

PATRIOT

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

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(Air Force photo by A1C Christine Mora)

ROLLING STOCK—Reservists load vehicles and equipment onto a Westover C-5A during Patriot Tiger.

'Dogpatch' becomes home for Patriot Tiger

By A1C Christine Mora

The hot blast from the C-130 scorched their faces as they worked together like an orchestra, each playing their part as the mission came together in harmony.

Wiping their sweat-drenched faces under the hot summer sun, the reservists completed another aircraft loading as they participated in "Patriot Tiger," an aerial port exercise held at Westover's "Dogpatch" area, May 28-July 9.

The 14th Air Force-sponsored exercise was held for the second year in a row at Westover, which will be the Patriot Tiger site indefinitely, according to CMSgt. Ronald Ploof, 439th MAW transportation supervisor. "Westover has proven to be an ideal spot for the exercise," said the chief. "Dogpatch gives the reservists a simulated bare base

environment, yet is very accessible to the flight line," he added.

Mobile Aerial Port Squadrons and Aerial Port Squadrons participated in the exercise. APS are tasked to move and process cargo in a fixed terminal, according to the chief. MAPS perform the same duties in a bare base environment, such as a dirt runway and support Airlift Control Element, Chief Ploof added.

The units conducted a variety of aerial port training concerned with the onloading and offloading of cargo. Besides the actual loading procedures, the Air Terminal Operation Center, and the Joint Inspection Team also played key roles in the success of the mission.

ATOC is considered the "eyes and ears" of the aerial port, explained Chief

Ploof. The busy hardback tent that served as the command center was alive with activity as the reservists planned the loads to ensure the balance of the aircraft. ATOC also regulated ramp activity and was the control center which passed along information of the exercise once it had begun, according to TSgt. Larry Wentz, 40th MAPS, Rick-enbacker AFB, Ohio.

The Joint Inspection Team was tasked with marshalling cargo. This duty involved weighing the equipment and keeping track of the fuel and paperwork of all cargo. Once equipment was marshalled, it was moved to a secure area prior to loading.

The cargo was then loaded onto the aircraft as crew members coordinated

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EDITORIAL**The Door is Open**

Don't let anyone tell you that your opinion isn't important. As a reservist you are entrusted with responsibility and expected to maintain a high standard of mission performance. With the responsibility and demands of your position, there comes recognition that your opinion deserves respect. When you speak, there are people ready to listen.

The door is open either through the Commander's Hotline or the Inspector General Complaint System (AFR 123-11).

The Commander's Hotline can be reached at extension 2155 (557-2155 if call from off-base). You can tape record a message anonymously or if you choose to leave your name and number you will receive an answer.

The Commander's Hotline can be used to help those who don't know where else to turn for information, a place to take a suggestion for improvement in procedures or a way to bring concerns to the commander's attention.

Brig. Gen. Frederick Walker, wing commander, has pledged to give careful consideration to every hotline call.

The hotline is an informal way to resolve problems and make your concerns known to the commander. On the other hand, you may choose to be heard through the Inspector General system which operates Air Force wide with procedures established by regulations.

The Inspector General system is designed to encourage the airing of workplace grievances by both reservists and base civilian employees. Complaints are confidential and regulations prohibit any form of reprisal against an individual for going to the IG.

At Westover, Lt. Col. Gale French serves as Inspector General. Ideally, you should go to him after first attempting to resolve your grievance through your immediate supervisor and unit commander. However, he is always available for either an informal discussion or, if necessary, a formal action to resolve workplace problems.

The Commander's Hotline or Inspector General—the choice is up to you when you need to be heard. Both avenues exist because the job you are doing is too big to let problems go unresolved. At Westover, your opinion is important.

—TSgt. Thomas Allocco
Public Affairs Technician

Briefs**Blood drive**

A Red Cross blood drive will be conducted on Saturday of the August B UTA to help meet the increased need for blood donations during the summer months.

Capt. Thomas Schwechheimer, Westover blood drive chairman, asked reservists to see their first sergeants to schedule donation times at the Base Gym between 9 a.m. and 2 p.m., Saturday, Aug. 26. Civilian employees will not have to schedule to give blood.

"The need is particularly great during the summer months because the demand tends to increase at the same time donations are slow because college students and other donors are on vacation," Captain Schwechheimer said.

Honor graduate

Sgt. Stephen Georgeson of the deputy commander for maintenance staff graduated with honors from the maintenance data systems analysis specialist course at Chanute AFB. The computer course lasted for 12 weeks.

Sergeant Georgeson served four years on active duty as a Spanish linguist before coming to Westover in 1988.

AAFES ranks ninth

The Army and Air Force Exchange Service is the ninth largest American retailer with annual sales of \$6.2 billion based on 1988 sales ranking.

The top ten U.S. retailers were Sears, K-Mart, Wal-Mart, J.C. Penney, Dayton Hudson, May Dept. Stores, F.W. Woolworth, Melville, AAFES, and R.H. Macy.

AAFES operates 17 businesses on Army posts and Air Force bases: main retail stores, shopettes, military clothing stores, catalog sales, film processing, automotive, vending, new car sales, commodity concessions, personal services, theaters, franchise food operations, food plant operations, school feeding programs, other food operations and Class IV stores.

All profits AAFES earns are returned to military customers either as dividends for quality of life programs or in the form of new or improved exchange facilities.

UEI is coming in October**PATRIOT**

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39th MAW flag flies at Omaha Beach commemoration

By TSgt. Tom Allocco

Forty-five years after the Troop Carrier Group took part in the Normandy invasion, the wing senior enlisted advisor carried the 439th MAW flag to Omaha Beach for a commemoration honoring those who fell in the epic battle.

CMSgt. Alcide Patenaude was invited to the Army-sponsored ceremonies to represent the wing predecessor in a reunion of all the units which wrested control of Omaha and Utah Beaches in bloody fighting that began June 6, 1944.

Chief Patenaude held the wind-whipped 439th MAW flag in a formation with banners representing 58 units that fought at Normandy. Among them were such legends as the 1st, 4th and 29th Infantry Divisions which bore the brunt of the fighting on Omaha Beach, the 82nd and 101st Airborne Divisions that jumped behind German lines before the landings and the 8th Air Force, fighter, bomber and troop carrier groups.

The ceremonies took place facing the 9,386 white marble crosses and Stars of David of the Normandy American Cemetery on a cliff overlooking Omaha Beach. The two and a half hour commemoration began under a downpour that gave way to heavy wind.

"At 6:30 a.m., the time of the first landing, the tide, temperature and fog were exactly the same as they were in 1944. That was eerie," Chief Patenaude said.

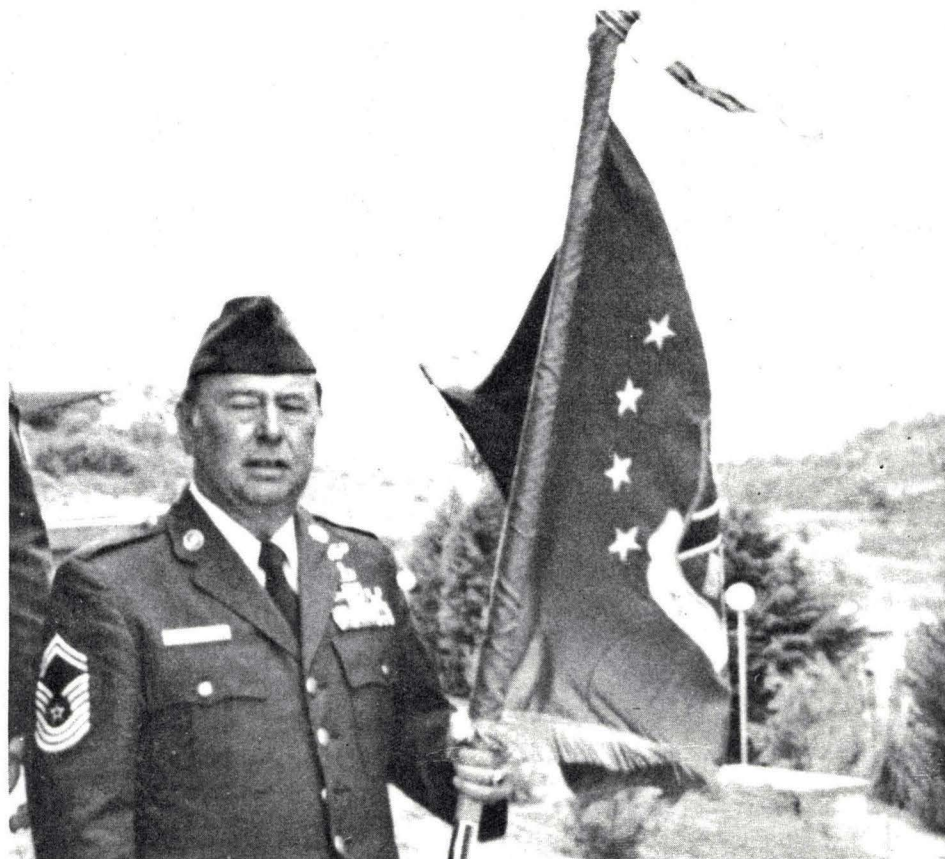
Following the playing of Taps and a wreath laying, the participants planted a liberty oak tree at the cemetery, using several handfuls of dirt from Gettysburg and other battlefields.

The 7,000 participants included veterans of the battles who recounted stories of landing boats, gunfire swept beaches and German bunkers.

"When you see the broad sweep of the Normandy beaches without any protection from the German guns you can't believe what it must have taken to pass them," Chief Patenaude said.

The veterans spoke of the beach red with blood and bodies floating in the water.

"We went to the cliffs which the 2nd



(Air Force photo)

D-DAY CEREMONY—CMSgt. Alcide Patenaude displays the 439th MAW flag prior to ceremony commemorating the invasion of Normandy. Chief Patenaude was among 7,000 who took part in the ceremony at Omaha Beach.

Ranger Battalion stormed. The cliffs rise straight up. It's awe inspiring that men could climb them under gunfire. Almost two-thirds of them became casualties," he said.

More than 23,000 men fell in the series of Normandy battles that lasted two and a half months after the D-Day landing.

"I brought back a jar of Omaha Beach sand for my neighbor, Ed Bristol, who was machine gunned and captured after he jumped into the village of St. Mere Eglise with the 82nd Airborne," Chief Patenaude said.

The 439th Troop Carrier Group of the 94th Wing flew C-46s, C-47s and gliders. Group aircraft participated in the 82nd and 101st air drops, evacuated wounded and ferried supplies. The white headstones lined in rows in the immaculately kept cemetery are mute testimony to the cost of the Normandy battles.

"The men are listed by name, rank

and home state. I found two Patenaudes, no relation, from New Hampshire and Maine," Chief Patenaude said.

"I looked for a cousin, Eugene Patenaude, who was killed in July, but I learned he's buried elsewhere in France," he said.

The Normandy American Cemetery is the resting place of a father and son and 33 pairs of brothers buried side-by-side.

The commemoration took place at the cemetery memorial featuring a 22-foot bronze statue titled "The Spirit of American Youth Rising From the Waves." Behind it is a wall dedicated to the 1,557 missing and those lost at sea.

"I've been in this outfit since 1960 and that, without a doubt, was the finest privilege I have ever had. I considered it a tremendous honor to represent the unit before those rows of white marble headstones," he said.

New community relations officer is appointed for base

Nora MacKay of Amherst has been selected community relations officer for Westover Air Force Base.

"Adding a talented person like Nora MacKay to Westover's professional public affairs staff will benefit both the base and our neighbors," said Gordon A. Newell, base public affairs officer.

Ms. MacKay was a summer intern in the public affairs office in 1987. After graduating from the University of Massachusetts with a degree in journalism and legal studies, she returned in June 1988 as a full-time member of the PA staff. She became a paralegal in early 1989 and worked with Maj. Eric Weiss, the full-time JAG, until assuming her present position in Building 5105.

"We already have a good community relations program here," Ms. MacKay said. "But no matter how good something is, there's always room for improvement."

Without an airshow until July 1990, the public affairs staff has continued the emphasis on C-5A tours for public groups.

"So far this year we've almost doubled the number of tours we conducted in the first half of 1988," she said. "I expect that trend will continue through the end of this year."

Ms. MacKay said her plans include scheduling groups who want to visit Westover and tour a Galaxy on Tuesdays and Thursdays at 10 a.m. and 1 p.m. She encourages any group interested in a tour to call the public affairs office.

"Conducting tours promotes good will, because it educates the public on the activities of the wing and the Air Force Reserve," she said. "People don't realize how mammoth the C-5 really is, and are usually amazed when they see the plane first-hand."

Ms. MacKay has also been analyzing the C-5 noise complaints received by public affairs. She oversees the base



Nora MacKay

"comment line" program, which is staffed whenever local proficiency flights are scheduled.

Her analysis of the complaints received since the C-5 conversion in October 1987 indicates that the volume of noise complaints is not related to how often planes fly in the local area or how many planes are assigned to the base.

"In November 1987 we had only three C-5s and flew 16 hours of local proficiency training," she said. "In November 1988, we had all 16 C-5s and flew 75 hours locally, but the number of complaints was the same as the year before."

"This indicates to me that our noise mitigation plan works," Ms. MacKay said. "Even though our C-5s fly in the

local area in this case up to six times more often, the number of complaints has not increased."

One of her problem areas in community relations is the hometown news release program. This is modeled after the active duty program for military members to let family and friends at home know of any achievement, such as promotions, receiving a medal or award, graduating from school, deployments, reenlistments and enlistments.

"Presently, we're only sending out a handful per month," Ms. MacKay said, "mainly because we haven't had the manpower to spend time on the program, which is really designed for active duty and not Reserve members."

Ms. MacKay said she's developing a computerized hometown news release system. This should help her to better achieve her goal of sending out about 100 hometown news releases per month to newspapers in New England.

"Reservists at Westover do a great job and deserve to be recognized for their achievements," she said.

A project that will require much attention from Ms. MacKay as well as the entire public affairs staff is Westover's 1990 celebration, which is a series of events commemorating Westover's golden anniversary and the city of Chicopee's centennial anniversary.

"The airshow is going to be the largest in the Northeast and possibly in the country," she said. "We expect to attract up to a million spectators during the three days of aerial demonstrations. It should be a spectacular event."

Ms. MacKay was born in Holyoke and grew up in Rockport. After graduating from Rockport High School in 1980, she travelled in Europe before returning to school at UMass/Amherst in 1983. She received her bachelor of arts degree in 1987, graduating cum laude.

Two family day picnics are scheduled for UTAs in September

The annual Westover Family Day picnic will be expanded this year to include festivities on both the A and B UTA weekends in September.

The First Sergeants Association, the

Chief's Council and the Base Advisory Council worked together to finalize plans for the picnics to be held from 2 p.m. until 8 p.m. Saturday, Sept. 9 and Saturday, Sept. 23.

All Westover members are invited to bring their families to the festivities which will include a disc jockey and sound system, dancing, and games for both children and adults.

Why we're here —

C-5s making presence felt in Subsaharan Africa

By Dr. Frank Faulkner

With the introduction this spring of C-5 Galaxies to Kenya and Namibia to transport Australian troops and equipment for a U.N. advisory group, an examination of MAC airlift missions in Subsaharan Africa is timely.

MAC aircraft have long been involved in Africa and the day may come when Westover's C-5A crews are tasked rapidly to aid the United Nations and the people of Africa.

Because of the desperate nature of both the mercy and dangerous rescue

missions over three decades, tapping C-5A Galaxies for African mission remains a distinct possibility.

Africa was an important way station for the old Air Corps Ferrying Command, the forerunner of the Air Transport Command that flew "the Hump" and eventually evolved into MATS for the Berlin Airlift and then became MAC which oversees America's strategic and tactical airlift.

During World War II, C-47 and C-46 transports regularly left southern U.S. air bases for stops in South America and across Africa to supply Allied troops in both the European and China-Burma-India theaters.

Postwar Military Air Transport Service pilots flew into Roberts Field in Liberia, which was run by the U.S. Air Force until 1948.

Since the early 1960s, MAC has run Channel airlift missions through Africa much in the manner of civilian airlines. By the mid-1980s MAC had 11 regularly scheduled Channel missions a month through Subsaharan Africa nations such as Somalia, Sudan, Chad, Niger, Zaire and Liberia.

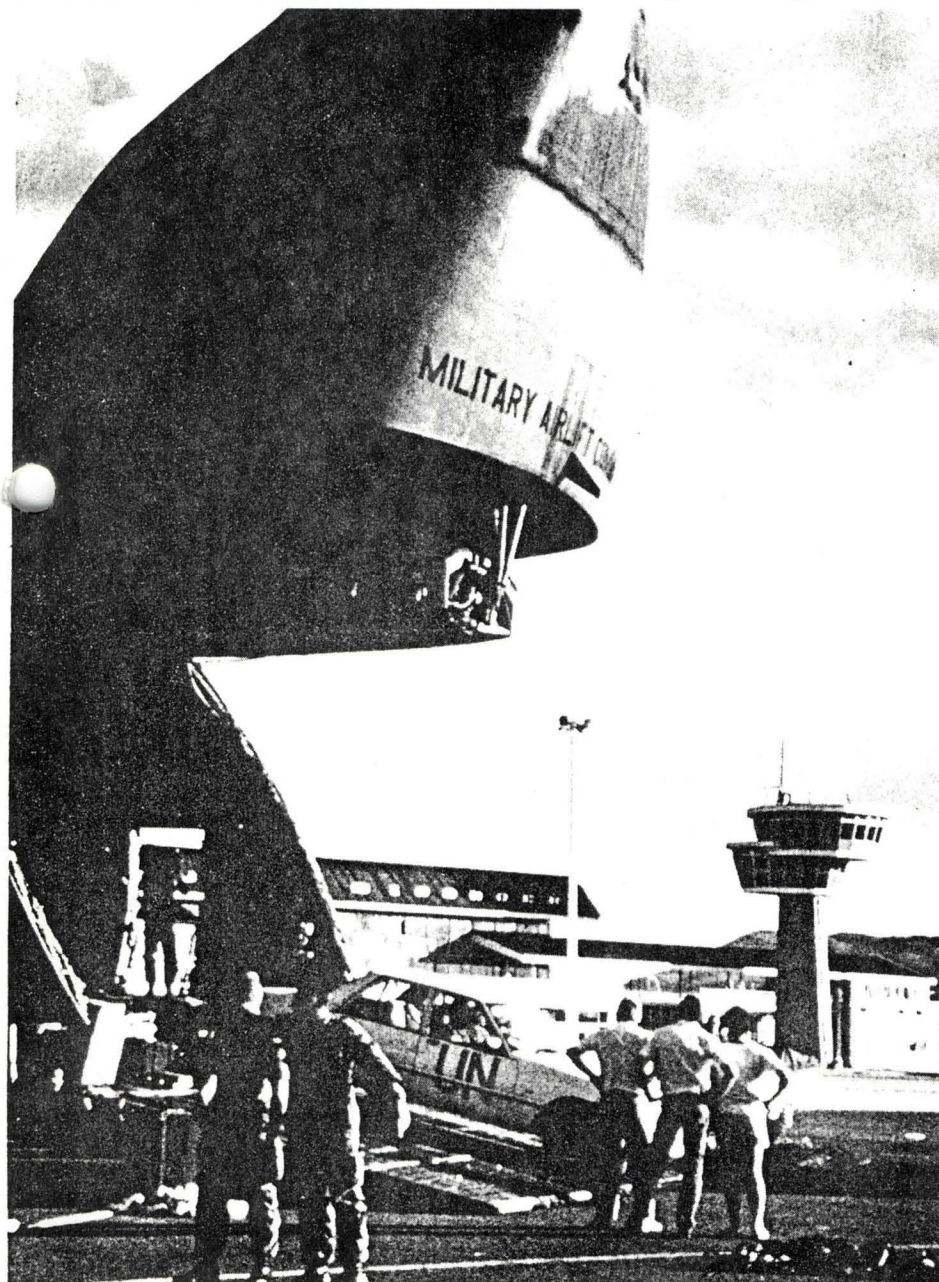
But the MAC missions which captured the international headlines and are of most concern to reserve members at Westover were the emergency flights for humanitarian and military missions.

In 1961, MATS transported 48,000 pounds of food to flood victims in Kenya. The following year, 77 flights of C-124s airdropped more than 3 million pounds of corn to flood victims in Tanganyika and C-118s carried 9,000 pounds of supplies to Liberia and tons of medical supplies to Gabon.

In December 1964, C-130s were used to carry 200,000 pounds of sorghum to Mogadishu for Somali famine victims. Seventeen months later, C-130s brought 32,733 pounds of cholera vaccine to Khartoum in the Sudan.

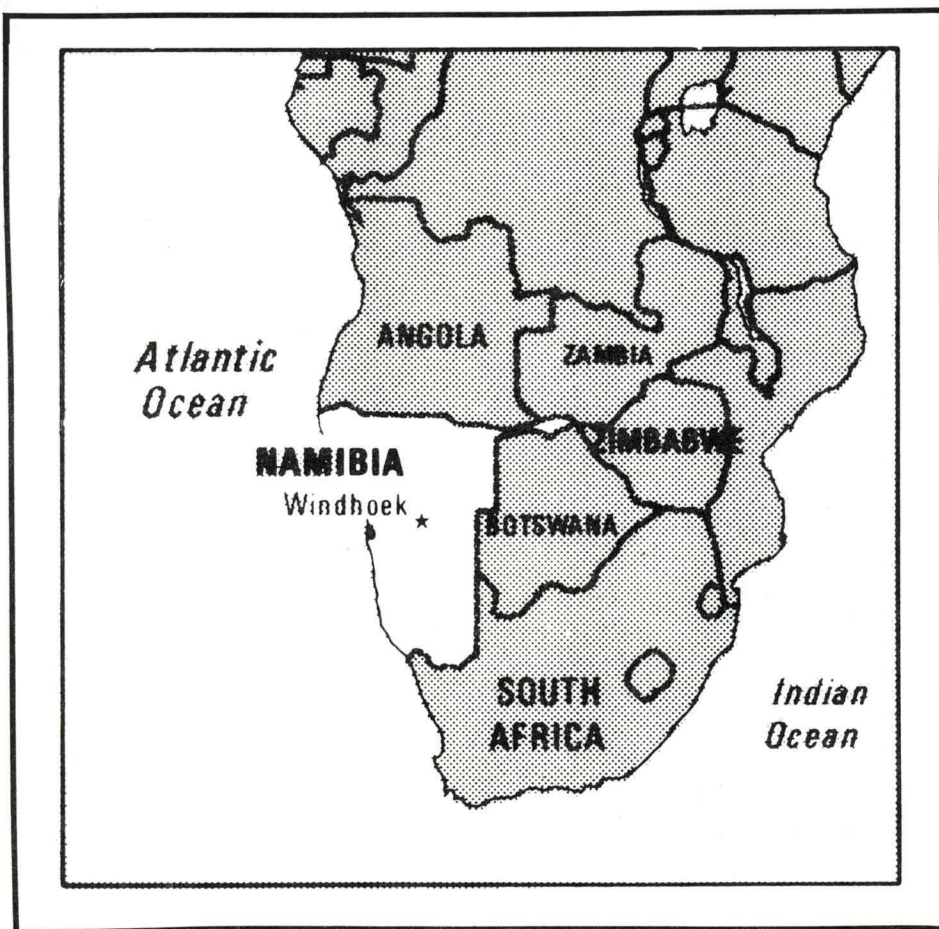
MAC began using jets in Africa in May 1968 when five C-141s flew 192,000 pounds of supplies to aid flood victims in Ethiopia. The next month, a C-141 was used to carry 68,000 pounds of high-protein food to feed Biafran civil war refugees in Nigeria.

Continued on next page



(Air Force photo)

AMERICAN AIRLIFT—A vehicle is rolled off a MAC C-5 in Namibia in southwest Africa. Since March, MAC has provided assistance to a United Nations transition advisory group there. MAC aircraft have transported more than 433 tons of equipment and 245 people to Namibia at the request of the UN.



A famine in Chad in 1969 brought MAC C-130s with 330,000 pounds of food to Fort Lamy and other C-130s airlanded and airdropped almost 1.5 million pounds of food to victims in Chad's interior.

By the beginning of 1970, the refugees from the Biafran civil war were in dire need of supplies and C-141s flew 21 missions from Charleston AFB, S.C., to Lagos, Nigeria, with 874,000 pounds of supplies—including 63 trucks, 70 generators, 10,000 blankets and a 200-bed portable hospital.

A drought struck Mauritania, Mali and Chad in 1973 and C-130s airlifted about 12 million tons of supplies to the three West African nations. A second effort the following year brought 19 C-130s and about 200 crewmembers in 30-day shifts over five months to carry 9,424 metric tons of grain to the three countries.

About 170 tons of tents were brought to Djibouti by C-141s in October 1977 to provide shelter for war refugees.

The first C-5As used for emergency airlift in Africa arrived in Senegal in April 1978 to transport the Senegalese contingent of a U.N. peacekeeping force from Dakar to Beirut.

Four months later, C-141s were used to aid flood-ravaged Sudan and to carry a 50-member U.N. contingency planning group from New York to Namibia and back.

In April 1979, C-141s airlifted 40,000 pounds of seed to aid drought victims in Zaire and 9,000 pounds of plasma, blankets and other medical equipment to aid survivors of a revolt in Liberia.

In September 1984, a C-141 carried 18,000 pounds of medical equipment to Gambia and Zaire for the start of a research project studying how Acquired Immune Deficiency Syndrome (AIDS) is sweeping across Africa.

There were other humanitarian flights, but the main MAC operations which garnered headlines were the important military airlift missions to Africa; evacuation and rescue operations of the type which Westover crews might be called upon to perform.

The U.S. was slow to exert military influence in Africa, which until the past three decades was dominated by European nations such as Britain, France, Belgium and Portugal.

America's postwar military involvement in Sub-Saharan Africa really began in the summer of 1960 when MATS

flew into the Congo for Operation New Tape, the largest sustained operation since the Berlin Airlift.

Air Force transports carried an Irish Army brigade and other U.N. peacekeeping troops to the former Belgian colony where Katanganese rebels had set up an independent regime in what is today Shaba province.

By the end of June 1964, when U.N. troops were withdrawn, U.S. aircraft had moved 64,000 passengers and more than 37 million pounds of cargo.

Five months later, in November 1964, four MATS C-124s from Rhein-Main AB, Germany, and 14 TAC C-130s temporarily stationed at Evreux-Fauville AB, France, were used to deploy a battalion of Belgian paratroopers to the Congo.

Congolese rebels known as Simbas held hostage about 1,000 foreigners—including the U.S. Counsel General, 29 Americans and about 500 Belgians.

On Nov. 25-26, 1964, the American aircraft brought Belgian troopers to parachute into Stanleyville (now Kisangani in northern Zaire) in Operation Rouge and to Paulis in Operation Dragon Noir.

Including missions flown on Nov. 27 to withdraw the paratroopers and several hundred civilians, many severely wounded, the 14 U.S. C-130s completed 314 sorties before returning to Europe on the 29th.

Throughout the early African operations, Air Force crews were flying into unmapped territory without navigational aids and working through the language barrier with native or foreign troops.

Three C-130s returned to the Congo in 1967 after President Mobutu Sese Seko requested aid in suppressing a rebellion. The six-month Operation Bonny Birch flew 412 sorties out of Kinshasa airlifting more than 3 million pounds of cargo and 7,500 passengers, including many foreign nationals trapped in the interior.

The former Belgian Congo was renamed Zaire in 1971 and Mobutu consolidated his government into a nation the size of the U.S. east of the Mississippi.

For the next decade, MAC airlift operations in Africa were humanitarian or routine, such as the 1974 C-5A mission to bring satellite tracking equipment to Dakar.

In 1977 and 1978, however, Zaire began to boil again and President Jimmy

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Wing takes weight management seriously

By TSgt. Sandi Michon

While the C-5 is noted for carrying heavy, over-sized cargo, the 439th MAW wants to make sure their reservists don't resemble the cargo.

Like ice melting in the hot summer sun, numerous reservists are shrinking—largely in response to Westover's weight management program.

The weight management program has been around a while, but with a UEI rapidly approaching, the pressure is on. "I'm putting my job on the line," said Brig. Gen. Frederick "Mike" Walker, 439th MAW commander. And it appears that others' jobs are on the line if they ignore the guidelines of the program.

"I like the Reserve program and I needed to comply with the weight program to stay in my job," said SMSgt. Richard Haskins from the 74th AES. He lost 63 pounds in the past six months. Capt. Dave Zamorski and Capt. Clifford Turcotte, both from the 74th AES, joined Sergeant Haskins using the Nutra Systems program. Captain Zamorski lost 35 pounds and Captain Turcotte lost 42 pounds.

Sergeant Haskins and Captain Zamorski are maintaining their current weight and Captain Turcotte is still losing. When asked to name the greatest benefit of weight loss, they unanimously answered, "not getting harrassed," although they also mentioned the advantages of smaller clothes and enhanced personal appearance.

While Captain Turcotte and Sergeant Haskins were over their respective weight standards, Captain Zamorski was always close to his limit. "I would always be overweight and then lose just enough to get under my limits at weigh-ins. It feels good to know that I am well below my maximum weight," he said.

Lt. Col. George Caldwell, wing logistic plans officer, recently lost 31 pounds. He utilized the Weight Watchers program and made exercise a habit at the base gym. He said the greatest benefit of losing weight was staying in the Reserve program. He also noted better self esteem, and a drop in his cholesterol as added benefits. "It's going to cost me a fortune to get my clothes altered," he quipped.

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(Photo by TSgt. Sandi Michon)

MELTING AWAY—Capt. Dave Zamorski, left, SMSgt. Dick Haskins, center and Capt. Clifford Turcotte, all members of the 74th AES, have lost a combined total of 140 pounds in the past six months.

Weight Management Program

Program	Reason
None	Weight is well below limits
Awareness	Weight is within five percent of maximum allowed.
Informal	Men up to 15 pounds over maximum Women up to nine pounds over maximum
Formal	Men and women over the informal maximum allowances.

Awareness Program: Administered according to the discretion of each commander. Usually requires a weigh-in every quarter.

Informal Program: Administered according to the discretion of the commander. A three-month program requiring monthly weigh-ins or weigh-in at the beginning and end of the three months.

Formal Program: Base-wide. Men on the formal program must lose five pounds per month and women must lose three pounds. Initial failure to comply results in verbal counseling; second failure results in commander's counseling; third, a reprimand and the fourth failure requires red-lining the individual. The commander then determines whether red-lining should continue or whether separation from the service is indicated.

439th Civil engineers train in Honduras

By A1C Christine Mora

They lived in hooches, wore boonies and worked on their "power tans," but not everything was fun and games for reservists in the 439th Civil Engineering Squadron when they performed their annual training in Honduras in May.

The civil engineers traveled to Soto Cano Air Base from April 29-May 13 and endured scorching temperatures, tight security, and rigorous labor as they constructed a communications site building, c-hut connections and performed other necessary construction on the air base.

"We saw a direct application of the work we did," said Lt. Col. William Garrity, 439 CES commander. "Immediately after completion of a project, it was utilized and we could see the benefits of our labor," he added.

The unit was also attached to Joint Task Force Bravo, a series of projects designed to upgrade the standard of living of the Honduran people who live in underdeveloped or rural areas.

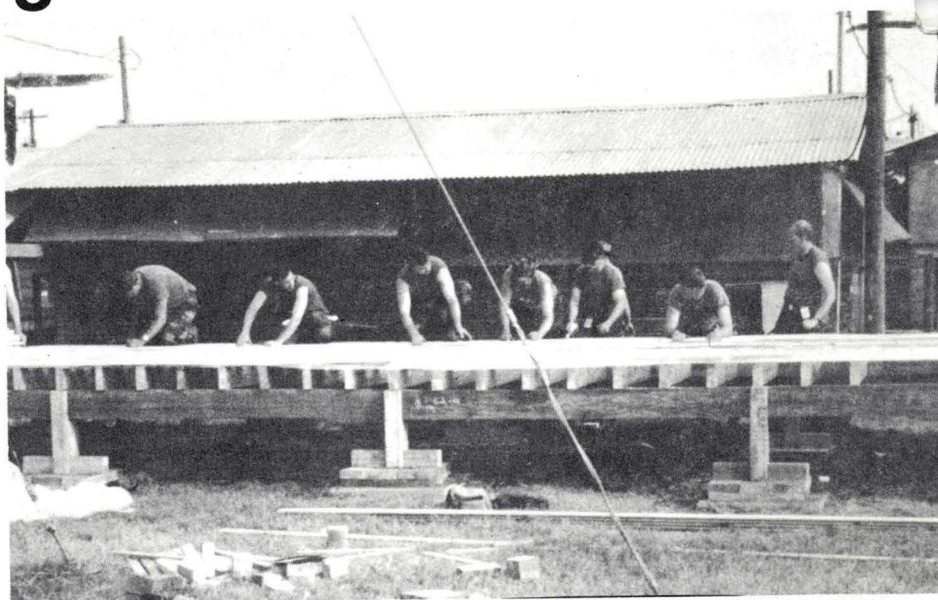
"It is considered our rent for being in the country," said MSgt. John Mailo, construction supervisor. The 439th CES contributed to this effort by building community facilities and making sanitation improvements.

Security on base was, as expected, extremely tight, according to MSgt. Mike Fyler, an entomologist. "The inside perimeter of the base was guarded by Honduran soldiers and there were roving military police patrols at all times," he said. "Jeeps with mounted guns guarded the area and servicemen were warned to use extreme caution at night because guards were authorized to use deadly force," added Sergeant Fyler.

"Although we were very aware of the high security, we felt extremely safe," said Sergeant Mailo.

"Hooches" were a familiar sight to many at Soto Cano, particularly the Westover reservists who called them home for two weeks. The screened, wooden shacks which stood on stilts had tin, corrugated roofs and wood floors. The hooches were located in a section of the air base called Engineering Village, which was shared by Air Force and Army engineers.

They say every home should have a pet, and the hooches were no exception. The engineers were entertained by "Tito" the parrot, a scarlet macaw who



(Photo by Maj. Talivaldi Maidelis)

HARD AT WORK—Civil engineers construct a communications site building during their Honduran tour.

had been passed down from sergeant major to sergeant major, according to Sergeant Mailo. "We also had a 'hooch rabbit' who ate bananas, but he mysteriously disappeared one night, sparking rumors and controversy," said the sergeant.

The sweltering heat was the most difficult factor the team faced as they grew accustomed to the environment.

"The temperatures were usually in the high 90's and very dry," said Sergeant Fyler. The weather spawned many preventive health measures.

"We were required to drink at least two quarts of water daily, and were constantly made aware of heat stroke and dehydration," said Sergeant Mailo. The engineers worked a schedule of 40 minutes of work and 20 minutes of rest.

"Sergeant Mailo was fantastic to work for," said Sergeant Fyler. "He was very humane about the heat, and if he saw us getting weary, would have us take a break. He really took care of us down there."

The reservists were required to take anti-malaria pills for a period of time before, during and after the trip. They faced other medical concerns which included stomach problems and rashes.

It wasn't all work and no play for the Westover engineers. In the off-hours they enjoyed the base pool, where they worked on their "power tans," volleyball, and the recreation center.

TSgt. Luis Cabrera, liquid fuels maintenance technician, was one of the few reservists able to visit the local towns.

"The villages were very depressed and poverty-stricken," he said. The Puerto Rico native added that the villages were reminiscent of those he grew up in. "Many houses had no windows or doors and children would be seen roaming the streets without shoes or shirts," said Sergeant Cabrera. "Despite these conditions, we found the local Hondurans to be extremely friendly and helpful in our tour of their country."

"It was very eye-opening to witness the deprivation and lack of development in Honduras," said Colonel Garrity. "The training experience also gave the unit a different perspective as to why they're in the Reserve, their abilities, and how they would be utilized," he added.

Reflecting on their journey to Central America, the reservists agreed that the experience was valuable.

"The training was as close to a base combat situation as an engineer can get, and that strengthened our combat readiness," concluded Sergeant Mailo.

Wearing the boonie hats that were part of their tropical uniform, the sun-tanned troops returned from their mission with high morale, extensive training, and tales of Tito and the rabbit.

2nd Lt. Trichinotis heading for new post at Robins

By Kathleen A. Dromey

2nd Lt. John J. Trichinotis left Westover at the end of July to assume his new position as chief of CBPO at Robins AFB, Ga.

The lieutenant left Westover because he finished the chief consolidated base personnel officer training program.

"Since I had completed Westover's CBPO program, I was prepared to move forward and accept the job I trained for," he said.

Formerly a senior master sergeant, Lieutenant Trichinotis was commissioned through the Deserving Airmen Program. He was the full-time chief of training at Wright-Patterson AFB, Ohio, until he arrived at Westover in May 1988. He completed the CBPO training program here at Westover in eight months, even though the program usually takes two years.

From May to September 1988, Lieutenant Trichinotis and SMSgt. Marguerite R. Schoonover, personnel superintendent, shared the responsibilities of chief CBPO. This provided the lieutenant an opportunity to learn



2nd Lt. Trichinotis

about management through experience. Some of his responsibilities included OIC of customer assistance, career ad-

visor and personnel utilization. He also often filled in for the chief of education and training.

His affiliation with the Air Force has spanned 21 years, including nine and a half years of active duty and two tours in Southeast Asia during the Vietnam War. He has AFSCs in aircraft ordinance, graphic arts and maintenance training as well as being an active duty and reserve recruiter. The lieutenant also earned a bachelor of science degree in education from Southern Illinois University.

As chief of CBPO at Robins AFB, he will be converting a former CBPO Satellite Personnel Activity unit from Dobbins AFB, Ga. into an entirely new CBPO program at Robins. His wife, TSgt. Penny Trichinotis, and son James will join him as well.

"Westover is a great base and I'm really going to miss it—especially the people," Lt. Trichinotis said. "To have had the chance to be involved with the C-5 conversion work force and the overall mission was a great opportunity."

Reservist spending summer in Italy on scholarship

By A1C Christine Mora

Sgt. Timothy J. Flynn, a 439th ABG personnel utilization specialist, left for Italy July 15, after receiving a scholarship. For this history buff of Italian heritage, spending the summer and experiencing the culture of his forefathers is like a dream come true.

"It will be fascinating to see in living color the culture I've studied so earnestly," he said. "To realize that on the very spot on which you are standing, once stood Augustus Ceasar, is incredibly exciting to me."

The history major graduated cum laude from the University of Bridgeport in May with a bachelor of science degree. "My advisor encouraged me to apply to the Halsey International Scholarship Program and initially I did so to placate him," said Sergeant Flynn. "I was shocked and excited when I found out I had actually won."

Sergeant Flynn will spend two months touring the sights of Venice, Rome, and

"To realize that on the very spot on which you are standing, once stood Augustus Caesar, is incredibly exciting to me."

—Sergeant Timothy Flynn

Florence, as well as the smaller villages of the country.

"I will definitely visit the vineyards in the Tuscany region as they are some of the finest in the world," he said. Sergeant Flynn has been an avid wine connoisseur after being introduced to the hobby a few years ago.

His heritage also contributes to the reservist's excitement. "My grandfather came to the United States in the 1930's and my grandmother came from Sicily. I have many aunts, uncles and cousins still living in Italy and hope to visit them."

Sergeant Flynn believes that the trip to Europe is an incredible opportunity to expand his knowledge of the world

around him.

"Our culture is very young compared to the rest of the world, and to get such hands-on experience studying the people of the past is fortunate," he said. Sergeant Flynn also realizes the importance of such exchange programs. "I feel that there is a hesitation in the U.S. about learning," he explained. "The exchange program is an important educational tool which shouldn't be wasted."

The scholarship includes airfare, room and board, tuition, and limited spending money. When he returns, the sergeant will be required to give a speech about his trip, complete with a sprinkling of the Italian language he is so eager to learn.



UNLOADING—Reservists, clad in safety gear, unload a jeep trailer from a C-130.

PATRIOT TIGER

Photos by AIC Christine Mora

(Continued from page 1)

their individual tasks to form a team that set into motion the plans of ATOC.

Many support groups participated in the mission. The 439th CES Prime BEEF unit constructed the hardback tents which formed the foundation for the incoming aerial port squadrons set up their campsites.

When the airmen returned to camp from the rigors of training, they were tired, hungry and dirty. Prime RIBS units were on hand from dawn to dusk feeding the weary reservists. The laundry tent was also run by Prime RIBS and was greatly appreciated by the airmen who worked long, hot days in the sweltering summer sun with a limited number of fatigues.

Westover's fire department supported the exercise and was present at each airdrop along with medics from Rickenbacker ANGB.

Army battalions also participated in the exercise, said Chief Ploof. "Patriot Tiger proved to be useful training for the army troops to interface with Air Force in the movement of equipment," he said.

Units participating in the exercise included the 80th MAPS, Dobbins AFB, Ga., the 31st MAPS, Willow Grove, Pa., the 53rd MAPS, Pope AFB, N.C., the 40th MAPS, Rickenbacker ANGB, Ohio, the 76th MAPS, Youngstown MAP, Ohio, the 57th APS, Hanscom AFB, Mass., the 69th APS, Andrews AFB, Md., the 84th APS, Charleston AFB, S.C., the 81st APS, Charleston AFB, S.C., and the 59th APS, Westover AFB, Mass.



TEAM EFFORT—Members of the 439 CES install a tent cover over a hardback tent during Patriot Tiger construction.



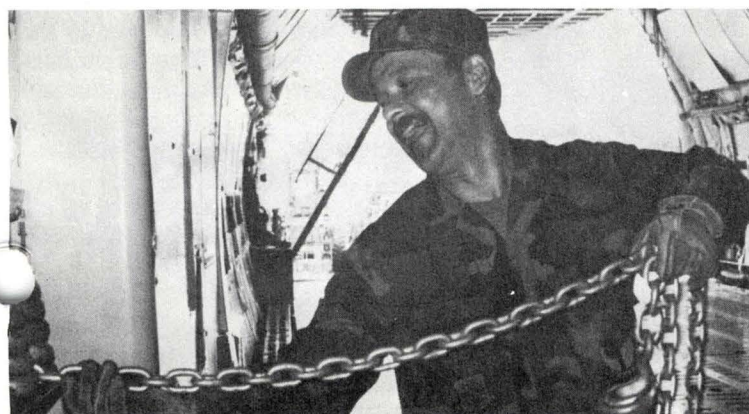
READY TO ROLL—Vehicles and equipment are loaded into the cargo area of a Westover C-5A.



LINE 'EM UP—An all-terrain forklift leads the line of vehicles being loaded onto the C-5A.



PRIME RIBS—TSgt. Jehnne Murchil and TSgt. Johnny Wilson, 919 CES, serve dinner to hungry reservists during the exercise.



CARGO HOLD—SSgt. Philip Beck, 76th MAPS, unwinds a tie-down chain to secure equipment on a C-5A.

Reservists take command of Dumoine River

By Maj. Allen C. Hoffacker

It is dawn in the tiny town of Des Joichims, Quebec. The De Havilland Beaver coughs and its engine comes to life. The canoes are lashed to the airplane's pontoons, the gear is loaded and the ceiling and visibility are low. Nonetheless, the pilot taxis to the center of the river and commences his takeoff roll.

Six months of planning, packing food, preparing menus and studying maps has come to fruition; our canoe trip has begun. We are flying north to the headwaters of the Dumoine River to follow its course southerly to our departure point. The trip will be 100 miles and should take seven days.

The participants are Maj. Tom Mauzaka of the Westover Command Post and his wife, Pam, in one canoe; and myself, Maj. Allen Hoffacker also of the Command Post, and my 14-year-old son, Jamie, in the other. The river is 60 percent whitewater with numerous rapids from gentle ripples to waterfalls. The four of us have had previous experience but not so intense as this would prove to be.

The airplane maintained an altitude of 200 feet above the lake and navigated



(Photo by Jamie Hoffacker)

SIDE BY SIDE—Maj. Tom Mauzaka and Maj. Allen Hoffacker, 439 MAW Command Post, challenge the rapids during their recent canoeing expedition in Quebec, Canada.

by following, as landmarked, a series of long lakes that form the Canadian Shield. The visibility remained low and the surrounding peaks were barely visible. The pilot knew the area well. After 40 minutes he splashed down in the middle of a lake and said cheerily, "This is it."

I have navigated for 20 years in C-130s and I'll never really understand how he found that lake. We had just experienced the quintessential "seat of the pants" navigation. As the aircraft slowed to a stop and he unlashed the canoe from the pontoon I had the eerie feeling that we had arrived in the exact center of nowhere.

In the middle of a wilderness lake with the shore barely visible, the two canoes accomplished their rendezvous and began their long paddle to the south. This lake, Lac Dix Milles, was long, narrow and beautiful. The water level was two feet higher than normal and the green forest on the shore was lush like a jungle from the abundance of rain. A brisk wind picked up from the stern and my son rigged a lateen sail as the sun shot its crystalline pendentives through the now clearing sky. Three ducks crossed our bow, a loon dove,

and a mother megalanzer moved determinately along the shore with her seven ducklings.

We were excited. All of the planning had been worthwhile. We reached the end of this lake at noon and before entering the river prepared an on-board lunch of bean soup, coffee and cheese sandwiches. With our gear away we entered the river, accompanied by the roar of a waterfall which was becoming louder at every paddle stroke. It became apparent that our first portage was at hand.

The trail was completely overgrown. The bugs attacked in masses. There were blowdowns across the path and the only reentrance to the river was in the middle of a waterfall. Two hours later we were back in the river, tired, but still in good spirits and hungry.

That night we camped on a bluff at the head of a small lake. The moon was full and the sky incredibly clear. Our minds, also, were clear of the clutter of the civilized world; for the this trip was totally consuming. That night, by the campfire, we discussed the multitude of options we would have the next few days: lining vs. portage. To run a waterfall loaded or unloaded. What safety



(Photo by Jamie Hoffacker)

HAPPY TRAILS—Pam Mauzaka, carrying equipment and supplies, heads toward camp.

and emergency measures would we take?

Deep sleep came early that night as it did the next seven. We awoke the next day at dawn, in rain. As we prepared blueberry pancakes, bacon and hot coffee the sun began to break. It would be a gorgeous day. It would also be a day which would prove our worth in canoeing. There was no cheating on this river. The water was big. Standing waves dominated every rapid, threatening to swamp a canoe at the slightest misjudgement or mistake. The portages, seven on this day, were long and the trails were precipitous. Once, I slipped and fell under my canoe with a 40-pound pack and almost slid down a rock face 60 feet below into a waterfall. There were numerous bugs and at one point a large black snake, curled and sunning itself, startled my son. His feet clearly left the ground in spite of his 70-pound load.

That night, we broke out fresh steaks, beans, and Chef Mauzaka baked a wonderful banana cake. We were asleep by 8:30 p.m.; four "city folk" hit by the vigor of life in the wild. What a wonderful perspective!

The next five days were a continuation of the first two. As our muscles became more in tune with the trip and our skills became sharpened, our confidence grew. We began to feel like pros and we ran rapids with confidence that would have terrified us the first day. We worked as a team and when one canoe swamped and another was nearly lost we recovered quickly. It was a beautiful trip. I lost ten pounds and felt that my mind was clear. My son and I were closer and the Mauzakas are still married! Next year we are planning a trip to the Humbie River north of the Arctic Circle.



(Photo by Jamie Hoffaker)

PORTAGE AND PADDLE—Maj. Mauzaka, above, hikes through the Canadian wilderness beneath the weight of his canoe. Below, Jamie Hoffaker and his father take a rest from the rigors of the river.



(Photo by Pam Mauzaka)

911th TAG wins awards in Airlift Rodeo

By SrA. Kelly R. Jamieson

The 911th Tactical Airlift Group, Pittsburgh IAP, Pa., a unit from the 439th Military Airlift Wing, not only represented Westover during the Airlift Rodeo competition, they brought home two awards.

For the past 10 years Military Airlift Command has sponsored, and Pope AFB, N.C., has hosted this airlift competition, so airlift crews from around the world can compete for the title 'best of the best.'

439th MAW Vice Commander Col. Ralph Oates, representing Brig. Gen. Frederick Walker, commander, joined the team at Pope June 7, 8 and 9 for the closing ceremonies.

"Our team from the 911th was very professional and well respected by other teams," said Colonel Oates. "There was a lot of camaraderie and esprit de corps. You felt it when you were near them. And you could tell they enjoyed what they were doing," he said.

Since Colonel Oates had flown tactical airlift for nearly 18 years, he said it's always a pleasure to attend these types of events.

"Our team really went out of their way to be friendly to the other teams," the colonel said.

"The aircrew from the 911th also did an outstanding job, especially considering the weather conditions, which caused the aircrew to have to fly out of their pattern. But they flew safely and effectively. It's just too bad the judges didn't take the bad weather into consideration when the teams were graded.

"But the entire time, both the aircrew and maintenance team worked hand-in-hand," Colonel Oates said.

A Royal Australian Air Force squadron won top honors in the competition that ended June 9. The 36th Squadron, RAAF Richmond, Australia, was named the "Best Overall Wing," at this year's Airlift Rodeo. It was the fourth time a foreign team captured the top title in the Rodeo's history.

"It went great," said Maj. Gen. Frank E. Willis, this year's Airlift Rodeo commander. "We saw teamwork, great enthusiasm, professionalism and safety. Everyone did their best." General Willis is the vice president of the Military Airlift Command's 22nd Air Force, Travis AFB, Calif.

More than 1,600 airlift professionals, including two from the 911th, pitted their skills against the clock and tape measure during a week of intense flying, tough physical and mental workouts and unfavorable weather.

According to officials at Pope AFB's Detachment 21, 15th Weather Squadron, the precipitation Monday through Friday accounted for nearly half the normal monthly average for June. Thunderstorms and low ceilings disrupted flying schedules on some days. "We had disappointments as far as weather was concerned," General Willis said, "but the crews really worked around that as did the schedulers and other competitors."

From the onset, teamwork seemed to be the key to success during the competition. At the opening ceremony, Gen. Duane H. Cassidy, MAC com-

mander in chief, said, "MAC has come to be known as the ultimate team and I believe Rodeo will show that airlifters around the world are the ultimate team."

Other results from the free world's premier airdrop contest include:

- Best C-141 aircrew: 446th Military Airlift Wing (Reserve Associate), McChord AFB, Wash.

- Best C-130 aircrew: 36th Squadron, RAAF Richmond, Australia.

- Best C-130 engine running on- and off-load: 446th MAW, McChord AFB.

- Best C-141 maintenance: 446th MAW, McChord AFB.

- Best C-130 maintenance team: 439th MAW, Westover AFB, Mass., represented by the 911th Tactical Airlift Group (Reserve), Pittsburgh IAP, Pa.

- Best C-130 pre-flight inspection: 63rd Air Transport Wing, Hahn AB, West Germany.

- Best C-141 pre-flight inspection: 437th MAW, Charleston AFB, S.C.

- Best C-130 post-flight inspection: 439th MAW, Westover AFB, Mass., represented by the 911th TAG.

- Best C-141 post-flight inspection: 438th MAW, McGuire AFB, N.J.

- Best joint aerial inspection team: 317th TAW, Pope AFB.

- Best security police team: 1st Special Operations Wing, Hurlburt Field, Fla.

- Best combat control team: 1723rd Combat Control Squadron (silver team), Hurlburt Field.

- Best aerial port endurance course: 435th TAW, Rhein-Main AB, West Germany.

C-5 sets world air drop record during Rodeo

POPE AFB, N.C. — A C-5B Galaxy established a world airlift record June 7, airdropping nearly 190,350 pounds of equipment and soldiers at Airlift Rodeo.

The record must be formally sanctioned by the national aeronautical association before it becomes official. An NAA official at Pope authenticated the weight of each item, verified that items weighed were actually on the aircraft and certified that the vehicles dropped were the ones loaded on the aircraft. MAC officials lauded the record as yet another milestone for the Air Force's largest airlifter in service since 1969.

"Put in perspective, this drop would take five C-130s or C-141s to drop the same men and equipment," Lt. Col. John Fox, commander of the Air Force airlift center said.

On its first pass in the competition, that aircraft dropped four Sheridan armored reconnaissance vehicles, weighing

42,000 pounds apiece. The vehicles were ejected from the rear of the aircraft in rapid succession at an altitude of 1,500 feet. Each Sheridan was carried to the ground by eight 100-foot parachutes.

About six minutes later, the same transport made a second pass at 1,000 feet, dropping 73 fully combat equipped paratroopers from Fort Bragg, N.C.

During emergency operations, tanks and other heavy vehicles such as the Sheridan would normally be transported by fast sealift ships.

But MAC's commander in chief, Gen. Duane H. Cassidy, who witnessed the airdrop said he wouldn't rule out flying heavy equipment to where it's needed.

That, however, would not be the first option for the general, who is also commander in chief of the U.S. transportation command with headquarters at Scott AFB, Ill.

C-5s in Africa

(Continued from page 6)

Carter almost deployed the 82nd Airborne Division from Pope AFB at Fort Bragg, N.C.

Zaire's copper-rich southern province of Shaba (formerly Katanga), along the Angolan border, was invaded in early 1977 by Katanganese rebels and mercenaries.

President Mobutu needed airlift for his loyal troops and Moroccan allies. In March 1977, the U.S. authorized MAC strategic airlifters to Zaire.

Using commercial contractors (World Airways) flying DC-8s and Boeing 747s, Operation Shaba airlifted more than a million pounds of medical and military supplies in three waves to the capital of Kinshasa, directly across the Congo River from Brazzaville, the capital of what is today the Congo.

The 1977 incursion was repelled, but Katanganese rebels operating from Angola—which had also been torn apart by revolution against Portugal and was further complicated by tribal civil war—launched a stronger invasion once the rainy season ended in May 1978.

The more powerful second thrust threatened American and European civilians working Shaba province, which is the world's most important source of cobalt.

Known as Operation Shaba II, the 1978 airlift operation was conducted in three phases. Between May 16 and 27, C-5As and C-141s launched 31 missions to carry nearly 2 million pounds of fuel, trucks, helicopters and ammunition to Zaire in support of a combined Belgian and French paratroop force.

President Carter put the 82nd Airborne Division on alert and MAC massed 54 C-130s and 16 C-141s at Pope AFB for the expected long-range airborne deployment to Zaire.

Once the French and Belgian paratroopers rescued the Americans and Europeans, the 82nd stood down and the second phase of Shaba II began.

From May 31 to June 16, two C-5As and a dozen C-141s withdrew 809 French paratroopers and a half million pounds of cargo from Zaire to the French Foreign Legion base on Corsica.

Six C-141s moved about 1,500 Belgian paratroopers and their equipment back to Brussels in June.

Chief's Council of Westover will offer 10 scholarships

The Chief's Council of Westover will award 10 \$250 scholarships to eligible children of 439th MAW enlisted reservists this fall.

In addition to being children of 439th MAW reservists, candidates must be entering their freshman year in an accredited college or university, must rank in the top 25 percent of their high school graduating class with a scholastic rating of a B average or better during their senior high school year. Candidates must also submit a letter of recommendation from school officials and an autobiography.

All candidates have until Sept. 15 to submit an application. Each will then be interviewed by the Chief's Council. Winners will be notified prior to the awards presentation.

An application form appears below. It should be completed and mailed to: Westover Chief's Council c/o 439 MAW/CMS, Westover Air Force Base, MA 01022.

SCHOLARSHIP APPLICATION

Student's Name _____

Address _____

City _____ State _____ Zip _____

Age _____ School Attended _____

School Address _____

Class Standing _____ Scholastic Rating _____

College Desired _____

Address _____

Date Accepted _____ Major course selected _____

Name of 439 MAW Reservist parent _____

Address _____

City _____ State _____ Zip _____

Unit Assigned _____ Rank _____

Length of Service _____ Length of Service in 439th MAW _____

At the same time, there were nine C-5A and 41 C-141 missions to pick up and deploy an Inter-African peacekeeping force from Morocco, Ivory Coast, Gabon, Senegal and Togo to Zaire.

There were also two C-141 missions to transport about 200,000 pounds of Red

Cross supplies from Switzerland to Zaire.

By August of the following year, phase three of Shaba II was complete and 43 C-141 missions redeployed U.S. and African peacekeeping force equipment from Zaire.

2 Westover buildings diagnosed as 'sick'

By Lynne P. Root

If you frequently experience sinus problems, headaches and dry, itchy eyes while at work at Westover, the diagnosis may be "sick building syndrome" according to Dr. Poitras of the USAF Occupational and Environmental Health Laboratories at Brooks AFB, Texas.

At Westover, this syndrome was found in buildings 1875 and 1310. These symptoms, along with colds, bronchitis, sleepiness and low concentration levels usually occur in buildings with few windows and poor ventilation system, said Dr. Poitras. In affected buildings, carbon dioxide levels are built up five to seven times the concentration usually found in the atmosphere, causing humidity to drop, and air to become dry and stale. This situation also causes two or three times more respiratory illness, and low productivity in the workplace, he said.

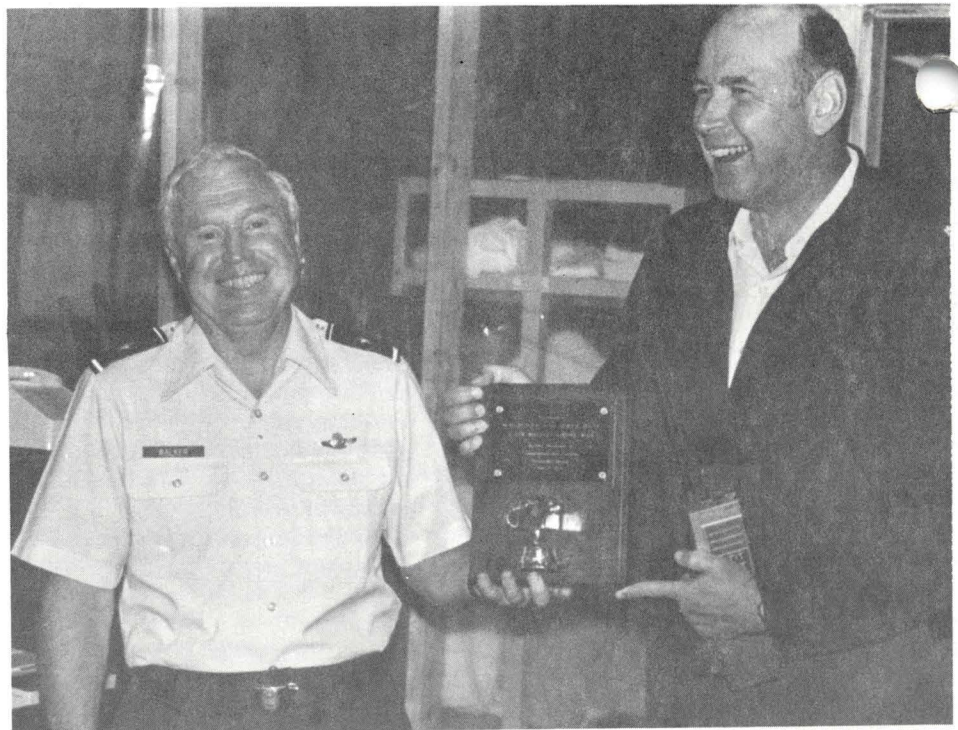
Concerns about poisoning are usually voiced at this point. "People don't know what is happening," said Dr. Poitras, "they become afraid, but are quite relieved when the problem is diagnosed. Chemical poisoning is a common myth when sick building syndrome is involved."

When Dr. Poitras and his assistant were called in for a diagnosis, they measured carbon dioxide and humidity levels, and relative air flows in order to arrive at the diagnosis of "sick building syndrome."

Sick building syndrome is a strange phenomenon that started to show itself around 1987 when energy-efficient buildings were introduced. Many systems reventilate old air rather than circulating new, thereby increasing the carbon dioxide intake of the employees.

The symptoms suffered by workers under these conditions usually clear up immediately after going home. They persist only in the buildings, and often worsen as the work week goes on.

The doctor's solution was to open the air-conditioning systems and bring in more fresh air. The problem went away almost immediately after ventilation and moisture were installed in the buildings. They also recommended the installation of humidifiers on the base in the future.



(Photo by AIC Christine Mora)

COMMEMORATIVE PLAQUE—Brig. Gen. Frederick D. Walker, wing commander, and recently promoted Col. Thomas G. Hargis, base commander, received a plaque from American Business Communications Inc. to commemorate the ground-breaking of Westover's new telephone system.

439th Civil engineers win energy conservation award

By Lynne P. Root

The 439th Air Base Group Civil Engineers have received the AFRES Energy Conservation Award for substantial energy conservation for 1987 and 1988.

The primary objectives of the Energy Conservation and Management Program are to reduce energy consumption to meet Air Force standards. The program encourages the use of utilities with a minimal amount of waste, and when economically feasible, to use an alternate, more abundant energy source other than natural gas or oil. The most practical energy conservation methods are studied for facilities and operations at Westover. The effect of the energy policies and actions on health, welfare, base safety, personnel, and the environment are considered.

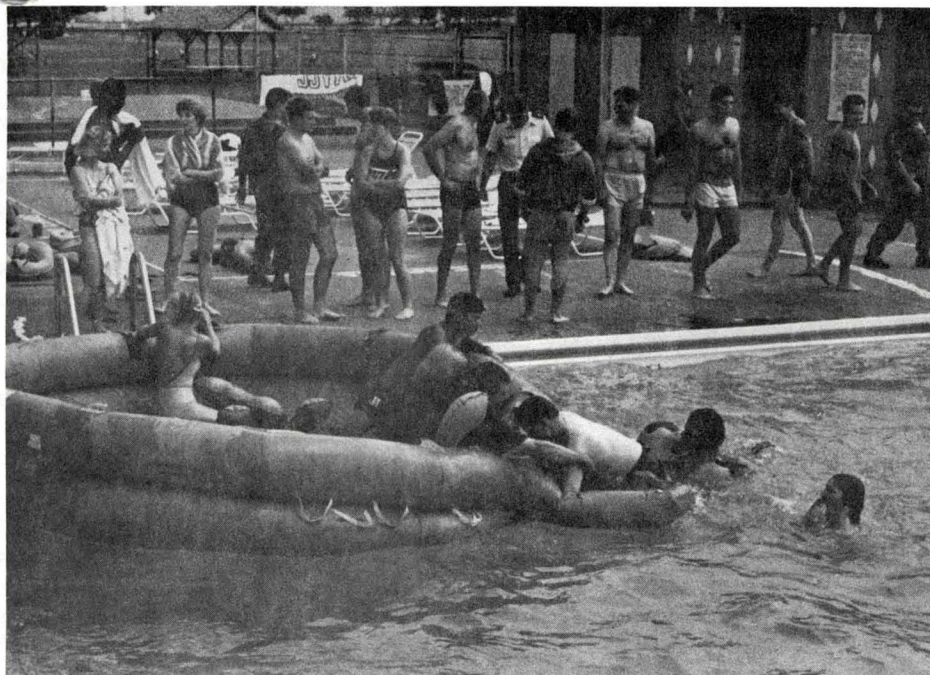
"The amount of energy consumed in FY85 is used as the baseline to measure improvements throughout the next 10 years," said Myron Popkowski, industrial engineer for the 439th ABG.

The goal of the AFRES Energy Con-

servation and Management Program is to have an annual energy intake decrease of one percent over a 10-year period. Westover's civil engineers employ such methods as implementing new building designs that will meet or exceed the established energy budget figures for all new building designs, identifying high consumption areas and implementing energy conservation actions to assure that goals are reached.

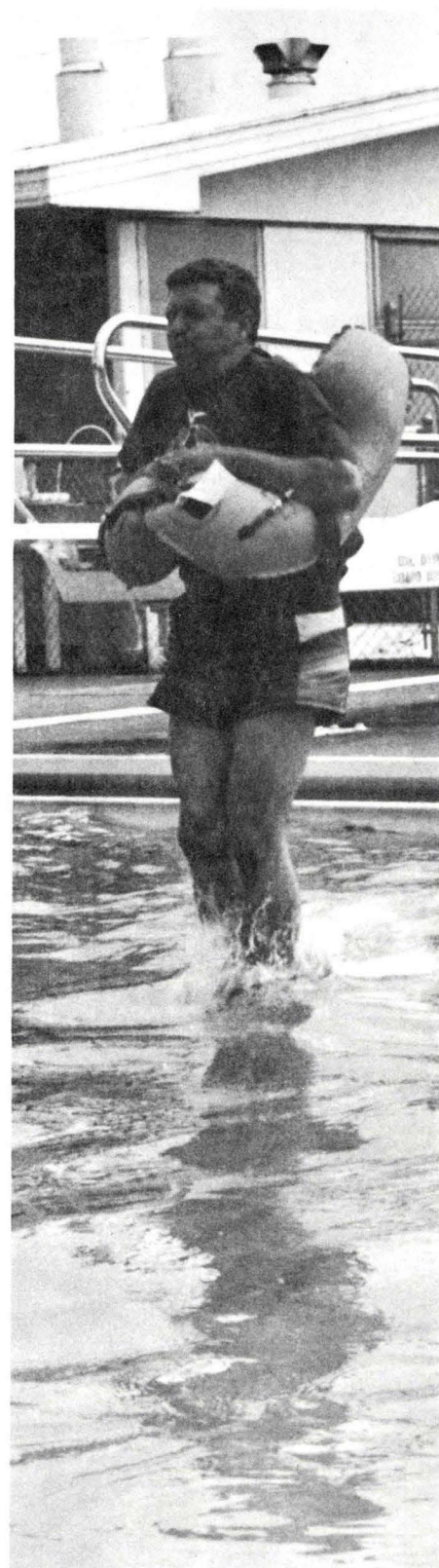
Since the 1987 total, energy consumption at Westover decreased approximately one and a half percent. Existing building energy efficiency was improved. The AFRES Energy Conservation Award was given to the 439th ABG Civil Engineers at a ceremony held at Minneapolis-St. Paul IAP, Minn. George A. Romero, director of engineering and services at HQ AFRES, presented the award to the civil engineers for their "unique contributions to the energy conservation program, as proven by a substantial reduction in consumption and costs last fiscal year," said Mr. Popkowski.

Life Support conducts survival classes



(Photo by TSgt. Sandi Michon)

LAND OR BY SEA — Reservists from the 74th AES and 337th MAS completed land and water survival training requirements during the July UTA. Aircrew members must complete survival training every three years. The course is given by Life Support personnel each year to keep all members current. Training includes egressing the aircraft, using flotation devices and survival equipment for land and sea. Classes were held at the base pool and the Dogpatch area.



(Photo by TSgt. Sandi Michon)

SLICING THE WATER — Capt. James Kebba jumps from the three-meter board to test his flotation device and subsequently entered the life raft.



(Photo by SSgt. Vin Blanchard)

Base Advisory Council sponsors coffee for airmen

Billeting concerns make up largest area of complaint

By SrA. Kelly R. Jamieson

Westover reservists grades E-4 and below got the chance to air their complaints, along with their appreciation July 9 during the Airman's Coffee held at the Consolidated Open Mess.

Sponsored by the Base Advisory Council and funded by the Chief's Council, the Coffee allowed for about 60 Westover airmen to question not only the council members, but also 439th Military Airlift Wing Commander Brig. Gen. Frederick D. "Mike" Walker, Base Commander Lt. Col. Thomas G. Hargis, and CMSgt. Alcide F. Patenaude, wing senior enlisted advisor.

Base Advisory Council President TSgt. Kelly E. Payne said she felt the BAC accomplished a lot during the coffee.

"The lower ranking airmen not only got to talk with the council, they also got to talk with General Walker and Colonel Hargis, which a lot of them seldom ever do," she said.

Sergeant Payne opened the meeting and then turned the microphone over to General Walker.

"I want to take my hat off to the Base Advisory Council," he said. "They've only been together for the past year, and they've already gotten a lot of problems taken care of.

"We still need to provide for your needs. You're what Westover is going to be," General Walker continued.

"It takes time (to solve these problems). It's not going to happen overnight," he said. "We need to hear your gripes. Even though we have a lot of long-standing problems, that doesn't mean we can't fix them," the general said.

"The Commander's Hotline number is extension 2155. Pick up that phone. We're trying to react to your concerns and needs."

Colonel Hargis began his presentation by saying, "General Walker came here three years ago. He had a vision of what he wanted Westover to be.

"I think he hired me because I have that same vision—it has to do with

excellence and pride.

"This year the 439th received its first ever inspection grade of outstanding. It's not my grade, or the general's, it's yours," said Colonel Hargis. "Nothing's ever easy, but if you work hard you can achieve it.

"The Base Advisory Council is very important—they've already made a difference because they want things to happen, but they can't do it by themselves," he said.

The most frequent gripes heard during the coffee had to do with the billeting arrangement, whether on- or off-base.

Some of the questions and answers during the coffee were:

Q: *Will the billeting crunch continue?*

A: (Colonel Hargis) "In the summer especially, billeting is a problem. We simply don't have the beds. We try very hard to get contract quarters, but sometimes, such as this UTA, all the close hotels are booked. There's an idea to possibly make an offer to contract the close hotels to guarantee us space. In the long term, we plan on renovating buildings 5101 and 5102 to every two rooms sharing a bathroom, but that's to happen in 1993, and will cost \$4 million. I know there's a need right now. We've already identified that need. But I don't have \$4 million."

Q: *Is it not cost effective to build more barracks?*

A: (Colonel Hargis) "We've got two sets of money. One set of money is for contracting off-base quarters. The other

set is for building new barracks. We've got plenty of money for off-base quarters, and very little money for building new buildings."

Q: *Could we add more beds, possibly have four per room?*

A: (General Walker) "If that's the desire, we can take care of it, but it has to be voluntary."

(TSgt. Kelly Payne) "The policy is to have only a certain number of people for a certain amount of space."

Speaking last, Chief Patenaude said, "my job as a senior enlisted advisor is to take care of your morale and quality of life problems.

"We've tried to make the barracks a better place to stay in, but when we installed bigger beds for the senior ranking member's rooms, two were stolen. When we installed televisions in each room, two were stolen. We installed new shower heads and out of 164 new ones, 16 were stolen.

"It's everybody's responsibility to take care of the barracks," he said.

Sergeant Payne brought the meeting to a close by introducing each member of the BAC and by bringing to mind the many things the BAC has accomplished in only one year. Things such as the new sound system in the base theater, reinforcement of uniform priority in the base exchange, dormitory problems such as testing the water safety, repairing windows and screens, and spraying for insects are solely results of the council's hard work.

Weight Program

(Continued from page 7)

Colonel Caldwell praised the intent of the weight control program, but called it a "big stick" program. "People feel threatened...but it's working," he said.

The weight management program was a prime motivator for two brothers to lose unwanted pounds. Twins, SMSgt. Ted Erhardt and MSgt. Bob Erhardt, both from the 439th CES, lost weight through exercise and the Weight Watcher and Nutra System programs. Ted lost 36½ pounds and Bob lost 26 pounds within the past six months.

Both Erhardts feel the weight program is excellent. "It's hard on people, but something that is needed," said Bob. Bob had an aortic embolism in the

past and emphasized the health benefits of losing weight. Both brothers said they felt more energetic, coped with stress better, had better self esteem and said they no longer fear the scale. They also praise the base gym for their weight loss success.

According to Capt. Frederick LaRochelle, 439th USAF Clinic physician, losing weight lowers the risk of just about everything. He cited the lower risk of heart disease, diabetes, muscular/skeletal problems, high blood pressure, surgical complications and, for women, menstrual problems. He said that dietary changes also tend to lower cholesterol levels.

"Patriot People"

Name: Bruce Hawley
Rank: Maj.
Age: 39
Address: Stratford, Conn.
Unit: 439 MAW
Position: Asst. Staff Judge Advocate
Civilian Occupation: Corporate attorney
Favorite Food: Chicken
Years of Service: 13
Favorite Sport: Basketball
Favorite Hobby: Playing drums in 50's band
Ideal Vacation: Cottage in Maine
Best Way to Relax: Playing drums
Preferred Entertainment: Circus
Favorite Celebrity: Johnny Carson
Favorite Music: 50's Music
Favorite Book: Red Storm Rising
Favorite Color: Blue
Favorite Car: Ford LTD
Pet Peeve: Incompetence
Best thing about Westover: People
Worst thing about Westover: Not enough time to complete tasks



Maj. Bruce Hawley

earning a PAT on the back

PROMOTIONS

SMSgt. Thomas V. Dzwonkus
 SMSgt. John M. Missale
 MSgt. Robert B. Cossaboom
 MSgt. Ricardo T. Degrace
 MSgt. Thomas J. Harrison
 MSgt. George E. Head
 MSgt. Michael B. Horton
 MSgt. Norman N. Hoskeer, Jr.
 MSgt. David J. Luhta
 MSgt. David C. Mee
 MSgt. Peter A. Nikonczyk
 MSgt. Christopher M. O'Neil
 MSgt. John J. Sobczyk
 MSgt. Michael A. Spano
 MSgt. John J. Speidel
 MSgt. Kenneth M. Squier
 MSgt. Bruce W. Szeplak
 MSgt. Marie R. Vautour
 MSgt. Nathaniel White
 TSgt. Eugene Bebeau, III
 TSgt. John H. Brame
 TSgt. Paul W. Burt
 TSgt. Mark E. Cabana
 TSgt. Larry G. Conway
 TSgt. Otis Delaney Jr.
 TSgt. Paul M. Giglio
 TSgt. Eben T. Goode
 TSgt. Mark J. LaFortune
 TSgt. Deborah A. Malek
 TSgt. Anita L. Mancini
 TSgt. Gary L. Matteson
 TSgt. Cheryl A. Medvetzky
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 TSgt. Jeanne T. Murphy-Brewer
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Former enlisted pilots receive recognition

By Sgt. Annie Proctor

SCOTT AFB, ILL.—A Military Airlift Command base became the fifth Air Force base in the past five years to recognize the contributions of enlisted pilots to military aviation.

In a June ceremony, a memorial plaque and new flag pole were dedicated on the Scott AFB, Ill., parade grounds. The memorial was placed at Scott because many of the enlisted pilots flew for troop carrier units of the Air Transport Command, the forerunner of MAC.

Scott also is the only Air Force base named after an enlisted man, Cpl. Frank S. Scott, who was the first enlisted man to die in a military aviation accident.

The MAC Chiefs' Group at Scott spearheaded the memorial project.

The intent of the sergeant pilots program was to fill the essential and unglamorous needs of military aviation. They were to be utility pilots, hauling cargo and people, and to be instructors. Instead, during World War II, they flew fighters, transports, medical evacuations, photo reconnaissance and medium bombers into combat.

Personnel records show that several hundred former sergeant pilots were assigned to transport operations.

Until a search began almost 14 years ago by two former Army Air Corps enlisted pilots, the history behind enlisted pilots—how many there were, what and where they flew—was

The intent of the sergeant pilots program was to fill the essential and unglamorous needs of military aviation.

relatively unknown.

Lee Arbon, San Antonio, Texas, and J.H. MacWilliams, Johnson City, N.C., began collecting historical data in 1975. At first they were able to put together a list of nearly 100 names from their graduating class' personnel orders.

Together they dug into the national archives and base history offices. Through old aircraft accident reports, personnel records, personnel orders, officer registers and even dated letters from the headquarters Army Air Corps they were able to confirm more names.

To help the former sergeant pilots keep in touch with each other, Mr. Arbon and Mr. MacWilliams established the Army Air Corps Enlisted Pilots Association in 1982. Through continued research by the AACEPA and its founders, a list of almost 100 names has grown to 2,992.

"With the help of many people, we have been able to account for just about everyone," said Mr. Arbon, a retired Air Force major. The AACEPA's active membership has tripled since its establishment to more than 1,300 members. It currently publishes a quarterly Sergeant Pilots newsletter detailing their research efforts.

In a book soon to be published by the Smithsonian Institute and written by

Mr. Arbon, the history and contributions of enlisted pilots will be put on public record. Mr. Arbon specializes in enlisted aviation history from 1912 to 1939 while Mr. MacWilliams researched the World War II enlisted pilots' history. They have also been building up the enlisted pilots files at the Air Force historian's office.

Dubbed the "Forgotten Heroes" by the AACEPA, Mr. Arbon's book shows how the enlisted pilots played vital roles in the development of military and civilian aviation.

Some interesting facts include:

- Cpl. Vernon L. Burge became the first enlisted pilot on June 14, 1912, while stationed in the Philippines.

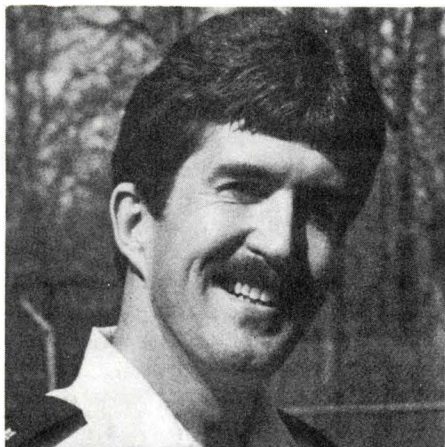
- As a civilian, Charles Lindbergh was taught to fly by Ira O. Biffle, who was a former enlisted pilot during 1915-1917. Another sergeant pilot, MSgt. Bill Winston, also helped to develop Lindbergh's flying skills.

- During the 1942-43 Mediterranean wartime operation, all five troop carrier groups—the 60th, 62nd, 64th, 315th and 316th—were commanded by former enlisted pilots.

- Walter Beech, co-founder of Beech Aircraft Corporation became a sergeant pilot in 1919 and served as such until his discharge.

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