

PATRIOT

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

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(photo by SrA. Christine Mora)

WESTOVER'S OWN -- Col. Joseph Curley, deputy commander of medical resources, greets Lt. Col. Mary Roche and other members of the 74th AES returning March 10 to Westover from Desert Storm duty in Saudi Arabia.

Westover storms through "lightning" war

by Maj. Rick Dyer

They called it Desert Storm, but Desert Lightning might have been a more appropriate name.

With lightning-like speed, the United States and its allies liberated Kuwait and defeated Iraq in a 42-day war which ended Feb. 28, after President Bush declared victory and announced a cease-fire.

Following a massive aerial pounding of enemy forces in Kuwait and Iraq which began January 16, the U.S.-led coalition launched a swift and fierce ground offensive Feb. 24 which left Saddam Hussein's troops in tatters.

The land war lasted just 100 hours. When it ended, Iraq's army was virtual-

ly destroyed and Kuwait - which Hussein invaded Aug. 4 - was free.

Since the invasion of Kuwait, Westover played a major role in the Persian Gulf operations.

Aircrews from the 337th Military Airlift Squadron hauled tons of cargo to the war zone and were an integral part in the world's largest airlift. The 201 reservists from the 337th MAS were among the first 1,007 Air Force reservists in the nation activated when they were recalled Aug. 24.

With hugs, cheers and tears, Westover sent 115 of its nurses and medical technicians from the 74th AES to war Feb. 5. Sixty 74th members were sent to various locations in Saudi Arabia. The other unit

members deployed to medical staging areas in Germany and Turkey.

Despite the cease-fire, 337th MAS aircrews continue to airlift military cargo to the Persian Gulf in support of redeployment efforts. It is unknown when all the 74th medical personnel will return to Westover.

Six members of a "Prime RIBS" team from the 439th CES are still serving in the Persian Gulf. The Westover cooks have been operating a field kitchen in the combat zone since Jan. 15.

There is no information at present about when any of the 1,533 Westover activated reservists will be released from active duty.

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EDITORIAL

Towards the common ground

Like everyone else, the 2,300 men and women who serve at Westover hope and pray for peace. More than 110 of our unit members are serving overseas at this moment, and our aircrews fly daily missions to the Persian Gulf. In one way or another, all of the people at Westover, and their families, are directly touched by the war in the gulf and are making personal sacrifices as a result of it.

Nonetheless, we are also extremely proud of the mission which our government has directed us to do, and we will continue to serve to the best of our abilities. Westover's C-5 Galaxy aircraft play crucial roles in the areas of military and humanitarian airlift, and all our men and women are highly-skilled professionals.

The men and women of Westover have no quarrel with those who exercise their constitutionally guaranteed rights of freedom of speech and freedom of assembly in a peaceful and lawful manner. Indeed, we serve in our nation's military in order to protect and defend those hard-won rights. We recognize and respect the fact that reasonable men and women may differ, and that every citizen in this country has the right to question governmental actions and express any opinion which he or she chooses.

Westover can not tolerate the unlawful disruption of access to its facility or any form of illegal interference with its operations or missions. Most people would agree that it would be dangerous and totally inappropriate to block the entrance to a police station, fire station or hospital in order to make a statement of protest. Given Westover's mission as a Northeast staging area for Desert Storm operations, we believe very strongly that civil disobedience which blocks our gates or disrupts our operations could have the same type of dangerous results.

We recognize that some people may be opposed to U.S. military operations in the Persian Gulf. It is our fervent hope, however that all Americans can respect the bravery of the men and women who serve there, and offer them support as they make difficult sacrifices.

Brig. Gen. Frederick D. Walker
Commander
439th Military Airlift Wing

(Editor's note: The forgoing is the text of General Walker's statement which was read in February at a meeting of Common Ground, a Chicopee group which was exploring ways to foster unity among those who supported U.S. intervention in the Persian Gulf and those who opposed it.)

PATRIOT

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Briefs

Westover praised

Westover got a four-star pat on the back recently from the Commander in Chief of the Military Airlift Command.

"The Military Airlift Command, Department of Defense and our nation are proud of what you have done," Gen. Hansford T. Johnson wrote in a Feb. 13 letter to Brig. Gen. Mike Walker, 439th MAW commander. "We share your pride in what you have accomplished. The comments from all who have transited Westover in the past few months can be summed up in one statement--You have done it right."

General Johnson concluded: "Please convey my sincere appreciation to the men and women of the Patriot Wing for their commitment and phenomenal support."

Free golf

Active duty personnel and their families will be able to play golf for free at the Chicopee Country Club during the Persian Gulf War.

The Chicopee Golf Commission recently voted to provide the free golf to service members and their dependents to show its support for Desert Storm troops.

Daytona 500

A Pontiac Grand Prix driven by Mickey Gibbs, serviced by Team III Racing, and representing the U. S. Air Force, surged to a 17th place finish in the 1991 running of the Daytona 500.

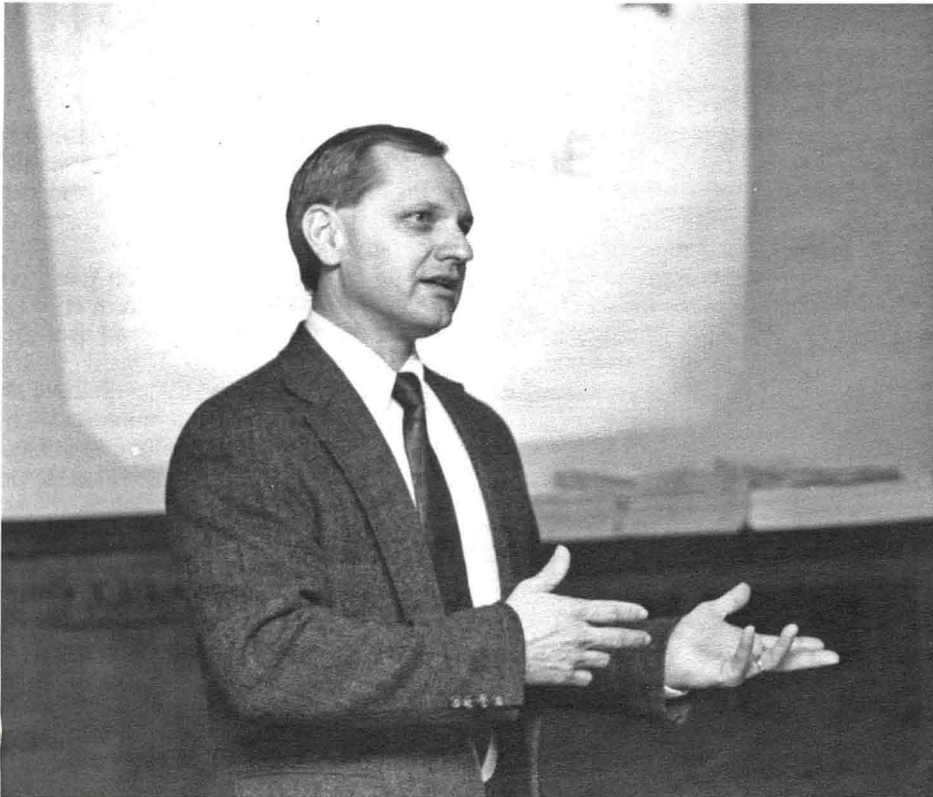
The entries from all the military services were part of Operation Desert Support, NASCAR Winston Cup racing's tribute to U. S. troops and their families.

Freedom song

SSgt. Francis L. Waldron, 439th CES, composed and sings "Feeling of Freedom," one of the songs played in the base hangar during homecoming ceremonies.

The tune is a tribute to armed service members whose duty separates them from their loved ones.

Battling terrorism is veteran OSI agent's business



(photo by SrA. Nancy Wilochka)

SAFEKEEPING-- Special Agent Larry D. Bartelson of Air Force OSI Detachment 422 at Hanscom AFB, Mass., shares some pointers on how to minimize the risk of terrorist attack during a recent briefing at Westover.

By Maj. Rick Dyer

Bad guys are Larry Bartelson's business.

It's his job to know who they are and--just as importantly--what they are likely to do next.

Special Agent Larry D. Bartelson is an 18-year military veteran who has spent the last 10 years of his career with the Air Force Office of Special Investigations.

Assigned to OSI Detachment 422 at Hanscom AFB, Mass., the soft-spoken, 37-year-old agent has been working several days a week at Westover since Operation Desert Storm began.

The veteran investigator has handled a wide variety of assignments with OSI, including protective service details and criminal cases that have ranged from homicides to fraud complaints. Now, however, he's primarily working the anti-terrorism "beat."

"My main job at Westover is to advise General Walker and other base officials

about domestic and international terrorist threats," Agent Bartelson said.

The OSI agent said that the war with Iraq and Westover's status as a major staging facility for Operation Desert Storm increase the likelihood that the base could be a target of terrorism.

"Every U.S. military installation throughout the world now faces an increased risk," he said.

The OSI agent has seen first-hand the type of damage terrorists can do. When Agent Bartelson was stationed in Greece last year, there were six car bombings in the neighborhood where he lived.

To keep on top of terrorist activities and threats around the globe, Agent Bartelson closely monitors a steady stream of information which comes to him from OSI headquarters at Bolling AFB in Washington, D.C. He also works closely with the FBI, and other state, local and military law enforcement agencies.

Since coming to Westover, Agent Bartelson has also established a close working relationship with Capt. Robert

Mooney and the other members of the base's security police units.

"I have the highest praise for Westover's security police," the agent said. "They do a very good job."

According to Agent Bartelson, the OSI receives information about possible terrorist threats from a number of sources. Some of the best sources of information, he said, are the Air Force people who live and work at a base.

"Everyone can be a source of information regarding terrorist targeting," he said. "If they see something suspicious or out of the ordinary, they should report it."

Agent Bartelson reminded that all Air Force personnel are required by regulation to report to OSI any contacts with foreign nationals from countries hostile to the United States.

"I want to make our people aware of their duty to report contacts he said. "That's how the intelligence system works."

The agent said that persons who request sensitive information or make numerous inquiries about activities at military facilities may be more than just curious. While in Greece, he participated in the surveillance and counter espionage investigation of a foreign national who had been seeking information about the air base there.

At Westover, Agent Bartelson, frequently briefs personnel here on ways that they can reduce their exposure to terrorist attack.

"I advise people to be aware of their surroundings and to vary their routes and times of travel," he said. "They should make sure that their offices and cars are locked and they should immediately contact the security police if a vehicle is tampered with or if they see a suspicious person or package."

When military people are traveling, he strongly suggests that they wear civilian clothes and maintain a low profile. He added that travelers should always check to learn what foreign countries are considered to be high "terrorist risks" for visiting Americans.

Agent Bartelson said that most of the things which people can do to protect themselves are simply matters of "good judgment." But that kind of good judgment, he added, can help to defeat the bad guys.

DESERT TREK: A long day's journey into night

by SrA. Christine Mora

As the Westover C-5 crew approached their desert destination in the pitch-black sky, the pilots turned off the lights and guided the Galaxy in for a landing.

Because they were without radar, the 337 Military Airlift Squadron crew used visual flight rules (VFR) and crouched by the cockpit windows, scanning the night sky for other aircraft. If one was

spotted, the pilot would flick the lights to alert others of the plane's location.

The Westover aircrew, led by Maj. Colin MacDonald, aircraft commander, successfully landed at an airbase in Saudi Arabia, located approximately 70 miles from the border Iraq and Kuwait.

It was one of many missions the aviators have flown "downrange" since the war to liberate Kuwait began in January. Since then, none of the airlift

operations have been routine.

Westover aircrews who haul the freight of war in the Persian Gulf battle long hours, language barriers, and the threat of SCUD attacks and chemical warfare.

On this recent 30-mission just two weeks before the ground war was launched, the giant C-5 soared over the Nile River as Major MacDonald and his co-pilot, Lt. William Rolocut, strove to obtain clearances from numerous air traffic control centers along the way. Due to language barriers and lack of communication between centers, it was possible that their aircraft wouldn't be expected at their destination.

Constant communication is extremely important," said Major MacDonald. "We must constantly alert our destination of our arrival because if they don't expect us, we could be shot down."

"You have to be on your toes at all times," the major added. He explained that most crews make sure they have more than enough fuel so they can adapt to changes in flight plans that often accompany Desert Storm missions.

"Common sense is our most valuable asset because the rules of the game change every day," said the major.

Flying close to the Iraqi border compelled the C-5 crew to be extremely cautious of overshooting the desert airbase. "The slightest mistake may lead you into enemy territory," said Major MacDonald. The pilot explained that "we always have at least three people looking over our shoulder in the cockpit to guard against error."

After the plane landed at the base plopped into the middle of miles of desert, ground personnel scurried about in the pitch-blackness. All that was visible was an occasional flashlight as they worked to open the rear hatch of the giant Galaxy. Finally, the C-5's rear doors open and light spilled onto the ramp.

The cargo hold soon became a frenzy of different uniforms-- flightsuits, BDUs, and desert fatigues-- all with one common accessory: the chemical warfare mask strapped to the hip. Ground personnel and loadmasters worked together to unload heavy pallets of sup-



(photo by SrA. Christine Mora)

HOMEWARD BOUND -- Soldiers take their first steps toward home as they climb to the troop compartment of a C-5 manned by a Westover aircrew at an airbase in Saudi Arabia.

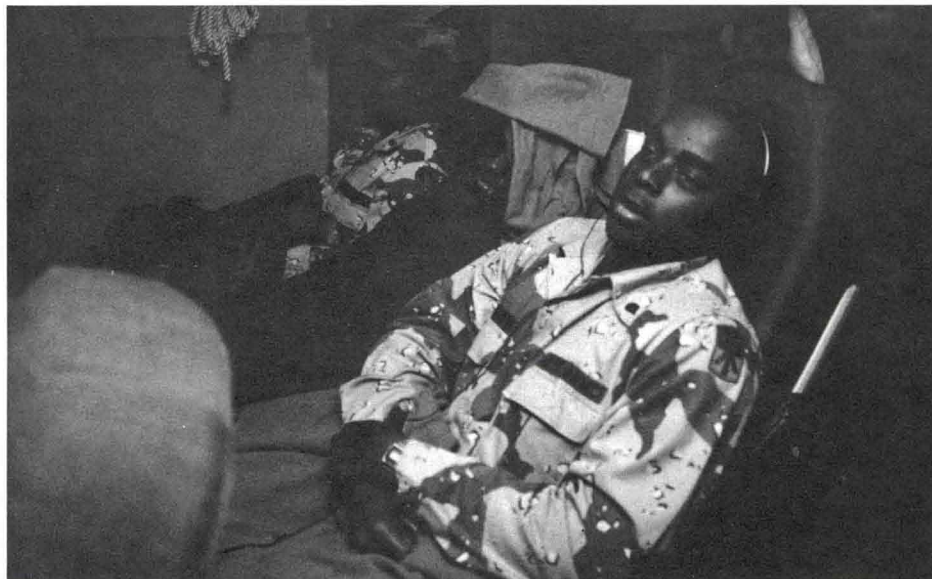
plies including oil, MREs and assorted equipment.

One task assigned to the aircrew was to transport soldiers on emergency leave. The Westover contingent carried over 40 weary troops back to Europe. The tired, dirt-matted warriors anxiously requested news of the war and the world. "Being out there in the middle of nowhere, we never know what's going on," said a soldier from the 82nd Airborne Division. He was on his way home to attend his father's funeral.

Many troops hadn't bathed in nearly two months and their BDU's were caked with desert sand, which felt like talcum powder. The troops explained that while being stationed out in the desert less than 12 miles from the Iraqi border, they didn't see a shower very often and when they did, it was freezing cold.

Most of the exhausted soldiers fell asleep as soon as they were seated in the troop compartment, said TSgt. Dan Hogan, a 337th loadmaster. As Sergeant Hogan gave the safety briefing, a voice could be heard from the back row. "I can't wait to eat a meal without crunching! It's going to be great to eat a spoonful that doesn't have sand in it!"

To these troops, the hodgepodge of camouflaged tents and equipment that formed this desert airbase was their first sign of civilization in months. Life at the airstrip close to enemy lines featured the nightly whine of B-52 bombing missions. Also a frequent scene were SCUD attacks and Patriot interceptions.



(photo by SrA. Christine Mora)

DESERT FATIGUE -- Soldiers on emergency leave get a much-needed rest in the troop compartment of a C-5 on the first leg of their journey home.

To the airmen at this base, this was routine.. all in a day's work.

The cold, starry night was eerily quiet. Barbed concertina wire wound it's way around the camp. Most of the tents were desert tan and any equipment left out was covered in camouflaged netting.

In extreme contrast to Westover's famed passenger terminal, this Saudi Arabian base featured a small, hardback tent crowded with sullen, fatigue-clad troops in transit.

The aircrew finished loading and

took off for the second leg of the mission to an airbase, near Dhahran, Saudi Arabia.

After landing, the Westover crew began Round Two.

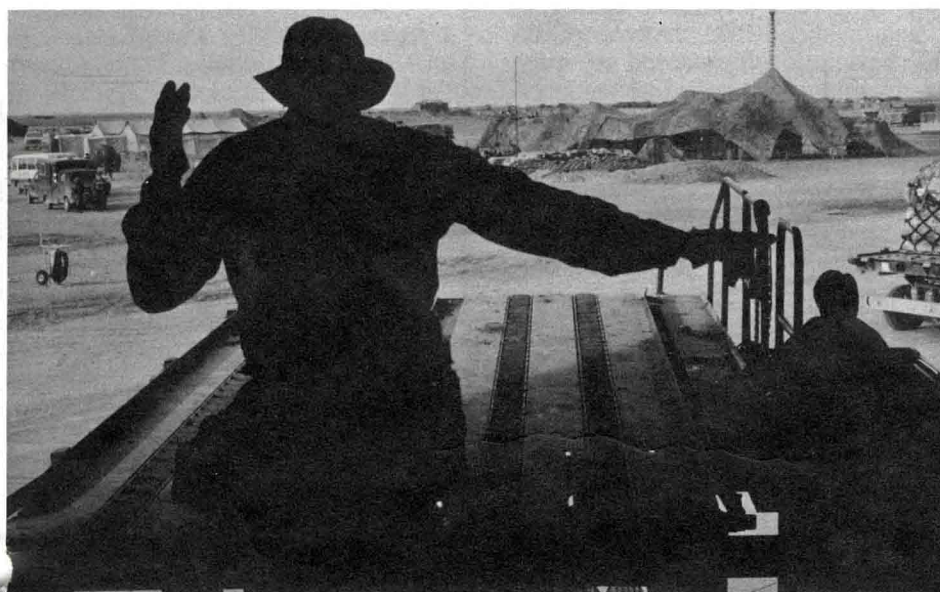
Although the second base was more sophisticated than the front-line camp they just left, danger hung in the air and difficulties cropped up. An equipment problem prompted all available crew members, including extra pilots and flight engineers, to muster their strength to hoist thousands of pounds of pallets into the cargo hold. As the aircrew was preparing to wrap up the second leg of the mission, the aircraft filled with smoke.

"Everyone out of the plane!" came the command from the cockpit. Instinctively, the crew grabbed their masks and scurried out of the aircraft, not knowing the cause of the panic. SCUD? Enemy attack? Fire?

As they evacuated the C-5, the aircrew turned around to see smoke billowing out of the giant Galaxy. Sirens in the distance came closer as fire engines rushed to the plane. Apparently, one of the engines had caught fire. Many wondered if the crew would be guests in Saudi Arabia that night. Luckily, the problem was solved and the plane was able to depart.

Snow in Germany diverted the crew to Mildenhall AB, England where they completed the over 30-hour mission and settled into crew rest.

Twelve hours later, they would start all over.



(photo by Maj. Peter Gray)

PREPARING TO LOAD -- A Westover loadmaster directs a K-loader towards the cargo deck of a giant Galaxy at an airbase in Saudi Arabia.

Patriot /SCUD intercepts



(photo by TSgt. Tom Allocco)

WITNESS-- Lt. Col. Kent D. Stephens, veteran 337th MAS C-5 pilot, witnessed a Massachusetts-built Patriot missile successfully intercept and destroy an Iraqi SCUD missile while flying over Saudi Arabia.

Westover pilot watches Patriot intercept SCUD

by Maj. Rick Dyer

TORREJON AB, SPAIN--Lt. Col. Kent D. Stephens was surprised in January when he saw a bright flash in the sky while flying a Desert Storm mission over Saudi Arabia.

The 337th MAS pilot thought at first that it might be lightning.

He was puzzled, however, because he knew from a pre-flight weather briefing that no thunder storms were predicted for the area.

Colonel Stephens later learned that what he witnessed wasn't a bolt of lightning. It was actually the explosion caused when a Massachusetts-built Patriot missile successfully destroyed an Iraqi SCUD missile that had been launched toward an airbase in Eastern Saudi Arabia.

"I was quite surprised, because we hadn't been expecting lightning, and there were no radio reports about SCUD launchings," the colonel said during an interview here.

The veteran pilot estimated that the C-5 he was flying was "a couple of hundred miles away" from the point where the Patriot intercepted the SCUD. He described the mid-air explosion as a

"lightning-like" flash with a reddish glare.

It was only as he prepared to land that the Westover pilot knew for certain what he had seen.

Despite his relatively close encounter with a SCUD, the colonel said that he's not overly worried about the enemy missiles when he's flying in the Persian Gulf region.

"A bigger concern is 'where's the other guy?'" he said, referring to the danger of mid-air collision. "With all MAC and TAC missions we have flying in the area, mid-air is a bigger concern."

Colonel Stephens, who was employed as manager of the Federal Aviation Administration's Boston office prior to his activation last August, said that all pilots and aircrews take special precautions to avoid such mishaps while flying in the Middle East theater.

"There's increased awareness and vigilance when you fly in the AOR (area of responsibility)," Colonel Stephens said. "Cockpit activity increases. You make sure the third pilot is up front and everyone watches out for other aircraft."

From the Ground...

TSgt. Tom Allocco

Members of a Patriot Wing aircrew became true believers in the effectiveness of Patriots after witnessing them knock down a pair of SCUD missiles over Dhahran in the first week of the Gulf War.

The intercepts late Jan. 23 were recorded on a video made by TSgt. Mark Cabana, flight engineer.

The aircrew, had been offloading their Galaxy for about half an hour when a "red alert" was sounded about 11 p.m. It happened so quickly...we were in front of the plane. We were all expecting something and we donned the gas masks," Sergeant Cabana said.

When he looked up in the sky he saw the SCUDs. He remembers the sounds of the intercept were nerve wracking.

"There was a tremendous adrenalin flow," he said. When he heard the explosions of the first Patriot hitting the Scud he shook from the excitement, he said. After the SCUDs were hit there were secondary booms when they slammed into the ground.

In the film Sergeant Cabana made, Maj. Gerald Vanlandingham, aircraft commander, can clearly be heard shouting "They got it!" when one Patriot smacked a SCUD.

"It was a good feeling when the intercepts were made. The Patriots are beautiful," Sergeant Cabana said.

"We sure wanted to buy stock in Raytheon (Massachusetts based manufacturer of the Patriot). It was quite a show," said Lt. Col. Val Riordan, pilot, who flew KC-135s out of Thailand from 1969 to 1973.

"The attack was something we anticipated after watching the news of attacks every night. Our main concern was to offload pax and cargo and refuel.

"It was less than a minute between the time of the alert and the intercepts. We high tailed it to a shelter," he said.

For the maintenance people at Dhahran it was almost business as usual, Sergeant Cabana said. "Morale is very high."

Others in the Patriot Wing aircrew were loadmasters MSgt. Robert Karasch, SSgt. Tom Moore and Sgt. Joseph Carbonell, and flight engineer MSgt. Paul Harrison.

AFRES Commander praises Westover's role in Desert Storm



(photo by TSgt. Tom Allocco)

UP FRONT-- Maj. Gen. John J. Closner III, (I.) a veteran fighter pilot and chief of the Air Force Reserve, is briefed by Ma. Dave Doyle, 337th aircraft commander, during a seven-hour flight to Europe in February.

by Maj. Rick Dyer

Torrejon AB, Spain--"Westover sets the standard for all Military Airlift Command bases," the Chief of the Air Force Reserve said Feb. 10 during a flight here from Chicopee.

Maj. Gen. John J. Closner III, a veteran fighter pilot who assumed command of AFRES last October, flew to Spain from Westover on a C-5 Galaxy piloted by a 337th MAS aircrew.

Earlier that day, he toured Westover with Brig. Gen. Mike Walker, 439th MAW commander, and viewed Desert Storm operations at the base.

"The esprit de corps at Westover is better than at any base I've seen," General Closner said. "I've always been impressed with Mike Walker, so it didn't surprise me that he was on the leading edge of the (Desert Storm) airlift mission."

General Closner, who was enroute to observe Air Force Reserve medical units stationed in Europe for Desert Storm duty, said that the Reservists he commands were well-prepared for the war with Iraq.

General Closner said that he was pleased with the performance of Reserve units such as the 337th MAS during the Persian Gulf airlift. "Statistically, the Air Force Reserve handles a large percent of the war's strategic airlift, and we do it quite well," he said.

The AFRES commander, who flew 300 combat missions as a fighter pilot during the Vietnam War, also had praise for the job being done in the Gulf by guard and reserve A-10 units. He noted that the use of U.S. reserve forces in the Persian Gulf contrasts starkly with the way reservists were employed during the Vietnam War.

"There's a real big difference between the Vietnam era and now," the AFRES chief said. He believes that the 'Total Force'

concept adopted by the Department of Defense in the early 1970s, plus a concerted effort by the active force and Congress to modernize the guard and reserve, made it "inevitable" that reservists would play a larger role in the Middle East conflict.

General Closner added that the invasion of Panama a year ago further convinced U.S. military officials of the reserve's importance. "Operation Just Cause proved that they could count on us, with very short notice, to do the job."

The AFRES commander said that his immediate priorities include aiding the families of activated reservists, and ensuring that employers continue to support workers who have been called to active duty.

"The biggest challenge will be when Johnny comes marching home," said General Closner. "The efforts of our returning reservists have to be recognized."

There are currently approximately 19,500 members of the Air National Guard and Air Force Reserve serving on active duty during Operation Desert Storm.

The general said that he wants his reservists at home and abroad to know that he is "extremely proud" of the sacrifices which they have been making during Operation Desert Storm.

"When this ends...and they look back on it, I'm confident they'll recognize that they have made a significant contribution," the AFRES chief said.

Figures prove praise

Patriot Wing members are not only handling a growing share of the Desert Storm airlift from the East Coast but also keeping to the schedule better than any of the other four main staging areas world wide.

Of the 350 Galaxies which were turned around at Westover in January, more than 62 percent departed on schedule. For most routine turn-arounds, the goal is to take off about three and a quarter hours after arrival.

Since November, Westover members have shouldered a growing proportion of the airlift job, compared to Dover AFB, the other East Coast Desert Storm staging area. In that month Westover handled 193 Galaxies, for 35 percent of Desert Shield East Coast missions and Dover had 65 percent.

Westover handled a total of 266 Galaxies in December. In that month, the Patriot Wing turned around 37 percent of the Desert Shield East Coast aircraft and in January that grew to 47 percent.

During the first eight days of February, Westover teams for the first time surpassed those at Dover AFB. The Patriot Wing turned around 84 Galaxies, or 55 percent of the total of 154 of the Desert Storm C-5s out of the East Coast.

Col. Hal Lawrence, DCM, said the reliability figures resulted from an exceptional team effort. He singled out the contributions of Lt. Col. James Russell, assistant DCM at Charleston AFB, S.C. He recently completed a three month tour here familiarizing Westover teams with MAC and 21st Air Force enroute procedures.

Colonel Lawrence noted that 77 percent departure reliability for individual teams is considered a standard of good performance. In January that was surpassed by Operations (88 percent), Transportation (99.1 percent) and Logistics (84.6 percent).



READY TO GO -- The 110 members of the 74th Aeromedical Evacuation Squadron departed Westover Feb. 5 for

Desert Storm duty overseas, marking the first time since the Vietnam War that a Westover unit has deployed.

Angels in the Storm: 74th AES deploys to war

*Article and photos
by SrA. Christine Mora*

Amid the bustle of media attention, bagpipe music, and tearful goodbyes, Westover sent its 74th Aeromedical Evacuation Squadron off to war.

The 110 flight nurses and medical technicians deployed to Ramstein AB, Germany and Saudi Arabia Feb. 5 to

support Operation Desert Storm.

The deployment marked the first time since the Vietnam War that a Westover unit has been stationed overseas for wartime service.

"Everybody is ready," said Lt. Col. Dee Holliday, chief nurse, upon their departure. "We've been meeting together in small groups and the attitude is very positive."



DEPLOYMENT DAY -- MSgt. Les Howe, 74th AES medical technician, gives Lt. Col. Dee Holliday, chief nurse, a final hug before she departs for Germany Feb. 5. Several hours later, Segeant Howe and 59 medics left for duty in Saudi Arabia.

The squadron members left the base surrounded by throngs of well-wishers that included family, friends, senior base officials and bagpipe music from the Springfield Kiltie Band.

Every member of the 74th AES, including those not mobilized in the Jan. 25 call-up, were wearing a cloth bracelet on their right wrist as a symbol of unity. According to MSgt. George Gadbois, first sergeant, they will all wear them until the last 74th member is safely home.

Many of the departing medics expressed gratitude that the waiting was over. "It was a great relief to know that the wondering was finally over," said Capt. Lenore Boris, a flight nurse with the 74th. She mentioned the hardship of leaving her son and realized lives may be disrupted but was determined to "do her part to fulfill her military obligations."

"There is a certain sense of excitement having the opportunity to meet the challenges of war after years of training," she added.

"I guess the hardest part of the whole scenario of 'going to war was knowing that your life is in danger and that your family would worry," said SrA. Ana Garcia, a medical technician. "The morale of our group was pretty positive because we knew we'd stick together and support each other."

TSgt. Guy Delia, a medical technician with the 74th, said he is confident

about the training they've received, especially after refresher classes given to the squadron in the two weeks prior to their departure. He said that he prepared his family for the sacrifice which helped when the news of his deployment arrived.

The 50 medics bound for Ramstein AB, Germany, departed Westover and headed to Torrejon AB, Spain. After a six-hour stay they flew to Germany. As they were walking out the door of the passenger terminal, they literally bumped into the other 60 members of the activated 74th who were on their way to an airbase in Saudi Arabia. The surprise gave the unit time for one quick, final goodbye.

The contingent arrived at Ramstein more than 24 hours after their departure from Westover. Bag drags, briefings and billeting assignments met the weary troops.

Days of anxious waiting plagued the unit as information and rumors abounded. After many briefings, Colonel Holliday, now the troop commander, informed the medics that they were on alert as flight crews with the Air Staging Facility, attached to the 316th Air Division Clinic. They would be airlifting casualties from the desert and caring for them enroute.

"We'll all just have to go with the flow and be flexible," she told her troops. "Anything can happen and the situation can change at a moment's notice."

The ASF was established in January to triage and care for patients as they are transported from the Persian Gulf. The patients are treated, assessed and cared for at the hangar that had been converted into a 250-bed medical facility. They would then be transported to a hospital in Europe or back to the continental United States.

Initially, the facility was staffed with active-duty personnel but was eventually run by 95% activated reservists. The ASF is divided into six areas which include the main area, nurses station, Joint Military Regulating Office(JMRO), Administration, Evacuation Control Center(ECC), and the Aeromedical Evacuation Control Element(AECE).

The ASF is one step in a four-stair ladder of casualty treatment. A wounded troop receives emergency medical care in the field and is then transported to a field hospital. The patient is then airlifted by an aeromedical evacuation crew, such as those in the 74th AES. The crew consists of two nurses and three



HOSPITAL VISIT -- Maj Gen. John J. Closner III, commander of the Air Force Reserve, visits the 250-bed Air Staging Facility at Ramstein AB, Germany in February.

medical technicians. Upon arrival at an aeromedical stage facility, the patient would be treated and carried to a fixed medical facility, such as a hospital, for more definite care.

The main area has an Intensive Care Unit section, a psychiatric ward, an ambulatory area for patients who are able to walk off the aircraft, and over 200 beds used for the basic medical surge.

Twenty-seven members of the 74th who had been deployed to Germany returned to Westover March 12. The remaining contingent will serve as flight crews at the stage facility.

74th medics who had been deployed to Saudi Arabia were split up into crews and dispersed to different locations throughout the desert. They began arriving back to a hero's welcome March 10.



EUROPEAN HONEYMOON -- Less than two hours after they were married Jan. 25, SSgts. Steven Chyra and the former Brenda Dupuis, medical technicians with the 74th AES, were dressed in BDUs and walking together down a mobilization line in Westover's Base Hangar. The couple had planned to be married in May but when they were notified of their call-up, they decided to marry immediately. The Chyras deployed to Germany to support Desert Storm and hope to have a church wedding and reception in May.

(photo by SrA. Christine Mora)



CIVIC CELEBRATION-- Hundreds of citizens cheered along James Street as cars and trucks paraded up and

down the mile-long strip from 11a.m. to 4p.m. on February 9 and 10. An estimated 6,000 attended through the weekend.

SHOW OF SUPPORT

Article and photos by TSgt. Sandi Michon

Nearly 6,000 community residents spent a part of their weekend outside Westover's main gate for festivities designed to show support for President Bush's military policy and the troops who serve our country.

Show of Support (SOS) organizers planned the February 9 and 10 event to provide a large-scale rally not only to visibly show support to troops and their families, but also to say a belated thank you to thousands of veterans who sacrificed to serve in Vietnam.

The rally program included a series of patriotic speeches, songs, marches and vehicular convoys up and down the mile-long James Street stretch. Hundreds lined James Street cheering and waving flags and banners as the cars and trucks passed by with their horns blaring. Participants included ex-servicemen, families affected directly by Desert Storm and many who just felt it was their patriotic duty to come out and show their support.

The mood was jubilant and there was a sense of unity among the crowd. Any military personnel among the rally were universally met with goodwill and support.

Members from the 150th Air Traffic Control Platoon from Vermont, waiting at Westover for a flight to Saudi Arabia, walked out to the rally over the weekend. They initially declined an invitation to address the rally, but agreed after hearing chants of "USA, USA!" Visibly moved, Warrant Officer Steven Bernier said, "Thank you... You people make the difference. We'll be telling the people in the Gulf about you." Officer Bernier served with the Marines in Vietnam from 1969-70.

According to Pvt. Jeff Willey, recently out of basic and technical training, the 150th ATPC has received lots of support. He said that for the first 50 miles of their trip from Vermont, hundreds of people lined the overpasses and exit ramps to



TROOP TALK-- Members of the 150th Air Traffic Control Platoon interview with Michael Bonin from the Springfield Union News. Holly Lang, SOS organizer is at right.

cheer their convoy along the way. Those at the rally received many hugs and blessings before they headed back to the base to prepare for their flight.

Many stayed at the Passenger Terminal but learned of the weekend rally events. "I think it's wonderful," said SSgt. Mervin Tuttle, "We knew there are more people backing us than against us." Sergeant Tuttle is serving with the 150th ATCP and will be meeting his 32-year-old son in Saudi where he is already serving with another unit that supports the 150th.

The rally was particularly meaningful to ex-servicemen, especially the Vietnam veteran, some still in the service. Many recounted their experiences at the end of the Vietnam war and the effect it had on them. The show of support not only gave them a chance to be sure history does not repeat itself, and provided a sense of healing as many at the rally took time to thank the Vietnam veterans.

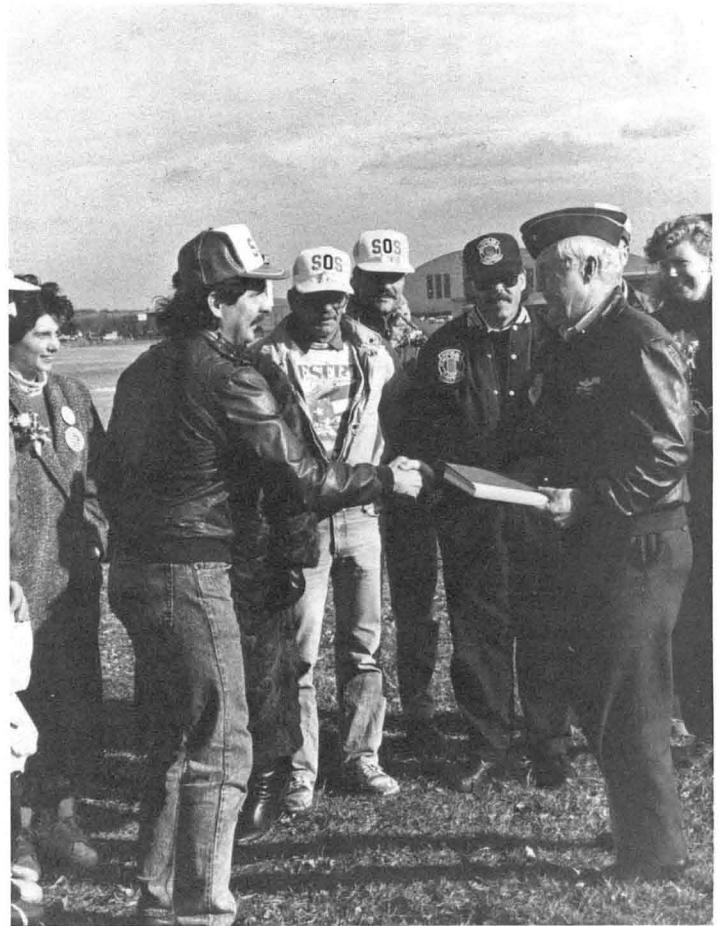
One Vietnam veteran, Rod Robinson, who served with the Navy at Cuavied in Quangtrie Province carried a flag taken from his Navy ship. "It's the first time it's been flown since Vietnam," he said, "I never thought it would see the light of day again." Seemingly insignificant rally events had deep meaning for many attending as it pulled at long-buried memories.

Stephen J. Treston, who has 3000 flying hours in B-24's and B-17's in World War II, absolutely loved the rally. He stood proudly in his khaki shirt littered with various, and rare patches. Across his service cap was the 93rd Heavy Bomb Group which was his unit from 1941-45. Mr. Treston's father was killed in WWI and his son served in Vietnam. As he observed the plethora of patriotic flags, he choked up, "That's MY flag, I'd do anything to protect it."

SOS founder and president, Nancy Leiper, feels a personal sense of responsibility for the freedom she enjoys. Her father was a Marine and she grew up with a national pride and feels she "must give something back for what has been given to me."

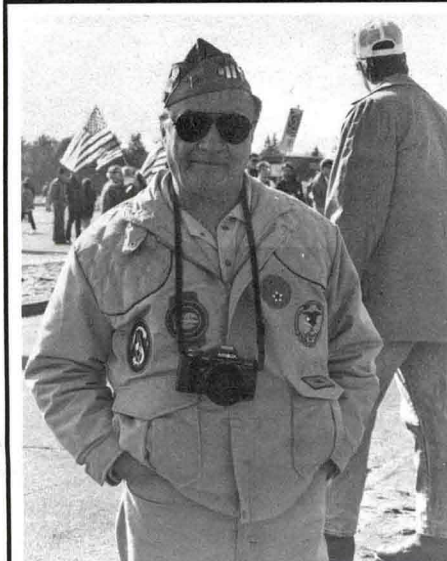
Show of Support began January 19 after the declaration of the Persian Gulf war and the objective is to reach out to the families of service people. "The rallies are a real healthy outlet

(continued on page 16)



BOOK 'EM-- Raymond Pioggia, representing SOS, presents a book to Brig. Gen Mike Walker on February 10. The book compiled rally photos and signatures, and was sent downrange the next day.

The faces of support



C-5 mission to the war zone:



GULF VIEW-- A Westover C-5 crew hauled cargo to the Persian Gulf on Feb.12.

Article by Maj. Rick Dyer

Photos by TSgt. Tom Allocco

In the Persian Gulf--For Westover aircrews hauling cargo to the Gulf War, the missions are far from home and far from glamorous.

One 337th MAS C-5 crew, led by veteran pilot Lt. Col. Peter Eiche, delivered 70 tons of Desert Storm supplies Feb. 12 to a country in the Persian Gulf.

The airlift operation, which covered more than 6,400 miles round trip, offered a revealing glimpse at the tedious, 25-hour workdays which Westover crew members confront each time they fly to the war zone.

The day began at 11:30 p.m. at Torrejon AB in Spain. The 337th aviators flew there from Westover on a Galaxy earlier in the day, and had been in "crew rest" since shortly after their pre-dawn arrival in Madrid.

After the Torrejon command post alerted Colonel Eiche about the mission, he rounded up the rest of his eight-member crew. "We're going," he said, as he knocked on his crewmates' doors at Torrejon's Don Quijote Inn.

Colonel Eiche went with his copilots--Maj. Chuck Saul and Capt. Keith Guillotte--to the base operations building, where they filed a flight plan and received weather and intelligence briefings.

Because the mission was expected to last more than 20 hours, three pilots were assigned to the flight. While the pilots mapped their route, the others headed through the darkness to the waiting Galaxy.

There, the loadmasters--TSgt. Chris Maille, SSgt. Sherri L. Bigelow (from Dover's 326th MAS) and SrA Ted Malysz--hailed the luggage and flight gear on board. While they performed the ritual "bag drag", flight engineers MSgt. Paul Harrison and TSgt. Andy Dupuis were on the flight deck, checking and double checking the big plane's systems.

In the cavernous cargo hold below, the loadmasters inspected the 18 pallets of cargo which were chained to the aircraft's floor.

The pallets, which contained 140,000 pounds of cargo, were destined for a U.S. Navy unit stationed in the Persian Gulf.

By 3 a.m., the pilots had returned and the crew prepared for takeoff. After an hour delay due to maintenance problems, Colonel Eiche started the C-5's engines.

The Galaxy taxied onto the busy Torrejon runway at 4:23 a.m. Nine minutes later, MAC mission 19815 was flying toward the Middle East.

Aided by an 80-knot tail wind, the C-5B flew at an altitude of 28,000 feet at a speed of approximately 500 nautical miles per hour. The busy pilots worked with methodical precision, programming the aircraft's navigational computers, checking waypoints, and maintaining radio contact with air traffic controllers along the route.

At 6 a.m., as the Westover crew flew over the Mediterranean Sea, Captain Guillotte briefly monitored a BBC news broadcast on the aircraft's radio. It was Day 27 of the war against Iraq, and the accounts detailed heavy allied bombing of Saddam Hussein's forces.

As the big plane flew over Egypt, a panoramic view of the Nile River was available from the flight deck. By 9 a.m., the C-5 approached the Red Sea.

"Navy," said Capt. Guillotte, pointing downward. An allied warship and aircraft carrier--resembling miniature model ships from an altitude of 29,000 feet--were cruising on the shimmering blue waters below.

Shortly after 9 a.m., the Westover crew approached the coast of Saudi Arabia, a country which occupies about four-fifths of the Arabia Peninsula and covers 873,000 square miles.

From the flight deck, several Westover crew members snapped photos of the landscape which unfolded below. They saw the rugged Hejaz Mountains which abut the Red Sea, the desolate black volcanic debris which resembled the surface of the moon, and hundreds of miles of barren desert sand.

The C-5 flew above several Saudi Arabian cities and military bases. There was an occasional ribbon-like highway or pipeline, and some huge, circular green agricultural areas, but mostly there was desert. The flight over Saudi Arabia covered approximately 750 miles.

At 11:20 a.m., Colonel Eiche landed the Galaxy at its destination in the Gulf.

As the plane's cargo was unloaded, the Westover crew watched as several sand-colored British fighter bombers thundered down the nearby runway bound for raids against Iraqi targets.

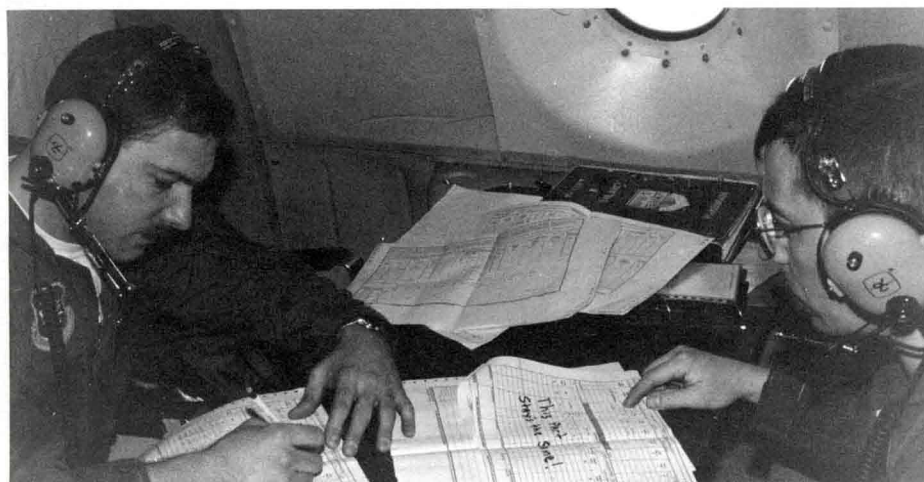
The stopover in the war zone lasted slightly more than three hours. It was just

(continued on next page)

far from home, far from glamorous



ALL IN A DAY'S WORK-- Lt. Col. Peter Eiche, (above right), 337th MAS pilot and 137th MAS pilot Maj. Chuck Saul prepare the C-5 gulf mission flight plan at Torrejon AB, Spain. Loadmaster TSgt. Chris Maille, (bottom left), and SrA. Ted Malysz complete paperwork associated with the 70 tons of cargo headed for the Persian Gulf.



enough time for the crew to oversee the Galaxy's unloading and refueling, file another flight plan and take on 23 passengers for the return trip to Spain.

The flight back lasted more than seven hours. Crew members spelled each other for brief rest periods and meal breaks.

"It's tough, but I wouldn't trade this for anything else right now," said Airman Malysz, one of the mission's loadmasters. "You adjust. You learn to eat when you can and sleep when you can."

Colonel Eiche, who flew C-130 gunships in Vietnam and was a commercial

pilot prior to his activation last August, agreed that the day-long missions can be a grind. "But," he added, "it's nothing when you consider how the troops in the desert are living."

The mission neared its end at 11:15 p.m. when the 337th crew touched down on the runway at Torrejon.

By 12:30 a.m. on Feb. 13, the tired crew members were back at their quarters, another 6,400-mile mission in their log books, another 25-hour Desert Storm workday behind them.

Within the next day, they expected to start another one.

GULF NOTES

Aircrews from the 337th have been flying to the Persian Gulf since shortly after Saddam Hussein ordered the invasion of Kuwait last August. One 337th member said that it took him a while to adjust to the lengthy missions.

"The first week I was out here I was a basket case," said Capt. Keith Guillotte, a C-5 pilot on the Feb. 12 mission. "Then, the second time, I got more sleep. You learn how to pace yourself."

It's probably inevitable that Captain Guillotte is a military pilot. His grandfather flew a Sopwith Camel in World War I, an uncle was a pilot and prisoner of war in Germany during World War II, and his father flew military cargo transports for the Air Force from Westover.

The captain, an avid amateur photographer who frequently snaps pictures while "on the road," spent 10 years flying on active duty in the Air Force before joining the 337th MAS.

When TSgt. Andy Dupuis, a 337th flight engineer on the 6,400 mile Gulf mission, landed in Europe around midnight, he planned on getting only three-hour's sleep. Then he was going to pump iron at the base's gym.

Sergeant Dupuis, a body-builder and Leominster, Mass. police officer, says that he tries to stay in shape while on the road. His rigorous mission schedule often makes that difficult to do.

"I've lost about five pounds of bulk since the war began," he said, adding that the long missions and an irregular meal schedule interfere with a proper diet.

The Feb. 12 mission to the Persian Gulf was just another Desert Storm workday for Westover aircrew members like Loadmasters Chris Maille and Ted Malysz and Flight Engineers Paul Harrison and Andy Dupuis. They've all flown "down range" frequently, some of them more than 25 times.

VIP program offers support to activated reservists and families

by TSgt. Sandi Michon

More than 300 businesses and professional services have joined the Very Important Patriot program to show practical support for activated reservists and their families.

The VIP program, scheduled to run at least through Sept. 1, offers a variety of discounts on goods and services from retail to professional. Any service active duty members and their dependents are eligible to take advantage of VIP discounts.

The program became operational on Feb. 14 when temporary VIP cards were issued along with a partial business listing. In early March, permanent cards and updated listings were mailed to all known eligible users. Active duty members must show their VIP cards along with their green military ID card or set of orders to participating businesses. Dependents must have military dependent ID card with the VIP card or furnish a copy of active duty orders in lieu of dependent ID.

According to MSgt. John Sullivan, 439th CSG career advisor and VIP coordinator, the number of VIP participants is still expanding and updated lists will be mailed at least once a month. Any eligible member not receiving a card or listing should contact the Desert Shield Support Center at 557-CARE.

When Desert Shield began in August, Sergeant Sullivan was tasked to create and implement practical ways to improve life for the troops deploying through Westover. "The emphasis was first on the PAX Terminal as we secured comfort items, food supplies and news papers from various businesses, but it created a momentum in the local communities to reach out to Westover," explained Sergeant Sullivan.

After the Dec. 3 activation at Westover brought the number of base activated reservists to 1100, the service continued at the PAX Terminal, but there was a new emphasis on the families of our activated reservists. The Jan. 24 activation solidified the need and the VIP program was conceived Feb. 1.

"By broadening our existing contacts with local businesses and working with the Greater Springfield Chambers of Commerce, the program was operational in two weeks," said Sergeant Sul-



(photo by SrA Nancy Wilochka)

VIP CHECKOUT -- Brig. Gen. Mike Walker, 439th MAW commander, purchases several of the Very Important Patriot pins which were sold recently by Big Y Supermarkets. Money collected by Big Y from the sale of the pins will be donated for use by the Westover Desert Shield Support Center. Big Y sold the pins at the 28 supermarkets which it operates in Massachusetts and Connecticut.

livan. He commented on his own experiences as a crew member as helping him to be familiar with family needs when a military member is away from home. "That's why we have included such services as repair assistance, professional services, contractors and so many other practical areas," he said.

"We obviously hope the VIP program provides the needed assistance, but we are still evolving and welcome and suggestions or relevant information," said the sergeant. Any input should be directed to Sergeant Sullivan at ext. 3590 or through the Desert Shield Support Center.

Lightning war... (continued from page 1)

Since last August, Westover has served as the major northeast C-5 stage area for Operation Desert Shield and Operation Desert Storm.

Through the beginning of March, more than 2,300 aircraft, 78,000 tons

of cargo and 31,000 troops passed through Westover enroute to the Persian Gulf.

As this edition of the Patriot was being published, base officials were preparing a "heroes welcome" for the returning Desert Storm veterans who were expected to return to the United States through Westover.

Loadmaster brings desert back home to his students

by Maj. Rick Dyer

As he flew home across the Atlantic Feb. 13 from his 15th mission to the Persian Gulf, MSgt. Dan Early was thinking about his kids—all 104 of them.

Sergeant Early, a 49-year-old loadmaster with the 337th Military Airlift Squadron, has four children of his own at home.

Until last August, he also taught English and science each day to 100 sixth graders at the Agawam Middle School.

Then Iraq invaded Kuwait, and Mr. Early became Sergeant Early when his squadron was activated to fly troops and heavy cargo to Saudi Arabia. He went from a world of homework assignments and blackboards to a world of flightlines and frequent 15-day missions to the desert.

"I miss the teaching," Sergeant Early said recently in the crew compartment of a C-5 Galaxy which was flying back to Westover from the Gulf.

The sixth graders he taught last year have gone on to seventh grade at another school, and his call-up at summer's end prevented him from teaching the students who would have started in his classes last fall.

But in his spare time between missions, Sergeant Early goes back to the Agawam school to share his experiences with the students. He's still teaching in a way, but now geography and current events have replaced English and science as his "subjects."

"I've been going back to the school on and off, one or two times a month," said Sergeant Early, who holds a bachelor's degree from Westfield State College and a master's degree in education from American International College in Springfield.

Each time he returns, Sergeant Early brings his own experiences in the air and in the desert to the classrooms he visits.

"I give them an oral history from my perspective," he said. "And I try to answer their questions."

That task isn't always easy. The inquisitive 11 and 12-year-olds, Sergeant Early said, often ask tough questions.

"They ask things like 'should we attack first?' or 'should we use nuclear weapons?'," he said. "A lot of them are conscious of the people involved (in the war), and approximately one fourth of the kids personally know someone who is in the Persian Gulf."



(photo by TSgt. Tom Allocco)

REALITY TEACHING-- Teacher/loadmaster Dan Early, a master sergeant with the 337th MAS tugs at a tie-down strap aboard a C-5A. Sergeant Early traded the world of chalkboards and homework assignments for the world of flightlines and frequent missions to the desert when activated last August.

Sergeant Early said that when he speaks about the war, he takes "a hands on approach to bring them closer to the whole thing."

He frequently brings maps of the Middle East with him, to show the children where he's flown, and where the soldiers are stationed.

During a recent visit, he let the students sample the MREs (prepackaged, meals-ready-to-eat) which troops eat while on missions in the desert. And when the kids wrote letters to soldiers stationed in Saudi Arabia, the former teacher from their school delivered them in person.

"The students really enjoy listening about the experiences of someone so close to the conflict," said Robert Farrell, the school's assistant principal. "We all hope and pray that he'll be able

to come back to us soon and resume his teaching career."

Although this is the first time that Sergeant Early has been called to active duty as a reservist, this isn't his first war.

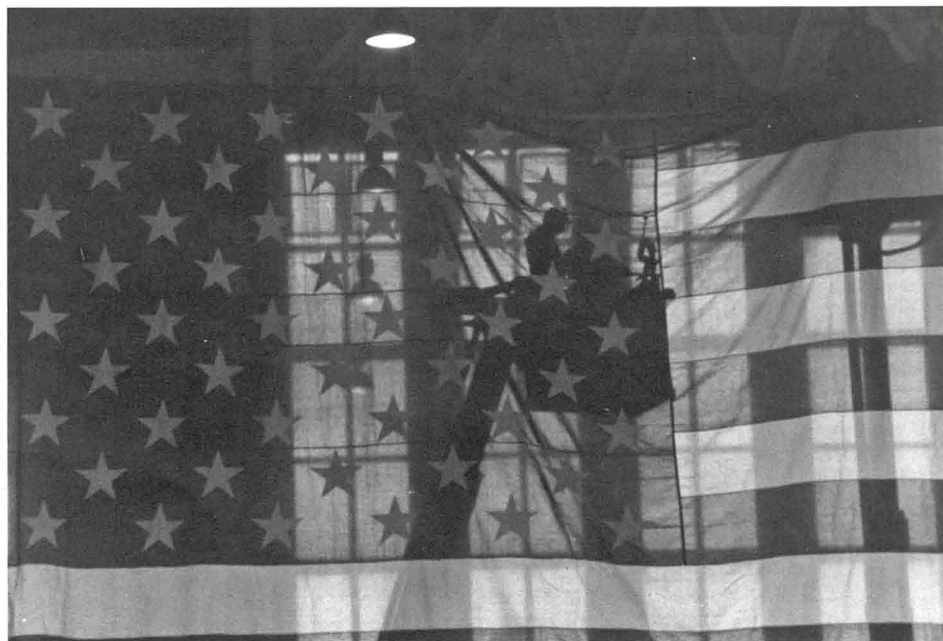
He served with the Army in Southeast Asia during the early 1960s, before earning his teaching degree through the GI bill. He also flew on cargo transport missions as a reservist during the U.S. invasion of Grenada in 1983, and during Operation Just Cause in Panama in 1989.

Why does the veteran teacher, who has been in the Air Force Reserve for nearly 19 years, continue to serve? "So my own kids won't have to do it," Sergeant Early said.

He plans to return to his classroom after the war though. "I miss it," he repeated.



(photo by SSgt. Vin Blanchard)



(photo by SrA. Nancy Wilochka)

Getting ready for the troops

Homecoming celebrations just don't happen. It took a lot of work -- much of it on short notice -- to ready the base for the Desert Storm heroes who started landing here in March. Huge yellow ribbons were placed on the control tower and Base Hangar and a 30-foot by 60-foot flag was hung as a backdrop for the welcoming ceremonies. The gigantic flag was donated by Sentry Uniform and Equipment, Inc. in Chicopee.



(photo by SSgt. Vin Blanchard)

Hoods overturn Jammers to stay perfect at 5-0

by SSgt F.X. Kelley

It was the Wild West versus the Big East in a battle of the unbeatens, as the Hoods and Jammers, each sporting 4-0 marks, met to determine basewide b-ball bragging rights.

Although the scoreboard showed the Jammers on top by three at the finish, 58-55, the win was nullified following a Hood protest of the Jammers' use of an

ineligible player.

The overturn named the Big East entry Hoods, at 5-0, the sole spoil-free squad as the 1991 MWR men's roundball season enters its second month.

Under the tutelage of player-coach Marvin Cunningham, the Hoods opened the year with a 60-41 dousing of the WAFB firehouse five. They next eased

by Crew Delta 57-50, and followed with twin kills over NPTU "B", 72-48, and the Security Police, 72-50, before becoming beneficiaries of the reversal victory.

Hot on the Hoods' heels in the Big East division are the Hawks at 5-1, whose sole loss came at the hands of the Jammers, 65-61. The Hawk wins were over MMWEC, 66-44, NPTU "B", 69-49, Fire Department, 92-39, and by forfeit against the Runnin' Rebs.

Atop the heap in the Wild West division are the Army Recruiters and the Jammers, each of whom sports a 4-1 record.

The Recruiters first knocked-off their National Guardsman counterparts, 73-66, creamed the MSF Smashers, 79-19, nipped Crew Delta, 52-51, and coasted past the Budmen, 56-37, before dropping a 50-38 test to the Hawks.

Perfect other than for the reversal defeat, the Jammers opened with a forfeit takedown of the Security Police, then defeated the Hawks, 65-61, MMWEC, 57-39, and the Budmen, 58-57.

Also with one loss are the Rec. Rats, who at 3-1 enjoy victories over Club Med by forfeit, and by the Smashers, 44-40, and the Security Police, 49-39. Defeat was at the hands of the Army National Guard, 44-36.

Sharing officiating responsibilities for the thirty games played thus far are: Barry Batts, Jim Davita, Gerry Gagnon, Walt Ison and Rich Marjanski. Keeping time is Sue Gagnon, while Dave Hughes and Chris Wieber handle scorekeeping duties.

League play continues through this month, with an additional thirty games on tap at the base gym.



(photo by SrA. Nancy Wilochka)

FINGERTIP FINESSE -- Hoopsters share in spirited rebounding as the base gym continues jumping with basketball action on tap ten times weekly. Sixteen teams are chasing the Hoods for top spot in the MWR men's league.

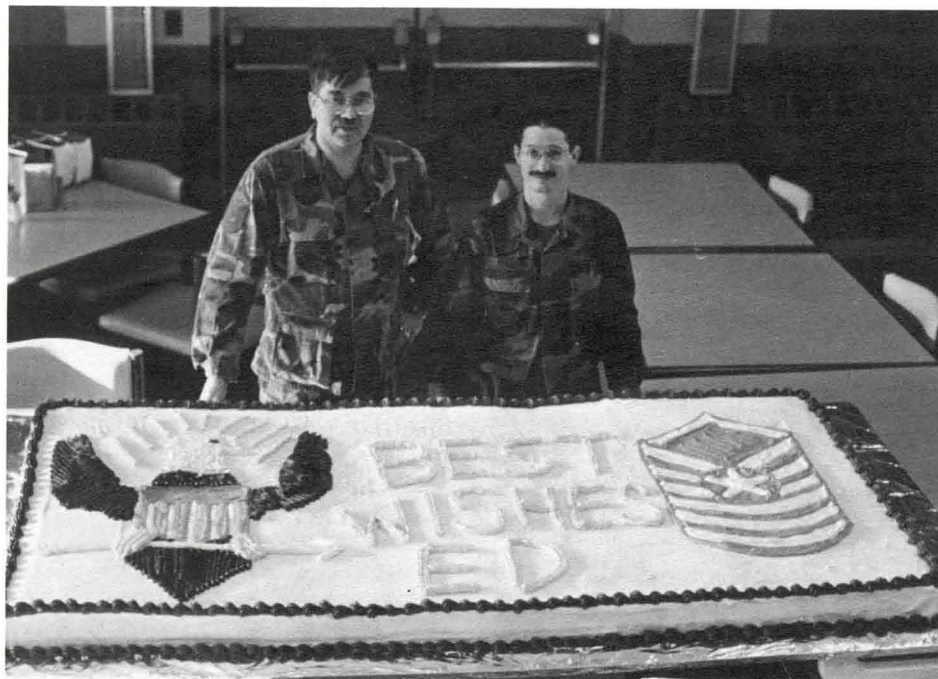
LEAGUE STANDINGS

Big East Division

| <u>Team</u> | <u>Coach</u> | <u>W-L</u> |
|--------------|--------------|------------|
| Hoods | Cunningham | 5-0 |
| Hawks | Dotson | 5-1 |
| Crew Delta | Santalla | 3-2 |
| NPTU "B" | Vanglider | 2-3 |
| Fire Dept. | Porter | 2-3 |
| Smashers | Johnson | 1-3 |
| Launchers | Colby | 1-3 |
| Runnin' Rebs | Greer | N/A |

Wild West Division

| <u>Team</u> | <u>Coach</u> | <u>W-L</u> |
|------------------|--------------|------------|
| Army Recruiters | Hamilton | 4-1 |
| Jammers | Josey | 4-1 |
| Rec Rats | Staszko | 3-1 |
| Army Natl. Guard | Pleasant | 3-2 |
| Budmen | Ryczek | 2-4 |
| Security Police | Bryant | 1-4 |
| Club Med | Jackson | 1-4 |
| MMWEC | Gubala | 1-4 |



(photo by SrA. Nancy Wilochka)

SWEET FAREWELL-- SMSgt. Ed Kruzlic's retirement cake is displayed at the Base Dining Hall. SMSgt. James Buell (l.) and MSgt. Michael Spano were contracted to make the 350-pound specialty cake presented on February 9.

SMSgt. Kruzlic retires after 40 years

TSgt. Tom Allocco

The friends of SMSgt. Eddie Kruzlic, 439th CES Prime Beef readiness manager, joined at the Consolidated Open Mess for a retirement party in his honor during the February "A" UTA.

The festivities, which included a 350 pound cake, marked the conclusion of a career that began in 1951. In the intervening 40 years, Sergeant Kruzlic had come a long way from the hills of Korea where he practiced the trade of an Army infantryman in war.

His two years in the Army included 17 months lugging a Browning Automatic Rifle (BAR) with the Second Infantry Division just below the 38th parallel. The BAR and ammunition weighed up to 55 pounds, most meals were K-Rations and a tent was a luxury usually reserved for the rest areas.

"It was just cold, that's the only way to describe it," he said. The cold air was brutal. Then, in the spring, the monsoons came for month after month," he said.

In 1953 he left the Army as a corporal with a Korean Service medal with two battle stars. He joined the Air Force for

four years, which included service in Japan as a flight engineer on a "Dumbo" FA-16 amphibious air rescue aircraft. He was among those who rescued Japanese following flooding when a major typhoon hit that country in 1955.

Sergeant Kruzlic joined the Air Force Reserve in 1963 and later transferred to the 905th Troop Carrier Group at Bradley Airport. He came here with the group, forerunner of the 439th MAW, as a firefighter in 1966. From 1974 to 1983 Sergeant Kruzlic served as first sergeant of the 439th CES before taking the readiness manager ART position.

In retirement he will remain in the Westover family, Sergeant Kruzlic promised.

"I still feel I'm a part of the system. I hope I can continue to contribute to the wing. I feel a loyalty to the people in the wing and the reserve. They do one hell of a job," he said.

Sergeant Kruzlic and his wife, Priscilla, reside in Sunderland. They are the parents of seven children.

FMS Superintendent recounts A.F. highlights



(photo by SrA. Nancy Wilochka)

SMSgt. Otho Milbourne

SMSgt. Otho Milbourne, 439th FMS reserve maintenance superintendent, retired on Feb. 7 to conclude a career which began in 1951.

Shortly before retiring he received the Meritorious Service Medal which acknowledged his role as a driving force in the 439th FMS since joining the squadron in 1977. Until the day of his retirement he was working full-time in support of the expanded maintenance workload due to the Desert Storm airlift.

Sergeant Milbourne had the distinction of being a member of Flight 651 during basic training at the former Sampson AFB, Geneva, N.Y. in 1951.

"We were the first ones to be issued the Air Force blue uniform. All the others were still wearing the Army ODs and brown shoes," he said.

He remembers that "we were proud. We were wrinkled but proud."

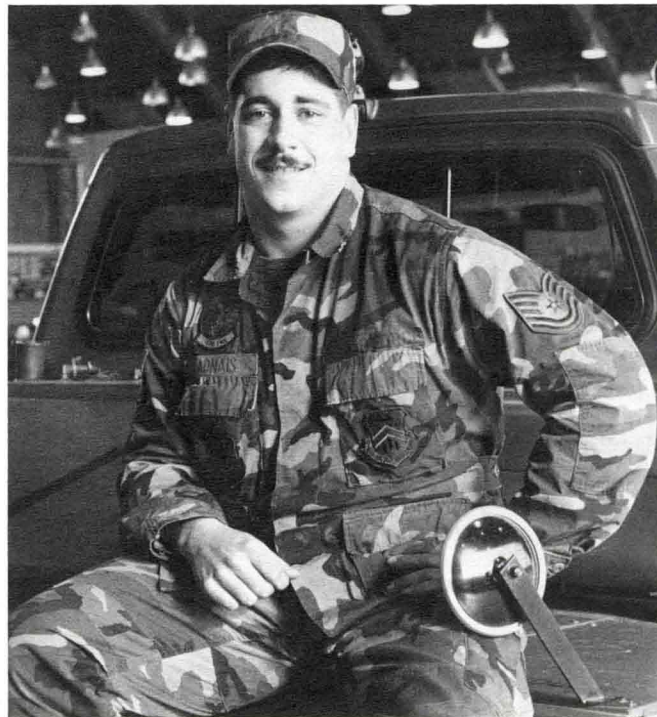
Sergeant Milbourne served on active duty for 10 years, including more than three years in France as a water supply and purification specialist. He later trained as a jet engine mechanic, graduating third in his class.

In 1985 he earned a Commendation Medal when he helped subdue an individual during an attempted aircraft hijacking on the flight line at Howard AB, Panama.

Sergeant Milbourne, who recently retired from Digital Corp., operates a sportswear business. He and his wife, E. Lorraine, reside in Concorde, Mass. and are the parents of three children.

"Patriot People"

Name: George H. Vadnais, Jr.
Rank: TSgt.
Age: 27
Address: Three Rivers, Mass.
Unit: 439th FMS
Position: Aerospace Ground Technician
Civilian position: Air Reserve Technician
Favorite Food: Chinese
Years of Service: 10
Favorite Sport: Football, bodybuilding
Favorite Hobby: Woodworking
Ideal Vacation: Somewhere warm with a lot of water
Best Way to Relax: Among friends with a glass of beer
Preferred Entertainment: Enjoying life
Favorite Celebrity: Arnold Schwarzenegger
Favorite Music: Rock and Roll
Favorite Book: Hunting and Sporting magazines
Favorite Color: Turquoise
Favorite Car: Mustang convertible
Pet Peeve: Constant complainers
Best Thing About Westover: They pay me
Worst thing about Westover: Nothing, I like it here.



TSgt. George H. Vadnais, Jr.

PAT

on the back

ENLISTMENTS

Sgt. Michael F. Scott
 A1C Keith A. Tytula
 AB Susan T. Bradshaw
 AB Ronald M. Crump
 AB Cortez DeBoise Jr.

REENLISTMENTS

MSgt. Thomas G. Durkin
 MSgt. James P. Lapsertis
 MSgt. David C. Mee
 TSgt. Kevin P. Cahill
 TSgt. John A. Evelyn Jr.
 TSgt. Hubert Jaundoo
 TSgt. Carol A. Yarnall
 TSgt. Kathleen M. Yost
 SSgt. Joseph Fedora
 SSgt. James L. Godin
 SSgt. Jay A. Hill
 SSgt. Brian D. Jarvis
 SSgt. Steven R. Nogas
 SSgt. Kenneth P. Wolff

Air Force Reserve structure to change

DOBBINS AIR FORCE BASE, Ga. -- The Air Force has announced the elimination of all Air Force Reserve numbered air forces, including 14th Air Force at Dobbins Air Force Base, Ga., by the end of 1992.

This action is the result of the Defense Management Review and other management initiatives in response to congressionally directed guidance, end strength constraints, and the changing world environment.

At Dobbins Air Force Base the elimination will result in the loss of approximately 59 Air Reserve Technicians, 17 civilians, 108 reservists, and 3 active duty personnel assigned to the 14th Air Force. Not affected will be the 94th Tactical Airlift Wing or the 94th Combat Support Group at Dobbins. The force structure at these organizations will remain

stable.

Fourteenth is responsible for managing all Air Force Reserve Airlift resources primarily in the eastern United States. Over 24,000 reservists are assigned to 27 different locations throughout 16 states. Management of these units will transfer to Headquarters Air Force Reserve at Robins Air Force Base, Ga., which will gain approximately 126 air reserve technician positions.

It is Air Force policy to minimize adverse impact on personnel. According to officials, every effort will be made to find other jobs on base or within the Air Force for civilians and technicians who have their positions eliminated. Priority placement efforts will also be provided for reservists who are not currently eligible for retirement.

Message of hope offered at annual prayer luncheon

by TSgt. Sandi Michon

The war in the Persian Gulf gave a fresh relevancy to prayer as 65 men and women joined hands in a large circle to open the luncheon with a common plea to God for courage and faith.

Hope, trust and encouragement were key topics at the annual prayer luncheon held at the Consolidated Open Mess on February 9. The Most Rev. Joseph F. Maguire, bishop of the Roman Catholic Diocese of Springfield was the keynote speaker to the gathering of religious, civic and military officials.

Although introductions and speeches were sprinkled with good-natured joking, speakers addressed the seriousness of war. Bishop Maguire spoke of dark times and gave illustrations from Scripture and modern stories of those who found inspiration and cause for celebration in the midst of despair.

"We must all move from anguish to gratitude to praise," he exhorted the audience. He stressed the importance of individual contributions in the quest for peace and used Mother Theresa of India as a frequent example. "She holds the key to more power than any Ayatollah because the eloquence of her life speaks with a caring heart and the wealth of a compassionate spirit," he said. The bishop quoted Mother Theresa to il-



(photo by TSgt. Howard Garbarsky)

KEYNOTE SPEAKER-- Rev. Joseph F. Maguire, Roman Catholic Bishop of the Springfield Diocese is welcomed by Col. Thomas G. Hargis and Chaplain (Capt.) Richard Miesel at the annual prayer luncheon.

lustrate the proper heart attitude, "We can not do great things, only small things with great love."

Bishop Maguire also told the story of Tony Melendez, a child born without arms and with a deformed leg. His parents wasted no time on self-pity, but instead focussed on the blessings of Tony's beautiful face and wonderful eyes. They thanked God that Tony could smell the flowers and fragrant candles burning at God's altar.

"Like Tony, we can move from tragedy to promise...the tragedy of war to the promise of peace. We must struggle to trust and dare to hope when God calls us to His mighty deeds," he said.

Chaplain (Capt.) Richard Miesel,

closed the luncheon with a benediction that remembered the homeless, the hungry, the fearful and the oppressed. He also prayed for national leaders to be guided by a love of justice instead of arrogance. He ended by remembering our troops.

"Let us remember those in military service in the Persian Gulf. Give them brave hearts, discipline and devotion to duty. May they serve nobly, and come home safely and well," Chaplain Miesel prayed.

According to Chaplain (Lt. Col.) Sandy Van Norden, this annual luncheon is a response to President Bush's call for an emphasis on prayer to the entire nation.

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