

PATRIOT

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(Photo by SrA Christine Mora)

GUARD DUTY — Soldiers from the 7th Light Infantry Division in full battle dress, stand guard while a Westover C-5A is offloaded at Howard AB in Panama during Operation Just Cause.

Westover supports Operation Just Cause

More Panama photos — Page 3, 4, 5, 6

by SrA. Christine Mora

Less than 24 hours after military operations began in Panama Dec. 20, Westover launched the first of seven missions to the war-torn country in support of the national effort.

The mission, dubbed "Operation Just Cause," came as a final option taken by the Bush administration to restore democracy, protect Americans, protect

American interests under the Canal Treaty and oust Panamanian dictator Manuel Noriega.

The first flight into Panama was piloted by Lt. Col. James Gallin, commander of the 337th Military Airlift Squadron. The C-5 encountered several hazards when landing in the Latin

American country. A major air traffic control center had shut off one hour after hostilities broke out, according to the colonel.

"We flew for about 150 miles without air traffic control and used visual flight

Continued on Page 3

EDITORIAL

The winds of change

A Westover C-5 carrying a contingent of media representatives from Western Massachusetts left Ramstein Air Force Base in Germany at approximately 9 a.m. on Nov. 9. Fourteen hours later, after a holdover at Dover AFB, Del., the Galaxy landed in Chicopee.

It was only after they landed that the Westover crew and their media guests learned the momentous news. East Germany had opened its borders — the Berlin Wall was down.

The irony of the situation wasn't lost on anyone who had been aboard that C-5 flight.

The reporters and photographers — who were there to cover Westover reverts on a typical mission to Ramstein — had been in Germany on Nov. 9. But they missed by hours the biggest news story of the decade. In the time it took the big C-5 to fly back to Massachusetts, the ugly wall of oppression had crumbled.

This anecdote is just one striking illustration of the gale force with which the winds of change have been blowing through our world. Lately, it seems that world events are occurring at a tempo which outpaces our ability to fully comprehend them. Lately, it seems that the fires of democracy are truly fanning throughout the globe.

It is mind-boggling when one considers the astounding events which have occurred in China, Russia, Poland, Germany, Hungary and Czechoslovakia, all within the past six months. It is heartening to see the speed with which the seedlings of freedom and justice have taken bloom.

There is an old Chinese saying which seems particularly appropriate as we embark upon a new year: "May you live in interesting times."

It goes without saying that the past 12 months were, indeed, interesting times. It also goes without saying that 1989 was a very good year for freedom-loving people.

Here's hoping that 1990 will offer us times equally as interesting — and the opportunity to truly comprehend and appreciate them. Here's hoping that the winds of change blow even harder.

By Maj. Rick Dyer
Public Affairs Officer

Briefs

NCO training

A 10-day NCO Leadership Course will be offered on base by AFRES instructor beginning in February, according to CMSgt. Anthony Bruno, Westover's education and training manager.

Westover is among the first bases at which the AFRES-wise training program will be instituted. It will be offered to staff, technical and master sergeants on an on-going basis.

The course will be conducted by AFRES instructors in two five-days phases on successive UTAs. There will be a maximum of 25 students in each class.

The classes will emphasize supervisory and military leadership skills, Chief Bruno said. For more information on the course, call the Wing Training office at 3115.

Monte Carlo night

The Chiefs Council and First Sergeants Association will sponsor a Monte Carlo night at the dining hall from 7:30 p.m. to midnight on Saturday of the February UTA.

There will be a \$2 admission charge.

Cooper nominated

President Bush has nominated Jerome G. Gooper to be assistant secretary of the Air Force for Manpower and Reserve Affairs. Mr. Cooper would succeed Karen R. Keesling who has been the assistant secretary since October 1988.

Mr. Cooper is currently vice president for marketing for David Volkert and Associates in Mobile, Ala. Prior to this he was president of the Christian Benevolent Insurance Co.

Mr. Cooper was born Oct. 2, 1936, in Lafayette, La. He graduated with a bachelor of arts degree from Notre Dame University and is a major general in the Marine Corps Reserve. His decorations include the bronze star, two purple hearts and three Vietnamese crosses of gallantry. Mr. Cooper lives in Mobile.

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Panama

Continued from page 1

rules," said Colonel Gallin. "Avoiding mid-air collision proved to be one of our biggest problems."

As the aircraft neared Howard AB, Panama, tension mounted in the cockpit. Crewmembers crouched at the windows searching the pitch-black sky for enemy fire and aircraft.

Forbidding messages came over the radio as the hulking plane approached the war-ravaged country. "Beware of incoming fire," warned the command post. "Possibility of attack. Land at your own risk."

The C-5 flew into the blacked-out base with no lights as did other aircraft in the air. It was often necessary to take evasive action as the pilots searched earnestly for the runway. Finally, moments before landing, the thin blue line of lights signifying the landing strip was visible.

As landmasters departed the C-5, the dense, suffocating blanket of humidity and the danger of their location added to the eeriness of the atmosphere.

About a hundred yards away lay a chain-link fence. On the other side of the barrier were mountains containing such perils as enemy soldiers and sniper-fire.

The crew was met by personnel in full battle gear, bearing M-16's and wearing flak jackets and camouflage paint.

The only visible light emanated from the open doors of the C-5. Loadmasters worked hurriedly to unload the plane. They ushered the rolling stock out of the cargo compartment as the troops were led away into the darkness to an unknown destination.

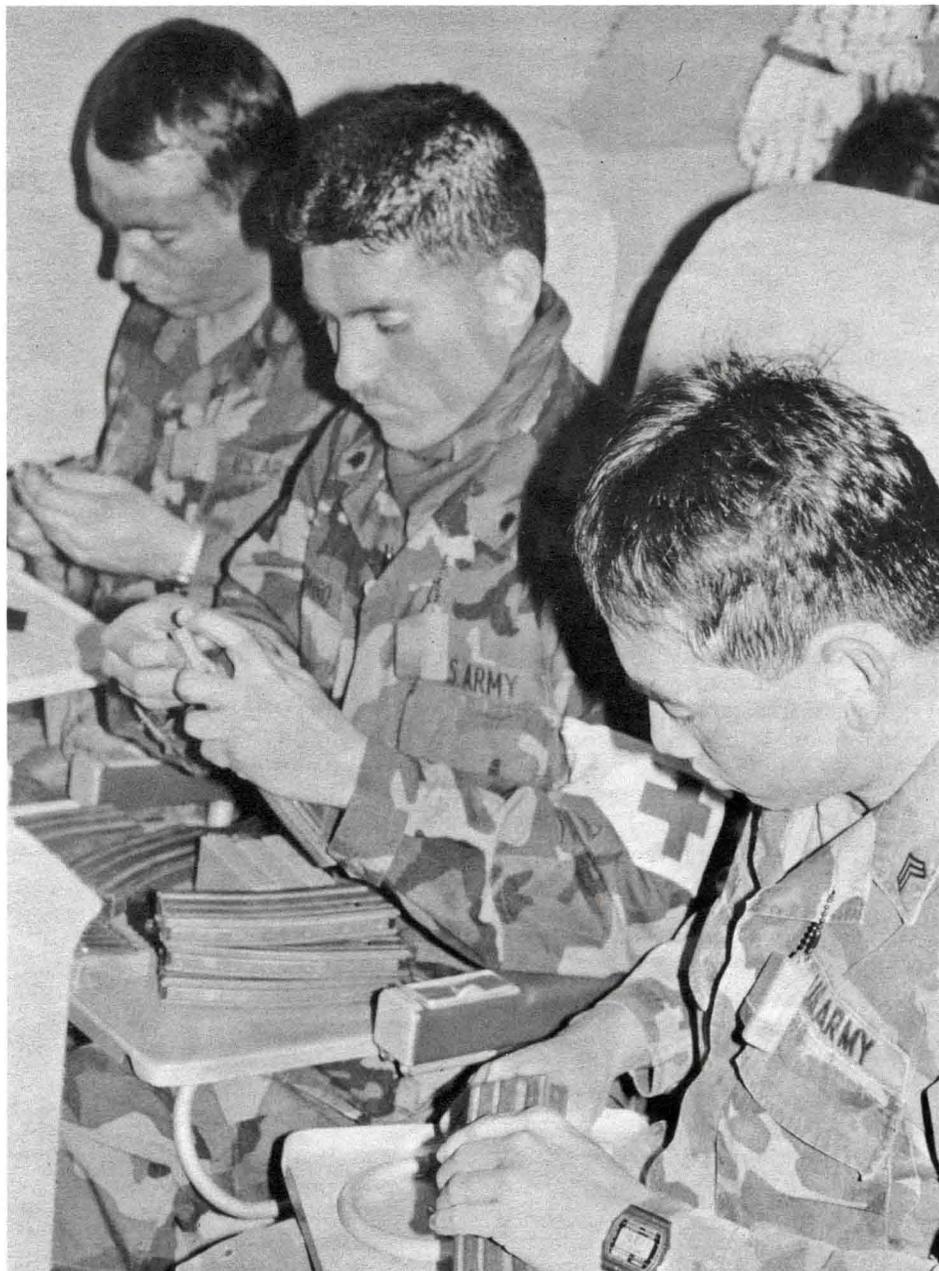
When the pilots returned from the Howard command post, they described the conditions.

"All vehicles are driving without lights. The personnel inside are using flashlights and little desk lights to work," said Colonel Gallin.

As the C-5 began to depart, it was necessary for the pilots to steer the aircraft around a very narrow stretch of taxiway.

"I must warn you, said the command post. "The last C-5 to attempt this landed in the mud."

Members of the crew were sent out into the darkness to visually guide the aircraft successfully around the obstacle.



(Photo by SrA Christine Mora)

LOADING UP — Soldiers from the 7th Light Infantry Division from Fort Ord, Calif. load M-16 magazines while flying to Panama on board a C-5A from Westover.

Reservists on the first flight to Panama had another obstacle to overcome. The plane experienced a loss of cabin pressure. Crewmembers had to wear oxygen masks for the last leg of the trip into the country and most of the way on the journey to their stopover at McDill AFB, Fla.

While readying for the trip back to Westover in Florida, the aircrew received word that they were being diverted back to Panama. As Colonel Gallin briefed the crew just three days before Christmas, he said, "Anyone who wants to go home right now can go.

I just want to know — Are we all players?"

Everyone was a player.

"Am I upset that we may not be home for Christmas?" asked TSgt. John Duffy, a loadmaster with the 337th MAS. "No. The troops are much worse off than we are. They'll spend Christmas in combat," he said. "It's important to do our part to help. It's our duty to bring them in and hopefully we'll bring them out soon."

"Although we worked very long hours, it was great to see all the elements



(Photo by SrA Christine Mora)

ON THE RAMP — A Westover C-5A sits on the ramp at Howard AB, Panama, two days before Operation Just Cause was launched. The Galaxy and crew were in the area on a routine cargo mission.

of the aircrew pull together and work with such camaraderie," said MSgt. Robert Perreault, an aircraft maintenance technician with the 439th Organizational Maintenance Squadron.

The plane transported 52 troops from the 60th and 16th MP Brigade, Fort Bragg, N.C. and eleven vehicles out of Pope AFB, N.C. On the second trip back to Howard AB, they carried 51 troops from the 7th Infantry (Light), Ford Ord, Calif., seven vehicles, two trailers and three pallets of cargo which included batteries and ammunition out of Travis AFB, Calif.

The Westover C-5 also transported a Christmas tree to Panama which was donated by ground personnel at Travis. Onloading troops were pleasantly surprised when they stepped aboard the C-5 and were greeted by the tree decorated with American flag shoulder patches provided by the aircrew.

In addition to the seven sorties flown to Panama by Westover crews, two other missions were flown in support of the national effort. De-icing equipment from Westover was transported to Charleston AFB, S.C., Dover AFB, Del., and Pope AFB, N.C. due to severe

storms which hindered military operations in Panama.

A total of 647 tons of cargo was transported by Westover reservists during the Panama invasion from Dec. 20- Jan. 2. As well as troops and vehicles, crews also carried a large quantity of food and other supplies.

"It is evident by the number of sorties flown by the Air Force Reserve that we played a significant role in the effort," said Colonel Gallin. "This shows that the Reserve is right there with everyone else getting the job done, on time, under all circumstances," he added.



(Photos by SrA Christine Mora)

READY TO GO — In photo at left, members of the Army's military police climb to the troop compartment for the flight to Panama during Operation Just Cause. At right, TSgt.

John Duffy, a loadmaster with the 337th MAS, helps secure gear for soldiers headed to Panama aboard a 439th MAW C-5A.



(Photos by SrA Christine Mora)



ON THE WAY — A soldier from Ford Ord, Calif. (top) looks surprised to see a decorated Christmas tree in the cargo compartment of a Westover C-5A headed for Panama. At left, MPs from Fort Bragg, N.C. board another Westover Galaxy that was also participating in Operation Just Cause.

NIGHT LOADING — Military policemen stationed at Fort Bragg, N.C., board a Westover C-5A at nearby Pope AFB less than 24 hours after Operation Just Cause was launched. The MPs were sent to Panama to help restore order after strongman Manuel Noriega was deposed by American forces.



(Photos by SrA Christine Mora)



LOOKING DOWN — The runway at Howard AB, Panama where Westover aircraft landed with troops and cargo, is shown in photo at left. Below, Army utility vehicles fill the cargo compartment of a Galaxy during one of several missions the 439th MAW flew into the Central American country during Operation Just Cause.



The Patriot Wing: a bridge to Europe



(Photo by TSgt. Tom Allocco)

GLAD TO BE HOME — After a 53-hour mission to Rhein-Main, West Germany, aircrew members unload personal baggage on Westover's ramp. From top are TSgt. Tom Scarfoni, SSgt. Dennis Delisle, SSgt. John Evelyn and MSgt. Fred Allard.

By TSgt. Tom Allocco

Depending on who's talking, a C-5 flying mission can be characterized any number of ways. Among themselves, aircrew members call it "hauling," or "driving" a C-5, sardonic but respectful comments on the often routine and repetitive nature of missions. For military members and their families in Europe, the magnificent airlift capability of a C-5 flying mission is nothing less than a miracle because it is the bridge upon which their well-being depends.

Flying missions are the heart and soul of what the 439th MAW is all about — skilled men and women doing a job that is arduous and vital.

At least once a week a C-5 aircrew leaves Westover on a three day mission to Rhein-Main or Ramstein AB, Germany.

The typical mission starts with a mid-morning briefing and ends 50 or 60 hours later with an afternoon bus ride from the flight line. In between there is time for one night's sleep, two box lunches and three sunrises. Sometimes there is also a good German meal in Darmstadt or Kaiserslautern and a fantastic view of the southern tip of Greenland from 33,000 feet over the North Atlantic on the swing home.

One of the Westover airplanes that wears the designation "Patriot Wing" was recently taken by a Westover aircrew across the Atlantic on such a mission. It was a routine delivery of cargo from Dover AFB, Del., to Rhein-Main AB which was only noteworthy because it illustrated how pilots, flight engineers, loadmasters and maintenance crews earn their pay by taking the big planes around the globe.

Sixteen crew members, each indispensable, made the mission possible. Maj. Gerald Vanlandingham was aircraft commander, the senior among pilots Maj. Peter Gray and Capt. Jeff "Tim" Hass.

While the pilots checked weather reports and routes at base operations, the loadmasters were busy putting the plane in order.

SSgt. Dennis Delisle computed weight and balance of cargo, passengers and fuel, while MSgt. Garth Parker, senior loadmaster, double-checked the figures on a hand calculator. TSgt. Jim

Continued on Page 8

Continued from Page 7

Scarafoni inspected the positioning on the down equipment; loadmasters are responsible for more than 350 pieces of chains, straps, buckles and more.

Flight engineers stand tall in the estimation of the pilots. "Flight engineers are like Scotty on the Enterprise," said Major Gray. "The engineers run the airplane. The pilot's in charge, but the engineers keep it running."

The Galaxy wasn't ready to fly until the loadmasters, flight engineers and maintenance crew gave the OK.

Thirty minutes before the 2 p.m. scheduled take-off, Major Vanlandingham started the engine checklist with orders, "start number one...start engine two." In the flight engineer seats, MSgt. Fred Perret, who holds a civilian pilot's license, and SSgt. Blaine Smith, watched the oil pressure, hydraulic pressure, fuel pressure, temperature pressure, and rows of other gauges keeping track of the aircraft's performance.

Sergeant Parker noted "ready on the deck," the three pilots checked and rechecked readings and the Westover control tower advised the aircraft commander he could move to November taxiway.

On schedule the control tower said "we'll see you later, runway 23 is clear for takeoff" and Major Vanlandingham



(Photo by TSgt. Tom Allocco)

A QUART DOWN — SrA. Jason Lumenello adds oil to an engine during post-flight maintenance of a Westover C-5 at Rhein Main AB.

advanced the throttles. Shortly the line on the altimeter moved to the 29,000 foot mark and held steady as the huge craft made long looping turns following the directions of the Hartford, Boston, New York City, Washington and, finally Dover air traffic controllers on the one hour hop to Delaware. Three inertial navigation systems on the C-5 indicated position, with readings showing other aircraft and weather from 5 to 300 miles in all directions. At 3 p.m. the Westover bird was on the runway at Dover.

On the ground, the three 439th OMS members went to work. TSgt. Harry Herbert, SSgt. Tom Faraday and SrA. Jason Lumenello checked engine oil, pulled panels to trouble shoot the MADARS and oversaw the pumping of 15,000 pounds of fuel into the eight of the Patriot Wing's 12 fuel tanks. For the maintenance members there is rarely a minute's break during short layovers.

Senior flight engineer SMSgt. Fred Allard, with more than 9,400 hours in the C-119, C-124, C-130 and C-5, used the time on the ground to analyze figures on wind, temperature, altitude, slope of runway and runway surface. A skilled flight engineer can use such computations to recommend the most efficient level of power on take-off to avoid

Continued on Page 14

Family understanding is a must for C-5 members

By TSgt. Tom Allocco

They're never listed on orders or manifests, but there are members of the Reserve team who are essential to every mission. They are the families left at home, making allowances for time away from husbands, fathers, wives and mothers. Without their strength and support, the flying missions would be crippled.

When the Patriot Wing went to Germany, it took MSgt. Garth Parker of Ludlow away from his wife and recently born son. As an ART loadmaster, the mission was another in about twice monthly flights to Germany, England, Turkey and anywhere else a C-5 airlift is needed in the world.

"Going to Germany is like going to Springfield, the runway at Rhein-Main looks like the runway at Dover," he said.

"For the flying reservist it's more than two days a month and two weeks a year. You miss your family. It's tough to leave them," he said.

SMSgt. Fred Allard of Enfield, Conn., Westover's senior flight engineer, has been flying since the 1950s. "My wife is used to it. I've been doing it 30 years," he said.

Still, you never get used to the "hideous hours," he said. The month before the Patriot Wing mission, he made two trips to Europe and another to California."

"You have to rob a little bit from the family for the Reserve," he said.

SSgt. Blaine Smith of Waterbury, Conn., a former Marine F-4 crew chief, had to leave his wife twice for a total of five months to train as an Air Force Reserve flight engineer at Altus AFB, Okla. Twice a month flying missions take him away from home.

"A wife has to be understanding," he said.

Thirteen years as an ART in the maintenance field has given TSgt. Harry Herbert of Chicopee the ability to cope with being away from his family, unsure when he will see them.

He completed a five-day trip to Germany and Spain just days before starting the Germany mission.

"We were delayed eight hours at Rhein-Main waiting for a part. I just don't get surprised any more. You get surprised when everything is on schedule, when there are no surprises," he said.

"You can't be sure when you will come back."

"Wherever I go, I always remember to bring something home for my four young kids to try to make up for it," he said.

Wing tunes readiness during chilly December drill

By Maj. Rick Dyer

Bone-chilling temperatures and machine gun-toting aggressors failed to stop the 439th MAW Dec. 1-3 when the unit was tested during an Operational Readiness Exercise (ORE).

The wing's C-5s flew strategic airlift missions under realistic combat conditions during the frenetic, three-day drill.

Wing officials said that they were "highly gratified" with the unit's performance during the evaluation — which was a tune-up for a full-scale Operational Readiness Inspection which will be held here in the near future.

"When you consider that the unit just completed its conversion and was declared operationally ready in October, I am really pleased with our performance," said Brig. Gen. Frederick D. "Mike" Walker, wing commander. "I was very happy with the way everyone pulled together so quickly."

During the ORE, the wing launched 36 C-5 sorties. The flying operations involved airlifts to Robins AFB, Ga. and Pope AFB, N.C., and an air-to-air refueling mission.

When the exercise began on Friday, six C-5s were deployed on an hourly departure schedule to Robins, where they were loaded with heavy equipment and personnel from the Army's 82nd Airborne Division at Fort Bragg, N.C.

Under the exercise scenario, the troops and equipment were flown by the Westover crews over "hostile territory" to Pope AFB, where an engine-running offload was conducted.

"With just a few minor maintenance problems, all our aircraft were launched and recovered without difficulty," said Maj. Peter Gray, a pilot and unit public affairs representative with the 337th MAS. "Our flight crews and maintenance people really did a great job."

The wing's aerial port squadrons deployed aboard the C-5s to Robins and Pope, where they processed tons of cargo loads.

Back at Westover, a mock mobilization, a chemical warfare exercise and a bivouac were on the agenda for 439th reservists.

Approximately 650 troops — most of whom were carrying duffle bags and M-16 rifles — streamed through mobility lines as they were readied for rapid deployment to one of the world's "hot spots." It took about 35 seconds to process each reservist.

Members of the 439th Civil Engineering Squadron had to contend with inclement weather, booby traps and hostile forces when they built and occupied a forward operating airbase in Westover's "Dogpatch" area.

The engineers got their first taste of "combat" on Saturday when their truck convoy to Dogpatch was attacked by enemy machine gunners.

Throughout the remainder of the weekend, the PRIME BEEF personnel dealt with simulated land mines and attacks, plus real-life temperatures that dipped as low as 11 degrees.

"At one point during a firefight Saturday night, it snowed for quite a while," said SMSgt. Ben Tomlin of the 439th CES. "It got pretty cold."

During most of the three-day exercise, General Walker and the rest of the Wing's crisis action team met frequently in the base command post. The heavily guarded command post was a beehive

of activity as the unit's senior staff responded to various "emergencies" under the watchful eyes of observers from 14th Air Force and other bases.

"My overall impression was that things went smoothly operationally," said Col. Clayton Ford, director of operations at 14th AF. "There were rough spots but that's what we're here for."

Colonel Ford helped direct approximately 40 observers who supervised ORE activities at Westover. "There's no doubt if the 439th had to go to war tomorrow that it could perform its tasking," the colonel said.

General Walker called the exercise a "good beginning." "Obviously, there are areas where improvement is needed, and we'll be working on them prior to the upcoming ORI," the wing commander said. "But we definitely are off to a great start, and I'm very pleased."



(Photo by SrA Christine Mora)

ICY WORK — TSgt. Luis Cabrera, a member of Westover's Prime Ribs team, checks the tie-downs on a tent in the Dogpatch area during an Operational Readiness Exercise on the December UTA.



(Photo by SrA Christine Mora)

CONVOY AMBUSHED — Members of the 439th Civil Engineering Squadron vacate vehicles as their convoy is “ambushed” by “aggressor forces” enroute to Westover’s Dog-

patch area. The action was part of an Operational Readiness Exercise that took place during the December UTA.

439th CES spends chilly bivouac in Dogpatch

by SrA. Christine Mora

Blasts of bitter cold air lashed their faces as the tension mounted. The troops, carrying weapons at the ready, prowled through the woods searching for the enemy, careful and ever watchful of the trip wire that could signal the fateful... BOOM!

Hundreds of yards away, the rest of their unit was buried in icy trenches with their weapons drawn, alongside the convoy that had just been attacked.

Though the scene may sound reminiscent of a war-zone, it actually occurred in Westover’s Dogpatch when the 439th CES bivouacked as part of the Operational Readiness Exercise during the December A-UTA.

If the squadron were to be mobilized, it would deploy to a war-damaged area and perform all phases of security and repair to establish an airfield for the deployment of aircraft.

Bivouac activities began after processing through the base-wide mobility line at the beginning of the UTA. The unit then prepared for the trip to Dogpatch by a convoy of approximately 20 vehicles ranging from flatbed trailers and fork-lifts to bucket loaders and fire-trucks.

The long, winding convoy was attacked at several points during its journey by aggressors from the 911th TAG, Greater Pittsburgh IAP. When alerted of the attack, the vehicles emptied and the engineers took to the trenches and woods. There, they fended off the explosion of simulated bombs or the gun-



(Photo by SSgt. Vin Blanchard)

AN ICE DAY — MSgt. Mona Donofrio and TSgt. Pam Chalifoux are dressed for the cold weather that greeted members of the 439 CES in Dogpatch during the December UTA.

fire of their assailants.

At the head of the convoy, a primary security force was sent in to secure the camp and scout the area for trip wires, booby traps and enemy aggressors. After the area was declared secure, the convoy proceeded into the camp.

Arriving in the “war-damaged” area, the first thing on the agenda for the squadron was force-beddown. This included site development, setting-up tents, a field kitchen and a command post, and operating equipment.

The command post served as the hub of activity and instruction. Besides being the control center for damage repair, the tent also regulated the two-hour guard shifts and dispatched five-man response teams when aggressive actions were reported.

As evening approached, a snowstorm set in and the unit had to battle fierce winds, and an even fiercer wind chill in addition to bitter temperatures and enemy raids. Defense exercises continued into the night as many engineers trudged in the dark woods searching for aggressors and guarding against attacks.

The unit left Dogpatch around midnight because of extreme weather conditions and headed back to the CE building for a short night’s rest. At the break of dawn the reservists prepared to convoy back to Dogpatch for breakfast.

Training continued for the unit during the chemical warfare exercise when the engineers donned protective gear at the sound of warning signals. They drilled further into the morning while plotting explosive ordinance reconnaissance and

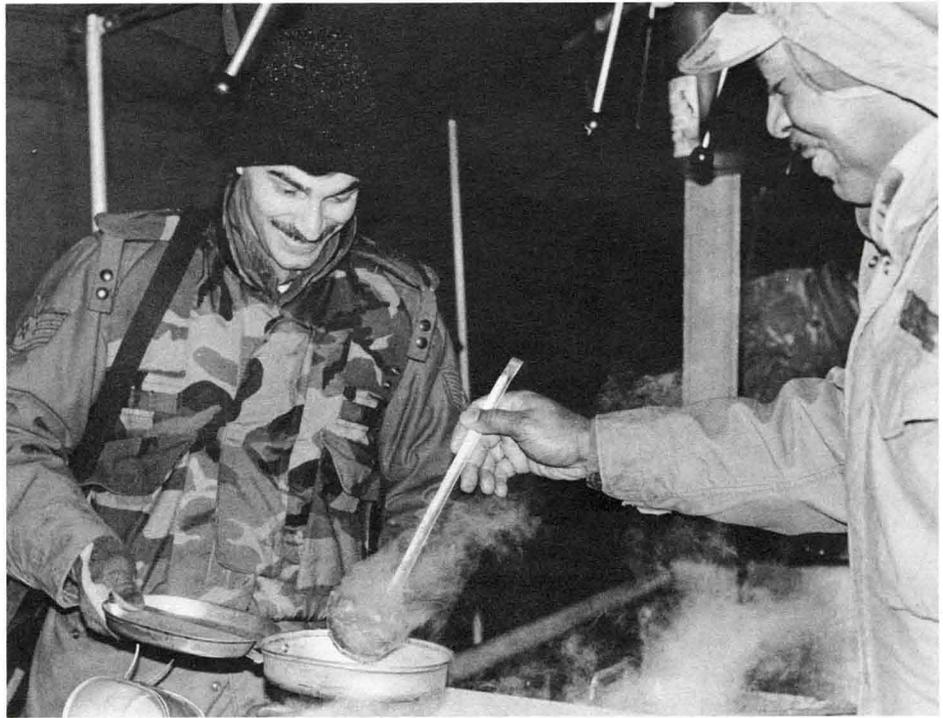
performing the minimum operating strip exercise.

The squadron broke camp in the late morning and headed back to the CE compound.

"The exercise was highly successful and one of the most realistic that we've had so far," said Lt. Col. William Garrity, 439th CES commander. "We were able to pinpoint our weaknesses and will work to strengthen them in time for the inspection in August."

"The troops were tired and dirty, but very enthusiastic-particularly about defending against aggressor forces," said Maj. Wayne Booker, CES mobility officer.

The major explained that the exercise was especially helpful to the new squadron members. "The training enabled them to really get a good picture of our mission," he said.



(Photo by SrA Christine More)

STEAMING HOT — SSgt. Howard Blackwood of the 439th CES Prime Ribs team, serves a hot meal to SSgt. Mike Greco, a fire protection specialist during a December bivouac in Dogpatch.



(Photo by SSgt. Vin Blanchard)

FIELD KITCHEN — Members of the 439th CES take down a field kitchen trailer at the end of their field training exercise in Dogpatch.

Patriot thunder tests readiness of 439 MAW

by Sgt. Heather Schroeder

During Operation Vittles in 1948, the U.S. Air Force airlifted 80 tons of supplies to Berlin in two days. Technology has advanced, however, and in December during Patriot Thunder the 439th Military Airlift Wing C-5s transported 329 passengers and approximately 900 tons of cargo in the same amount of time.

Members of Westover's Airlift Control Element along with people from the 58th and 59th Aerial Port Squadrons made up the 56-member advance team which deployed from Westover via C-130 aircraft on Nov. 30. Of those 56 people, 20 were dropped off at Pope AFB, and the remainder continued to Robins AFB, Ga. Another 65 support personnel deployed from Westover Dec. 1 by C-5.

The scenario of the Operational Readiness Exercise called for the 439th to transport members of the 197th Infantry Battalion of Fort Benning, Ga. and their equipment to a U.S. Air Force Base in order for them to demonstrate U.S. resolve and provide increased security to U.S. bases. Dragon Team 3-90, as it was known to the Army, involved a Central American scenario in which tensions were increased between the host nation and the United States. Riots and demonstrations which threatened the security of U.S. bases in the country were also part of the picture.

The first C-5 arrived at Robins AFB at 12:15 p.m. and five more arrived within the next six hours. Each aircraft had a three-hour and 15-minute onload deadline to meet. During that time observers from 14th Air Force evaluated every aspect of our performance.

It was then that the 58th Aerial Port Squadron, the "nerve center" of the loading operation began to pulsate, according to TSgt. John Rowe, 58th APS supervisor. "The Air Traffic Operations Center is responsible for loading and unloading. They monitor ground time and ground work."

Cargo included four M-1 tanks weighing in at 110,000 pounds each, one M-88A1 wrecker, 10 M-113A1 Armored Personnel Carriers, four troop carrier trucks, two M-35A2 tanks, one each M-105 and M-149 trailers, and assorted pallets. All planes carried a 75-ton load.

Westover crews exceeded the standards by beating all ground times, according to Maj. Wayne Petitto, ALCE



(Photo by TSgt. Sandi Michon)

MOBILITY LINE — Westover reservists pass through a mobility line during Patriot Thunder, an Operational Readiness Exercise designed to test the combat capabilities of the 439th MAW.

operations officer. "This was exceptional because some onloading was performed while personnel were suited in chemical warfare gear," he said. The last sortie bound for Pope, left Robins at 9:50 p.m.

A reverse scenario was played out on Sunday as Westover crews picked up the Army and their vehicles at Pope AFB and brought them back to Robins AFB. The first C-5 out of Pope landed at Robins at 11:00 a.m. Download time for each aircraft was one and a half hours. The last aircraft to redeploy arrived at Westover at 9:40 p.m.

This ORE was a culmination of forward operating base exercises that have

been performed in Dogpatch over the past year, according to Lt. Col. Robert C. Kirschling, ALCE commander.

"The FOB exercises prepared personnel for the ORE," he said. "I would consider it a very successful dress rehearsal for our ORI. Everyone performed in a professional manner with a can-do attitude."

Colonel Kirschling also commented that Westover would walk away with lessons learned that can be used during the ORI in August.

"All 14th Air Force observers were extremely helpful and their suggestions are appreciated," he concluded.



(Photo by TSgt. Sandi Michon)

READY TO DEPLOY — Westover reservists load baggage onto a truck prior to boarding aircraft for deployment to Pope AFB, N.C. and Robins AFB, Ga. during an Operational Readiness Exercise during the December UTA.

Reservists, bosses and families support deployment

by Sgt. Heather Schroeder

While many of us went about our normal routines Thursday and Friday before the December UTA, others packed their bags and participated in an Operational Readiness Exercise. Sometimes you have to make a sacrifice.

On Thursday, 56 Westover personnel deployed for Patriot Thunder aboard two C-130 aircraft from Niagara Falls IAP and Pittsburgh IAP. Friday an additional 65 people boarded a C-5A bound for Georgia so they too could join in on the action. A total of 46 personnel stayed at Robins AFB, Ga. while 75 went on to Pope AFB, N.C.

Most were traditional reservists who left their home, family and job to serve their country.

Lt. Col. Robert C. Kirschling, Airlift Control Element Commander, who lives in Somers, Conn., is a high school guidance counselor at Minnechaug Regional High School in Wilbraham, Mass.

"I had to ask for four days of military leave," he said. "Technically they could have denied me leave because the law only allows for annual tour. My employer has never given me any hassle, they're normally really good about letting me have time off."

Maj. Wayne Petitto, ALCE operations officer, from Cambridge, Mass., left his daughter and wife behind. His wife, a reservist with Headquarters Air Force Intelligence, went TDY Saturday, three days before his return. "We

made arrangements to leave our daughter with my mother," said Major Petitto.

TSgt. Thomas M. O'Brien, a loadmaster, from South Hadley, Mass., called his wife at least twice a day to make sure she hadn't had their baby without him. "I've been a little nervous about her having the baby while I'm gone," he said, "although I know the Air Force would fly me home on a commercial flight if needed."

TSgt. Fred Fraini, ALCE operations NCO, is the chief of police at the Boston and Maine Railroad Company. "The railroad is very supportive and although taking time off is not easy on them or me, so far it's been easy to get out the door," he said. "They understand the total force concept adopted by President Reagan." Sergeant Fraini also praised his wife for her support. "I give her very high marks," he said. "She let me off the hook and did my Christmas shopping while I was gone."

SSgt. Gary Sanderson, an administrative specialist, lives in Hinsdale, N.H. and works as a computer operator for Dunham Footwear in Brattleboro, Vt. "I had to put in 40 hours at work in three days so I could participate," he said.

Sergeant Sanderson also missed seeing his house be put on its foundation. "I wanted to be there to see the house go up," he said, "but I decided I should go to Georgia because it would be good experience."

European mission is routine for 439th air crews

Continued from Page 8

unnecessary engine wear, fuel consumption, noise and other disadvantages of excess power.

Loadmaster SSgt. Maureen Gamlin made ready for the 72 passengers to be boarded, Sergeant Perret prepared a performance log and SSgt. John Evelyn and Sergeant Delisle checked the work of the Dover aerial porters loading 36 pallets, weighting 110,000 pounds.

Bills of lading on the big boxes showed household goods, electric motors, x-ray equipment and more coming from such locations as Fort Bliss, Texas and Lowry AFB, Col. and bound for Ludendorf Kaserne, Bamberg and Bad Kreuznach, Germany.

The Dover layover that was scheduled for two hours stretched into more than seven when area thunderstorms stopped refueling. Impatient crew members could only watch the black clouds and hope for a break.

Finally at 10:30 p.m. the C-5A rolled down the Dover runway and minutes after Sergeant Allard confirmed the flaps up, the lights of Atlantic City rolled into view.

The flight across the North Atlantic to Germany was nine hours long and throughout the pilots and flight engineers monitored gauges and exchanged information.

"There's always something going on. It's constant work, especially during the first hour and a half after take off until things settle down," said Sergeant Perret.

Green, yellow and white dials showed arrows and bars tracking turbine inlet temperatures, exhaust pressure, fuel consumption, environmental conditions and a hundred other factors. At 1:30 p.m., Westover time, the aircrew saw the sun rise over the Atlantic. The glow of the instruments dimmed in the light from the red sun on the plane's port side.

"This is the boring time," Major Vanlandingham said as the hours dragged on while the Galaxy bore east at 29,000 feet. In the crew compartments, members dozed in seats or thumbed listlessly through magazines and newspapers during the long night.

At 3 a.m. Westover time, the Gander, Newfoundland, air traffic controller responsible for the western half of the North Atlantic gave the crew a position report and minutes later the Galaxy crossed the border into the Shannon, Ireland, air traffic controller's sphere of the Atlantic.

English voices with heavy accents on the radio attested to the heavy traffic of the eastbound route. High and to the left of the C-5A was the contrail of Royal Jordanian flight 767.

At the flight engineers' panels, Sergeant Allard double checked and OK'd the calculations of less experienced SSgt. Donald Pare and grumbled about fuel consumption. To maintain its distance from Royal Jordanian aircraft positioned at 33,000 feet our craft had to hold at 29,000 feet, burning more fuel due to lower altitude.

"It would be nice if we could go up 3,000 feet. We'd coast right in," Sergeant Allard said, eyeing the fuel gauges like a miser. They showed the Galaxy burning about 22,000 pounds of fuel an hour. Despite the wide margin of reserve fuel, the professional instinct of the flight engineer was to conserve.

By 4 a.m. the radio was thick with British accents and we were cleared by London's Heathrow Airport control tower. A Swissair pilot heading home to Zurich greeted the London air traffic controllers. The radio carried the voices of two jets bound for Amsterdam and landing instructions from to an Air Canada aircraft.

Approaching Lands End, the southwestern peninsula of England, Patriot Wing was offered a cheery "good morning, MAC 8304" from Shadwick Airport. Captain Hass responded with Patriot Wing's altitude, speed and destination.

He noted that the Westover plane had swung a little too far south of Lands End. "We'll fix that," Major Vanlandingham responded making adjustments to correct the C-5's position.



(Photo by TSgt. Tom Allocco)

HOME AT LAST — Passengers returning from Germany aboard a Westover C-5A disembark at Dover AFB, Del.

Continued on Page 15

Gray takes over wing executive officer's position

By TSgt. Sandi Michon

Maj. Thomas Gray has been named wing executive officer succeeding Rene Reimann, who has accepted a position at Richards-Gebaur AFB, Mo.

Major Gray, a 14-year Westover veteran, says the variety of base positions he has worked provides a wealth of information for his current assignment.

"I have been on the receiving end of task assignments for so long, I can empathize with unit day-to-day schedules," said the major. His immediate objective as wing executive officer is to streamline particular administrative processes within the wing.

A West Springfield, Mass. native, Major Gray came to Westover through an ROTC program at the University of Massachusetts where he received a degree in business administration. In 1975 he became food services officer with Westover's 439th CSG and held three other positions in the group during the next seven years.

In 1982, Major Gray became administrative officer with the 439th CAMS and in 1986 completed the 162-day Aircraft Maintenance Officer Course at Chanute AFB, Ill. "I was the oldest person in the course outside of the commander," lamented the major as he recalled studying among new recruits almost half his age. He became an air reserve technician as the avionics maintenance staff officer in May 1986 and served in that position until his present assignment.

"The wing executive officer position is a 'catch-all' function for all the general's administrative business," Major Gray explained. "Any administrative area not covered by the individual units is handled by my office, as well as inspection tracking and other reports."

"I'm very happy to be selected for the job," he said. "Fourteen years ago, I viewed Westover as an old WWII



Thomas Gray

airfield, but my first impressions have changed drastically. My involvement with Westover has instilled a genuine sense of pride, and I hope to communicate that pride as I meet the challenge of this new position."

Major Gray resides at Westover and is married to Navy Lt. Cmdr. Sharon Schultz Gray.

Continued from Page 14

Two hours later, at 6 a.m., Westover time, 16 hours and 3,842 miles after leaving home, the C-5A landed at Rhein-Main AB and rolled to Juliet 3. It was noon in Germany, and the crew members, whose last meal had been a box lunch of coldcut sandwiches or chicken and a half pint of skim milk, looked forward to a good German meal.

For the three maintenance workers, recreation was postponed by four hours work on the giant craft, refueling and performing routine postflight maintenance.

At first light the next morning the aircrew was back at flight line for pre-flight

inspections and loading of passengers and cargo bound for Dover. The work included the sad duty of positioning a pallet bearing a small box holding the body of a five-year-old boy killed in an accidental fall from an apartment balcony. In the passenger section were his mother and Army sergeant father taking their son home to West Virginia.

The flight back to Dover took a northern route in which the monotony was broken by an invitation to crew members to come forward and see the rock and icebergs of Greenland from 33,000 feet. From a distance the snow and stone are indistinguishable from the

perpetual low, heavy clouds, prompting pilots to label the landscape "cumulus granite."

An hour later the Galaxy passed over the Newfoundland coastline and looped south for Dover. Following an uneventful stopover at Dover, Patriot Wing rolled into Westover's Echo 9, completing its 53 hour flying mission.

At 3:30 p.m. a weary team of pilots, flight engineers, loadmasters and maintenance members climbed into the air crew bus of MSgt. Ken Gilbert, ready to go home after many miles and a long, long workday — "driving a C-5" and performing miracles.

Reserve/National Guard four days of drill pay (UTA)

Years of Service

PAY

GRADE	<2	>2	3	4	6	8	10	12	14	16	18	20	22	26
Commissioned Officers														
O-10	788.84	816.60	816.60	816.60	816.60	847.92	847.92	894.92	894.92	*958.92	*958.92	*1023.12	*1023.12	*1086.88
O-9	699.12	717.44	732.72	732.72	732.72	751.36	751.36	782.64	782.64	847.92	847.92	894.92	894.92	*958.92
O-8	633.24	652.20	667.68	667.68	667.68	717.44	717.44	751.36	751.36	782.64	816.60	847.92	868.80	868.80
O-7	526.16	561.92	561.92	561.92	587.12	587.12	621.16	621.16	652.20	717.44	766.80	766.80	766.80	766.80
O-6	390.00	428.48	456.56	456.56	456.56	456.56	456.56	456.56	472.04	546.68	574.60	587.12	621.16	673.68
O-5	311.88	366.24	391.56	391.56	391.56	391.56	403.40	425.08	453.60	487.56	515.52	531.12	549.68	549.68
O-4	262.92	320.16	341.52	341.52	347.84	363.20	387.96	409.76	428.48	447.28	459.64	459.64	459.64	459.64
O-3	244.32	273.16	292.04	323.12	338.56	350.72	369.68	387.96	397.52	397.52	397.52	397.52	397.52	397.52
O-2	213.04	232.68	279.52	288.92	294.96	294.96	294.96	294.96	294.96	294.96	294.96	294.96	294.96	294.96
O-1	184.96	192.56	232.68	232.68	232.68	232.68	232.68	232.68	232.68	232.68	232.68	232.68	232.68	232.68
Commissioned Officers With Over Four Years Active Duty As An Enlisted Member or Warrant Officer														
O-3E	-	-	-	323.12	338.56	350.72	369.68	387.96	403.40	403.40	403.40	403.40	403.40	403.40
O-2E	-	-	-	288.92	294.96	304.28	320.16	332.40	341.52	341.52	341.52	341.52	341.52	341.52
O-1E	-	-	-	232.68	248.56	257.72	267.04	276.36	288.92	288.92	288.92	288.92	288.92	288.92
Warrant Officers														
W-4	248.92	267.04	267.04	273.16	285.56	298.16	310.68	332.40	347.84	360.04	369.68	381.64	394.40	425.08
W-3	226.24	245.40	245.40	248.56	251.44	269.84	285.56	294.96	304.28	313.36	323.12	335.68	347.84	360.04
W-2	198.12	214.36	214.36	220.64	232.68	245.40	254.72	264.04	273.16	282.76	292.04	301.24	313.36	313.36
W-1	165.08	189.28	189.28	205.08	214.36	223.60	232.68	242.28	251.44	260.84	269.84	279.52	279.52	279.52
Enlisted Members														
E-9	-	-	-	-	-	-	289.56	296.08	302.80	309.72	316.64	322.80	339.76	372.80
E-8	-	-	-	-	-	242.84	249.76	256.36	263.00	269.96	276.16	282.96	299.56	332.92
E-7	169.52	183.00	189.80	196.44	203.12	209.60	216.32	223.04	233.16	239.76	246.44	249.64	266.40	299.56
E-6	145.88	158.96	165.60	172.64	179.08	185.56	192.40	202.32	208.64	215.40	218.68	218.68	218.68	218.68
E-5	128.00	139.32	146.08	152.44	162.44	169.08	175.80	182.24	185.56	185.56	185.56	185.56	185.56	185.56
E-4	119.40	126.08	133.48	143.84	149.52	149.52	149.52	149.52	149.52	149.52	149.52	149.52	149.52	149.52
E-3	112.48	118.64	123.40	128.28	128.28	128.28	128.28	128.28	128.28	128.28	128.28	128.28	128.28	128.28
E-2	108.24	108.24	108.24	108.24	108.24	108.24	108.24	108.24	108.24	108.24	108.24	108.24	108.24	108.24
E-1 **	96.56	96.56	96.56	96.56	96.56	96.56	96.56	96.56	96.56	96.56	96.56	96.56	96.56	96.56
E-1 ***	89.28	-	-	-	-	-	-	-	-	-	-	-	-	-

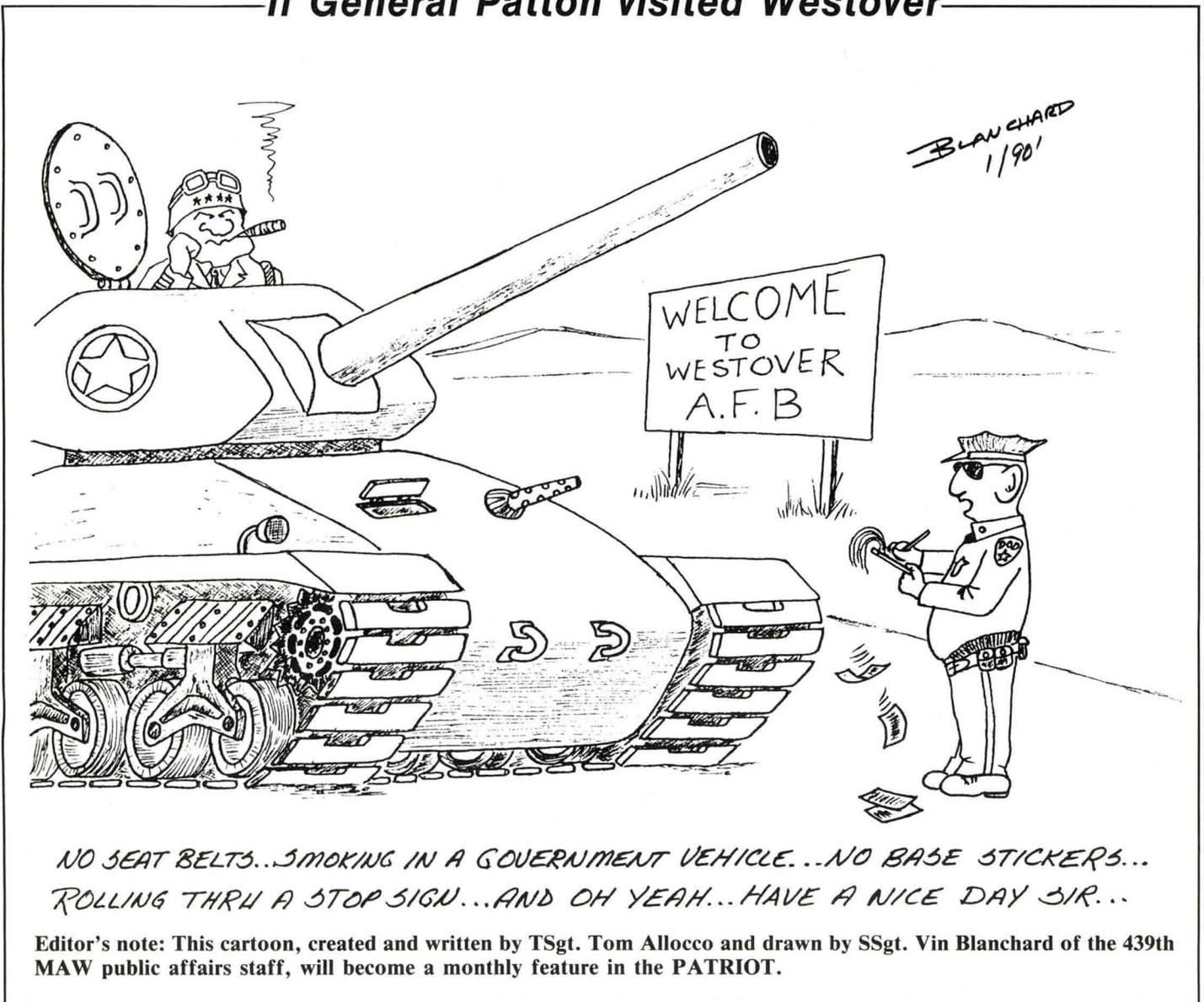
* Basic Pay is limited to \$6,516.60 by Level V of the Executive Schedule.

** More than four months

*** Less than four months

OASD(IFM&P)/IMM&PPIC

If General Patton visited Westover



Massachusetts state income tax will be taken from reserve check

by Leena Montanari

The Air Force Accounting and Finance Center begins mandatory withholding of state income tax of Air Force Reservists pay Jan 24, 1990.

According to Dick McGinty, accounting and finance manager for Westover, the withholding of SITW was implemented to help reservists who often bear the hardship of paying state taxes at the end of the year.

The amount of state tax to be withheld will be determined by the reservist's state residence, number of exemptions claimed and marital status that is stated for Federal Income Tax withhold-

ings. Members must report their state of legal residence on DD Form 2058, State of Legal Residence Certificate.

Those states that have withholding agreements are as follows: AL, AR, CA, CO, DE, GA, HI, ID, IN, IA, KS, KY, LA, ME, MD, MA, MN, MS, ME, NJ, NM, NY, NC, ND, OH, OK, OR, PA, RI, SC, UT, VA, WI, and the District of Columbia. No SITW will be deducted from reserve military for those states not listed. However, reservists assigned to units in states not listed and claiming one of the listed states as legal residence, will have SITW deducted.

All SITW that is collected cannot be reimbursed. If any errors occur, the member must file a return with the state in question in order to receive any taxes collected in error.

If reservists have any questions concerning tax laws, residency requirements, and income tax filing procedures they must be directed to the legal service department. Reserve pay offices cannot provide advice to reservists.

All reservists who have not filed a W-4 form or would like to modify their current status need to contact the reserve pay section at the finance office (Bldg 2400).

Westover's CFC drive surpasses \$25,000 goal

by LeeAna Montanari

"Off We Go," the Combined Federal Campaign theme, marked the beginning of a campaign that became a tremendous success and has helped thousands of needy people.

Westover employee contributions to the CFC rose to a staggering amount of \$30,569 which surpassed the goal of \$25,000. "Everyone can feel proud about their generosity" said Bob Motley, CFC coordinator. "Considering the increase of work load from the UEI, the campaign was a great success because of the support of WAFB employees."

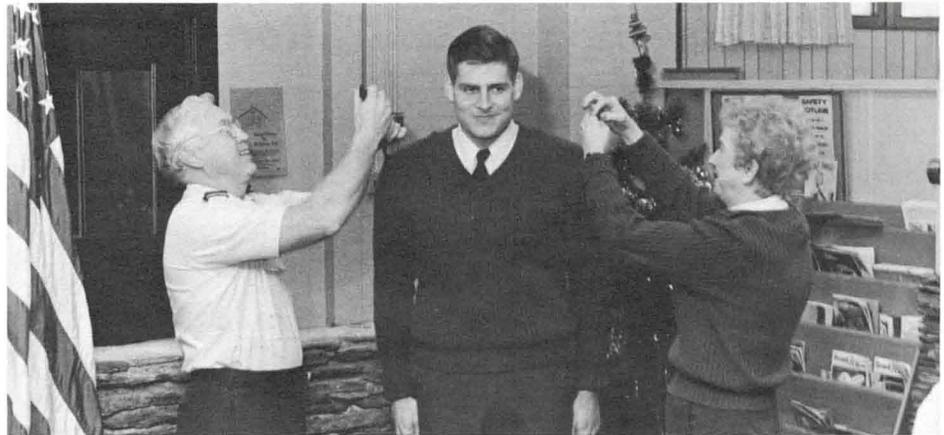
Two noteworthy divisions, the Pillar Society and the Supergivers, are commended for their outstanding generosity. The Pillar Society consists of those selfless individuals who contribute \$500.00 or more plus one percent of their annual salary. Constance Gordon, Leslie Keniston, Leon Mason and Eugene Smith are members of the Pillar Society.



Supergivers, those who donate one percent of their salary, are Thomas Brown, George Copeland, Roxanne Friedhofer, Richard King, Stanley Lopeski, Janet Lemieux, Christopher Menard and John Wilson.

"Richard Vincelette and Captain Lynn Jobs have worked very hard in organizing the softball tournament and bowlathon. Next year they hope to increase participation in these events to raise more money and awareness of the CFC," Mr. Motley said.

"With the dedication of Ruth Krynicki and Bill Podworny, CFC coordinators, the campaign has been an outstanding success." On Nov. 20, United Way presented a dinner for all divisions that participated in donating to United Way charities. Westover received special recognition for showing a high initiative and for being a high donator.



(Photo by TSgt. Tom Allocco)

NEW LIEUTENANT — Wing Commander Brig. Gen. Frederick D. Walker and Chief of Personnel Programs SMSgt. Marge Schoonover, pin lieutenant bars of 2nd Lt. Tim Flynn. The new officer, who will be working in the Morale, Welfare and Recreation section, was commissioned through the Air Force's Deserving Airman Program.

Rudolph G. Benard at 59, was training specialist

SOUTH HADLEY — Rudolph G. Benard, 59, of 12 Tampa St., a training specialist at Westover Air Force Base in the civilian personnel department, died Dec. 8 at Holyoke Hospital. He was the husband of Florence (Chase) Benard.

Born in Chicopee, Oct. 3 1930, he was the son of the late Albert and Lorretta (Viens) Benard.

He attended Chicopee High School and graduated from Holyoke High School. He was a master sergeant in the Air Force Reserve with the 439th Field Maintenance Squadron. He also was a former employee of A.G. Spaulding.

"Rudy Benard was an invaluable member of the Westover community," said Base Commander Col. Thomas G. Hargis "He will be deeply missed by all of us. He was always willing to do a little extra to make Westover just a little bit better. Our deepest sympathies go to his family."

A communicant of Immaculate Conception Church in Holyoke, he was past president of the Boiler Makers Union Local 1851. He was also a past president of the AFGE and an Air Force veteran of the Korean War.

Besides his wife, he leaves three sons, Mark L. of South Hadley, Bruce B. in Worcester, and Keith A. of Palmdale, Calif; two daughters, Deborah Paul of South Hadley and Dawn Reniewicz of Chicopee; five brothers, Albert, Raymond and Robert, all of Chicopee,

George of Holyoke, and Paul of Bondsville; three sisters, Theresa Menard of Southamptton, Janet Whittaker of Marlboro and Marie Deitz of Chicopee; and nine grandchildren.

Donations may be made to the American Heart Association, 33 Fourth Ave., Needham, Mass. 02194-2785.

439 CS wins award

by LeeAna Montanari

The 439th Communication Squadron has been selected to receive Westover's 1989 Ground Safety award.

For ten consecutive years, the Communications Squadron has operated with no reportable accidents, according to Ronald Wortelboer, safety and occupational health manager.

Units that have completed five years with no mishaps include the 59th Aerial Port Squadron and the 439th USAF Clinic. The 42nd Aerial Port Squadron received honors for a three year safety record.

Two year awards went to Base Transportation, 439th Air Base Group, 439th Civil Engineering Squadron and 439th Airlift Control Flight.

Those honored for one year without a reportable mishap include Headquarters, 439th Military Airlift Wing, 58th Aerial Port Squadron and 639th Security Police Flight.

“Patriot People”

Name: Nelson Serrao
Rank: SSgt
Age: 25
Address: Somerville, Ma.
Unit: 337th MAS
Position: Flight engineer
Civilian Position: Same
Favorite Food: Chinese
Years in Service: Five
Favorite Sport: Soccer
Favorite Hobby: Sport
Ideal Vacation: Europe
Best Way To Relax: Watching TV
Preferred Entertainment: Dancing
Favorite Celebrity: Eddie Murphy
Favorite Music: Country
Favorite Book: Call of the Wild
Favorite Color: Red
Favorite Car: Corvette
Pet Peeve: none
Best Thing About Westover: People
Worst Thing About Westover: Commuting



Nelson Serrao

‘Patriot’, staff collect awards

By LeeAna Montanari

For the fifth time in six years, the Patriot has captured top newspaper honors in the 1989 AFRES Media contest. Members of the 439th MAW public affairs staff won eight awards in the contest held in Atlanta Oct 12.

Maj. Rick Dyer walked away with four awards, receiving top honors in newswriting and second place for feature writing, editorial writing and journalist-of-the year.

Top photojournalist award went to SrA. Christine Mora, who also received second place for newswriting.

TSgt. Sandra Michon won best feature writer honors while Ms. Karen Govoni was awarded the best graphic artist of the year.

Other members of the 439 MAW placing in categories included the 914th TAG Niagara Falls IAP. Sgt. David Allen received third place in newswriting and Dawn M. Suitor took third place as feature writer.

earning a PAT on the back

REENLISTMENTS

MSgt. Marshall R. Hathaway II
 MSgt. Michael B. Horton
 MSgt. James F. Lynch
 TSgt. Gerrit Faber
 TSgt. Paul J. Gagnon
 TSgt. Chester J. Jambora Jr.
 TSgt. Rodney W. Kelly
 TSgt. John A. Knechtel
 TSgt. Beth J. Lurate
 TSgt. Victoria A. Merry
 TSgt. Richard E. Wojtowicz
 SSgt. John A. Aukstikalnis
 SSgt. Joseph M. Berthiaume
 SSgt. Jon L. Britton Sr.
 SSgt. Timothy G. Brock
 SSgt. Timothy P. Callahan
 SSgt. Augustin Cardona
 SSgt. Judith A. Clark
 SSgt. Robert C. Craig
 SSgt. Kenneth D. Crawford
 SSgt. Holly J. Harkness
 SSgt. Elizabeth J. Joy
 SSgt. Glenn L. Myhaver
 SSgt. Michael W. Oherne
 SSgt. John F. Wilson
 A1C Kevin M. Brown

PROMOTIONS

CMSgt. William E. Bowker
 SMSgt. Maurice J. Arcand
 SMSgt. William E. Mahoney
 MSgt. Edward H. Brainard
 MSgt. David B. Dodge
 MSgt. Paul L. Frappier Jr.

MSgt. Thomas F. McCoy
 MSgt. Michael L. Olenick
 MSgt. Aidan G. Prendergast
 MSgt. Roger E. Query
 MSgt. John F. Watkins II
 TSgt. John P. Betsold
 TSgt. Glenn R. Brault
 TSgt. Cheryl M. Ethier
 TSgt. Roxanne Friedhofer
 TSgt. Roland F. Greenwood
 TSgt. Peter M. Hogan
 TSgt. Donald L. Lewis Jr.
 TSgt. Kevin R. Matton
 TSgt. James T. Mitchell
 TSgt. Eric J.D. Sanchez
 TSgt. Joyce N. Zimmerman
 SSgt. Robert J. Balfe
 SSgt. David A. Berkebile
 SSgt. James R. Brady
 SSgt. Craig M. Cline
 SSgt. Mark S. Conover
 SSgt. Jeffrey S. Dailey
 SSgt. Robert B. Davidson
 SSgt. Cheryl A. Gay
 SSgt. Marcello Giarelli
 SSgt. David J. Guzik
 SSgt. Gary E. Lambert
 SSgt. John J. Lapierre
 SSgt. Gary R. Leblanc
 SSgt. Lisa M. Martel
 SSgt. Andrew J. Martindell
 SSgt. Philip W. Nadeau
 SSgt. Stephan I. Nezuch
 SSgt. Steven R. Nogas
 SSgt. Daniel A. Samulowitz

SSgt. Sharon E. Silva
 SSgt. Peter F. Sigermain
 SSgt. Christopher B. Szwed
 SSgt. Stephen J. Tyburski
 SSgt. Jeffrey A. Walton
 SrA. Richard K. Cameron
 SrA. Richard A. Cogswell
 SrA. Michael J. Curley
 SrA. Michael A. Gardner
 SrA. Levern T. Green
 SrA. Crystal Y. Hendricks
 SrA. David J. Lyder
 SrA. Steven J. Perrault
 SrA. Michael J. Sullivan
 A1C. Jessie L. Fletcher
 A1C. Jennifer Gagne
 A1C. Sean M. Labbe
 A1C. John J. Serra

Prayer meeting

A Prayer Luncheon will be conducted at noon on Saturday of the February. A UTA in the ballroom of the Consolidated Open Mess.

Lt. Col. (Chaplain) Sandy Van Orden said there will be a guest speaker at the affair which is also dutch treat.

Galaxy Community Council tells the Westover story

By AIC Kymberly Saganski

Westover is one of Western Massachusetts great resources and now the Galaxy Community Council wants the world to know it.

The recently formed council has the job of spreading the word that the Springfield area is a good place to live and one of the most important reasons is Westover AFB.

"We've all read in the newspaper about the humanitarian missions that Westover has flown because of the recent natural disasters happening nationwide," said newly elected council president Jack Keough. "Now it's time for people to realize that Westover is also here when times are not tough.

"I think that being able to come to Westover and tour a C-5A Galaxy on a class outing or a scouting trip is a wonderful opportunity," he added, and people should know more.

"I see myself as sort of a pathfinder for the council. As of now, we have preset ideas about how the council will relate to Westover and its surrounding communities. We'd like to wait and see how we are going to develop as a group before we make any concrete plans," said Mr. Keough.

"We do know that we would like the council to help foster a better local awareness of the many resources at Westover that are available to the community," he said.

"Ideal council members are leaders who are in close touch with the people in their communities. Once new channels of communication are opened, our mission here will be better understood."

Brig. Gen. Frederick D. Walker

"When we were first getting organized, a few of us went to Otis AFB, Mass. and sat in on one of their meetings to see how it was run," said Mr. Keough, "We watched and learned a lot from them.

"The Otis council plays a large part in their airshow," he said. "Last year they contributed nearly \$50,000.

"I see the possibility for our Galaxy Council to evolve into an organization with that kind of power, but we have to walk before we can run," he said.

Westover's airshow, billed to be the largest in New England next summer, may be the perfect opportunity for the Community Council gain some experience.

"We haven't decided how the council will be supporting the show this year," said Mr. Keough, "but you bet

we'll be letting everyone know that the show won't be worth missing for the one million tourists traveling from hundreds of miles away."

The longer we're in existence, the smarter we'll get and the more of a help we'll be to the base," he added.

"We also learned from the Otis council that each town and city has to be fairly represented within the council at all times so that the group will not become biased and work as a representative for any one community," he said.

"Ideal council members are leaders who are in close touch with the people in their communities," according to Wing Commander Brig. Gen. Frederick D. "Mike" Walker. "Once new channels of communication are opened, our mission here will be better understood."

PATRIOT

Coming in February: Return from Panama



Published monthly for Patriots like SrA Scott Fuller of Coventry, Ct. and 2311 members of the 439th MAW at Westover AFB.

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WESTOVER AIR FORCE BASE, MA 01022

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