

# PATRIOT

439TH AIRLIFT WING

AIR FORCE RESERVE

WESTOVER ARB

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SrA. Mike Lyman

**IM-PRESSED PILOT**--Channel 22 Reporter Deloris Lowhorne experiences the thrill of flying a C-5 from the simulator pilot seat prior to the dedication ceremony on Sept

12. Lowhorne was one of two members of the press who flew--and crashed--the simulator during landing scenarios.

## ***C-5 simulator opens new era in flight training at Westover***

Photo and article by SrA. Mike Lyman

The maiden "flight" of Westover's C-5 simulator last month marked a new commitment to effective, cost-efficient training.

As the Air Force Reserve's first and only C-5 simulator, the trainer reinforces Westover as a leader in the airlift business.

In a dedication ceremony which took place outside the simulator in the Base

Hangar on Sept. 12, Mr. Roger P. Sheer, deputy assistant secretary of defense for Reserve affairs, stressed the importance of the simulator in Westover's role in the "total force effort." "The addition of the simulator will enhance Westover's projection capability well into the future," Mr. Sheer said.

Maj. Gen. John J. Closner, chief of the Air Force Reserve, spoke of the simulator as an effective, yet much safer and cheaper means of training. "I'm con-

vinced you can train yourself better in the simulator than in real aircraft," General Closner said. He added that this type of sophisticated training equipment is a move towards stealth technology which gives Westover the ability to train air crews well into the 21st century. Though regrettably, General Closner said that using the simulator won't be as much fun as the real thing.

To AFRES/CV Special Assistant Brig.

(Continued on page 3)



## EDITORIAL

**"C"-5 stands for "caring"**

As Westover's C-5 landed at Homestead AFB, Fla., in September, it reminded many pilots of the devastation of war-torn Kuwait City.

Homestead was in shambles. Once productive workplaces are now masses of mangled metal, and people's lives are twisted by the distortion of disaster.

There is a mixture of sadness and pride. The panorama of ruin brings sadness but delivering supplies to rebuild lives brings deep pride.

Whether calamity comes through war or natural causes, Westover's C-5s have become symbolic of relief throughout the world.

As Southern Floridians picked through the rubble of their homes, a steady stream of C-5s from Westover, Stewart ANG, and Dover AFB, delivered desperately needed equipment and personnel. The C-5s created a huge tag team as they landed and took off in 20-minute intervals. They offloaded troops and much-needed heavy equipment, such as graders and bulldozers.

Westover aircrews are accustomed to flying relief missions and have responded to earthquakes, hurricanes and volcanoes. They have helped the Russians and the Kurds, but this mission had a more personal connection.

Being an Air Force Base, aircrews could easily empathize by imagining a similar disaster at Westover, but one 337th AS comrade brought the calamity a little closer to home. Maj. Ken Hall, 337th pilot, has commuted to Westover from the Homestead area for the past five years. His home was flattened by Hurricane Andrew.

Fellow pilot, Maj. John Walsh, sent Hall a chain saw so he could cut through the rubble for salvageable items. Walsh has set up a relief fund for Hall at Westover. (see brief)

As Hall struggles to rebuild, he represents the community needs so many reservists can identify with. It was these same communities that rallied around the military at the Desert Storm Homecomings. "Now it's our turn to pay these people back," said Maj. Tim Olmsted, 337th pilot.

People helping people is what greases the wheels of society, and Westover maintains an outstanding record of humanitarian help.

When the chips are down, chances are, our C-5s are up.

TSgt. Sandi Michon  
Public Affairs Technician

## Briefs

**Hurricane relief**

Maj. John Walsh, 337th ALS pilot, has created a collection fund for Maj. Ken Hall. Hall, a 337th ALS pilot, commutes to Westover from southern Florida and Hurricane Andrew leveled his home which is located just four miles from Homestead AFB.

As Hall digs out the rubble of his home, Walsh is informally asking the Westover community to dig into their pockets to help him out. To send contributions, or to get further information, contact Maj. John Walsh, 17 Ridgeview Rd., Topsfield, Mass. 01983, or call (508) 887-7991.

**USO plans reunion**

The Pioneer Valley Council USO, will sponsor a Desert Shield/Storm reunion party Nov. 7 in the Base Hangar where more than 65,000 troops were sent to the Persian Gulf or welcomed home during the liberation of Kuwait.

Tickets, which cost \$15 each, are available by mail at Pioneer Valley USO, Building 5305, Westover Air Reserve Base, Mass. 01022 or by phone at (413) 557-2522.

Music by the Crescents will be featured during the evening as well as a performance by comedian Mark Rossi. Food, door prizes and souvenirs will be available. Dress is casual.

**Edwards 'aces' advanced course**

SSgt. Mike Edwards of the 42nd APS graduated from the two-week Intermediate Wartime Contingency Course, Travis AFB, Calif. as the only reservist to ever receive perfect test scores.

Edwards is only the third graduate to score 100 percent on the two course examinations.

The advanced aerial port course specializes in joint inspection techniques to prepare cargo for airlift.

Edwards has served as an air transportation specialist with the 42nd APS for five years. He previously served five years of active duty, including two years with the Air Force Postal Service at Lajes Field in the Azores.

He is employed as a pipefitter at the General Dynamics Electric Boat Yard in Groton, Conn.

**PATRIOT**

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## Col. Oates postpones promotion to "star" at Westover

By Maj. Rick Dyer

Although the Air Force made Ralph Oates a brigadier general on Aug. 12, he waited a month longer before assuming the new rank.

Oates, who served five years as vice commander of the Patriot Wing, postponed his promotion so that he could pin on his new stars at Westover.

Maj. Gen. John J. Closner, Chief of the Air Force Reserve, and Brig. Gen. Mike Walker, Oates' former boss, presided at the traditional "pinning" ceremony here Sept. 12.

"I was happy making colonel, and never believed that I would be selected for general," said Oates, a 30-year veteran of the Air Force and Air Force Reserve. "This is really an honor."

Oates, 52, served in the number two slot at Westover until he was named vice commander of 14th Air Force in August 1992. He was activated during the Persian Gulf conflict and helped direct the Desert Storm airlift operations here.

He will now serve as an individual mobilization augmentee to Lt. Gen. John Jackson, 15th Air Force commander, at March AFB, Calif.

The new general said that one of his primary functions will be as a liaison between General Jackson and 15th AF's Guard and Reserve units.

A commercial pilot with USAir, Oates will remain on military flying status in his new reserve assignment. Although his past experience has been in C-130 and C-5 aircraft, he will soon begin cross-training as a KC-135 tanker pilot.

"It is very gratifying to see a member of the Westover family succeed like this," said General Walker, former wing commander. "Ralph's tactical and airlift experience, plus his go-go attitude, make him a natural for this important new job."

Oates, who resides in Virginia Beach, Va., paid tribute to Generals Closner and Walker for the impact which both men had on his career. "They are my mentors, and excellent role models," he said.

Although his new assignment will mean less contact with Westover, General Oates expects to stay in touch with his former Patriot Wing colleagues.

"The five years I spent at Westover were the best years of my



SrA Mike Lyman

**OATES TOAST--**Brig. Gen. Ralph Oates is doused with champagne following his last C-5 landing. The former vice commander of the Patriot Wing delayed his promotion so that he could pin on his new stars at Westover.

life," he said. "The people here are the greatest, and I will always be grateful for their acceptance and friendship."

## Westover's C-5 simulator (continued from page 1)

Gen. Mike Walker, who was the inspiration behind the simulator program, the dedication ceremony marked the end of a long project and the beginning of a new chapter at Westover. "This simulator is the future of the C-5 and Westover," the general said.

Yet, the people who were probably most excited about the simulator dedication were those who got the chance to use it.

For Mike McAuliffe, a reporter for the Union News, who sat in the pilot's seat and got through a landing scenario on the \$20 million simulator, the experience was very realistic.

"I've flown on the C-5 before and this is as real as it gets," McAuliffe said. "I

felt like a real pilot. At first all of the instrumentation was foreign which took a little while to get used to. For someone like myself who's not a pilot, you're immediate sensation is to drive it like a car," McAuliffe added. "I guess I made a decent landing approach. Luckily, they turned the machine off before it skidded off the runway."

Deloris Lowhorne, a reporter for Channel 22, also had a chance to fly, and crash, the simulator. "I would have liked to have had more control, she said. "I definitely need more training."

According to Project Officer Lt. Col. John Riley, the Weapons System Trainer (WST) #7 is unique for three reasons. First, it is the only C-5 simulator capable

of air-to-air refueling scenarios. Second, it is the only C-5 simulator with daylight visual capability. And thirdly, it is the only C-5 simulator with side window vision which allows circling approaches and low-level flight training.

Westover air crews, who previously fulfilled their simulator training requirements at Dover AFB, Del., began using the world's most advanced C-5 simulator on Sept. 14. Over the next year, Westover's 72 pilots, 56 flight engineers, and 76 loadmasters will require 4400 combined hours of training on the simulator. These figures don't include the air crew requirements from Stewart ANG, N.Y. who will also be training here instead of traveling to Dover AFB.



## Enlisted Dining-Out

A committee has been formed and is at work planning the first enlisted Dining-Out to take place at Westover since 1989. The event is planned for April 3, 1993 at the Consolidated Club.

The committee is presently conducting a contest to select a logo and theme for the event. The entry form that appears below should be filled out and submitted along with logo and theme entries to Jennifer Budukiewicz, 439 AGS/MAAT, Ext. 3314. The deadline for entries is Nov. 1.

First prize in the contest is two tickets to the Dining-Out. Second prize will be dinner for two at the Westover Consolidated Club and third prize is a \$10 gift certificate to the Base Exchange.

The Dining-out will consist of dinner, a guest speaker and entertainment by a disk jockey.

### Dining-Out Logo/Theme Contest

Name: \_\_\_\_\_

Rank: \_\_\_\_\_ Unit: \_\_\_\_\_

Duty phone: \_\_\_\_\_

Home phone: \_\_\_\_\_

Theme: \_\_\_\_\_

Attach logo on separate piece of paper.  
Please return to Jennifer Budukiewicz  
439th AGS/MAAT(Ext. 3314)

## Westover welcomes three new squadrons to 439th AW family

By TSgt. Tom Allocco

Three squadrons of civil engineers, aerial porters and medical specialists were welcomed to the Westover family as geographically separated units on Oct. 1.

The new members of the wing are the 85th Aerial Port Squadron, Hanscom AFB; 933rd Civil Engineering Squadron, Griffiss AFB, N.Y. and the 34th Aerial Patient Support Squadron, which operates out of the Roslyn Air Guard Station on Long Island.

The shift of the three squadrons is part of the Objective Wing reorganization. Under the Objective Wing, the 439th AW loses its two detached C-130 units, the 914th AG at Niagara Falls and the 911th AG at Pittsburgh.

The additional squadrons means that the wing has four geographically separated units. The 23 Aeromedical Patient Staging Squadron at Griffiss AFB has been part of the wing since 1983. About two-thirds of the squadron's 154 members served in Saudi Arabia during Desert Shield and Storm.

The 180 members of the 34th APSS, under the command of Lt. Col. Patricia Walagir, were formerly attached to McGuire AFB, N.J.

The 933rd CES was previously attached to 914th AG, Niagara Falls. The 125-member squadron is under the command of Lt. Col. Richard Rider.

The current 85th APS was recently consolidated with the former 57th APS at Hanscom. Under the command of Lt. Col. Lawrence Gentile, the squadron has about 240 members.

The aerial porters will periodically train at Westover.

## Along with winter, flu season is fast approaching

By Capt. Doug Miller

You first know that something is not right when you feel a little scratchy sensation at the back of your throat.

As the day progresses, you may feel tired. Perhaps your muscles start to ache. By the end of the day, you may even feel feverish.

If it is the end of fall or winter, you may be experiencing the flu.

As winter approaches, Westover's medical community is preparing for the flu season. Influenza is a contagious virus which causes fever, sore throat, cough, runny nose, congestion, body aches, and nausea. The virus lasts 6 to 14 days.

A major characteristic of a flu virus is that it is easily spread. In the winter, most people spend more time indoors where

the air is not well circulated. Once the virus enters the atmosphere from a sneezing and coughing flu sufferer, it easily finds a new home in a previously uninfected person.

Another characteristic is that once you have contracted it, you usually feel well enough to continue working. However, at this early stage you are most likely to spread the virus.

These characteristics of the flu virus cause the most concern to health officials. Those at high risk for the flu include health care workers, students living in dormitories, and any large group who would be living in close quarters for long periods. Military members fit this category.

The most important strategy to prevent influenza is the annual flu vac-

cination of populations at risk. The vaccination is a carefully designed serum which is developed after laboratory study of the influenza virus.

Society pays a high price for the flu. The virus strikes the hardest at the elderly and the very young. It has been estimated that a moderate epidemic costs more than \$300 million nationally in excess hospitalizations alone. The costs in lost productivity due to sick leave are difficult to calculate, but for a major flu epidemic, they could reach billions of dollars.

Westover's mission is to be prepared to mobilize. That means reservists must be well trained and in good physical health. The annual flu vaccination program conducted at Westover is an important part of ensuring that members are in good physical health.





**TOWER STRUGGLE --** A picture is worth a thousand words. The air traffic control tower at Homestead AFB was severely damaged by Hurricane Andrew. Westover's C-5s

(a Patriot Wing Galaxy is shown circling the tower on the left of the photo.) flew in several relief missions to help Homestead pick up the pieces.

## Westover brings relief to Andrew-ravaged Florida

By SrA. Mike Lyman  
Photos by TSgt. Sandi Michon

It was a different storm in a different gulf, but Westover's response was still the same.

In the wake of Hurricane Andrew, Westover air reservists brought humanitarian supplies to Southern Florida to help the military and civilian communities begin to put their lives back together.

A total of 12 flights (including shuttles) were made by Westover air reservists to Opa Locka Coast Guard Station and Homestead AFB, bringing Federal Emergency Management Agency (FEMA) personnel, Army civil engineering and hospital units, an infantry brigade and other supplies to the devastated area.

Two FEMA units, totaling nine vehicles and 16 people, were the first to be transported from Westover on Aug. 26 to Opa Locka Coast Guard Station, located outside Miami. The two units were part of the Federal government response and recovery team sent to the disaster area to serve as the central point of contact for the Federal government.

Nine of the vehicles were responsible for providing life support, including tents, MREs and portable toilets and showers, to the 35 FEMA personnel already in the Miami area.

The other six people and two vehicles were attached to the communications team and would provide radio, telephone and satellite communication inside the damaged area.

The life support team had originally been scheduled to arrive at Westover on the morning of the 26th to fly to Andrews AFB, Md. via C-5, to take part in a joint service exercise at Aberdeen Proving Grounds, before returning to Westover the same day. But on Aug. 23, when it became clear that Florida would be hit by Hurricane Andrew, the first-ever joint training exercise was canceled and the team was placed on alert.

On Aug. 29, a Westover Galaxy airlifted an Army civil engineering unit from Pope AFB, N.C., to Opa Locka. The C-5 returned to Pope AFB the same day and spent the night. The next day the C-5 brought a 300-bed Army hospital to Homestead AFB, Fla., and then returned to Westover AFB.

*(Continued on next page)*





**WIND BLOWN --** Scenes from Homestead AFB boggled the mind with a panorama of twisted wreckage. In the upper left photo, Channel 22 (WWLP) news reporter Lynn Barry tapes her hurricane segment for northern viewers. The Air Force Reserve sign (middle left) survived the hurricane, but the building it was attached to didn't. The branches and roots of an uprooted tree (lower left) are perfectly matched by the twisted metal of a once-functional hangar.

In the upper photo, an uprooted tree frames a Channel 40 interview with Westover's Maj. Pete Gray, 337th ALS pilot. Stephen Cooper was the WGGB reporter.

*Photos by TSgt. Sandi Michon*

### ***Dream almost comes true for 439th recruiter***

Mother Nature has a way of changing peoples' lives, sometimes in unexpected ways.

MSgt. Ron Salafia, a 439th AW recruiter out of Worcester, Mass., has always wanted to live in Florida. Ever since he joined the Air Force in 1973, Salafia has been trying to get a transfer to a base in the sunshine state.

Finally, after nearly 20 years of service, Salafia learned this July that his wish had come true. He was to be transferred to Homestead AFB, located in southern Florida, and would begin his new job in September.

In preparation for the final move, Salafia and his wife Laurie drove down to Florida in late July to leave some belongings at his sister's house in Miami.

By mid-August, Salafia's time at Westover was coming to an end. He began outprocessing and saying good-byes to his friends.

But when Hurricane Andrew struck southern Florida on Aug. 24, Homestead AFB had sustained so much damage that government officials stated that the base would very likely be closed. For Salafia, although he was fortunate not to have lost any of his belongings, his dream of working in Florida could have ended permanently.

"I'm stunned," Salafia said. "My transfer finally happened and it gets wiped out by a hurricane. But all in all we're having a good time. It could have been a lot worse.

Now I have to play the waiting game."

**SrA. Mike Lyman**



# Westover calms Andrew's wrath

*(Continued from page 5)*

The first flight to Homestead AFB came on Sept. 2 when two C-5's made four shuttle flights, bringing the 2nd Infantry Brigade (out of Fort Drum, N.Y.) and equipment from Griffiss AFB, Rome N.Y. to the ravaged Florida air base.

Two days later, two Westover Galaxies made four more shuttle missions to airlift the rest of the 2nd Infantry Brigade to Homestead.

Westover's final mission to hurricane-struck Florida was made on Sept. 5. A C-5 airlifted four humvees, small trailers, two five-ton trucks and two pallets from Forbes Field, Kan. to Homestead.

All totaled, Westover aircraft and air crews brought 700 tons of humanitarian cargo to Florida in 11 days. In summing up Westover's contribution, Maj. Pete Gray, who commanded the first relief flight to Florida, summed up the general mood of the air reservists who participated in the airlift. "For those of us in AFRES, we're here because we want to be here and not because we have to be," said Maj. Pete Gray, 337th ALS pilot. "We enjoy flying. And when you can help someone in the process, it makes flying that much more enjoyable."

"Responding to these types of emergencies is like being a volunteer fireman," Gray added. "Unfortunately, the fire's still going. Hopefully we'll have an opportunity to bring more relief to the hurricane-stricken areas."

In hindsight, the call to bring aid to Florida came as no surprise to anyone on base. During recent years, Westover has taken an active part in a number of humanitarian airlifts.

In October 1989, Westover C-5s and air crews brought aid to Puerto Rico, Charleston, S.C. and St. Croix in the Virgin Islands following Hurricane Hugo.

In 1990, Westover Galaxies flew four missions bearing relief supplies and emergency equipment to Jamaica after the Caribbean Island nation had been devastated by Hurricane Gilbert in September 1989.

In June 1991, a Westover C-5 and air crew took part in "Fiery Vigil" a mission to aid the victims of the Mount Pinatubo eruption on the island of Cebu in the Philippines.

In December 1991, air reservists from Westover brought medicines and blankets to Moscow and Azerbaijan, Armenia, both in the former Soviet Union.







**NEW CHOPPER**--This CH-47D Chinook is one of the four brand-new models which has been parked at Westover since Sept. 10 while Bradley IAP undergoes construction and an environmental impact study. The Chinooks belong

to the Army National Guard unit at Bradley and are due to replace the older CH-54 choppers currently in the ANG unit's inventory.

*Photo by SrA. Mike Lyman*

## Aerial porters of the 59th APS will join expanded 42nd, 58th

By TSgt. Tom Allocco

The scheduled deactivation of the 59th Aerial Port Squadron will be the first step in the enlargement of the 42nd and 58th APS.

The 59th APS was deactivated and its 123 members joined the 42nd and 58th APS on Oct. 1. The deactivation is part of the Air Force's Objective Wing reorganization.

Col. Robert McMillan, deputy commander for resources, said that while there are no guarantees, every effort is being made to help 59th APS members keep their rank when they transfer.

Maj. Stephen Gross, 59th APS commander, will be named commander of the 58th APS to succeed recently promoted Col. Robert O'Sullivan. Lt. Col. Robert Kirschling will continue to command the 42nd APS.

The 58th APS will do UTA training on "A" weekends and the 42nd APS will

train on "B" UTAs.

In the second step of their expansion, new members will be recruited to the two aerial port squadrons to raise their manning to 284 members each. The 42nd APS currently has 133 members and the 58th APS has 123.

Besides the expansion, the two aerial port squadrons will consolidate their equipment and office space in Hangar 3 within the next two years, McMillan said. The 42nd APS currently operates out of Hangar 3 and the other two squadrons operate out of Hangar 9.

At Hanscom AFB the 57th APS is scheduled to be consolidated with the 85th APS and do "A" and "B" UTAs by Oct. 1. Those in overage positions will be offered slots in the Westover aerial port squadrons.

The Hanscom aerial porters will do periodic "flyaway" UTA training in C-5 and wide body loading at Westover and also train at "Dogpatch."

## Massachusetts veterans merit desert bonuses

Massachusetts residents who served during Desert Shield and Storm are eligible to receive state bonuses of \$300 or \$500.

Those eligible for the state bonus must have resided in Massachusetts for at least six months before beginning active duty. They must have served at least 30 days of active duty between Aug. 2, 1990 and April 11, 1991.

Orders must show that reservists served in support of the war. Active duty for training, such as basic training, does not qualify a reservist for the bonus.

Those who served regardless of location are eligible for a \$300 bonus. Members who were in the area of operation are eligible for a \$500 bonus. Eligibility for the Southwest Asia Service Medal qualifies an individual for the larger bonus.

Applications for the Massachusetts bonus are available at the CBPO Customer Service office.



## ***Patriot Wing prepares for January ORI***

Throughout the September A UTA, a base-wide exercise was held to prepare 439th AW units for the upcoming Readiness Assistance Visit (RAV) on Oct. 23-25.

"The exercise tested our combat readiness capabilities in a realistic environment," said 439th AW Vice Commander, Col. James Gallin.

According to Gallin, the September exercise was the first of a two-phase plan to prepare the base for the Jan. 16-19 ORI.

The exercise included chemical warfare, mobility and deployment scenarios, as well as drills to test the wing's ability to launch aircraft on time, arrive at a forward operating location in a prescribed window, and respond to enemy activities.

"The exercise was a good learning experience," Gallin said. "It gave us the opportunity to evaluate ourselves and identified some areas where we needed further work," Gallin said.

The RAV in October, to be conducted by 14th Air Force, will be the second phase in preparation for the January 1993 ORI.

Because Operations Desert Shield and Desert Storm preempted the scheduled 1991 ORI, the January 1993 ORI will be the first since the base converted to C-5A aircraft.

"The ORI is our chance to show Air Mobility Command and the Air Force Reserve our ability to perform our wartime mission," Gallin said. "There is no question we will be highly successful."



SSgt. Nancy Wilochka



SSgt. Christine Mora



# Omega World Travel replaces SATO contract at WARB

by TSgt. Sandi Michon

Westover's travel agency, administered through the Traffic Management Office, has a new contract carrier and will now be available on both UTA weekends.

Omega World Travel, headquartered in Washington, D.C., has won the government contract at Westover to facilitate government and leisure travel.

"We're confident that Omega will offer very competitive pricing," said

Shari Macdonald, transportation officer. "They have to compete with the local market, and they have a very low commission rate which is set by the government."

According to Macdonald, Omega has two travel agents at Westover. One agent represents all TDY travel for government business and the other agent will assist with leisure travel.

The Traffic Management Office provides the quality control to check the travel agency regarding the military guidelines for flight scheduling.

The outgoing contract is the Scheduled Airline Ticket Office (SATO). SATO has long held the government travel contract, which was initially formed by consolidating a number of airlines into a government contract travel agency. As a result, the term SATO is often used instead of the correct Traffic Management Office name.

The Traffic Management Office is located in Building No. 5375. The office is open weekdays, and the A and B UTA weekends, from 7:30 a.m. to 4:15 p.m.

## Chiefs Council presents scholarships to 10 deserving students

The Westover Chiefs Council presented 10 scholarships, which included three reservists, at the August luncheon held at the Consolidated Club.

The third annual scholarship program awarded each recipient a \$300 check. The scholarship was based on the academic achievements of the students.

Three years ago, the scholarships were awarded to six recipients for a sum of \$200 each. This year, the Chiefs Council provided 10 scholarships for \$300 each. The funds for the scholarships were provided by the Chiefs Council through the sale of Westover items, such as coffee cups and T-shirts.

Next spring, the Chiefs Council will again accept applications for scholarships from enlisted reserve members and their spouses and dependents who are attending college.

CMSgt. Larry Lose, 439th SG/CES, served as the scholarship committee chairman.

This year's scholarship recipients are:

AIC Kimberly Allen, 439th CES

Heather Colelli, daughter of TSgt. Gregory Colelli, 439th SG/KGTT

AIC Errol Mesquita, USAF Clinic

Stephen Norton, son of SMSgt. Joseph Norton, 439th CRS

Travis Rhodes, and Joshua Rhodes, sons of MSgt. James Harrelson, 439th AW/MAML

Amn. Richard Saintcalle, 439th MSF

Eric Scammons, son of MSgt. Walter Lagasse, 439th EMS

Keith Thoresen, son of MSgt. Richard Thoresen, 439th EMS

Brigitte Sullivan, daughter of MSgt. John Sullivan, 439th SG



Article and logo by SrA. Mike Lyman

In the seesaw struggle for North Africa, Lt. Gen. Bernard Montgomery's

## 8th Army chases Afrika Korps

8th Army begins the Second Battle of El Alamein with a direct assault on Rommel's well-fortified defenses on Oct. 23. By the end of the month the 8th Army has broken the line and begins to push the Afrika Korps westward--for the last time.

In Algeria, U.S. Army Maj. Gen. Mark Clark secretly lands via British submarine on Oct. 21 to discuss the upcoming Allied invasion of North Africa (Operation 'Torch') with French North African resistance leaders. Clark sets up a series of agreements between the French and the Allied forces who will begin the invasion of French North Africa on Nov. 8.

In the South Pacific, an American cruiser squadron intercepts a Japanese force of equal strength in the narrow body of water off Guadalcanal known as "the Slot" on the night of Oct. 11/12. In

the confused action, the U.S. loses a destroyer while the Japanese lose a cruiser and a destroyer.

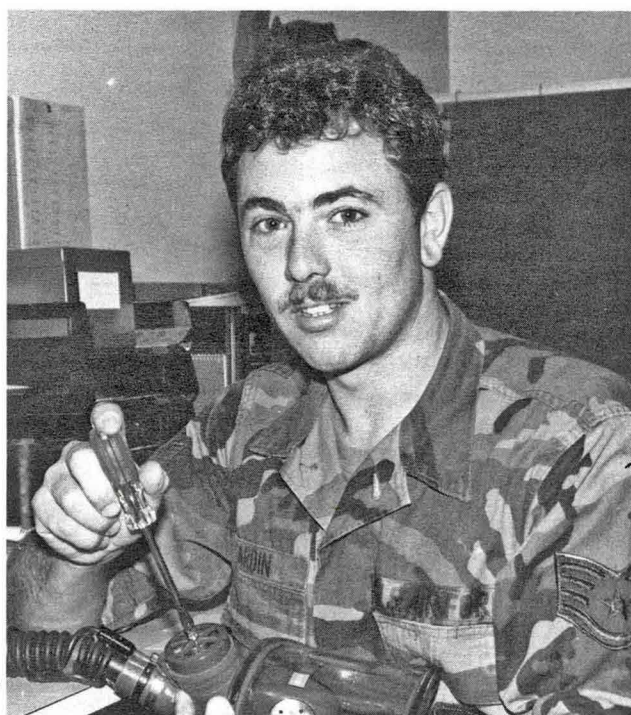
Two weeks later, the carrier fleets fight the three-day Battle of the Santa Cruz Islands. Though U.S. planes damage two flattops, the Japanese sink the Hornet and damage the carrier Enterprise. With the loss of the carrier Wasp in September, the U.S. is left without naval air support to oppose the growing Japanese surface fleet in the Guadalcanal area.

In the Battle of the Atlantic, U-boats sink over 600,000 tons of shipping in October. Though U-boat production has reached an all-time high of 196 during the same period, the Allies counter with the introduction of new anti-submarine frigates. Working independently from the normal convoy escorts, these frigates form support groups which begin the offensive against the wolfpacks.



## "Patriot People"

**Name:** Edward A. Cardin  
**Rank:** SSgt.  
**Age:** 26  
**Address:** Springfield, Mass.  
**Unit:** 439th AW  
**Position:** Life support technician  
**Civilian position:** Life support ART  
**Favorite food:** Prime rib  
**Years of service:** 8  
**Favorite sport:** Hockey  
**Favorite hobby:** Hunting  
**Ideal vacation:** Australia  
**Best way to relax:** Camping  
**Preferred entertainment:** TV/radio  
**Favorite celebrity:** Eddie Murphy  
**Favorite music:** Rock/Country  
**Favorite color:** Green  
**Favorite car:** Pick-up trucks  
**Pet peeve:** Sexual harassment  
**Best thing about Westover :** Good base attitude  
**Worst thing about Westover:** "Can't think of anything."



SSgt. Vin Blanchard

SSgt. Edward A. Cardin

## Patriot praises

### PROMOTIONS

MSgt. Goode, Eben T.  
 TSgt. Brady, James R.  
 TSgt. Cessna, Thomas E.  
 TSgt. George, Karen A.  
 TSgt. Pierce, Thomas J.  
 SSgt. Blank, Julie D.  
 SSgt. Cameron, Richard K.  
 SSgt. Fritz, Randy A.  
 SSgt. Girard, Ronald R. Jr.  
 SSgt. Gitzen, Carl F.  
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 SSgt. Yuhus, David L.  
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 SrA. Cosentino, Daniel R.  
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 Amn. Hunt, Susan B.  
 Amn. Warren, Jeffrey C.  
 AB Beaudry, Keith M.  
 AB Robitaille, Jonathan I.



SSgt. Nancy Wilochka

**FINAL SALUTE --** Wing Commander James P. Czekanski (left), congratulates Lt. Col. William J. Lee, Jr. following retreat ceremonies at Westover Sept. 12. Lee retired after 28 years of military service and was presented the U.S. flag at retreat tribute. Lee served as the operations management staff officer and also served as special advisor to the wing commander.



# Quality team to assess flightline procedures

By SrA. Mike Lyman

Westover's first official process action team (PAT) has recently been formed to evaluate the base's flightline security regulations. This is the first time that Total Quality Management techniques will be used by base personnel to deal with a base-wide issue.

The PAT was empowered by the 439th AW Quality Council, chaired by Col. James Czekanski, 439th AW commander, to develop a workable policy which satisfies the needs of the internal and external customers who use the flightline.

The goal of the 12-member team, who met for the first time on Sept. 3, will be to ensure that flightline procedures protect the assets, namely, the 16 C-5s, while at the same time making the flightline as accessible as possible to those customers who use the flightline on a regular and/or limited basis.

The PAT's policy will result in a base operating instruction or a new base regulation.

Initial flightline regulation concerns were made by Robert Motley, chief of airfield management, before the July 1992 air show. Motley was primarily concerned with the people who were receiving a "helping hand" by security police while performing their duties. "It seemed like a lot of time was being wasted with the number of 'helping hands' that were called on personnel trying to do their job," Motley said. "The amount of delay

*"It is important to note that the whole procedure is designed to improve the process, not problem solve..."*

*Robert Motley, chief of airfield management*

caused did not seem to be in the best interest of mission accomplishment."

Though the 439th SPS personnel who guard the flightline have welcomed the input from other base agencies, they are still, however, directed by Air Force regulations. "No doubt it's a learning process," said SMSgt. Michael Olenick, 439th SPS security superintendent. "We just hope that people realize that even though flightline security may be an inconvenience to the people who use it, it's still important and should be everyone's concern and responsibility," Olenick said.

The team's first priority was to establish desired statements, or premises, from which they could work toward common goals.

The first, according to Motley, was that the present operation of restricted areas does not add value to our jobs. The second was that the coordination of flightline security activities can be improved. And the third, that flightline security procedures should ensure that the assets are secured with minimal impact on mission accomplishments.

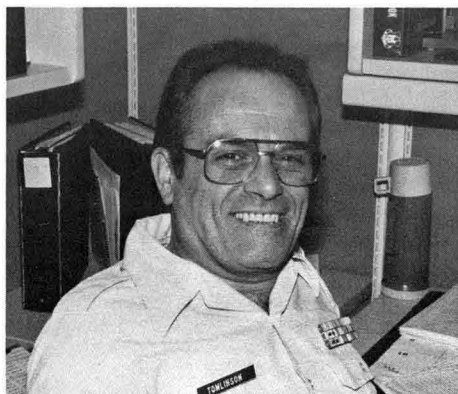
"We have since began the process of defining who the suppliers and customers are and their requirements," Motley said.

"It is important to note that the whole procedure is designed to improve the process, not problem solve," he said. "We will continue to meet once a week for as long as it takes to develop a working policy, though ultimately, communication between the organizations will be the key to making it successful."

Other members of the PAT include: Capt. Dan Mays, 439th SPS, security police officer; Mr. Bob Horrigan, 439th SPTG, engineering equipment operator foreman; SSgt. Robert Grace, 439th AW, command and control specialist; Capt. Cam LeBlanc, 439th AW, maintenance control officer; Mr. Willie Williams, 439th AGS, maintenance superintendent; Mr. Al Suchcicki, 439th CF, tower manager; Lt. Col. Dave Moore, 337th ALS, chief pilot; Lt. Col. Nelson Newhouse, 439th AW, wing tactics officer; Ms. Cynde Fairchild 439th SPTG, secretary of airfield management; Maj. Armand Tourangeau, 439th AW, quality officer.

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