

# PATRIOT

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

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(photo by John Suchocki)

**NORTHERN VISITOR --** Capt. Domenic Tallion, a representative for the Canadian Armed Forces Snowbirds, is greeted at Westover by Lt. Col. Gale French, air show coordinator, and

Brig. Gen. Frederick D. Walker, wing commander. Captain Taillon was here to inspect Westover's runways and operations tower in preparation for the Snowbirds demonstration in July.

## 50th anniversary airshow will be Westover's biggest

by Maj. Rick Dyer

Westover will celebrate its 50th birthday in appropriate fashion this summer by hosting the largest airshow ever held at the base.

Base officials estimate that more than one million spectators will attend the event, which is scheduled July 27-29.

Performances by the "Snowbirds," Canada's military aerial demonstration squadron, and the "Golden Knights," the U.S. Army's parachute team, will headline

the airshow.

"This will be the biggest airshow you'll ever see at Westover," predicted Lt. Col. Gale French, the show's coordinator.

Colonel French, the 439th Military Airlift Wing's safety officer, said that more than 50 military aircraft, including some from foreign countries, will be on display.

"It will truly be an international airshow," the colonel said. "In addition to the Canadians, we've extended invita-

tions to air force units in Australia, Germany, Great Britain and several other countries."

The "Snowbirds," officially known as the 431 Air Demonstration Squadron, will be making their first appearance at Westover.

Based in Saskatchewan, Canada, the team performs breath-taking aerobatic maneuvers in nine red, white and blue Tutor CT-114 jet aircraft.

Now in their 20th year of operation, the  
(Continued on page 9)



**Editorial****Troubles loom for open mess**

Next October, Westover's Consolidated Open Mess could run short of operating funds. Congress has stated that starting in FY91, all military open messes must become self-sustaining--that is they will no longer receive much support from appropriated funds.

In FY 89, 60 percent of the open messes in AFRES would have been unprofitable without appropriated fund support and during the first two months of FY 90, 73 percent of our open messes were unprofitable without that help. The problem is a very real one.

Westover's COM is a real bargain. The club provides entertainment, competitive dinner prices, nightly specials, membership nights which include a free dinner to members, a discount on dinner during a member's birthday month, check cashing facilities and reduced drink prices. Members can also use other military clubs throughout the world. All of that for only \$5 a month.

Although membership is not mandatory, everyone at Westover who is eligible should consider supporting the facility. During times of war the clubs around the world have provided a haven for weary service members, a place where they can go to relax with compatriots.

Open messes are a part of military tradition and are generally well-run, clean and full of special events designed to offer something for just about everyone.

In the past, I have sometimes agreed with patrons who had voiced complaints about the way the club was being operated. Now however, Manager John Filler and his assistant Sandy Hunt, are turning things around. They have increased new memberships and are bringing back some members who for one reason or another had dropped their memberships. The menu in the dining room has been revamped and comments have been very positive. In addition, alterations and improvements in the building itself should be getting underway before long making the facility an even more pleasant place in which to enjoy leisure time.

Big things are being planned to improve our club but without the support of every member of the Westover community the facility may die and along with it, a great "perk" for people at the base.

-- Col. Thomas G. Hargis  
base commander

**Briefs****ATM coming**

An Automatic Teller Machine will soon be erected on Westover, according to Base Commander Col. Thomas G. Hargis. The BayBank Valley Trust Company of Springfield has been selected to place the ATM on base, probably near the Base Exchange he said.

The bank is currently conducting a survey to determine the needs of the base.

"As soon as BayBank finishes the survey the machine will be installed, possibly in the spring," said the colonel.

**Contest announced**

The deadline to enter the 1990 Freedoms Foundation Essay Contest is May 1. The contest is open to Reserve, active-duty, ROTC and JROTC members. The theme for this year's contest is "Keeping America Strong."

Entrants must give their feelings on the subject in 100 to 500 words. Awards include framed George Washington Honor Medals and savings bonds.

Entries must be typed and should include name, rank, social security number, service designation, military address, name and address of commander and permanent home address.

Submissions should be sent to Awards Department, Freedoms Foundation at Valley Forge, P.O. Box 706 Valley Forge, Pa. 19481-0706.

**POV rules changed**

Military members who use their private vehicles while on funded temporary duty to one location for 16 days or more, will now get permissive travel time instead of having to take leave.

Previously, any travel time more than two days to and from TDY were leave days. The permissive travel time is based on driving 350 miles a day. Members are still able to draw only as much per diem and transportation allowances as they would have if government. More information is available at the base accounting and finance office.

**PATRIOT**

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# Reservists sharpen mobility skills for ORI

by TSgt. Sandi Michon

As Westover prepares for the upcoming Operational Readiness Inspection, mobility exercises are very high on everyone's checklist.

"Mobility training has not changed because of the ORI, but our attention to detail has intensified," said Lt. Col. George Caldwell, wing mobility officer.

Intensity was the word of the day as approximately 500 members participated in a mobility exercise during the March UTA.

According to Colonel Caldwell, mobility affects the base in two main areas.

"The flying squadron operates its own mobility mission by supporting the airlift needs of army units with outsized equipment. Our people and equipment would most likely be transported by C-141 and would augment units at forward operating bases."

The March mobility scenario called for Westover to prepare and load 41 tons of cargo and process and load 375 reservists from six units aboard six C-141s within 10 hours of initial notification. The troops and cargo were destined for England, Turkey, Germany and Spain.

"Once the scenario is established, the mobility teams receive marching orders the morning of the exercise," said Colonel Caldwell. People and equipment must simulate take-off by late afternoon. The scenario was accomplished within the allotted time and although the exercise was successful, it highlighted areas that need correction.

"We're planning to hold full or modified mobility exercises over the next two months, and we're focusing specifically on problem areas," he said. He explained that there are a significant number of technical changes in mobility procedures and practice was needed to adjust to them.

The major change is the system used to produce automated orders on the mobility line.

"We received the Combat Personnel Computer System (CPCS) in January. This is our first real application," said Capt. Denny Jobes, director of military

personnel. "With this exercise, we're hoping to work the bugs out of a new system."

Other personnel processing problems include noncurrent identification cards, dog tags and shot records. "If those on mobility keep their personnel information current, the mobility lines have very little to do and our processing times improve dramatically," said Colonel Caldwell.

Cargo is another area that requires attention to detail. The equipment must be palletized correctly and have all the applicable paperwork. "Improved configuration of equipment is reducing the number of pallets and saving airlift space," said Colonel Caldwell.

The colonel cited personnel processing, motor pool personnel and the mobility

control center as consistently strong areas in mobility exercises.

"We are serious about our weaknesses and plan to have them corrected prior to August," he said.

The exercise critique revealed problem areas at the unit level and also at the mobility center. Problems included relocating phones, fixing garage type access doors and vehicle parking. "Every detail makes a difference," said Colonel Caldwell.

"The ORI profile can include any number of hurdles we are expected to overcome, and we plan to be ready for anything," said Colonel Caldwell.

A modified mobility exercise is scheduled for the May UTA with a full-scale exercise scheduled for June.



(photo by TSgt. Sandi Michon)

**LINEUP --** Reservists wait to be processed during the March mobility exercise. Additional mobility training is scheduled in May and June to prepare for the ORI.



# New alarm system guards Galaxies

by SrA. Christine Mora

Guarding billions of dollars worth of government property is a tough job, particularly when the property includes 16 of the free world's largest aircraft and encompasses miles of runway and one million square yards of ramp space.

This huge task, delegated to the 439th Security Police Squadron, will now be easier and more effective with the addition

of a new alarm system, the Ported Coaxial Cable Sensor (PCCS). The system became operational after final testing was completed in late January.

The PCCS is a line sensor system which consists of two cables buried two inches beneath the ground. The line extends around the circumference of the east and north ramps including the DC and pull-through hangars. Radio waves are transmitted between the cables and when an

object crosses over, the signal pattern is broken and an alarm is triggered.

A computer serves as the "brain" of the system which is managed from central security, the control center at the squadron. The controller receives the warning on the alarm panel of the computer which displays a map of the secured area.

The boundaries are divided into 45 sectors and the violated sector is highlighted on the screen. The controller then sends a patrol to the alerted sector to investigate the situation, according to SSgt. Timothy Brock, of South Hadley, a security controller with the 439th SPS. There are usually five or six officers on duty at a time to guard the flight line, the sergeant said.

The new technology will not cost the unit any jobs, Sergeant Brock explained. "The system enhances our security capabilities without replacing personnel."

"We will also be installing lighting and a camera system which will increase visibility and response time," said MSGt. Michael Olenick, security police superintendent with the 439th SPS.

The PCCS took about three months to install and has proved to be 100 percent effective, Sergeant Olenick said. There were a few problems however, due to the sensitivity of the alarm.

"After a rainstorm, puddles would obstruct the line and trigger an alarm," said the sergeant. He explained that this problem was easily solved by adjusting the sensitivity.



(photo by SrA. Christine Mora)

**ON GUARD --** SSgt. Timothy Brock of South Hadley, a security controller with the 439th Security Police Squadron, responds to a warning on the alarm panel of the Ported Coaxial Cable Sensor, Westover's new security system.

## First Sergeants to honor deceased patriots

The Westover First Sergeants Association is preparing to honor all deceased members of the Westover family with a bronze plaque to be dedicated during the base's 50th anniversary celebration this summer.

The first sergeants voted unanimously to honor deceased reservists, active duty members and civilians who have been part of Westover since the base was founded in 1940.

CMSgt. Sal Palumbo, 439th Field Maintenance Squadron first sergeant, and MSGt. Michael Schuell, 59th Aerial Port

Squadron first sergeant, are co-chairmen of the effort.

Association members are preparing appropriate commentary to be inscribed on the plaque. Also still to be decided is the specific site where the plaque will be located.

"We want to have a dignified memorial dedicated to the men and women who have been part of Westover over the past half century," Chief Palumbo said. "Those who have lost friends and family members will be able to look at the bronze plaque and know they will be a member of the Westover family," he said.



# Allard becomes first chief in 337th MAS

CMSgt. Fred Allard, 337th MAS flight engineer resource manager, became the squadron's first member to earn the top enlisted rank when he was promoted to chief master sergeant in March.

Chief Allard serves in the first chief's slot assigned due to expansion following the conversion to the C-5A.

With 32 years in uniform and more than 9,700 hours flying time, he is the senior flight engineer in the 337th MAS. He flew as aircraft mechanic on C-119 missions to support the U.S. peacekeeping forces in the Dominican Republic in 1965 and later as a flight engineer on C-124 missions to Tan Son Nhut and Da Nang, Vietnam.

Chief Allard served on active duty as a KC-97 aircraft mechanic from 1958 to 1962, including an extension during the Cuban missile crisis. He joined the Air



(photo by TSgt. Sandi Michon)

**CHIEF ENGINEER --** CMSgt. Fred Allard performs a pre-flight check on the flight deck of a C-5A.

Force Reserve's 905th Troop Carrier Group at Bradley Field as a C-119 aircraft mechanic. In 1966 he came to Westover when the squadron was redesignated the

337th MAS and converted to the C-124C.

An air reserve technician, Chief Allard was named chief engineer in 1972 when the squadron converted to the C-130.

## Cutting corners contributes to hike in injury rate

by TSgt. Tom Allocco

After declining for years, the accident rate on base has jumped in recent months, and only individual effort will bring it down, according to Ron Wortelboer, Westover safety and occupational health manager.

From October to January, the first quarter of the 1990 fiscal year, there were 14 reportable injury mishaps on base. That

compares to seven during a like period of the 1989 fiscal year and 30 for that entire fiscal year.

A reportable injury mishap is one that results in at least one lost workday for a reservist or civilian employee. All such mishaps in the first quarter involved civilian employees.

The good news is that there were no reportable injury mishaps on base in February.

The mishaps during the first quarter resulted in losses of one to 14 workdays and all involved such relatively minor mishaps as falls, strains, bruises and cuts which did not result in permanent injuries. The total loss was 38 workdays and \$13,300.

Slipping on snow or ice is the single biggest cause of accidents, followed by other falls and strains from lifting improperly, Mr. Wortelboer said.

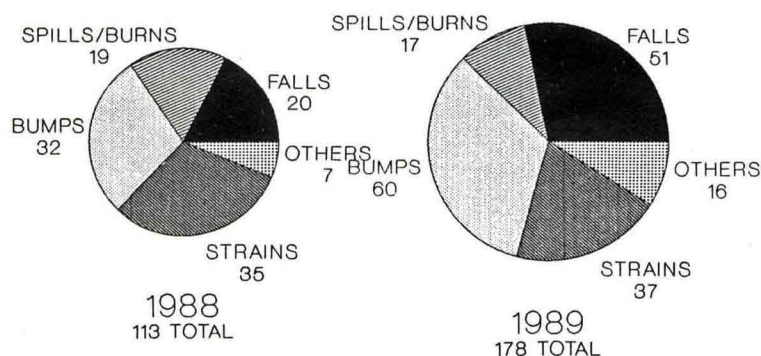
"The numbers reflect the little things which are usually the result of people trying to do too much or trying to go too fast," the safety officer said. "In very few cases is it an unsafe condition that can be immediately resolved by the action of supervisors.

"When we look at the circumstances of a mishap we almost always find that it was the result of individuals not stopping to think. We have to get people to pay attention to what they are about to do, get help before lifting heavy things and slow down instead of cutting corners," he said.

"These may be small accidents, but small accidents are things that just miss being what could be big, serious accidents," the Westover safety officer said.

### INJURY ANALYSIS

HOW INJURED  
FY 88 vs FY 89





## Tales of 'Tubby'

# Westover's daughter shares memories of famous dad

by Maj. Rick Dyer

Patricia Freudenthal's first visit to Westover Field nearly 50 years ago didn't get off to a very good start.

Mrs. Freudenthal had come to the base to view a portrait of her father, but was denied entry to Westover by the sentry at the gate.

Patricia Westover Freudenthal even-

tually spoke to the officer-in-charge and got to see the painting of her famous dad--Maj. Gen. Oscar Westover, the man for whom the Chicopee airfield was named.

Officials here promised a more cordial reception for Mrs. Freudenthal April 7 when she returned to the base to participate in ceremonies commemorating Westover AFB's 50th anniversary.

While thousands of people have memories of Westover the place, Mrs. Freudenthal remembers Westover, the man.

"He was a fun person with a good sense of humor," she said of the aviation pioneer who served as the chief of the Army Air Corps from 1936 until his death in an airplane crash two years later. "People just loved him..."

Mrs. Freudenthal, who lives in Elkwood, Va., remembers taking her flight in a military plane piloted by General Westover.

"I was a teenager, and in those days military pilots were permitted to take family members on two flights per year," she said.

She remembers riding in the open cockpit of a biplane as her father flew over the Washington, D.C. area.

"I was afraid to look down at the ground," she recalled. "When I finally got up enough courage to look down, I was surprised to see the cars below going so slowly."

General Westover was a world-famous balloonist in the 1920s and earned his military pilot's wings when he was nearly 40 years of age. Aviation, Mrs. Freudenthal said, was her father's life.

"He loved to fly," she said. "He just felt like he was soaring with God."

General Westover, who was born in Bay City, Mich. in 1883, enlisted as a private in the Army in 1901. He later won an appointment to the U.S. Military Academy and graduated from West Point in 1906.

He was trained as an infantry soldier, but during World War I he was assigned to the Army Signal Corps' Bureau of Aircraft Production, where he oversaw manufacture of the deHavilland 4 aircraft.

The future Air Corps chief later graduated from the Army's Balloon School in Omaha, Neb., and then attended the course for dirigible pilots at Langley Field, Va.

In 1922, then Major Westover became a military aircraft pilot when he graduated



**FLYING GENERAL --** Maj. Gen. Oscar Westover, nattily clad in the flightsuit of the day, poses in front of his A-17 aircraft in 1937.





**WESTOVER'S GRAVE --** The body of Maj. Gen. Oscar Westover was buried at Arlington National Cemetery, Arlington, Va.

from the Air Corps Primary Flying School at Brooks Field, Tex.

Rated as the Army's "number one flier" at the time of his death in 1938, General Westover was one of the few officers to earn ratings in balloons, dirigibles and planes.

Many of Mrs. Freudenthal's favorite stories center around events which happened to Oscar Westover in the air.

In June of 1922, Oscar Westover set a world record for balloon flight when he flew from Milwaukee, Wisc. to the St. John's River in Quebec Canada (nearly 900 miles) in less than 18 hours.

Mrs. Freudenthal still has the news clipping about the race which appeared in the June 4, 1922 edition of the Washington Post.

In it, her father was quoted as saying: "In our attempt to make a record flight we threw overboard our camping outfit, our radio set and all our emergency paraphernalia."

The news account noted that the balloon "was carried at express speed by an 80-mile gale, and the atmosphere was so heavy that (Westover) and his assistants could not see the landscape below."

A quote in the story attributed to Mrs. Freudenthal's mother, Adelaide Wes-

tover, indicated that Patricia (age four) and her brother Charles (age seven) were "eagerly awaiting for the news that daddy wins."

Mrs. Freudenthal also has a memento from a different--and less successful--balloon race which her father entered.

Westover and his co-pilot, Capt. Carleton L. Bond, were leading the Gordon Bennett Cup international balloon race during August 1922. The competition had originated in Switzerland, and two men were flying low over a Hungarian village.

Excited villagers, thinking that Westover's balloon needed help, grabbed the tether rope and pulled the men to the ground. The unlucky leaders were disqualified from the race because their craft had touched the earth.

Mrs. Freudenthal still has a copy of a letter written by three Hungarian Army officers describing her father's plight. They wrote that "people rushed on and held seize of the rope, not understanding the shouts of Major Westover to let it go."

The letter concluded: "Well understanding that they will have to explain the reasons of their landing, we give this statement of our own accord and are sorry for the Stars and Stripes."

One of Mrs. Freudenthal's funniest

anecdotes about General Westover happened before he received his pilot's training.

She said that the future general was serving in the Washington, D.C. area when he ran into a military pilot who was stationed at nearby Langley Field.

The pilot invited Westover to go flying with him in a two-seat biplane with an open cockpit. During the flight, the pilot motioned for Oscar to take the controls and climbed out onto the wings to make some type of repair.

Her father, who had never previously flown a plane, had to control the aircraft, which was listing due to the uneven weight distribution caused by the wing-walking pilot.

General Westover, who had been a gymnast at West Point, later told his daughter that he had to use all of his skills as an athlete to balance the plane.

When the airplane landed back at Langley, Mrs. Freudenthal said, her father angrily admonished his acquaintance, who mistakenly believed that Westover was a pilot.

Mrs. Freudenthal said that she has many "fond memories" of her father, and lamented that his military duties frequently separated him from the family.

She said that the general--nicknamed "Tubby" and "Eastunder" by his West Point classmates--was a "futurist" and "visionary" who believed strongly in the potential of military airpower.

According to Mrs. Freudenthal, General Westover "was always at Congress asking for more planes," during his tenure as chief of the Air Corps.

News accounts from that period confirm that the nation's "number one flier" was a leading proponent of the flying fortress type bomber and a staunch advocate of a well-developed air force.

Although he died two years before the outbreak of World War II, General Westover's predictions that America would need more and better military aircraft proved to be prophetic.

When General Westover died on Sept. 21, 1938 in an airplane crash near Burbank, Calif., Mrs. Freudenthal said that the family received "hundreds of condolence letters from all over the world."

President Roosevelt eulogized her father as a "gallant soldier" and "true friend."





**THE BALLOONIST** -- Maj. Gen. Oscar Westover, left, poses in front of a racing balloon in which he competed in the Gordon Bennett international balloon race in 1922. Hungarian vil-

lagers apparently thought the balloon was in trouble and grabbed the tether, bringing the craft to earth and disqualifying General Westover from the race.

General "Hap" Arnold, who succeeded General Westover as chief of the Air Corps, noted that General Westover "devoted his life to the work of building up a powerful aerial defense for his country."

It was General Arnold who subsequent

ly directed in 1940 that the new "super-air-base" located in Chicopee, Mass. be named in honor of the fallen aviation hero.

Mrs. Freudenthal said she was looking forward to returning to Westover Air Force Base. Although her famous father

never saw the base, there will still be plenty of memories.

One of them will be the portrait--now occupying a place of honor in the Consolidated Open Mess--which she wanted to see nearly 50 years ago.





(photo by SSgt. Vin Blanchard)

**TANKS A LOT --** Members of the 337th Military Airlift Squadron practice loading armored vehicles onto a Westover C-5A. First in line is an M-88 tank retriever, followed by an

M-113 armored personnel carrier. Both vehicles belong to the 26th Infantry Division, Massachusetts Army National Guard. Joint training is conducted periodically on base.

## Airshow

(Continued from page 1)

"Snowbirds" have entertained millions of aviation enthusiasts throughout the world and serve as roving goodwill ambassadors for the Canadian Forces.

The "Golden Knights," billed as the "finest parachuting team in the world," have appeared at Westover's last three airshows.

Streaking through the skies at 150 miles-per-hour with red smoke trailing from canisters attached to their jump boots, the Army skydivers seem to defy gravity before landing with pinpoint precision on a large orange "X".

Colonel French said that the show will

also feature aerial demonstrations by other military aircraft, including C-5 Galaxies from Westover's 337th MAS.

Another highlight of the event will be appearances by World War I and World War II aircraft. The New England Escadrille, a private organization of military aircraft buffs, will send a complement of B-17, B-24, B-25 and B-51 aircraft.

During the three-day event, Westover's base hangar will house scores of military displays and demonstrations. There will also be performances by the Air Force Band of New England, the U.S. Marine Corps Drill team and Westover's Honor Guard.

A collection of Westover memorabilia, gathered by CMSgt. Robert Adams of the 42nd Aerial Port Squadron, will be fea-

tured. Chief Adams, who is a World War II history buff, gathered the collection by contacting area veterans groups and by soliciting items in the Air Force Times.

The chief hopes to eventually donate the collection, which includes a 1940-vintage military staff car and a single engine L-5 spotter plane, to the proposed Westover Visitors Center.

According to Colonel French, the base will be open to the public, from 9 a.m. to 5 p.m. each day of the airshow.

"There will be something for everyone, I can guarantee that," the airshow coordinator said. "It promises to be very exciting."

Lt. Col. Dante Mazzochi and CMSgt. Charlie Fusco are assisting Colonel French with the airshow planning.



# Clinic provides wide range of services

Article and photos  
by TSgt. Sandi Michon

Most of us have visited the 439th USAF Clinic, usually to receive immunizations or for physical examinations, but few can appreciate the wide range of medical services the facility provides.

The 97-member unit conducts over 1,000 comprehensive physicals each year and in addition, is also responsible for drug testing, immunizations, first-aid kit packaging, hazardous noise testing, monthly food facility inspections and hazardous medical packaging, to name a few.

The clinic received a 73 percent manning increase because of the C-5 mission change two years ago.

"We never met our physician authorization under the old manning, so to be fully manned took some work," said CMSgt. George Kudla, medical admini-

stration manager.

According to Chief Kudla, the primary impact of the mission change was the loss of the surgery section and mobility function. The clinic still supports mobility by performing immunizations and nerve agent briefings.

The clinic, headed by Col. Schiele Brewer, is divided into four main sections including clinic services, flight medicine, dental services and medical administration. The UTA pace is hectic as packed halls and exam rooms consistently indicate.

Four types of physical examinations are provided and the clinic averages 80 physicals each A-UTA and 25 each B-UTA.

"Our head-to-foot examinations are often more comprehensive than what is offered on the outside," said Lt. Col. Allan Davidson, clinic administrator. Besides basic body statistics, physicals often in-

clude eye and ear testing, electrocardiograms, urine and blood testing, pulmonary testing and dental exams.

Specialized testing is added for certain reservists based on age and flying status.

"Any elevated levels or abnormalities discovered through physicals must be resolved," explained Chief Kudla. The individual is usually retested and if the results are the same, the member is referred to a private physician. The reservist's file is not resolved until documentation is received from the private physician indicating treatment is in progress.

In addition to reservist physicals, the clinic performs approximately 60 physicals per year for Army National Guardsmen from the 1st, 110 Air Cavalry helicopter unit attached to Westover. Occupational physicals are also performed each month for 12-15 civilian workers exposed to specific occupational hazards.

The immunizations section administers 2,200 flu shots each year, plus typhoid, tetanus, yellow fever and cholera shots to keep reservists ready for worldwide deployment. They also offer TB tine testing and the oral polio vaccine.

The lab section accomplishes 180 random drug tests each year in addition to some command-directed drug tests. The clinic also has an AIDS testing quota of 129 per month.

The clinic tends to the vision needs of all personnel on flying status by providing all necessary glasses and flying helmet visors. "We also provide gas mask spectacle inserts for mobility personnel who wear glasses," said Chief Kudla.

Medical records are maintained for 2,500 military members and 500 civilians. According to Chief Kudla, the clinic provides sick call for reservists on UTAs and handles minor medical problems during the week. More serious problems are referred off-base but documentation is maintained on any medical problems incurred on duty.

As the clinic updates equipment, service continues to improve. A new electrocardiogram machine reads the test instantly and provides an evaluated readout. New glaucoma testing equip-



**PULMONARY TEST** -- Sgt. Howard Crawford, a medical service specialist, instructs SrA. Jenny Bouchard, a training systems specialist with the 439th MAW, during a physical exam.



ment improves vision evaluation. State-of-the-art audio testing machines not only evaluate the results immediately, but will soon transmit the data directly to Brooks AFB, Texas, the medical specialized information storage facility for the Air Force.

Updated x-ray equipment allows dental staffers to accomplish required full-mouth dental x-rays for all flying personnel. While the dental staff, headed by Maj. Burt Finkel, does not perform corrective dental work, they do offer complete exams, x-rays and dental counsel.

"Keeping four different first-aid kits packed and current may sound easy, but it is very time consuming," said Chief Kudla. There is a passenger service kit for each C-5, approximately 10 general purpose kits per C-5, 16 individual survival kits per raft, and miscellaneous tropical survival kits. "Each time the seal is broken on a kit because items are used, the kit is returned to the clinic for restock. We also have to recertify all the kits once yearly."

Clinic workers must also satisfy all the normal reservist training in addition to any special training related to their career field or to special clinic activities.

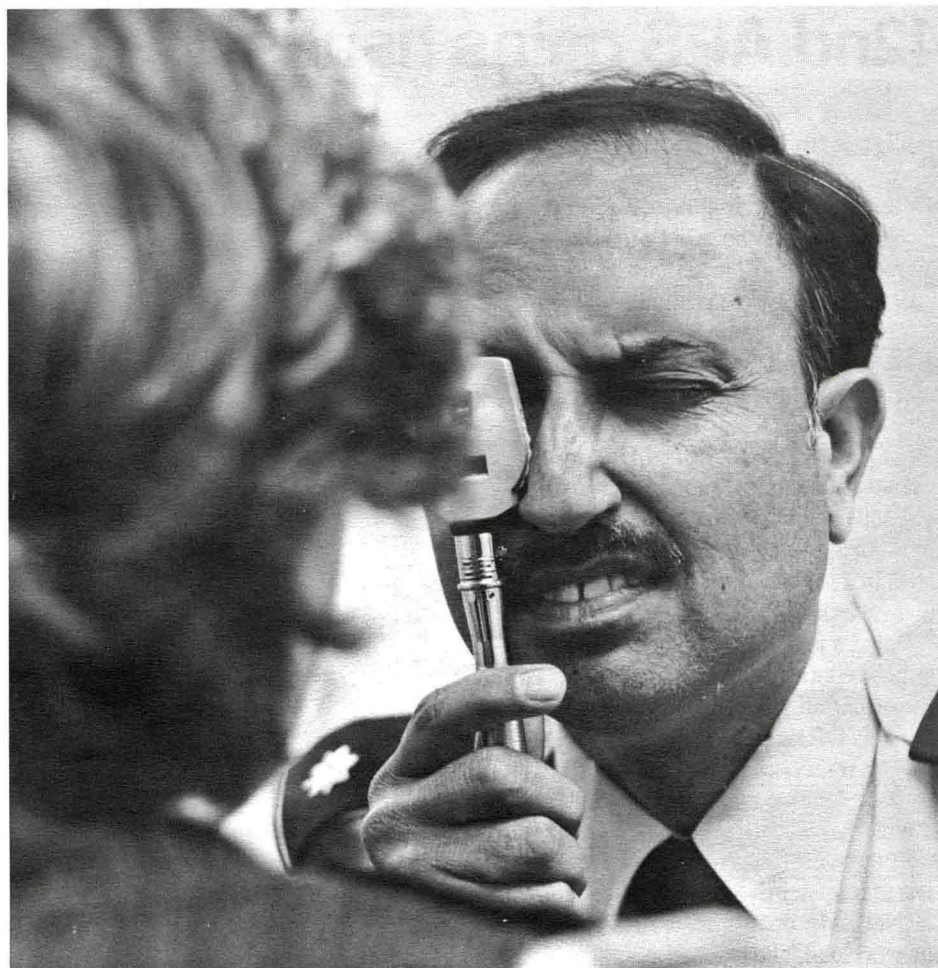
According to 2nd Lt. Martha Shea, medical readiness officer, each clinic member must remain proficient in nuclear, biological and chemical warfare aspects.

She also said they must accomplish a mass casualty exercise every two years, and they have Continuing Medical Readiness Training, and routine CPR training.

The clinic also participates in joint service medical training exercises. According to Lieutenant Shea, the increase in clinic personnel has expanded their ability to participate in exercises. "Prior to the increase, we did not have the personnel to keep the clinic running and train at the same time," she explained.

"We also try to support the local community whenever we can," said Chief Kudla. "We offer blood pressure screening and we provided a mobile clinic for the chlorine fire in Springfield in 1989."

In spite of the demands, clinic personnel remain a team. "Each person is essential to our effort. Without a concerted effort, we could never accomplish the quality service that defines our unit," said Colonel Davidson.



**CHECK-UP --** Lt. Col. Yash Mahotra, chief of medical services, examines Sgt. Karen Crossman, an administrative specialist with the 337th MAS.



**EYE TO EYE --** SSgt. Rose Stark, an optometry technician, administers a glaucoma test to SSgt. Robert Blake, a medical services technician with the 74th AES.



# 42nd APS gains hands-on training in Germany

by SSgt. Kelly R. Jamieson

To say that an aerial porter's job is an important link in the Air Force chain is like saying Donald Trump has a little extra cash -- both are obvious understatements.

Twenty-four members of Westover's 42nd Aerial Port Squadron recently had the chance to show just how vital their Air Force role is when they spent their annual tour at Ramstein AB, West Germany.

Two weeks of working hand-in-hand with active-duty members of Ramstein's 608th APS proved that reservists can perform just as well as their active-duty counterparts.

Doing a job in a different environment could be confusing for some, but thanks to a prior coordination by the 608th, 42nd members felt right at home.

"The reservists helped out a lot," said SSgt. Ted Sparks, 608th reserve coordinator. Sergeant Sparks said members of the 608th were thankful to have the reservists at Ramstein.

"Not only do the reservists augment our workload," he pointed out, "but they also receive their training and we get the chance to swap ideas."

Many times, the reservists are more experienced than some of our active-duty members because of PCS moves. We ap-



(photo by SSgt. Kelly Jamieson)

**GROUP EFFORT --** SSgt. Scott Reed, and SSgt. Juan A. Reyes, air cargo specialists, offload a pallet.



(photo by SSgt. Kelly Jamieson)

**CHAIN DOWN --** TSgt. Edwin Holtz, and SSgt. Juan A. Reyes Jr., air cargo specialists with the 42nd APS, secure a pallet on a K-loader prior to the loading of a C-5 in West Germany.

preciate having them here," said Sergeant Sparks.

"As far as I'm concerned, it doesn't matter what (patch) is on the left pocket," said Maj. Robin Brown, 608th squadron operations officer. "On the right side, we're all Military Airlift Command."

Aerial port squadrons are tasked to move and process cargo in a fixed terminal. Members working in the cargo warehouse build, weigh and tag the pallets. Next, they take the pallets by forklift to the ramp section. Ramp section workers take the pallets by K-loader to the aircraft and onload them after they've offloaded any cargo brought into their port.

Meanwhile, the load planning section of the Air Terminal Operations Center positions the entire operation of pallets. The special handling section gets involved with any cargo needing special assistance, such as explosives or human remains.

In other words, any cargo going into or out of an air force base is processed through aerial port squadrons.

Although there was a lot of work to be done during the two-week tour, 42nd APS members took advantage of the 50-plus

degree temperatures and found time for a little German culture.

On days off, some chose to take advantage of the ongoing bus tours offered by Ramstein to such places as Paris or Belgium.

Squadron members not opting for a planned itinerary rented cars and visited nearby Landstuhl and Kaiserslauten, some venturing to Heidelberg, Trier and the Black Forest.

Besides boosting morale, overseas annual tours give members an excellent training opportunity.

"Annual training at a base such as Ramstein gives squadron members the chance for hands-on training they can't receive at Westover, since Westover isn't an active port," said Lt. Col. (Col. Select) Geraldine Dodson-Smith, 42nd APS commander.

Colonel Dodson-Smith noted the change in attitude by active-duty members over the years during her time as a reservist.

"My first overseas annual tour was in 1975 and the attitude between then and now is like night and day," she said.

(Continued on page 18)



## *50 years ago at Westover*

### **First flag unfurled amid threat of attack**

by SrA. Christine Mora

Beneath soaring B-18 bombers and waving flags, Westover Field was dedicated Saturday, April 6, 1940.

The ceremony featured the arrival of 18 bombers from Mitchell and Langley Fields and pursuit planes from Selfridge Field, Mich. The dedication coincided with Army Day celebrations at airports, forts and other army posts throughout the country.

Army officers, state and city officials were on hand when the Air Base was dedicated in the memory of Maj. Gen. Oscar Westover, killed in a plane crash in 1938. Planes flew in formation overhead during the flag-raising and ground-breaking ceremonies.

Brig. Gen. Barton K. Yount, assistant chief of the Air Corps, addressed the crowd of several hundred. "If we were unfortunate enough to have to engage in another war, an air attack against our great seaports and industrial centers along the Eastern seaboard would be a distinct possibility."

A flag was raised for the first time since the Air Corps took over the land in 1939 and ground was broken for the first permanent structure to be started.

## **Reservists may now flash 'plastic' while on TDY**

by TSgt. Linda Kozaryn

Some Air Force Reserve travelers will soon be able to use a government-issued credit card while on official travel.

Instead of getting a cash advance for quarters and rental cars, officers, enlisted personnel E-7 through E-9, and civilians GS-9 and above will be eligible to use a Citicorp Diners Club card, according to 439th Air Base Group Comptroller Ray Gilbert.

"The card will be issued in the individual's name and the individual will be responsible for paying the bill in full," Mr. Gilbert said.

According to Air Force Finance Center officials at Lowry AFB, Colo., the purpose of issuing credit cards is to reduce the amount of cash advanced to government travelers without causing personal financial burdens.

The card also offers personal check-

cashing privileges, 24-hour service for replacement of lost or stolen cards, and increased security to the traveler by reducing the amount of cash carried, finance officials said.

While cardholders will not receive cash advances for lodging or rental cars unless they can prove that these services cannot be charged to Diners Club, a cash advance will still be issued for meals and incidentals, Mr. Gilbert said.

The program is not mandatory, he said. Travelers may choose to apply for a card, or continue to receive cash advances.

At present, the card cannot be used for commercial transportation except when a Travel Management Office is not available, finance officials said. Westover and many other military billeting and MWR facilities will not yet accept the card, but the Air Force is currently working to get them to do so.

Diners Club receipts will be turned in

with the individual's travel voucher, Mr. Gilbert said. The individual is then responsible for paying the bill in full when it is received.

"You can't pay a little each month," Mr. Gilbert said. It's designed to be paid upon billing." If the bill is not paid on time the base comptroller will be notified, he said. The card is not to be used for personal business, he added.

This "commercial venture" is "new ground" for the Air Force Reserve, Mr. Gilbert said. The comptroller attended a meeting with finance officials and Citicorp representatives March 23 at Dobbins AFB.

Applications for the Diners Club cards are scheduled to be available to Westover personnel starting April 1, Mr. Gilbert said. Plans call for appointing program coordinators within the major units who will submit the applications to the comptroller's office.



# "Angel" on motorcycle also has wings

by TSgt. Tom Allocco

TSgt. Michael "Angel" Angelastro of Danbury, Conn. does the kinds of things that other people dream about doing. He motorcycles to the Continental Divide, instructs pilots in aerobatics, scuba dives to repair boat motors, and flies across the English Channel for a thermos bottle full of French onion soup.

In other words, the 337th MAS flight engineer is thoroughly enjoying life, and accumulating some great memories along the way, whether riding a motorcycle across the Mojave Desert or a 10-speed across the Low Countries.

Sergeant Angelastro is a civilian pilot and flying instructor who earned his pilot's license while serving as an 18-year-old airman in England in 1974. At an age when others would be satisfied to be driving a second-hand car, Sergeant Angelastro was piloting single engine aircraft with friends on weekend hops across the English Channel.

"We'd put thermos bottles in the plane, fly to France, clear customs and hop up to Calais to fill up the thermos bottles with onion soup," he said.

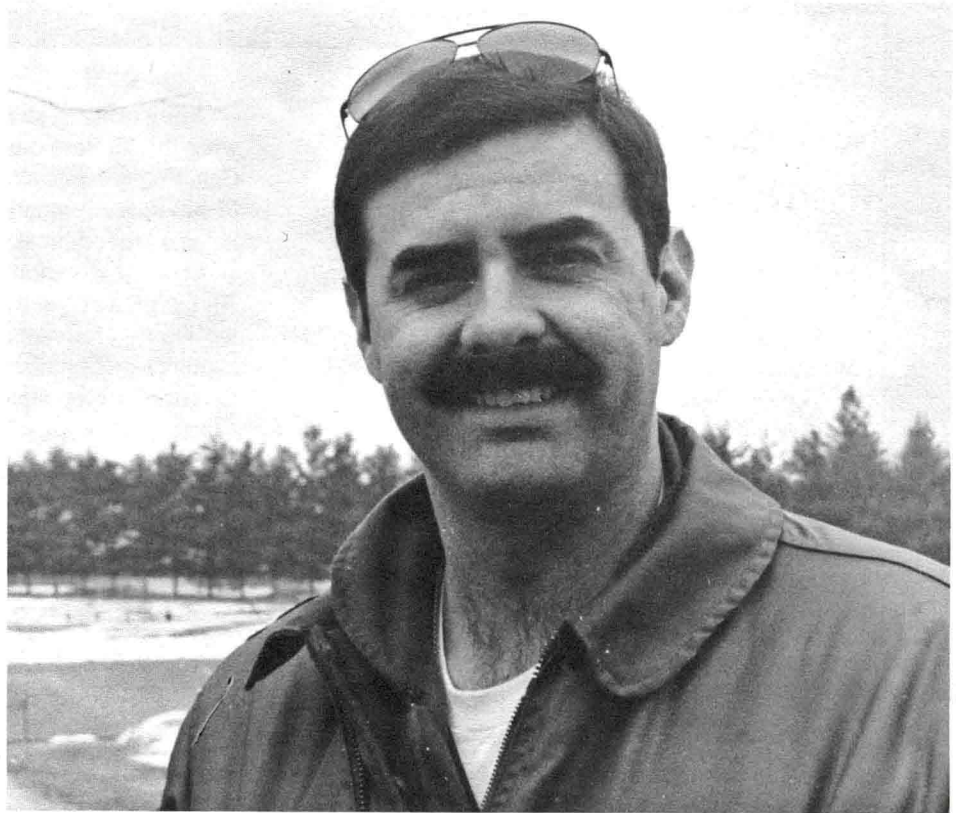
He also bought a motorcycle to travel around England on and a bicycle which he peddled across Holland.

After three years in England, he spent another two at George AFB, Calif. and began crisscrossing the United States and Canada on motorcycle trips. He estimates he has rolled up more than 175,000 miles over the years.

Last year he took a 12,000 mile trip on his Honda Gold Wing Limited Edition motorcycle to the West Coast and back over a two-and-a-half month period. Most of it was on back roads, and he let the road carry him wherever it wanted.

"I had been to an airshow in Oshkosh, Wisc., around the Great Lakes and through Canada when I met an Australian in Minnesota. He said he was going to a motorcycle rally in South Dakota, so that's where I went." About 90,000 bikers rolled into Sturgis, a town on the South Dakota plains with a population of about 4,000.

"Meeting the people on the road is the best part of riding. There are Christian bikers, people in their 60s and 70s, bike gangs, but everybody watches out for each other. At Sturgis I left my helmet on my



TSgt. Michael "Angel" Angelastro

bike for three hours and it was safe," he said. "It gives you a renewed faith."

"When you see the country from a motorcycle on a back road you meet people, you're part of the scenery. It's an entirely different world than being in a car on the highway where you're surrounded by glass and metal and cut off from the world," he said.

Last summer he took a friend up the 12,000 feet of Glacier National Park in Montana.

"She'd seen it before from a car, but this time we were on a motorcycle and I put four tapes of classical music in the cassette and turned up the volume. We had Vivaldi, a sunny day, snow still around the top of the mountain, and a view of valleys and peaks formed by glaciers. What more could you ask for?"

"I'll never go through someplace like Glacier National Park on anything but a motorcycle."

Over the years he's watched the sun come up over Cape Cod, seen Kansas corn and wheat in landscapes without limits, viewed Denver, Colo. from 80 miles away

on Mount Evans, rolled through the California desert ("I lived two years in the desert and never got tired of it") and watched the sun set on the Pacific from California's Highway One.

Along the way, the son of a truck driver from the Bronx, has been invited to have tea in English farm homes and share sausage and eggs at Montana highway truck stops.

"I was sitting at a stop light in downtown Halifax and a guy pulled up, handed me a Nova Scotia pin and said 'welcome to Canada'. You can meet so many people like that out there," he said.

Sergeant Angelastro is a licensed civilian pilot who gives aerobatics instructions. He also scuba dives, white water rafts and sky dives.

It's all part of his philosophy that life is meant to be enjoyed because "this is not a dress rehearsal..."

"I haven't scratched the surface on my motorcycle. Every time I see something along comes three more things I haven't seen. There's always something tomorrow. That's the way I like it."



# Westover chilled by civilian hiring freeze

by Ron Syriac

Defense Secretary Dick Cheney announced in January a civilian hiring freeze that will affect all branches of the military.

The purpose of the freeze is to reduce the size of the DoD's civilian work force this year by 18,000 to match a shrinking budget.

According to Secretary Cheney, "The department is trying to achieve its reductions in the size of civilian force through attrition, and trying to avoid reductions in the armed forces. This approach is designed to minimize economic dislocation of DoD civilians."

A three-year plan that would reduce the number of Air Force civilians by 15,000 was enacted before the DoD's

civilian hiring freeze. It is unknown at this time if the Air Force figure of 15,000 will be counted with the DoD's civilian hiring freeze.

The freeze will minimize economic dislocation of DoD civilians by prohibiting the movement of any civilian employee into or out of any position, including merit transfers and temporary promotions and reassignments unless an exemption is approved.

Conditions that are automatically exempt from the freeze are: hiring commitments made before Jan. 11 and positions deemed essential to the maintenance of an important national defense need. Other positions that can be exempt if approved are: non-career senior executive service and schedule C employees such as political appointees, medical safety and security

defense management report and national drug control strategy mandates.

According to Westover's Civilian Personnel Officer Bob Gibson, the freeze will be in effect until Sept. 30. A long term plan for reduction in DoD's work force will be ready in April.

Mr. Gibson said that 700 civilian non-art competitive positions will be eliminated through attrition. Non-competitive positions will go on as scheduled. Summer hires and student intern slots are exempt from the freeze.

Mr. Gibson said that he is unable to project how hard Westover will be hit by the freeze compared to other military bases. "We'll have to wait and see for now. We'll go through the motions to do what we have to do to fill positions. So far, it hasn't slowed down business."

## Galaxies play major role in MAC missions

Each year the Military Airlift Command releases a compilation of missions flown by various aircraft. Galaxies played a major role in MAC missions during the past year and Air Force Reserve members at Westover can expect the current year to be just as busy.

### January

A C-5 carried 26 passengers and 56 tons, including two Chinese F-8 jet fighters, from Shenyang, China, to McGuire AFB, N.J.

### February

Some 79 tons of oil cleanup equipment was flown to southern Chile following the sinking of a National Science Foundation ship in Antarctica.

### March

Seven C-5s transported 216 passengers and 347 tons of cargo from Australia and four other nations to Namibia in support of the U.N. Transition Advisory Group.

### April

Galaxies hauled two U.S. Navy oil skimmers, inflatable oil booms, communications equipment and hoses to Alaska after the Exxon Valdez ran aground.

### May

Westover C-5As carried Marine armor vehicles to Panama during Operation Nimrod Dancer.

### June

A C-5 Galaxy at Airlift Rodeo set a world record by airdropping four Sheridan tanks and 73 paratroopers for a total weight of 190,346 pounds.

### July

Two Galaxy crews flew 250,000 pounds of bridging equipment to Pakistan.

### August

Helicopters were flown aboard C-5s to Ethiopia during the search for the downed aircraft which killed U.S. Rep. Mickey Leland and his party of 15.

### September

Within 36 hours after Hurricane Hugo struck, Westover C-5As were carrying recovery equipment to St. Croix, Puerto Rico and Charleston, S.C.

### October

Nearly a half million pounds of food was transported by C-5s from Douala, Cameroon, to Ndjamena airfield in southwestern Chad.

### November

The first C-5 landed on the ice cap at the South Pole during a mission in support of the National Science Foundation.

### December

Westover C-5As flew missions to Panama for Operation Just Cause.





**GAS MASKS --** TSgt. Alan Dedinas of Greenfield, an aircrew life support specialist with the 439th Military Airlift Wing, checks the seal of a chemical/biological mask during aircrew training on the March-UTA. (below, left) MSgt. Thomas Durkin of Windsor Locks, Conn., a flight engineer with the

337th Military Airlift Squadron, adjusts the hood of the CBO mask on a fellow aircrew member. (below, right) Reservists don and adjust assorted chemical gear during the training session. Aircrews are required to drill in the proper wearing of chemical equipment twice a year. (photos by SrA. Christine Mora)





# Prior planning prevents poor performance

## Wartime mission is to support deploying forces

by TSgt. Linda D. Kozaryn

"What happens if...?" That's the question Maj. Patrick J. Dery has been answering over and over again.

What happens if the balloon goes up and a thousand troops are waiting for flights from Westover to the combat zone and there's a major snowstorm? Will we have the manpower to clear the runway and de-ice the planes?

What happens if flights carrying de-

pendents back to the U.S. from an overseas combat zone start arriving at Westover? Will we be able to provide food and shelter?

Major Dery has been dealing with these types of questions for the past two years. His overall task was simple: prepare a base support plan showing how Westover will handle a wartime effort.

"Our wartime mission is to support forces from all over the country who are deploying through Westover, departing for wherever the action is," Major Dery said. This "support" includes providing fuel, maintenance, medical services, food, billeting, security-- the list goes on.

Although various contingency plans existed, there was no comprehensive, con-

solidated plan. Creating a formal base plan became Major Dery's responsibility when he moved from his position as the Chief Navigator with the 337th Tactical Airlift Squadron to his new position as the 439th ABG Planning Officer.

"As the kids say, I thought it was an 'awesome' task," the major said. "It took me awhile to figure out where to begin. I had to start from scratch because there was no precedent."

The first step in this undertaking was to set up a Base Support Planning Committee made up of representatives from every office and unit on base. The committee helped Major Dery compile the "Westover AFB CONUS Base Use Plan," a booklet of about 200 pages answering the "what if" questions for Westover.

During the recent UEI, the Westover plan was touted as the "best and most-detailed inspected to date." The inspectors also noted that elements of the plan "could be used to construct a model for AFRES base support planners."

The plan covers support requirements with appendices outlining plans for such specific areas as non-combatant evacuation. The planning committee also consolidated materials from the various base offices and units, including such items as a list of civilian contractors who could provide food and housing, heavy equipment rental and other services.

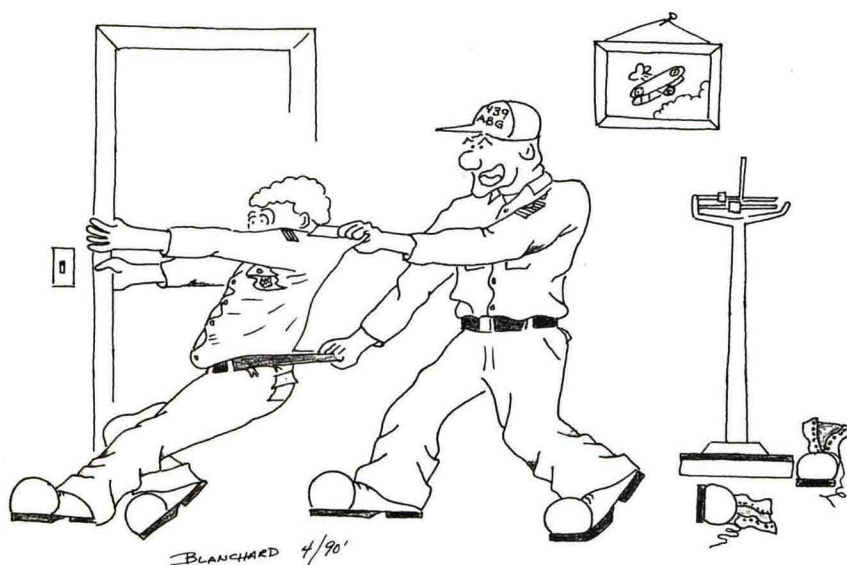
"The plan provides the necessary information to show how the base will support a wartime effort," Major Dery said. In the event of war, Major Dery would become the Base Reception Officer responsible for coordinating all support functions.

Although the plan is technically finished, the task is not complete, according to Major Dery.

"There's a great sense of accomplishment," he said, "but I have mixed feelings because I know there's more to be done. Our goal now is to continue refining the plan, making it more detailed."

Major Dery admits that preparing a contingency plan is not as exciting as flying, but he said, "it's the behind the scenes, nitty-gritty work that has to be done."

*On a recent UTA, Westover reservists were offered to voluntarily weigh in at their unit orderly room.*



(by SSgt. Vin Blanchard)



# Quick response by sergeants saves infant's life

by Sgt. Heather Schroeder

The next time you go to Self-Aid and Buddy Care class don't sleep through the movie.

TSgt. Edwin Holtz, a member of the 42nd Aerial Port Squadron, not only learned something from the film but got the chance to use it during a recent trip to Germany. Knowledge gained combined with quick response by Sergeant Holtz and SSgt. Glenn Myhaver saved the life of an 18-month-old boy at Ramstein, AB March 1.

The boy's mother had left her husband at work at Ramstein's 608th APS and was taking her son to the clinic when the youngster stopped breathing. She ran back into the building screaming "help me," explained Sergeant Holtz.

The father grabbed the baby and put him on a chair. Seconds later Sergeant Holtz, who never had any formal cardiopulmonary resuscitation training, administered mouth-to-mouth and the boy resumed breathing.

"I couldn't even tell you what made me respond but no one was doing anything," said Sergeant Holtz, who described the incident as 'kind of scary'. "The way she came in screaming it could have panicked everyone."

"A lot of people wouldn't even think about what to do but Eddie just went over and did something," said Sergeant Myhaver, a volunteer emergency medical technician in Peterborough, N.H. "I probably just woke up faster than everyone else," replied Sergeant Holtz.

Once the boy began breathing he and his parents were transported to the clinic by the security police. Sergeant Myhaver, who accompanied the group and questioned the father to get a brief history on the baby.

"I learned that he had a high fever the previous night," he explained. "That could have caused his seizure."

While enroute Sergeant Myhaver made a quick assessment to make sure the boy was OK. "His breathing was a bit labored but it was nothing serious and his color was back to normal," he said.



(photo by TSgt. Sandi Michon)

**LIFESAVERS --** TSgt. Edwin Holtz of Hamburg, N.J., and SSgt. Glenn Myhaver of Peterborough, N.H., members of the 42nd Aerial Port Squadron, saved the life of an 18-month-old boy at Ramstein AB, West Germany.

Sergeants Myhaver and Holtz had been at the 608th waiting to download a plane when the situation occurred. "After I got over my nervousness, I tried to think why I reacted the way I did," said Sergeant Holtz who said that he wasn't even sure he was performing CPR correctly. "It all happened so fast. I went out to download the plane on shaky knees."

"I was happy that the baby was fine," said Sergeant Myhaver. "My response was probably more of a trained reaction although it's not that I see this stuff everyday."

Lt. Col Geraldine Dodson-Smith,

42nd APS commander, said that the two will be considered for an award. "I'm very proud of them," she said. "Sergeant Holtz was able to remain calm while everyone else was in a panic and that helped him to react fast."

"I'm absolutely delighted that these two airmen were there to help," said Col. Thomas G. Hargis, 439th Air Base Group commander. "Sergeants Holtz and Myhaver are true heroes. The fact that Sergeant Holtz learned a valuable lesson through ancillary training reinforces how important it really is. Our folks in training should also be recognized indirectly."

## Germany

(continued from page 12)

"In those days they didn't bother with us -- we weren't integrated into the squadron. Now we're a welcome sight to the squadron. They always seem grateful to have us around," said the colonel.

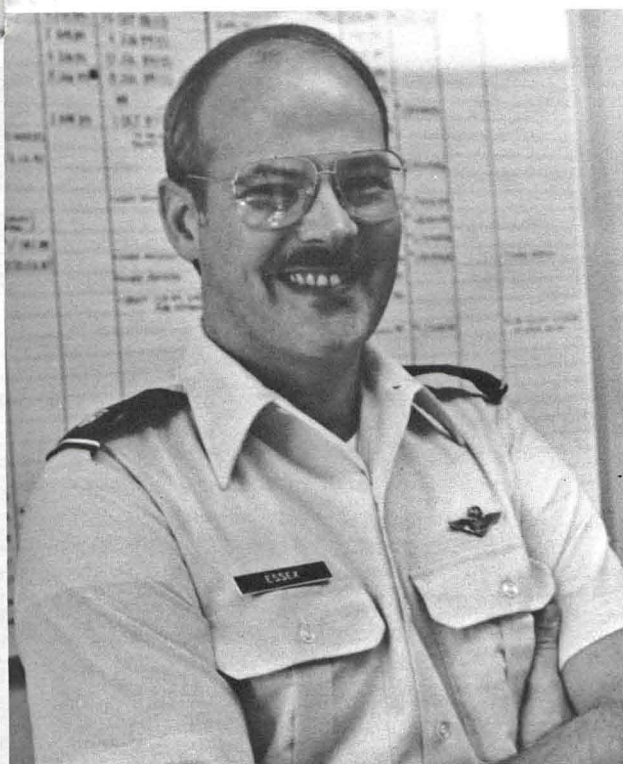
Colonel Dodson-Smith believes one of the reasons for the change in attitude

is because the quality of reservists has changed.

"In 1975 many people joined to avoid the draft," the colonel explained. "Now people are here by choice."

Having a choice in where one wants to be could certainly boost the attitude of a worker. And around the 42nd APS, it's obvious from the way they get the job done -- they're where they want to be.





Maj. Alan Essex

## "Patriot People"

**Name:** Alan Essex  
**Rank:** Maj.  
**Age:** 46  
**Address:** Clinton, Conn.  
**Unit:** 439th MAW  
**Position:** Chief of wing plans  
**Civilian position:** Mechanical engineer  
**Favorite Food:** Steak  
**Years of Service:** 16  
**Favorite Sport:** Raquetball  
**Favorite Hobby:** Cartooning  
**Ideal Vacation:** St. Croix  
**Best Way to Relax:** Listening to music  
**Preferred Entertainment:** Concerts  
**Favorite Celebrity:**  
**Favorite Music:** Country  
**Favorite Book:** *Red Storm Rising*  
**Favorite Color:** Turquoise  
**Favorite Car:** Nissan 300ZX  
**Pet Peeve:** People who lack a sense of humor  
**Best Thing About Westover:** People  
**Worst Thing About Westover:** Distance

## earning a **PAT** on the back

### PROMOTIONS

CMSgt. Frederick R. Allard  
 CMSgt. Theodore H. Erhardt Jr  
 CMSgt. Donald R. Proctor  
 SMSgt. Roderick T. Brooks  
 SMSgt. Robert J. Ferretti  
 CMSgt. Benjamin P. Tomlin  
 MSgt. Michael R. Brunetti  
 MSgt. Harry J. Ledburry II  
 MSgt. James P. Scott  
 TSgt. William Carter II  
 TSgt. Roger A. Dager  
 TSgt. John A. Evelyn Jr  
 TSgt. Francis D. Faulkner  
 TSgt. James A. Helems Jr  
 TSgt. Scott A. Hoyt  
 TSgt. Craig A. Lehmann  
 TSgt. Brian P. Major  
 TSgt. Collin C. Mulcahy  
 TSgt. Susan A. Pineault  
 TSgt. Richard A. Post  
 TSgt. John F. Rowanster  
 TSgt. Patrice M. Woods  
 TSgt. John S. Woodyard  
 SSgt. Marie R. Avey  
 SSgt. James M. Boudreau  
 SSgt. Timothy Boyer  
 SSgt. Steven Carnovale  
 SSgt. Thomas E. Cessna  
 SSgt. Steven Chyra  
 SSgt. Raymond J. Circe  
 SSgt. Monsita J. Dye  
 SSgt. Michael G. Galli

SSgt. Jeffrey S. Hyndman  
 SSgt. Daniel P. Lawlor  
 SSgt. Albert J. Lefave  
 SSgt. George Louvitakis Jr  
 SSgt. Michael S. Marshall  
 SSgt. Andrew P. McGovern  
 SSgt. James M. McKelligan  
 SSgt. Michael J. McLaughlin  
 SSgt. Erma L. Plumlee  
 SSgt. Ken G. Roberts  
 SSgt. Ronald S. Roman  
 SSgt. Steven L. Tully  
 SrA. William A. Anderson  
 SrA. Jeffrey M. Bosinske  
 SrA. Kevin M. Brown  
 SrA. Mark W. Butler  
 SrA. Patrick J. Egan Jr  
 SrA. Thomas P. Haag  
 SrA. Patricia A. Jones  
 SrA. Timothy P. Lapinski  
 SrA. Stephen W. Malin Jr  
 SrA. Manuel A. Nieves  
 SrA. Daniel R. Olszta  
 SrA. Cynthia Shelton  
 SrA. Richard K. Tadamaru  
 SrA. Daniel Waskiewicz  
 SrA. Dino D. White  
 SrA. Nancy J. Wilochka  
 SrA. Robert J. Zygarowski Jr  
 A1C. Laura L. Irish  
 A1C. Tammy A. Motyka  
 A1C. Betty-Jo O'Brien  
 A1C. Jeffrey J. Ramos  
 A1C. Jon E. Templeman

Amn. Jay C. Block  
 Amn. Kendra J. Hudson  
 Amn. Erinn D. Johnson  
 Amn. Diane E. Schena  
 Amn. Glen J. Sullivan

### REENLISTMENTS

MSgt. Robert J. Rock  
 MSgt. Bradley S. Tryba  
 TSgt. Robert W. Chunyk  
 TSgt. Cheryl A. Medvetsky  
 SSgt. Stephen P. Butler  
 SSgt. Roger A. Dager  
 SSgt. Richard W. Gheen  
 SSgt. David A. Hawksley  
 SSgt. Richard D. Perry  
 SSgt. Andrew J. Pietras  
 Sgt. Michael M. Deangelis  
 Sgt. John L. Thibodeau

### ENLISTMENTS

SSgt. Gilbert M. Anderson  
 SSgt. Wess K. Boucher  
 Sgt. Juan A. Cabrera  
 Sgt. Michael Guerin  
 Sgt. Carlos L. Rosas Jr.  
 A1C. Robert M. Mcnigh  
 A1C. Harold H. O'Donnell  
 AB. Annette J. Jablonski  
 AB. Linda E. Kibbe  
 AB. Joseph M. Lahue



# Galaxy Council meets with Hanscom counterparts

by SrA. Christine Mora

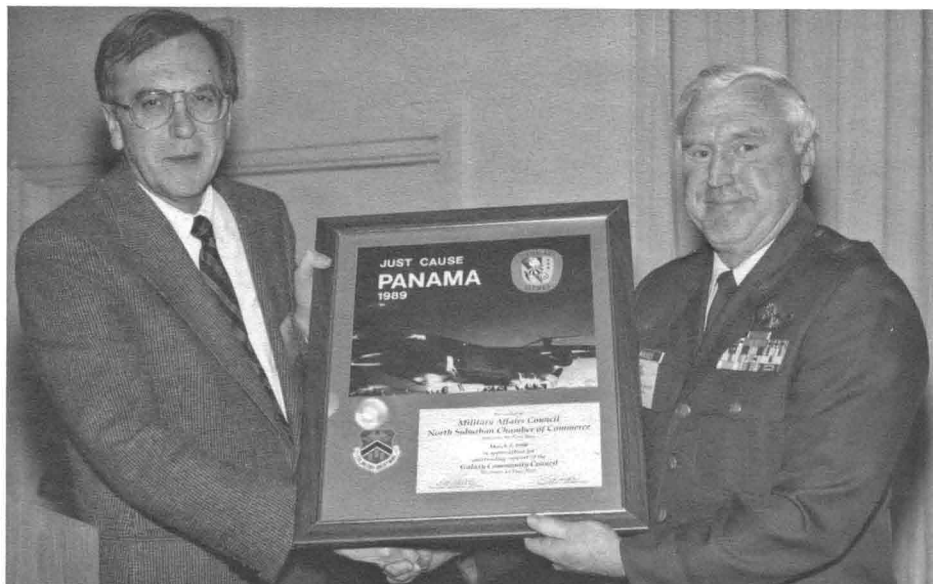
Members of Galaxy Community Council were guests of honor when they visited Hanscom AFB in early March.

Accompanied by Brig. Gen. Frederick D. Walker, wing commander, and Col. Thomas G. Hargis, base commander, the group flew to the Electronic Systems Division aboard a Westover C-5A during a local training mission. During the flight, council members toured the aircraft with General Walker, Lt. Col. James Gallin, 337th Military Airlift Squadron commander, Lt. Col. Gale French, and Lt. Col. Paul Torpey, both pilots with the 337th MAS.

The group was greeted at Hanscom by Lt. Gen. Gordon Fornell, ESD commander, Brig. Gen. Frank Cardile, ESD vice-commander, Col. Vincent MacDonald, 3245th Air Base Group commander, and Lt. Col. Michael Gallagher, director of public affairs.

Council members were invited to an evening reception where they met with the Military Affairs Council, their Hanscom counterpart. During the evening's activities the guests were presented with a video slide show of the base and entertained by the Warrior Chorale, the base choir.

The following morning the council visited the O'Neill Atrium where they were briefed on several programs of the



(photo by SSgt. John Raines)

**GESTURE OF THANKS --** Brig. Gen. Frederick D. Walker, wing commander presents James W. Henderson, president of the Military Affairs Council, with a token of appreciation from the Galaxy Community Council at an evening reception.

Electronic Systems Division. These programs included the Air Warning and Control System (AWACS), Joint Surveillance Target Attack Radar System (Joint STARS), the North Warning System, the Space/Missile Warning System, and the Joint Tactical Distributions System.

Council members dined with airmen at the Patriot Dining Hall for lunch before departing for the Rome Air and Development Center (RADC).

At RADC, the group received briefings in Radiation Hardness, Crystals/Non-linear Optics, Superconductivity, Infrared camera, and the Optical Correlator.

"The trip really opened my eyes to the research and development occurring at Hanscom," said Everett Reed of the South Hadley Chamber of Commerce. "These tours really help us understand what the military is doing."

## PATRIOT

Coming in May: Video of Westover



Published monthly for Patriots like 1Lt. Joseph K. Raeke of Plymouth, and 2,320, members of the 439th MAW at Westover AFB.

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WESTOVER AIR FORCE BASE, MA 01022

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