

# PATRIOT

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

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FEBRUARY 1992

## Col. Czekanski will become new wing commander

*Change of command ceremony is March 7*

By MSgt. Gordon A. Newell

Col. James P. Czekanski, a Massachusetts native, has been named to succeed Brig. Gen. Frederick D. "Mike" Walker, as commander of the 439th Military Airlift Wing, headquartered at Westover.

Maj. Gen. John J. Closner III, commander of the Air Force Reserve, said that Czekanski will take over the 439th in a change of command ceremony scheduled for March 7. General Walker, who has been at Westover since May 1986, is due to retire from the Air Force on that date.

Czekanski, who was born in Fall River, Mass., and graduated from the University of Massachusetts in 1968, is presently commander of the 315th Military Airlift Wing at Charleston Air Force Base, S.C.

"I am honored and pleased to have been chosen to assume command of the Air Force Reserve's largest and most significant installation," he said. "Both Susan and I are tremendously excited to be returning "home" to Massachusetts. We look forward to renewing old acquaintances and making new friends in the Westover and Greater Springfield communities.

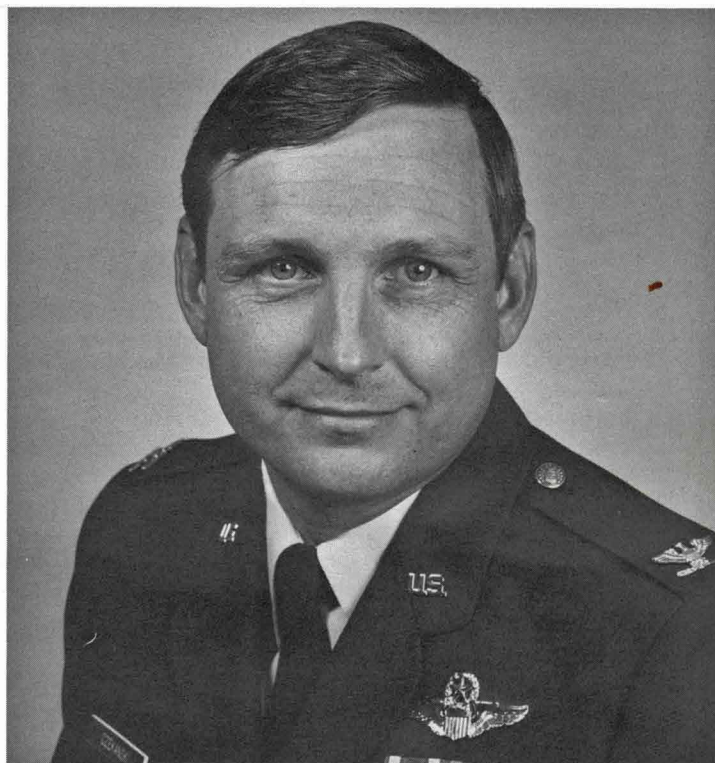
"General Mike Walker, the men and women of the 439th, and the citizens of the surrounding communities created a spirit of patriotism and excellence by their Desert Storm homecomings and the operation of Westover as a port of departure and entry during the Gulf War. I'm committed to continuing the growth of this spirit and bringing to completion the farsighted programs started by General Walker through aggressively implementing Total Quality Management.

"My only regret in coming to the 439th is that it was brought about by the retirement of General Mike Walker. We will all miss him. He has certainly been a consummate leader whose dedication, integrity and industry I will strive to emulate. I'm positive that I share the feelings of all Westover when I wish he and Carol the best and godspeed on their journey into retirement."

"Czekanski is an excellent choice to lead the 439th in the nineties. He is young, energetic and bright and I'm sure he'll provide excellent leadership for the wing," said General Walker.

"The Air Force Reserve as well as the rest of the American military force will be undergoing dramatic changes in the next few years and in my estimation, Czekanski is the type of leader we will need.

"I wish him well as the future unfolds and I know he and his wife Susan will be happy here in their home state," said General Walker.



### COL. JAMES P. CZEKANSKI

**BORN:** July 12, 1946, Fall River, Mass.

**EDUCATION:** Bachelor's degree, University of Massachusetts  
Master's degree, Troy State University, Ala.  
Squadron Officer School  
Air War College

**MILITARY:** Commissioned in 1968  
Present assignment: Commander, 315th MAW, Charleston, S.C.

**DATE OF RANK:** August 1, 1989

**PERSONAL:** Married to the former Susan Reis  
Children: two daughters, Christine and Cara



## EDITORIAL

## The beginning and the end

Westover aircrews were there when it began. Now, more than four confrontational decades later, we're there as it ends.

In 1948, military cargo planes from Westover helped to break the Soviet Union's stranglehold on blockaded Berlin by airlifting food and supplies during Operation Vittles.

Back then, the mighty American armada of C-47s and C-54s were weapons in the initial battle of what we would come to know as the Cold War.

Last month, a Chicopee-based C-5 was again hauling humanitarian supplies to suffering people in East Europe. This time however, the Patriot Wing crew members were rushing aid to Moscow and Armenia.

The ongoing relief efforts by air and sea clearly signal the end of the Cold War. They also illustrate the inherent decency of the American people—who have historically aided former foes in time of need.

There was no small amount of irony in the amazing turn of recent events which have resulted in the collapse of the communist system in the Soviet Union. Less than half a century after the Cold War began, Russians were relying on American cargo planes to rush desperately needed clothing, medical supplies and other humanitarian aid. The aircraft built in large measure in response to Soviet hostility are now being used in an historic act of friendship.

We should be proud as both reservists and Americans. Westover's mission to Moscow is an example of the Patriot Wing at its best - ready to go anywhere in the world at short notice. The Russian relief effort is also America at its best. After long years of confrontation, the American public was quick to extend a hand of friendship and assistance. Judging from the experiences of air crew members, the Russian and other peoples of the Confederation of Independent States are as just as eager for the new era of friendship and cooperation.

From the Berlin Airlift to the Moscow relief mission, Westover has been a part of history. Here's hoping that the "end of the Cold War" is really just the beginning of a new era of peace and cooperation.

By TSgt. Tom Allocco  
Public Affairs Technician

## Briefs

### Another record year

During 1991, Westover AFB handled 2,771 transient aircraft, establishing a new record for recent years and topping 1990 by 700 aircraft.

While much of this is attributed to Operation Desert Storm, transient aircraft volume remains high even now. C-130 rotations for Operations Volant Pine and Desert Calm keep the Westover flightline busy.

Lt. Col. Patrick Dery said there are two other reasons for increased activity. One, the closing of other bases located in the north. The second reason is — 'Westover is Westover.' Aircrews remember Westover from Desert Storm, and as their critiques would indicate, when they have a choice, they choose the best.

### Suggestions pay

Nine employees of Westover Air Force Base were presented cash awards for suggestions they submitted to the base's Suggestion Program.

Robert S. Rodrique has received \$250 while MSgt. Thomas C. Kelly got \$200 and Michael A. Morrissey won \$100. Collecting \$50 each were Edwin G. Driscoll, Jr., 1st Lt. Martha C. Shea, TSgt. Ralph A. Jamieson and Sgt. Kevin J. Matteson.

William L. Fimbel and Leonard E. Blaja each were presented \$25.

Susanne M. Schmidt is the suggestion program chairman.

### Essay contest

Reservists may take part in the Freedom Foundation at Valley Forge's Military Essay Contest. The National Awards Program encourages servicemen and women to think about and to speak up for freedom.

This year's subject is "The Price of Liberty." Submit typed essays of not less than 100 nor more than 500 words to the Awards Department, Freedom Foundation, Route 23, Valley Forge, Pa. 19481.

Entries must be postmarked by May 1, 1992. Participants must include the name, rank, service designation, social security number, military address and permanent home address along with commander's name, rank and address.

# PATRIOT

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**HOPE FOR ARMENIA** — The first American C-5 Galaxy to arrive in Yerevan, Armenia, unloads 120,000 pounds of medicines and blankets for 55,000 Armenian refugees ousted with only summer clothing from neighboring Azerbaijan.

Air Reservists from Westover AFB carried 32 pallets of Project Hope materials to Moscow and Yerevan. At right, plastic sheeting covering pallets was carefully removed to provide winter shelters for the refugees.

## ***439th crew carries aid to Moscow, Armenia***

Article and photos by  
TSgt. Frank Faulkner

MOSCOW — For the first time since World War II, American and Soviet aircraft performed a simultaneous mission, but the humanitarian flight in mid-December came during the final days of the Soviet empire and will most likely be the final joint mission.

An Air Force Reserve C-5A crew from Westover AFB — which nearly 50 years ago was the jumping off point for Lend-Lease aircraft shuttles to Murmansk — made the historic flight into Moscow and Yerevan at a time when the Soviet Union was dissolving.

A chronology of the 337th Military Airlift Squadron mission offers a keyhole perspective on the international stage of social/political history.

During the week that Lt. Col. Paul Torpey and Maj. Dan Nichols were

preparing flight operations for the Westover mission, U.S. Ambassador Robert S. Strauss said he was handed in Moscow by KGB Chief Vadim V. Bakatin "the most amazing thing" he had ever seen — a six- to eight-inch stack of diagrams describing how the new U.S. Embassy had been bugged.

Ambassador Strauss made his statements in Washington, D.C., the day before the C-5A Galaxy departed Westover AFB.

Capt. Keith Guillotte's 19-member 439th Military Airlift Wing crew left Westover Dec. 14 to load Project Hope humanitarian cargo at Dover AFB and to meet at Andrews AFB an Aeroflot Antonov-124 which had picked up similar supplies from San Francisco and New York.

U.S. Secretary of State James A. Baker III climbed aboard the Westover craft

along with Soviet Ambassador Viktor G. Komtletev and representatives of Project Hope and Diomedes Inc., an American-Soviet trading company.

Secretary Baker shook hands with the Westover crew and described their efforts "as part of Project Hope — hope for the Soviet people and hopefully the start of a combination public and private effort to aid them."

Ambassador Komtletev read a prepared speech about the "Russian Winter Campaign" and the dawn of an era of international cooperation.

That night, Dec. 14, Secretary Baker flew to Moscow, and the C-5A departed late the next afternoon for Rhein-Main AB in Germany while the less fuel-efficient AN-124 flew to Gander, Iceland and Copenhagen.

When Secretary Baker was flying to  
(Continued on page 8)



# Aeroflot navigator helps guide C-5 through Soviet airspace

## Article and photo

by TSgt. Frank Faulkner

YEREVAN, Soviet Armenia — When viewed from the rear, bending forward from the jumpseat with one hand on a Dick Clark headset and the other adjusting one of the C-5A's UHF radios, Yuri Romanenko could have been mistaken for another AFRES crewmember aboard the Galaxy.

After three days, Romanenko was nearly blending in with Westover's 337th MAS crew.

What set him apart, mostly, from the 19 Air Force Reservists in sage green flight suits, was his blue uniform with four-stripe gold shoulderboards designating him as an Aeroflot navigator.

Capt. Keith Guillotte's augmented crew had picked up the 43-year-old Ukrainian at Rhein-Main AB, Germany, after the third leg of their historic week-long mission ferrying humanitarian supplies to the soon to be disbanded Soviet Union.

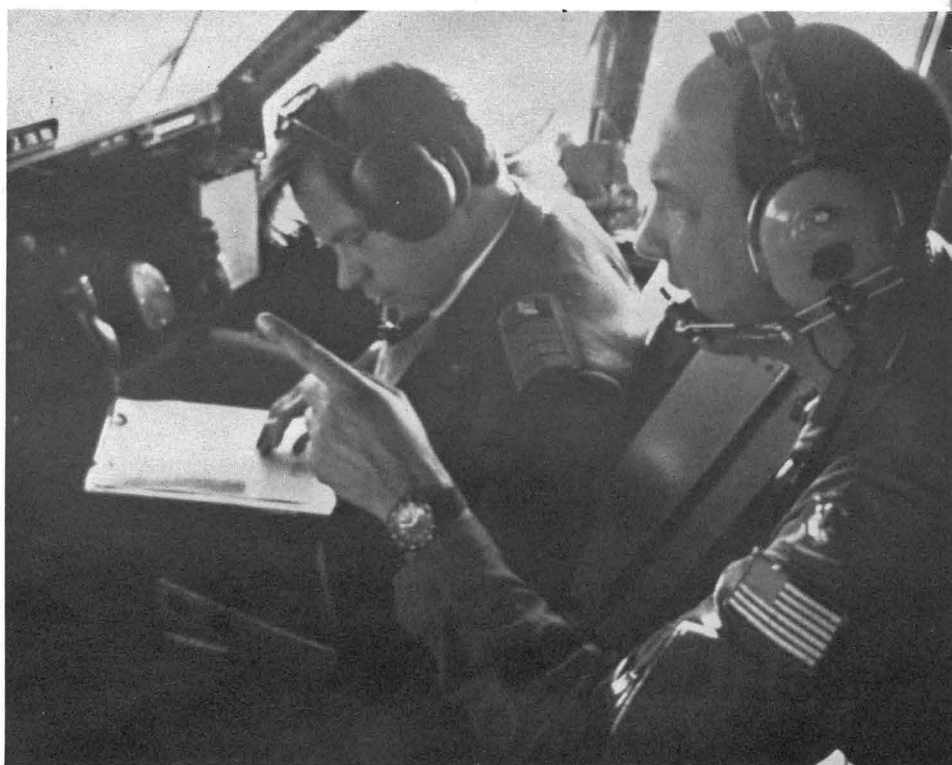
The Air Force Reserve crew was part of the first simultaneous Soviet/American humanitarian shipment of medical supplies since World War II. The green and gray camouflaged C-5A of the "Patriot Wing" was teamed with a gleaming white, blue and red Antonov 124 from Aeroflot for the initial trip from Andrews AFB to Moscow's Sheremetyevo International Airport.

With 23 years of experience, including eight in the large AN-124 — the Soviet answer to America's Galaxy — Romanenko was the technical link between the New Englanders and the Latvian, Russian, Ukrainian, Gruzinskayan, Azerbaijanian and Armenian air traffic controllers encountered during the mission.

Loaded with donated medical supplies and excessed Department of Defense cots and blankets, the AFRES C-5A Galaxy was hauling 120,000 pounds of humanitarian supplies to offset the misery which could trigger civil unrest during the devolution of the Soviet Union. The AN-124 carried supplies donated by Project Hope efforts in San Francisco and New York.

Romanenko was raised in Kirvograd, in the Soviet breadbasket between Kiev and Odessa on the Black Sea. He entered civil aviation as a navigator after graduating in 1969 from more than two years of schooling in Kiev and Moscow.

He moved up from an IL-28 to the AN-124 and flew to Cuba, Shannon,



**INTERNATIONAL TEAMWORK** — Maj. John Walsh, 337th MAS pilot, gestures as Soviet Aeroflot navigator Yuri Romanenko checks radio frequencies as the Westover C-5 enters Soviet airspace. Walsh converted Soviet metric directions into data acceptable to the Galaxies computers. Romanenko, a Ukrainian, spent four days flying with Westover's aircrew on the humanitarian mission to Moscow and Yerevan.

Gander, Tokyo and to JFK in New York.

He even had a bit part in "Rocky V" when his Aeroflot crew of four years flew an IL-86 — somewhat like a DC-10 — into Philadelphia for the opening scene of the Sylvester Stallone sequel.

For most of the 439th Military Airlift Wing mission, Romanenko was teamed up with Maj. John Walsh of Topsfield, Mass., who converted the Soviet flight levels from meters into feet, and wind speeds from meters per second into knots per hour.

"Yuri was certainly helpful," said Walsh, "but he was also very surprised at how we operated. In the Aeroflot system he's accustomed to working as a navigator with a pilot, copilot and radio operator. He was surprised to learn we don't fly with either a navigator or radio operator and our two pilots do all the work themselves."

Romanenko appeared somewhat surprised at the casual interaction of the AFRES aircrew that had a captain as aircraft commander although on the flight deck were Brig. Gen. Mike Walker, Lt.Col. Jay Lacklen, Major Walsh and

2nd Lt. Timothy Dannolfo.

None of the Galaxy's front seats were sacred, and sometimes the pilot would show up a few hours later in the copilot's seat and just assume duties to assist the pilot. Veteran flight engineers SMSgt. Tom Durkin and TSgts. Brian Valentine and Richard Jedrey were major contributors to the decisionmaking necessary to operate the four-fan Galaxy; a much different system than the compartmentalized Soviet job-tasking.

Although Romanenko was relatively proficient in English, his eyes and eyebrows would sometimes register befuddlement at the Westover crew's bantering use of intercom language like "Fly by the bank and get the outside temperature," or "Put another log on the fire, troop section's cold" and "Open the window and get me winds aloft."

But the Aeroflot navigator received high marks from the Air Force Reservists for his "iron pants" in the jump seat during the two long legs from Frankfurt to Moscow and two days later from Mos-

*(Continued on page 15)*





TSgt. Frank Faulkner

**GUEST SPEAKER** — Lt. Col. Jay Lacklen, 439th MAW assistant director of operations, shows second grade students at Kutuzov Street School 28 an American Christmas catalog to explain toys sought by his seven-year-old daughter

Jessica. When Jessica learned her dad would be flying the first C-5 into Russia and Armenia, the second grader coaxed her classmates into writing dozens of Christmas cards for Moscow school children.

## Former B-52 pilot visits Moscow second-graders

By Lt. Col. Jay Lacklen  
439 MAW/ADO

To the startled Russian second graders, I was not a Martian walking off a space ship, but almost.

Instead of a Martian, I was an American military officer in a flight suit walking nearly unannounced into a Moscow elementary school. From the stares and whispers of the school staff, I now know how a Martian might have felt.

I flew into Moscow as a C-5 crew member on the inaugural humanitarian airlift mission to the then, Soviet Union. Since I had about a week's notice of this pre-Christmas mission, I had my second grade daughter's class put together a package of home-made Christmas cards for the Russian children. Under the normal totalitarian rules of the Soviet Union, I should not have been able to get into a Moscow classroom. But Russia was, by this point, no longer a totalitarian state.

I explained my plan to the hotel receptionist. She randomly selected a near-by elementary school, called them up, got their compliance, and then told me they expected me within the hour.

As I stepped from the taxi an hour later, I noticed that no one had followed me, I didn't have anyone's permission to be here, and that I was totally "loose" in Moscow without supervision.

In retrospect, I realized that this group of second graders was not specially selected; they couldn't have been since they had been randomly selected only an

hour before. As a random selection, they were most impressive.

Several of the small boys wore ties, while the girls wore neat dresses with white Russian smocks and white lace hair ornaments. They were polite, semi-obedient like all seven year olds, and generally in excellent humor. Four of them insisted on standing before the class and reciting English poems they had learned, even though they would not start studying English for another year.

Their teacher translated in English I can only describe as nearly flawless. I explained who I was, through her, and asked if the children had any questions about America.

The girls asked about what type of pets my family had, what type of cars, and wondered if our woods were beautiful. The boys wanted to know if America had submarines (I assured him ours were just like their's) how far our artillery could shoot, and, had we had any wars recently? A question about my house caused a murmur to run through the classroom. I told them my house had four bedrooms. Four rooms, they asked? "No, four bedrooms," I said. For a Russian, just having a four room apartment is a luxury.

I also noticed a complete lack of children's drawings on the walls. I soon discovered that this is due to a complete lack of pencils, pens or crayons for the children. Their only writing utensil was chalk to write on the blackboard. I happened to have brought twelve packs of

crayons which, I'm sure, will be used down to the nubs this winter. In keeping with the lack of writing implements, I realized that the desks had no drawers. If you have no papers, you obviously don't need drawers.

There were many similarities with America, however. The physical features of the children were strikingly similar to those of American children. There was even one boy of black heritage. I kept speaking to the kids in English as if they could understand me because they "looked" just like my daughter's classmates.

I showed the kids toys from a J.C. Penney catalog which, again, must have seemed like toys from Mars. Their small playground had absolutely no toys. The bikes, skates, and Barbie dolls had their mouths agape in wonder.

As a B-52 pilot in the 1970's I pulled nuclear alert to deliver bombs on military targets which probably contained kids like these. It is a sobering experience to face the "targets" with their smiling innocent faces. My SAC bomber days seemed suddenly like something from another lifetime. In a way, it was another lifetime.

With the prospect of a substantial number of relief missions this winter, I hope to return to Moscow School 1232. I can never explain to these children the world we just left. I hope that, together, we can do a better job of the new world they have just entered.



# U.S. aid helps Armenians through winter

Article and photo by  
TSgt. Frank Faulkner

YEREVAN, Soviet Armenia — Brig. Gen. Frederick D. "Mike" Walker was visibly moved upon learning details of the plight of 55,000 recent Armenian refugees from neighboring, and predominantly Muslim, republic of Azerbaijan.

As volunteers from Project Hope and World Vision worked with Armenians to unload donated medical supplies and 45,000 pounds of excess Defense Department cots and blankets in the Armenian capital, American volunteers were explaining the bureaucratic minefields and urgency of the local situation for the Christian refugees.

In the shadow of Mount Ararat where the Ark of Noah supposedly hit solid ground, Yerevan is already struggling to cope with a quarter million displaced survivors of the severe 1988 earthquake.

General Walker's 439th Military Air-lift Wing had been involved in humanitarian relief for them, but the runway at Yerevan could not accommodate a C-5A Galaxy then and supplies were off-loaded at Incerlik AB, Turkey, for C-130 and C-141 flights to the disaster area.

On Dec. 18, 1991, the general was with a 19-member Air Force Reserve crew bringing 120,000 pounds of humanitarian relief to Moscow and Yerevan in the first simultaneous U.S./Soviet air mission since World War II.

"We have 50,000 pounds of winter clothing in a warehouse at JFK and we can't get it here in time," said George J. Leylegian of World Vision. "We have 55,000 new Armenian refugees here and we estimate 28,000 of them are at risk this winter because they are wearing only the summer clothes they had on when the Soviet Fourth Army forced them from their villages in Azerbaijan."

Mr. Leylegian, a senior vice president of a New York chemical firm, had been working in Yerevan with five other World Vision volunteers since Nov. 19. "It's cold here today, but winter here brings temperatures from 10 degrees to minus



**ARMENIAN PLIGHT** — Brig. Gen. Mike Walker, 439th MAW commander, learns of the plight of 55,000 refugees from Azerbaijan during discussions with Armenian Health Minister Matthew Manuelian (in fur cap), and George Leylegian of World Vision. Leylegian of Stamford, Conn., has worked in Yerevan for a month to bring 50,000 pounds of donated winter clothing to the most recent refugees from the civil war in Azerbaijan.

25 and these people are living in shacks.

"That's why those people," Mr. Leylegian said, pointing toward Project Hope pallets being offloaded from the yawning nose of the Westover AFB C-5A Galaxy, "are being so careful with the plastic covering. That plastic sheeting will make shelters for these people this winter."

Armenian Health Minister, Dr. Matthew Manuelian explained to General Walker how the rapidly dissolving Soviet Union has never considered displaced peoples as refugees if they only moved from one Soviet republic to another. "Since these Armenians from Azerbaijan have actually come here 'voluntarily,' they do not qualify as refugees."

"The American aid program to the Soviet Union," said Mr. Leylegian, "is a general effort to aid all the former Soviet peoples and is not specifically targeted to aid our situation in Yerevan."

"World Vision has 75 volunteers in the States," said Nazareth Azarian of Fairfield, Conn., one of the half-dozen American workers in Armenia, "and we can collect winter clothing successfully, but we are not confident we can get the materials here in time to allow these people a chance to survive the winter."

Mr. Azarian told General Walker the

earthquake victims and another 200,000 earlier refugees from the Baku area on the Black Sea are surviving well.

"And these latest 55,000 from Azerbaijan will plant seed and make it too," he said. "But we have to be able to pull them through the winter, and we estimate at least 25,000 to 28,000 of them are at risk right now!"

General Walker explained that the 439th MAW had the capable aircraft, the motivated crews and the available flying hours to bring the donated clothing to Yerevan, but all DoD humanitarian missions must be approved by the State Department before being passed on to the Pentagon for tasking.

"When we were at Andrews AFB," said General Walker, "Secretary (of State James A.) Baker came aboard this aircraft and said, 'A lot more will be coming' from America, and \$100 million has been authorized for the Russian Winter Campaign."

"The main problem is the lack of time with these dropping temperatures and the dissolution of the Soviet Union combined with the lack of organization so far in the new commonwealth system," said Mr. Leylegian. "We don't know if we can straighten out the system in time to beat the winter."



# Moscow shopping trip more than they bargained for

## *Two 337th loadmasters enjoy spending day with Russian family*

By TSgt. Frank Faulkner

MOSCOW — Remembering warnings from the pre-mission briefing at Westover AFB, TSgt. Dave Fackleman and SSgt. Norman Faucher were cautious about selecting a taxi in Moscow for a shopping trip to the sidewalk vendors along Arbat Street.

They bypassed the first cab queued outside the Slavjanskaya Hotel and selected one at random; a chance choice resulting in a social adventure for the two 337th Military Airlift Squadron loadmasters.

Proffering three packages of American cigarettes for the fare, the rubleless twosome climbed in with Slava Cohsmat-muhov, a 30-year-old former merchant mariner who took them sightseeing and shopping in his hometown.

"He spoke relatively good English and brought us to the Kremlin, where we saw the changing of the guard at Lenin's tomb in Red Square," said Sergeant Faucher of Chicopee, Mass. "He took us shopping, and since we didn't have rubles, he used his money and never asked us for anything more than the packages of Marlboros we had negotiated."

After two hours of purchasing fur caps and viewing Moscow, Sergeant Faucher decided to test the driver's honesty during one shopping stop by leaving a pair of blue jeans in the rear seat of the cab.

When the 439th Military Airlift Wing crewmembers returned to the waiting taxi and found their belongings untouched, they relaxed a bit and spoke more easily with the driver.

He wanted to know what jobs they had in America, and the Air Force Reservists ducked his questions. But they learned he had been a merchant seaman who had traveled to Ireland, Italy, Iceland and England.

After another hour of touring, their driver asked if they would like to stop by his home for lunch, "and meet my family. We would be very honored to have the first Americans to visit my house."

The two veteran loadmasters looked at each other and nodded. The brown-haired driver seemed delighted and said he would have to call his wife and give her advance warning.

The drove for another 45 minutes to Moscovoreyve Street and climbed the stairs to his tiny fifth-floor apartment.

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*He wanted to know what jobs they had in America, and the Air Force Reservists ducked his questions. But they learned he had been a merchant seaman who had traveled to Ireland, Italy, Iceland and England.*

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They were greeted by his wife, Ingrid, 28, and their 14-year-old daughter, Anna.

"By the time we got there," said Fackleman, "Ingrid, who was tall, thin and very pretty, had her long hair up in a bun and Anna was wearing her maroon and gray plaid school jumper with a white blouse.

Her father said she spoke excellent English, but throughout our stay she was too shy to speak to us." Instead, she kept her blue eyes on the Americans and listened intently, often translating into Russian for her parents.

"Although their four-room apartment was small," said Fackleman, "the living room had a floor-to-ceiling bookcase filled with sets of similarly bound volumes like sets of encyclopedias, a large color television, and wall-to-wall carpeting."

He gave Ingrid a small box of chocolates and she began serving them kiel-

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*"He was ecsatatic," said Fackleman. "That was a lot of money to him in a country where a bottle of vodka is 60 rubles and a used car can be bought for 1,700 rubles."*

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basa and small glasses of warmed vodka on their mahogany dining table. "Russians drink from big glasses," said Slava, "but for Americans, small for strong drink."

Ingrid and Anna served a full lunch of bread, fruit compote, homemade pickled tomatoes, potatoes, salmon and chicken. "This chicken is very, very good," said Fackleman.

Slava laughed and said, "It's American chicken!"

Ingrid walked into the small kitchen and opened the window to their small balcony to display the remaining uncooked chicken freezing on the window sill in the bitter Moscow winter.

Relaxed in the apartment, the two Americans finally admitted to their smiling hosts that they were crewmembers aboard the first Air Force Reserve C-5A Galaxy bringing humanitarian supplies to Moscow and the next day to Yerevan in Soviet Armenia.

"We saw you on television," said Slava. "We saw you at Sheremetyevo airport with the big airplane and all the supplies!"

The Americans posed for photographs with the Russians and exchanged addresses. Anna spoke to her father in Russian and he asked the two sergeants if they would find a penpal for his daughter. Both said they would find American teens to exchange letters with Anna.

After more than an hour with the family and multiple comparisons of life and jobs in Russia and the United States, the taxi driver and his fares departed for another round of sightseeing and shopping before returning to the \$178-a-night hotel for crew rest.

Approaching the hotel, the Air Force Reservists tried to tally what they owed Slava for nearly six hours of driving, purchasing hats, cigarettes, vodka and feeding them with his family, and decided to leave him with a \$50 bill.

"Are you sure?" asked Slava as he eyed the 5,000-ruble equivalent that only six years ago was worth about 45 rubles.

"He was ecstatic," said Fackleman. "That was a lot of money to him in a country where a bottle of vodka is 60 rubles and a used car can be bought for 1,700 rubles."

"The tip was absolutely nothing compared with the value of the experience,"



# Westover crew flies aid to former Soviet Union

(Continued from page 3)

Moscow he told reporters he would meet with Mikhail Gorbachev on how the U.S. could help to destroy Soviet nuclear weapons.

But at the same time, Russian Federation President Boris N. Yeltsin was meeting with the Soviet defense minister — without Mr. Gorbachev present — on transferring the nation's military might — and nuclear weapons — to his six-day-old Commonwealth of Independent States.

Brig. Gen. Frederick D. "Mike" Walker and Captain Guillotte's crew set down at Frankfurt shortly after 6 a.m., Dec. 15, shortly before Secretary Baker sat down with Yeltsin and Russian Foreign Minister Andrei Kozyrev, who was seeking full U.S. diplomatic recognition of the growing commonwealth.

Only after meeting with Mr. Yeltsin did Secretary Baker meet with Mr. Gorbachev to discuss the \$400 million weapon destruction proposal and \$100 million humanitarian aid package announced at Princeton University two days before the Westover mission was

***"On the other hand, if he has the time - with all that's going on here - to spend an hour with us, then perhaps Gorbachev doesn't have an awful lot to do with his time."***

**Dr. John Silber**

launched.

By the time the 439th MAW crew was alerted in their hotel in Darmstadt, Germany, for the Dec. 17 flight to Moscow, the popular reformist mayor of Moscow, Gavril Popovs, was telling the press he was fed up with Mr. Yeltsin and was stepping down.

A second attempt to embarrass Mr. Yeltsin came later in the next day from his number two — Russian Vice President Alexander Rutskoi — who described the Russian government as a rudderless, disorganized "hotbed of intrigue."

By now the 337th Military Airlift

Squadron crew, along with a Ukrainian navigator from Aeroflot, had entered Latvian airspace near Riga and was approaching Moscow.

Crew members were wondering who would be in charge when they landed at what was to be the capital of the Soviet Union for only another 14 days.

At Sheremetyevo Airport in Moscow the C-5A crew was to be met by Gorbachev's former foreign minister, Eduardo Shevardnadze, now president of the Foreign Policy Association that organized the "Russian Winter Campaign" with former President Jimmy Carter as his U.S. counterpart.

Mr. Shevardnadze's prepared remarks were passed out to the international news media, but he was not present. A third-level Soviet Foreign Ministry official stepped in and conducted the hour-plus airport press conference.

As the media event was grinding to an end, Boston University president John Silber came through the crowd to greet the Westover AFB crew from his home state.

Dr. Silber was with Nobel Prize-win-

## FORMER SOVIET UNION





ner Ellie Voisel, the deputy mayor of Paris and a handful of others who had been attending what he described as a conference on hate.

"We just finished spending an hour with Gorbachev," Silber said. "He looks great — and relaxed — especially when you consider the turmoil and confusion this country is going through.

"It was worrisome though, because Gorbachev told us he would be implementing 'authoritarian measures' soon," he said.

Then Dr. Silber gestured toward his conferees, and said, "On the other hand, if he has the time — with all that's going on here — to spend an hour with us, then perhaps Gorbachev doesn't have an awful lot to do with his time."

The following day, Dec. 18, the mandates of crew rest prevented the aircrew from launching for Yerevan in time to offload and depart Avartnots Airport before nightfall, so the crew had a day of sightseeing and shopping in frigid Moscow.

Mr. Yeltsin and Mr. Gorbachev reportedly met that afternoon in Moscow and agreed "to dissolve the Soviet Union by year's end."

Lt. Col. Jay Lacklen was in Red Square that night with General Walker and took a snapshot of the only Soviet Union flag any of the Westover crew had spied in Moscow.

The solitary red banner emblazoned with the yellow hammer and sickle of the October 1917 Revolution was flying from the top spire of the Kremlin.

The next morning, Mr. Yeltsin took control by decree of all but two of the Soviet ministries, and Russian troops replaced the 74-year-old flag with the horizontal white, blue and red stripes of the new Russian Republic.

He signed the decrees Thursday morning, reportedly without consultation with Mr. Gorbachev, just before departing Moscow for Rome and an audience with the Pope Paul II.

By this time, Secretary Baker was in Brussels and had already talked to the leaders of Russia, Ukraine, Byelorussia and Kazakhstan — the four republics with intercontinental missiles on their soil — and was assured that only Russia intended to keep them.

As the Westover crew was flying south from Moscow to Yerevan, Mr. Yeltsin's chief aide, Gennadi Burbulis, was to flying to Kiev to gain the support of Ukrainian president Leonid M. Kravchuk to attend a weekend meeting in Alma-Ata, Kazakstan, that most observers expected



SrA. Mike Lyman

**MISSION ACCOMPLISHED** — Brig. Gen. Mike Walker is interviewed by Channel 22 Reporter Jerry Giordano on Westover's flightline on Dec. 20 following the historic delivery of relief supplies to the Soviet Republics.

would result in the sign-up of six more republics and the resignation of Mr. Gorbachev. On Christmas Day Gorbachev announced to the world his resignation from the office of president of the Soviet Union.

At Avartnots Airport in the Armenian capital, the 439th MAW crew offloaded the remaining tons of humanitarian supplies from the U.S.

At Yerevan they met World Vision volunteers from Southern Connecticut who expressed concern that up to 28,000 of the 55,000 recent Armenian refugees from neighboring Azerbaijan would not survive the winter due to difficulties in transporting 50,000 pounds of donated clothing from their New York warehouse.

The empty Galaxy departed Yerevan and flew around Mount Ararat, where the Ark of Noah supposedly reached landfall to repopulate the Earth, and entered Turkey.

Just a few hours earlier, the Turkish government in Ankara had extended for six months the mandate of the allied air force based in Turkey to monitor Iraq's treatment of the Kurds; another project

with heavy involvement from Westover crews.

By the time the C-5A Galaxy set down at Ramstein AB, Germany, Sweden and Norway had announced recognition of Russia, Ukraine and Byelorussia as sovereign states.

And the 16 NATO ministers meeting in Brussels had adopted the Canadian proposal to airlift more humanitarian supplies to what may-or-may-not be the Soviet Union.

As for the Aeroflot navigator, Yuri Romanenko of Ukraine, who had accompanied the Westover crew during the historic mission; by the time he said goodbye at Rhein-Main AB, Mr. Yeltsin was abolishing 80 former Soviet ministries, including the Ministry of Civil Aviation which ran Aeroflot, the sole Soviet air line.

The republics, many already frozen out of the former Soviet jet fuel distribution system, were seizing Aeroflot assets within their jurisdiction. With many autonomous regions also having airfields, the Aeroflot pie was expected to be cut into 34 slices.



# Pielli replaces Kinley as EMS Commander

By Capt. Dan Allen

Col. Robert W. Kinley passed over the reins of command for the 439th Equipment Maintenance Squadron to Lt. Col. James Pielli in January.

For Kinley, his move up to his present rank moved him out of his position as commander. He now hopes to secure a position in Burlington, VT as Emergency Preparedness Liaison Officer reporting to the Chief of Staff of the Vermont National Guard. Kinley leaves an enviable record for success since his arrival to Westover in 1981.

Pielli is certainly no stranger at Westover. In fact, other than three deployments to Southeast Asia with the 99th Bombardment Wing, he has been fortunate to spend his entire 22-year career at Westover.

Pielli, a Brooklyn native, is a graduate of Manhattan College in the Bronx, and earned his commission through Officers' Training School. He served as a maintenance and job control officer on active

duty from 1970 to 1973 and joined the active reserve in 1975.

"This is the high point of my career," Pielli said. "I have been working to earn selection for a commander's position for 22 years and I am very honored to assume command of such an outstanding organization."

Pielli said, "I look forward to serving as the commander for people whom I have known for up to 15 years. I will be looking to them for guidance." He added that their longevity also brings a challenge.

"High-year of tenure policies will require much of the squadron's leadership and training strength to retire in the near future. Replacing their years of experience and providing adequate training to our new unit members will be our biggest challenge."

"Our global mission and the political changes occurring around the world require us to be ready for anything, and that means getting our new people up to speed faster," Pielli said.

Pielli doesn't plan to make great changes within the 439th EMS, known as the "Eagle" squadron.

Pielli said "I've always believed the people doing the work were always the most qualified to determine how it could be done best. I want to foster their ideas and encourage people to participate more in problem resolution. Timing for my command and the onset of TQM couldn't have been better. TQM gives us all the tools we need to let the people doing the work better communicate and control what they do."

Pielli also noted great opportunity with the upcoming Wing Objective Structure concluding that "it aligns us more toward straight productivity while giving us the flexibility to successfully meet our mission requirements."

In closing Pielli remarked, "it's ironic that when I first requested Westover for an assignment, I was told Westover was closing. Now, over 20 years later, Westover and I are both here looking toward a great future."

## Westover PA shines in Air Force contest

In the wake of Operation Desert Storm, Westover's public affairs office has once again shown the active duty Air Force that the reserve has the right stuff.

The *Patriot* has been recognized as one of the best funded offset newspapers in the entire Air Force for FY1991.

Reservists took a majority of the awards in the annual Air Force competition held this winter by capturing 12 places of recognition. Six of those awards came straight home to Westover AFB.

In addition to the *Patriot's* second place showing, the war-time bi-weekly, *Westover Today*, took third in the special achievement category. Maj. Rick Dyer placed first in both the news writing and feature writing categories and came in second place in the editorial writing section. To round out the Westover contingent at this year's competition, TSgt. Sandi Michon placed third in the stand-alone photo category.

## Westover AFB provides temporary haven for nuclear fuel rods as community safety measure

by SSgt. Kimberly Taylor

A shipment of uranium dioxide, weighing more than 11,000 lbs., was temporarily stored at Westover AFB last December when a tractor trailer transporting the load was involved in a traffic accident in Springfield, Mass.

The raw fuel was on its way from the manufacturer, General Electric, Co. of Wilmington, N.C., to the Vermont Yankee nuclear power plant, when a car traveling south in the northbound lanes of I-91 hit the truck head-on.

The car was operated by John F. Byrne, 27, an assistant manager of Herman's Sporting Goods in Holyoke, who has since been charged with drunken driving in addition to driving to endanger and driving the wrong way on a one-way road.

The accident caused the wooden crates around the metal containers of fuel to catch fire and the truck caught fire nearly immediately.

According to Westover's Base Commander Col. Thomas G. Hargis, the base was the safest place to store the fuel over night until the containers could be

repacked and returned to GE.

Vermont Yankee would not accept delivery until the twelve boxes of two fuel rods each, which had been engulfed in fire for most of the early morning, had been reexamined.

"When the mayor of Springfield (Mayor Hurley) asked us to store the crates, we got in touch with all of our technical people to discuss the pros and cons of bringing the containers on base," said Hargis.

It was determined by local officials, shortly after the accident occurred, that radiation levels were normal and the containers did not appear to be leaking. The containers are built to withstand heat of 1,475 degrees and according to Robert Hallisey, director of the state Department of Public Health Radiation Control Program, the fire in Springfield reached 1,100 to 1,200 degrees at its hottest point.

The crates were stored in an old warehouse on the north side of the base and according to Hargis, at least two members of the 439th Security Police Squadron, and one member of the state police department were on hand to guard the fuel around-the-clock.



# Aerial porters preparing for next emergency

by TSgt. Tom Allocco

Westover's three squadrons of aerial porters who kept the traffic and cargo rolling on schedule during Desert Shield/Storm are back in the business of preparing for the next emergency. After the disruptions of the desert airlift, the 42nd, 58th and 59th Aerial Port Squadrons have the goal of putting the edge on old skills and absorbing the lessons learned in war.

About half of the members of the 42nd were activated, but every aerial porter at Westover was part of the big push to get cargo and passengers to the Middle East and back. "It has been an administrative nightmare," said Capt. Paul Bailey, 58th APS.

"Now we're in a period of catch-up, like getting the ancillary training done in January," said CMSgt. Robert Adams, 42nd APS.

An upcoming Staff Assistance Visit will be followed by a UEI next fall.

"The inspectors won't ask how you did in Desert Shield. They will pull out the rule book and say how it's suppose to be run," said Maj. Stephen Gross, 59th APS commander.

"We have have people who have a lot of technical skills, who know the aerial port business. Now we have to emphasize organization, coordination, communication," he said.

The aerial porters say the job is a lot more than putting boxes on airplanes.

"It's more computerized now. We were looked at in the past as box kickers. Now you have load planning with computers. You take lap-top computers out in the field to weigh and palletize, which in the past was done by hand," said Lt. Col. Robert O'Sullivan, 58th APS commander.

"I'm trying to increase computer competency," Gross said.

"Everything gets loaded or unloaded into a computer before it's loaded or unloaded from an airplane. We have very competent people. To handle the next Desert Shield they will have to be able to handle the automated aspect," he said.

In other ways, life at Westover will never be the same for the aerial porters following Desert Shield/Storm. The closing of Pease AFB and the Goose Bay facility and the anticipated closing of Loring AFB, means more transient aircraft passing through Westover.

"We learned during Desert Shield that in the movement of cargo and troops that aerial porters play an extremely large role. I think that in the future of Westover our role is going to be greatly expanded," said Lt. Col. Robert Kirschling, 42nd APS commander. "We learned we could handle it," he said.

Starting in technical school at Dobbins AFB, Ga., aerial porters train for specialties in cargo, ramp, special handling or air terminal operations. Cargo specialists are responsible for safe, efficient packing and building of pallets, while ramp aerial port personnel load and unload aircraft, and air terminal members coordinate the flow of cargo and passengers. Those in special handling are trained to work with explosives, chemicals and other potentially dangerous cargo.

Technical school is an intensive two weeks of learning to work with the tools of their trade, from tie-down chains to 5,000 pound loaders. Each member is responsible for being proficient in his own speciality and also the other aerial port sections.

Aerial porters are being called on to assist in missions as varied as Logair missions, the rotation of C-130s from Little

Rock to Europe and the C-5 "Turkey Trot" to Incirlik, which has a waiting list of aerial porters.

"We do that enthusiastically. That's hands-on work on a real live mission, so people feel good being a part of it," O'Sullivan said.

"Aerial porters are hands-on people to begin with," Kirschling said.

That's one of the reasons the members of the three squadrons came through Desert Shield/Storm with higher morale than ever.

"We're still getting letters of appreciation for the job done," Adams said.

"To be part of an effort like Desert Shield and part of a clear victory was meaningful and rewarding. Our challenge now is to keep keep up that level of enthusiasm through realistic training," Gross said.



SSgt. Christine Mora

**ALL TIED UP --** SSgt. David Page, a TDY aerial porter, builds a pallet while training with the 59th Aerial Port Squadron at Westover during the December UTA.



## WWII reflections: Allies suffer heavy losses

**EDITOR'S NOTE:** Fifty years ago, the United States entered the Second World War. The PATRIOT will offer a monthly look back at the dramatic events which have shaped our lives and our world.

Feature and logo by SrA. Mike Lyman

At this point in the Second World War, the hard-pressed British and Soviets have suffered catastrophic losses in staving off defeat at the hands of the Axis powers.

For the two Allies, the entry of the United States into the War against Nazi Germany, Italy and Japan in December 1941 is a godsend. Britain's Prime Minister Winston Churchill is now certain, that with the United States and her overwhelming economic strength as an Ally, ultimate victory will be gained. But until America's industrial might can be brought to bear against the Axis, the Allies will continue to suffer immeasurably.

As the War enters its fourth year, Axis forces are victorious on all fronts. They control nearly all of Europe, Southeast Asia and the Central Pacific. Yet, total victory remains elusive.

In the Battle of the Atlantic, German U-boats begin a full-scale assault along the East Coast and Bermuda area to strangle Britain's lifeline with the U.S.

In February alone, the dreaded U-boats sink nearly half a million tons of

Allied shipping.

In the Eastern Atlantic, three of Germany's largest surface raiders return to home waters by running the English Channel—in broad daylight.

In pursuit of vital raw materials, Japan's conquests continue almost unhindered across the Pacific following the attack on Pearl Harbor. From Hong Kong, to the Dutch East Indies, to Wake Island, Allied territories fall to the Rising Sun. On the island of Luzon in the Philippines, the Japanese push General Douglas MacArthur's isolated forces toward Corregidor, the western-most U.S. garrison in the Pacific.

In the South Pacific, an Allied cruiser force is totally destroyed by the Japanese in the Battle of the Java Sea.

On the Russian front, the Soviet situation remains critical. To the north, the Germans surround Leningrad, beginning the 900-day siege. Starved and shelled by the Germans through the cruel Russian winter, Leningraders die at a rate of 4000 a day.

On the central front, the successful Soviet counterattack to relieve



beleaguered Moscow has nearly exhausted itself. Both sides now prepare for better weather.

To the south, the Germans lay siege to the Black Sea port of Sevastopol, one of the strongest fortress cities in the world.

Since Adolf Hitler launched his offensive against the Soviet Union in June 1941, the Red Army has lost more than six million men—more than any other army in history—yet remains an effective fighting force.

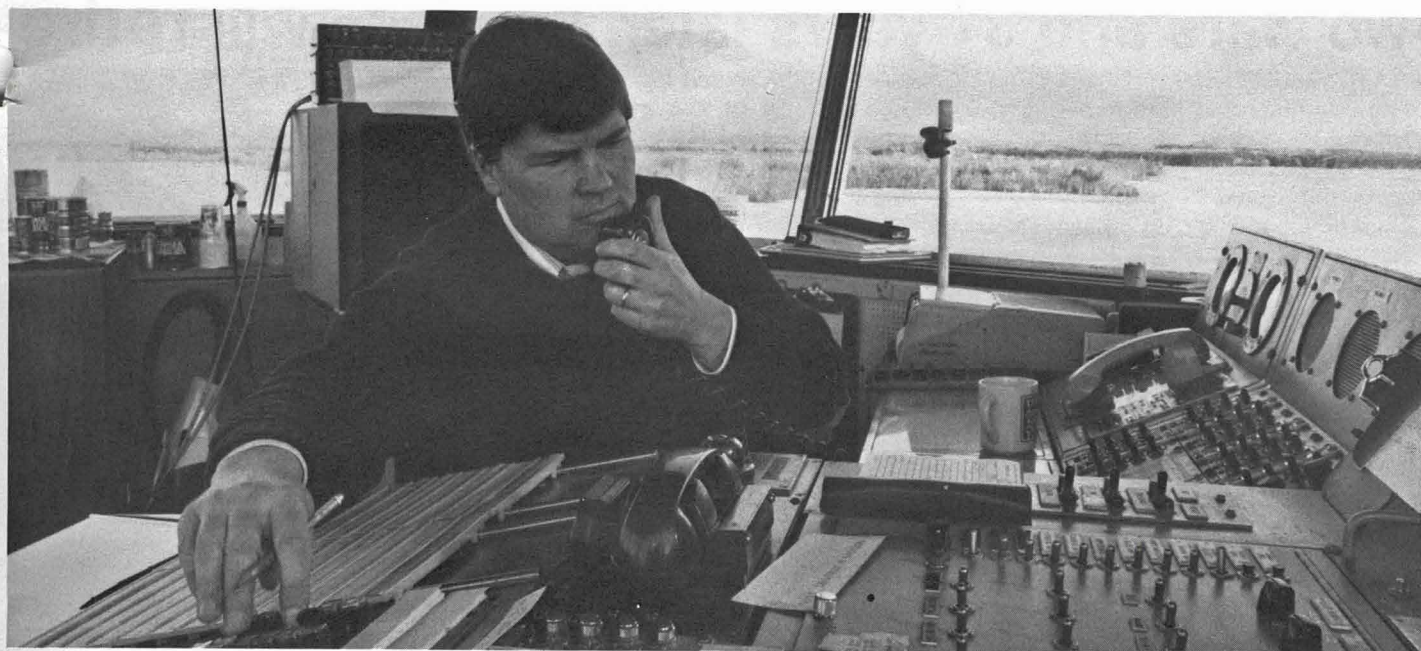


### Silver Star Medal

**DECORATED HERO**—Philip E. LaPointe stands proudly with his wife Simone and Brig. Gen. Mike Walker after receiving the Silver Star Medal for bravery on Jan. 12. The 73-year-old World War II veteran was presented the medal after 47 years by General Walker during a brief ceremony in the base theater. While serving as a member of the 1st Division, "The Big Red One," LaPointe was wounded four times during the historic campaigns in Morocco, Tunisia, Sicily, Normandy, Rhineland, Ardennes and Central Europe. Said General Walker of LaPointe, "I am standing in the shadow of a hero." He added, "Here is a real hero, and the rest of us can stand in the shadow of those who have gone before us."

SrA. Mike Lyman





SRA. Mike Lym, an

**CLEAR TO LAND** — Air Traffic Controller Jon Finucane directs an incoming transient aircraft to Westover's run-

way. Finucane is one of the eight controllers who direct aircraft in and around Westover.

## *Westover controllers blend experience, versatility*

By 1st Lt. Paul P. Koscak Jr.

If experience is the bottom line, air traffic control is rich.

Westover's eight Department of Defense controllers collectively have 178 years in the business—eighty more years than the airplane has existed!

"Experience is the only way to learn this job," said Michael Tippo of Enfield, Conn., who has been directing air traffic since 1962. "We're probably the most experienced tower in New England."

Such seasoned professionals may seem out of place on a reserve base, but managing Westover's special mix of civilian and military traffic demands a special talent. While the volume of inbound and outbound traffic pales compared to such giant metropolitan airports as Logan, Kennedy or Bradley, the complex and unpredictable variety of Westover's numerous training flights presents a special challenge, say the controllers.

It's not uncommon, explained controller Ted Cherry of Providence, R.I., to have two C-5 Galaxies plus a few more civilian aircraft jockeying to land on the active runway and suddenly receive a request from one of the C-5 pilots to land on a different runway.

"At Logan, it's just clearing them [aircraft] for take-off and landing," said Cherry, a 20-year veteran who spent 10 years directing air traffic at Providence's

T.F. Green airport. "Here, someone on final decides to change runways.

"This is like a moving chess game; you need to be constantly thinking three moves ahead," Cherry said.

And if surprises are not enough, the C-5's size requires the controllers to pay special attention to keeping the aircraft properly spaced because of the turbulence generated.

Part of the reason for the demanding nature of military flying is that pilots not only train to deal with aircraft emergencies but also practice maneuvers that deal with the unexpected demands of combat.

"At a military training facility you could have just four aircraft in the air and be quite busy," said Cherry. "Whereas at civilian airports, we could easily work with 15 to 20 aircraft at once."

"Our mission is to accommodate," he said.

Accommodate, they do.

Westover's irresistible two-mile long runway, the Northeast's largest, with its sprawling, flat, open land, is a training ground for numerous units and draws an assortment military air craft.

Air National Guard squadrons, from New York and Rhode Island; Navy Reserve aircraft from Maine and Cape Cod and Army National Guard helicopters from Connecticut, plus a host of civilian aircraft, all share Westover's

airspace.

"We have C-130's from Schenectady and Quonset Point that perform airdrops in the Dogpatch area, P-3's from Weymouth and Brunswick and UH1 and Skycrane helicopters from Bradley International," said Tippo. "Occasionally, we get some F-16's from the Vermont Air National Guard."

High atop Westover's slender but prominent, 100-foot, white tower, the air traffic controllers are literally inside the traffic pattern as aircraft arrive or depart or simply swoop down for a quick touch-and-go.

Surrounded by an array of communications equipment in their confined, tinted-glass lookout, accessible only by a narrow, winding staircase, the controllers can enjoy a panoramic view, should things get slow.

The geographical features are striking: To the northwest, fingers of ski trails meander down Mt. Tom and a white house protrudes on the summit of Skinner Mountain. The Springfield skyline graces the southern horizon.

All that wilderness can bring out some bold wildlife.

"We spot deer and fox wandering across the runway," Tippo said. "Coyotes," he said, are particularly stubborn when they're stalking the sides of the runway seeking prey. Sometimes they need to be chased off the runway."



# Two wars and 31 years later, Sweryda will retire

By TSgt. Sandi Michon

Frank Sweryda has been in two wars and traveled much of the world in his 31-year military career, but time has run out on his unfulfilled dream of visiting the USSR with the military.

Just as the Commonwealth of Independent States is opening up to U.S. military travel through humanitarian missions, the Ukrainian-American master sergeant is hanging up his blues.

"Both my parents emigrated from the Ukraine in the early 1900's, and I had hoped to participate in an Eastern European mission before I retired," said Sweryda.

One solitary regret after 31 years communicates contentment, which is an obvious character trait of the friendly, soft-spoken sergeant. As he recounted his career, his khaki-colored eyes sparkled with fond memories.

His first experience with the military was with the Army National Guard in his hometown of Moosic, Penn. in 1947 at the tender age of 15. "Our coal mining town was still recovering from the depression and no one was too concerned about our actual age," said Sweryda, referring to the 17-year-old age requirement. "My brother and I needed to help out the family, and it also helped me to save for our graduating class trip to Washington, D.C."

When he graduated high school, he joined the Air Force. After basic training,



PAST -- Frank Sweryda, 1949

even though he scored low on the electronics section of the aptitude test, Sweryda persuaded the evaluator to let him go to radio operator school. Due to his radio experience with the Army, he completed the 16-week course in eight weeks.

His first assignment was Okinawa, Japan. He served as an airborne radio operator frequently flying into Korea during the Korean War. "All communication back then was done through Morse Code," Sweryda recalled.

In 1952, he was transferred to Langley AFB, Va., to a ground position. "I enjoyed flying status, so when I was visiting my brother in Washington, I decided to visit the Pentagon to see what I could do," he said. "I had gotten my shoes shined in town and when I was ushered into the brigadier general's office at the Pentagon, I remember him being very impressed with my shoe shine." The general took a shine to the skinny young airman, and guided him through Pentagon channels which led to his assignment to Westover AFB.

He served with the 31st Transport Squadron at Westover before being transferred to Hickam AFB, Hawaii, where he was the personal radio operator for the commander of the 7th Pacific Forces.

While at Hickam, Sweryda participated in H Bomb testing and exercises at Enewetak Island. "We would sit in a tent with our backs to the explosion, and afterward would collect the debris and transport it back to Westover for examination and testing."

Sweryda explained. On one such trip, a hurricane rerouted their C-54 from Westover to Boston to Ohio and back to Westover where they finally landed through a break in the clouds. "We almost landed sideways because the high winds and turbulence were so strong," he said.

In 1957, Sweryda returned to Westover as the personal radio operator for the commander of 8th Air Force. Subsequent assignments brought him to Sonderstrom, Greenland and Andrews AFB, Md., before his separation from active duty in 1959.

He rattled off bases world-wide as he related his experiences which include more than 5000 flying hours in C-47s, C-54s, C-97s, C-124s and B-29s.

Sweryda attributes his Air Force communications experience as a major factor in landing his civilian job with AT&T in 1959. While working with AT&T he worked with Westover technicians in-



PRESENT -- Frank Sweryda, 1992

stalling autovon lines and other communications equipment. According to Sweryda, one of the communication commanders persuaded him to join the Reserve program in 1973 after a 14-year break in service.

During his tenure at Westover Sweryda has become well-known and well-liked. "Frank is the kind of guy who thinks more of the organization and the people than he thinks of himself," said Col. Thomas G. Hargis, base commander. "We are losing a tremendous role model," added Hargis.

Although Sweryda turns 60-years-old the day after his retirement on Feb. 20, he looks much younger. He has been the Turkey Trot victor in his category every year the race has been held.

He is a regular fixture at the base gym where he runs and does Nautilus three times a week and power lifts twice a week. In addition to his exercise regime, he plans to spend more time with his family, especially his six grandchildren. He also enjoys classical music, surf fishing, travel and the Washington Redskins. He and his wife Diane plan to spend winters in Florida.

Sweryda, who has made a career out of communication, expressed sadness about leaving the military. "I will miss the people. Our people in communications are very close-knit, much like a family," said Sweryda.

His typically sunny disposition quickly returned as he considered his retirement. "I've worked with a lot of good people. I've had a lot of fun," he said.



## "Patriot People"

**Name:** David A. Mottor  
**Rank:** SSgt.  
**Age:** 25  
**Address:** Easthampton, Mass.  
**Unit:** 439th CES/DEF  
**Position:** Firefighter  
**Civilian position:** Firefighter  
**Favorite food:** Steak  
**Years of service:** 7  
**Favorite sport:** Hockey  
**Favorite hobby:** Fishing  
**Ideal vacation:** Caribbean cruise  
**Best way to relax:** Fishing  
**Preferred entertainment:** Sporting events  
**Favorite celebrity:** Christina Applegate  
**Favorite music:** Rock  
**Favorite book:** *Red Storm Rising* by Tom Clancy  
**Favorite color:** Red  
**Favorite car:** Nissan Pathfinder  
**Pet peeve:** Too many chiefs, not enough Indians  
**Best thing about Westover:** Building 6640  
**Worst thing about Westover:** Lack of communication

SRA Mike Lyman



SSgt. David A. Mottor

## Patriot praises

### 1991 W-2 Wage and Tax Statement information for activated reservists

Reservists called to active duty during the Desert Storm will receive two W-2 for the tax year 1991. One will contain monies earned during the period 1 Feb 91-Demobilization (JUMPS) and the other will contain all monies paid by the Reserve Pay System in 1991. Reservist will need to use both of the W-2's when filing 1991 income tax forms.

There is information in Block 18 of the W-2 issued from the Reserve Pay System that is for Social Security use only. Do not use this number when filing your taxes.

Combat Zone Tax Exclusion should already reflect as a reduction in taxable wages shown on the W-2 of those members who served time in the combat zone.

Members that feel their W-2 is incorrect should bring source documents (LESSs) showing the error to the Military Pay Section at Accounting and Finance.

#### REENLISTMENTS

MSgt. Patricia A. Byrnes  
 MSgt. David B. Dodge  
 MSgt. Alfred H. Graveline  
 MSgt. George L. Hoagland  
 MSgt. Quentin J. Oakley  
 MSgt. Aidan G. Prendergast  
 MSgt. John J. Riley Jr.  
 MSgt. William M. Schindler  
 TSgt. Edward J. Brewer Jr.  
 TSgt. Luis A. Cabrera Jr.  
 TSgt. Peter D. Chiaramida  
 TSgt. Mark W. Colby  
 TSgt. Francis W. Hogan  
 TSgt. Linda L. Kaczmarzski  
 TSgt. John M. Kellar Jr.  
 TSgt. Richard S. Pannier  
 TSgt. Mitchell E. Staszko  
 TSgt. David L. Wells

SSgt. Kevin M. Allen  
 SSgt. Jeffery M. Chmura  
 SSgt. Stephen E. Kida  
 SSgt. Edward O. Mathurian Jr.  
 SSgt. Ronald Ellis May  
 SSgt. Edgar J. Moss  
 SSgt. Karen A. Olshefski  
 SSgt. Richard J. Ouellette  
 SSgt. Debra T. Rooke  
 SSgt. Charles J. Warbeck  
 SSgt. Patrick T. Whelan  
 SSgt. Moises Zanazanian  
 Sgt. Kevin J. Ronan  
 SRA. Laura T. Cote  
 Amn. Kevin P. Gauntt

#### ENLISTMENTS

MSgt. Joseph S. Russo  
 SSgt. Susan L. Balkewicz

SSgt. John H. Benoit  
 SSgt. Blain D. Thomas  
 SRA. David J. Beauregard  
 SRA. Timothy Graham  
 SRA. David I. Griswold  
 SRA. Peter F. Horgan  
 SRA. James J. Jackson  
 SRA. Charles J. Nedoroscik  
 SRA. Todd A. Roberts  
 A1C David Besterman  
 A1C Robert W. Gorham  
 A1C Paul O. Hyde  
 A1C Theresa M. Robert  
 A1C Michael C. Serricchio  
 A1C Floyd Warmesley III  
 AB Michael K. Daddona  
 AB David H. Graham  
 AB Simone N. Lessane  
 AB Reginald Williams

### Soviet navigator flies with C-5 crew (Continued from page 4)

cow to Yerevan and on to Ramstein AB in Germany.

"Soviet air traffic control radars don't have the range we're used to," said Walsh, "and we were handed over a dozen times during the short, two and a half hour flight from Moscow to Yerevan.

"Although English is the international language of air traffic control, some of the interior stations we contacted did not have English-speaking controllers at the mike, even though there was probably

one on duty somewhere. Yuri handled them all with our call sign of 'Americanskya C-5 69003' without any delay," said Walsh.

Before saying farewell to the Westover crew at Rhein-Main AB, Romanenko exchanged addresses with the 337th MAS members and gave them his telephone number and the address of the Moscow apartment he shares with his wife, 22-year-old daughter and 15-year-old son.



## Region reaps over \$4 million weekly from Westover AFB

By MSgt. Gordon A. Newell

Despite a dip of nearly \$27 million in construction projects from 1990 to 1991, Westover Air Force Base continued to have a positive economic impact the region according to a report released today by the Air Force.

More than \$4 million a week (\$211,879,554 in total) poured from the base, into the local economy—communities within a 50-mile radius of the base—during fiscal year 1991, which for the federal government was Oct. 1, 1990 to Sept. 30, 1991.

"These are very significant numbers," said Brig. Gen. Mike Walker, commander of the 439th Military Airlift Wing.

"To me they emphasize the important role that Westover plays in the economic life of Western Massachusetts. As the future unfolds, I expect that the base will continue to have a positive economic impact on this region," he said.

Prior to the arrival of the first C-5A Galaxy in the autumn of 1987, base spending was calculated at \$1.6 million weekly for C-130 operations.

This year's overall figure is almost \$27 million less than during FY 1990 because many large on-base construction projects were completed during the previous year.

Westover has more than 2,400 Air Force Reserve members assigned to the 439th Military Airlift Wing. Approximately one-third of these reservists live in Hampden and Hampshire counties. The reservists train here one weekend a month, plus 15 days of required annual training.

The base was heavily involved in Operation Desert Shield/Storm since early August 1990 and became the North-

east base for C-5 operations headed to and returning from the Middle East Region. An average of 16 of the giant cargo planes transited the base daily.

More than 1,500 reservists were called to duty at Westover during the Persian Gulf crisis. Members of the 337th Military Airlift Squadron, regularly flew supply missions into the gulf area while members of the 74th Aeromedical Evacuation Squadron deployed to at least two European sites as well as several areas in the Mideast. The remainder of those called up stayed at Westover. There are also about 845 full time civilian employees working at the base.

During the latest 12-month reporting period, more than \$30.9 million was spent on various construction projects completed or in progress on the base, including the renovation of several office buildings and hangars.

Westover's gross federal payroll during the year grew to \$61.7 million from \$51.8.

Approximately 1,808 secondary jobs—jobs created off-base within the economic impact region as a result of Air Force expenditures—were created in the public sector

during the 12-month period as a result of base activities.

Local contracts for services, including groundskeeping, utilities, telecommunications and computers totaled \$17.5 million compared to \$3.9 million the previous year. Much of the difference was generated by Desert Shield/Storm. In addition, \$2.7 million was spent on miscellaneous purchases.

Payment to 6,568 military retirees living in the Westover area amounted to \$71,720,894.

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# PATRIOT

Coming in March: Change of Command



Published monthly for Patriots like Capt. Martin Wiseman of Riverdale, N.Y., and 2,437 members of the 439th MAW at Westover AFB.

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