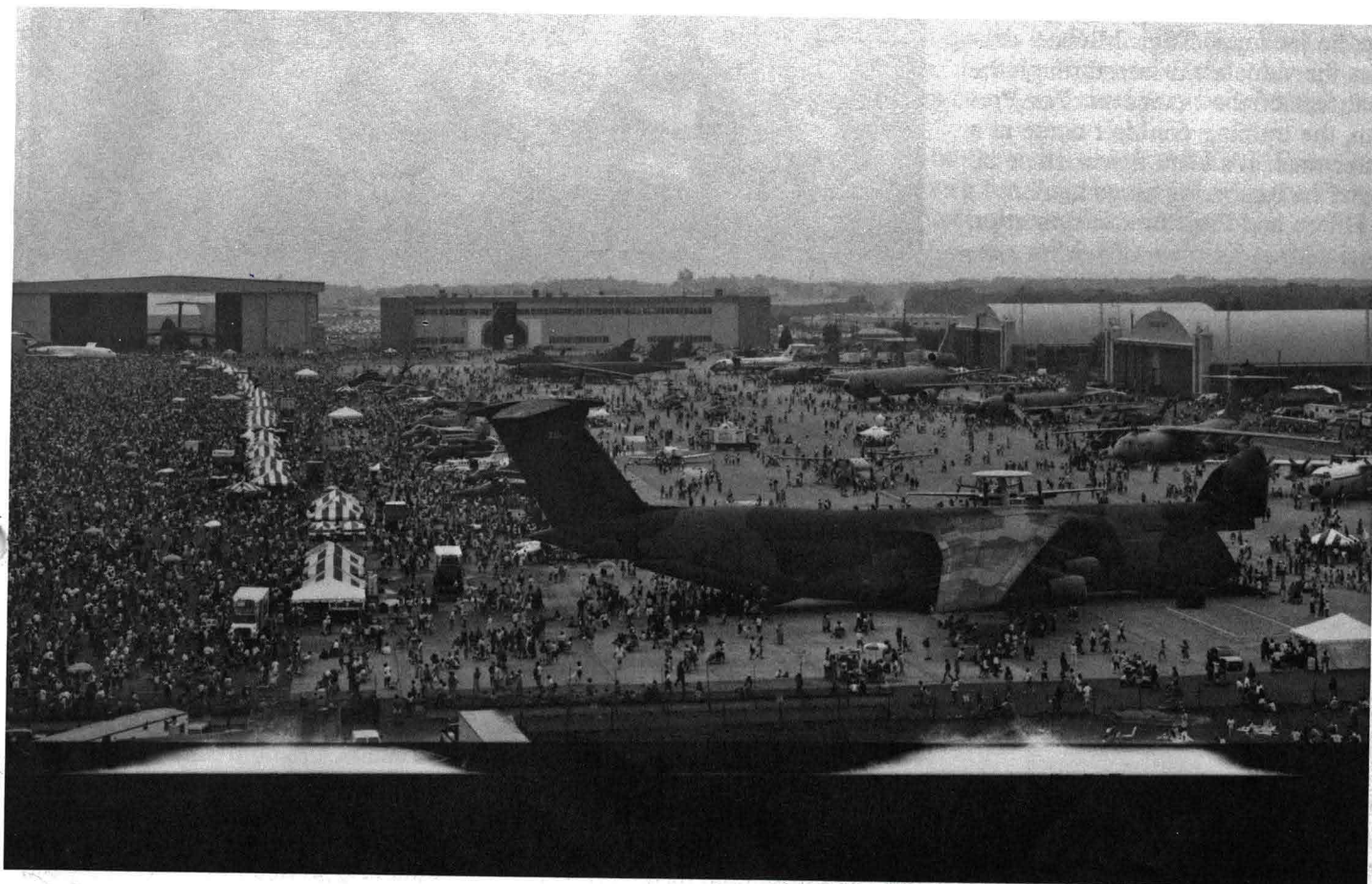


# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

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Navy PH1 John McCarthy

**JAM-PACKED** — Spectators crowd the flightline during Westover's 1994 Great New England Airshow. Nearly a million visitors attended the event which featured more than 100 static displays and non-stop flying.

## Great New England Airshow draws 900,000

by Capt. Paul P. Koscak Jr.

They flew up down and all around. And one, a Marine Corps AV-8 Harrier, even stopped, backed up and took a bow.

Westover's Great New England Air Show once again provided thrills galore and mesmerized a colossal crowd estimated at 900,000 during the two-day aviation extravaganza.

It was one heck of a UTA.

Throughout the entire time, a con-

tinuous stream of spectators poured through base gates. Most drove, others arrived in buses. Those who parked in the distant Dog Patch training area were rewarded with a nostalgic ride to the flightline on a 1950s-vintage train. The unending flow of adventure seekers lugging lawn chairs and lots of sunscreen gave the usually bustling military facility a festive atmosphere.

However, by the time the masses began arriving early Saturday, the

show had already received a stirring kickoff the morning before. About 600 well wishers--dignitaries, area business owners, base employees and the media--attended the Galaxy Council's open-air breakfast in the DC hangar. There, amid white tablecloths, a gleaming ice sculpture and a backdrop of World War II-vintage aircraft, the show's headline act was introduced--the Snowbirds, the precision flying team of Canada's Air

*(continued on page 8)*



# Westover's Tiger still rough and ready

Article and photo  
by Capt. Paul P. Koscak Jr.

Standing on a platform with his eyes riveted on the approaching 40-ton k-loader, TSgt. Jerome Hilton let his hands do the talking. Like a traffic cop, he jockeyed TSgt. Michael Prejean, the vehicle's driver, through the final feet of the maneuver. For Prejean, the training couldn't come at a better time: it's been a year since he drove the lumbering cargo hauler.

Hilton and Prejean, transportation specialists at Kessler AFB, Miss., experienced the touch of the tiger this summer, along with another 285 reserve aerial porters.

Once again, Patriot Tiger, the perennial joint-service transportation exercise, transformed Westover's Dogpatch training area at the end of Runway 6 into a staging area for cargo and passengers. Concluding its sixth year at Westover, the event is the graduate school of aerial port, where for six weeks reservists from throughout the country hone their field skills.

At the same time, Patriot Tiger '94 offered ready transportation support for several actual military missions, including a lift for the Army's 10th Special Forces to Rwanda.

Patriot Tiger gives the craft of moving cargo a different dimension and challenge while providing a total living environment for its participants.



**GENERAL TOUR --** Maj. Gen. Robert McIntosh, 22nd Air Force commander, visits the air terminal operations center at Dogpatch during Patriot Tiger '94.

A roped-off grass field functions as a cargo staging area. There, pallets are weighed and positioned for aircraft loading according to destination. Forklifts, suited for field conditions with big thickly threaded tractor tires, move pallets with ease.

Off to one side in a plywood shack an aircraft control flight and an air terminal operations center direct all the activity. A portable kitchen and showers round out the amenities.

Other touches of realism came from the sky.

A-10s in low-flying raids streaked over the site, raining smoke bombs on the unsuspecting aerial porters. Other times, Army National Guard troops played the role of insurgents, probing defenses and causing general havoc. Blasts from ground charges added to the chaos.

"There's far more realism," TSgt. Victor Rios, chief of disaster preparedness for the 514th Civil Engineering Squadron at McGuire AFB, N.J., said. "They're usually pretty stunned. It gives them a taste of the real thing."

Col. Robert Kirschling, deputy commander for aerial ports and commander of Patriot Tiger '94, said the exercise's focus on realism keeps participants from becoming complacent.

"Even though you're loading airplanes doesn't mean everyone is friendly," he said. "We're trying to keep an awareness that this is a hostile area."

Being combat prepared, Kirschling added, is a priority demanded by the Secretary of the Air Force, regardless of the cost and despite defense cutbacks.

And Westover is providing the solution.

## PATRIOT

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### 439th AW Commander

Col. James P. Czekanski

### Chief of Public Affairs

Gordon A. Newell

### Wing 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. Peter Hyde

SSgt. Christine Mora

SrA. Joseph F. McLean



# McIntosh to command Air Force Reserve

WASHINGTON -- Maj. Gen. Robert A. McIntosh has been nominated by President Clinton to succeed Maj. Gen. John J. Closner as the Chief of Air Force Reserve and commander of AFRES, effective Nov. 1.

McIntosh is currently commander of 22nd Air Force with headquarters at Dobbins ARB, Ga.

He intends to emphasize four areas: force structure, equipment, people and leadership. He believes these are the key challenges facing the Air Force Reserve in coming years and each is equally important.

The general plans to work closely with other Air Staff Officers to continue to develop and promote Reserve missions that are good for the Total Air Force and for America. He said, "We'll have to be aggressive and innovative in the way we maintain readiness and work toward increasing peacetime utilization of all Air Force Reserve forces."

McIntosh says he will continue current Reserve policy to attract and retain the best and brightest people. He believes the Air Force Reserve must improve training and use of reservists to keep pace with ever increasing standards for professionalism and productivity. Family and employer support are also important factors in retraining good people, according to McIntosh, and are among his top priorities.

An experienced pilot and leader, McIntosh has held several command positions, including commander of 10th Air Force at Bergstrom AFB, Texas, and the 442nd Fighter Wing at Richards-Gebaur AFB, Mo. He was AFRES vice-commander before assuming his current command in July 1993.

He has definite thoughts about leadership, explaining that leaders must continue to improve themselves, grow in skill and understanding, and must be accountable to those who work for them as well as those above.

"I also agree with General Closner's assessment of how we should go about growing the next crop of Reserve leaders," he said. "We are a reflection of America; it's time

our leadership reflected the diversity of the population. The human resource development initiative in the Air Force Reserve will make this goal a reality." McIntosh chairs the command's Human Resource Development Council which provides centralized review and oversight of equal opportunities in the Reserve.

He also made it clear he plans to continue the commitment to quality. "A quality initiative is essential to a strong Air Force Reserve," he said. "General Closner's emphasis on quality has been courageous and very beneficial. I plan to follow his lead."

McIntosh will be the ninth chief of the Air Force Reserve and will serve a four-year tour of duty in the Pentagon. The Senate must approve his nomination.



**Maj. Gen. Robert A. McIntosh**

## Commander to serve as Superior Court judge

Lt. Col. Rick Dyer, 439th Mission Support Squadron commander, will be Judge Dyer following the expected approval of his nomination to serve as a Connecticut Superior Court judge.

Connecticut Governor Lowell P. Weicker announced the nomination of Dyer to serve on the bench on Sept. 1. He is expected to begin wearing judge's robes in the fall and to receive legislative confirmation of his eight-year term as Superior

Court judge by Jan. 1.

A graduate of Holy Cross College and the University of Connecticut School of Law, Dyer has been a principal in the Manchester, Conn. law firm of Phelon, Squatrito, Fitzgerald, Dyer and Wood since 1977.

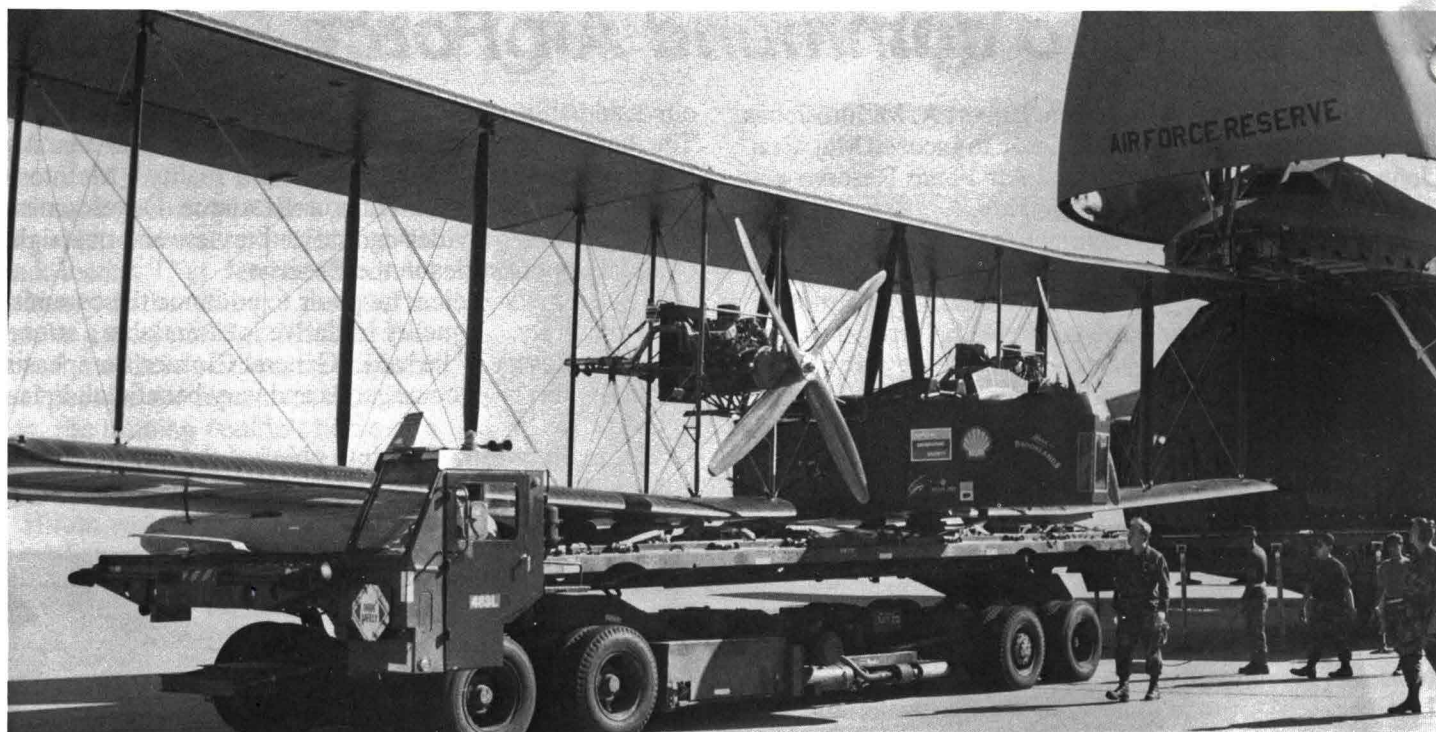
He is a former chairman of the Manchester School Board and is chairman of the Connecticut Juvenile Justice Advisory Committee which administers federal funds for juvenile justice programs.

Dyer served on active duty with the 99th Bomb Wing here after his commission as a distinguished ROTC graduate.

From 1979 to 1993 he served as the 439th AW public affairs officer, including eight months on active duty during Desert Shield/Storm.

Dyer and his wife, the former Kathleen Whalen, reside in Manchester with their two sons, Brian and Michael, and a daughter, Meghan.





**AIR-TO-AIR MISSION --** Aviation, past and present, embrace as the 1919 Vickers Vimy bomber replica is

loaded onto a Westover Galaxy at Travis AFB, Calif. The C-5 provided the ride to Mildenhall, England.

## 439th airlifts historic replica to England

Article and photos  
by TSgt. Sandi Michon

The fabric-covered wooden wings just fit through the huge cargo section of the C-5. Once the 1919 bomber was safely loaded, the hulk of the Galaxy literally embraced its past.

The airlift was a thank you gesture to the twin-engine bomber, whose heroic accomplishments in 1919 paved the future of aviation.

Among other cargo assignments on Aug. 22-25, the 337th Airlift Squadron delivered a replica of the Vickers Vimy bomber from California to England. It was a constant contrast between aviation past and present.

In 1919, two separate Vimy bombers soared into aviation history. In June of that year, two British pilots, John Alcock and Arthur Whitten-Brown crossed the Atlantic in 16 hours. In November, two Australian brothers, Ross and Keith Smith, broke another aviation distance barrier by flying from London to Australia in 27 days. Both flights were contests with

10,000-pound prizes. Early aviation was as much about courage as technology, but these daring pilots ushered in the era of flight.

In the same spirit of adventure, Australian Lang Kidby and American Peter McMillan embarked on Project Vimy 19/94. For the past two years, they and their team of engineers and craftsmen, have been constructing a replica of the Vimy bomber using the exact specifications used 75 years ago. Final assembly will occur in England where the bomber will be exhibited at Brooklands Museum where the original Vickers factory was located.

But it's not just for show. On Sept. 11, Kidby and McMillan are scheduled to leave England to recreate the London to Australia flight accomplished by the Smith brothers. Along the route, the Vimy will land in 17 countries and star in several airshow exhibitions.

A busy future is planned for the antique bomber, so the Vimy team was exuberant as the bomber's accessories were carefully strapped down

inside the C-5 by 337th loadmasters. The 68-foot biplane wingspan easily fit in the cavernous cargo bay, but the height and width left little room to spare. Lang and Kidby were like mother hens as each piece of their precious cargo was loaded. Kidby said the provision of the C-5 airlift brought their dream a significant step closer to reality.

However, impressions can work both ways. During the flight from Dover, Del. to Mildenhall, RAF, England, they took turns visiting the cockpit, awed by its size and complexity. With the past and present together, the mission was a mini airshow. Westover pilots showed off the C-5, and received a nostalgic flying history lesson in turn.

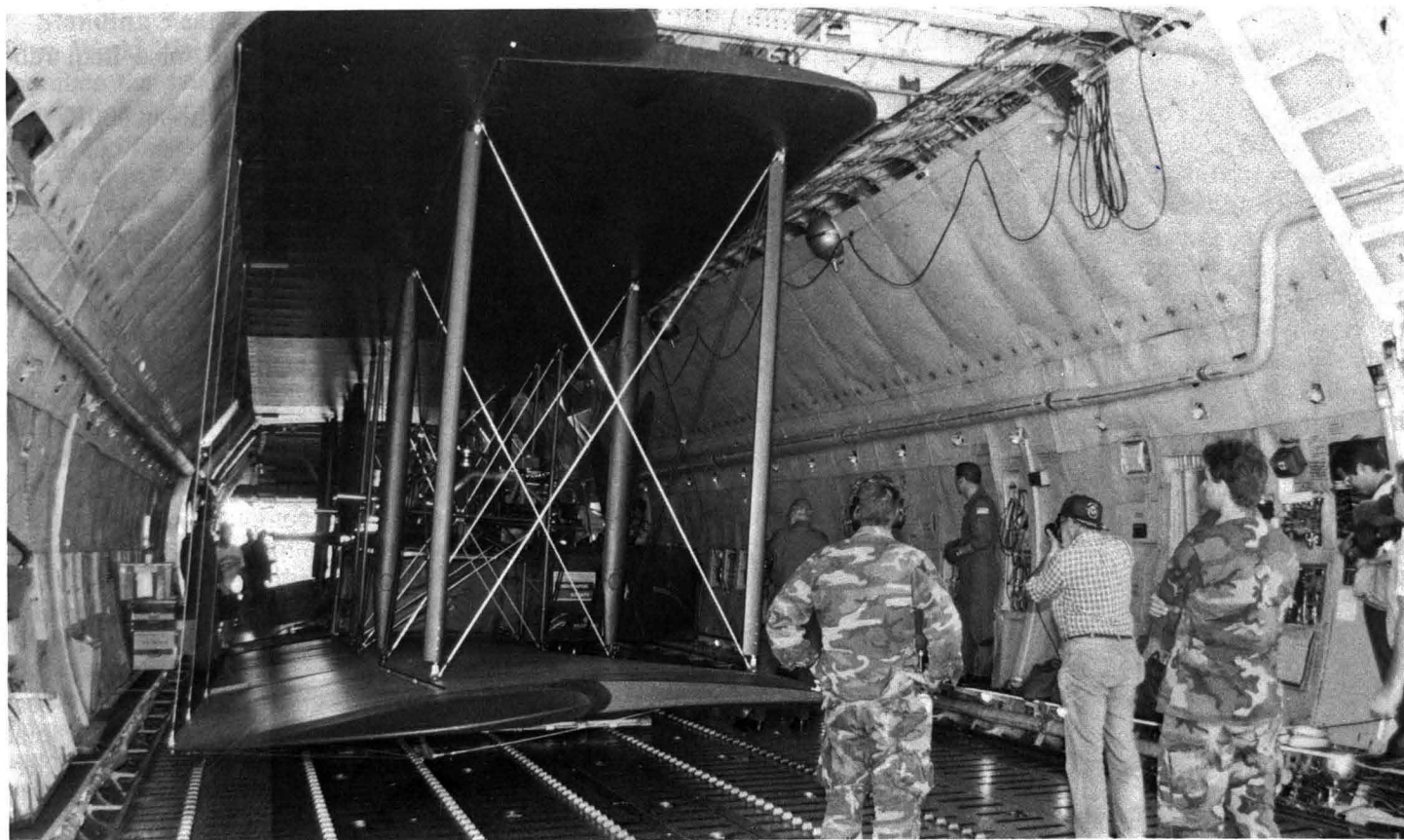
The 10-foot laminated oak propellers stood in stark contrast to the huge C-5 turbofan engines. The twin seat open cockpit was completely dissimilar to the C-5's roomy, pressurized cabin. But, then again, the whole 337th mission was one colossal con-

*(continued on page 12)*





**BOMBERS AWAY! --** Dan Nelson (above) Vimy 19/94 senior fabricator, adjusts the tie-down strap on the bomber wing. At left, the C-5 T-tail dwarfs the tiny Vimy tail section. The bomber (bottom) almost seemed built to fit in the C-5, as it nearly filled the cargo area.







(photo by SSgt. Vin Blanchard)

**REST FOR THE WEARY --** Visitors find some shade and take a break under the wings of the Air Force's

**B-1B Bomber, one of the top attractions at the 1994 Great New England Airshow.**

## German planes draw curious airshow spectators

By MSgt. Tom Allocco

Among the static display of aircraft from World War II to the futuristic Stealth, two jet warplanes bearing black "iron crosses" caught the eyes of every passer-by during the Great New England Airshow. The German Air Force's swept-wing Tornado GR1 and the brawny Phantom F-4F were just as impressive in the air when they demonstrated the power and agility that has made the two warbirds legendary.

Standing in front of the Tornado on static display, weapons officers Hauptmann (Captain) Rainew Storhol and Joe Singl attracted a stream of people curious about the foreign aircraft which sported the black, red and gold German flag and the black cat emblem of 51 Squadron. The Germans were the frequent target of youngsters holding out pens and airshow programs for autographs.

The airshow was a break in training for the aircrews of the two Tornados

and two Phantoms which flew here from Goose Bay, Labrador.

The Germans go to Goose Bay because the European skies are too congested to put their airplanes through their paces, Singl said. His Tornado is designed to be able to fly low and fast. In the Goose Bay area they can swoop down to 100 feet, compared to a minimum altitude of 1,000 feet in Europe.

The Tornado was developed in the 1970s in a joint effort by the air forces of Germany, the United Kingdom, and Italy. It replaced the F-104 in Germany in the 1980s.

In level flight, the Tornado flies from 450 to 560 knots. "It flies well in bad weather and has great accuracy in weapons delivery," Singl said.

Similar in design and mission to the F-111, the Tornado can sweep its wings back for added stability as it flies low and fast.

The Tornado proved itself during the Gulf War when the Royal Air Force flew them on long range mis-

sions to crater and mine Iraqi runways.

The Germans fly about 300 Tornados in six air force and one naval squadron.

The F-4s are older than the Tornado, but have been upgraded over the years to give them punch as air-to-air fighters. About 150 Phantoms are divided into seven German squadrons.

"The Phantom is a great aircraft. It's very reliable, it is old but very trusty," said pilot Hauptmann Hartmut Ditmer. The upgrades include laser inertial navigation and a new digital air data computer in the Phantom.

The Phantom, which was a workhorse flown by the Air Force, Navy, and Marines in Vietnam, is scheduled to be replaced in Germany by the Eurofighter by 2000.

The High performance single seat fly-by-wire Eurofighter is under joint development and production by Germany, the United Kingdom, Italy and Spain.



# Airshow reunites Tuskegee airmen

by SSgt. Peter Hyde

In early days of World War II, Eleanor Roosevelt ignored the objections of her Secret Service detail in Tuskegee, Ala. and insisted on taking a demonstration flight with "Chief" Charles Anderson. Anderson was recognized as one of the top pilots in the newly formed 99th Pursuit Squadron, but the secret service was concerned nonetheless; Anderson was black.

Roosevelt didn't care what color his skin was, but she cared very deeply about the burgeoning need for American pilots after her husband and Congress declared war on the Axis Powers. Her views prevailed, and the Tuskegee Airmen of World War II enjoy an undisputable record of skill and valor in the air.

More than 50 years later, Tuskegee Airmen's Association member Charles T. Cross scanned the skies above Westover for signs of an incoming F-16 piloted by fellow member Air Force Capt. Chris Wright.

Standing near vintage aircraft from World War II, Cross could remember the heady days when he trained as a young fighter pilot but not without a twinge of regret for a career that was idled before it began.

"I got washed out of the program," he said sadly. "I was just called in front of a board one day and they told me my landings weren't too good. Well, I made 116 of them. How many could be so bad?"

Years later, Cross would remember the high percentage of "washouts" and the overwhelming social obstacles placed in his path as a young black man forced to confront the shadows of racism even in wartime.

"I would say the obstacles were greater for us," Cross said. "We knew when we went there that nobody was encouraging us to succeed."

Less than 1 in 12 candidates made the grade in those days and while the toughness of the program yielded a squadron of unparalleled quality, it scrapped the careers of many promis-

ing candidates. But Cross was a determined man.

"I began driving a tractor-trailer tank to fuel training planes for French Air Cadets in South Carolina," Cross said. "That goes to show where our country's priorities were at the time."

From there Cross went on to Richmond Air Force Base where he parlayed his high school German into a job watching over German POWs.

"I took them through role call and found them jobs to do so we could free up soldiers and airmen to do other things," Cross explained. "But at the time, I was living in a segregated area myself. Finally, I realized that I had enough points to get out."

After walking out Westover's gate for the last time as a member of the Armed Forces, Cross immediately landed a job at Uniroyal as a clerk-typist. But his new bosses had other ideas.

"The guy who interviewed me asked if I could start at 11 o'clock that

night," Cross said. "I said sure. When I came to work, they put me out on the factory floor. That's where I stayed."

After 34 years with Uniroyal, Cross opted for early retirement, but soon realized that his productive life had just begun.

"I had my pilot's license and I started doing more things in the community, including tutoring golf for those who were interested," Cross said. "And I realized the need to get black kids involved in aviation."

Cross noted that kids of all races are bombarded with distractions that lead them away from academic challenges and down the path of least resistance, which ultimately becomes the most difficult.

"Kids are hung up on sport and entertainment figures," Cross said. "There's no amount of money that's too great to pay, but there's a great deal of concern about paying much

*(continued on page 14)*



**Charles T. Cross, left, and Capt. Chris Wright.**



## Great New England Airshow offers something for everyone



**AIRSHOW COVERAGE --** Channel 40 (WGBY) cameraman John O'Donoghue films the airshow from a platform on the hangar.

force.

All told, nearly a million visitors marveled at more than 100 static-display aircraft, from nostalgic World War II fighters and bombers to the most sophisticated flying machines on Earth. The sleek B-1B supersonic bomber, the black, almost alien F-117 Stealth Fighter and the looming C-5 Galaxy were the show's biggest attention-grabbers.

And the flying? Dickey demonstrations ensured neck strain became the show's official ailment.

With engines blasting and its nose pitched high, an F-15 Eagle performed a dazzling dance across the runway. An F-16 Tomcat streaked across the deck, then snapped straight up, spinning skyward until it became a gray speck.

Stunt pilot Mike Goulian performed hair-raising snaps, rolls, spins and slides. For a breath-taking moment, he even hovered his red single-engine Staudacher at the top of a vertical climb. With its lift lost, the plane tumbled from the sky like a piece of paper in the wind, taking thousands of fans on a vicarious ride of thrills.

"He must be nuts," an estatic Cathy Duncan of Springfield, squinting skyward from her lawn chair, remarked.

"I couldn't believe it, he nose dives...everything."

Other times, a parade of powerful piston-driven World-War II warplanes circled the base. Their low-pitched drones spiced the air with the din of a bygone era.

Yet the show wasn't all outdoors or all aircraft.

Re-enactors in World War II uniforms set up military displays of weapons and era paraphernalia, com-

*Continued from front page*

**Photos by  
TSgt. Sandi Michon**

plete with halftracks and tanks. The Base Hangar featured an eclectic mix of history and technology. Displays ran the gauntlet: from a Marine Corps Tow missile launcher to the flight suit of World War I ace, Capt. Eddie Rick-enbacker to a space toilet manufactured by Hamilton Standard. Military recruiters were in abundance.

Christine Laroche of East Longmeadow was impressed with all the logistics.

"It's very organized and clean and there's plenty of parking," she said. "Everyone has been so helpful."

For an ebullient Mike Maselli, army veteran from Athol, the show was a first-time experience.

"Amazing, just amazing," he said, shaking his head after watching the Harrier perform its vertical takeoff.

Airshow director Col. James P. Gallin was just as pleased. He called the show "the smoothest I've seen in years."

"It was a great opportunity to bring the image we have as professionals to those in the area," Gallin said. "That comes across loud and clear."



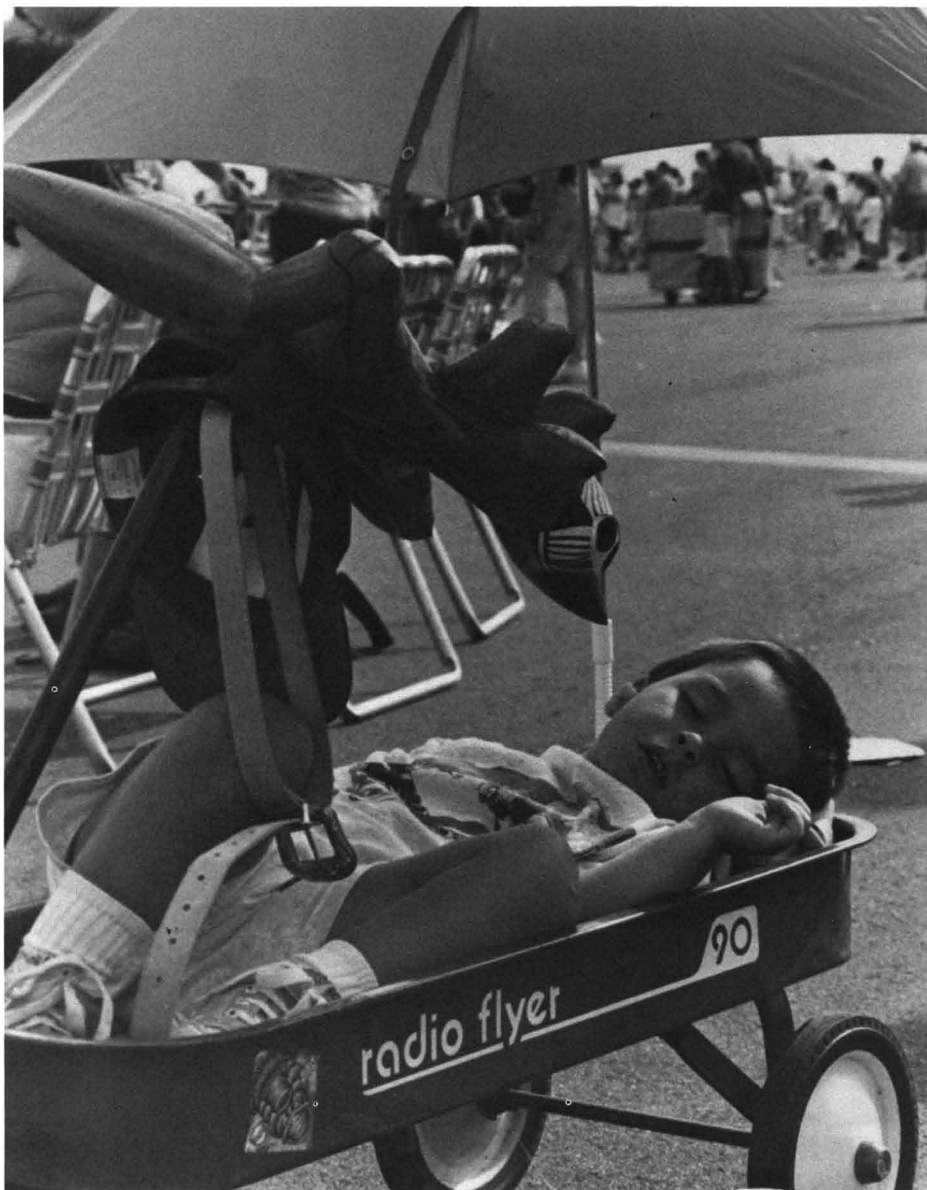
**ON A ROLL --** The Canadian Snowbird CT-114 Tutors head out to the runway to prepare for takeoff.





**AIRSHOW TAKES** -- The airshow and the C-47 as seen from the WWII PBY during the Warbirds' flyby. At lower left, youngsters and adults alike beat the heat

with a refreshing shower available on the flightline. It was an exciting day, but some, like Scott Donoghue, 4, from Everett, Mass. just 'plane' ran out of gas.





# Golden Knights thrill media, crowds

Article and photo  
by Capt. Paul P. Koscak Jr.

With reporters and a television crew coming along for the wild ride, SSgt. Karen Berling carefully covered motion sickness during her safety briefing. Then she handed out envelopes containing plastic bags.

"Don't worry if you fill it up," she told the skittish passengers with a

sheepish grin. "If you fill it up we'll give you another."

Berling and the other Golden Knights are always prepared.

While the journalists fidgeted with seat belts, secured loose items and adjusted their equipment, the Army's parachute demonstration team stood in a tight circle outside their two-engine Fokker. They jumped through an imaginary door, then moved along

the concrete in circles and arcs, simulating free-fall formations.

Then, shouts of "one, two, three, four..." punctuated the air, signaling the opening of parachutes. The knights call the pantomime their "dirt dive."

Just before boarding the aircraft, the team huddles for their motivating cheer:

*"Out of the gold, into the black, once you're there, you'll never come back. Gold team!"*

But runway theater has its limits. Soon the Army's best would be hitching a two-and-a-half-mile ride with gravity, enthraling thousands with their aerial choreography along the way.

With red smoke trails tracing their plunge, the knights perform at least four maneuvers during their one-minute free fall. They include a baton pass, the trademark diamond formation and a double free fall--that's when a jumper opens his parachute, releases it, free falls again and then deploys the back-up parachute.

Berling will be the first to jump. The team waits for her to land before they exit the plane so she can act as the show's emcee.

Each Knight averages a three-year hitch on the team, spending about 200 days each year away from home.

The team usually travels on Friday and performs on the weekend. They return home to Fort Bragg, N.C. on Monday and train on Tuesday. Wednesday is their only day off. Talk about a hectic week.

"We perform throughout the year," team leader Sgt. 1st Class Gary Winkler, who has 4,300 jumps under his belt, said.

Competition to make the team is stiff.

"Of at least 500 airborne soldiers who apply each year, only about a dozen are selected," Maj. Mike Smith, 34, the team's executive officer, said. Applicants must have already performed a minimum of 150 free falls, Smith said.



**HEAVE HO --** U.S. Army SSgt. Karen Berling, a member of the Golden Knights, prepares to jump over the crowds at Westover.





**PAIN MEDICINE** – Four members of the Army's Golden Knights precision parachute team present an autographed group jump poster to nine-year-old Anthony

Pieras during the airshow weekend. The Knights, from left, are: SSgt. Jamie Cayada, SSgt. Karen Berling and Sgt. Steve Baker.

## *Golden Knights jump into the heart of a nine-year-old*

Article and photo  
by TSgt. Sandi Michon

As goodwill ambassadors of the skies, some members of the Army's Golden Knights precision parachute team spread some cheer to a nine-year-old admirer confined to Baystate Medical Center.

Blonde and bespeckled, Anthony Pieras' blue eyes were wide as saucers when four skydivers dressed in black and gold gathered around his hospital bed at Baystate Medical Center.

Just two days earlier, Anthony had four toes severed on his left foot as a result of a lawnmower accident.

An aviation enthusiast, Anthony was extremely disappointed that he would miss Westover's biennial airshow. His mom, Jackie Gajewski, a Union News writer, asked the surgeons if her son could attend the airshow for even a few hours. When told that the risk of infection was too great,

Gajewski contacted Westover to see if anything could be done to lift Anthony's spirits.

When approached by base officials, the Golden Knights immediately fit Anthony into their already busy airshow schedule. "We love to do this type of thing. It's all part of our job," said Golden Knight SSgt. Jamie Cayada.

Once in the hospital room, Cayada, SSgt. Karen Berling, Sgt. Steve Baker and Maj. Mike Smith chatted with Anthony. They talked about skydiving, electronic games, dogs and school. Anthony's smile never faded as the Knights shared comical stories from their own hospital experiences.

They presented Anthony with an autographed group jump poster and a special Golden Knights coin. According to tradition, when the coin is presented to any Golden Knight, they must produce their own coin, or buy the presenter a refreshment. They told

Anthony to look for them at the next airshow, and to be sure to have his coin with him.

Anthony planned to watch airshow coverage on television that evening. "Watch for the guy landing back by the trees. That's me," said Cayada with a sheepish grin.

Anthony's mood was much lighter by the end of the visit. Before the Golden Knights left, Anthony took off his glasses and charmed them as he slapped his hands to his cheeks and screamed an impression of Macaulay Culkin in "Home Alone."

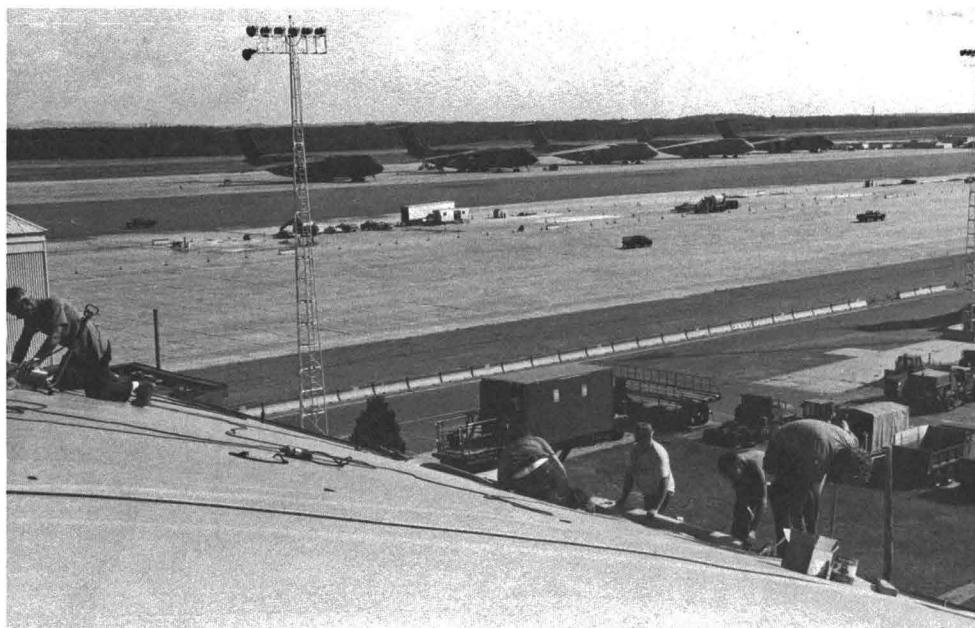
Walking the Knights to the elevator, Anthony's mom was profuse in her gratitude. "I can't believe you came. Thank you. Thank you so much!"

Although he never set foot on the base, Anthony will never forget the Great New England Airshow of 1994.



**WORK WITH A VIEW --** Roofers from Rockwell Roofing give Hangar 3 a new top. The Leominster-based company is one of dozens of vendors involved in the base's massive \$50 million renovation.

*(photo by Capt. Paul Koscak Jr.)*



## 439th airlifts replica

*(continued from page 4)*

trast.

As the C-5 sped down an asphalt runway for a graceful, powerful take-off, it was very different from the difficulties encountered by the Smith brothers on their historic flight. In a 1921 National Geographic magazine which chronicled the flight from start to finish, the pilots of yesteryear en-

countered knee-deep mud in dirt aerodromes, zero visibility, severe weather conditions, and even a rushing bull during one takeoff.

While the C-5 is noted for its cargo-carrying capacity, the Vimy pilots left with only their toothbrushes, to save space for desperately needed spare parts.

National Geographic, a sponsor of the Vimy 19/94 event, had a photographer on board to capture the event.

National Geographic is planning a television special, a book and a magazine article as a follow-up to their original Vimy coverage in 1921.

As C-5 refueling took place for the trip to England, the original article explained that in 1919, refueling took place one gallon can at a time, and the fuel had to be strained as it poured into the tank. A ton of fuel was loaded at each stop by the two Smith brothers and their mechanics.

Two 439th AGS mechanics, SSgt. Mike Vogt, and SrA. Todd Zuzulu, could identify with Smith's mechanics as they waited for three hours for a C-5 tire, after a grueling flight from California to England.

The four-day flight left the Vimy team at the runway of their dream to recreate aviation history, and left the Westover crew proud but tired from another set of typically long work days.

The aviation history lesson ended on Aug. 25. The original Vimy travelled 11,000 miles in 27 days. As it taxied into Westover, the Galaxy logged 11,200 miles in just less than 27 hours in the air.

While progress is impressive, one thing remains constant - the courage and untiring determination of aviators who dream to fly.

For them - the sky's the limit - or is it?



**SPECIAL DELIVERY --** The Vickers Vimy bomber replica is offloaded at Mildenhall RAF, England - safely delivered from California by the 337th AS in August.



## Red Devils create double excitement for free fall fans

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

Pvt. Charlie Hartigan of the British army's Red Devil precision parachute team stood inside the cargo bay of a Rhode Island Air National Guard C-130.

The red-suited team huddled around as Hartigan, the team leader, gave last-minute instructions to the jumpers.

"There's a bit of a push out there," he shouted, as each engine of the Hercules came to life. "Definitely."

It was the Devil's first Westover performance and Hartigan wanted it to go smoothly.

The counterparts of America's Golden Knights, Britain's Red Devils are household names at European air shows. In fact, they even train with the Knights, exchanging ideas and techniques, said Capt. Terry Carroll, 45, the group's senior member and a Falkland War veteran.

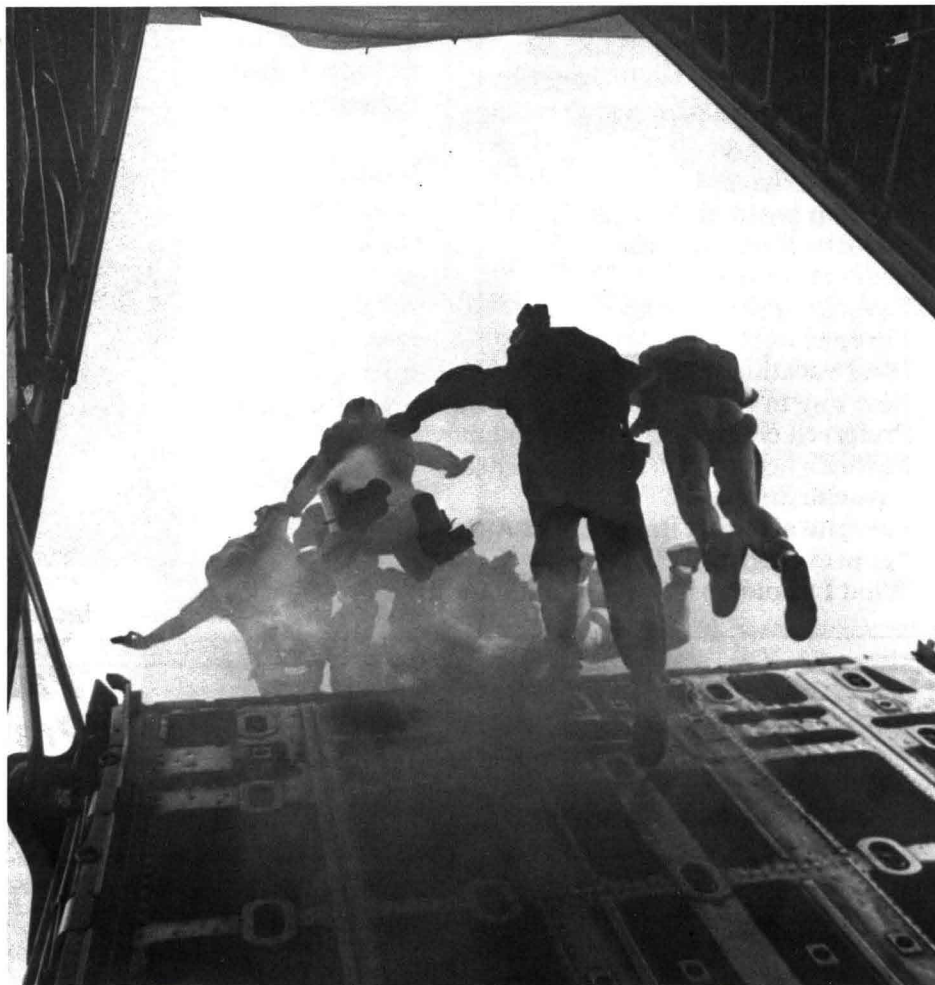
Not surprisingly, the teams have much in common. The average tour for Red Devil members is about three years, they must have free fall experience to apply for the team and they exist to promote the British army.

The differences are in demeanor.

Where the Golden Knights project a more formal image, the Red Devils can be less predictable. Some of the jumpers carried personal cameras and took pictures of each other throughout the flight, right up to jump time.

Now at altitude, the team huddled again--this time on the lip of the extended cargo ramp. Hartigan leaned over the edge, looking for his landmark--the Base Hangar. At 12,000 feet, it's just a speck of a target.

Seconds before it approaches, team members set off the smoke bombs attached to their feet. Like a human rocket, billows of orange engulf the huddle. Hartigan signals. The team reacts with a single leap into the sky. Their departure resembles the release of an expended booster rocket, a smoking circle majestically moving away from the mother ship.



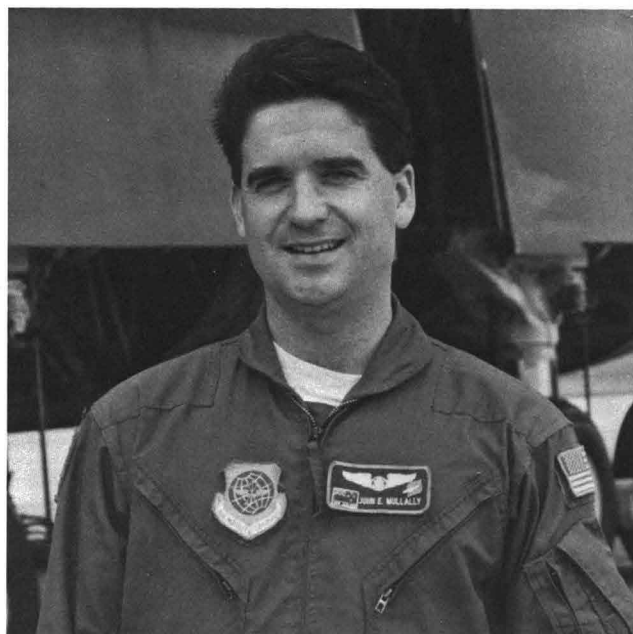
**HUMAN ROCKETS** -- With smoke bombs attached to their feet, the British Red Devils parachute team dive from their C-130 (above). The team was a fan favorite and entertained many spectators on the ground as well as in the air (below).





## Patriot People

**Name:** John E. Mullally  
**Rank:** TSgt.  
**Age:** 27  
**Address:** Hyde Park, Mass.  
**Unit:** 337th AS  
**Position:** Student  
**Civilian position:** Student  
**Favorite food:** Mexican  
**Years of service:** 9  
**Favorite sport:** Soccer  
**Favorite hobby:** Sking  
**Ideal vacation:** Skiing vacation at Vail  
**Best way to relax:** Pool at Boston Billiards  
**Preferred entertainment:** A good movie  
**Favorite hero:** 337th AS engineer scheduler  
**Favorite music:** U2  
**Favorite aircraft:** Broke C-5 in Australia  
**Pet peeve:** 1615 at Hickam  
**What I would do if I won \$1 million:** Buy a job in the airline



TSgt. Sandi Michon

TSgt. John E. Mullally

## Tuskegee Airmen

(continued from page 3)

less if it's for education. If it's anything that requires scientific or easy technical training, kids want to avoid it. Everybody wants the easy route."

As a member of the Tom Deyampert Chapter of the Negro Airmen's International Inc., Cross realized that the key to getting kids back to the books lies in a career field just as challenging and just as interesting as entertainment. The organization works to train blacks to "participate and advance in various types of employment within the field of aviation." "I wanted to use aviation as a hook," Cross explained. "I wanted to fascinate them with flying and using other things related to aviation to get them started with math. If I'm able to get them started with math, that's the beginning."

As an example, Cross explained his foolproof method of multiplying numbers quickly without aid of a calculator or even a sheet of scratch paper.

"Multiplying large numbers is easier than you think," he said, demonstrating some mental aerobics. "If you make kids aware that they have talents they were never aware they

### PROMOTIONS

SMSgt. Lobianco, Frank Jr.  
 MSgt. Conigliaro, Charles J.  
 MSgt. Fiamma, Benedict B. Jr.  
 TSgt. Herbert, Kenneth R.  
 TSgt. Lepsch, Stephanie D.  
 SSgt. Butler, John W. Jr.  
 SSgt. Collins, James P.  
 SSgt. Denomy, Brian J.  
 SSgt. Dibrindisi, Eric P.  
 SSgt. Dunn, Michael T.  
 SSgt. Durand, Donald G.  
 SSgt. Garneau, Kevin P.  
 SSgt. Gillespie, William J.  
 SSgt. Godley, David S.  
 SSgt. Kibe, Daniel E.  
 SSgt. Kroll, Gerald Nmn  
 SSgt. Mackey, Andrew J.  
 SSgt. Marquis, Richard F. Jr.  
 SSgt. Olivares, Jess J.  
 SSgt. Sala, David C.  
 SSgt. Skora, Mark P.  
 SSgt. Smith, Matthew W.  
 SRA. Beyer, John W.

## Patriot Praises

SrA. Bourk, Deborah L.  
 SrA. Ciarcia, Brian M.  
 SrA. Erhardt, Carl L.  
 SrA. Heath, Marlene D.  
 SrA. Manning, Patricia M.  
 SrA. Mencia, Jose E.  
 SrA. Mercado, Miguel A.  
 SrA. Palmer, Arthur L.  
 SrA. Pandolfi, Christopher  
 SrA. Reilly, Mark W.  
 A1C Conti, Gerald P.  
 A1C Walters, Kimberlee A.  
 Amn. Ciastko, Jason A.  
 Amn. Strambler, Anthony W.

### ENLISTMENTS

SSgt. Aickelin, Ronald A.  
 SSgt. Brooks, Conchita L.

SSgt. Brooks, Walter F.  
 SSgt. Dyson, John W. Jr.  
 SSgt. Grant, Richard J.  
 SSgt. Gorecki, Susan M.  
 SSgt. Johnson, Richard H.  
 SSgt. Lyons, William P.  
 SSgt. Roy, Michael T.  
 Sra. Cooney, Jason D.  
 Sra. Cunningham, David A.  
 Sra. Hoagland, Michael  
 Sra. Mantikoski, Paul D.  
 Sra. St. Pierre Denise L.  
 A1C Babineau, David C.  
 A1C Dybski, David D.  
 A1C Hough, Rowdy W.  
 A1C Saurino, Catherine H.  
 A1C Shank, Jeffery M.  
 A1C Wilson, Eric M.  
 AB Cipolla, Richard  
 AB Daly, Robert W. Jr.  
 AB Dionne, Theresa B.  
 AB Ferri, Nicholas A.  
 AB Perez, Mary C.  
 AB Rose, Christopher M.  
 AB Sagendorf, Scott J.

had, it awakens them to their other talents."

As he finished his explanation, an F-16 from the 125th Flight Group in Jacksonville, Fla. cleared the horizon and made a flawless touchdown. Cross rose with anticipation and hurried out to greet Capt. Wright who shook his hand heartily after jumping down from the cockpit.

As he recovered, Capt. Wright paused to think about the Negro Airmen's International and what the organization means to kids.

"The work these guys do is critical," Wright said. "I consider aviation to be a high-tech, high-skill career field and that doesn't mean that you have to be an airline pilot or a fighter pilot to be a success. There are any number of different careers in aviation. What you do have to have is an education."

But it helps to have someone to turn to in the beginning and Cross realizes that his experience and those of others in his generation are a storehouse of knowledge.



## A slide show of history

I am a privileged character.

I was treated, during two weeks Reserve duty, to a slice of history that no textbook could capture in such depth and diversity. I was left with a sense of awe, respect and gratitude as I cataloged the mental slide show of events.

My first image brought me back to the WWI era as we unloaded a magnificent replica of a 1918 Vickers Vimy bomber with majestic oak-laminated propellers. (see article on page 4) Once the antique bomber was safely in the C-5, we delivered it to England where the Vimy is scheduled to recreate the historic 1919 flight from London to Australia which ushered in a new age in aviation. In the comfort of the pressurized C-5 flight deck, I interviewed the Vimy project crew and read the 1921 National Geographic magazine which chronicled the original flight.

I now saw the Vimy through the snow-covered goggles of the Australian-born Smith brothers, their bodies numb with frigid cold as they pursued their aviation dream.

Then the Great New England Airshow of 1994 presented rapid-fire vignettes of aviation past and present. Hundreds of thousands of enthusiasts flocked to Westover, creating a mosaic of people and planes representing a window of history.

### *Commentary*

As I photographed the airshow, I observed hundreds of older people savoring a bit of their own past. I talked with several of them and was treated to their recollections of wars gone by. They are like living history books as they remember, with pride, the people, places and events that fill their military resumes. Wrinkles, gray hair and a slower gait show their age, but it only intensified my gratitude for their years serving our country.

My next image was from the air over the airshow -- in a WWII PBVY flanked by two C-47s. I could almost hear the hushed whispers of a past PBVY crew when they spotted the Japanese fleet that precipitated the battle of Midway. As I crouched behind the guns and set my camera sights on the airshow below, I wondered how many men had sat in that same gunner blister and set their sights on enemy targets instead.

Two days after the airshow, the slide show slowed to images of the present. As I escorted a small group on a C-5 tour, they were very impressed with the advanced technology and the diverse mission of the Westover Galaxy.

As the curtain fell on the last duty day, I was on the phone with a Public Affairs associate calling from Guantanamo Bay, Cuba, where our C-5 was delivering supplies.

A brief look back over two weeks amazed me with the historical highlights of nearly a century. I felt a debt to those who served before me, and a camaraderie with those who carry on the tradition.

Like I said, I'm a privileged character.

TSgt. Sandi Michon  
Public Affairs Technician

## Briefs

### College fair

Westover reservists and civilians will learn about educational opportunities during a Westover College Fair in the Galaxy Room of the Westover Club from 12:30 to 3 p.m. Saturday, Nov. 5.

Also available will be Department of Veteran Affairs, and education and training representatives who will answer questions about the GI Bill and Community College of the Air Force.

For more information call Capt. Thomas Schweheimer at Ext. 3440 on UTAs or MSgt. Kristine Seney at Ext. 2042 during the week.

### Airshow video

The Springfield-based public television station, WGBY, Channel 57 produced a video of the 1994 Great New England Airshow documenting the flying events and ground exhibitions presented at the show.

The station also produced a video about the 1992 Great New England Airshow featuring Italy's Frece Tricolori, the Six of Diamonds and other top acts.

Both VHS video tapes can be purchased by mail order to WGBY/57 - Air Show Tapes, 44 Hampden St. Springfield, Mass., 01103-1286. For more information call (413)781-2801.

### Suggestion awards

The Suggestion Awards Committee approved a total amount of \$575 for the implementation of five suggestions. There was one award of \$200, three of \$100 and one of \$75.

None of the suggestors were guaranteed a "cash refund on their ideas," they took a chance and it paid off for them.

Those interested in submitting ideas should fill out an Air Force Form 1000, and send it to Civilian Personnel, 439 SUG/DPCE. For more information, call Susanne Schmidt at Ext. 2355.



# Archambeau wins top medical honors

by MSgt. Tom Allocco

The efforts of SMSgt. William Archambeau to prepare the Westover Clinic for mobilization have been recognized as the best in the Air Force Reserve.

Archambeau earned the AFRES Outstanding Medical Readiness NCO award for his contributions to a medical readiness training program which is a model for other active duty and reserve units. He will accept the award at a medical readiness symposium in San Antonio in October.

Capt. Robert Sousa, Clinic administrator, earned an honorable mention as an outstanding medical readiness officer.

Archambeau and Sousa have worked together for four years to develop the Clinic's training program which exceeds Air Force minimum requirements. Together they have developed management and training programs and conducted classes for the myriad skills necessary in a mobilization. They are encompassed in a series of lesson plans in diverse areas from mass casualty and NBC expertise to knowledge of the medical aspects of the Geneva Convention.

"The results of the Clinic's inspections show that the training is more than pencil whipping. It involves constantly updating lesson plans so people have the information they need. The emphasis is on quality training," Archambeau said.

"We can only do it because it's a team effort with every member of the Clinic. It's a challenge because the Clinic has to do physical examinations all day on UTA Saturdays," he said.

"It's not a matter of doing training for the sake of training. The goal has always been to have real training in which everyone gets involved. When we have mass casualty exercises all the members of the unit are involved,

because that's the way it would be in the real thing," Archambeau said.

The training programs have been cited by AFRES as models. Sousa and Archambeau have forwarded copies to other units and have conducted classes at the wing's medical units at Griffiss AFB and Roslyn, NY, and at other reserve and active units.

Archambeau served on active duty as an occupation therapy specialist before coming to Westover in 1982. As a reservist he serves as superintendent of bioenvironmental engineering services, and is also a civilian industrial hygienist at the Clinic. Sousa is head of the English department at Bishop Fenwick High School, Peabody.

## Shot teams to visit Westover units

It's that time of year again -- flu season. To keep reservists medically ready, personnel from the 439th USAF Clinic, 74th Aeromedical Evacuation Squadron, and 23rd Aeromedical Staging Squadron will deploy in "shot teams" to administer the influenza vaccine.

The medics will visit each unit during the October and November UTAs to give the mandatory shots. By the end of November, unit commanders and first sergeants will receive a list of individuals who have not complied.

Personnel must have their shot record to receive immunizations. For more information, call 1st Lt. Omaiye on the "A" UTA or Capt. Tucci on the "B" UTA at the Clinic, ext. 3565.

# PATRIOT



Published monthly for Patriots like CMSgt. John Missale of Vernon, VT., and 2,812 members of the 439th AW at Westover ARB, and geographically separated units.

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