

PATRIOT

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Sniper fire "routine"

Three 74th AES medics come under fire in Mogadishu

By Lt. Col. Rick Dyer

When TSgt. William Carter arrived in Somalia last May, his reception was one that he'll never forget.

Guerrilla snipers, a short distance away, began firing at him shortly after he arrived. Carter, a medic with the 74th Aeromedical Evacuation Squadron, escaped unhurt but spent a harrowing hour as bullets whizzed by him inside a military compound at the Mogadishu International Airport.

"Ten Somalis came over the fence into our compound the first night I was there," he said. "Another medic and I were pinned down by sniper fire at 1 a.m., and we could actually see the guns they were shooting at us. Then at 3 a.m., we came under mortar attack."

Carter, 1st. Lt. Martha Soper and SSgt. Jason Harder volunteered to fly aeromedical evacuation missions in the war-torn African nation during May and June. The 74th AES medics spent their tour aiding wounded United Nations soldiers, and dodging hostile fire they would later come to regard as "routine."

Soper, a nurse, was treating wounded Pakistani and Moroccan troops at a Swedish field hospital in Mogadishu June 17. The injured soldiers were part of the U.N. peacekeeping force attacked by gunmen believed to be under the control of fugitive warlord Mohammed Farrah Aidid.

"I was in the field hospital talking with another nurse, when a bullet came through the wall and just missed her head," Soper recalled. "We just looked at

each other for a moment as if to say 'thank God we're alive' and then we went back to treating our patients."

For Soper and Carter, the tour in Somalia was their first combat experience. Carter served at a medical staging facility in Germany during the Gulf War, and Soper was awaiting her officer's commission at the time.

Harder had previously been to a war zone. He spent three months in Saudi Arabia in 1991 during Operation Desert Storm. He found his service in Somalia to be "more intense" than his duty in the desert two years ago.

"The threat was much closer," said Harder, 25, who interrupted his studies at the University of Massachusetts to

(Continued on page 3)



Lt. Col. Pete Gray

MOGADISHU LANDING — A Russian MI-26 Halo heavy-transport helicopter, part of the 28-nation peacekeeping force in Somalia, ferries grain and

medical supplies into Mogadishu airport. The MI-26 passed a 337th AS crew offloading their C-5 at Mogadishu. (Related story on page 6.)

TQM training provides link with community

What started out as a little joke turned into a great idea. When Leah Carneiro kidded Maj. Armand Tourangeau about forming a Total Quality University, she didn't think he'd take it seriously. He did.

Their brainstorming sparked another combined effort between Westover ARB and the local community. Westover's Wing Quality Office has joined forces with the Springfield Area Council for Excellence (SPACE) to offer local businesses quality education -- at TQ University.

The effort is spearheaded by Tourangeau, wing quality officer, and Carneiro, director of SPACE. "The program will meet the needs of both the local business community and Westover personnel by combining meeting space and training rooms with locally available consultants

and trainers," Tourangeau said.

The "university" will offer the members of the business community a chance to attend scheduled quality workshops for Westover agencies. The tuition paid by the members of the community will cover the cost of materials, consultants and refreshments.

This is not the first alliance between the two organizations. Col. James P. Czekanski, 439th Airlift Wing commander, Chris Menard, chief of Services, and Tourangeau are all members of SPACE. The council was founded in

1992 as a result of the vision and commitment of a small group of Pioneer Valley business leaders. They wanted to establish a resource for organizations who are beginning or advancing their commitment to Total Quality.

"The Air Force Reserve quality initiative has put the 439th on the leading edge of the quality revolution," said Czekanski. "As a partner in the civilian community, we strongly feel that sharing information will only increase our own dedication to quality principles."

SSgt. Christine Mora



Patriot Tiger

SUCCESS STORY -- Westover hosted Patriot Tiger, the largest aerial port exercise in the Air Force Reserve, and tabulated an impressive list of accomplishments. More than 350 aerial porters, nationwide, attended, and handled 2,339 tons of cargo, 1,827 passengers, flew 314 sorties, performing 18 cargo airdrops and 102 personnel airdrops. The six-week exercise involved every AFRES Airlift Wing.

photo by SSgt. Nancy Robbins

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74th medics in harm's way

(Continued from page 1)

volunteer for the humanitarian mission.

"In the Gulf, we came under occasional SCUD attack, Har-der said. Here (in Somalia) snipers fired at us while we were inside our compound. The danger was much more apparent."

The 74th medics flew missions evacuating wounded U.N. troops from field hospitals to the Mogadishu airport aboard Italian CH-47 helicopters. They also treated patients on longer missions to Pakistan and Germany on C-141 medevac aircraft.

"It was definitely an experience in teamwork, particularly when we constantly checked on each other as we came under fire," Soper recalled. It showed me that the system works, and that the training we receive at Westover is really important," she added.

Carter, a nursing student, said that after several days in Somalia, he acclimated to the combat environment. "It (the gunfire) almost became routine," he said.

The Westover medics said that they were usually restricted to the military compound at the airport when they weren't flying missions. But they did get an indication of how badly war and famine had ravaged Somalia.

"The land is totally devastated, Soper said. She recalled that she was "appalled" to see the conditions under which the Somalis now exist. "It is an extremely dirty environment."

Carter said that when he flew on helicopter missions, he observed "acres of roofless houses and thousands of people just wandering in the streets."

"I expected to see huts," he said, "but Mogadishu was once a resort city with a population of nearly one million people."

You can tell from the buildings that someone put a lot of planning into the city."

"But it is shattered now," he added. "The infrastructure is totally gone."



Courtesy of 1st Lt. Martha Soper

AIRLIFTING WOUNDED -- Three medics from the 74th AES assist with the loading of Moroccan soldiers wounded in an ambush in war-torn Somalia. The medics spent a harrowing two months serving with the 1610th ALSGP/AMED.

34th medics receive Liberation of Kuwait medals

The Patriot is very important to Maj. Donnell Jones, and you can tell from the bumper sticker on her car. "Why does the sticker say PATRIOT?" she asked, "Because that missile saved my life countless times in Saudi Arabia."

Two years ago, Jones, a flight nurse with the 34 Aeromedical Patient Staging Squadron, and more than 60 of her fellow medics were dodging SCUD missiles in the Saudi desert, but the mood was quite different when the reservists from Roslyn ANGB, L.I., received the Liberation of Kuwait medal at an August ceremony in New York.

The awards presentation looked more like a family reunion as the medics milled around, reminisced and caught up on life after the Storm.

The reservists were called up in the fall of 1990 in support of Operation Desert Shield and Storm. Most were deployed to King Khalid Military City, Saudi Arabia, as well as other locations throughout the desert until the spring of 1992. The medics set up an aeromedical staging flight to treat transient patients at the front-line location, where bombing and SCUD attacks were an everyday occurrence.

Several members were also sent to Travis AFB, Calif, to augment medical facilities there.

Maj. Gen. John J. Closner, AFRES commander, applauded the Gulf War veterans for their faith, camaraderie and service.

"You folks are very special here," he said. "The 34th was one of the first AFRES units to deploy to the desert, and you helped set the tone for aeromedical operations during the war. It is my privilege to command people like you."

When Lt. Col. Patricia Walegir, 34th APSS commander, took the podium, she thanked Col. James P. Czekanski, 439th Airlift Wing commander, for "taking the 34th into your family and making us feel welcome." She also praised and honored members of her unit for their dedication and strength throughout their difficult deployment.

"Desert Storm was the most incredible experience I've ever been through," said 1st Lt. Paula Bloome, a clinical nurse. "It really changed my life. The war taught me that tomorrow is guaranteed to no one, and we have to make the most of life each and every day."

Czekanski wrapped up the ceremony with more praise for his "city slickers." "I'm really happy to be part of your family," he said. "You should all be very proud of your accomplishment. You worked hard and you earned this recognition."

As the evening drew to a close, members of the unit honored retiring CMSgt. Barbara Mitchell, the Health Services Manager, for her wisdom and experience, and for "really pulling the squadron together to make us a family again."

SSgt. Christine Mora

85th APS has special brand of esprit de corps

Article and photo
by MSgt. Tom Allocco

Seventy-five miles east of Westover at Hanscom AFB is one of the wing's best success stories - the 85th APS, the super squadron formed when two aerial ports merged last fall.

The combination of the 85th with the old 57th APS brought together 235 aerial porters who pack an extra share of experience, motivation and their own brand of esprit de corps.

Located on a base which is a national center for Air Force research and development, the aerial porters had to adapt to training on UTAs without a flying mission. As a result they spend time every year at Dover AFB, Del. and Ramstein AB, Germany where the men and women from Hanscom are much appreciated.

When they went to Dover for Phoenix Pace in June, they "showed we know our business the first day," said their commander, Lt. Col. Lawrence Gentile.

"There was no learning curve, we hit the ground running. After a few days the Dover supervisors turned it over to us because we had their confidence," he said.

The squadron commander is one of the 85th's biggest boosters.

"A lot of the people have exceptional experience. They're smart and have the ability to organize. As CO, it makes my job a lot easier," Gentile said.

He gave the examples of SSgt. Dale Hedrick, a systems engineer, who computerized the squadron training and CMSgt. Howard Troup, who brings to the unit his experience as head of communications for the Boston Police Department.

The 85th APS first sergeant MSgt. Leonard Coughlin teaches high school English.

"He's top notch. A lot of problems don't get past him because he solves them at his level. People respect and listen to him," Gentile said.

Coughlin gives credit to others in the squadron. "They're resourceful. They look for training opportunities and know how to take advantage of limited resources," the first sergeant said.

Other senior NCOs are CMSgt. John Pelletier, air transportation supervisor, and SMSgt. Gilbert Fortin, air freight supervisor, who have a reputation for taking care of the troops.



THE ONCE OVER — Members of the 85th Aerial Port Squadron, pull a Joint Inspection on a two and one-half ton truck in a marshaling yard, prior to the vehicle being loaded onto an airplane.

Among those who provide the solid core of experience are members like SSgt. David Noonan who came to Hanscom in 1954 as a Marine Korean War vet.

"In 1954 the headquarters was an old farm house and classrooms were in tents," he said.

Noonan saw the P-51s, F-80s, C-119s and others come and go. During the 1960s he was in uniform for the Cuban missile crisis, the Post Office strike and the intervention in the Dominican Republic.

TSgt. Larry Norris earned a Bronze Star and two Purple Hearts during three tours in Vietnam as an Army helicopter door gunner and maintenance specialist from 1968 to 1971.

"Norris knows his stuff. He doesn't lead by telling. He leads by doing," said his squadron commander.

Anywhere the Air Force is making headlines there's a good chance 85th aerial porters will be there to keep cargo and pax moving.

MSgt. Richard Johansen served at Cherry Point, N.C. during Just Cause and at Dover during Desert Shield. He has worked under a burning Egyptian sun during Bright Star when the temperature

didn't drop below 90 degrees for 30 days. He's also seen flight lines in Germany where it was 50 below zero and the aerial porters wore two pairs of everything - socks, trousers, gloves and a parka over their field jacket.

When Iraq invaded Kuwait the 85th had more volunteers for active duty than openings. Among them were TSgt. Al Novak who spent his annual tour at Rhein-Main AB, Germany and SSgt. Rick Meikle who served seven months at McGuire AFB and Torrejon AB, Spain.

Maj. Peter Detone led a team to Rhein-Main in 1991 to load MREs to feed the Kurds during 1991's Provide Comfort.

Testifying to the unit's achievements is one wall in the squadron orderly room layered with plaques earned from Dover to Incirlik. Among them is recognition of the 57th APS as MAC's 1989 Outstanding Strategic Aerial Port Squadron of the Year and the 1990 Total Force Concept award.

Also testifying to the value of the 85th is SSgt. Robert Cushman who spent 12-15-hour days during Desert Shield. "It's a caring outfit. People get involved. When you need help they are there, ready to volunteer," he said.



(Courtesy of SrA. Tony Adade)

Reservist braves Boston streets in taxi

By Capt. Paul Koscak Jr.

Reservist Anthony (Tony) Adade likes to cruise the streets of Boston. He prefers weekends, though, from 2-4 a.m.

Hey, wait a minute, you say. This sounds illegal.

But Adade cruises in a 1991 Chevy Caprice.

What's so special about that, you exclaim?

It's a taxi Adade leases to employ himself while carrying a fulltime load of computer science courses. It's also how the 23rd AES medical administration specialist frequently travels to Westover. The black and white cab with its rooftop placard and distinctive lettering is an attention-grabber parked next to building 1408.

"It stands out," admits the 35-year-old two-striper and Marlborough resident. "Everyone wants to ride in it."

Adade's curb-cruising venture is a means to an end: a new career after he graduates from the University of Massachusetts. It's his second degree. But, then again, new things seem to come natural to Adade.

In 1977, a college scholarship to attend U.S. International University in San Diego brought Adade to the U.S. from Ghana, a west African nation. He later

transferred to Boston's Northeastern University, earning a degree in political science and public administration.

After seven years as a human resources manager for a plastics company, Adade yearned for independence and the American Dream. So he launched an import-export used clothing business between the U.S. and Ghana. The enterprise prospered, but three years later it fell victim to a ravaged economy.

Being out of work forced Adade to think of his future and yet another career--the Air Force Reserve.

"I had a friend in the recruiting department at Hanscom," Adade said of his decision to join in 1990. "And I always wanted to be in the medical field."

But the reserve is part-time money. He was still out of work and out of business. Where to?

"The taxi is a ready source of income," Adade said of his decision to drive professionally. "When it's good, it's good."

It was good during March's choking northeaster. "During the storm, multiple loading [of passengers] was permitted at Logan Airport," he said, noting that even during the blizzard, some customers traveled as far as Fall River and Providence, R.I.

Long distance fares are flexible--and

so are work hours, which suits a student's timetable just fine.

Sometimes, Adade literally drives a ten-hour shift. Otherwise, it's anytime. He claims getting up during the early morning hours to pick up the homebound bar crowd is easy money.

"The clubs are getting out between 2 and 4 a.m., especially around the colleges," Adade said. "It's safer than going downtown at that time."

Adade should know. He was robbed nine months ago.

New to the job--and his way around town--he picked up a customer in Boston's seedy Mission Hill district.

When the bandit got into Adade's cab, he took Adade's money--about \$90 in receipts.

"I suspected the robber didn't have a weapon," Adade recalls. "He wanted to be driven to New York City."

Adade never left Boston. For the next hour and a half, robber and driver took a nerve-racking odyssey throughout the Greater Boston area, Adade trying to talk the thug into giving up.

Apparently, the conversation struck an amiable chord. "We became friends," Adade said.

Some friendship. When the bandit finally fled with the cash, he gave Adade \$20.



OUT OF SOMALIA -- Egyptian soldiers ride atop an armored personnel vehicle on their return home from Somalia. The Egyptians had just completed their tour

of duty as part of a United Nations peacekeeping force in the war-torn east African nation. Westover's 337th crew captured the Egyptians on film while in Cairo.

Westover reservists play role in Somalia drama

Article by TSgt. Sandi Michon
Photos by Lt. Col. Pete Gray

The cold war may be over - but it's pretty hot in Somalia.

This summer 39 soldiers, including four Americans, have died in war-torn Somalia, and scores of others have been wounded.

As Westover aircrews continue to fly stage operations from Cairo, Egypt to Mogadishu, Somalia, in support of Operation Restore Hope, they are increasingly aware that their C-5 is an awfully large target.

"We are flying into a war zone each time," said Lt. Col. Peter Gray, 337th Airlift Squadron instructor pilot. He referred to the mortar fire, sniper fire and bombings that have become routine in the Mogadishu area.

Capt. Bill Rolocut, another 337th

pilot, returned from a 16-day rotation to the Cairo stage on August 15. He reported heightened security, and an increase in shelling at night. "They are starting to hit their targets," he said, referring to the mortar shelling from suspected source Mohammed Farrah Aidid.

Westover has been participating in stage operations from Cairo West to Mogadishu, ferrying supplies and personnel since December 1992. Three members of Westover's 74th Aeromedical Evacuation Squadron recently returned from a 60-day tour on a medical evacuation team staging out of Cairo to Mogadishu. (Article on page one.)

All participation is voluntary. With extreme heat and humidity, typical 18-hour flying days, routine health risks and a hostile environment, it's not the ideal job. Why do it?

"We choose to get involved. We're not

a unit that just practices a mission. We are continually doing the mission in actual scenarios," said Major Gray. "With the C-5, we can take so much cargo at once, we really can make a difference."

A seasoned pilot with many humanitarian aid and war experiences, Gray feels the 439th AW mission allows Westover be a part of solutions, and he says that brings meaning to less than perfect conditions. "We're Patriots. We do what needs to be done," he said.

The average stay in the Cairo stage for the eight-member crews is two weeks, with travel time tacked on each end. According to Gray, after mandatory crew rest, they are on call on a 24-hour basis. While most flights are between Cairo and Mogadishu, with frequent fuel stops at Djibouti, stage crews can be tasked with flights anywhere in theater. "We flew to Murted, a base outside Ankara, Turkey to

pick up a 120,000-pound tank and equipment and personnel," said Gray.

Westover represents the United States as one of 28 nations that comprise the United Nations peacekeeping force. The U.N. has 20,000 soldiers in Somalia - including about 4,000 U.S. troops.

Westover aircrews are only on the ground at Mogadishu airport for two - three hours, but the presence of other troops is obvious. The huge MI-26 Halo heavy transport Russian helicopter is frequently on the ramp during the C-5 off-load. During one of Rolocut's rotations the Italians and the Canadians were providing security, and the last tour it was Bangladesh and the U.S.

Gray noted Egyptian forces and troops from Pakistan. Twenty-four Pakistanis were killed in May and 50 others wounded.

It is unclear when Operation Restore Hope will come to a close, but Gray says things are better. "People no longer line up to die," he said, referring to the people who would travel miles for food, but be too weak to survive. He said the food is getting to the people and crops have started to grow in the area.

The world remains a volatile place, and as long as there are needs, Westover is likely to be involved.

Good things may come in small packages, and C-5s can deliver tons of small packages.



RESTORING HOPE IN MOGADISHU -- Westover aircrews off-load medical supplies and replacement parts for aircraft and vehicles in Mogadishu. Loadmasters MSgt. Tom O'Brien, TSgt. Tracy Turner and SSgt. Bill Sharer wear the standard 9mm semi- automatic side arms and/or flak vests while off-loading in such a volatile environment . Because of the danger, flights have been limited to daylight hours only.



EDITORIAL

A message worth repeating

Anyone who served at Westover during Operation Desert Storm undoubtedly remembers the day in February 1991 when the 74th Aeromedical Evacuation Squadron went off to war.

Hundreds of family members gathered in the Base Hangar to bid a tearful, heart-wrenching goodbye to the departing nurses and medical technicians.

The anguish felt by the loved ones who would have to wait and pray at home was clearly visible. Everyone silently wondered when--and if--their war-bound reservist would return from the desert.

Desert Shield and Desert Storm demonstrated in real life terms the hardships and sacrifices which confront the parents, spouses, children and siblings of reservists who are mobilized. Westover officials anticipated many of those problems and established a Desert Shield Support Center at the base early during the Gulf crisis.

The center was credited with assisting hundreds of service members and their families. Ultimately, the Westover Desert Shield Support Center became a model for other military units attempting to establish similar programs.

After the Gulf War ended, Air Force and Westover officials clearly recognized that the relatives of reservists have to make special sacrifices--even in peacetime. What kind of hardships? Just ask the spouse of the aircrew member who is on the road for a month shuttling in and out of Somalia....or the little leaguer whose Mom or Dad misses the "big game" on a UTA weekend.

Unit members' decisions to join--or remain--in the Reserve are significantly influenced by the attitude which close family members have about their involvement in the program. According to Maj. Denny Jobes, Westover's director of military personnel, family considerations are frequently the reason given by personnel leaving the Reserve. It is hard enough, Jobes says, to devote one weekend every month and two weeks each year to military training. "But it's practically impossible to do it without the support and approval of the most important people in your life," she says.

Jobes and many others at the base are dedicated to assisting reserve families in every way possible, and to letting loved ones know that their sacrifices truly are appreciated. Two examples of this commitment are the recent Family Day picnic, and a Family Readiness Center which will soon become operational at Westover.

The center, which will be patterned, to a degree, after the Desert Shield Support Center, will be operated by CBPO civilian personnel during the week, and by five reservists on UTA weekends. The center will attempt to resolve the problems and issues which family members sometimes face when a loved one is in the Guard or Reserve.

Gestures like a family day and support center aren't earth-shattering news events, but they are significant. They are especially significant because they demonstrate to family members that they are important. That they are appreciated. That how they feel really counts.

Those are messages which all of us should deliver...as often as possible.

Lt. Col. Rick Dyer
Public Affairs Officer

Briefs

Gate hours

Capt. Dave LaVallie of the base police department has announced gate hours effective immediately.

On non-UTA weekends, the ID gate is open 24 hours-a-day, the Fairview gate is open from 0630 until 0100 and the McMillian gate is open from 0600 to 0745 and from 1600 to 1700 daily.

On UTA weekends (both A and B) the ID gate, and the Fairview gate are open around-the-clock, and the McMillian gate is open from 0600 to 0745 and 1630 to 1730 Saturdays and from 0600 to 0745 and from 1600 to 1700 Sundays.

Council to elect

The Westover Base Advisory Council will elect a new slate of officers, including a president to succeed TSgt. Bob Motley, at the Wing Headquarters building at 9 a.m. Sunday, Oct. 3.

The meeting will be mandatory for all members and alternate members.

Cash awards

Four Westover employees have earned cash awards after having their ideas accepted for the base's Suggestion Program.

The month's biggest winner was Mark W. Colby who had collected a total of \$1,953 for two suggestions.

Richard W. Halla was awarded \$200 and Ann E. Rock and Robert E. Cox each were winners of \$25.

AFA luncheon

Brig. Gen. John A. Bradley, deputy chief of reserve affairs, will be guest speaker at Westover's Air Force Association membership luncheon and election, Sept. 12.

Tickets for the affair, which will be held at the Westover Club, are available at unit orderly rooms or at the luncheon.



Base picnic says thanks to families

A shy little girl hid behind SSgt. Dan Turner's leg and peered at the crowd as she and her family waited for food at Westover's Family Day Picnic, August 7.

"My daddy loads planes," piped up 7-year-old Laura Turner.

For many reservists' families, these picnics provide the one chance to see where their loved one spends one weekend-a-month, 15 days-per-year.

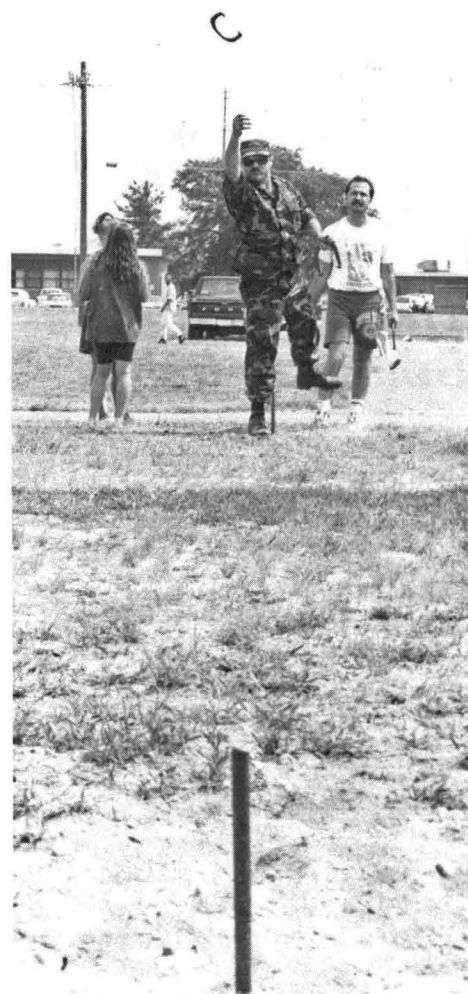
A sunny day spent playing volleyball, horseshoes, and frisbee with families and reserve friends is always a welcome change from working, and the area near

the Westover ball fields was full of milling party-goers.

Three volleyball nets were busy from noon until dark as 18 unit teams competed in a grueling double-elimination tournament, in which the 74th AES reigned triumphant.

"Families are an important part of what we do here at Westover," 439th Air-lift Wing Commander, Col. James P. Czekanski said to the crowd. "Without your support, we wouldn't be out here and we wouldn't be so successful."

(Photos by TSgt. Sandi Michon)



Revised weight program getting tougher

The Air Force Reserve will tighten the belt on reservists who are over weight standards starting Oct. 1, 1993 when the new weight management program is implemented.

Although AFRES units will scale back on the frequency of measuring people with excess body fat, the new program will not reduce the penalty for those failing to meet the requirements.

MSgt. Doreen Bronner, chief, quality force, said the new program means that Air Force-wide, the standards are getting much tougher.

The following is an overview of how the new program will work:

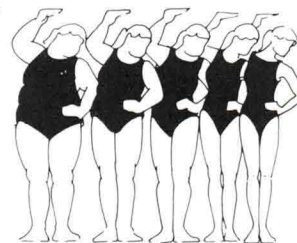
- People already in the weight management program will convert to the new program Oct. 1, or during their first unit training assembly after that date.
- Reservists who are at, or below, their maximum body fat standard, regardless of when they entered the program, will enter a 12-month probation period. During that period, they are still subject to measurement when directed by the unit commander or under certain circumstances, such as an obvious increase in body fat.
- People above their maximum

body fat standard will enter an initial entry and body fat loss period. During this period, they must lose body fat at a rate of one percent per month. (A person who is four percent over in body fat has four months to lose the excess body fat.)

- If reservists don't reach, or drop below, their body fat standard in the allotted time, the unit commander will transfer them to the Air Force Personnel Center's Non-Affiliated Reserve Section. People can apply to rejoin their unit after they meet recruitment standards.
- As in the past, the new weight program makes allowances for pregnant women. But women now have six months after the date of termination of pregnancy to comply with the standards. In the past, the program allowed only three months. Also, those in the program for failing to meet standards in less than six months from termination of pregnancy, will be removed from the program.

Bronner stressed that people are not being measured in weight, but in fat content.

"The reason they went to a one percent reduction, instead of the two percent, is that people were going on crash diets to



lose weight quickly, but were not keeping the weight off. By measuring at the end of their probation period, instead of monthly, people cannot 'slide by' by using unhealthy, and dangerous, means.

Bronner said that there is some good news to all of this.

"People will be able to participate in UTAs while in the program, and there will be no red-lining, no demotions, and no administrative actions taken. But if they don't make the requirements, they WILL be removed from their unit," she said.

Bronner also said that air reserve technicians (ARTs), are not immune to the program. If an ART can't conform to weight standards set by AFR 35-11, they will be transferred to NARS, and their ART position will be lost.

All unit weight monitors will be required to attend a weight management seminar on Oct. 1. Call MSgt. Bronner at Ext. 3436 for more information.

SSgt. Nancy Robbins

The campaign for Southern Italy



In Southern Europe, Montgomery's 8th Army crosses the Straits of Messina against minimal opposition, beginning the invasion of Italy on Sept. 3.

Though Italy's unconditional surrender on the same day leads the Allied High Command to believe the Germans will be unable to halt the Allied drive north, the Allies are in for a severe shock.

Field Marshal Albert Kesselring, the senior German commander in Italy, has prepared for Italian defection. Faced with either repelling the invasion or a withdrawal to Rome, Kesselring chooses the former, ordering the XIV Panzer Corps to drive the U.S. 5th Army's Salerno beachhead into the sea.

Almost immediately following the Sept. 8 landings, the 5th Army, against a tremendous concentration of heavy artillery and an ever-strengthening defense, faces disaster on a dangerously shallow beachhead. The landing at Salerno becomes the most desperate Anglo/American battle to date. Only

after eight days is the beachhead secure with the help of naval gunfire.

On Sept. 18, the Germans begin to withdraw from the Salerno area. Though Southern Italy is now controlled by the Allies, heavy Allied losses in men and materiel give the Germans a morale victory.

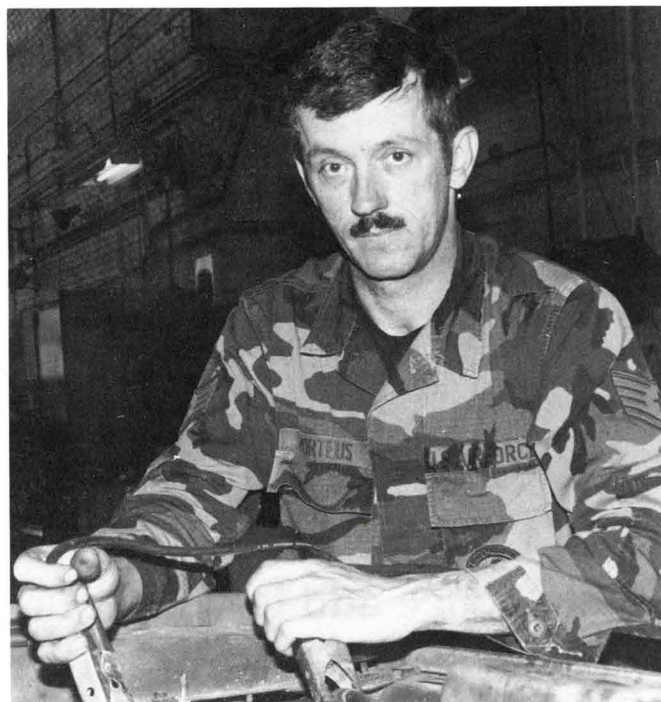
As the Allies begin the drive north toward Naples and Rome, they would be in for another severe shock: Italy, geographically, was not the "soft underbelly" Winston Churchill had promised. As a result, the Allied drive up the boot would be laden with many desperate battles, highlighted by the long and bloody stalemate at Monte Cassino and the disaster at Anzio, before they would finally enter Rome, in June 1944.

Elsewhere in Italy, Capt. Otto Skorzeny leads German shock-troops in a daring glider rescue of Mussolini from an isolated hotel on a mountain plateau on Sept. 12.

SrA. Mike Lyman

Patriot People

Name: Steven L. Porteus
Rank: SSgt.
Age: 41
Address: Petersburg, N.Y.
Unit: 42nd APS
Position: Vehicle mechanic
Civilian position: Copper plater
Favorite food: Ziti
Years of service: Four active/12 Reserve
Favorite sport: Basketball
Favorite hobby: Landscaping
Ideal vacation: South Carolina with family
Best way to relax: Long walks in the woods
Preferred entertainment: Long walks with my family
Favorite celebrity: None
Favorite music: Any and all types
Favorite book: *The Bible*
Favorite color: White
Favorite car: One that runs
Pet peeve: Commute to Westover
Best thing about Westover: My wife's in 74th AES
Worst thing about Westover: Five-part UTAs



SSgt. Vin Blanchard

SSgt. Steven L. Porteus



SSgt. Nancy Robbins

BANNERS YET WAVE -- Members of the Royal Columbian Drum and Bugle Corps have been practicing at Westover Air Reserve Base all summer. The youngsters practice approximately 12 hours a day, four days a week. The Corps is comprised of brass

and percussion musicians as well as a visual ensemble (shown above) which performs dance routines supported by props and color. The Corps draws its members from throughout western Massachusetts and Canada.



State police add to base tour

One of the state's 27 canine units augmented a base tour for exchange students from Slovakia in August. The Slavic students are visiting the U.S. through Cultural Homestay International.

State trooper Joe Gura (above) puts seven-year-old Ciko through his paces in an attack scenario. At right, three-year-old Marko appears to be waiting for canine driving class.

In the first eight months of 1993, Westover has hosted tours for nearly 3,000 visitors.

(Photos by SSgt. Nancy Robbins)



PATRIOT



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Published monthly for Patriots like Capt. Kevin Riley of Old Lyme, Conn., and 2,870 members of the 439th AW at Westover ARB, and geographically separated units.