

PATRIOT

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

VOLUME XIX, NUMBER 4

APRIL 1992

Col. Czekanski assumes command

By TSgt. Tom Allocco

With a promise to continue the change begun by his predecessor, Col. James P. Czekanski accepted the flag and leadership of the 439th Airlift Wing from Brig. Gen. Frederick D. "Mike" Walker on March 7.

In his first address to his new command, Czekanski told the men and women of the wing to expect further change at the Northeast Air Station. Noting a shrinking defense budget, he said that he is committed to total quality management to meet the challenge.

"Total quality is the only way we are going to change and compete successfully," Czekanski said.

The 2,200 Westover reservists stood at attention as CMSgt. Charles Fusco, senior enlisted advisor, passed the wing guidon to Walker, who relinquished the symbol of wing leadership to Maj. Gen. John J. Closner. The Air Force Reserve commander passed it to Czekanski.

The new 439th commander acknowledged a "large debt of gratitude" to General Walker, under whom he had served. "Without his help I would not be standing at this podium," he said.

"I look forward to being a member of the 439th family," he said.

A native of Fall River, Czekanski earned his commission through the ROTC program at the University of Massachusetts. He flew 55 combat missions as an AC-130A commander. He most recently served as the commander of the 315th Military Airlift Wing (Associate), Charleston, S.C.

Joining the wing in welcoming Czekanski and honoring General Walker were dignitaries including U.S. Representatives Richard E. Neal and John Olver; Lt. Gen. Vernon Kondra, 21st Air Force commander; Mr. Roger Scheer, deputy assistant to the

secretary of defense; Mr. Michael P. Reardon, deputy assistant secretary of the Air Force for reserve affairs; Maj. General Robert McIntosh, Air Force Reserve vice commander; and Maj. Gen. Dale Baumler, 14th Air Force commander.

Closner told those assembled that Westover reservists had set the standard for innovation. "The entire Air Force looks to you," he said.

"You have lost an outstanding commander and are gaining a superior commander. You have the world ahead of you," the Air Force Reserve commander told the men and women of the 439th AW.

Closner presented the Distinguished Service Medal to General Walker in recognition of distinguished service since assuming command of the 439th TAW in June 1986.

He led the wing through the conversion from the C-130 to C-5, Desert Shield and Desert Storm, the welcome home of the Gulf War troops and the humanitarian airlift to the former Soviet Union. Those who served under him wear the ribbon of the Outstanding Unit Award, for superior performance during the Gulf War. Walker's final words to the 439th were a salute to its members.

"Peace is breaking out all over. You can take pride in helping that happen, in taking part and being part of the process."

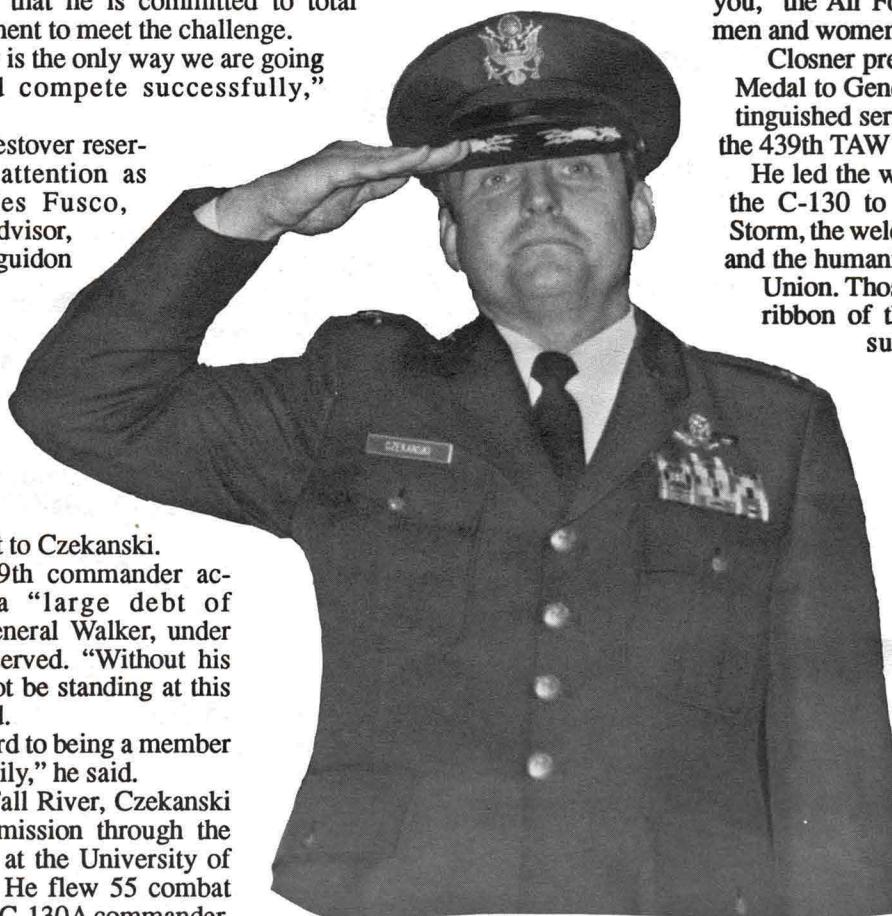
He recounted an experience in Kiev, Ukraine, where former Soviets told a Westover aircrew that the AN-124 is now "the largest aircraft in the free world. Those folks are now starting to think of themselves as also free."

Reminding the reservists that national decisions are being made regarding the Northeast Air Station, he appealed to wing members to

"give Colonel Czekanski the same support you gave me..."

"In each one of you is a genius locked in. You have to figure out how to get it out. Make each thing you touch better and we'll have a much better world.

"Thank you for letting me serve you."



Col. James P. Czekanski - reporting for duty

EDITORIAL

Accidents on the rise

After having the second safest year in the Air Force's 44-year history, the first quarter of fiscal 1992 shows an increase in accidents in almost all areas.

For Westover, this includes some good news and some bad. On the positive side, it should come as no surprise that the 337th ALS has continued its accident-free flying.

In fact, the 337th has gone 26 years—over 125,000 flying hours—without an accident.

On the negative side, work-related injuries have increased through the first quarter of fiscal 1992. To date, 17 reportable mishaps have occurred at Westover requiring at least one day of lost work. These injuries are primarily bumps and strained backs from people not being cautious enough.

Even more serious, motor vehicle accidents, which constitute the greatest threat to military personnel, are again on the rise, according to George Siebert, DoD director for occupational safety and occupational health policy.

Fortunately, no reservist has died from Westover during recent years as a result of a motor vehicle accident. The same cannot, however, be said for the rest of the Air Force. Last year alone, 428 airmen and DoD civilians died in traffic accidents.

While we can be proud of our overall safety record, we can't rest on our laurels either. The fact is there's always room for improvement when we're talking about saving lives. One life lost to carelessness on or off the job is one life too many.

In the words of Brig. Gen. James L. Cole Jr., Air Force chief of safety, "we simply cannot accept death, injuries, and lost and damaged equipment as the cost of doing business."

Safety should be a way of life, not just an eight-hour-a-day job.

We're all working for a better tomorrow, so let's not jeopardize that tomorrow by compromising today. Let's be careful, life is too precious.

SrA. Mike Lyman
Public Affairs Technician

Briefs

Units redesignated

Changes have become the norm in the American military over the last several months and Westover Air Force Base has not escaped unscathed.

By order of the Secretary of the Air Force, the 439th Military Airlift Wing (MAW) will be redesignated the 439th Airlift Wing (AW), the 337th Military Airlift Squadron (MAS) is to be the 337th Airlift Squadron (ALS) and the 439th Combat Support Group (CSG) will be called the 439th Support Group (SG).

Honor Guard changes

SSgt. Roy Willis has been named NCOIC of Westover's Honor Guard, replacing TSgt. Doreen Bronner, who has stepped down. TSgt. Mark Baker remains assistant NCOIC.

Information is available from SSgt. George Louvitakis, flight chief, at 557-2150.

Scholarships offered

Chapter 109 of the Air Force Sergeant's Association is offering several college scholarships. The financial aid is available to members and their children.

For information and applications contact Al Cosgrove (533-3313) or Frank Smith (592-0405).

New LES coming

The Reserve Pay System has begun using a new and improved Leave and Earnings Statement.

The new LES will expand the information reservists receive regarding pay and leave. For each payment received, a new LES will be issued. If no payments are made during a month, members will receive a zero pay LES which will reflect any activity to his or her account during the month.

No physical exams

No physical examinations will be conducted at the 439th USAF Clinic during the B UTA in April or the A UTA in May.

PATRIOT

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Pair promoted to chief at CBPO

Article and photo
by TSgt. Sandi Michon

TQM stood for Total Quality Managers when Barbara Ledom and Marge Schoonover were promoted to chief master sergeant on March 1.

Both Ledom and Schoonover are ART chiefs in the award-winning CBPO section, and quality performance was a key factor in their promotions.

"Chiefs Ledom and Schoonover have contributed immeasurably to our high level of customer service," said Capt. Denny Jobes, CBPO chief. "They are not the type to rest on their laurels, but already have set short-term and long-term goals. They are pushing CBPO to compete against its own level of excellence," she said.

"It is ironic that the first time a female is appointed chief here since the Air Force Reserve took over the base in 1974, there are two eligible in the same cycle from the same section," said Jobes.

Ledom, chief of personnel programs, is a 20-year Air Force veteran with eight years active duty. She has been at Westover for two years and her section maintains all Reservists' paperwork details, and ensures the overall quality of reserve manning.

"Naturally I was pleased to learn of the promotion, but I wasn't expecting it," said Ledom. A native of Attleboro, Mass., she earned a bachelor's of science degree in human resource management from Park College in Missouri and has completed numerous military PME courses. She says the promotion doesn't change anything as far as her job is concerned. "I plan to pursue a masters degree," she said. "I'm one of those people with an eye out



for opportunity, but I don't see any changes in the very near future."

As Career Progression and Training Management Chief, Schoonover is responsible for all incoming reservists, their assignments and continuous training. During Desert Storm, mobilization functions were primarily her responsibility. She has 14 years military service and 16 years of civil service time.

"I was really excited to learn of the promotion to chief," she said. "It feels great."

Recognition of excellence is not new to Schoonover. She was selected Senior NCO of the group and wing in 1990, and was selected AFRES Personnel Superintendent in 1989.

It is obvious that both women are serious about their work, but also take great pleasure in helping people. "The best part of my job is getting to meet all the different people as they come to Westover," said Schoonover.

"It's great to help people strive for quality," said Ledom. "The hard part of the job is dealing with people who resist meeting required quality levels."

Both Ledom and Schoonover have met all the criteria for chief master sergeant which includes, time-in grade, time-in-service, all required military PME courses, job performance, recommendation by superiors and the final approval of the general.

As they look to the future they are still implementing ways to improve service to the customer. "The barometer of success is not rank, but customer satisfaction," said Jobes.

Westover's CBPO section has placed first in AFRES in the past three years and was the first reserve base ever selected for the Gerrit D. Foster Outstanding CBPO of the Year Award in 1990. They are in the competition against all other Air Force CBPO's again this year.

To balance the demand for continued excellence with the challenge of raising children both chiefs have had to master time management. Both are the mother of two children. Ledom resides in Belcher-town, Mass. and Schoonover lives in Chicopee, Mass.

Open Season for survivor benefit plan offered to Reservists

For the first time in 16 years, reservists have the chance to change options for their Reserve Component Survivor Benefit Plan.

According to CMSgt. Barbara Ledom, Westover's chief of personnel programs, an open season will run from March 1, 1992 until Feb. 28, 1993 during which reservists may select or

News from CBPO

change benefit plans.

She said this applies to members in the following status:

- 1.—Retired but not yet 60 and not receiving retirement pay;
- 2.—Retired, age 60 or over and

receiving retirement pay;

3.—Members who have received their 20-year letter from ARPC.

Members in all three categories will receive a letter from ARPC regarding the open season.

Normally, elections are irrevocable unless there is a change in marital status, Ledom said.

Westover's new DCO off to a flying start

By Maj. Rick Dyer

As he confronts the challenges of a new job, a new airplane and a new base, Col. Ronald K. Peacock has a "secret weapon" that will help him over the rough spots.

"I have a flip sense of humor, and can usually find something to laugh about in just about everything," said the 49-year-old pilot, who was recently named Westover's deputy commander of operations.

Colonel Peacock comes to Westover from the 700th Tactical Airlift Squadron at Dobbins Air Force Base, Ga., where he was an operations officer. He replaces Colonel Charles "Whitey" Joslin, who will serve as the base's project officer for the upcoming air show.

A veteran aviator with more than 6,500 flying hours — many of them in C-130 aircraft — Peacock will oversee all flying activities at Westover.

"One of my biggest challenges will be to help the base further its objective of establishing the Northeast Air Station," the sandy-haired air reserve technician said. "Although no one knows what future budgets will bring, Westover's strategic location and other base closures could give us an expanded role as a key air terminal."

The new position also means that Peacock will be heading back to school. He leaves shortly for Altus AFB, Okla., for the 10-week C-5 aircraft qualification course.

A graduate of Louisiana State University, Peacock was commissioned through the Air Force ROTC program and spent five years on active duty, where he was an instructor pilot. He joined the Air Force Reserve in 1972, and has been an ART since 1978.

Although the 700th TAS was not activated during Desert Storm, the colonel served a voluntary tour of duty in the desert.

"We set up a C-130 base in the Persian Gulf that was eventually taken over by an active duty unit," he said. "It gave us a real sense of pride."

A former juvenile probation officer who has taken graduate



Col. Ronald K. Peacock

courses in counseling, Peacock said that he'll take a service-oriented approach to his new duties.

"I'm here to keep things running smoothly," he said. "My goal is to try to help."

WWII Reflections: The Doolittle Raid

Logo and article by SrA. Mike Lyman



Sailing audaciously inside Japanese territory, the U.S. carrier Hornet launches 16 U.S. Army Air Corps B-25 medium bombers to bomb Tokyo, Japan, on April 18. Following the first bombing of Japan, the planes fly to occupied China where most of the crews are aided by Chinese "friendlies" and eventually return to the U.S. "The Doolittle Raid," named after the mission's commander, Lt. Col. James Doolittle, in fact, does little in actual damage but is good for American morale and forces the Japanese to question their war lords.

On the peninsula of Bataan, Wainwright retreats to Corregidor leaving nearly 70,000 American and Filipino troops to surrender to the Japanese. Forced to march 65 miles to an internment

camp without food and water in the scorching heat, over 7,000 out of the original 70,000 prisoners die in what is known as "the Death March."

In the Central Mediterranean, the U.S. carrier Wasp launches 47 RAF Spitfire fighters in an attempt to reinforce Malta's depleted air defense. But as the aircraft arrive on the tiny island, they are ambushed by the Axis air forces and nearly all destroyed, leaving Malta on the brink of defeat.

In the Indian Ocean, a strong Japanese carrier force raids the island of Ceylon in preparation for further Japanese expansion into India and the Middle and Near East. Though the Royal Navy's antiquated Eastern Fleet is badly defeated by the Japanese, the Japanese fleet retires and as a result, Japan expands no further in this theater.

Forty-eight percent of reservists live close to Westover

By SrA. Mike Lyman

The typical member of the Westover family is a Bay Stater who drives 46.5 miles to get to his job at Westover. On the other hand, the Westover family is widespread group with members scattered from the West Coast to the Gulf of Mexico and points in between. Though the vast majority of Westover Reservists live in the New England area, 29 states are represented by at least one Reservist.

Taking a close look at Massachusetts, it should come as no surprise that the majority of the 2407 Reservists who were stationed at Westover in January reside in the Bay State. In fact, 65 percent of all Reservists (1571) live in the Bay State with 48 percent of all Reservists living within 50 miles.

Locally, Hampden County's 23 cities and towns provide 765 Reservists, with 357 residing in Chicopee. Hampshire County's 20 cities and towns provide 264, with South Hadley leading the way with 73.

While the majority of Massachusetts' Reservists live within 50 miles of the base, Connecticut has nearly an equal distribution of Reservists living inside and outside the 50-mile commuting distance. In Connecticut 235 of the state's 483 Reservists live within 50 miles of Westover.

Comparing the two states which supply the most Reservists in terms of average commuting distance, Massachusetts and Connecticut Reservists average 30 and 52 miles to Westover, respectively.

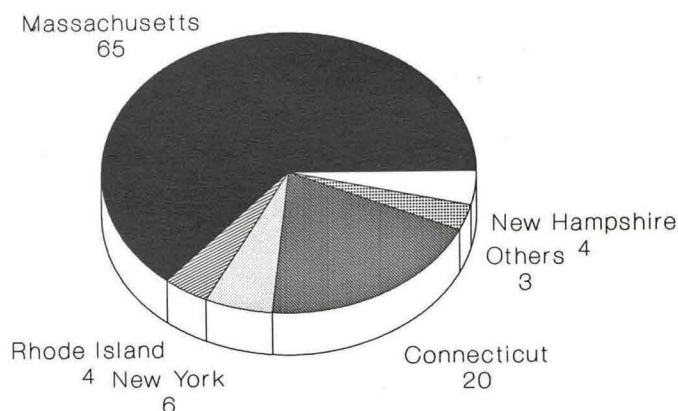
Despite the fact that each Reservist has his or her own reasons for making the commute to Westover, one thing is certain, Reservists who must spend hours in the air to get to Westover don't appear to be motivated by the money.

Why then do Reservists travel from all over the country to come to Westover for a UTA?

Maj. Frederick T. LaRochelle, 439th USAF Clinic flight surgeon, travels from his home in Houston, Texas, to Westover for a UTA weekend because he enjoys working with the people in the clinic.

"I definitely don't do it for the money," said LaRochelle who works full-time as the director of the Space Biological Research Institute at NASA.

Reservists Distribution % by State



* "Other" represents 24 states

"As a physician it's hard because I can easily make at home twice what I make on a UTA," he said. "In fact, it usually eats up a whole UTA's pay just to fly to Westover. My wife just doesn't understand it."

CMSgt. Theodore H. Erhardt Jr., 439th CES services manager, travels from his home in North Port, Fla. to Westover for a different reason.

"I began my military career at Westover and I'm going to finish my career here," said Erhardt who retires following the April UTA after 20 years of service.

"I make the trip to Westover because I really like the people," LaRochelle said. "They're a good group. When I moved

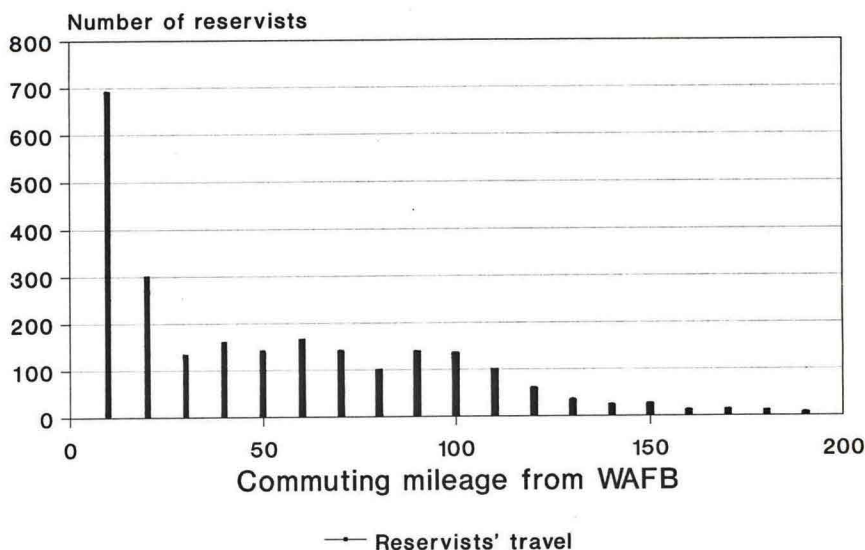
down here two years ago I checked out some of the clinics in Texas and Louisiana, but they weren't up to par with the 439th Clinic," he added.

"Making the trip north also gives me a good excuse to visit my relatives who live in the Springfield area," LaRochelle said. "Sometimes I even use my sister's car for the weekend."

Erhardt too has a daughter in the area with whom he visits on the UTAs.

"I'm not sure how long I'll be in," LaRochelle said. "Right now I just take one day at a time. But people have been very understandable," he added. "All things considered, I guess I'll do it as long as I enjoy it."

Westover reservists' commuting distances



*62 reservists commute beyond 190 miles

Gen. Walker honored upon

by MSgt. Gordon A. Newell
photos by SrA. Mike Lyman

Brig. Gen. Frederick D. "Mike" Walker was honored upon his retirement from the Air Force Reserve March 6 at a formal dinner attended by more than 650 guests at Chez Josef in Agawam.

Walker, who is 59, turned over command of the 439th Military Airlift Wing to Col. James P. Czekanski the following day at a change of command ceremony in the base's pull-through hangar.

"I have no regrets," the general said as he greeted well-wishers during his retirement bash.

"When I was a kid growing up in Michigan, I wanted to fly and to farm. And I've been lucky enough to have done both of them," he said.

Walker still owns a farm in Michigan and plans to return there with his wife Carol.

"General Walker is a man who led by example - always."

Col. Ralph Oates

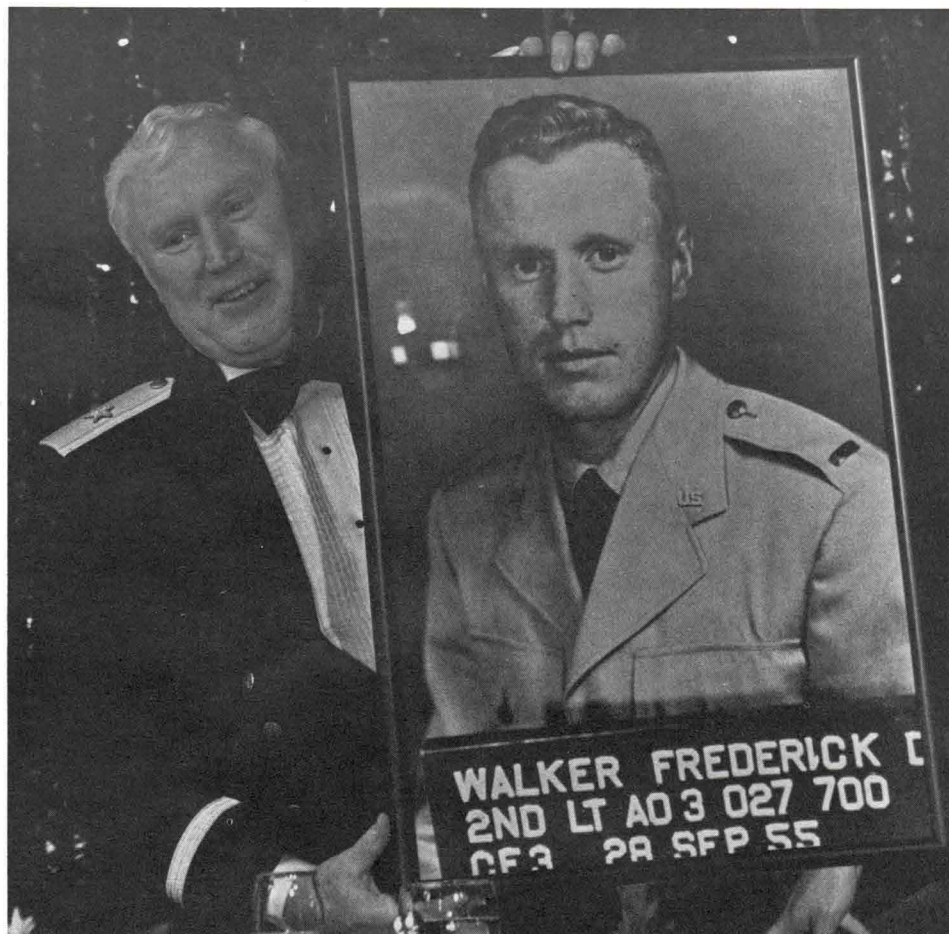
Walker came to Westover Air Force Base in 1986 to oversee the base's conversion from C-130 aircraft to the huge C-5 Galaxies. He was also instrumental in the base's involvement in Operation Desert Shield/Storm during which Westover served as the northeast staging area for troops and supplies headed to and from the Persian Gulf.

Walker was the only reserve general officer to be activated during the war which also saw more than 1,500 Westover reservists called to active duty.

The general also organized a homecoming celebration for troops returning to the United States from the desert, converting the base hangar into a huge welcome home area. More than 35,000 troops passed through the base during the five-month long celebration that saw thousands of New England residents turn out to welcome them home.

Col. Ralph Oates, who served under Walker as vice commander of the 439th, called the time he spent in that position the best five years of his life.

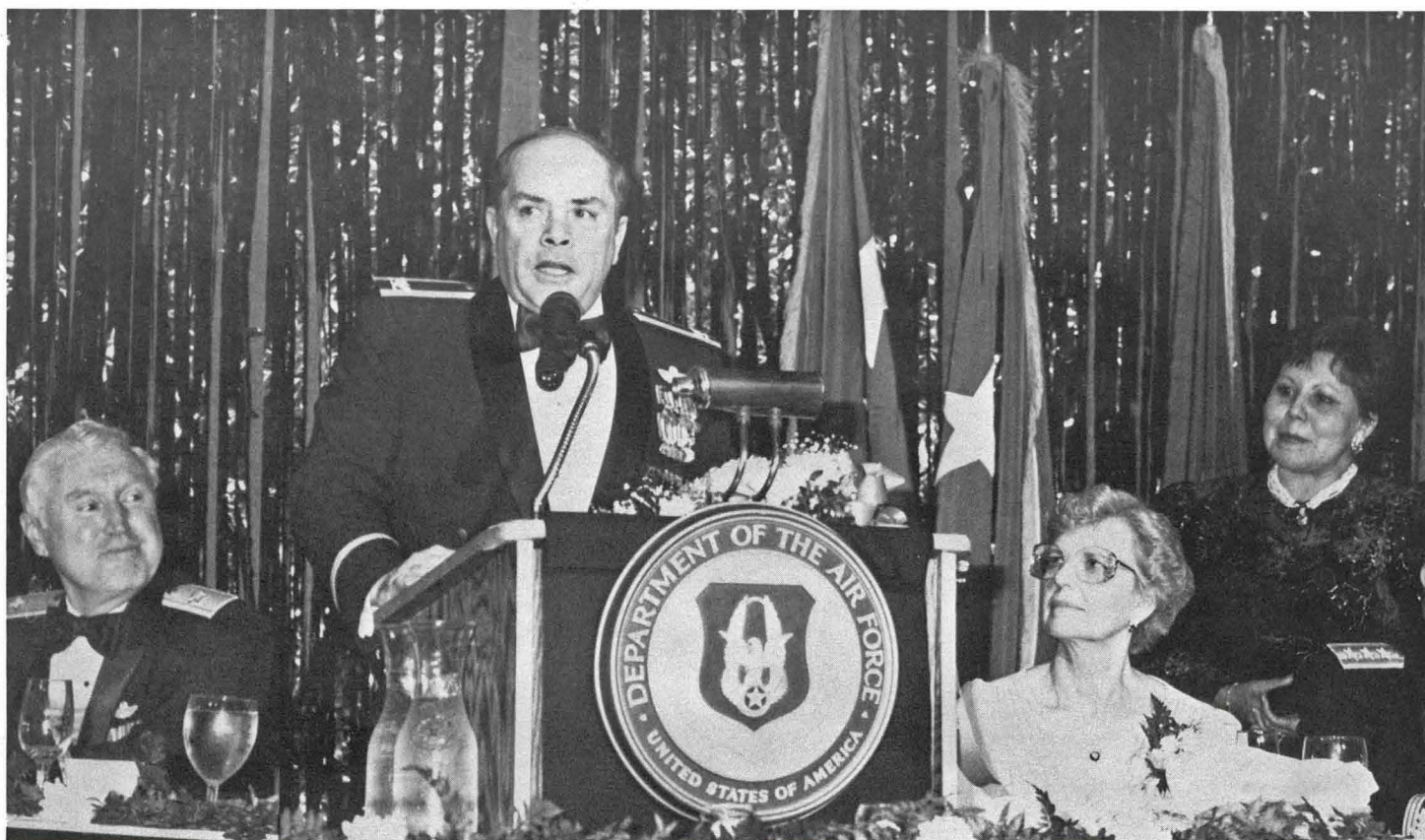
"General Walker is a man who led by example—always," he said.



REFLECTIONS —
Gen. Walker provides a 'before' and 'after' look as he shows off the gift he received from CBPO. The gift satisfied two criteria. According to Capt. Denny Jobes, it had to make him look younger, and it had to be cheap... The following morning, after the official change-of-command ceremony, General Walker observes the C-5 flyover which concluded the formation.



retirement from reserve



THANKS FROM THE 439TH — Col. James Gallin, 439th MAW vice commander presents Mrs. Walker with flowers. The floral arrangement, on behalf of the wing, recognized

Mrs. Walker's contributions to Westover's fine reputation. Her behind-the-scenes efforts and hours of community volunteer work were highlighted during the presentation.

Walkers nominated for O'Malley Award

By TSgt Tom Allocco

Brig. Gen. Frederick D. "Mike Walker", who led the 439th MAW through the Gulf War, and his wife, Carol, who worked tirelessly in support of the Westover family and community efforts, have been nominated for the Air Force-wide O'Malley Award. Maj. Gen. John J. Closner, chief of the Air Force Reserve, announced the nomination for the prestigious award during the March 6 change of command ceremonies.

The award, named for General and Mrs. Jerome F. O'Malley, recognizes the wing commander and spouse whose contributions to the nation, the Air Force and the community best exemplify the highest ideals and positive

leadership of a military couple in a key Air Force position.

The nomination notes that General Walker spearheaded efforts which maintained a departure reliability rate of 71.2 percent, the highest of all C-5 staging operations, with a lower ratio of manpower to aircraft, during Desert Shield/Storm.

In support of enlisted families making sacrifices during the Gulf War, General and Mrs. Walker were a driving force behind the Family Support Center, which provided food, financial help and counseling to members of all services.

The citation recognizes that "the personal efforts of General and Mrs. Walker strengthened the silent majority within the New England area in support of a

non-partisan, pro-military stance." Following the Desert Storm victory, they were supporters of a March of Tribute parade. The parade received extensive media coverage for bringing together and honoring veterans and their families of World War II, Korean War, Vietnam War and the Gulf War.

Mrs. Walker's community activities include service in the Volunteer Nurse Association, in which she has been instrumental in providing care for shut-ins and terminally ill patients. As a Sunday school superintendent, she is a role model for students, and she and General Walker serve as volunteer lay readers.

The winners of the O'Malley Award will be announced in the spring.

High tech tools help guard Westover flightline

By TSgt. Tom Allocco

The growing strategic importance of Westover and its wing of Galaxies is being reflected in the quality of equipment available to the 439th SPS to protect resources.

Movement sensors, heat sensors and microwave TVs are among the sophisticated security measures being introduced as the security police keep pace with developing technology and Westover's growing role.

In several cases, Westover is pioneering the introduction of recently developed security systems on reserve bases.

"Increasingly, the job performed by security police on foot and in vehicles is being done with high tech tools unheard of just a few years ago," said Capt. Robert Mooney, 439th SPS commander.

"With overlapping TV cameras, one security police member in Central Security Control can watch every corner

of the flight line. The security controller can pan, tilt and zoom the cameras in on a target, and with infrared lights he can do it in pitch dark or fog," he said.

Central Security Control was set up in Hangar Five two years ago to monitor sensor cables buried under the flight line. An electronic arc flows from cable to cable, and the controller is alerted when the arc is broken by an intruder. Westover is the first reserve base to have the buried intrusion security system (BISS).

The 439th SPS is divided between the aircraft security section, responsible for the flight line and ramps, and the resource protection division, which guards the rest of Westover.

Flightline security was supplemented in December with a computerized network of microwave cameras, each of which is flanked by two infrared lights. If the system is activated, the nearest cameras automatically focus on the intruder, transmitting the picture to the con-

troller's 24-inch monitors.

The flightline and ramps will be lighted at night beginning in the spring when ballpark-style light towers are scheduled to be erected.

Intrusion detection systems were recently installed in all facilities that retain funds, weapons or sensitive materials. About 30 areas on base are protected by the systems.

The system can detect the opening of windows or doors, and is alerted to motion or body heat. Authorized members can enter protected facilities after duty hours by using a key and punching an individual code number in a nearby keypad.

"The key to security will always be the individual security police member on duty and ready to respond. But we've come a long way from the generations of the security policeman trying to make as many rounds as possible in every kind of weather," Captain Mooney said.

439th Communications Squadron in exercise at Myrtle Beach AFB

by SSgt. Lavina Simeone
439th CS UPAR

The 439th Communications Squadron participated in Exercise Corn Cob at Myrtle Beach from Feb. 8-14. The training exercise was week one of the squadron's annual tour to Myrtle Beach AFB, S.C.

Twenty two members participated in the training which tested the unit's ability to provide communication during various war-time scenarios.

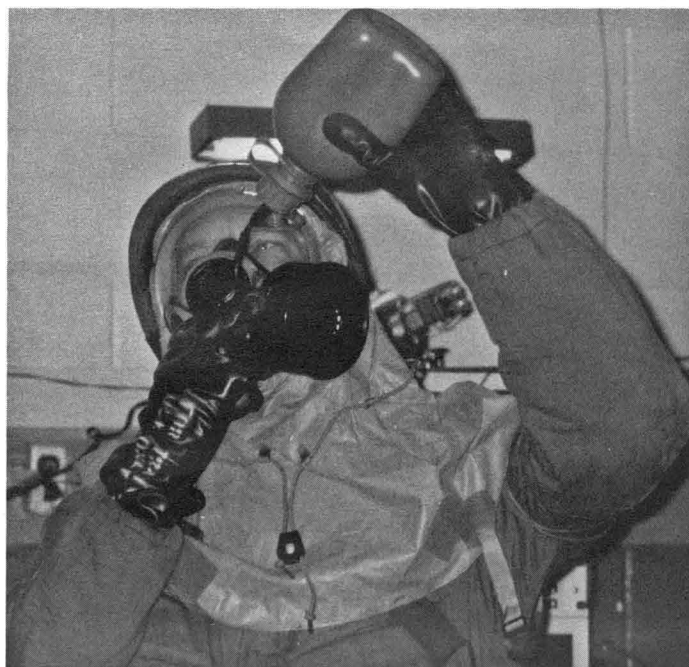
Our reservists were required to set up a field communications command post which included a command focal point, switchboard, communication van, antenna, field phones and radios. Once established, the command post operated 24-hours-a-day, responding to changing mock chemical warfare threat levels.

The instructors at the 354th Communication Squadron at Myrtle Beach set up different scenarios for all communicators. One scenario included a bomb threat received through the switchboard. The teams responded with urgency and accuracy.

Another exercise section called for a gas attack at the command focal point, with gas coming through the building's heating vents. Maintenance was tasked with keeping all equipment operational.

Trouble shooting problems was a constant activity throughout the changing scenarios, and most problems were corrected immediately.

According to squadron members, the 354th instructors were very knowledgeable and everyone gleaned valuable information. The 354th personnel were impressed with the job knowledge and dedication of the 439th communications members.



THIRST QUENCHER — MSgt. Brian Quirk, information systems manager maneuvers the canteen contents through his gas mask during the condition red scenario section.

The second week of annual tour was accomplished in briefings and classroom instruction. The discussions critiqued the exercises and made the presentation of new information more relevant.

Squadron members found the exercise and classroom sessions an excellent training opportunity, but many also commented on the South Carolina weather as a welcome break from the New England winter.

Tsgt. Paul Barsalou

Aircraft services' workload continues to soar

By 1st Lt. Paul P. Koscak Jr.

Constantly doing more with less seems to be the proverbial balancing act that Westover's aircraft services section does best.

Indeed, juggling the demands of a soaring increase in transient aircraft, a civilian airlift service contract, plus the routine needs of Westover's monstrous C-5 Galaxies with only 14 reservists, 10 ARTs and two civilians — seven days per week — may be a fitting entry for Ripley's Believe-it-or-Not.

The big workload began to take shape in 1987, when Westover converted from the C-130 to C-5 aircraft. Now, in addition to their traditional function of maintaining vehicles, base transportation provides a whole realm of aircraft services from coffee and comfort items for aircrews to loading and unloading palletized cargo, rolling stock and passengers.

Pease closing

In fact, aircraft services, which is located in Hangar 5, manages the only C-5 fleet service in the Air Force Reserve.

The closing of Pease AFB, N.H. in June of 1990, moved the logistics airlift service (LOGAIR) to Westover. Operating out of the base supply building as a function of base transportation, the LOGAIR agreement services 92 outside vendors holding Department of Defense contracts.

Computers linked with Air Force Logistics Command at Wright-Patterson AFB, Ohio, in the LOGAIR center, allow transportation staff to supervise the movement of a variety of cargo that transits Westover.

"With Loring AFB, Maine on the closure list, that will leave Westover as the only LOGAIR station in New England," said Capt. Richard DeMello, base transportation OIC.

Some of the vendors include Hamilton Standard, Pratt & Whitney Aircraft, the Natick Research, Development and Engineering Center, South Weymouth Naval Air Station and the Groton, Conn. submarine base.

More recently, base transportation is handling the shipment of electronic components for the Navy, another victim of base closure.

The agreement came about after an official from the Portsmouth Navy Yard contacted aircraft services with an urgent appeal for assistance. Base Transportation Officer Shari Macdonald says



SSgt. Christine Mora

FFILL UP — SSgt. John Aukstikalnis, aircraft services specialist with the 439th CSG, fills the coffee tank in a transient KC-135.

Westover's effort to haul 32-foot modules is a major factor in saving countless jobs in a state racked by the current economic recession.

But, the greatest challenge base transportation faces is servicing the dramatic surge of transient aircraft.

"Before Desert Storm, we would service about 50 planes per month — few were transient," said Richard Hamilton, aircraft services foreman. "Now it's about 150 per month."

Transient aircraft

Transient aircraft are drawn to Westover for several reasons.

The removal of the MAC detachment from the Canadian Air Base at Goose Bay, Labrador immediately transformed Westover into the last refueling stop for European-bound aircraft.

During the Persian Gulf conflict, the base became the last chance for gas before crossing the Atlantic Ocean, drawing countless aircraft and national attention and prestige to a previously low-profile military facility. And fueling the

momentum is base transportation's own sales effort. No crew leaves Westover without receiving an aircraft service's "one call does it all" business card.

That, plus the commitment of Westover commanders to capitalize on this reputation and position the base as a major player in servicing military missions will assure the continued growth in air traffic.

Increased visibility

While all the increased visibility is sure to present some exciting economic opportunities for both the base and the region, Macdonald believes continued planning is necessary.

Over-manned-to-the-max and their supply of mandays exhausted, DeMello worries that the unit's capacity to service increasing amounts of transient flights is at the brink.

"We will present our case to AFRES that we need more staff to continue the current level of services," he said.

Currently, transportation operates 16-hour days, seven days per week.

Chaplain Raeke leaves Westover

By SSgt. F. X. Kelley

As the strains of "On Eagle's Wings" echoed throughout the ball room at the Consolidated Open Mess, Chaplain (Capt.) Joe Raeke took his final walk down the aisle of the surrogate chapel, pausing to greet each of the parishioners and guests at his last Mass here during the February "B" UTA.

Raeke, who was ordained a priest eleven years ago, closed-out five years of service to Westover's Catholic community, concurrently assuming his new "civilian" duties as associate pastor of Holy Family Church in Duxbury, Mass.

Raeke's was a familiar face here, especially during the Persian Gulf war. His presence was deeply felt both at the Base Hangar, where he tended to individual needs, and the Desert Storm Support Center, working closely with family support groups.

"The most memorable moments of my tour here came during the Desert Storm

experience. I was able to put all my training to incredible use, ministering to thousands of servicemembers and their families," said the St. John's Seminary graduate.

Raeke plans to continue his military career as an IMA at Shaw AFB in South Carolina. "As an IMA I'll be able to pursue my chaplaincy, since it allows me the flexibility to fulfill all my obligations in two trips to Shaw, taking me away from the parish only twice versus twelve times per year," said Raeke.

Although his long-term goals include missionary work in South America and Haiti, Raeke plans to maintain a close affiliation with the Boston Diocese, and remain in contact with the friends he has made during his stay here.

"I'm going to miss Westover. Everyone was very caring, friendly and easy to be with. It was an honor and pleasure to share my faith and encourage others to live theirs," said Raeke.



Chaplain, (Capt.) Joe Raeke

"I'm going to miss Westover... It was an honor and a pleasure to share my faith and encourage others to live theirs."

Chaplain Joe Raeke

Westover carries anchor from USS Coral Sea Down Under

By SrA. Mike Lyman

A Westover C-5A recently delivered a 60,000 pound anchor to the city of Townsville, North Queensland, Australia, to commemorate the 50th anniversary of the Battle of the Coral Sea.

The "gift of friendship" was from the aircraft carrier USS Coral Sea which was recently decommissioned in Philadelphia. The anchor, which was handed over to Townsville on Feb. 14, will be officially presented to the city during the two-week commemoration period beginning May 1.

The 12-day trip began on Feb. 9 when the crew flew to McGuire AFB, N.J. to pick up the anchor. Next, the aircraft flew to Robert Gray AAF, Texas, to take on three helicopters bound for an airshow in Singapore.

Following uneventful interim stops at Hickam AFB, Hawaii, and Payalebar, Singapore, the 17-member crew began the six-and-a-half hour flight to Townsville, Australia which proved to be the highlight of the trip.

"About an hour and a half out of Townsville, Nellie (Lt. Col. Nelson Newhouse, 337th MAS pilot) began an amusing conversation with the Australians over the radio," said 1st Lt. Rich Tilburg, who was, aircraft commander on the trip. "They enjoyed him so much they offered him a job as a disk jockey."

"The excitement continued when we landed—over 5,000 people were out to greet us," said Tilburg. "It was fantastic."

During the 36 hours on the ground, members of the crew

were treated to a tour of Magnetic Island and its koala farm, which according to 1st Lt. Bill Rolocut, was very much like our Martha's Vineyard—except for the kangaroos and the koalas.

For the aircrew and the Australians, the trip had different significance.

For the Australians, the Chairman of the Coral Sea Commemoration Organizing Committee Graham Jenkinson said the anchor was a significant gift. "At the time of the battle in 1942, few people had heard of the Coral Sea," he said.

"However, the battle was such a significant world event that the U.S. Navy named an aircraft carrier in its honor," said Jenkinson. "This gift is a symbol of the relationship between Australia and the United States and the strength, stability, peace and safety we share."

"For Westover, the trip emphasized the 439th's world-wide mission," Tilburg said. "We don't just go to the Middle East and Europe."

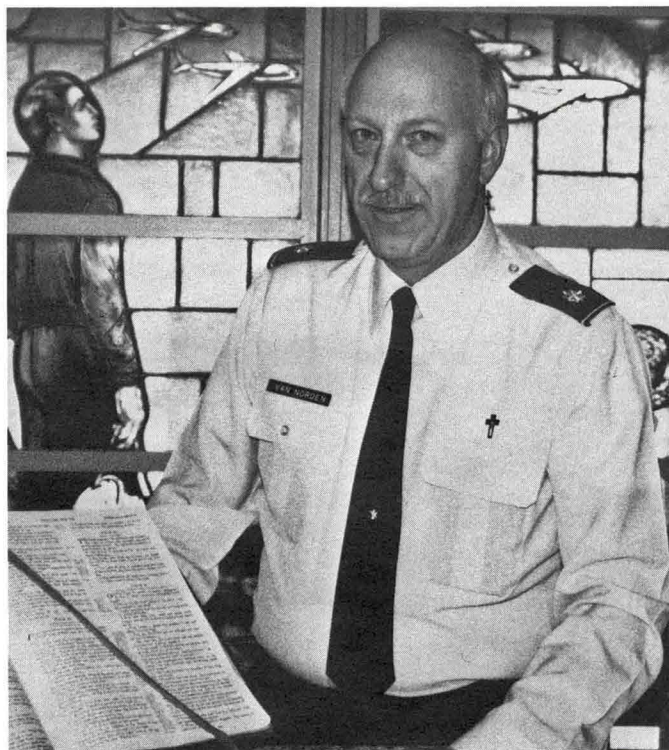
Despite the fact that the crew averaged between 14 and 16-hour workdays the first four days, the stop in Australia made the trip worthwhile," Newhouse said.

"The Australians made us feel welcome, they were genuinely happy to have us," said Newhouse. "The highlight of the trip was the hospitality and kindness of the Australians and great work of the crew chiefs, TSgt. Heidi Vaughan and SSgt. Ron May, (both members of the 439th AGS) who did a super job keeping the plane in the air."

"Patriot People"

Name: L. Sandy Van Norden
Rank: Lt. Col.
Age: 52
Address: Lindenhurst, N.Y.
Unit: 439th CSG
Position: Installation Staff Chaplain
Civilian position: Methodist pastor
Favorite food: Chicken Cordon Bleu
Years of service: 25
Favorite sport: Figure skating
Favorite hobby: Collecting cobalt blue glass
Ideal vacation: Anywhere alone with my wife
Best way to relax: With a good book
Preferred entertainment: Going to the movies
Favorite celebrity: Stephanie Powers
Favorite music: Classical
Favorite book: The next one I read
Favorite color: Blue
Favorite car: Mercedes Sport
Pet peeve: Inflation
Best thing about Westover: People
Worst thing about Westover: Gossip

SSgt. Nancy Wilochka



Lt. Col. L. Sandy Van Norden

BDU name tag switch scheduled

Flightsuit-style name tags will replace sewn-on name strips on the battle dress uniform, according to the 90th Air Force Uniform Board.

The change was recently approved by the Air Force Chief of Staff as a less expensive alternative to the sewn-on items.

The new name patches will be worn on all BDUs and local commanders will decide when to switch to the patch. Changes must be made by Oct. 1, 1995.

The black leather patches will be two inches high by four inches long. There will be two lines with quarter-inch high, silver-embossed block letters.

The first line will have the name, the second line will have the individual's grade and USAF. First sergeants will have a third line for duty title.

Individuals will be able to wear one specialty, identification or functional badge with the new name patch.

Promotions:

CMSgt. Barbara D. Ledom
 CMSgt. Marguerite R. Schoonover
 SMSgt. Stephen J. Cimma
 SMSgt. Robert L. Pratt
 SMSgt. James T. Tucker
 SMSgt. John F. Watkins Jr.
 TSgt. Scott D. Buchanan
 TSgt. James O. Beauregard
 TSgt. Alrton D. Da Paixao
 TSgt. Fermin M. Fraga
 TSgt. Dennis J. Leydet
 TSgt. James M. McKelligan
 TSgt. Scott M. Pashko
 TSgt. Eric B. Plouffe
 TSgt. William D. Syx
 SSgt. Laura T. Cote
 SSgt. Michael P. Falcone
 SSgt. Christopher J. Ganzer
 SSgt. Charles A. Gordon
 SSgt. Trenton E. Holmes
 SSgt. Laura L. Irish
 SSgt. David H. James Jr.
 SSgt. Richard J. LaFortune
 SSgt. Roderick M. Lee
 SSgt. Sharon J. Love
 SSgt. Brian K. Meyrick
 SSgt. Manuel A. Nieves

Patriot praises

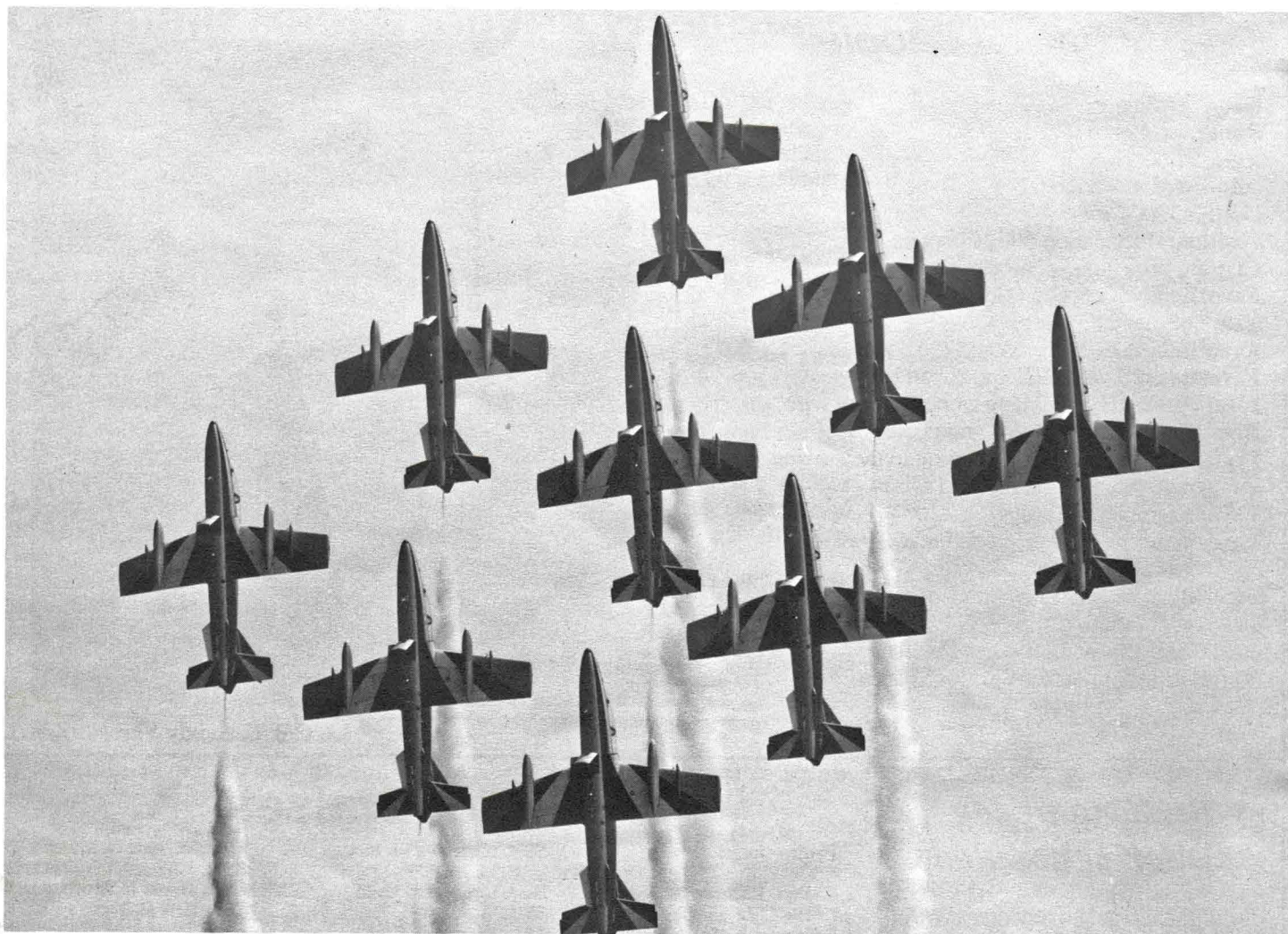
SSgt. Gabriella M. Panico
 SSgt. Laura A. Paquette
 SSgt. Gregory F. Quill
 SSgt. Geoffrey E. Read
 SSgt. Robert H. Richter
 SSgt. Kimberly A. Tougas
 SSgt. Paul S. Veresko
 SSgt. Thomas R. Williams
 SrA. Cheryl A. Bachand
 SrA. Mark R. Bernier
 SrA. Charles L. Einmons Jr.
 SrA. Linda E. Hess
 SrA. Donna J. Kelso
 SrA. Todd J. Lasky
 SrA. Harold H. O'Donnell
 SrA. Vincent R. Pelletier
 SrA. Keith A. Tytula
 SrA. Patrick J. Wood
 A1C Stephen W. Asseng
 A1C Heather A. Carrier
 A1C Thomas E. Pitts Jr.
 A1C Diane A. Whelihan
 Amn. Richard R. Saintcalte

Enlistments:

TSgt. Karen K. Craig
 SSgt. Wilson Iturralde
 SSgt. Michael W. Johnson
 SSgt. David J. Lavalley

SSgt. Michael G. Miller
 SSgt. Michael D. Morneault
 SSgt. James H. Moynahan
 SSgt. Eric G. Twarog
 SSgt. Thomas E. Williams Jr.
 Sgt. William J. McMahon
 SrA. Matthew P. Dechaine
 SrA. Wilbert Feltner
 SrA. Richard F. Marquis Jr.
 SrA. Andrew Santamauro
 SrA. James W. Strange Jr.
 SrA. Alan J. Twarog
 SrA. Felner Wilbert
 A1C Carol J. Bergman
 A1C Robert J. Delano
 A1C Marianne S. Healey
 A1C Anne K. Kymalainen
 A1C Matthew S. Laurie
 A1C Sarah A. Moriarty
 A1C Kristopher L. Rice
 A1C Scott M. Smith
 A1C Guy R. Wagner
 Amn. Allen M. Anderson Jr.
 Amn. Ronald H. Corliss
 AB Lisa M. Kouffie
 AB Brenda L. Labelle
 AB Holly L. Palmer
 AB Joel Perez
 AB Mark P. Sadaklierski
 AB Owen P. Warner

GREAT NEW ENGLAND AIRSHOW
July 24, 25, 26



(file photo)

COMING ATTRACTION — Freece Tricolori, the Italian Air Force demonstration team, will be performing at the Great New England Airshow on July 24, 25 and 26. The

Italians fly the Aermacchi MB-339 PANs shown in the photo. The two-seater trainers are powered by a Rolls Royce Viper turbojet engine and can fly at 575 mph.

★ PATRIOT

Coming in May: A Look at Maintenance



Published monthly for Patriots like SSgt. Susan Corey, of Turners Falls, Mass., and 2,442 members of the 439th MAW at Westover AFB.

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