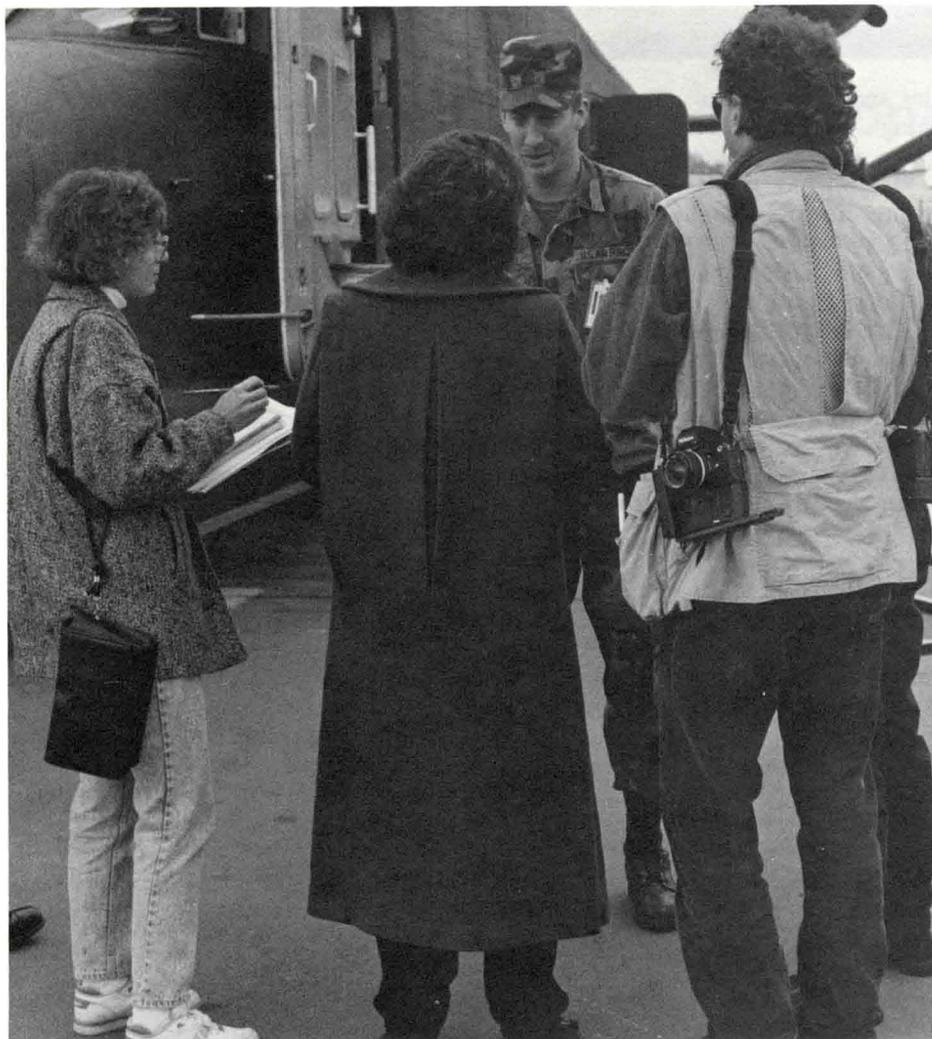
Sergeant Rehnberg and his wife, Floie, reside in Windsor Locks, Conn.



(USAF photo by SrA. Christine Mora)

FAREWELL TOAST—Brig. Gen. Frederick D. Walker, left, offers congratulations to SMSgt. Dick Rehnberg after his final

flight. Also in photo are, SMSgt. Fred Allard, MSgt. Tom Durkin and Maj. Sandy Whittier.



LOCAL BOY—Northampton native Jeffrey O'Donnel, aerial port specialist at Ramstein AB, was the center of attention as (l. to r.) Doris Schmidt, Deb Fountain and Jonathan Sherrill interview him in front of the C-23 Sherpa.



DEUTSCHLAND— Channel 22 reporter Amy Landsman and 22 cameraman Mark Langevin film one of the local street markets in Landstuhl, Germany.

Germany Trip

(Continued from page 1)

Photos by TSgt. Sandi Michon

everyone's body clocks were still set at 3:30 a.m.

Though ruffled and tired, the crew prepared to unload the aircraft and the media prepared to load their cameras. Greeting the C-5 was former 337th TAS commander Jerry Bryant. Colonel Bryant is currently 322nd Airlift Division Commander at Ramstein.

As the media filmed the cargo offload for the next two hours on the cold, damp flightline, they were treated to a mini-airshow. In addition to the C-5, aircraft on the ramp included C-130's C-141's, a German Toronado, a DC-8 and F-16's roared overhead and taxied by the huge C-5.

During a brief tour of the C-23 Sherpa, which is based near Ramstein, the media came across Northampton native Jeffrey O'Donnel. Sergeant O'Donnel is with the 608th APS at Ramstein. The media represented a taste of home, and he was able to send Thanksgiving greetings home over the air.

After a quick lunch at noon, the media were whisked off to a base tour and a series of "briefings." It was late afternoon before the group ever saw the inside of their rooms and had the chance to freshen up.

In less than an hour, it was off to the nearby town of Landstuhl for local filming and a late dinner. Every place and everyone was an opportunity for a story as feature formats began to gel.

Doris Schmidt, Union News arts and entertainment editor, was selected for the Germany trip because she is fluent in German. Prior to the trip, she contacted the German consulate in Boston to research locations of East German refugees in West Germany. Just 10 kilometers from Ramstein, 110 East German, Polish and Russian refugees were staying in the town of Obermohr.

Ms. Schmidt and photographer Mark Murray spent Wednesday afternoon in-

terviewing some of the East German refugees. A doctoral candidate in German literature at New York University, Ms. Schmidt found the trip extremely rewarding. "I learned so much about the Reserve program, but the refugee interviews were a big bonus for me," she said.

According to Ms. Schmidt, the media trip gave her a much better understanding of the Reserves which she says will help her to better cover the 1990 festivities at the base.

Channel 22 reporter Amy Landsman was impressed with the level of expertise she observed among Reservists. "I always saw the planes and knew they flew missions, but I never knew why or where," she said. "The missions make sense now. You don't just throw a bunch of stuff on the aircraft and take off. It takes management."

Jonathan Sherrill, Hampshire Gazette reporter was impressed with the extent of commitment Reservists make to train in their career fields. "I had no idea that Reservists flew the C-5's. I always thought only full-time military flew," he said. Mr. Sherrill felt the trip was very worthwhile, but experienced frustration with time constraints and restricted travel while in Germany. Mr. Sherrill's boss is a reservist with the Army Reserve.

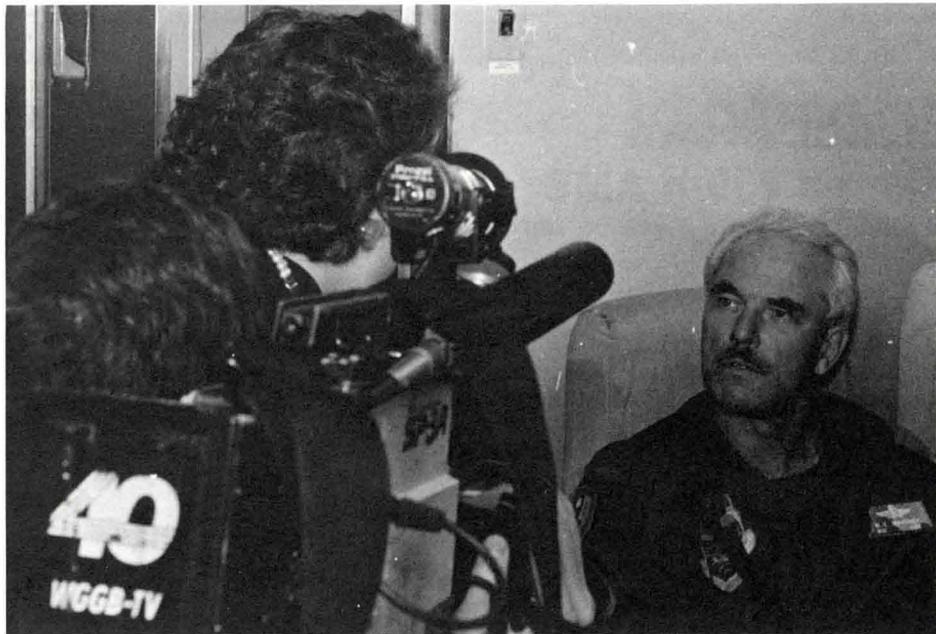
An early morning wake-up call at billeting on Thursday gave reporters a continued taste of the draining military schedule of a routine cargo mission. Still, complaints were few as the now-seasoned troops treasured an early-morning pastry run into Landstuhl. Some additional local filming was done before a 9 a.m. call back to the C-5 for manifest and take-off.

It was a long 10-hour flight against strong headwinds back to Dover, and a three-hour layover before the final leg back to Westover. Reporters spent their day-in-the-air composing story copy to meet their work deadlines and also attempted to meet additional sleep requirements.

The pilots pulled into Westover with yet another greased landing and applause broke out on the flight deck. It was a perfect end to a short, but long and exhausting trip to Germany.

As the media met at the club for their final "briefing," there was a sense of comraderie, but more importantly, a new sense of respect and appreciation for the reservists at Westover AFB.

Ms. Schmidt summed up the trip when she said, "People went all out for us, not because we are the media, but because they are proud of what they do and want to share it."



IN-FLIGHT COVERAGE—Channel 40 reporter Deb Fountain and cameraman Dave Fraser interview 337th flight engineer SMSgt. William Mahoney during the all-night flight to Germany.



FOCUS—Media representatives film the closing of the C-5 visor prior to the three-day media flight.

Lt. Col. Brown named 439th AMS commander

By MSgt. Gordon A. Newell

Lt. Col. Charles A. "Charlie" Brown has been named Reserve Commander of the 439th Avionics Maintenance Squadron, replacing Lt. Col. Philip W. Grutchfield who recently retired.

"I am honored to become part of the Arrowhead Squadron," said Colonel Brown. "This is an excellent unit with excellent people. I feel I am very fortunate to be getting an assignment like this."

In his new position, Colonel Brown will oversee the operation of the 116-member unit that repairs and maintains avionics gear for the 16 C-5As that are assigned to the 439th MAW.

The avionics squadron is charged with seeing to it that all electronics equipment on the C-5, such as inertial navigational systems, MADARS, cross-wind gear etc. are in good working order.

Colonel Brown, a former pilot with Eastern Airlines, has a total of 21 years of military service.

While serving as a B-52 pilot with Westover's 99th Bombardment in 1972, Colonel Brown's plane was shot down



Lt. Col. Charlie Brown

by a SAM missile over North Vietnam. He safely parachuted to the ground and was captured and spent the next three months in the Hanoi's "Heartbreak Hotel Annex."

Colonel Brown resides in South Hadley with his wife Martha and two sons Charlie 14 and Danny 12.

911th TAG captures Patriot Peach '89

Reservists from the 911th Tactical Airlift Group, Pittsburgh IAP, Pa., took home the top unit award at Patriot Peach '89.

"They wiped the slate with first in just about everything," said Brig. Gen. Frederick D. Walker, 439th Military Airlift Wing commander. The 911th falls under the command of the 439th MAW.

Twelve Air Force Reserve Units from throughout the United States, flying C-130 and C-141 aircraft, competed in the joint airlift and aeromedical competition held at Dobbins AFB, Ga., Oct. 28.

The exercise was designed to enhance the Air Force Reserve's effectiveness by providing realistic simulated wartime training for tactical aircrews and aeromedical evacuation personnel.

General Walker said it wasn't only the maintenance and aircrew teams from the 911th that did a good job, but aeromedical as well. "It's just in keeping with all they've done in the past year or so. They've received consistently good reports," said General Walker. "I'm mighty proud of them."

The 911th TAG won the top award based on the best combined scores from the airlift and aeromedical competitions. The top performing aeromedical crew was made up of members of Pittsburgh's 33rd Aeromedical Evacuation Squadron.

Second place honors went to the 914th TAG at Niagara IAP, N.Y., the other C-130 falling under the command of the 439th MAW.

The 94th Tactical Airlift Wing at Robins AFB, Ga., sponsored the Air Force Reserve exercise. The competition was patterned after Military Airlift Command's Airlift Rodeo and the 94th TAW's exercise Patriot Ace, conducted last May.

The 911th TAG aircrew captured the best C-130 engine running offload and overall C-130 aircrew awards. The group's aeromedical team was also named the best tactical aeromedical team. "I always knew our people could do it," said Col. Jim Copenhaver, 911th TAG commander, during the awards ceremony.

Canada's Snowbirds to perform at Westover airshow July 27-29

The dates for the 1990 Westover Air Show have been changed to July 27, 28 and 29, 1990, according to Lt. Col. Gale French, project officer.

"The show will provide a unique opportunity for the people of New England to witness the Snowbirds aerial demonstration team from Canada," said Colonel French. "In addition to the 50th anniversary of Westover, next year also commemorates the 20th anniversary of the nine-ship demonstration team." "Their performance will make it a truly international airshow," added Colonel French.

In addition to the Snowbirds, there will be numerous other displays and events. "We're expecting 25 escadrille

war planes from New England and we've invited a squadron of P-51s to perform a fly-by," he said. "We'll also have a variety of aircraft on static display from other commands and services, as well as tanks and old war vehicles."

There will also be a bit of history to include a display of pictures from when the base was under construction, and old war uniforms on display. "It will give people a flavor of the Air Force from World War II on," explained Colonel French. "There will be something for everyone."

If you have any questions or ideas regarding the airshow you can contact Colonel French at Ext. 3587 or Capt. Natalie Iryshe at Ext. 3044.

Commander says LCOM is no reason to panic

By A1C Kymberly Saganski

Although maintenance cuts in Westover's reserve work force have been a source of anxiety and rumor, according to Wing Commander Brig. Gen. Frederick D. "Mike" Walker, there is really no reason to panic.

"The Logistics Composite Model is a study run by Military Airlift Command Headquarters to determine the manpower necessary to generate aircraft during a wartime scenario," said Col. Harold L. Lawrence, deputy commander for maintenance.

The LCOM as applied to Westover assessed the aircraft maintenance problems that may be encountered in such a situation, he said, and then determined the number of technicians necessary to generate all available aircraft.

Over 420 positions considered extraneous by LCOM evaluators were cut from Westover's manning documents as of Oct. 1.

This, stresses General Walker, is not a reason to throw up your hands and give up. "Our people have got to know that they are not forgotten," he said.

In real terms, only 750 of Westover's original 1,241 reserve maintenance slots were actually manned as of October, so many of the shops will not suffer immediately from the cutbacks.

This does not mean that the results of the LCOM will go unnoticed. "The hardest impact is on the rank structure," said Colonel Lawrence. "In total, one percent of chief master sergeant slots, two percent of senior master sergeant slots and seven percent of master sergeant slots were eliminated," he said.

For jet engine mechanics on the reserve side, the LCOM cuts have meant a new reserve duty. The jet shop is now run entirely by air reserve technicians and those left out have been given the option to cross-train.

"Retraining our people is of the ut-

most priority," said General Walker, "but there are still other options that we are investigating.

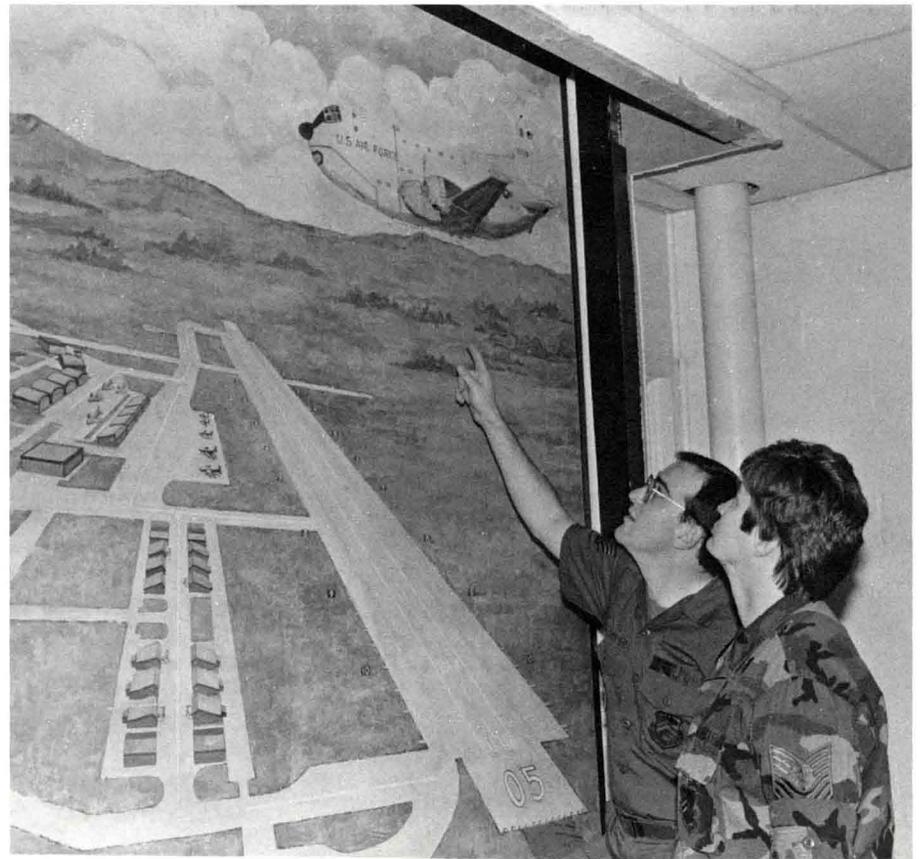
"I'd like to do some 'horse-trading' with the reserve units at Travis AFB, Calif. and Dover AFB, Del. The preliminary contacts have been made but it may take a few years before a significant number of the positions cut will trickle back into Westover," he said.

"Also, when our isochronal inspection stands are ready for use in the late spring, we will need to reevaluate maintenance schedules, although the manpower is already allocated," he continued.

"Right now, whatever we try to do for the maintenance squadrons is affected by the state of constant change and expansion that the entire base is experiencing. If you'll just stick it out, we'll do our best and examine every available option."

MURAL UNCOVERED—MSgt. Paul Frappier and MSgt. Diane Thibodeau admire an old wall mural that was uncovered in the training office of the 42nd Aerial Port Squadron in Hanger 3. The painting, which depicts a C-124 Globemaster flying over Westover's main runway, will be preserved.

(USAF photo by SSgt. Vin Blanchard)





Military Ball—April 7

Anniversary 50

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PROPOSED



"A" UNIT TRAINING ASSEMBLIES



"B" UNIT



International Air Show July 27, 28, 29

100th Celebration

APRIL

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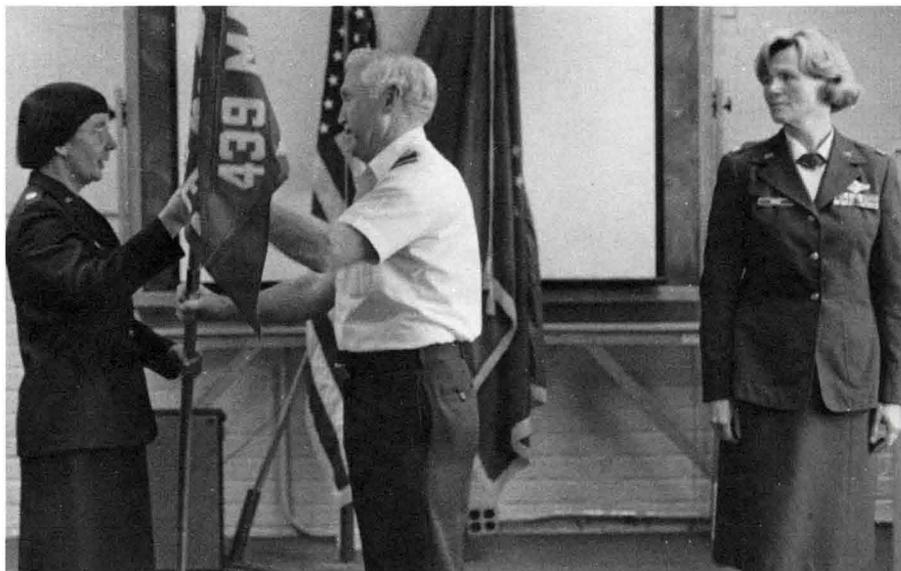
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23	24	25	26	27	28	29
30	31					

TRAINING ASSEMBLIES ○ **MASSACHUSETTS LEGAL HOLIDAYS**

CHANGE OF COMMAND—
439th MAW Commander, Brig. Gen. Frederick D. Walker, passes command of the 74th Aeromedical Evacuation Squadron to Lt. Col. Mary A. Roche as former commander, Mary C. Coyle, looks on.

(USAF photo by SrA. Christine Mora)



Westover's drinking water given clean bill of health

By LeeAna Montanari

"Drink the water, it's good for you," that's the word from state authorities who conducted tests of Westover's drinking water and gave it a clean bill of health.

According to Marian Mathieu, Westover industrial hygienist, strict tests are administered to the water and results must meet National Interim Primary Drinking Water (NIPDW) standards.

Once a year, Massachusetts State Labs runs samples of the water and Westover double checks them. The Federal Safe Drinking Water Act requires testing of bacteriological sampling, ph and chlorine, radiological sampling, inorganic analysis, and organic sampling.

"We have been tested in all these areas and Westover is always below the required standards," Ms. Mathieu said.

Occasionally, residents of the Department of Defense housing, which is maintained by the Navy, have complained of a discoloration of the water. Westover has a host-tenant agreement with the Navy but does not maintain the water system. The Navy has been contacted regarding the problem in DOD housing.

"Iron levels in some areas have been relatively high which can cause gastrointestinal disturbances in young children. Since their systems are less

developed and more sensitive than in adults, they are more prone to disturbances from high levels of iron," said Ms. Mathieu.

The iron level is high in this area because New England has pure water which is acidic. Water which sits in the pipes picks up lead from the joints of the pipe. As a result, iron causes a discoloration of the water, Ms. Mathieu said.

"The way to avoid this is to run the water for at least five minutes before using it. This flushes out the pipes."

To prevent further contamination, a law was instituted in 1987 to ban lead solder in pipe joints.

Secondary drinking water standards, which are administered to test the esthetics of the water, can exceed maximum contaminant levels with no adverse health effects. These tests determine if the look, smell or taste of the water is palatable.

Westover has instituted a program, with approval from the State Department of Environmental Protection, to add sodium silicate, a corrosion inhibitor, to the water. This consumable food grade additive coats the interior of the pipes so iron cannot infiltrate the water.

"We've been doing this for three and a half years" said Ms. Mathieu. "Since this has been done, we have had fewer

problems with iron in the water system. When buildings do experience a problem, they must run the water steadily to clear the iron from that line."

"I'm receiving good samples from the pipes" said Roger Martin Jr., Westover's state licensed water operator and maintenance mechanic of the water distribution system. "The farthest point from the distribution system is the consolidated open mess and they have high quality water.

"As a safety precaution, Westover has performed additional sampling beyond the requirements in the host-tenant agreement. Results indicate that the bacteriological quality does not exceed the standards. The iron problem in the housing area has appeared sporadically, usually after a break in one of the pipes.

Westover must also comply with AFR 161-44, which is the regulation for management of the drinking water surveillance program. The aircraft water supply watering points must be sampled monthly. Vehicles that are used to upload water onto the aircraft must also be sampled for bacterial quality as well as chlorine and ph levels.

"When there's a problem with the water, we do all that we can to help solve it regardless if it is the Navy housing area or Westover," said Ms. Mathieu.



74th AES training mission

(Photos by 1st. Lt. Joan McCarthy, 74th AES public affairs representative)

The 74th AES accomplishes one-to-three-day training missions approximately three times per month. They are

supported by C-130 units from Niagara, Pittsburgh, Youngstown and Willow Grove.

On a recent training mission SSgt. Deresa Johndrew places wrist restraints on simulated psychiatric patient SrA. Georgiana Nix (top right) clockwise, Maj. Marilyn Bunker simulates a coma patient, and 2nd Lt. Ro Chaloux models the aircrew chemical ensemble. In top left photo a Niagara loadmaster checks the litter transfiguration.



Wing history unit receives outstanding rating

"We have the most highly developed unit history program in AFRES."

MSgt. Marshall Hathaway

By Sgt. Heather Schroeder

You probably never thought you'd be making history. The fact is, however, that everything from the acquisition of vehicles to a presidential visit is compiled in the semi-annual wing history. Once the document is complete the informational narrative alone is as thick as a PFE manual, not to mention the supporting documents.

Each unit and staff agency has its own person who has the additional duty of unit historian. He or she may be a budding writer or a seasoned journalist responsible for keeping tabs of everything that goes on in your unit and presenting it to the wing historian. They are partially responsible for the recent "outstanding" rating received by the wing historian's office.

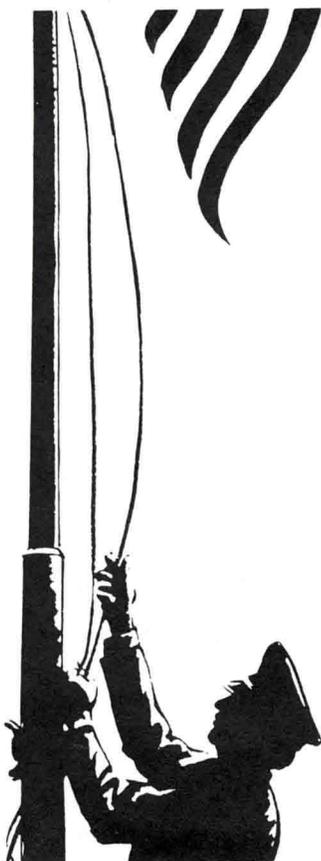
"We have the most highly developed unit history program in AFRES," said MSgt. Marshall Hathaway, wing historian. "I have to attribute that to the excellent command support and the number of unit and staff agency historians who obviously care about what they're doing."

Although a historian's duties are not inspected during a Unit Effectiveness Inspection they are rated and it is because of the contributions of the many, and the dedication of Sergeant Hathaway, that the wing has received this high mark. Sergeant Hathaway spends a lot of time collecting information such as hours flown semi-annually, numbers of passengers transported, exercise participation percentages, staff assistant visit results and unit changes of command.

"On many occasions I've spent an eight-hour day at home working on writing the history," he said.

Many active duty bases have more than one person working in the theoretically allotted 39 hours in which to complete a six-month history, according to Sergeant Hathaway. That's quite a lot of work when you consider that there are 32 units and staff agencies submitting reports in addition to the 911th Tactical Air Group at Pittsburgh and the 914th TAG at Niagara Falls which are also a part of the 439th Military Airlift Wing. "I'm responsible for collecting the documentation, receiving unit histories, interviewing people, researching unanswered questions and maintaining the unit history development program," he said. "I also have to keep all of the local regulations current."

It's a huge job for a small staff, so to receive an "outstanding" rating is an admirable accomplishment.



MSgt. Howard Dale Altman, dead at 55

Howard Dale Altman, 55, who earned recognition for superior performance as base transportation officer, died in Providence Hospital, Holyoke on Sunday, Oct. 21.

A retired master sergeant, Mr. Altman had served as base transportation officer since 1981. His professionalism was recognized in 1988 by the Air Force Reserve headquarters with the presentation of the first Best Transportation Unit in AFRES trophy.

Individual sections under his supervision received 14th Air Force and Air Force Reserve awards almost every year. Mr. Altman served as base transportation officer. He also earned a number of Westover superior performance awards for leadership.

Mr. Altman retired from the Air Force in 1972 after 22 years which included service in the Korean War and Vietnam War. Before coming to Westover he served as a vehicle maintenance officer at Andersen AFB, Guam and Hancock Field, N.Y.

He was a member of the Westover

Consolidated Open Mess Board of Advisors and was active in and a frequent board member of the Air Force Sergeants Association, Air Force Association, Retired Enlisted Association and Disabled American Veterans. He was also a member of the Fairview VFW, Chicopee Lodge of Elks and the American Legion.

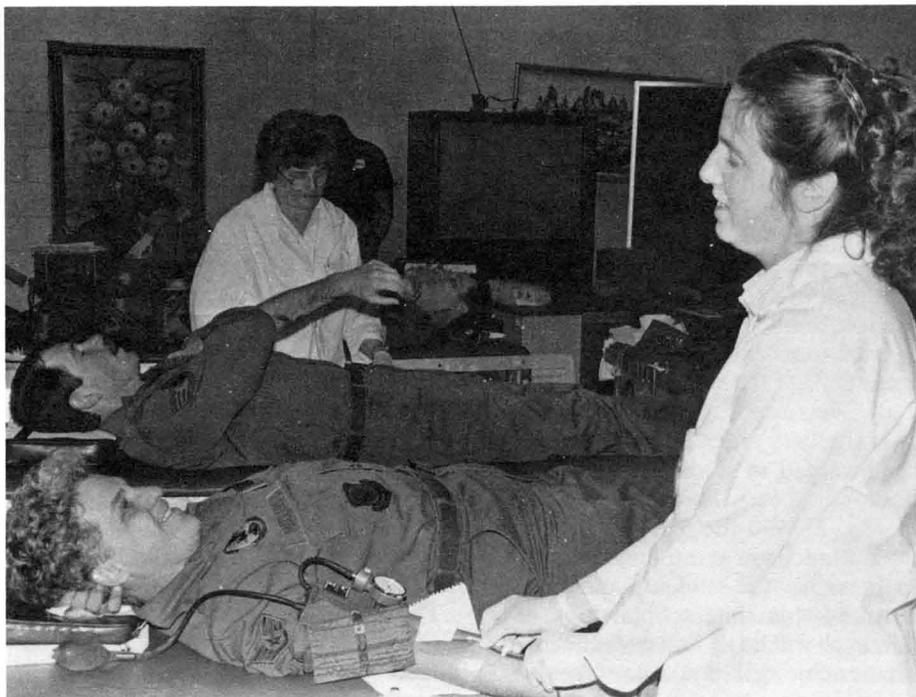
Mr. Altman is survived by his wife, the former Barbara J. Schryer of Fairfield; three sons, TSgt. Dale Altman, Salt Lake City, Utah; Allan Altman, Norwalk, Conn.; Petty Officer 2nd Class Howard Altman, Pensacola; a daughter, Gale (Marie) Altman of Chicopee and four grandchildren.

The Westover Honor Guard and 200 Westover reservists and civilian co-workers attended funeral services and burial at Hillcrest Park Cemetery, Springfield. Family members later expressed gratitude for the strong show of support during their bereavement.

Memorial contributions may be made to the American Cancer Society, 57 Suffolk St., Holyoke, 01040.

GIFT OF LIFE — Susan Bonini, a staff registered nurse with the American Red Cross, draws a pint of blood from SSgt. Joan MacLure of the 59th Aerial Port Squadron. Capt. Tom Schwechheimer, director of Morale, Welfare and Recreation, said that 160 units of blood were collected during the drive. He said that 65 pints were donated on the first day and the remaining 95 on the second day. He added that the next drive would be conducted in the spring.

(USAF photo by SSgt. Vin Blanchard)



Aircrews will soon be getting healthier flight lunches

By Sgt. Heather Schroeder

Cut the cholesterol, the fat and the salt. Even flight lunches are more nutritious these days.

Westover crewmembers who have travelled through Dover AFB, Del. recently may be mad because their brownie is missing. However, it's been exchanged for pasta salads, crackers and chips because they contain less salt and no saturated fats.

Maybe the fact the lunch box is considerably larger was their first clue that the meals were being revolutionized. Upon opening the box they probably noticed that their sandwich was in a

plastic container wrapped in cellophane. This container may be modified in the near future to include the salad as well. The idea is to have the sandwich and the salads together to form a more appealing look.

Getting to the "meat" of the lunch, the new sandwiches are made with whole grain breads and meats that are approximately 98 percent salt- and fat-free. Instead of two sandwiches with four ounces of meat (as they have seen in the past) there will be one sandwich with eight ounces of meat.

There will be approximately ten flight meals to choose from. Gen. Duane

Cassidy, the former commander of the Military Airlift Command, requested this change, according to Mr. Jerry L. Keller, the manager of the Inflight Kitchen at Dover was already ahead on the "lunchline of change" because of past meetings between crewmembers and inflight managers there. "Consequently, we are already using low-salt and low-fat products from local purchasing when possible," said Mr. Keller.

The new lunches have been available at Dover since August 1 and different items are being introduced and substituted or exchanged depending on health and purchasing factors.

Westover's 50th anniversary ball scheduled for April 7

By Sgt. Heather Schroeder

Westover's 50th-Anniversary Military Ball will be a black-tie extravaganza of dining and dancing, according to Capt. Denny Jobes, project officer.

The ball, which is being presented by Westover Air Force Base and the city of

Chicopee, will take place April 7. Cocktails will be served at 6 p.m. with dinner beginning at 7 p.m.

"The Air Force Reserve Generation Band and Silver Combo will perform and Scottish pipers will greet guests," said Captain Jobes. "The Luke Air

Force Base Honor Guard will also present the pageantry of flags."

Tickets for the ball may be purchased in advance for \$50 each and reservations will be accepted by TSgt. Kelly Payne, ABG/DPMD, Ext. 3127.

Chief's Council awards 8 scholarships to students

By Jennifer A. Begley

For the first time the Chief's Council of Westover will be contributing to higher education by awarding eight scholarships to students who have a parent that is a reservist at the base.

"The idea of the scholarship fund is to promote public relations between the younger airman and the Chief's Council," said CMSgt. Lawrence Lose, president of Westover's Chief's Council. "This is the first year that scholarships will be awarded to students, but it will be an on-going occurrence."

On Jan. 7, 1990 the Chief's Council will hold a luncheon at the Consolidated Open Mess for the students and their parents. At this time scholarships of \$250.00 each will be awarded to students who have achieved the standards set by the Chief's Council.

Awards will be given to the following students: Matthew Eichenlaub, son of SSgt. Matthew M. Eichenlaub, from Amherst; Denise Greenwood, daughter

"The idea of the scholarship fund is to promote public relations between the younger airmen and the Chief's Council."

CMSgt. Lawrence Lose

of SSgt. Edward Greenwood, Sr., from Chicopee; Stephen Norton, son of MSgt. Joseph M. Norton, from Holyoke; Nancy Prechtel, daughter of SSgt. John Prechtel, from Holyoke; Jennifer Ricci, daughter of MSgt. Richard A. Ricci, from Easthampton; Brigitte Sullivan, daughter of TSgt. John J. Sullivan, from Belchertown; Christopher Tankis, son of MSgt. John C. Tankis, from Whitinsville; Christine Tucker, daughter of MSgt. James T. Tucker, from Chicopee.

The candidates must meet the following qualifications: their parents must be in the reserve, they must have high grades, maintain a B average during their senior year in high school, and must rank in the top 25 percent of their class. A recommendation from school officials and an autobiography is re-

quired to become eligible for the scholarship. Students also must be entering their freshman year at an accredited college or university.

Scholarships were available for ten students. The Chief's Council hopes to have more applicants next year. Applications for the scholarship's will be available each year through the "Patriot."

Starting Nov. 1, 1989 all Chief Master Sergeants of the Chief's Council will begin selling Christmas tree ornaments. "All the money raised from the sale of these ornaments is used to fund the scholarship's," said Sergeant Lose. "We would like to see that these scholarships are awarded each year, so we are encouraging everyone to buy one and make a contribution to a very important fund, our children's education."

Westover firefighters do well in Niagara competition

By LeeAna Montanari

With a biting chill in the air and never-ending rain falling, Westover civilian firefighters pulled together to participate in the first AFRES Fire Protection Skills Competition Oct. 17 and 18.

The team travelled to Niagara Falls IAP, N.Y. to compete against seven other AFRES firefighter teams. "This competition is very important" said MSgt. Charles Woodruff, assistant fire chief, "It is considered to be the 'Top Gun of the Air Force'."

Simulated fire emergencies were designed to test the firefighters' skill, speed and accuracy. They consisted of hose evolution, "make and break", search and rescue, ladder operation, hoisting tools and equipment, self-contained breathing apparatus (SCBA), and firefighting.

Westover firefighters took first place in the fire extinguishment competition. In this event, fuel was ignited in a controlled area. Racing against the clock,

"It was hard work but it was a lot of fun. We had the weather against us, which made the competition more difficult."

MSgt. Charles Woodruff

one team member extinguished the fire using a dry chemical portable fire extinguisher. Westover's team accomplished the feat in 3.8 seconds.

Following the practical skills tests, two written tests—the Technical Service Knowledge Test and the Hazards Material Knowledge Test were administered. Robert Church of Westover took first place in the Technical Service Knowledge Test.

"It was hard work but it was a lot of fun," said MSgt. Woodruff. "We had the weather against us, which made the competition more difficult."

According to Dean Sleeper, the team leader, the competition gave the firefighters an opportunity to apply skills they have learned and to discover where

they may need improvement. "We learned as well as competing against each other," he said.

Firefighters who attended the competition were picked by a lottery. Members of the team included Dean Sleeper, Jim Castro, Robert Church, Art Herring, Dave Mottor and Sergeant Woodruff. Those competing this year will not be eligible for participation next year.

The winning unit of the overall competition was from the 440th Tactical Airlift Wing, Gen. Billy Mitchell Field, Wis. "Next year I feel confident that we can win the overall competition," said Fire Chief Haskel Jenkins. "We were at a disadvantage this year because we had to train for the UEI and could not devote training time to the competition."

C-5 makes history in Antarctic operation

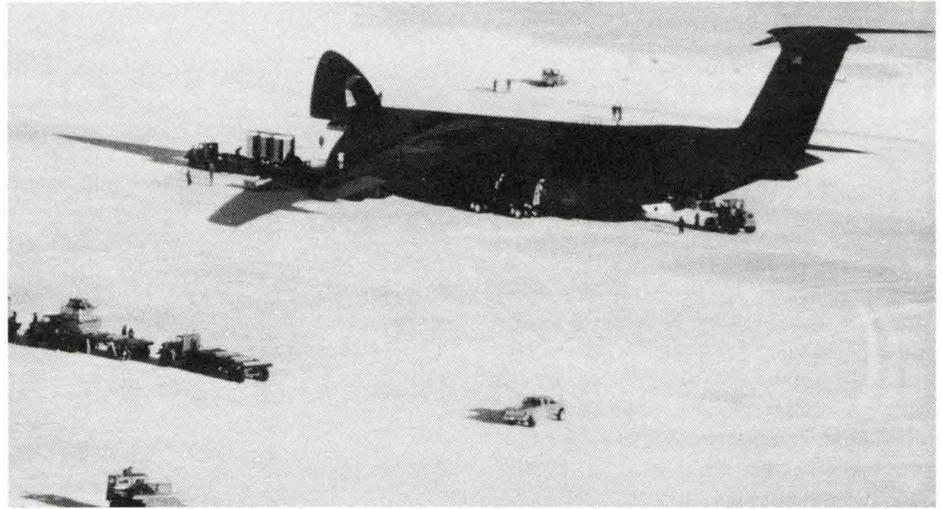
When a Military Airlift Command C-5 touched down on an icy runway at McMurdo Sound, Antarctica, Oct. 4, another first was entered into the MAC record books. The Galaxy, from the 60th Military Airlift Wing, Travis AFB, Calif., is the largest aircraft and first C-5 to land on that continent.

A second C-5 landed at McMurdo Sound Oct. 6. Both Galaxy's, as well as a C-141 from the 7th Military Airlift Squadron at Travis, participated in "Deep Freeze '90," the annual resupply operation supporting the National Science Foundation's Antarctic research.

The initial C-5, tail number 70042, had a payload consisting of 72 passengers and 168,000 pounds of cargo—including two fully-assembled UH-1N helicopters. The second Galaxy delivered 73 passengers and about 167,000 pounds of cargo, including two more helicopters and perishable fruit.

The C-141 flew 96 scientists and U.S. Navy members to the Antarctica Oct. 3, to begin the Foundation's summer research programs. Two additional C-141 missions took place after the C-5 airlifts. The MAC aircraft were loaded at Christchurch, New Zealand, before they traveled to the icy continent.

"The folks at the National Science



(USAF photo by MSgt. Jose Lopez, Jr.)

ICY RUNWAY — Crewmen unload cargo from the first C-5 to land in Antarctica. The mission resupplied scientists awaiting summer's less harsh 0-degree temperatures to resume research. The Galaxy landed on 79 inch thick ice on the Ross Sea Oct. 4.

Foundation were ecstatic with the operation of the C-5 and its capabilities—it definitely demonstrated the ability of MAC to respond any place on the face of the earth," said Maj. Gen. Richard J. Trzaskoma, 22nd Air Force commander, who was aboard the first C-5 that landed in Antarctica.

In effect, the C-5 expanded the Foun-

ation's summer research capability by several weeks. Dr. Peter Wilkniss, head of the Foundation's polar program, said the increased cargo delivered by the C-5s sped up the Foundation's transition to its full summer capacity very early. Each C-5 delivered about three times the weight that of a normal C-141 mission. (MAC News Service)

MAC assists in California earthquake relief

Military Airlift Command is assisting in relief efforts following the earthquake that rocked northern California Oct. 17.

Since Oct. 19, three active duty, five Air Force Reserve and another four Air National Guard units have been flying relief missions, providing rescue assistance, medical specialists and relief supplies to the disaster areas spanning 100 miles along the California coast.

Two C-5 cargo planes assigned to Dover AFB, Del., arrived at Moffett Field Naval Air Station, Calif., Oct. 22 from Pittsburgh, Pa., and Nashville, Tenn. The cargo, 86 tons of circuit breakers and components, are needed to replace destroyed units at two power plants near San Francisco. The 3rd Military Airlift Squadron of the 436th Military Airlift Wing was dispatched to Nashville and the 709th MAS of the

512th MAW (Reserve associate) was sent to Pittsburgh.

An Airlift Control Squadron from the 314th Tactical Airlift Wing, Little Rock AFB, Ark., deployed after the earthquake to Moffett Field NAS to oversee the arrival and unloading of MAC's relief airlifts.

A C-5 Galaxy aircrew assigned to the 60th Military Airlift Wing, Travis AFB, Calif., airlifted four paramedics and their heavy rescue vehicle from Los Alamitos NAS, Calif., to Monterey, Calif., Oct. 19. The Federal Emergency Management Agency-sponsored mission provided the California Emergency Services a vehicle and people to help rescue people trapped in a shopping center.

A C-141 Starlifter crew from the 437th MAW, Charleston AFB, S.C.,

transported 6,000 pounds of disaster relief equipment from Martinsburg, W. Va., to Moffett Field NAS, Oct. 19.

Another four Air Force Reserve units also provided assistance. The 304th Aerospace Rescue and Recovery Squadron, Portland, Ore., sent two C-130s, one UH-1H helicopter, an HH-3 helicopter, 16 pararescue men and two flight surgeons to the disaster areas. A C-130 from the 913th Tactical Airlift Group, Willow Grove, Pa., and another from the 928th TAG, Chicago, Ill., airlifted Navy Seabees who are assisting in the reconstruction phases. A C-141 flown by the 315th MAW, Charleston AFB, took a variety of relief supplies from Charleston to San Francisco, Calif.

(MAC News Service)

Army sergeant dethrones Hernandez in Turkey Trot race

By Maj. Rick Dyer

It may well have been one for the Guinness Book of Records.

Iron man Steve O'Connell, an Army sergeant first class from Chicopee, dethroned Celio Hernandez and won his second road race in the space of two hours Nov. 5 when he captured the Westover Turkey Trot Road Race.

O'Connell blazed over the five-mile course in 26:30 and beat Hernandez, the runner-up, by more than an eighth of a mile.

Less than two hours earlier, he warmed up for the Westover event by winning the Run for Kids, a five-mile road race in Springfield sponsored as a fund-raiser for the Big Brothers/Big Sisters program. His time in the first race was 24:59.

O'Connell, 31, ended Hernandez' perennial stranglehold on the annual five miler. Hernandez, a technical sergeant with the 439th, had won the Turkey Trot for the past eight years.

Hernandez and O'Connell matched strides around the base ellipse during the early portion of the race. Then the Army NCO applied his after burners.

"I passed him (Hernandez) at about the mile mark," said O'Connell, who resides in the Westover housing area and works at the Military Entrance Processing Station in Springfield. "I've never run at Westover before, but I have run against Celio and beaten him in some other local races."

Hernandez was clocked at 27:51 for the silver medal in the overall men's division.

Although the stringy O'Connell won back-to-back five mile races, he said that he feels more competitive in longer events such as 10 kilometer and "half-marathon" runs.

O'Connell finished third in a field of



(USAF photo by SSgt. Vin Blanchard)

READY TO TROT — Mike McNicholas, chief of recreation services, right, gets set to fire the gun to start Westover's annual Turkey Trot race.

7,000 in the 1988 Pittsburgh Marathon and he is presently a candidate for selection to the All-Army cross country team. He said that he trains by running 70-75 miles per week.

Mary Hernandez, Celio's wife, captured the three-mile women's Turkey Trot event in 21:00. It marked the fourth straight time she triumphed in the competition.

Evan Carr, a nine-year-old fourth grader from Granby, won the children's 1.5 mile race with the time of 11:10. His sister, 11-year old Carlin, was runner-up. They are the children of MSgt. Dan Carr of the 439th MAW.

A small field of 15 runners competed in the road race, which was sponsored for the 10th straight year by Westover's MWR. Mike McNicholas, chief of recreation services, said that the "disappointing turnout" would prompt MWR

officials to consider a new format for the competition next year.

First place winners in each division received a turkey.

Winners by division included:

Children (8-12): 1. Evan Carr (11:10);
2. Carlin Carr (12:39);

Women (24-31): 1. Linda Dimartino (24:49);

Women (32-39): 1.

Men (24-31): 1. Steve O'Connell (26:30);

Men (32-39): 1. Celio Hernandez

2. Ken Huckins (33:40);

3. Bob Sousa (35:39);

Men (40-47): 1. Jack Devine (31:50);

2. John Adams (38:39);

Men (48-54): 1. John Aukstkalnis (34:45);

2. Lawrence Havens (41:20);

Men (over 55): 1. Ted Buckhout (35:08);

2. Joe Martino (44:23).

ROA offering free memberships

By LeeAna Montanari

The Reserve Officers Association (ROA) is offering a complimentary one year membership to all newly commissioned reserve officers.

"This opportunity will expose officers to the ROA experience" said Major Tali Maidelis, President of ROA Chapter 50. "The ROA is the 'voice to the congress'.

Officers have an opportunity to be active in congress and legislation; an area where they might otherwise miss."

Membership is available to all newly commissioned warrant officers, ensigns and second lieutenants of all branches of the uniformed services.

Newly commissioned officers who paid for memberships after April 1, 1989, will have their membership ex-

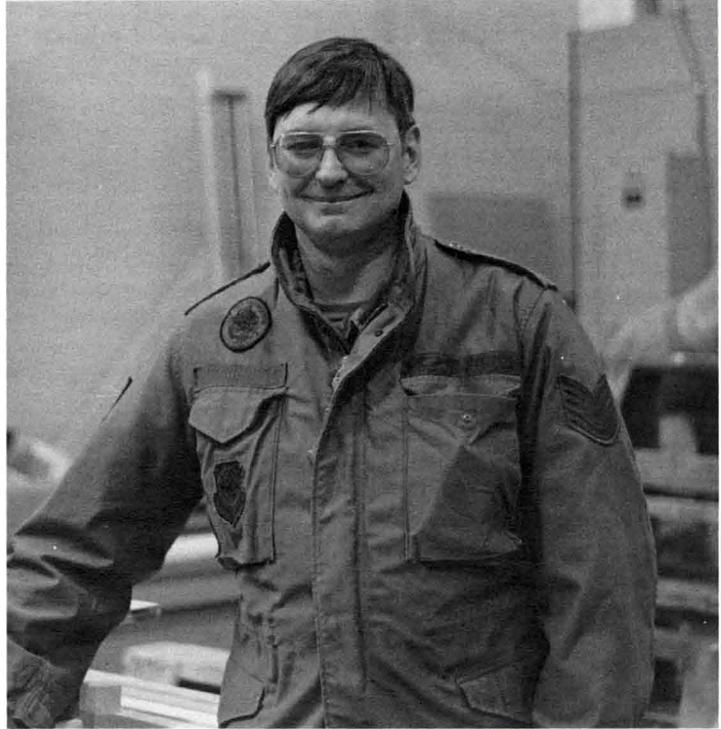
tended a year from Sept. 1, 1989.

Applications can be obtained from the following board members: Major Tali Maidelis, Civil Engineering; Major Karlene Devine, 74th AES Squadron; and Captain Lynn Jobs, Treasurer of the 439th FMS.

According to Major Maidelis, the ROA has been very successful, the members have received ninety percent of what reservists have requested through extensive lobbying.

"Patriot People"

Name: Edward "Fast Eddie" Letourneau
Rank: TSgt.
Age: 40
Address: Keene, N.H.
Unit: 439 CES
Position: Entomologist
Civilian Occupation: Computer Operator
Favorite Food: Boiled Llama
Years of Service: 11
Favorite Sport: Underwater foosball
Favorite Hobby: Pulling nails out of old lumber
Ideal Vacation: Swimming the Love Canal
Best Way to Relax: Zen Buddha
Preferred Entertainment: Playing the kettle drums
with bare hands
Favorite Celebrity: Pee-Wee
Favorite Music: Both Country AND Western
Favorite Book: Closed
Favorite Color: I'm Color-blind
Favorite Car: A police car with no blue lights
Pet Peeve: Tight underwear
Best Thing About Westover: Fertilizer sales at the BX
Worst Thing About Westover: Non-fragrant soap



TSgt. Edward Letourneau

earning a **PAT** on the back

Reenlistments

SMSgt. Richard E. Gingras Jr.
MSgt. Timothy P. Biros
MSgt. Robert L. Blouin
MSgt. Basil S. Bocynesky
MSgt. Paul H. Chappelle
MSgt. William J. Chichaski
MSgt. Theodore P. Durano Jr.
MSgt. Daniel J. Early Jr.
MSgt. Miner L. Flyer Jr.
MSgt. Luciano Giovannucci
MSgt. Raymond C. Hitchcock Jr.
MSgt. Richard S. Kurek
MSgt. Gary A. McNab
MSgt. John P. Mailo
MSgt. Robert L. Perreault
TSgt. Stephen M. Adamczyk
TSgt. Daniel P. Aube
TSgt. Arthur E. Baer Jr.
TSgt. Darlene J. Crevier
TSgt. Harry D. Delude
TSgt. Eugene M. Dumont
TSgt. Delbert A. Gilmore
TSgt. Richard Hirschler
TSgt. Paul J. Janeczek
TSgt. Beth J. Lurate

TSgt. Rosemarie G. Matteson
TSgt. Robert N. Oliveri
TSgt. Louis R. Poirier
TSgt. Sean R. Powell
TSgt. Norman D. Regnaud
TSgt. James P. Scott
TSgt. Stephen D. Stavros Jr.
TSgt. Stephen J. Gusan
TSgt. Robert R. Turcotte
TSgt. Douglass A. Young
SSgt. Alexander J. Abrams
SSgt. James E. Akins
SSgt. John D. Allen
SSgt. Robert J. Barnard
SSgt. Mark C. Boganski
SSgt. Donna P. Boula
SSgt. Robert A. Cekovsky
SSgt. Camille A. Dembek
SSgt. Donald O. Devincenzo
SSgt. Waymond Dotson
SSgt. Anthony E. Grant
SSgt. Richard C. Hall
SSgt. Christopher W. Lussier
SSgt. Michael S. Macleod
SSgt. Patrick F. Malie
SSgt. Brian P. Major
SSgt. Christopher P. McGowan

SSgt. Ronald Mink
SSgt. Julius S. Mundt
SSgt. Francis R. Newfield
SSgt. Bruce E. Okeefe
SSgt. Thomas G. Paine
SSgt. Gene A. Patterson Sr.
SSgt. Ricky A. Pawlak
SSgt. James E. Robinson
SSgt. Zachary P. Slater
SSgt. Ricky A. Smasal
SSgt. David W. Turner
SSgt. Francis L. Waldron Jr.
SSgt. Frank A. Vanlingen
SSgt. Leo H. Wallin
SSgt. Robert A. Williams
SSgt. Jonathan G. Word
Sgt. Steven Carnovale
Sgt. Jeffrey S. Dailey
Sgt. Edward E. Demars
Sgt. Ann C. Deveraux
Sgt. Stephen N. Georgeson
Sgt. Kemberly S. Theriault
SrA. Kenneth H. Backlund Jr.
SrA. Michael R. Boucher
SrA. Marvin Dotson
SrA. Aaron D. Gates
SrA. Leslie S. Kovacs

SrA. James J. Phillipio III

Enlistments

TSgt. Roger J. Chouinard
SSgt. Timothy J. Dannolfo
SSgt. David L. Nichols
SSgt. Lennie C. McIntosh
SSgt. Gerhard H. Rancin
SSgt. Bobby G. Shaffer
SSgt. Jean Claude Sjogren
SSgt. James R. St. Cyr
SrA. William K. Harris
SrA. Paul F. Lee Jr.
SrA. Michael D. Murdza
SrA. Edward A. Owen
AIC Debbie J. Cooke
AIC Michelle A. Goulet
AIC Donald J. Huerter
AIC Jerome Rulewicz Jr.
AIC Joseph T. White Jr.
AMN Dawn M. Beyer
AMN Tanya N. Cooper
AB Darryl Ager
AB Kimberly A. Allen
AB Charles H. Hudson
AB Hector L. Santiago
AB Dennis R. Sulinski

ESGR chairman receives Patrick Henry Citation

By LeeAna Montanari

The Patrick Henry Citation has been awarded to Stanley Zucker, Chairman of the Massachusetts Committee for Employer Support of the Guard and Reserve, at the 10th annual president's recognition awards luncheon on Sept. 21, 1989.

"This is an absolute honor" Mr. Zucker said. "As a volunteer, it is great to know that my efforts are recognized."

The Patrick Henry Citation is the civilian counterpart to the National Guard Association of the United States (NGAUS) distinguished service medal.

The citation recognizes those who are in a position of great responsibility and who distinguish themselves with outstanding and exceptional service to the Armed Forces of US, National Guard, and National Guard Association of US.

Mr. Zucker, President of Stanley Handling Corporation in Ludlow, was appointed by Washington officials in 1982 to provide employer support for the National Guard.

"We need support of reservist employers" Mr. Zucker said.

"Reservists must have one weekend off a month and sometimes it becomes difficult if the employer intercedes."

Mr. Zucker has provided employers with a constant flow of information to enhance coordinated efforts for members of the National Guard and Army Reserve. The Massachusetts law states employers must give employees time off



(US Army photo)

AWARD WINNER—Stan Zucker, left, a Springfield businessman and chairman of the Massachusetts Committee of Employer Support of the Guard and Reserve, receives the Patrick Henry Citation.

for the UTA's and two weeks per year with no reprimand. Each year Mr. Zucker will conduct a tour of the base during the UTA weekends so employers will know what happens during training.

"I believe the Nations strength lies with the National Guard," Mr. Zucker said. "As long as Washington reappoints me, I will continue to accept this position."

PATRIOT



Published monthly for Patriots like Maj. Paul Torpey of Amherst, Mass., and 2308 members of the 439th MAW at Westover AFB.

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