

PATRIOT

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D-Day vets thanked for saving the world

by MSgt. Tom Allocco

Fifty years after they helped save the world, a group of men who still carry shrapnel and memories of horror came to Westover to commemorate the D-Day landings on the Normandy beaches.

The survivors of "the longest day" gathered in the Base Theater on June 6 for ceremonies, to honor them, and their fallen comrades who will remain forever at Normandy. Col. James Gallin, vice wing commander, and Congressman Richard Neal spoke for all Americans when they acknowledged a debt that can never be fully paid.

Purple Heart ribbons with multiple

devices, and limbs stiffened by war wounds gave testimony to the price demanded of the men who crossed the beaches and fought through Normandy's hedgerow farmland.

Chaplain (Maj.) Richard Miesel opened the ceremonies by giving thanks for their wellspring of spirit and courage.

The keynote speaker was Northampton author Allison McCrillis Lockwood, a World War II veteran. She said that General Dwight Eisenhower's eyes filled with tears when he saw C-47s filled with 18-year-olds flying to Normandy.

Lockwood also recalled the day she walked into a hospital ward of 21 young men. "Not one had a face. They

were tank corps men."

In the audience were such men as Caziness Boduch of Ludlow, who at 19 waded onto Omaha Beach through neck-deep water. "I was hit by a machine gun on June 8 and while waiting for the medic, hit again by an 88 (artillery round)." He still has a bullet that was stopped by the prayer book and French-phrase book he was carrying in a shirt pocket.

Boduch earned his third Purple Heart when he was hit by artillery fire at St. Lo on July 4.

After 42 operations, he carries shrapnel in his spine and leg. His right hand is scarred and immobile. He could not watch TV coverage of the

(Continued on page 9)



FIGHTER STOCK –

337th Airlift Squadron loadmasters on-load an F-15 fuselage at St. Louis IAP, Mo. The Missouri Air National Guard aircraft was transported to Robins AFB, Ga., by a Westover C-5 crew June 11.
(story, pg. 7)

*(photo by
SSgt. Christine Mora)*

Changes create critical need for ALCE

by Capt. Paul P. Koscak Jr.

While some reserve units are scrambling to fill vacancies, Westover's Airlift Control Flight is taking on more authority and staff.

ALCE units function as mini bases. They can deploy anywhere in the world to support military operations with air transportation. Although Westover's group numbers less than a dozen, some ALCEs contain nearly every Air Force specialty including food service, security police, aerial port, public affairs and civil engineering. Those teams may contain hundreds of airmen, Maj. Tom Mauzaka, Westover's ALCE operations officer says.

"We're the eyes and ears of the Air Mobility Commander," he says.

That means maintaining a sophisticated radio network to track the location of the command's aircraft and cargo. And it means adopting to the changes brought about by a restructured Air Force.

It's all part of Air Mobility Command's Global Reach philosophy.

As a result, ALCE units have become "stage crew managers," directing aircrews to destinations and determining their departure and arrival times. Those jobs were once done by the aircrews, SMSgt. Fred Fraini, ALCE airfield management superintendent says.

Another innovation: KC-135 refueling aircraft are now hauling cargo. Rollers have been added to the

tankers interior for palletized cargo, Fraini says. The changes reflect the command's commitment to efficiency.

The changes are also placing new demands on ALCE units. For instance, tail boom operators must now master cargo configuration. In fact, any military unit needing airlift must be trained. ALCE instructors have taken on that task.

MSGt. Thomas O'Brien, loadmaster superintendent for Westover's ALCE, teaches aircraft configuration to about a dozen interservice organizations located throughout New England who have deployment missions. He also ensures they understand the regulations for shipping equipment and passengers.

"We deny or cancel deployment," O'Brien says, if the ALCE finds violations.

There are 12 reserve ALCEs and there's speculation that active duty units will be consolidated to just two—one for each coast of the United States, Fraini says. If that occurs, reserve ALCEs will be in even greater demand.

Members must work at least 60 mandays each year in addition to their regular reserve requirements, to stay ALCE certified.

Regardless of the changes, ALCE units are still pictured in field conditions setting up facilities along some remote, primitive landing strip. It's an image that persists regardless of the changes. Maybe it's the outlook.

"We enjoy that type of mission," Fraini says.

Open House attracts historic, high tech exhibits

by MSgt. Gordon A. Newell

Westover's Base Hangar will be abuzz with activity during the base's Open House and Airshow Aug. 27 and 28.

The floor of the hangar has been carved into more than two dozen areas

where historical and technical exhibits will be on display.

TSgt. Carol Yarnall who has been working with various exhibitors said the displays are sure to draw plenty of onlookers.

"We have displays of weapons, amateur radio and television, the Gee-

bee racer, World War II uniforms and much, much more," she said.

Other popular displays will include a collection of more than 50 World War I and World War II airplane models, a Gatling Gun reloader, Eddie Rickenbacher's WW I flight suit, a space suit exhibit sponsored by Hamilton Standard, an exhibit by Smith & Wesson, a display of model rockets and a museum dedicated to preserving the memory of personnel who served in the army Air Corps during WW II.

The show's main attraction will be Canada's famed Snowbirds who thrilled huge crowds here during the 1990 open house.

Nearly 100 aircraft will be on display and flying activities will take place throughout the day.

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Public Affairs Specialist

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Editor/NCOIC

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Deputy NCOIC/Media Relations

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Holy Land visit thrills chaplains

by TSgt. Sandi Michon

The varied missions of the 439th AW are considered a high calling by the reservists who fly them. But the mission of two Westover reservists, on a recent trip, was an answer to an even higher calling.

The mission-aries, chaplains Sandy Van Norden and Jim Decker, made a pilgrimage to Israel this year, and said it was like coming home.

Although it was the sixth visit for Lt. Col. Sandy Van Norden and Capt. Jim Decker's first, the trip still generated a sense of awe.

"There is a glory to it [Jerusalem]," Decker said. "It is something special for major religions. There is a real sense of that."

The tour is approximately 750 miles, and spans the region from Tiberius to Jericho. There is ample evidence of the constantly changing political climate. Decker spent time in occupied Syria and described the signs warning of minefields. "All Palestinians are banned from Jerusalem now," Van Norden said, referring to the latest agreement.

There is an obvious military presence, but both chaplains felt very safe. "I had no qualms walking with my wife in the streets at midnight. That's something I would not do at home," Van Norden said.

The chaplains describes Israel, with its cultural diversity, as the crossroads of the world. Decker cited the Church of Pader Nostra with 68 plaques in 68 different languages. "It is fascinating to see how faith crosses all cultures," said Decker.

Van Norden related a different example. When his group of 55 people entered the Church of the Beatitudes, they met United Nations troops from Fiji. "When the service began, the U.N. troops sang for us in their language," he said.

While the trip to Israel was not a military mission, it has direct relevance to both the chaplains' base ministry, and fulltime civilian ministry. Both spoke of how the pilgrimage strengthened their faith and their ability to communicate Biblical concepts.

"It makes Scripture come alive. It is one thing to read, but another thing to see concrete symbols. The imagery comes to life," said Decker, who is also a chaplain at Keene State University, in Keene, N.H.

"Scripture comes alive. Sometimes it confirms your concepts and sometimes it radically changes them," Van Norden said. "It is a faith journey."

Both chaplains said they now use more everyday objects in their sermons because of their Holy Land experiences. "It was exciting to see a real millstone, and relate it to Matthew, chapter 16, in the Bible," Decker said. The story describes people that cause children to stumble being flung into the sea with millstones around their necks. He said the diameter of a millstone was as tall as a man.

Decker toured Israel in April as a pilgrimage retreat sponsored by the Priest Continuing Education Commission of the Diocese of Manchester, N.H.

Van Norden is a tour host with Educational Opportunities of Lakeland, Fla. He is a methodist minister in New York.

The highlight of his latest trip was the presence of his two granddaughters, Johnna, 7, and Rachel, 6. "We feel we have two budding



Courtesy Lt. Col. Sandy Van Norden

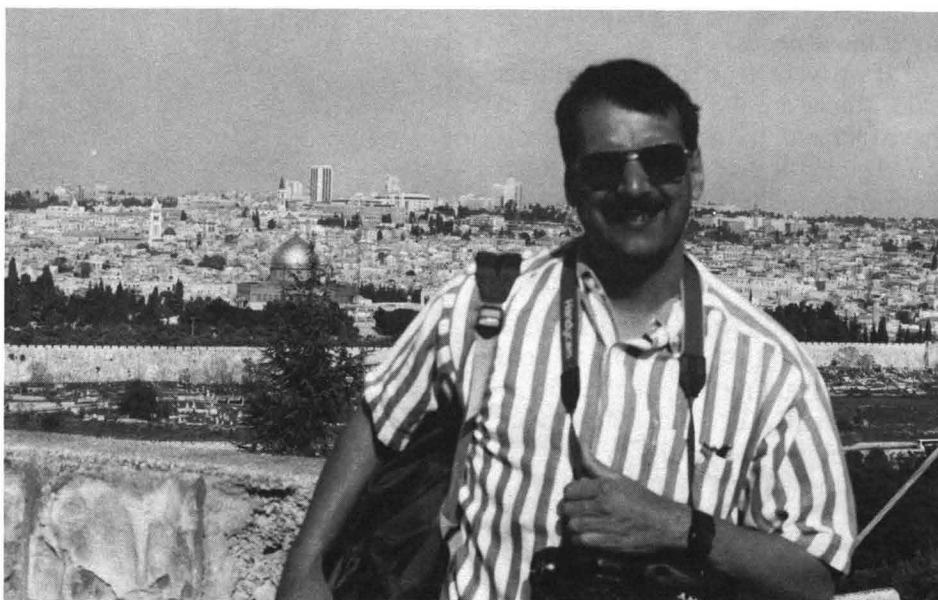
Lt. Col. Sandy Van Norden

archeologists," Van Norden with his wife, Loretta, said.

Van Norden has been to the Jerusalem Institute for Biblical Studies, has stayed on an Israeli kibbutz, and teaches a Bible study course on the Holy Land. But on this trip, he accidentally learned something about cultural dress.

In an attempt to beat the heat, Van Norden was wearing a very colorful Palestinian headdress. The clergyman was slightly embarrassed to learn from the Arab bus driver that each

(Continued on page 10)



Courtesy Capt. Jim Decker

PILGRIMAGE PANORAMA — Chaplain (Capt.) Jim Decker, 439th AW chaplain, poses amid the skyline of Jerusalem.

Crothers sets goals for Services Group; Hamer sees retention as priority for CRS

by SSgt. Peter Hyde

When reservists arrive at Westover for the weekend, Maj. Jackie Crothers wants to be sure they know who takes care of them.

That's a top priority for Crothers, who recently took command of the 439th Services Flight, the group responsible for the creature comforts of the entire wing.

"We mirror what goes on in the active duty community in taking care of people," Crothers said. "We feed them, we house them, we provide recreation and wash their bedding and towels... on base or in the field. We even provide mortuary services. I guess you could say we take care of the alive or dead."

Crothers, who most recently served as executive officer at the 439th EMS, takes over at what she described as a critical moment for her staff.

"We went from 68 slots to 48 in the last year-and-a-half, while our work has nearly doubled," Crothers said. "We are mission critical and we are manning critical at the same time."

All the material needs of the individual reservists, including morale, recreation and welfare, are Crother's concern and she underscores the importance of having a sharp staff to meet those needs.

"If we were to go to war," Crothers said, "these are the folks we want to have on hand. It's an incredibly dedicated group of people. I've seen them perform absolutely amazing feats under the worst conditions possible. They do far more than just provide food service."

Crothers said she is optimistic that her present staff will be able to hold the line on quality despite the cuts.

"I'm really excited about what we're doing," she said. "With these folks, I know I don't have to worry."

For Lt. Col. Diane Hamer, who recently assumed command of the 439th Component Repair Squadron, the top priority is retention. "Retention has got to be number one," she

said. "We're looking for a goal of 100 percent manning and right now we're around 94 percent."

Hamer also took command of a unit in the midst of a mix and match reorganization. In addition to avionics, the 439th CSR also picked up portions of the propulsion and aerospace ground equipment division. CSR grew to 149 slots from 116 before the restructuring.

As she learns the ropes at her new command, Hamer is focusing on keeping her staff ready for mobilization and maintaining high morale.



Maj. Jackie Crothers



SSgt. Vin Blanchard

PROUD EMBLEM -- SrA. Amy Morin, food services specialist, marks off the outlines of the Prime RIBS emblem before completing it in paint at the back of the Westover Dining Hall. SSgt. Gerald Sedlow painted the background of the symbol of unit pride.

Spencer pulls curtain on 42-year career

by MSgt. Tom Allocco

When he retired as first sergeant of the 439th Operations Group Headquarters Section and Operations Support Squadron, MSgt. John Spencer knew he had chosen the right road more than four decades earlier.

During his final days in uniform, he felt like a man standing on top of a hill looking back on a long journey. He counted himself lucky, he said, to have few things he would do differently, and many reasons to feel proud.

"I grew up in Somerville, which everyone from the Boston area calls *slummerville*. When I was a teenager the Korean War was underway and most of the gang felt that we had only two choices, enlist or wait for the draft. That's the kind of neighborhood it was," he said.

"I was one of those who went with the wind, wherever it blew. But then I joined the Air Force, which gave me direction and introduced me to discipline and goals," Spencer said.

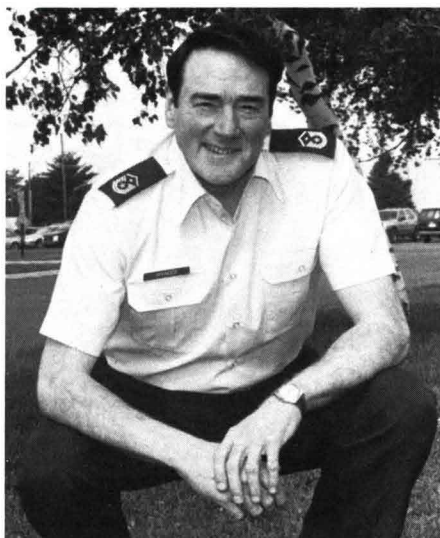
"Everything I am today, everything I've accomplished, I owe to the Air Force," he said.

The first time Spencer hoisted a duffel bag was in July, 1952. Truman was in the White House and U.S. troops were battling along the 38th parallel in Korea.

"It was a highly disciplined Air Force in those days," Spencer recalled. "You addressed everyone in sight as sir. You pulled KP and guard mount up to staff sergeant. You needed a pass to go off base. Your first sergeant could pull your pass and his word was law."

When his tour ended, Spencer had already been accepted for the Massachusetts State Police Academy, but turned it down and reenlisted for six years. He went to Germany and became the first airman first class (now senior airman) postal inspector.

Six months later, his career took another sharp turn when one night he was calling bingo at Ramstein AB. A sergeant from the Armed Forces Radio and TV network liked his voice



MSgt. John W. Spencer - 1994

and offered him an audition which led to a direct reassignment to an announcer's job.

"Frankly, the audition was awful. But I hung in there, I observed, read and learned," he said.

That was Spencer's first step toward a lifetime career in broadcasting. He has since owned and managed radio stations, appeared in national commercial advertising and lent his professional talent as the "Voice of Westover" at public events.

While working in a Westfield, Mass. radio station (now WNNZ) a



Sgt. John W. Spencer - 1953

caller asked about reports of numerous lost airplanes and ships off the southeast coast. Spencer was fascinated. He started to dig.

Out of the research came the book "Limbo of the Lost" which introduced the world to the Bermuda Triangle. Sales were boosted by appearances on national talk shows when the phenomenon fired imaginations.

Spencer sold 2.5 million copies of *Limbo of the Lost* in the U.S. and around the world. He has since authored four more books, including the best selling "Thank You, St. Jude," about the Catholic saint who is known as the patron of desperate causes.

In 1980, at the age of 44, Spencer returned to Air Force public affairs as a Westover reservist. Seven years later he became the 439th AW Headquarters Squadron first sergeant. He is one of a handful of veterans who earned the National Defense Medal for service during the Korean, Vietnam and Gulf wars.

Spencer brought to the first sergeant's job the old school values he had learned on active duty.

"Ask anybody on this base. I have a reputation as a disciplinarian. The world operates on discipline. In 1952 when I got out of line people were around to kick me and enough kicking worked.... You have an obligation as a supervisor. You have got to supervise," he said.

But he remembers how Lt. Fretty helped him so many years ago.

"I try to take what has been given me and pass it on. I'll go to the wall with any of my people if they're being trounced on and they're right. I'll take them to the wall if their attitude is bad and they're wrong," he said.

"A first sergeant listens. People come to us when they're divorcing. Sometimes they just want someone to listen," he said.

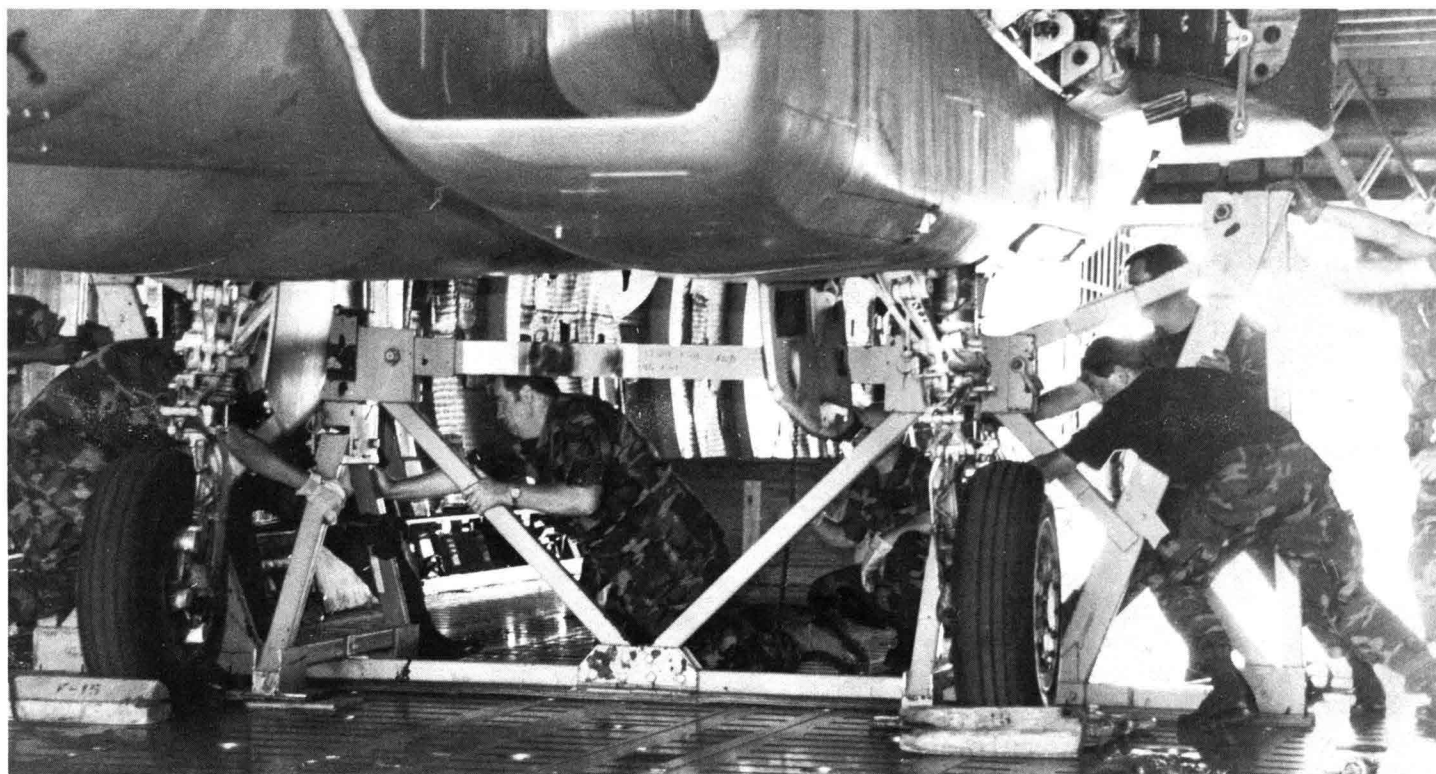
His last days in uniform included time for reflection.

"I'm curious about how I'll feel when I go out that gate for the last time. It was 42 years ago that I came through for the first time," Spencer



IN PLANE VIEW — 58th aerial porters guide the F-15 fuselage onto the Galaxy. The crew used a 40k-loader

and a trailer to ease the fighter, and related equipment, into the front of the C-5.



SO THE CRADLE WON'T ROCK — Aerial porters and loadmasters chain down the cradle used to secure the

fuselage during C-5 flight. The fighter's detached parts were loaded on pallets.

337th hammers out procedure to move F-15 inside Galaxy

Article and photos by SSgt. Christine Mora

If it has to get there overnight, ship it on a C-5, says MSgt. Garth Parker. That includes everything from nuts and bolts to fighter planes.

A 337th Airlift Squadron crew transported a Missouri Air National Guard F-15C to Robins AFB Ga., June 11. The fighter served a dual training purpose as the loadmasters hammered out loading procedures while they transported the F-15 that is slated to be converted into a systems trainer.

When the Galaxy arrived in St. Louis, its dismantled cargo was ready for shipping. It took careful planning and good ol' Yankee ingenuity to on-load and offload the fighter. The wings, tail and nose of the aircraft were removed and palletized. The fuselage, drained of fluids, was wheeled onto the aircraft and bolted to a cradle chained to the floor. The pallets filled with aircraft parts were loaded into the back of the C-5.

The F-15 was transported to Robins AFB to be modified into a simulator, according to CMSgt. Robert Walker, chief of transportation there. "This particular aircraft is too old to be revamped and used again, so we'll use it for training," he said.

Airlifting the fighter wasn't a typical mission but the loadmasters and cargo specialists from the 58th Aerial

Port Squadron were prepared for the challenge. "We actually have a plan to load F-111s, T-38s, and several other types of fighters," Parker, a 337th loadmaster examiner, said. "While this mission wasn't exactly common,

we have done it in the past." Westover's 337th is the only squadron to airlift the F-15, having also hauled the fighter last year from Tyndall AFB.

Why transport a plane inside a plane? Parker explained that in several instances, aircraft airlift is necessary. "For example, if fighters need to be deployed across the globe immediately, it is more practical to airlift them because they can't make the trip without stopping to refuel several times," he said. "It is very effective to transport during contingency operations."

Parker cited Homestead AFB's Hurricane Andrew situation as another example of fighter airlift. "If the aircraft has maintenance problems and has to be removed, we can haul it to a depot or maintenance facility." One disabled F-15 was damaged at Homestead AFB because it wasn't able to be removed quickly enough.

Parker said the results of the mission will be integrated into an ongoing technical plan the 337th is coordinating with Air Mobility Command Standardization and Evaluation personnel.



EASY DOES IT -- Loadmaster SSgt. Jeff Greenwood, and AIC Stephen Winters, SSgt. Roy Willis, and MSgt. Jane Dumont, 58th aerial porters, offload an F-15 wing at Robins AFB, Ga.

Bosses day in September for SG and LGSS

by MSgt. Gordon A. Newell

Employers of Westover Reservists will have the opportunity to visit the base and fly in a unit C-5A during September UTAs.

On Saturday of the 'A' and 'B' UTA, reservists assigned to the 439th Support Group and the 439th Logistics Group are encouraged to invite their bosses to the base.

Reservists are asked to accompany their employer to a brief registration session at the 337th auditorium in the base hangar at 8:30 a.m. After a brief welcome by Col. James P. Czekanski, wing commander, bosses of Support Group members will board a C-5 for an orientation flight that will last approximately two hours.

At the same time, Logistics Group reservists may invite their bosses to their work stations. Reservists are also asked to invite their bosses to lunch, either at the Dining Hall or the Westover Club. These bosses will get a chance to fly at about noon while the first group visits work places. The day's activities for employers will end at 4 p.m.

Return form by August 20.

EMPLOYER APPRECIATION DAY APPLICATION

Employer's full name: _____

Employer's job title: _____

Company name and address: _____

Reservist (name, rank and unit): _____

Reservist's phone numbers:

Day _____ Evening _____ Duty _____

Choice of UTA:

"A" UTA (Sept 10) _____ "B" UTA (Sept 24) _____

Return form to: 439th Airlift Wing, Public Affairs, 100 Lloyd St. East Wing, Suite 103 Westover ARB, Mass., 01022-1825 or fax to (413) 557-2011.

For more information: (413) 557-3500.

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Want to get promoted? Better fill all the squares

by SSgt. Christine Mora

MSgt. Doreen Bronner wants to let everyone know: in order to get promoted, you need to have all your squares filled, and then some.

As changes sweep through the Air Force, many Westover reservists will feel the effects when they try to move up the ladder. Bronner, the 439th's chief of career enhancement, said that because of force reduction, reorganization and attrition, promotion requirements are getting tougher.

"You can't just do your job anymore," she said. "To get promoted now, a reservist has to go above and beyond -- to truly stand out from all the rest."

While enlisted promotions have

increased due to high year tenure, that trend will probably level out in the next few years, the sergeant said. Officers will feel the changes the most. "In the past, 90 percent of officers could expect to be promoted when eligible. In the last two years, the ratio has dropped to 70 percent and it's still decreasing," she said.

Faced with this plight, Bronner suggested that officers take early steps to increase their promotion potential. "People need to start thinking and taking control of their future," she said.

High on the priority list is completion of professional military education. "A reservist -- enlisted or officer -- isn't even eligible if PME is not accomplished," Bronner said. "Squa-

dron Officer School and Air War College usually take a few years to finish so officers should start two to three years ahead of time to make sure it get's done."

Officer Performance Reports are also very important. "It is very crucial that the evaluations emphasize the accomplishments and leadership talents of the individual," she said. Awards and decorations, advanced academic achievement and a proper official photograph also contribute to the successful promotion package, Bronner added.

"Most officers self-initiate their own elimination because they don't make sure these things are done," the sergeant said.

Then and now: 439th veteran relives Normandy

by MSgt. Tom Allocco

A veteran of the 439th Troop Carrier Group who flew C-47 "Goonybirds" in World War II came to Westover to tour the Galaxy in May.

Harry Schamp of Russell, Kan. was a 23-year-old pilot when he dropped the first paratroopers at Sainte Mere Eglise, Normandy, hours before D-Day. He stopped at Westover as the guest of retired CMSgt. Leonard Dube while on his way to the 50th anniversary reunion at Normandy.

"I want to see Sainte Mere Eglise. I want to stand in the town square at 11:15 p.m., June 5 and be hollering," Schamp said.

The heritage of the 439th AW was born in World War II when four squadrons of C-47 aircraft maneuvered with the paratroopers at Pope AFB, N.C.

"Flying the C-47 was as easy as sitting on your davenport. It was easy to maintain, very reliable and you could land on a half-mile runway," Schamp said. He remembers landing on makeshift strips covered with tarpaper during campaigns in France, Holland and Germany.

Of his experiences at Normandy, Schamp remembers the fog and flying through skies crowded with planes. He remembers looking for his drop zone by dead reckoning and seeing burning airplanes on the ground.

The day following the parachute drops, the C-47s towed gliders filled with troops and later carried supplies and evacuated the wounded.

After the breakout from Normandy, he said, "we were



Henry Schamp

chasing General Patton" to shuttle gas and ammunition to the Third Army.

They flew at 500 feet during the day and 700 feet at night. At the Battle of Bastogne they threw overcoats and boots out into the snow for surrounded troops.

"I thought we were doing a good job," Schamp said of the 439th TCG's war record.

D-Day ceremonies *(from page 1)*

D-Day ceremonies because of memories of lost buddies, he said.

Francis Lamoureux of Ludlow was a Pathfinder who jumped first to mark the way for his 508th Parachute Infantry Regiment. He earned two Purple Hearts in Europe.

"Of the 19-man stick, nine landed on the drop zone. We never saw the other 10," he said. His 21-year-old lieutenant was killed two days before a telegram arrived with news of the birth of twin sons.

Richard Martin of Springfield, a 9th-Division man, earned his Purple Heart following three days of fighting after coming across Utah Beach five days after D-Day. "They caught me in a hedgerow," he said.

The D-Day ceremonies "bring back memories of guys who made the supreme sacrifice and the guys who are still suffering," Martin said.

The Westover Honor Guard opened and closed the commemoration.



TRIBUTE TO HEROES -- Veterans and family members bow their heads during the D-Day ceremony invocation on June 6 at the base theater.

Patriot People

Name: Brian Quirk
Rank: MSgt.
Age: 36
Address: Springfield, Mass.
Unit: 439th CF
Position: Communication-computer system specialist
Civilian position: ART
Favorite food: Seafood
Years of service: 18
Favorite sport: Hockey
Favorite hobby: Woodworking/gardening
Ideal vacation: Fishing in Canada
Best way to relax: With family
Preferred entertainment: My three children
Favorite hero: Parents
Favorite music: No preference
Favorite aircraft: P-51 Mustang
Pet peeve: Selective Hearing/less than 100% effort
What I would do if I won \$1 million:
 Pay off immediate family mortgage, trust funds for children's college



TSgt. Sandi Michon

MSgt. Brian Quirk

Holy Land visit

(continued from page 3)

color in the headdress represented each wife the wearer had!

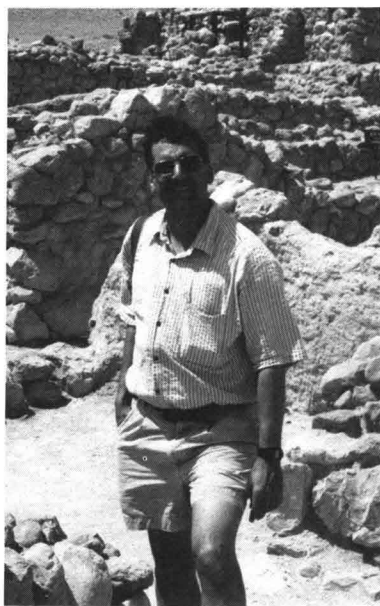
The chaplains compared notes on specific tour sites, and spoke with wonder about the unearthed cities, and the particular locales where Jesus lived and taught.

Van Norden related an incident that increased his faith. He became feverish one day during the tour and retired to his hotel bed. At 2 p.m., his fever broke, and he felt remarkably improved. When his wife returned from the day's schedule, he learned they visited the pool of Bethesda, which is noted Biblically as a site of healing. His wife informed him that they had prayed for him there at exactly 2 p.m.

Chaplain Decker's experiences were less dramatic.

"It was a matter of utmost faith to trust the taxi driver careening up the road to Mt. Tabor," he said. Decker said he needed a lot more time to let the experience of Israel filter through him.

So, while most reservists log thousands of miles, and return home, two Westover reservists logged thousands of miles, and arrived at a place they call home.



Chaplain Decker explores an archeological dig of Quran.

Patriot Praises

REENLISTMENTS

CMSgt Basile, Marguerite R.
 MSgt Beque, Cynthia J.
 MSgt Demko, Nicholas S.
 MSgt DiMartino, Joseph S.
 MSgt Divita, James V.
 MSgt Dutton, Michael C.
 MSgt Fassbender, Thomas F. Jr.
 MSgt Galloway, Thomas F.
 MSgt Giglio, Paul M.
 MSgt Hall, Albert J. Jr.
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 MSgt Letourneau, Ed H. Jr.
 MSgt Patterson, Barbara J.
 MSgt Robert, John F.
 MSgt Sinclair, Robert E.
 MSgt Skowran, Steven
 MSgt White, Nathaniel
 TSgt Archibald, David A.
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 TSgt Goodman, Drene L.
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 TSgt Henry, Richard C. Jr.
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 SSgt Paquette, Richard G.
 SSgt Perkins, Leone D.
 SSgt Sattuck, David M.
 SSgt Schmalenburg, Karen A.
 SSgt Terry, Vernon C.
 SSgt Wright, Michael P.
 Sgt Barone, Mario V.
 Sgt Canfield, Sydney J.
 Sgt Kasuba, Christopher
 Sgt LaFlamme, Scott A.
 Sgt Ocasio, Edwin
 SRA Campbell, Patrick
 SRA Claxton, Eric A.
 SRA Parboo, Goel
 SRA Roberts, Timothy
 A1C Tobin, Chris J.
 Amn Smith, Edward B.

Sarajevo reflections

by Lt. Col. Wayne Petitto

Today finds me in Sarajevo. I got to see all the sights, all the destruction, the concertina wire, burned out hulks, holes. Lots of holes. One such unimpressive crater was in the pavement in the market. The table next to it reserved for fresh flowers placed each day in memory of the dozens of people who suddenly lost their lives one crowded Saturday morning.

The Olympic village and stadium are pulverized into a hazard. They are empty now, low on the unwritten list of priorities. The making of such a list itself holds no priority. Last year Mogadishu, two years before Kuwait, now I ask God here, "Why am I to see all these things first hand?"

I saw pockets of joy, like the people proudly hanging on to the over-packed trolley now running again. A shopkeeper selling a bottle of Sasajevin beer for 9 Deutsche Marks, (\$6 US). Kids playing again... a little. The soccer field where a major game was played recently without trouble. People everywhere walking openly in the streets. People walking, most well-dressed, talking, just living along, day to day.

Bridges and barriers are here and there, the other side holds Serbs and terror. Hatred

follows an accurate sniper's aimless killing. Paradox and irony prevail. CNN's best stay at the Holiday Inn with no water or electricity for \$100 per night. The beer factory has never stopped production even in the worst of fighting. The ancient graveyard stones, gray and black with age, are a mere peninsula in the sea of bright white stones spreading up the hillside. A missing marker leaves a hole in the sidewalk at the very spot where World War I began with the assignation of a monarch.

Overlooking the city is the Halspburg Castle, forbidden high ground. In the valley sits the Volks Wagon factory, capable and idle. The airport is neutral territory, Serbs and Bosnians have shifts to use a major road which happens to cross the runway and follow a taxiway through the airport. Such schedules are ignored yet neutrality is observed. All is tentative, not yet lost.

The men are strong, their pride never put down. The women, most beautiful, walk with dignity. Young people are everywhere carrying on, knowing they will see a better day, maybe soon. Much hope is evident. Much faith returned to me.

EDITOR'S NOTE: Colonel Petitto was formerly assigned to the 439th ALCE. He is currently commander of 459th ALCE at Andrews AFB, Md. While with the 439th, Petitto served in the Persian Gulf, Somalia, and most recently, operated near Sarajevo for his new unit.

Commentary

Briefs

Reservists burial policy revised

WASHINGTON (AFNS) -- Reservists who serve 20 years toward retirement pay, either solely or primarily in a reserve component, can now be buried in one of 114 national cemeteries operated by the federal government.

Congress gave final approval in April to amend the U.S. Code covering burial, and President Clinton signed the bill May 4, Air Force officials said.

Before, only reservists who died while on active duty were allowed to be buried in the cemeteries. Reservists with at least two years of active-duty service, along with their spouses and certain family members, are still entitled to burial and headstones, officials said.

Suggestions pay

Westover's Suggestion Program Awards Committee approved \$7,024 for the use of 12 suggestions.

The amount of the awards were: one each for \$2,724, \$1,350, \$1,000, \$250, \$200, \$150, two for \$100 and six for \$25.

SOS test may shorten course

MAXWELL AFB, Ala. -- More Air Force Reserve and National Guard officers may be able to attend Squadron Officers School if a shorter version of the school passes the test this summer.

The seven-week course has been trimmed to four weeks by having students go to class six days a week instead of five and by adding two hours to each academic day.

Under the current schedule about 30 from each reserve component go in residence each year.

Open House: Aug. 27 - 28

439th recruiters hope to fill 500 Reserve slots

by MSgt. Gordon A. Newell

The 439th Airlift Wing has 10 recruiters but CMSgt. Mike Winter, the wing's senior recruiter, wants to increase that number to 2797.

The 439th currently has about 500 positions to fill and Winter is asking the help of all reservists assigned to the wing.

He said every reservist concerned about tomorrow's force can assist in recruiting.

"As far as I'm concerned, our reservists are our best recruiters," Winter said.

"If they can get out and show the flag and the blue suit and tell the public about the outstanding opportunities the Air Force Reserve offers, that will increase our exposure to the public."

Most of the slots have been created here thanks to recent consolidations at other bases and the misconception that cuts in defense spending have reduced the number of jobs in the Air Force Reserve.

"The Air Force Reserve offers tremendous opportunities," Winter said. "From college credits to world travel to good pay and a pension plan. I

I would like to know more about the opportunities available to me as a member of the Air Force Reserve

Name: _____

Date of birth: _____ Sex: _____

Address: _____ Apt. no. _____

City: _____ State: _____ Zip _____

Telephone: _____

Prior military service date (if any): _____

Grade: _____ Specialty: _____

don't think it can be beat."

On this page is a recruiter referral card that Winter is asking reservists to fill out with the name of potential candidates. The cards may be turned in to any of the recruiting offices listed below. The recruiters will do the rest.

439 AW/RS

Westover ARB, Ma. 01022
(413) 557-3923/2125

USAFR Recruiting Office

1215 Western Ave., University
Plaza

Albany, N.Y. 12203-3317
(518) 438-3077

USAFR Recruiting Office

233 Pearl St.

Hartford, Ct. 06103
(203) 525-5595

USAFR Recruiting Office

Building 1825 Dow St.
Hanscom AFB, Ma. 01731-5000

USAFR Recruiting Office

54 Bridge St.
Ansonia, Ct. 06401
(203) 735-2223

USAFR Recruiting Office

509 Main. St.
Worcester, Ma. 01608
(508) 753-7616

416 MSSQ/PSPISR

592 Market St. Suite 301
Griffiss AFB, N.Y. 13441-4614
(315) 330-2715

PATRIOT



Published monthly for Patriots like TSgt. Craig Richard of Chicopee, Mass., and 2,797 members of the 439th AW at Westover ARB, and geographically separated units.

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