

# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

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## 439th Galaxies undergoing face-lifts

by SSgt. Kymberly A. Saganski

When summer starts to fade and the winter chill moves in, Westover's 16 C-5As will be shining on the flightline and "looking real pretty," according to Maj. Bill Friedhofer, vice commander for logistics. "We're going to wind up with some great looking aircraft."

The aircraft "face-lifts" are part of a \$3 million AFRES project to bring all of the reserve C-5 fleet up to AMC standards. Brig. Gen. Wallace Whalley observed during the last ORI that Westover's intense tasking during Operations Desert Storm/Shield and other events left our lumbering giants not exactly in tip-top shape.

Isochronal inspections, usually on a 300-day-per-aircraft cycle, and aircraft refurbishments, on a 30-month cycle

were delayed and most of the aircraft in the reserve fleet suffered from the neglect.

Although Westover's ISO docks are fully operational, aircraft are sent away from station for refurbishment. According to the AFRES plan, Westover ARB has been working cooperatively since March with Kelly AFB, Texas, to bring all of the 32 reserve C-5As up to snuff.

"Our planes are going to Kelly for a lot of aesthetic improvements like painting, cleaning, new flooring and seat covers, corrosion control treatment and prevention services," said Maintenance Control Officer Capt. Cam LeBlanc. "In return, Westover is responsible for all of the ISO inspections for aircraft at both bases.

"We've had to compress both the ISOs and refurbs to get all of the planes ready by October 1," said LeBlanc.

The inspections that are usually accomplished in 18 days are now finished in seven and refurbs take only 18 days instead of the normal 45.

"We're working as a team but we really have a great deal," said Friedhofer. "When this project is finished, it will look like we have brand new aircraft."

According to LeBlanc and Friedhofer, both bases have had to raise priority for maintenance shops and add man-hours to get the jobs finished on time. While Westover has used augmentees from across the country to supplement its already overworked shops, Kelly has been fortunate enough to draw much of its additional talent from within its own ranks.

"One of the best parts of this program," added LeBlanc, "is that we are all reservists and all of the planes get treated the same. We're all first priority."



### MEDICS AT WORK

Three members of the 74th Aeromedical Evacuation Squadron, 1st. Lt. Martha Soper, TSgt. William Carter and SSgt. Jason Harder, from left; are serving a 60-day voluntary tour in Cairo, Egypt. The trio is working as a medical evacuation team staging out of Cairo to Mogadishu, Somalia.

Photo by SrA. Mike Lyman



# Top airmen applauded at community ceremony

By SSgt. Christine Mora

Westover's top three reservists received community kudos at the Chicopee Chamber of Commerce Annual Military breakfast April 28.

MSgt. Stephen Gusan, TSgt. Daily Turner, and SrA. Scott Study were honored for their extraordinary efforts.

"Being honored by members of the community and receiving so many gifts was a great surprise," said Gusan, an Air Reserve Technician and night supervisor with the 439th Component Repair Squadron.

Gusan's sound management of the employees that repair and modify the C-5's electronic system was applauded by both military and civic leaders.

"Sergeant Gusan's skill and volunteerism really sets the standard for our unit," said Lt. Col. Charles Brown, CRS commander.

The sergeant is also notorious for his volunteerism, particularly during the past two airshows. He coordinated the mas-

sive after-hours picnic that fed thousands of reservists and volunteers all three days of the airshows.

TSgt. Daily "Owen" Turner is a face known to many reservists called up during Operation Desert Storm. "Mr. Mobilization" as he came to be known, designed and implemented the entire mobilization and demobilization programs which made life much easier for the 1,500 reservists filing through.

Turner's brain child, the dual-line concept, speeded up the mobility system which allowed the processing of up to fifty persons in less than 20 minutes.

"Sergeant Turner's ingenuity helped 439th members in many ways they don't realize," said Maj. Denny Jobes, Consolidated Base Personnel Office chief. "Mobilization was four times quicker than normal because of his system."

Jobes also mentioned that Turner's programs were a major factor in their Operation Readiness Inspection rating of outstanding in January.

In 1991, aircraft services specialist

SrA. Scott Study put his college plans on hold to become one of the first members of the 439th Combat Support Group to volunteer for active duty.

While the job may not seem glamorous, any flight crew member or passenger will tell you that members of the Aircraft Services section make the difference between an enjoyable or second-rate flight.

Study worked tirelessly readying aircraft so they could meet the tight demands of a three-hour and 15-minute "quick turn" and his aircrafts were consistently rated outstanding by aircraft commanders.

At the start of the war, the airman was in charge of a crew of volunteers who often outranked him, but people responded to his direction and enthusiasm.

The three honorees received a variety of gifts from local business which included savings bonds, gift certificates, radios and clocks.



## DOWN UNDER

Lt. Col. Paul Torpey, chief of operations for the Northeast Air Station, explains the inner workings of the C-5 Galaxy main landing gear system to a group of area Cub Scouts. So far this year, the Public Affairs office has conducted over 30 tours of the base for nearly 1,000 area residents.

(Photo by SrA Mike Lyman)

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# Petitto chats with General Powell in Somalia

By Maj. Wayne Petitto

*(Editor's note: Maj. Wayne Petitto, 439th Airlift Control Flight Operations officer, has been in Mogadishu, Somalia working with a tanker airlift control element since March. Recently he met Gen. Colin Powell, chairman of the Joint Chiefs of Staff.)*

After having covered the grave yard shift as Operations Officer at Mogadishu Airport the night before, I couldn't be stirred. Not even when the Chairman of the Joint Chiefs of Staff stepped off of AMC-1 and walked across the ramp and into one of the two awaiting UH-60 helicopters to be shuttled to the Joint Task Force headquarters in the old American Embassy compound.

We had developed a good plan coordinating with the many agencies which get involved in such an event and the unpredictable ballet of incoming and outgoing missions needing to be marshaled and serviced on our limited space. I would have been just an extra cook in the kitchen. But tomorrow will be different.

"Version 7" of the scenario describing every minute of the Chairman's overnight visit (down to 1750 - 1900 personnel time) showed "1645 - 1700 Meet with Air Force personnel at TALCE". That's us, the Tanker Airlift Control Element.

That night was not very busy so we made good use of the time cleaning the area. I updated the sign displaying the 5,372 sorties, 46,222 passengers and 34,265 tons of cargo the TALCE has supported in Somalia to date. The next day our safety officer Capt. Mike Thurich made a Harvard Graphics sign showing an outline and the words, "Happy Birthday General Powell from the men and women of the United States Air Force". This made his visit just a little more special even for him.

Colin Powell is everybody's hero. A true American who worked from the bottom to the top through the toughest of obstacles. I've never met a service man or woman who didn't think the world of him.

It was 1640 and the C-130 and its back-up sat ready on the ramp awaiting the two UH-60s when we received a phone call telling us that the General was enroute but conveying not flying to the airport and would not have time to visit



**DISTINGUISHED VISITOR --** General Colin Powell, chairman of the joint chiefs of staff, visits Air Force personnel at Mogadishu, Somalia

the TALCE. I personally delivered the bad news to our TALCE Commander Lt.Col. Danielik, who stood at the end of a line of over 100 anxious Air Force men and women. That moment confusion, frustration and disappointment came over us but we didn't break ranks. A moment later security vehicles began rolling through the opening in the wall along one side of "Sniper Alley" followed by Powell's vehicle.

The vehicle stopped short of the C-130 and out stepped a large handsome man walking towards the low ranking end of the line. General Powell has a way of never losing his natural human grace no matter how formal a setting he is in. He continued down the line, shaking hands and exchanging greetings. I couldn't help but note how he enjoyed meeting us as much as we did him. He invited pictures with anyone wishing one. When he got to me I realized I hadn't thought of something to say so I thanked him for taking his time. He replied, "Thank you for your time here", as naturally and sincere as if he knew me.

I watched and took a picture or two as he shook the hands of the co-workers. Lt.Col. Danielik spoke to him briefly as they finally broke away toward the C-130 that was waiting with engines running.

It was about 3 a.m. now as I reflect and write this correspondence. Since this afternoon's visit we supported an AN124 Russian aircraft, the largest in the world

(sorry guys), but that huge hulk in our parking lot can't come close to shadowing one of the last chances to meet General Powell as our top military leader before he retires.

I've just finished the tedious job of updating a six-page daily message called a Situation Report or SITREP for short.

The last paragraph as given to me by Colonel Danielik reads, Commander's Comments: Visit with Chairman Powell upon his departure was cordial and enjoyed by all as we wished him a happy birthday. When thanked for taking his time, he replied, "I would n't have missed it for the world."



**'ACTION' --** An unidentified airman films Powell's visit to Somalia.



## Goff pins on eagles

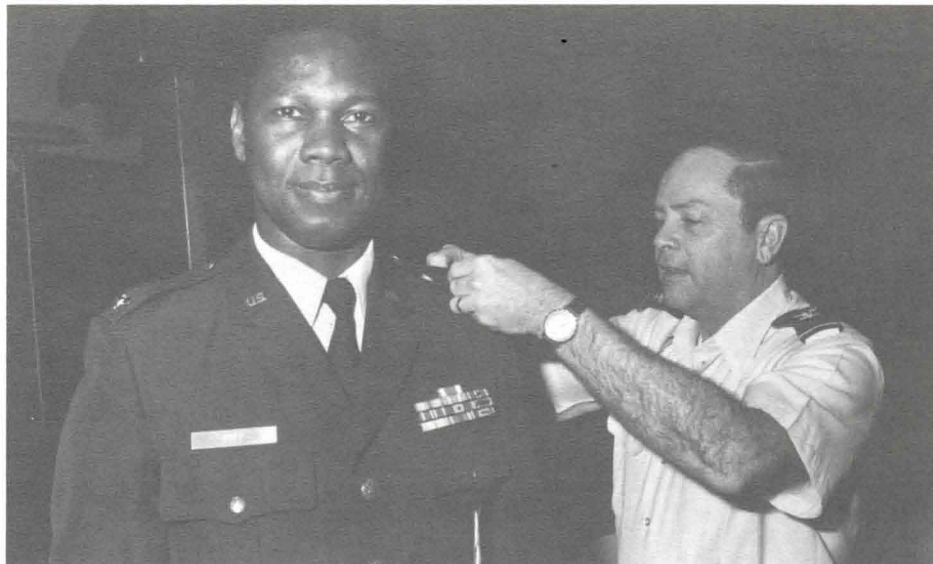
Col. Benjamin F. Goff, commander of the 439th Mission Support Squadron, pinned on the eagle insignia of his new rank during the May UTA.

Goff, 48, served as the wing's social actions officer from 1974 until last October when he was tapped to lead the newly formed 439th MSSQ.

Westover's newest colonel spent seven years on active duty and has served 19 years in the reserve. He is also an Air Force Academy/Air Force ROTC liaison officer for Western Massachusetts.

Goff is a native of Georgetown, S.C. and holds a masters degree in medicinal chemistry from Northeastern University in Boston.

In civilian life, he operates an environmental consulting firm, Goff-Chem Inc., in Boston.



SrA. Mike Lyman

**PUBLIC PINNING --** Col. James P. Gallin, 439th AW vice commander, attaches eagle insignia on Col. Benjamin F. Goff, 439th MSSQ commander, at the base theater during the May UTA.

## Clergy Day promotes greater civilian and military partnership

By TSgt. Sandi Michon

Base chaplains hosted Clergy Day at the Consolidated Club on May 1, in an effort to stress the partnership between civilian and military ministers.

Representatives from three local cities and towns were welcomed to the base by Wing Commander Col. James P. Czekanski, and Col. James Gallin, wing vice commander, expounded on the riches of Westover as a military and community resource.

The main speaker was Lt. Cmdr. James Fisher, Navy chaplain and ordained minister of the Evangelical Covenant Church. In addition to ministering in Virginia mountain communities and Alaskan Eskimo villages, Chaplain Fisher also ministered in the Persian Gulf during Desert Storm.

He used personal stories to illustrate his theme, which was the relevancy of our faith. He described the spiritual hunger he saw during the Gulf War, but emphasized that true spiritual health comes from regular nourishment from Scripture. He spoke of the comfort the Bible offers during both times of trial, and in our everyday schedules.

Civilian ministers nodded in agreement as Fisher stressed the need to strengthen families, and the need for the church to address relevant sexuality issues.

The importance of prayer was underscored by a Gulf War story. When the

actual fighting began, an oil well was ignited, and a blanket of black smoke was carried overhead by westerly winds. As they huddled in trenches on the front lines in the total darkness created by the smoke, several began to pray. The answer came in a very unusual easterly wind that lasted for four days, clearing the air and

bringing relief.

At the luncheon following the speeches, attendees further cemented their partnership.

A base tour, including the C-5, ended Clergy Day, and gave civilian ministers a firsthand look at the environment in which their Reserve parishioners work.



SrA. Mike Lyman

**TQM - TOTAL QUALITY MUSICIANS --** Westover's own folk trio: (left to right) Lt. Col. Bruce Hawley, Maj. Armand Tourangeau and CMSgt. Chris Menard, with guitar in hand, perform a hymn at the Catholic service at the Consolidated Club on May 2. The trio welcomes any new members.



# Energy seminar sheds light onto a dark problem

By SSgt. Nancy Wilochka

The annual income of many people doesn't come close to the amount of money that can be saved yearly at Westover Air Reserve Base by implementing a few low-cost, and even no-cost, energy saving measures.

That was the focus of an Energy Awareness Seminar, held May 13 at the Consolidated Club, and it was targeted toward the people who can make a difference implementing these ideas - building managers and facility engineers.

After performing an energy audit at Westover, Systems Engineering and Management Corporation of Knoxville, TN., revealed that Westover is definitely on the right track in taking steps toward conservation, but there is also plenty of room for improvement.

"There are world conservation goals, and those goals can't be met without smaller goals - and in your case, there are Westover goals that must be realized," SE spokesperson Cheri Martin said.

Martin added that her company hopes to bring good ideas and proven methods to Westover to help individuals and the base function more efficiently.

The Systems Engineering team zeroed-in on five areas that can achieve significant savings by using some low-cost energy saving opportunities. These areas include lighting systems, domestic water systems, heating and cooling systems, infiltration, and using more energy efficient motors.

For more energy efficient lighting systems, the SE report suggests the replacement of the type and wattage of lamps--they recommend using compact fluorescent bulbs in place of standard incandescent bulbs. She said, for example, if the Club were to replace their present bulbs, a savings of \$2,000 per year could result. The gym could save about \$500 per year if they were to switch.

Martin said, "the compact fluorescent bulbs initially cost a little more, but their 10,000 hour life far exceeds the 750 hours of an ordinary bulb. A 75-watt incandescent puts out the same amount of lumens (light output) as an 18-watt compact fluorescent. That's a 75 percent savings on energy," she added.

Martin said that simple steps, such as utilizing daylight can save by using available light. In the pull-through hangar, by turning off the overhead lights, not the task lights, during daylight hours could save Westover \$5,000 per year.

Other simple steps to lower costs include reducing the hot water temperature to the recommended 110 degrees. At the base gym, the team found the shower hot water temperatures of 180 degrees; a savings of \$4,200 per year could result if the water heaters were turned lower, Martin said.

Wing Commander Col. James P. Czekanski enthusiastically agrees with the obvious need for continued participation in energy conservation.

"Each individual is responsible for doing their part. It's important for everyone to chip in - the building managers are not the only ones who need to be responsible for saving energy," he said.

Czekanski also pointed out that as the base's funds are getting smaller, the need for low-cost, efficient energy conservation is getting larger.

"We're committed to meeting payroll - we're getting a lot less money, but must strive to continue to keep our operation running more and more effectively," the colonel said.

He added that with

today's energy technology techniques and a common sense approach to energy management, "sacrifice" is no longer the key theme to energy efficiency.

By simply turning out room lights when no one's there, closing the windows, or just turning down the thermostat five degrees can translate into huge savings - and according to the case study completed by Systems Corp., that dollar figure is an impressive \$160,000.

Don't forget to turn off the lights!

## Simple energy-saving tips

- Use daylight, instead of overhead lights, when possible.
- Ensure that personnel know where the light switches are; and label the switches.
- Delamp - that is, simply remove lamps from fixtures in areas that have more lights than needed.
- Turn off computers and copier machines at the end of the day, or when NO ONE IS USING THEM.
- Close windows, instead of turning up thermostats.
- Cover A/C units during the winter months, even a sheet of plastic can provide significant savings.
- Don't turn ON lights when you can do without - like in rest rooms and day-lit rooms.
- Take five minutes at the end of the day and walk through your workplace, you're bound to find a typewriter or computer left on.

Westover's Energy Coordinator:  
John Czuber, 557-3554



## 933rd Civil Engineering Squadron



**PRACTICING THE THREE R'S** -- Civil engineers from the 933rd CES practice the techniques of rapid runway

repair by joining metal plates to cover damaged areas.

# 933rd engineers' motto says it all

Article and photos  
By MSgt. Tom Allocco

The motto of the 933rd CES is "We Get it Done" and the civil engineers have the skills and enthusiasm to live up to the slogan.

Since they were organized in 1985 the welders, plumbers, carpenters, electricians, firefighters and other skilled technicians of the 933rd CES have proved their worth.

Over the years the active duty civil engineers at Griffiss have learned that when they need help the 933rd is available. The work of the 125 civil engineers of Westover's geographically separated unit can be seen around Griffiss, including facilities for the base running track.

During Desert Shield/Storm, the squadron's firefighters under MSgt. Drew Dickenson were activated to support the active duty firefighters at Griffiss.

The civil engineers, under their commander Col. Richard Ryder, have come a long way since they were formed from a group of just a dozen people who shared a few rooms with their active duty counterparts at Griffiss.

"We have successfully deployed overseas for the last four years, during which we've also changed serving CBPOs three times," said MSgt. David Lia, the unit's senior ART who is a

charter member of the original dozen.

Squadron members were first assigned to March AFB, followed by Grissom AFB, before becoming attached to Westover. With Congress now considering moving the active duty 416th Bomb Wing from Griffiss the reservists are watching to see how they will be affected by the final decision which will be made in the fall.

Decisions about the future of Griffiss will have a personal impact on the many reserve members who live in the Central New York cities of Utica and Rome near the base. The squadron also draws members from across New York, including Albany and Rochester.

A Patriot Wing C-5 flew the squadron to Germany in May for two weeks of annual tour training at Bitburg AB and Ramstein AB. It was their second trip to Germany after spending part of the last two summers remodeling housing units at Howard AFB, Panama.

This year the heavy equipment, air conditioning and power specialists were scheduled to work with their active duty counterparts in the shops at Ramstein. Other civil engineers were assigned to remodel airmen's quarters at Bitburg.

The civil engineers are also continuing an ongoing program to cross train squadron members in related skills as part of the

*(continued on next page)*



## 933rd Civil Engineering Squadron

### 933rd CES (from previous page)

Air Force wide merger of similar AFSCs.

The men and women of the squadron already bring to their job a wealth of experience, both as former active duty members of all branches of the service, and in their civilian jobs.

"I've never seen a more hardworking and professional group of people," said their first shirt, MSgt. Patrick Fusillo, a field engineer whose background includes nine years Navy service.

It gives the men and women of the 933rd CES the ability to keep their promise to "Get it Done" wherever and whenever they are called.

### 933rd commander surprised by promotion

For Col. Richard W. Rider, commander of the 933rd Civil Engineering Squadron at Griffiss AFB, pinning on silver eagles in March was an extra special surprise.

When promotions were announced by Col. James P. Czekanski during the "A" UTA in December 1992, Rider, TDY at Westover, noted that his name was not among them. "I didn't really expect to be promoted," he said. "Promotions to colonel are few and far between these days and I figured that if I had made it, Col. Czekanski would know."

Apparently, when Quality Force removed the promotion codes from their computer, Rider's records were not yet fully transferred to Westover ARB from Grissom AFB, Ind. where they had been previously managed.

Two weeks later Rider's wife, Flora, called him at work to tell him that he had received an important looking letter from Denver, Colo. In the middle of reading it to him over the telephone she exclaimed, "Rick -- you made Colonel!"

"No, that's got to be a mistake," said Rider after a brief pause.

One quick call to Westover straightened out the snafu.

## Reservists flooded with community gratitude

When rising flood waters threatened homes near Griffiss AFB, NY, members of the wing's 933 CES rolled up their sleeves and joined the community effort to fill and stack sandbags during their April UTA.

Homeowners along Oneida Lake in central New York had been fighting the flood waters for hours when community officials decided they needed help. They made the call on Saturday afternoon for volunteers as winds whipped lake water which had been rising during one of the wettest springs on record.

Maj. Rock Desilets, squadron chief engineer, and MSgt. Patrick Fusillo, first sergeant, met with base officials and then called for 16 volunteers. Despite having worked all day, the civil engineers came forward to fill sandbags that night. Because the squadron was preparing for an annual tour deployment to Germany, the volunteers knew they had to be back at work on time in the morning.

Captain Anthony Sheeran and TSgt. Sharlene Pawelski issued rubber boots, shovels and sandbags and the team, under the direction of SMSgt. Robert Green, was bused to the site at Sylvan Beach, about 20 miles west of Griffiss. CMSgt. Ralph Clobridge and SSgt. Bill Pope remained at the squadron headquarters to coordinate the effort.

By the time the tired, muddy volunteers got back about 11 p.m. they had earned the gratitude of the community.

"Without the manpower, this never would have happened," said Sylvan Beach volunteer fire captain Larry Dashno who had just finished stacking sandbags around a house.



**FLOOD CONTROL --** Members of the 933rd CES fill sandbags during the community effort to save homes during flooding along the shoreline of Oneida Lake in central New York. The civil engineers also stacked sandbags along retaining walls.

"Some people were moving their furniture upstairs. They were really glad to see the sandbags," he said.

The Red Cross set up tables with coffee and sandwiches for the civil engineers who filled sandbags under a cold drizzle that gradually turned to steady rain.

SSgt. Paul VanLinder, who helped stack bags around homes, remembered one homeowner whose property was saved.

"She couldn't stop thanking us. The water was one inch from the top of a four foot concrete retaining wall. We stacked a couple rows of bags," he said.

"People kept offering us things because they were so grateful. It felt good to help out" said SSgt. Michael Kerwan.

SSgt. Russell Huther who lives near the lake had a personal stake in volunteering for the effort. "My grandmother's kitchen had six inches of water in it and they told her if the water came up any more she would have to move," he said.

During the night about 100 people were forced to leave their homes for higher ground. The numbers would have been higher if it had not been for the volunteers from the 933rd CES.

**MSgt. Tom Allocco**



## EDITORIAL

# Dealing with change

The word I'm hearing is that you are feeling a lot of pressure from the rapid rate of change we are experiencing.

Our challenges in budget cuts, force structure changes, base closures and realignments, resizing, reshaping and new personnel policies are all too familiar to most of you.

We must make these changes quickly and that's forcing us to make some difficult decisions that directly affect many of you.

I wish we could involve you more in these decisions.

Nobody said it would be easy. Each change involves a real and personal cost in people and capabilities. Knowing your commitment to serving this nation, I want you to know I share your concerns and I understand the consequences of these actions.

Fortunately, Congress authorized transition assistance, separation pay and early retirement programs to those of you who are most adversely effected, you're still likely to feel at least some measure of uncertainty about what the future might bring.

I will manage the change in a way that best protects your interests, while preserving the strength and integrity of the Air Force Reserve. The outcome of any efforts should be a more efficient and sharply focused Air Force Reserve that is postured for the future.

I need your continued support and good faith. We have a bright future if we put our best efforts into maintaining combat readiness.

It is a worthy goal.

**By Maj. Gen. John J. Closner  
Commander, Air Force Reserve**

## Gen. McIntosh takes over 14th AF in series of senior officer moves

WASHINGTON -- In a plan designed to "grow more well-rounded senior leaders," Maj. Gen. John J. Closner, chief of Air Force Reserve, today announced a series of senior officer moves.

Maj. Gen. Robert A. McIntosh, currently vice commander, Air Force Reserve, Robins AFB, Ga., will take command of 14th Air Force, Dobbins AFB, Ga.

Maj. Gen. James E. Sherrard III, 4th Air Force commander, McClellan AFB, Calif., replaces McIntosh.

Brig. Gen. Wallace W. Whaley, commander of 14th Air Force, will move to McClellan to replace Sherrard.

The moves will take place July 1.

"Given the unique nature of reserve service, we need to grow our own leaders," explained Closner. "Quality demands well-rounded senior leaders who fully understand the entire breadth and depth of our mission and organization. These moves will serve the Air Force Reserve well as each of these outstanding officers is exposed to a new set of challenges and experiences."

## Briefs

### Selection Board will be convened

Col. Ron Peacock, commander of the 439th Operations Group, will convene a selection board during the July UTA to interview candidates for commanders of the 42nd Aerial Port Squadron at Westover ARB and the 85th APS at Hanscom AFB.

Interested majors and lieutenant colonels (with no less than two years retainability) should forward resumes with a brief cover letter. The letter should include qualifications to command a squadron of more than 200 reservists and which location is desired. Packages should be sent to Col. Bob McMillan, deputy commander for aerial ports, no later than June 15.

### Travel vouchers

All travelers must now submit two copies of lodging and miscellaneous receipts with their settlement voucher. According to James W. Perry, Westover ARB finance officer, duplicate copies are acceptable. Further information is available from Perry at extension 3460.

### Picnic scheduled

A wing picnic will be held for all of Westover reservists and their families on Aug. 7 (Saturday of the A-UTA). Reservists who normally have duty on the B-UTA are encouraged to re-schedule. Food and drink will be free of charge.

### Northeast Air Station in Base Ops building

Westover's Northeast Air Station office is now located in the Base Operations building and is ready for business. Any outside organization wishing to use Westover facilities should contact Lt. Col. Paul Torpey at extension 2177.





## Blue and Gray make reenactor's day

Story and photos  
by Capt. Paul P. Koscak Jr.

MADISON, CONN.-- For Tech. Sgt. Greg Colelli, there's just one way to learn history--live it. That's why the 439th Logistics Support Squadron freight and packaging specialist spends his spare time antique hunting or--better yet--reenacting some era of 19th-century American history.

Colelli played a Confederate soldier--8th Texas Cavalry--at Hammomasset Beach State Park one soggy April weekend. The event, sponsored by the nonprofit Southern Connecticut Civil War Committee, drew hundreds of spectators seeking color, drama and spectacle. They got plenty.

Gruff officers festooned in gold-sashed uniforms bark orders, as drilling regiments huff about in smart formations. There are horse-drawn wagons, hawkers, peddlers and a field hospital. Smoldering wood from scores of campfires lace the salt air with a pungent, sweet odor.

Ladies in colorfully layered hoop skirts, shawls and bonnets attend teas, perform vintage skits and staff soldiers aid societies, upholding the best 19th-century protocol.

Abe Lincoln, tall and lean, sporting his trademark top hat and a ready smile, rides in a wagon seated next to First Lady Mary Todd Lincoln. In the Union camp, the 54th Massachusetts Voluntary Infantry, the first authorized black regiment to serve in the Civil War practices forming tight firing formations. The movie "Glory" depicts the unit's ill-fated assault on Confederate-controlled Fort Wagner in Charleston Harbor.

But the swashbuckling, Lone Star State cavalry is more in line with Colelli's military taste.

"The Texas cavalry was notorious for their lack of discipline," Colelli said of the maverick unit. "I don't have to be involved marching in field. We're shock troops, skirmishers."

Decked in a hodgepodge uniform of civilian pants, Union riding boots, cap and overcoat and brown shirt not yet dyed Confederate gray, Colelli's disheveled image mirrors the reputation of the rough-riding Texans. It also reflects another big problem faced by Confederate units--lack of supplies. Even his belt, leather cap box and pistol holster are Union issue.

Adequate supplies remained a problem throughout the war because of the South's limited number of factories and rail lines.

"They wore what they had," Colelli said of the Rebels, who scavenged uniforms from dead soldiers. "They stripped the bodies."

In fact, the only historical oversight is Colelli's white, canvas field tent.

"They slept under the stars," Colelli said of the cavalry, using ponchos to ward off the rain. "We have women here. The tents are for privacy."

Weapons too were just as scarce.

It wasn't uncommon for Confederate soldiers to use their own knives, shotguns and hunting rifles in battle, Coletti said.

The Ludlow resident maintains a small arsenal of Civil War-era weapons. Most are working Italian-made reproductions, but Colelli's prized piece is an authentic, Springfield-made 1857 Smith and Wesson cartridge pistol.

An amicable but focused history buff,

Coletti becomes animated when spewing tales of battles, tactics and tidbits of Victorian life.

For instance, whenever jackets were removed in the presence of ladies, a vest was required because exposing pant suspenders was considered crass. Worse yet, wearing pants with a front zipper was considered lewd, Colelli said.

But after experiencing the Civil War, what's left for an encore?

Colelli enjoys reliving the primitive frontier life of the 1840s--buckskins, flintlocks and all. He's a member of the Northeast Mountain Men.



**FLASHBACK --** Greg Colelli and his wife, Terri, soak up Civil War camp life while attending the reenactment.



# World War II veteran awarded long overdue medals

Article and photo by SSgt. Christine Mora

Fifty years after his plane exploded, hurling him through the nose of the plane and into the hands of the Nazis, James Dillon finally received recognition.

The World War II veteran was awarded the Purple Heart and the Prisoner of War Medal during retreat ceremonies on the May UTA.

"This is an amazing day," said Dillon. "I was so surprised. I thought any honors I'd receive would be offered at my grave."

The 73-year-old Springfield native harbors no bitter feelings about waiting so many years to receive his awards. He closed the book on his World War II experience long ago.

"The day I saw the American flag run over the (POW) camp ended that chapter for me. This is just the pleasant aftermath."

Dillon's medals were awarded to correct an oversight that probably occurred due to the rapid winding down of World War II. When his daughter Diane, a Springfield attorney, realized this error, she contacted U.S. Representative Richard Neal's office to help give her father his just rewards.

Neal attended the memorial ceremony and told the crowd that there was no one more deserving than his friend "Bud" Dillon.

The former Army Air Corps lieutenant didn't seem to mind not receiving his awards. "There were so many people being discharged in 1945 that I could have been easily overlooked," he said. "I was just happy to be home."

Home was a place Dillon thought he'd never see again. After his plane exploded over Nazi-occupied France, the bombardier parachuted into the hands of the Germans. The only thought racing through his mind at the time was, "Boy, is my



**STANDING PROUD --** James Dillon receives applause and honor after receiving his Purple Heart and POW Medal. Congressman Richard Neal, (left center), attended.

father going to mad." Dillon jokingly explained that "I had given my father a hard time as a young boy and I thought this would take the cake."

Upon landing, he suffered several injuries, including a broken leg, and spent several weeks in a Paris hospital.

"Paris was beautiful," he said with a smile. "I could see all the famous attractions, but I wish I'd seen them as a tourist rather than as a captive."

Dillon was transferred to Stalag Luft III prisoner of war camp

*(continued on page 11)*



By SrA. Mike Lyman

The air war in Germany, dominated by the struggle between the Allied bombers and the Luftwaffe's fighters, has come to the forefront of the war in mid-1943.

The Luftwaffe continues to dominate the skies over Germany both by day and by night. As a result, the round-the-clock Allied bomber offensive, aimed at reduc-

## Reflections: The air war in Europe

ing the Luftwaffe's fighter strength (considered by the Allied High Command to be the key to the success of the invasion of Normandy scheduled for the spring of 1944), smashing Germany's industrial complex and destroying German morale, has achieved minimal success.

Though the RAF's Bomber Command has practiced area-bombing by night since early in the war to avoid the Luftwaffe's potent day defenders, darkness, has in fact, provided the bombers with little protection. Using superior tactics and technology (radar to locate aircraft and beams to locate targets on the ground), the Germans control the night skies. From March 1943 through April 1944, Germany's radar-carrying night fighters and ground defenses account for over 2,800 bombers, nearly forcing Bomber Command to halt the offensive.

However, on the night of July 24, (1943), the British gain the upper hand for a fortnight when 740 bombers attack Hamburg, Germany, using a new radar-jamming device. On the way to the target,

the bombers drop over 92 million bundles of aluminum foil, called Window, which paralyzes the city's air defenses.

Like the night offensive, the American day bomber offensive is nearly forced to halt due to unacceptable losses. Though the B-17 Flying Fortresses and B-24 Liberators bristle with defensive armament, without fighter protection they are no match for the cannon and rocket-armed Focke-Wulf-190 and Messerschmitt-109 fighters sent up against them.

By the late spring of 1944, the ever-increasing number of Allied bombers and long-range fighter escorts entering the battle greatly outnumber the influx of their German counterparts turning the tide against the Luftwaffe by sheer weight of numbers.

Many of the Allied aircrews who took part in the air war in Europe, including thousands of pilots, bombardiers, navigators and aerial gunners, had received training at Westover Field.



## Patriot People

**Name:** Gary Van Wie  
**Rank:** SSgt.  
**Age:** 27  
**Address:** Tolland, Conn.  
**Unit:** 74th AES  
**Position:** Instructor Aeromedical technician  
**Civilian position:** Emergency medical technician  
**Favorite food:** Lobster  
**Years of service:** 8  
**Favorite sport:** Any and all  
**Favorite hobby:** Horseback riding  
**Ideal vacation:** Tropical island for two  
**Best way to relax:** Party  
**Preferred entertainment:** Concerts  
**Favorite celebrity:** Ted Nugent  
**Favorite music:** Rock 'n roll  
**Favorite book:** Red Storm Rising  
**Favorite color:** Blue  
**Favorite car:** '57 Chevy  
**Pet peeve:** People who don't listen  
**Best thing about Westover:** 74th AES  
**Worst thing about Westover:** 50-mile commute



SrA. Mike Lyman

SSgt. Gary Van Wie

## Veteran honored

(continued from page 10)

in Germany for 18 months, where the prisoners were constantly in peril from trigger happy guards, lack of heat, food and clothes. Initially, he was put into solitary confinement, which, he said, was worse than any other prison situation.

Despite the miserable conditions, Dillon explained that the Nazis always treated the Americans with respect. "The Germans really respected the military, and treated us according to our rank," he said.

Late in captivity during the dead of winter of 1944-45, all POW camps near Sagan, Germany, including Stalag III, were evacuated when the Russian Front drew close enough so small arms fire could be heard. During the "Death March" to Stalag VII camp in Moosburg, Germany, prisoners suffered exhaustion, dehydration, hunger, blisters, frostbite, and mass hysteria.

Dillon was liberated from captivity on April 29, 1945 by George S. Patton's Third Army. "That was a very frightening time," he said. "We were afraid that we would be killed by the last stray bullets of the camp guards."

Neither medal is more important than the other, but have a different significance, according to the veteran. "One of them (Purple Heart) means I got over it, and one (POW) that I survived it."

Col. James P. Gallin, 439th Airlift Wing vice commander, spoke at the annual Memorial Day ceremony which also honored deceased members of the 439th.

"The medals we so gratefully present to Mr. Dillon are long overdue, but acts of courage and selfless service to our country endure forever," he said. "We are honored to be in your presence today, and want you to know that your friends at Westover, and indeed the entire nation, regard you as a hero."

## Patriot Praises

### PROMOTIONS:

CMSgt. Pelletier, John H.  
 SMSgt. Fortin, Gilbert E.  
 SMSgt. Gates, Stephen M.  
 SMSgt. Slachta, Steven  
 MSgt. Brames, John H.  
 MSgt. Hogan, Peter M.  
 MSgt. Vesper, Brian M.  
 TSgt. Carrington, Carol B.  
 TSgt. Chalmers, Kirk M.  
 TSgt. Curcio, Joseph L.  
 TSgt. Lefave, Albert J.  
 TSgt. Olshefski, Karen A.  
 TSgt. Perreault, Elaine J.  
 TSgt. Pyne, Aston B.  
 TSgt. Pursell, Dean L.  
 SSgt. Anderson, David L.  
 SSgt. Benson, Brian H.  
 SSgt. Deprosio, Anthony L.  
 SSgt. Gomez, Julio M.  
 SSgt. Greenwood, Jeffrey C.  
 SSgt. Johnson, Scott A.  
 SSgt. Kolis, Michael S.  
 SSgt. Larson, Wesley G.  
 SSgt. McDaniel, Michele D.  
 SSgt. Minor, Henry S.  
 SSgt. O'Brien, Betty Jo  
 SSgt. Pyne, Pauline L.  
 SSgt. Trombley, Anthony J.  
 SSgt. Tupaj, Eric S.  
 SSgt. Turner, Steven A.  
 SSgt. Weiss, Kenneth J.  
 SrA. Alband, Andrew J.  
 SrA. Barr, Steven E.  
 SrA. Bolduc, Jennifer A.

SrA. Chiriboga, Joyce Y.  
 SrA. Mallett, Charmaine M.  
 SrA. Martin, Deirdre L.  
 SrA. Naylor, Anthony  
 SrA. Poirier, Tammy A.  
 SrA. Romvos, George  
 SrA. Smith, Scott M.  
 SrA. Windfield, Michael D.  
 A1C Curving, Jason P.  
 A1C Labelle, Brenda L.  
 A1C Labonte, Rebecca A.  
 A1C McMahon, William J.  
 A1C Pineau, Mark A.  
 A1C Sadakierski, Mark P.  
 A1C Warren, Jeffrey C.  
 A1C Williams, Reginald  
 Amn. Clark, Dean M.  
 Amn. Flores, Merari  
 Amn. Jaczyk, Michael J.  
 Amn. Marotta, Michael J.  
 Amn. Montanez, Joseph W.

### ENLISTMENTS:

SSgt. Buckhout, Leigh W.  
 SSgt. Kell, Connie K.  
 SSgt. Lafleur, Gerald M.  
 SrA. Gazda, Kenneth A.  
 SrA. Goldberg, David G.  
 SrA. Karcz, Robert D.  
 SrA. Zuzula, Todd R.  
 A1C Laina, Jose L.  
 AB Demers, Robin M.  
 AB Gustafson, Lisa A.  
 AB Rondeau, David L.



## TQM Update

# ***PAT evaluating the total quality training process***

By SrA. Mike Lyman

A cross-functional process action team (PAT), has recently been formed to evaluate the overall TQM training process at Westover.

The PAT's formation was in response to the need to incorporate required changes to the curriculum as well as the lack of base-wide utilization of Total Quality Management techniques during this past year.

The biggest problem facing the implementation of TQM is the utilization of the tools and processes, according to Chief of Recruiting CMSgt. Mike Winter, head of the PAT. TQM has fallen through in the formal utilization phase.

While some groups have used it informally, other groups haven't used it at all. In fact, of the 600 people at various levels who went through the training last year, a mere one percent actually went through the formal utilization phase. "Our goal is to have every team or group complete the utilization phase," said Maj. Armand Tourangeau, quality officer.

"We're looking at ways of enhancing the quality curriculum to make the training more effective. For instance, team leaders will be used as primary trainers," Maj. Tourangeau added.

There are three steps already in progress to improve on the implementation of TQM at Westover. First, cascade hours will increase from 24-32 at a minimum, to include an eight-hour formal utilization phase.

## **TQM**

### **Quality course offerings:**

- 1. Cascade seminar**
- 2. Team building workshops (as requested)--includes group self-awareness, resolving conflict, developing mutual agreements and mission statement objectives.**
- 3. Myers/Briggs Type Indicator workshop--evaluates personality types and preferences.**
- 4. Quality Specialist Workshop--specifically designed for quality specialists to review tools and enhance facilitation skills.**
- 5. Confronting Difficult Issues**

**For more information, call Maj. Tourangeau at Ext. 2273.**

Second, four group quality officers are being selected and trained to assist commanders at the group level in implementing quality in their groups.

At present, the group quality officers include: Support Group, Capt. Kevin Riley, Logistics, Capt. Chris Skomars, Medical Group, Lt. Col. Al Davidson and Operations Group, TSgt. George Louvitakis.

Third, base civilians, reservists and ARTs will take on additional duties as

quality specialists. This cadre of quality specialists will be trained to facilitate meetings and serve as a resource to the commanders.

Other PAT members include: Maj. Stephen Gross, Capt. Rosemary Costa, CMSgt. Chris Menard, Ron Ploof, SMSgts. Elaine Bernash, Kathleen Wood, MSgts. Randy Malek, Chris Doyle, George Hoagland, Karen Craig, SrA. James Archambault, Ms. Sue Meehan and Mr. David Michaud.

# **PATRIOT**



Published monthly for Patriots like TSgt. Sharon L. Lausier of West Haven, Conn., and 2,919 members of the 439th AW at Westover ARB, and geographically separated units.

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