

PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

VOLUME XX, NUMBER 1

JANUARY 1993

Col. Gallin gives observations from Mogadishu

By MSgt. Tom Allocco

Marine security patrols had recently suppressed incoming sniper fire, but drugged gunmen were still visible in the marketplace, Col. James Gallin, wing vice commander, said after 10 days in Mogadishu.

Gallin flew into Somalia's capital on Dec. 10 to serve a 30-day tour as deputy commander of Air Mobility Operations.

While organizing the opening of airfields to food delivery for Operation Restore Hope, the operations staff is living on the grounds of the American Embassy. The perimeter of the 54-acre complex is patrolled by Marines in HUMVEES.

One-third of the way through his tour, Gallin spoke to Westover on the day after DSN phone service was installed.

"We had sniper fire into the compound the other day. The Marines returned fire and stopped it. At night you hear periodic gunfire in town," Gallin said.

About 700 Americans were living on the grounds.

"The embassy used to be a beautiful structure, but gangs of gunmen tore it up in January, 1991. It looks like a bombed-out building," Gallin said.

There was no running water or electricity, but he said the grounds were being cleaned up and that living conditions were slowly improving for the 90-member operations unit.

Tents had just arrived and those whose only home was a cot and mosquito net were eager to get them set up. About half the operations staff were sleeping in air conditioned Conex shelters which were also being used as offices.

"We're hoping to get mail by Christmas," Gallin said.

Another morale booster was the anticipated arrival of a field kitchen to break the monotony of three meals a day of MREs.

On Gallin's first night in Somalia, French Foreign Legionnaires shot two Somalis who failed to stop at a



photo courtesy of Union News

OFF TO SOMALIA -- Col. James P. Gallin, 439th AW vice commander, spends a few moments with his wife, Louella, shortly before leaving for famine-ravaged Somalia to take part in Operation Restore Hope.

Mogadishu checkpoint.

"The Somalis smile and seem friendly with us, but there is some animosity toward the French because of the shooting," Gallin said.

Members of the operations staff drive through downtown Mogadishu each day to the nearby airport. Every member is armed and wears a flack jacket and helmet. "The only thing we worry about is sniper fire from buildings," Gallin said.

"There's no government or any of the services government provides," he said.

"In the market place you see people with small arms. They're called technicals. Gunmen chew khat (an intoxicating leaf) openly in the market place," Gallin said.

In Mogadishu there is hunger, but not the widespread starvation of the countryside.

"Conditions in the capital are better

every day. You see more food in the market," Gallin said.

A Westover aircrew headed by Capt. Gary Cooke arrived at Mogadishu airport on Dec. 20. They were 1st. Lt. Craig Peters, 1st Lt. Kenneth Parsons, TSgt. Richard Jedrey, SSgt. Vincent Zito, SSgt. William Sharer, SSgt. Norman Faucher and SSgt. Matt Egan.

The Army's 10th Mountain Division from New York was arriving at the Mogadishu airport and the operations staff was overseeing the flow of C-5s, C-141s and commercial 747s.

The staff also controls the C-130 airlift of troops and food from neighboring Mombassa, Kenya.

"We're basically working security, now. There are 17 ships off the coast waiting to unload when the areas are secured. The good news is that we're up to two weeks ahead of plan," Gallin said.

EDITORIAL

A different life insurance

Life insurance is just one of the benefits of being a reservist-- not the funds our families receive after we pass on, but a different kind of life insurance-- to those people thousands of miles away who desperately need our help.

The premiums don't come out of our paycheck, they come out of our heart. The rate of exchange is not money, but time. A small amount of time in our lives that amounts to a lifetime to those starving in Somalia. We're joining together with the rest of the world to restore hope.

We don't have to help, but we offer to help. The United States offers its military, the military offers its reservists, and reservists offer their time. The trickle-down theory of volunteerism is at the very core of the Air Force Reserve, especially at Westover, and it is that spirit that makes the 439th Airlift Wing extraordinary-- and successful.

A key to the success is the support we receive from our families and employers. Unlike Operation Desert Storm, when over a thousand members of the 439th were mobilized, Operation Restore Hope is voluntary. The voluntary status of the massive relief effort requires great personal sacrifice that makes our families and employers just as integral to the success of the mission.

When Westover reservists got the call for Operation Desert Shield back in 1990, hundreds called the base to volunteer. When General Manuel Noriega wreaked havoc in Panama, reservists gave their time. When Hurricane Andrew ravaged the South, following the path of Hurricanes Hugo and Gilbert before them, reservists volunteered to help...the list goes on and on.

And it probably always will. Because as history has proven, the military is not just about fighting, it is also about helping.

SSgt. Christine Mora
Public Affairs Technician

Briefs

Enlisted Dining Out will be held April 3

The 1993 Enlisted Dining Out, featuring John Levitow, a Medal of Honor winner who resides in South Windsor, Ct. will be held on April 3 at the Westover Consolidated Club. Levitow, a Vietnam veteran, is the only Air Force enlisted person to be awarded the Nation's highest award for bravery.

Activities will begin at 6 p.m. Anyone interested in purchasing a ticket should see his or her first sergeant. Tickets cost \$13 for E-5s and below and \$15 for E-6s and above.

C-5A modification

SCOTT AFB, ILL. -- The largest and most complex modification of the Air Force's CV-5A fleet is underway at Kelly AFB, Texas, Air Mobility Command officials have announced.

The 75 will have a malfunction and detection analysis and recording system installed which will provide flight and ground crews with improved, comprehensive on-board diagnostic capabilities.

The modification takes about 5,000 hours per aircraft and costs about \$224 million to upgrade the entire fleet, AMC officials said.

Six aircraft have been fitted with the new system, with remaining aircraft expected to be completed by fiscal 1995.

SGLI benefits

Effective immediately, all military personnel have the option to increase their Servicemen's Group Life Insurance up to \$200,000. The cost of additional insurance is \$.80 per \$10,000 of coverage.

Regardless of whether or not members choose to increase their benefits, ALL members MUST complete a new SGLI form by March 31, 1993. This form may be obtained at the Customer Assistance Office, Building 1310, and may also be used to update beneficiary information.

Members on base during the week are urged to complete this form immediately.

For more information, contact Karen Craig, chief of customer assistance, at Ext. 3431.

PATRIOT

"This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the PATRIOT are not necessarily the official views of, or endorsed by the U.S. Government, the Department of Defense, or the Department of the Air Force."

"The content is edited, prepared, and provided by the Public Affairs Office of the 439th Airlift Wing, Westover Air Reserve Base."

439th AW Commander

Col. James P. Czekanski

Chief of Public Affairs

Gordon A. Newell

Wing Public Affairs Officer

Maj. Rick Dyer

Base Public Affairs Officer

Capt. Paul Koscak

Public Affairs Specialist

Monica M. Lindberg

Editor/NCOIC

MSgt. Gordon A. Newell

Deputy NCOIC/Media

Relations

MSgt. Tom Allocco

Deputy NCOIC/Assistant

Editor

TSgt. Sandra M. Michon

Staff

SSgt. Vincent Blanchard

SSgt. Francis Kelly

SSgt. Joe Menna

SSgt. Christine Mora

SSgt. Kymberly Taylor

SSgt. Nancy Wilochka

SrA. Michael Lyman

Karen Paquette

Gas station in the sky gives C-5 global reach

By MSgt. Tom Allocco

When the C-5 pilots and flight engineers are watching their fuel gauges at 30,000 feet over the ocean there is nothing more welcome than the sight of a KC-135 that is heavy with JP-4.

The Galaxy can easily cruise at 500 mph across the Atlantic Ocean with 160,000 pounds of cargo without refueling. But it's the KC-135, KC-10 and other tankers that really give the C-5 its global reach.

They are not often used, but when they are, the gas stations in the sky literally give the Westover crews the ability to carry cargo nonstop anywhere in the world.

The Galaxy's 12 wing tanks can hold more than 322,000 pounds of fuel, enough to fill six and a half railroad tank cars. Burning about 20,000 pounds of fuel an hour, the pilots and flight engineers have to keep close tabs on the fuel gauges. It's important to arrive at their primary destination with enough fuel in reserve to proceed to a secondary landing field if necessary.

The capability to hook up to a tanker also means the Galaxy can take off from a short runway or lighten its load of fuel on takeoff in order to add extra cargo. Once in the air the aircrew will refuel and reach its destination with fuel to spare.

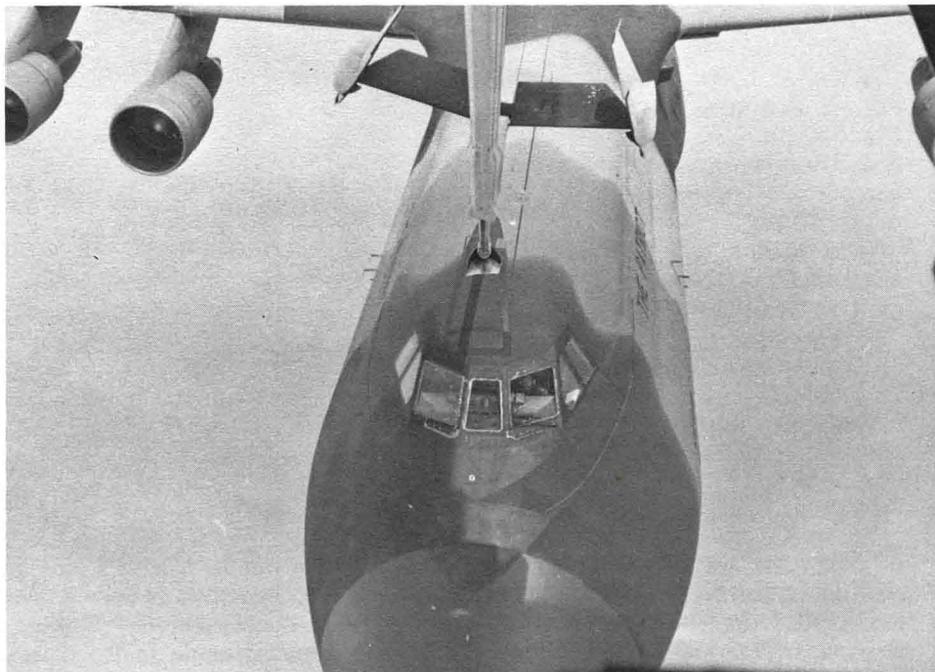
Tankers enabled Westover crews to fly Canadian UN troops nonstop from Trenton, Ontario to Incirlik, Turkey to police the Iran-Iraq cease-fire in 1988.

Refueling in the air is a high skill job reserved for the most experienced pilots. Of the 59 pilots in the 337th AS, 14 have been through the four-week course at Altus AFB, Okla. To keep up their level of proficiency, they are required to rehearse their skills at least once every 45 days.

The FAA has set aside an area in southern Vermont and New Hampshire for Westover pilots to fly refueling training missions. Every Thursday evening a Patriot Wing C-5 flies there to meet with a KC-135 tanker from Pease AFB, N.H. or Bangor, Maine at about 20,000 feet.

The Patriot Wing aircrews spend several hours going through the precision routines needed to safely take on 6,000 pounds of fuel per minute while separated by 35 feet as both planes cruise at 400 knots.

The course the two planes follows is a rectangle, roughly 150 miles by 75 miles. The refueling area is only a few minutes



SSgt. Vin Blanchard

FILLING UP -- The C-5 latches a successful fuel line link-up at 30,000 feet.

flying time from Westover but, in the words of Lt. Col. Stephen Anderson on a recent mission, the view from the cockpit is, "like something out of a George Lucas movie."

Against the dark sky, the KC-135 takes on the appearance of a black spaceship. It is outlined by its wing and fuselage lights, giving it a remarkable similarity to a movie UFO. As tanker and C-5 maneuver in tandem, an optical illusion makes the stars seem to be flowing across the windshield.

The other worldly effect is heightened by two rows of red, white and green lights on the big tanker's belly. The KC-135 aircrew uses the panels of lights as signals, telling the Galaxy crew to move forward or fall back as the pilots jockey their craft.

The refueling mission starts with messages to the refueling squadron requesting that a KC-135 be waiting when the Galaxy arrives in the area. While the refueler waits it flies an eight mile long "racetrack" holding pattern near the initial point where the two planes are scheduled to meet.

The C-5 aircrew approaches at 20,000 feet as the KC-135 circles at 1,000 feet higher altitude. At 75 miles distance the two planes have a fix on each other by transmitting and receiving through their TACAN. "When we're 18 miles away he does a 180 degree turn which takes two minutes. I hit the clock at 18 miles be-

cause I know that at the end of a minute he will be halfway through his turn and in position for us to follow," said Lt. Col. Dave Moore on a recent mission.

"By that point we'll pick him up on the weather radar because he's banking and showing more surface area. The plan is for him to roll out about three miles in front of us. We're working the radar to keep in position until we're up to one mile away," Moore said.

"There are several ways to meet at the AR initial point. This technique is called point parallel rendezvous," he said.

As the distance narrows, the two planes close at one foot per second. When the C-5 flight engineer throws a switch, a roaring noise and vibration indicates that a door is opening on top of the C-5 just behind the cockpit. A crew member in the back of the KC-135 maneuvers the finned "flying boom" as it looks for the door. He can telescope the boom to move it forward six to 18 feet.

"Trying to find the sweet spot" is the way the pilots describe the maneuvers to get behind and under the tanker's refueling boom.

That is the time the C-5 pilot really earns his pay. He maneuvers as he keeps an eye on his position, the boom and the lights on the tanker's belly, while communicating with his flight engineer and the KC-135 pilot.

Most aerial refueling training mis-
(Continued on page 11)

Patriot, PA staffers reap Air Force media awards

KELLY AFB, TEXAS -- The **Patriot** and three members of the 439th Airlift Wing public affairs office, were named winners in the Air Force Media contest, conducted here recently.

The **Patriot**, which is edited by MSgt. Gordon A. Newell, was selected the best Funded Newspaper (small). The paper finished second in the Air Force Reserve contest.

Individual first place awards went to Maj. Rick Dyer and SrA. Michael Lyman.

Newell was recognized as editor of the **Patriot**.

Lyman was named photojournalist of the year. He was also named photojournalist of the year award in the AFRES contest. A Connecticut resident, Lyman joined the public affairs staff just last May.

PATRIOT

"Mike is a multi-talented journalist and fits right in with our PA staff," said Col. James P. Czekanski, commander of the 439th AW.

"It is truly an outstanding honor for him to win such a prestigious award in such a short time in the Air Force Reserve. I'm sure he'll have a long and productive career with us here at Westover," the colonel said.

Dyer's award came in the Special Achievement category for **Westover**:

the **Eye of the Storm**, a book he wrote depicting the role of Westover Air Force Base and the 439th Military Airlift Wing during Desert Shield and Desert Storm.

Dyer, a Manchester, Ct., attorney was also honored with a Special Achievement Award in the AFRES media contest.

"Rick's book is something every Westover reservist will treasure," said Czekanski. "We are extremely fortunate to have someone with his talent and energy on our staff. I'm well aware of the fact that to win awards such as these takes a team effort.

Every single member of our PA staff can be proud of these accomplishments," he said.

Westover's winning entries will now compete in the Department of Defense media contest.

439th USAF Clinic amasses top AFRES awards

By TSgt. Sandi Michon

After shining in the 14th Air Force competition, the 439th USAF Clinic came through the AFRES-level scrutiny with flying colors.

Three Clinic reservists were selected by AFRES for outstanding performance in the medical career field. Lt. Col. Burton Finkel was named outstanding reserve dental officer, Capt. Bob Sousa was named outstanding reserve health services administrator, and MSgt. William Archambeau was selected outstanding reserve medical airman.

Westover's clinic maintains a frenetic pace each UTA providing periodic physicals for more than 2400 reservists. Each physical has from nine to 13 checkpoints depending on age and flight status. In addition to a rigorous immunization schedule, the clinic satisfies all in-house training and administrative requirements.

Finkel, OIC of dental services, has a reputation of going above and beyond his job description to help people out. During the Gulf War, Finkel and other clinic staff formed a travelling medical team to provide physical exams to other units whose medical staff had deployed.

As Associate Administrator and Medical Readiness Officer, Sousa is responsible for much of the planning and implementation of the clinic's in-house training. With training comprising at least 60 percent of inspection criteria, medical readiness is a critical area. During activation, Sousa was instrumental in setting up a network of alternate military and civilian medical providers for necessary services unavailable at the clinic. He also coordinated payment to all alternate providers from special funding.

Archambeau is superintendent of bio-environmental engineering, and medical readiness NCO. In addition to the training aspect of his job, he functions much like a military OSHA, except there is more detail in the chemical area. He is responsible for routine air, water and hazardous waste sampling, and responds to any type of base complaints concerning work environments. He also coordinates the occupational health program which determines what health concerns are related to specific jobs.

During Desert Storm, clinic staff performed 600 occupational physicals normally under private contract, with Archambeau and TSgt. Frank van Lingen performing 400 audiograms in one

month's time.

Although each individual is pleased about the award, it is obvious that each takes great pride in doing quality work regardless of the recognition. "I'm happy about the award, it's nice to be recognized for doing a good job," said Sousa, but he was quick to extend his congratulations to Archambeau and Finkel and clinic personnel. "Everyone did their jobs so well...we are good friends in addition to being co-workers," he said.

"Being activated in 1991 really brought the Clinic together as a team, and the team effort shows in the award results," said Col. Joseph A. Curley, commander of medical resources. He said the 439th Clinic was the only AFRES unit with more than one individual award and this is the second consecutive year the clinic has garnered multiple awards.

Col. Warner Jones, clinic commander, is very proud of the winners. "They possess an unusual dedication and sense of mission, as well as the ability to provide innovative solutions to everyday problems."

The awards were for fiscal year 91, and they were presented in November at the Association of Military Surgeons of the U. S. Conference in Nashville, Tenn.

DC Hangar ready for all-season C-5 maintenance

By SSgt. Nancy Wilochka

The recent reopening of Westover's DC Hangar has warmed the hearts - and bodies - of Westover aircraft maintenance workers.

In years past, maintenance technicians often braved freezing temperatures and miserable weather of every description while fixing Galaxies out on the flightline.

The near-completion of a \$13 million rehabilitation project at the base hangar will mean that the long-suffering mechanics can now come in out of the cold.

"Using the renovated hangar will provide a safer, easier and quicker approach to the maintenance and repair of the planes," said Col. Hal Lawrence, deputy commander for maintenance.

He added that the facility will offer an excellent work environment on a year-round basis.

Built in the late 1950's during the Strategic Air Command reign, the DC Hangar was designed for the upkeep of the B-52s and KC-135s. Inside the hangar, there were three towers (each with three floors) which housed the different maintenance squadrons.

When SAC left Westover, the Reserve



SrA Mike Lyman

ISO DOCK --The isochronal dock, inside the recently renovated DC Hangar, provides maintenance technicians with easy access for repair of C-5s.

components moved into the remaining hangars.

The DC Hangar, although enormous in size, was left almost forgotten - a victim of what would soon become huge military downsizing.

About six years ago, base personnel recognized the potential of transforming the vacant building into a worksite for C-5 repairs.

With funding provided by AFRES, the DC Hangar has been renovated to provide a multi-purpose work environment.

One side of the building contains an isochronal dock, which is used to conduct

complete inspections of each C-5 at Westover every 300 days. This inspection lasts for 19 days.

The flightline side of the hangar contains a fuel cell. The repair of C-5 fuel tanks are conducted here.

The cell enables technicians to completely purge the fuel tanks with air so that maintenance personnel can work inside them to repair leaks.

Lawrence added that the renovated DC Hangar will also aid in keeping many repair sealants at a constant temperature, thereby making repairs quicker and more efficient.

WWII reflections: Hitler's new order

By SrA. Mike Lyman

In early 1942 there were 11 million Jews in Europe.

By May 1945, only five million remained.

More than six million Jews would die in "the Holocaust," put to death by the Nazis as part of the "Final Solution." Yet the Holocaust is but one of the countless atrocities committed against humanity by the Nazis during Hitler's New Order.

Committing most of these atrocities is Heinrich Himmler's SS, who are responsible for creating the New Order inside occupied Europe.

During the early days of the Third Reich, the SS had served as Hitler's personal bodyguards. But with Europe now dominated by the Nazis, the SS have been greatly expanded to subjugate and

"cleanse" the Slavic peoples in the east, to create "living space," for the German peoples.

The New Order also calls for the extermination of the Jews, or in Hitler's own words, "the Final Solution." Years before the war began, Hitler had vowed to rid Germany of the Jews, though few people inside or outside Germany ever imagined he meant to carry out a planned extermination of the Jewish race.

As the Wehrmacht conquered new territory in the east, Himmler's SS killer squads followed, liquidating the "unwanted" people: Jews, Gypsies, Slavs and Communists, namely anyone who didn't fit into the New Order.

By the end of 1942, the largest of the death camps, Auschwitz-Birkenau, has become the headquarters of terror and

extermination. By war's end, Auschwitz would account for nearly 2.5 million deaths. While most of the deaths occur through the use of poison gas, tens of thousands would also be tortured and killed in sadistic "medical" experiments.

In addition to the six million Jews who would eventually die in the Holocaust, the SS would put to death some 13 million Russians and millions of Poles--all for the sake of building Hitler's New Order.

Elsewhere in the war, Britain-based Eighth Air Force bombers make their first daylight raid against Germany, striking the port of Wilhelmshaven on Jan. 27.

Allied leaders Churchill and Roosevelt meet to discuss the future of the war. The question is no longer whether the Allies would win, but how.

1993



1993

HIGHLIGHTS OF 1992

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

MARCH--Col. James P. Czekanski takes command of the 439th Airlift Wing.

JULY--A Patriot Wing C-5 and crew deliver two Patriot missile batteries to Kuwait City, Kuwait. At Westover, the spectacular three-day Great New England Airshow draws one million spectators.

AUGUST-SEPTEMBER--In the wake of Hurricane Andrew, Westover aircraft and aircrews make 12 trips to Opa Locka Coast Guard Station and Homestead AFB, Fla., bringing a total of 700 tons of humanitarian cargo to devastated southern Florida. At home, the C-5 simulator makes its maiden "flight."

OCTOBER--The 439th AW conducts a three-day Readiness Assistant Visit in preparation for the Operational Readiness Exercise to be conducted in January.

NOVEMBER--A 439th AW C-5 and crew airlift more than 150,000 pounds of flour to Yerevan, Armenia. Another Westover Galaxy and crew delivers a mobile Army hospital unit to Zagreb, Croatia.

DECEMBER -- An eight-member Westover crew, led by Capt. Gary Cooke, flew a mission into Mogadishu.

January						
S	M	T	W	T	F	S
						1 2
	3	4	5	6	7	8 9
	10	11	12	13	14	15 16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

April						
S	M	T	W	T	F	S
						1 2 3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July						
S	M	T	W	T	F	S
						1 2 3
	4	5	6	7	8	9 10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

October						
S	M	T	W	T	F	S
						1 2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February						
S	M	T	W	T	F	S
						1 2 3 4 5 6
	7	8	9	10	11	12 13
	14	15	16	17	18	19 20
21	22	23	24	25	26	27
28						

May						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

August						
S	M	T	W	T	F	S
						1 2 3 4 5 6 7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November						
S	M	T	W	T	F	S
						1 2 3 4 5 6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

March						
S	M	T	W	T	F	S
						1 2 3 4 5 6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June						
S	M	T	W	T	F	S
						1 2 3 4 5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

September						
S	M	T	W	T	F	S
						1 2 3 4
	5	6	7	8	9	10 11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

December						
S	M	T	W	T	F	S
						1 2 3 4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

○ = A UTAs □ = B UTAs



S r A. Mike Lyman

THE LONG ARM OF THE LAW -- DoD Police Shift Commander 1st Lt. Don Fowler uses a radar gun to monitor traffic along First Avenue on the December UTA. Radar gun

operators must be trained and certified before being allowed to use them for traffic enforcement.

Veneer of gate keeper dies hard

By Capt. Paul P. Koscak Jr.

Security police average 60 calls per month for assistance. At that rate, an officer can expect to work several cases at once.

Last year, they responded to 804 base incidents ranging from vandalism, to weapons violations to medical emergencies. Traffic violations and unauthorized entry into restricted areas accounted for the greatest number of infractions.

"There's nothing here that we do different from any other police department," noted Security Police Capt. Rodney Walker, who manages crime prevention for the base. "The perception is that we just man the gates."

While that may be the most visible job performed by security police the record paints a far more diverse picture. In reality, security police fit the dual role of both the deterrents and investigators of crime.

Westover's cadre of cops--DOD law enforcers, flight line security and security

police reservists--all 115--are, upon request, assisted with their workload by city and state police. They also are supported by the Air Force's Office of Special Investigations.

Most of their work, however, is accomplished without those extra resources. Some of it, particularly motor vehicle violations, is reoccurring--even routine.

Other incidents, such as the attempted robbery of the base convenience store, are not that predictable.

"The flight line is a big problem," deplored Walker, who attributes most of the violations to oversights by base personnel. "They come out of work without a line badge or fail to use the proper exit or entry points. It's an ongoing education process."

Some of the disorderly conduct calls are the result of parties getting out of hand or an occasional fray at the club. In those cases, Walker said, liquor is usually the culprit.

Tipsy revelers who decide to take the

party on the road--a potentially lethal decision--can also expect to experience the firm hand of security police.

"We have a state-of-the-art breathalyzer," warns Walker, who insists that anyone caught exceeding the legal limit of intoxication will be turned over to the state police.

There were 22 DWI apprehensions last year on the base.

With the base population creeping upward, Walker said, there's a proportionate increase in the amount of law violations, including drug possession. But that's nothing new. Walker said the trend is generic to any growing population center.

"Having a fence around the base does not protect us from the same social ills being experienced by surrounding communities," he said. Furthermore, Walker didn't tie the increase of enforcement activities to the growth of any particular base population.

"It's pretty evenhanded. We have problems with both civilians and reservists," he said.

FLIGHTLINE SECURITY--SSgt. Matt Muraski, left, an aircraft mechanic with the 439th AGS has his flightline badge checked by TSgt. Harold Jackson, a 439th SP security supervisor, before entering the flightline area. The 439th security police are responsible for guarding two main restricted areas, the east ramp which includes three entry points and the north ramp which has one entry point.



SrA. Mike Lyman

Security police crackdown brings results

Rabble-rousers, thieves, drug abusers and other miscreants--beware. Westover isn't the place to get caught breaking the law.

That message, note security police, is taking hold because violators are now more likely to face a stern judge than a miffed commander.

"Those days are finished," declared Capt. Rodney Walker, in describing what was viewed as a lack of enforcement power among base law keepers. "The perception was that you could come to Westover and get away with anything."

Walker said offenders will be prosecuted in Chicopee District Court or--if the crime is serious enough--in federal court.

The new procedure evolved because, for years, enforcement consisted of little more than responding to calls and writing reports on those who were apprehended. Usually the culprit's ID was confiscated and he was barred from the base.

"This meant nothing to them," Walker said. "We had a lot of repeat offenders."

And a lot of frustrated officers too.

But since the new policy began about seven months ago, that kind of flippant attitude shown toward Westover law enforcement is changing.

"The shoplifting has dropped off dramatically--the word gets out," Walker said, referring to the base exchange.

Westover police work closely with city and state police in prosecuting crimes. That relationship recently surfaced with the immediate response of Chicopee and state police to an armed robbery at the base convenience store.

Cooperation between military, municipal and state law enforcement is the keystone of enforcement, Walker said. State police, for instance, use base facilities for canine and tactical training.

"An effective crime prevention program is attained by maintaining a fair and equitable law-enforcement program," Walker said.

Capt. Paul P. Koscak Jr.

337th bids adieu to old friend

By MSgt. Tom Allocco

The men and women of the 337th Airlift Squadron are saying goodbye to one of their best friends this month with the retirement of SMSgt. Pete McCavick. After 23 years, the man who has served as a combination of point man, godfather and jack-of-all-trades for the flying squadron will have some time for himself.

Since 1969 people in the 337th have turned to McCavick when they needed help. While holding down the toughest job in his unit, the first sergeant has become the most popular person in the squadron and one of the most respected in the wing.

"When a first sergeant has a problem he goes to Pete," said MSgt. John Spencer, first sergeant of the 439th Operations Support Squadron. "Nothing ruffles his feathers. He's seen it all.

"At the first sergeants conference in Colorado Springs in August he was introduced as the senior first sergeant in the Air Force Reserve. He has more time as first sergeant than most people at Westover have in the service," Spencer said.

As the squadron first shirt, McCavick acted like a traffic cop standing in the crossroads, making sure the everything flows smoothly.

"You definitely have to take care of your people," he said. "You have to see that they are well-trained, that morale is kept up, that they're fed, that there's a roof over their heads and that while they're away from home that they are being paid on time," he said.

"The toughest part of the job is that in a flying squadron people are on the road all the time. You may not see them for weeks, but you have to get them all together to fill the requirements for the clinic, CBPO, and the finance office. But somehow it gets done," the first sergeant said.

"What made it possible is that the 337th is a very good unit. The people are outstandingly cooperative. I never had a bad boy in my squadron," McCavick said.

A native of Boston, McCavick joined the Air Force in 1954 and carried an M-1 rifle through boot camp at the old Sampson AFB, Ithaca, NY. He served on active duty for 13 years as an administrative specialist.

McCavick first came to Westover in 1955 when the 8th Air Force was flying



SSgt. Nancy Wilochka

FOR PETE'S SAKE -- SMSgt. Pete McCavick, center, is presented a C-5 photo from 1st. Lt. Andy Hoffman, left and Lt. Col. Terry Trent, 337th AW commander.

B-52s here. He later served in Korea and SAC headquarters in Omaha, Neb.

After leaving active duty in 1967 he served as an administrative specialist for two years at Westover before taking over the first shirt's position in the 337th Tactical Airlift Squadron.

The first sergeant was with the squadron when it flew C-130s on rotations to Panama and Italy and went to Newfoundland for the Air Force Reserve-wide Condor Readout in 1980.

"In those days the planes flew together on missions as a squadron. That built camaraderie. The squadron was very close," he said.

When the squadron went to war in 1990, McCavick was on duty from the first day to the last. Today there is not a squadron member who doesn't remember the first sergeant working around the clock to smooth out the rough edges of the activation.

A diehard sports fan, the first sergeant has promised to give more time to following his beloved Red Sox and Celtics in retirement.

McCavick is employed as an environmental services supervisor at Holyoke Hospital. He and his wife, Pauline, reside in Holyoke and have one son.

McCavick...

"When I first joined the Air Force someone told me to become a good friend of the first sergeant and follow his advice and you'll have a successful career. I did that with Sergeant McCavick and I have never regretted it."

*Col. James P. Gallin
Wing Vice Commander*

"He touched the lives of everybody in that squadron. If Pete says it'll get done, consider it done."

MSgt. Ron Robbins, Loadmaster

"He's first and foremost a gentleman. He always has a good thing to say. If you look up the definition of a first sergeant you should see his picture. Pete defines a first sergeant."

Capt. Bill Spence, Pilot

"He'd always go to bat for you. During the 1990 air show he and I worked together. He was one of the most active people there. When he knew something needed to be done he did it. He goes the extra mile.

*CMSgt. Fred Allard
Chief Flight Engineer*

"If you ever have a problem, if it's important, no matter what he's doing he'll drop that to help you at that instant. He always finds time. It takes a lot of experience and a lot of skill to distinguish what's important. Whenever I go to see Pete, I know I won't have a problem. I'll get an answer. He'll say 'come with me and we'll square everything away'."

TSgt. Al Trychon, Loadmaster

"During Desert Shield and Storm you would come in at 6 a.m. and he'd be there and you'd go home at night and he'd still be there, just as happy and smiling. I feel like I've known him all my life."

SSgt. Julie Blank, Loadmaster

"When you went away TDY during Desert Shield, he kept everything in line. Pete is going to be missed by this squadron."

*MSgt. Gary Miller
Flight Engineer*

Patriot People

Name: Christine M. Baldwin
Rank: SSgt.
Age: 25
Address: South Hadley
Unit: 439th CRS
Position: Avionics Guidance and Control Systems
Civilian position: ART
Years of service: 6 1/2
Favorite food: Italian
Favorite sport: Weightlifting
Favorite hobby: Shopping
Ideal vacation: Caribbean cruise
Preferred entertainment: Comedy shop
Favorite celebrity: Sigourney Weaver
Favorite music: Top 40
Favorite book: Stephen King *The Stand*
Favorite color: Red
Favorite car: Dodge Stealth
Pet peeve: Inconsiderate people
Best thing about Westover: The people
Worst thing about Westover: The weather



SSgt. Nancy Wilochka

SSgt. Christine M. Baldwin

Patriot praises

REENLISTMENTS:

CMSgt. Tomlin, Benjamin
 SMSgt. Connolly, Owen F.
 SMSgt. Templeman, Thomas
 MSgt. Albert, Robert
 MSgt. Bates, Paul
 MSgt. Boisvert, Robert A.
 MSgt. Browning, Paula J.
 MSgt. Durand, Robert R.
 MSgt. Nelson, Duane G.
 MSgt. Roberts, William J.
 MSgt. Soucia, Allen F.
 MSgt. Spano, Michael
 MSgt. Speidel, John J.
 MSgt. Tate, Wade W.
 MSgt. Voutour, Joseph
 TSgt. Albano, Anthony J.
 TSgt. Allison, Jean M.
 TSgt. Beadle, Jean A.
 TSgt. Boyce, Richard I.

TSgt. Cahill, Kevin
 TSgt. Hanright, Clayton
 TSgt. Harrison, Thomas J.
 TSgt. Helmer, Larry A.
 TSgt. Marino, David J.
 TSgt. Mellor, Thomas A.
 TSgt. Menard, Robert J.
 TSgt. Moore, Rita L.
 TSgt. Morin, Robert P.
 TSgt. Shedd, Robert T.
 TSgt. Templeman, Mark D.
 TSgt. Trichine, Cecelia J.
 SSgt. Brooks, William J.
 SSgt. Buckley, Jean M.
 SSgt. Budukiewicz, Jennifer
 SSgt. Carson, Richard
 SSgt. Coleman, Charles W.
 SSgt. Curcio, Joseph L.
 SSgt. Dipierro, Elizabeth
 SSgt. Doherty, James M.

SSgt. Dwyer, Richard H.
 SSgt. Edie, Donald G. Jr.
 SSgt. Evangelisto, Thomas M.
 SSgt. Fayette, Tammie
 SSgt. Garwacki, Lawrence
 SSgt. Gaudet, Matthew P.
 SSgt. Gould, Richard
 SSgt. Hannaford, Robert
 SSgt. Hatton, Vanessa
 SSgt. Hebert, Kenneth R.
 SSgt. Johndrow, Michael P.
 SSgt. Kennedy, Eric
 SSgt. LaFortune, Richard J.
 SSgt. Lomba, Henry C.
 SSgt. Nogas, Steven R.
 SSgt. Parker, Richard
 SSgt. Perreira, Edward A.
 SSgt. Phelps, William C.
 SSgt. Preis, Raymond M.
 SSgt. Rains, Selina

SSgt. Ruscito, Forte M.
 SSgt. Sorak, Jon M.
 SSgt. Trotman, Kellie
 SSgt. Twarkins, Gladys
 SSgt. Vail, Steven L.
 SSgt. Valcourt, Donald J.
 SSgt. Wheeler, John W. Jr.
 SSgt. Winters, Abram
 Sgt. Benjamin, Robert P.
 Sgt. Cyr, Jeffrey
 Sgt. Landon, Thomas
 SrA. Lebreton, Christopher
 SrA. Santamauro, Andrew
 SrA. Torres, Raymond
 SrA. Waterhouse, Dewayne

ENLISTMENTS:
 TSgt. Carter, Lewis G.
 SSgt. Basler, Thomas F.
 SSgt. Boucher, David G.

SSgt. Sidebotton, Jeffrey D.
 SrA. Cosentino, Allen P.
 SrA. Emo, Douglas W.
 SrA. Kirkman, George O.
 A1C Hollenbeck, Deanna L.
 A1C MacNeve, Scott A.
 A1C Potter, Stephen F.
 A1C Thomas, Shawn M.
 A1C Warner, Lawrence W.
 Amn. Burdett, Amy L.
 Amn. Labonte, Rebecca A.
 Amn. Rodriguez, Manuel P.
 Amn. Wesolowski, Elizabeth
 AB Brotherton, Neil E.
 AB Casavant, Danielle J.
 AB Clark, Dean M.
 AB Hunt, Stacy L.
 AB Johansen, Joey D.
 AB Kent, Christopher A.
 AB Montanez, Joseph W.

Gas station in the sky... (continued from page 3)

sions are flown with empty C-5s. But when the Galaxy is carrying cargo, the close-in maneuvering is complicated as the pilot fights the increased momentum of the added weight.

When the KC-135 seems to fill the windshield and the pilot can almost look up the hose, he knows he's ready to make the connection.

"When his pod is in my window, then we're in." Lt. Col. Sandy Whittier said of how a pilot judges the right position. To hold the "sweet spot" the Galaxy pilot works his controls like a driver gripping the steering wheel on a bad stretch of road.

"We're latched," a pilot will say with a mix of triumph and relief when the connection is made.

"In a real world situation we will take on up to 100,000

pounds at 6,800 pounds per minute," Moore said. The fuel would mean an additional five hours or 2,500 mile range. On a training mission, each pilot loads about 5,000 pounds during his turn at the controls. Several pilots will take turns practicing the aerial refueling maneuvers as the Galaxy and tanker follow the rectangular course.

When the training mission is completed the C-5 pilot eases back to let the KC-135 float away. The fuel door at the top of the Galaxy closes with a roar and vibration. The pilots switch on navigation lights which look like lightning when they bounce around the dark sky.

With final words to the Bangor and Boston air traffic controllers, the aircrews return home, having earned their pay.

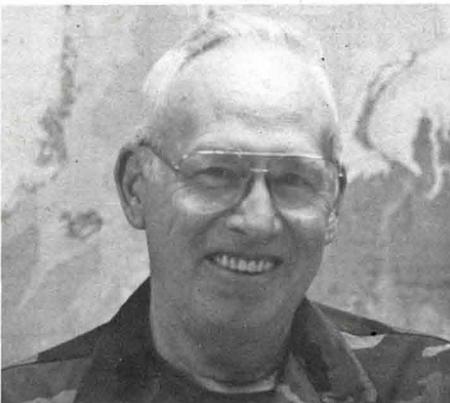
**RESERVE PAY FOR 1 DRILL,
Effective Jan. 1, 1993**

		YEARS OF SERVICE															
		<2	2	3	4	6	8	10	12	14	16	18	20	22	24	26	
COMMISSIONED OFFICERS																	
Pay Grade	O-10	221.84	229.64	229.64	229.64	229.64	238.45	238.45	251.66	251.66	269.66	269.66	287.72	287.72	287.72	305.65	
	O-9	196.60	201.75	206.05	206.05	206.05	211.29	211.29	220.08	220.08	238.45	238.45	251.66	251.66	251.66	269.66	
	O-8	178.07	183.41	187.76	187.76	187.76	201.75	201.75	211.29	211.29	220.08	229.64	238.45	244.33	244.33	244.33	
	O-7	147.96	158.02	158.02	158.02	165.11	165.11	174.68	174.68	183.41	201.75	215.63	215.63	215.63	215.63	215.63	
	O-6	109.67	120.49	128.39	128.39	128.39	128.39	128.39	128.39	132.75	153.74	161.59	165.11	174.68	180.59	189.45	
	O-5	87.71	102.98	110.11	110.11	110.11	110.11	113.44	119.55	127.56	137.11	144.96	149.36	154.58	154.58	154.58	
	O-4	73.93	90.03	96.04	96.04	97.82	102.13	109.10	115.23	120.49	125.78	129.25	129.25	129.25	129.25	129.25	
	O-3	68.70	76.82	82.12	90.86	95.21	98.62	103.96	109.10	111.78	111.78	111.78	111.78	111.78	111.78	111.78	
	O-2	59.91	65.42	78.61	81.25	82.94	82.94	82.94	82.94	82.94	82.94	82.94	82.94	82.94	82.94	82.94	
	O-1	52.02	54.14	65.42	65.42	65.42	65.42	65.42	65.42	65.42	65.42	65.42	65.42	65.42	65.42	65.42	
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE DUTY SERVICE AS AN ENLISTED MEMBER OR WARRANT OFFICER																	
	O-3E	0.00	0.00	0.00	90.86	95.21	98.62	103.96	109.10	113.44	113.44	113.44	113.44	113.44	113.44	113.44	
	O-2E	0.00	0.00	0.00	81.25	82.94	85.57	90.03	93.48	96.04	96.04	96.04	96.04	96.04	96.04	96.04	
	O-1E	0.00	0.00	0.00	65.42	69.90	72.48	75.10	77.71	81.25	81.25	81.25	81.25	81.25	81.25	81.25	
WARRANT OFFICERS																	
	W-5	0.00	0.00	0.00	0.00	0.00	000.00	0.00	0.00	0.00	0.00	0.00	119.46	123.99	127.58	132.95	
	W-4	70.00	75.10	75.10	76.82	80.31	083.85	87.37	93.48	97.82	101.25	103.96	107.32	110.91	114.36	119.55	
	W-3	63.62	69.01	69.01	69.90	70.71	075.89	80.31	82.94	85.57	88.12	90.86	94.40	97.82	97.82	101.25	
	W-2	55.72	60.28	60.28	62.04	65.42	069.01	71.63	74.26	76.82	79.52	82.12	84.71	88.12	88.12	88.12	
	W-1	46.42	53.23	53.23	57.67	60.28	62.87	65.42	68.13	70.71	73.35	75.89	78.61	78.61	78.61	78.61	
ENLISTED MEMBERS																	
	E-9	0.00	0.00	0.00	0.00	0.00	0.00	81.44	83.26	85.15	87.10	89.05	90.78	95.54	99.26	104.83	
	E-8	0.00	0.00	0.00	0.00	0.00	68.29	70.24	72.09	73.96	75.92	77.66	79.57	84.24	87.99	93.62	
	E-7	47.67	51.47	53.37	55.24	57.12	58.94	60.83	62.73	65.57	67.43	69.30	70.20	74.91	78.64	84.24	
	E-6	41.02	44.71	46.57	48.55	50.37	52.18	54.10	56.89	58.67	60.57	61.49	61.49	61.49	61.49	61.49	
	E-5	35.99	39.18	41.09	42.87	45.69	47.55	49.43	51.25	52.18	52.18	52.18	52.18	52.18	52.18	52.18	
	E-4	33.57	35.46	37.54	40.44	42.04	42.04	42.04	42.04	42.04	42.04	42.04	42.04	42.04	42.04	42.04	
	E-3	31.63	33.37	34.70	36.07	36.07	36.07	36.07	36.07	36.07	36.07	36.07	36.07	36.07	36.07	36.07	
	E-2	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	30.44	
	E-1>4	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	27.16	
	E-1<4	25.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Note — Basic pay is limited to \$300.55 by Level V of the Executive Schedule

Source: OASD(FM&P)MM&PPIC

PATRIOT



Published monthly for Patriots like SSgt. Robert Bouley of Concord, N.H., and 2,848 members of the 439th AW at Westover ARB.

HQ 439TH AIRLIFT WING
WESTOVER AIR RESERVE BASE, MA 01022-5000
OFFICIAL BUSINESS

BULK RATE
POSTAGE & FEES PAID
PERMIT NO. 61