

PATRIOT

439TH AIRLIFT WING

AIR FORCE RESERVE

WESTOVER AIRB

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Bevy of honors clinches top base award

by Capt. Paul P. Koscak Jr.

Westover is the best base in the Reserve.

Stacking up a galaxy of individual and unit accomplishments, Westover came out on top and netted the Annual Award for Installation Excellence.

The recognition, established by the president in 1984, honors military installations making a major contribution to national defense through efficient and innovative operations. It also measures improvements in pro-

ductivity, morale and the overall quality of life, AFRES Commander Maj. Gen. Robert A. McIntosh, wrote in a letter that accompanies the citation.

High on the list of deeds is an unprecedented \$50 million base-wide improvement program resulting in landscaped entrances, a new shop-pette and a plush consolidated club.

From October 1993 to September 1994—the period covered by the award—Westover was a busy place with an international profile. Mis-sions supporting military operations

in Somalia, Croatia, Haiti, Central Africa and Saudi Arabia kept Westover in the headlines. At the same time, the base continued to forge partnerships with the surrounding community.

Most notably, the Galaxy Community Council is a group of 150 civic and business leaders that supports base programs and cosponsors the air show; and Commerce '93, a business trade show that draws thousands of visitors.

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PACKING IT IN — A CH-47 Chinook helicopter is winched onto a 439th AW Galaxy at Keflavik NAS in Iceland at the close of Northern Viking. With only a

four-hour quickturn in Iceland, it was a long day for the Westover aircrew commanded by Maj. Colin MacDonald. *Viking story on page 8.*

MSgt. Sandi Michon

Base gets environmental green light

by MSgt. Tom Allocco

Westover is making a bright investment in the environment, and at the same time cutting its electric bill by replacing old bulbs with new.

The base civil engineers are following the lead of the nation's largest businesses in a nationwide Environmental Protection Agency effort to cut air pollution by installing high technology lightbulbs and ballasts.

The civil engineers recently surveyed Westover buildings to determine that about half the lighting should be upgraded. New lights will be put in buildings creating savings in electric bills that will pay for the installation cost within 10 years.

The first lights will be installed this fall. They will begin cutting Westover's electric bill by an estimated \$60,000 a year when fully installed in early fall, 1996.

Labeled "Green Lights," the voluntary national campaign began in 1991. It is designed to reduce electrical consumption by replacing standard fluorescent lightbulbs with more efficient versions in commercial buildings.

The energy-efficient lightbulbs provide about the same amount of light, while reducing energy use up to 60 percent. Other advantages are reduced weight, less humming noise

and almost no lamp flicker. The average new bulb will burn for 20,000 hours before it needs to be replaced.

"Westover is the first AFRES base to adopt the Green Lights program. We're enthusiastic about the opportunity to reduce electrical consumption and contribute to pollution control," said John Czuber, Westover energy coordinator.

The process by which energy-efficient lighting reduces air pollution is simple. Lighting accounts for 20 to 25 percent of electricity used annually in the United States. Lighting for industry, businesses, offices and warehouses represents 80 to 90 percent of total lighting electricity used.

Generating electricity involves the burning of fossil fuels, results in various types of pollution, including smoke, oil spills, natural gas leakage and toxic waste.

If energy-efficient lighting were used everywhere in which it is profitable, the nation's demand for electricity could be cut by more than 10 percent. This would result in reductions of annual carbon dioxide emissions of 202 million metric tons, the equivalent of the exhaust emitted from 44 million cars. It would also eliminate 1.3 million metric tons of sulfur dioxide and 600,000 metric tons of nitrogen oxides.

Award for Installation Excellence... from page 1

"We are extremely gratified and proud that President Clinton has honored us with this award," Wing Commander Col. James P. Czekanski, said, "This is a real tribute to the dedication and professionalism of every person who serves at Westover."

Total Quality Management tech-

niques are employed throughout Westover, and base quality teams won three awards at a community quality exposition.

And, a partnership between base commanders and two civilian labor unions, that encourages communication by bringing the two sides closer together, serves as a model for other

installations.

But Westover's focus as an interservice training site, better known as the Northeast Air Station, offers perhaps the most compelling justification for the award. Thousands of visitors utilize the base's unique resources each year. This melding of resources and missions includes mutual aid agreements with civilian fire, police and medical departments.

Other achievements include:

- » an excellent rating and a National Defense Transportation Association Award for the 58th Aerial Port
- » an excellent rating for the 439th Medical Squadron and the 23rd Aeromedical Staging Squadron during a health services inspection
- » selection of the 439th Security Police Squadron as one of two best units in the Reserve
- » the Patriot being named best newspaper in the Reserve

PATRIOT

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BEST IN THE GALAXY - High-time fliers in the 337th AS are, from left: SMSgt. Tom Dzwonkus, CMSgt. John Missale, CMSgt. Fred Allard, SMSgt. Tom Durkin, Lt. Col. Peter Gray, and Lt. Col. Sandy Whittier.

337th aircrew may be Air Force's most experienced

by MSgt. Gordon A. Newell

Westover's 337th Airlift Squadron has what is believed to be the most experienced C-5 aircrew in the galaxy.

Six members of the squadron, two from each crew position, have amassed a total of 60,734.9 hours in the air flying military aircraft, amounting to an astounding 6.9 years in the air.

CMSgt. Fred Allard, an engineer, leads the way with a total of 11,281 hours followed closely by fellow engineer SMSgt. Tom Durkin with 10,881.

Lt. Col. Sandy Whittier is the most experienced pilot with 10,607.8 cockpit hours while Lt. Col. Peter Gray is second with 9,865.1 hours. Interestingly enough, Lt. Col. B.J. Ferro has flown the most hours of anyone in the squadron, a whopping 13,755.9, however many of those hours were flown in civilian aircraft.

SMSgt. Tom Dzwonkus with 9,293.8 hours leads the way in the loadmaster section, followed by CMSgt. John Missale with 8,799.7.

Since the Galaxies first became operational at Westover in 1987, the same six Reservists have amassed 18,135.6 flying the Air Force's largest

aircraft.

Whittier has the most hours with 3,546.7 followed by Dzwonkus with 3,423.1; Gray with 3,020; Durkin with 3,016; Allard with 2,946.7; and Missale with 2,183.1.

"We doubt that there is another squadron in the Air Force that has six crew members with more flying time than we do," said Whittier. "But if there is, we'd like to know."

Other Westover aircrew members boast impressive numbers. Two have more than 9,000 hours, one has more than 8,000, six have 7,000 or more, nine have over 6,000, 12 have over 5,000 and 20 flew over 4,000 hours.

Cycle ergometry fitness testing to start in October

by SSgt. Paul Mantikoski

Air Force reservists at Westover will no longer have to pound the pavement for a mile and a half to find out if they're in shape.

The old physical fitness test is history. Starting in October, it's cycle ergometry time.

In simple terms, the test determines the amount of oxygen a person's body can process in a given period of time.

Active-duty Air Force units have been using cycle ergometry testing since 1992 with some problems and mixed reviews from officials. But, through continued use and updating, the system coming to Westover is new and improved.

"Where no one test is 100 percent accurate," said Richard Heller, project manager, "This testing system is smart, and most importantly, safe."

At a fitness program summit held at Brooks AFB, Texas in early May, representatives from all major commands, concluded that changes in test scoring and handling the results had to be made.

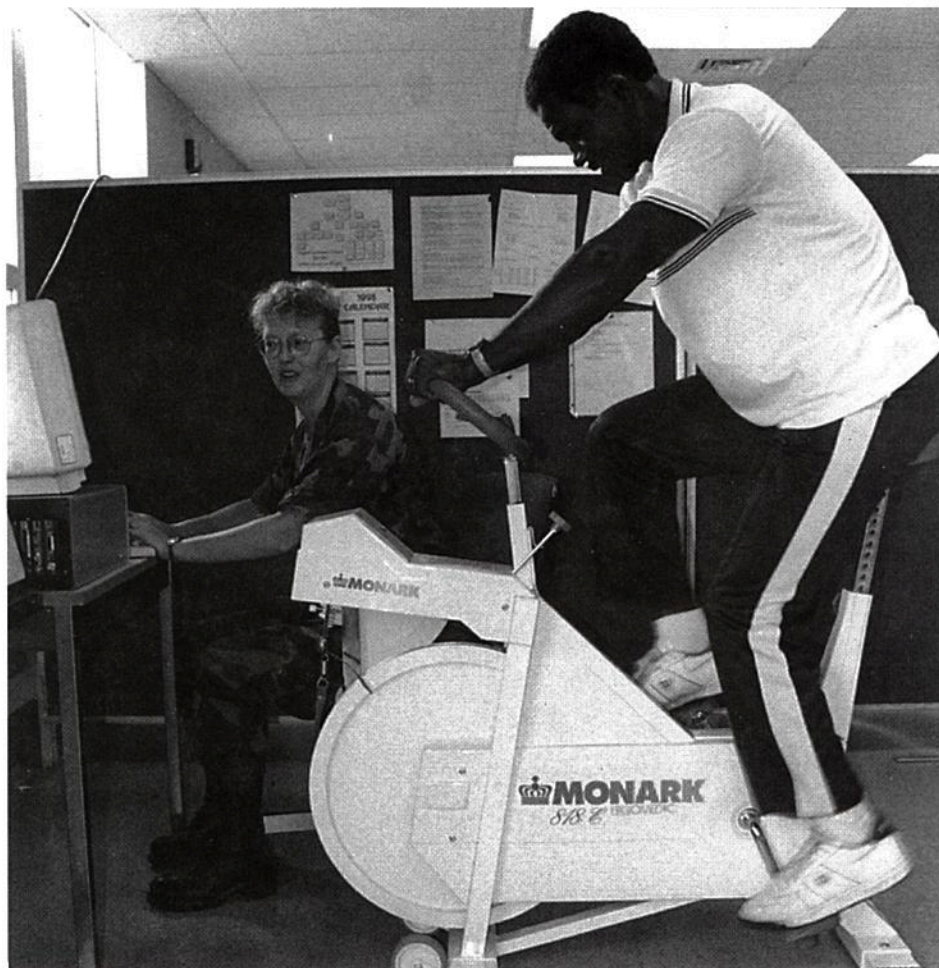
Members had stopped thinking of the test as a way to improve their aerobic capacity and level of fitness, and only worried what category they scored in.

In other words, they were worried about just passing the test.

There are no plans to invoke disciplinary action if a member fails the test. If a failure occurs, a self-paced training program is presented to the member that is designed to improve his or her overall fitness over a period of three to six months.

"Every person is different. Someone who works out every day may score low on this test. That's not because they're out of shape, it's because their aerobic system is out of shape," said Heller.

It is hoped that over time, the test will help educate people on how to maintain a healthy lifestyle.



SSgt. Paul Mantikoski

PEDAL POWER — Tom Shaw, base recreation assistant, demonstrates the cycle ergometry equipment as TSgt. Marsha Sylvester, services journeyman, monitors his progress.

Club members win cash in AFRES promotion

A Westover Club card holder is \$500 richer thanks to an Air Force Reserve contest designed to encourage military club patrons to switch quickly to a new Air Force club card.

Charles Darling of Westfield was the base's biggest winner while 27 other members collected a total of \$1,000 more.

The goal of the promotion was to encourage club members to get their applications in quickly so the club card conversion process could occur as smoothly as possible.

Other Westover winners are:

Arthur Shipe, \$50	Thomas Welman, \$50	John Dyson, \$25
Evelyn Catter, \$50	Robert Guillet, \$100	Vernia Mells, \$50
Eugene McCarthy, \$50	Richard Banner, \$25	Theodore Durand, \$25
David Calland, \$50	Donald Casey, \$25	Edward Paquette, \$25
Jan Backenstoe, \$25	James Warzenski, \$50	Michael Goldberg, \$25
Walter Coe, \$25	Theresa Celatka, \$25	Paul Cloutier, \$25
Abraham Catter, \$25	William Kaeding, \$25	John McGuinness, \$50
Audrey Sawicki, \$25	Robert Mathieu, \$25	Frank Agiato, \$25
Julianna Glahn, \$25	Evenus Thompson, \$25	Joseph Montanez, \$25
James Smith, \$25		

DLR: Cost-effective common sense

by Capt. Mike Franco

Do it yourself — and save!

That's the reality of Depot Level Repair, a program that promotes aircraft component repair on-station that would ordinarily be done at a maintenance depot such as Kelly AFB, Texas.

And with the expertise of three key budget analysts, Elaine Walton, John L. Hoagland, and MSgt. Robert L. Mascaro from the 439th Logistic Group, DLR saved the wing approximately \$3.3 million from 1993-94.

According to the budget trio, responsible for the disposition of the wing's massive reparable budget, DLR has a two-fold objective. First, they make sure aircraft maintenance receives the funding for quality repair, and secondly, they look for ways to make every dollar count.

"DLR promotes component repair on-location," said Mascaro, LG budget resource advisor. This is less expensive than repairing parts at a depot-level facility.

"Why pay for depot repair when we can do the job ourselves for less?" explained CMSgt. Paul Mersincavage, avionics systems manager and CRS superintendent. For example, a faulty 29-cent resistor for a 'black box' or avionics component can be fixed or replaced here at Westover saving several thousands of dollars.

"Our people certainly have the talent, ambition, and resources to fix just about anything and everything locally," Mersincavage said.

"It pays to repair our own parts," said Walton. In the past, depot maintenance replaced or repaired parts at no-charge to the units. Now we pay our own way.

"This makes everyone more cost conscious," she said.

"When it comes out of your own pocket, you tend to pay closer attention.

"And I'm the budget watch dog," said Walton, financial analyst responsible for monitoring funds and generating reports required by higher headquarters. She uses a computer tracking system to help capture costs.

Unfortunately, DLR is not the only reparables program in force, according to Hoagland. There is a Two-Level Maintenance program that exists besides DLR and it requires the wing to send components to a depot station for repair.

"DLR and Two-Level Maintenance are on a collision course," Hoagland said. "One program encourages local repair while the other discourages it."

Walton, Hoagland, and Mascaro, from finance, supply, and aircraft maintenance respectively, work diligently to reconcile differences between the programs. Sharing information and expertise keeps the budgeting system running more smoothly.

Walton and Mascaro share dollar figures and find discrepancies, while Hoagland provides direct contact to aircraft maintenance shops. All three have extensive aircraft maintenance and supply experience helping them understand each other's area of responsibility.

Hoagland and Mascaro also train maintenance personnel quarterly on issues of component acquisition and repair. They teach classes about financial responsibility at the unit level and cost advantages of repairing parts on-station.

"Every reservist should be more aware of costs and budget constraints," Hoagland said. This awareness and a do-it-yourself initiative could save the wing millions of dollars in the years to come.

Chiefs' scholarships awarded at luncheon

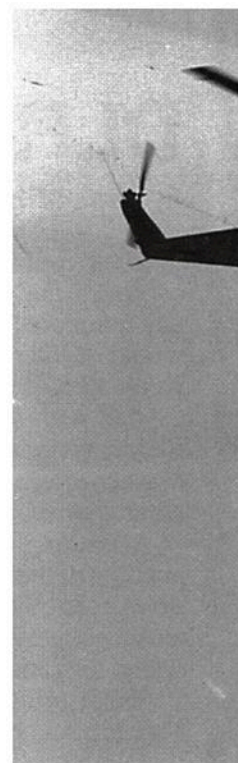


CLASS ACT — The chiefs' council awarded 10 \$300 scholarships at a luncheon at the Consolidated Club in August. Shown (left to right from back row) are: Erin Stone, Carrie Chapdelaine, Col. James K. Moran, 439th Operations Group commander, SSgt. John Francolini, TSgt. Edward Newton, Heather Ann Ryan, Jill Missale, and Sara May.

Photo by MSgt. Sandi Michon



SSgt. Paul Mantikowski



SSgt. Rosanne Frieri

Summer

By Capt. Paul P. Koscak Jr.

TSgt. Alma Lowery stood in the blazing sun before a ramp team just off the runway in the Dogpatch training area.

As Lowery illustrated K-loader procedures, hazy skills came back into focus for a group of newly arrived aerial porters from Charleston AFB, S.C. and Maxwell AFB, Ala.

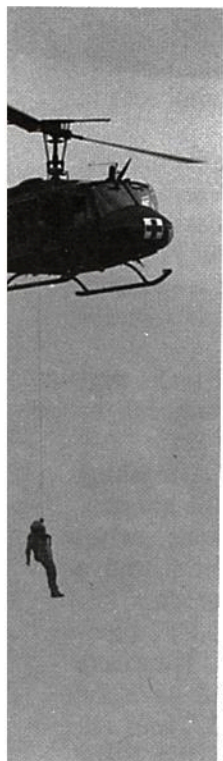
"When you're with one unit, you tend to pick up your own ways," Charleston's SSgt. Mike Whetstone said. "This is the right way."

And the only way for Patriot Tiger '95, Westover's perennial—and the reserve's premier—aerial port exercise.

For six weeks, transporters live in the Dogpatch area perfecting their craft. A roped-off field becomes a cargo staging area. Forklifts rumble over the grass, fitted with huge thickly threaded tires. A plywood shack houses an airlift control flight and an air terminal operations center. However, a portable kitchen, showers and



SSgt. Mike Greco



SSgt. Mike Greco



SSgt. Paul Mantikowski

chool '95

laundry offer some respite from the bleak field environment.

"Many have never been here before," Lt.Col. Glenn M. Martin, Patriot Tiger's commander, said. "There's no other aerial port exercise like it in the country."

The exercise stresses "composite" units, teams put together with aerial porters from throughout 14th Air Force, led by the senior-ranking member. The arrangement is typical of what can be expected during wartime, said Martin, who also commands Westover's 42nd Aerial Port Squadron.

This year, Patriot Tiger shared the field—and the limelight—with Patriot Medstar, a mass-casualty exercise combining military and civilian medical teams.

Patriot Medstar gave a volunteer team of trauma experts from eastern Massachusetts hospitals hands-on experience with aeromedical evacuation, said team leader Jack C.Twomey, a nurse at Boston University Hospital. It also involved six

PATRIOT GAMES — From top left, clockwise: Patients enter a triage line prior to evacuation. A dangling reservist executes the personnel extraction procedure from a medevac helicopter. Medics offload patients from a C-130 to the base hangar for ambulance transfer to local hospitals. A paratrooper heads back to camp after a safe landing in Dogpatch. Aerial port training is held under a tent in Dogpatch. A marshal guides a chopper in for a landing.

Springfield-area hospitals as well as fire departments and ambulance companies from throughout the region.

"This is a test for us to get patients from military to civilian facilities," said Mike Riley, operations officer for the civilian side of Patriot Medstar, a senior paramedic, and emergency manager at Holyoke Hospital.

The 439th Medical Squadron provided oversight, and plenty of casualties, while the civilian medical crew provided the triage. SSgt. Robert D. Gauthier, who lost an arm for the medical scenario, was "very impressed" with the proficiency of Twomey's team.

For some 439th victims, a day on the stretcher meant going for quite a ride—from a Dogpatch triage tent to a C-130 which taxied to another staging area located in the Base Hanger. They were then carried to one of the dozens of waiting ambulances outside the hanger to whisk the moulaged victim to a local hospital, where yet another trauma team would gain life-saving experience.



SSgt. Rosanne Friet

NORTHERN VIKING

Article and photos by MSgt. Sandi Michon

War broke out in Scandia. The Nordicans invaded Atlantica.

They came by air and by sea. Terrorists infiltrated supply systems. The United States deployed a Joint Task Force to Atlantica to demonstrate resolve and, if necessary, forcibly liberate Scandia.

As usual, Westover was right in the thick of things.

The 337th Airlift Squadron ferried equipment and personnel, the 42nd, 58th, and 85th Aerial Port Squadrons prepared airlift details, and the 439th Airlift Control Flight orchestrated all of the above.

Although the war in Scandia and Atlantica was actually part of Joint Chiefs of Staff exercise Northern Viking 95, held in Iceland July 14-29,

it represents Westover's vital role in international events.

Westover aircrews delivered the initial Westover cadre of Viking players to Keflavik Naval Air Station July 14. They left steamy New England, and met chilly 50-degree weather as gusty winds swept across the volcanic island.

The 15-member ACLF team, augmented by 35 aerial porters, hit the ground running.

Within a few hours, everything was in place for worldwide communications, airlift operations, aerial port functions, and the administrative structure to make it all happen.

"They [Westover's ALCF] obviously did their homework. They have great planning skills, and have the right people to do the job," said 1st Lt. Cindy Thomas, 22nd Air Force ALCE manager.

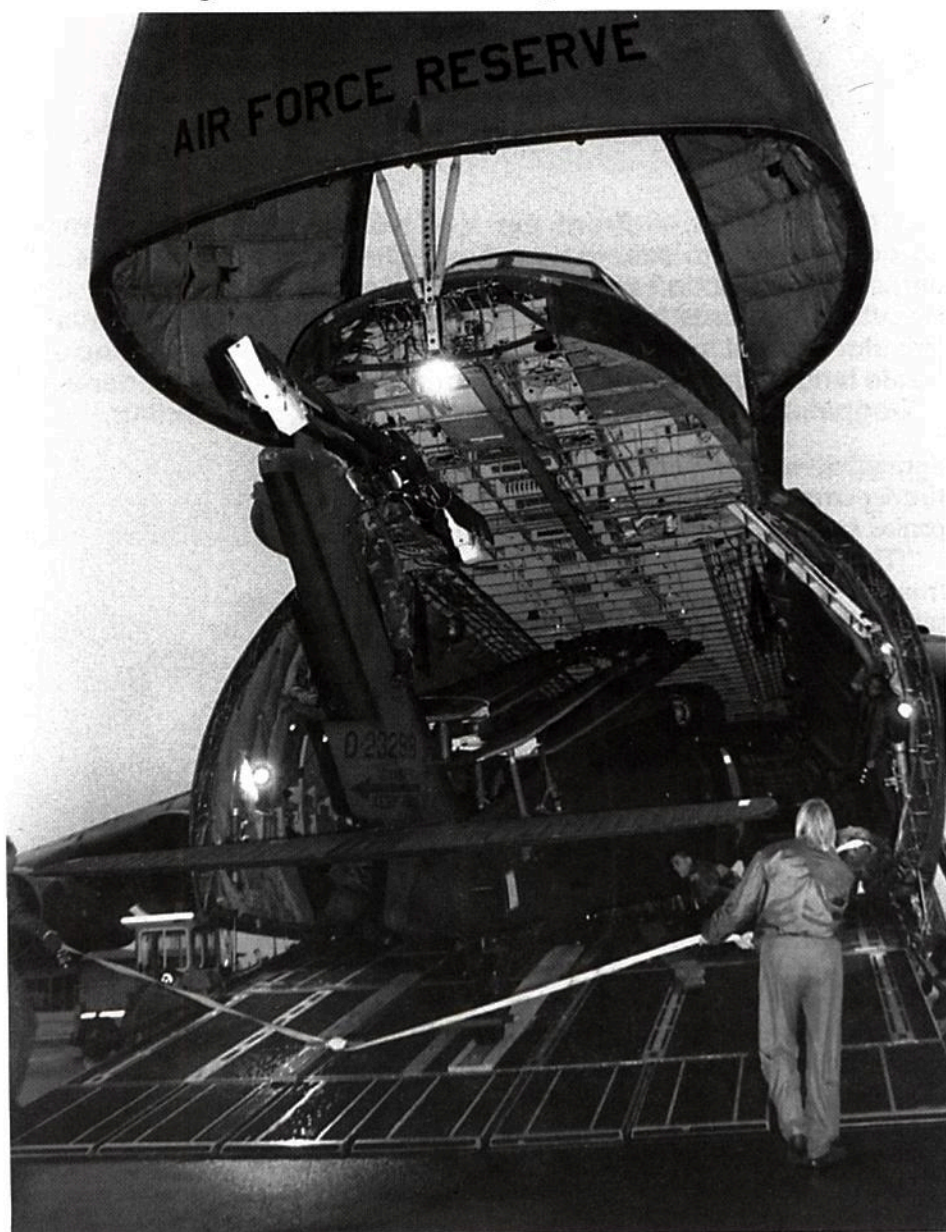
During the 15 days, ALCF coordinated more than 40 Air Mobility Command aircraft, moving approximately 2,500 passengers and two million pounds of cargo — all within a constantly-changing exercise scenario.

The TALCE operations center, which is ALCF's deployment acronym, was a flurry of activity. As radios squawked, vehicles crisscrossed the flightline, command and control directed airlift traffic, and responded to around-the-clock demands.

At shift changes, multiple conferences went on at once, as specialty teams briefed the new shift. Details were repeatedly reviewed. Details make or break an operation.

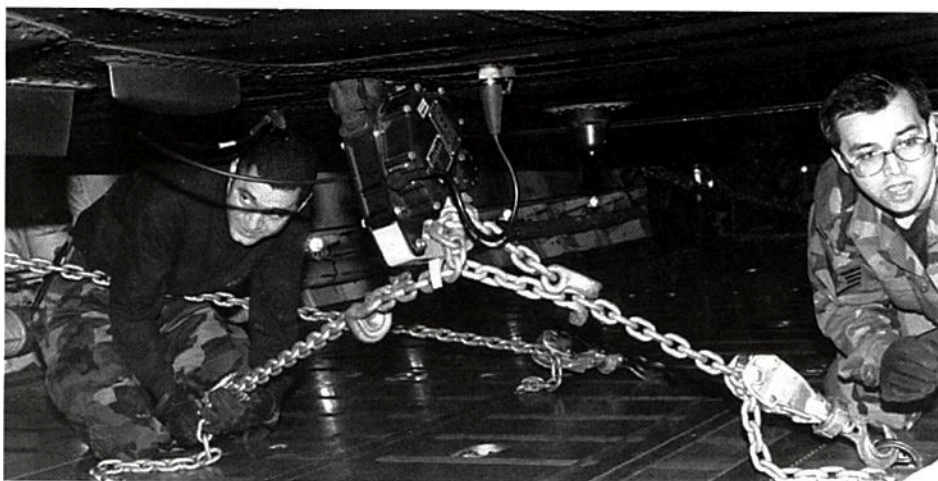
"The exercise went extremely well. We were very interested in command and control and we're pleased with the results," said Deputy Commander of Iceland Defense Force Col. David L. Lay.

Westover's ALCF is an elite cadre of highly specialized individuals who deploy and support Air Mobility Command airlift operations worldwide where little or no support exists. "We are essentially a mini-base — a microcosm of any AMC base. We take with us the resources we need to function effectively," said Capt.



TWILIGHT ZONE — In the twilight night of Iceland, load crews complete the pre-dawn loading of a U.S. Army helicopter. The Westover crew, headed by Lt. Col. Dave Moore, was ferrying cargo for Northern Viking.

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COPTER CARGO — TSgt. Mike Edwards (top left), 42nd APS technician, and SSgt. Robert Bray, III, tie down the underbelly of the CH-47 Chinook for its trip back to the States. At right, TSgt. Tracey Turner, 439th ALCF loading specialist, communicates loading instructions in torrential rain conditions at Keflavik NAS in Iceland in July.



ALCF

First in — last out

by MSgt. Sandi Michon

Join the Air Force. See the world.

That's what Westover's Airlift Control Flight does — but it isn't all that glamorous.

In fact, it's often 12-14-hour shifts in barren base locations. It's long hours, strange food, fatigue, and often, illnesses relating to foreign elements.

During Desert Storm, nine ALCF members "enjoyed" 130-degree weather, sandstorms, MRE's, days of darkness from oil well fires, bugs, separation from family, working 12-hour shifts, launching 20-40 missions per day.

In 1993, three members deployed to Andoya, Norway, which is an island on the Arctic Circle. During their stay, the "storm of the century" hit the East Coast causing major delays for Reservists returning to the States. During the 21 days, they endured spartan conditions while working through unique problems.

Lt. Col Tom Mauzaka spent 30 days in Guantanamo Bay, Cuba in 1994. He worked in tropical tem-



COMMANDING VIKING SHIPS— In a building just off the ramp at Keflavik NAS, ALCF members coordinate Northern Viking planes, people and property. From left: MSgt. Bob Seaton, MSgt. John Robert (58th APS), Lt. Col. Philip Petitt, 439th ALCF commander, SSgt. Paul Veresko and SSgt. Tammy Motyka.

peratures, primitive housing and worked long hours.

In 1995, ALCF specialists deployed to Thailand and Gafsa, Tunisia simultaneously. They joked that they would meet for lunch in New Delhi. Whether in the jungle or in the desert, each presented specific challenges. In Tunisia, conditions were austere, and barely anyone spoke English. As the first American military contingent, they were greeted with a mixture of curiosity and suspicion. Sanitation was primitive, and most got intestinal viruses.

In Thailand, after a 24-hour flight,

Mauzaka and SMSgt. Fred Fraini, were immediately thrown into a frenzy of activity. The workflow was tremendous and often there was time for only one meal a day. There was the usual challenge of foreign food, cultural adaptation, and interservice environments.

Pointing to a wooden sculpture of an emaciated figure, Mauzaka quipped, "That's what we look like after a deployment."

For ALCF members, the Air Force promise of travel is legitimate, but it comes at considerable personal sacrifice.

Patriot People

Name: Michael O'Hearn
Rank: TSgt.
Age: 40
Address: Readsboro, Vt.
Unit: 439 CRS
Position: AGE technician
Civilian position: Tractor trailer driver
Favorite food: steak and potatoes
Years of service: 14
Favorite sport: Softball, water skiing
Favorite hobby: Working on my 1965 Dodge
Ideal vacation: Snow skiing in Western U.S.
Best way to relax: Sunning on bow of my boat
Preferred entertainment: Dancing
Favorite car: Roadrunner (Plymouth)
Favorite music: Anything
Favorite celebrity: Billy Crystal
Favorite color: Blue
Pet peeve: none



SSgt. Vin Blanchard

TSgt. Michael O'Hearn

Patriot Praises

Enlistments

SSgt. Sorenson, Steven
 SSgt. West Michael F.
 SrA. Albano, Cheryl A.
 SrA. Yadanza, Mitchell V.
 AIC Aikens, Zane R.
 AIC Clear, Ruth A.
 AIC Tourigny, Mark
 AB Turgeon, Corrine Ann
 AB Weston, Valerie J.

Reenlistments

CMSgt. Kudla, George J.
 CMSgt. Smith, Thomas A.
 SMSgt. Walsh, Debra A.
 MSgt. Baer, Arthur E. Jr.
 MSgt. Blouin, Robert L.
 MSgt. Brewer, Jeanne T.
 MSgt. Chappelle, Paul H.
 MSgt. Fyler, Miner L. Jr.
 MSgt. Gilmore, Delbert A.
 MSgt. Giovannucci, Luciano
 MSgt. Gusan, Stephen J.
 MSgt. Laroche, Paul N.
 MSgt. McNab, Gary A.
 MSgt. Pease, Richard L.
 MSgt. Pickener, James L.
 TSgt. Ames, Christopher G.
 TSgt. Aube, Daniel P.
 TSgt. Baker, Mark D. Jr.
 TSgt. Bornstein, Bruce L.
 TSgt. Cabana, David M.
 TSgt. Chouinard, Roger J.
 TSgt. Coney, Gerald L. Sr.
 TSgt. Delude, Harry D.
 TSgt. Devincenzo, Donald D.

TSgt. Evnas, James
 TSgt. Fluegge, Ann M.
 TSgt. Ford, William H.
 TSgt. Janeczek, Paul J.
 TSgt. Kobis, Donald E.
 TSgt. Mattoon, Kevin R.
 TSgt. Okeefe, Bruce E.
 TSgt. Oliva, Vincent J.
 TSgt. Poirier, Louis R.
 TSgt. Roberto, Ann t.
 TSgt. Sage, Donald M.
 TSgt. Walker, Janet L.
 SSgt. Abrams, Alexander J.
 SSgt. Armstrong, David P.
 SSgt. Bennett, Everett D. III
 SSgt. Bray, Robert L. III
 SSgt. Breland, Mary L.
 SSgt. Brown, Daryl J.
 SSgt. Chaloux, Theodore J.
 SSgt. Chaves, Kelly A.
 SSgt. Cosenza, Albert J.
 SSgt. Davis, Stephanie A.
 SSgt. Dawson, Kelly E.
 SSgt. Dunn, Michael T.
 SSgt. Durocher, Robert G.
 SSgt. Duval, Donna M.
 SSgt. Dwyer, John A.
 SSgt. Gouveia, Terry L.
 SSgt. Hall, Richard C.
 SSgt. Hartwig, Carl R.
 SSgt. Hendricks, Scheress J.
 SSgt. Horne, Augustine Jr.
 SSgt. Janusz, Joseph A.
 SSgt. Karol, Jason F.
 SSgt. Larson, Jimmie E.
 SSgt. Levesque, Mark E.
 SSgt. Lowen, Robert J.
 SSgt. Lumenello, Jason S.

SSgt. Mancini, Mathew M.
 SSgt. McGovern, Andrew P.
 SSgt. Montegro, Jose F.B. III
 SSgt. Olearcek, Julie D.
 SSgt. Preble, Robert S.
 SSgt. Recchia, Edward P.
 SSgt. Roberts, Robert A.
 SSgt. Shaw, Russel S. Jr.
 SSgt. Simmons, Vanessa V.
 SSgt. Sketch, John J.
 SSgt. Soriano, Ruel P.
 SSgt. Troy, Stephen A.
 SSgt. Velky, John S. II
 Sgt. Page, Richard H. II
 SrA. Boulanger, Micheal A.
 SrA. Chmielinski, Wade M.
 SrA. Gambardella, Anthony G.
 SrA. Gitschier, Stephen A.
 SrA. Lambert, Edward J.
 SrA. McCurdy, Christopher J.
 SrA. Miller Adam B.
 SrA. Powell, Nathaniel E.
 SrA. Simmons, Dawn P.
 SrA. Surowiec, Peter A.
 AIC Wilson, John J.

Newly Assigned

SSgt. Mackey, Andrew J.
 SSgt. Martinez, Miguel Jr.
 Sgt. Shackelford, Jason B.
 SrA. Acker, James W.
 SrA. Gallagher, Anthony C.
 SrA. Mann, Scott E.
 SrA. Mullaly, Michael D.
 SrA. Ramos, Jeffrey J.
 SrA. Tobin, Chris
 AIC Dunham, Michael J.

Northern Viking

continued from page 9

Bruce McDonald, 439th ALCF operations officer. "We're the first in, and the last ones to leave."

In Iceland, the ALCF shared airlift support with the Navy Air Terminal Operations Center (ATOC) at Keflavik. Although owned by Iceland, Keflavik is part of the United States Atlantic Command, a unified command headquartered in Norfolk, Va.

The 439th ALCF is headed by Lt. Col. Phil Pettitt. "This is a great opportunity to work together as a unit. It's also good experience working on an inter-service venture. Everyone has performed well," said Pettitt.

"The ALCF unit goes the extra mile," said Lt. Col. Tom Mauzauka, ALCF operations officer. He highlighted MSgt. Jim Chappuis for his role in keeping the unit on track.

At the close of the exercise, everyone was spent. Westover's grey C-5 blended with the seemingly endless gray rain which had drenched Keflavik for days. Final loading accomplished, Northern Viking was over — at least until next time.

When BRAC hits home

The Base Realignment and Closure Committee has made another round of cuts and all over the military, people will be feeling the effects. I know exactly how they feel. I used to be a member of the 933rd Civil Engineering Squadron at Griffiss AFB in New York, a geographically separated unit of the 439th AW. In the spring of this year, the Air Force deactivated the unit.

In 1985, I was on active duty at Griffiss in the 416th Bombardment Wing and saw the base in full operation. When my four years of active duty were up, I joined the 933 Civil Engineering Squadron which was a reserve unit stationed at Griffiss. There were 45 people in the unit at the time and over the last eight years it grew to more than double that number.

When the Soviet threat ended, and the B-52s stood down from alert, the decision to close Griffiss came. I saw the base slowly go away, taking with it the 933rd.

I'll miss the people that I worked with and the mission that we strove to perform, but we all have to look to the future. We have all found homes, if not in the civil engineering unit here at Westover, we found places in other units. Some found a reserve unit at Niagara Falls International Airport and even others took the retirement option. Some grumbled about it at the time but since then I've talked to a few of them and they're happy if not content with the direction their careers have taken. For myself, I ended up in public affairs and couldn't be happier.

Westover looks like it will be around for a long time to come and is still growing. For all those other reservists out there who will be affected by BRAC '95 hang in there, and remember every gray cloud has a silver lining.

COMMENTARY

TSgt. Bill Pope
Public Affairs Specialist

Local ROA(Ladies) seeks new members

The majority of Westover's officers belong to Chapter 50 of the Reserve Officers Association. The corresponding Reserve Officers Association Ladies is looking for new recruits.

The ROAL, headed by Mrs. Ginny Senft, is comprised mostly of female relatives of current ROA members, although there are male spouses of ROA officers.

The association meets monthly and their activities are varied. The ROAL seeks to make an impact in the community, and provides a social en-

vironment for officer's relatives to meet. They contribute packages to the local VA hospital, donate items to enhance billeting, and financially contribute to various federal projects.

"Involvement in the ROAL is a great way to support your family member's commitment to the military mission," said Senft. For information, call her at (413) 539-6709.

The monthly dues are \$15, and the next meeting is scheduled for October 7. They will meet at the Westover Club at 11 a.m. and carpool to lunch at Pittsfield's Lenox House.

Briefs

Employer Days set for October

Employer Appreciation Days will be conducted on Oct. 14, and Oct. 24 UTA Saturdays.

Application forms, which have been published in several past issues of the PATRIOT, are also available in the Public Affairs office in Wing Headquarters, Bldg. 1850.

Reservists are encouraged to take part in this program which includes a C-5 orientation flight for bosses.

739th SPF pulls tour in Germany

The 739th Security Police Flight deployed 37 members to Spangdahlem, Germany for annual tour August 5-19.

According to Commander 1st Lt. Tim Donnelly, some members of his unit will be serving on ramp security duty for Spangdahlem's F-15 Eagles while others serve in the law enforcement branch.

The deployment will last for 15 days Donnelly said.

Volunteers sought to build playground

The local chapters of the Air Force Association and the Reserve Officers Association are seeking volunteers to help assemble an outdoor playground at Brightside School for Families and Children in West Springfield Sept. 16.

A minimum of 24 workers are needed to help the company assemble to playground. Refreshments will be provided for volunteers.

Anyone wishing to help may contact either Lt. Col. Cranford Bost, president of the AFA at Ext.2378 or Lt. Col. Dave Moore, president of the ROA at Ext. 3373.



TAKING AIM — War of 1812 re-enactor, at the Chalmette battlefield, demonstrates to the bosses how an American soldier fired his flintlock. Chalmette planta-

tion, in Louisiana, is the site of Gen. Andrew Jackson's stunning victory over crack British troops in 1815.

Bosses impressed by Reserve military mission

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

Forty-two employers were whisked away on a Patriot Wing C-5 to New Orleans for a first-hand look at how the reserve does its job.

Sponsored and funded by the Employer support for the Guard and Reserve, Massachusetts chapter, the group consisted of managers and business owners who supervise reservists.

Briefings by Air Force, Army, Navy, Marine and Coast Guard reserve officials at New Orleans Naval Air Station and at Jackson Barracks, the headquarters of the Louisiana Na-

tional Guard, showcased the trip.

Garnering support for reservists who need time off from their jobs to perform military duties is the primary mission of ESGR, a Department of Defense agency. And visits to military facilities, better known as "boss lifts," are one way the ESGR educates employers on the crucial role the reserve and guard play in maintaining a strong national defense, Stanley Zucker, ESGR state chairman said.

"It's of utmost importance for reservists to be trained properly [in order to] survive," he said. "They protect our freedom. The least we can do is protect their jobs."

Wing Commander Col. James P. Czekanski piloted the C-5 and accompanied the bosses during their 12-14 July orientation.

The trip made some lasting impressions.

"I never realized what the armed forces do," said William M. Swartzwelder, owner of Restaurant Systems Inc., an East Windsor, Conn.

For Swartzwelder, the trip not only influenced his outlook, it even motivated him to become an ESGR volunteer, despite the demands of running a business.

"You have to make the time for it," he added.

PATRIOT



Published monthly for Patriots like SrA. Theresa M. Robert, of Granby, Mass., and 2,836 members of the 439th AW at Westover ARB, and geographically separated units.

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