

PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

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AUGUST 1996

Westover reservists safe after Saudi bombing

by SSgt. Christine Mora

The five Westover reservists deployed to the Middle East survived the terrorist bombing near Dhahran, Saudi Arabia, June 25, that killed 19 and injured nearly 300.

Medical specialist, TSgt. Ruth LaFreniere, intelligence specialist TSgt. Cinthia Trask, aerial porters SSgts. Chris Currier and Jeff Green, and SrA. Jaime Coote were all on temporary duty in the region to support Operation Southern Watch, a coalition effort monitoring United Nations resolutions against Iraq.

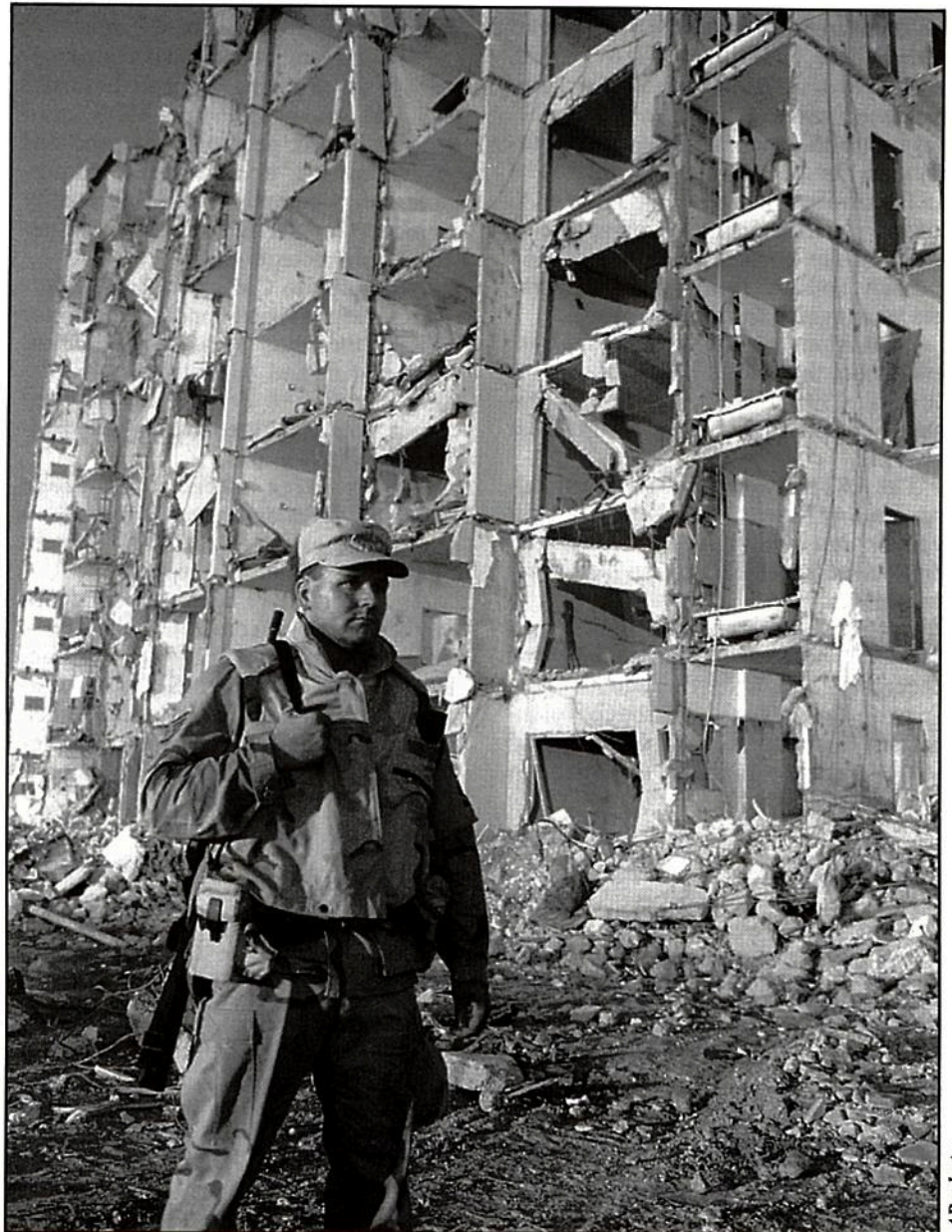
The explosion occurred at about 9:55 p.m. (local time) at Al-Khobar Towers, a large Saudi compound near King Abdul Aziz Air Base. The complex is approximately a quarter of a mile from the base and houses U.S. British, French and Saudi military personnel. The 4404th Air Wing is headquartered near the blast site and at least 2,000 Americans are stationed there to help enforce the U.N. no-fly zone over Iraq.

Trask was working at Dhahran and was housed a tenth of a mile from the blast site. "If I had been in my bed at the time, I would probably be dead," she said. She and her roommates were saved by a twist of fate. When the explosion occurred, they were on their way to her language instructor's home, a Saudi palace.

"As we got out of the car, we saw an explosion," Trask said. "We thought it was an oil tanker blowing up in the Gulf." Hours later, they were notified that something had happened back at the complex, and they needed to return. "We had not a clue in the world what the damage was," she said.

Chaos greeted them. People were dashing around and blood, debris and broken glass covered the ground. Bloody footprints tracked people's

(continued on page 11)



AP photo

RUBBLE PATROL -- Air Force SSgt. Richard Roberts, of Holyoke, stands in front of the blast-shattered building in Dhahran, Saudi Arabia, June 26, 1996 where 19 were killed and nearly 300 injured when a gasoline tanker exploded at the military base the day before. Five Westover reservists were in the region the day of the blast.

Carrying on tradition

439th medical units earn AFRES awards

by Capt. Mike Franco

Two Westover medical units won seven Air Force Reserve awards for calendar year 1995.

The 439th Medical Squadron (MDS) and the 439th ASTS (Aerial Staging Squadron) were selected for annual awards within their category of medical units.

MDS members who received honors for "outstanding" reserve member categories were 1st. Lt. Lydia M. Todd, health services administrator for commissioned officers, and SrA. John W. Beyer, health services management journeyman for the airman award. The ASTS members were SMSgt. Frances A. Bloom, superintendent for nursing service for senior noncommissioned officer, and SrA Todd A. Bulger, medical services journeyman for airman award.

In addition, the MDS and ASTS, both units under the charge of Col. Joseph A. Curley, 439th Medical Group commander, each earned Unit of the Year Awards.

The ASTS also claimed the Outstanding Quality Initiative Award for their type of unit within AFRES, based on 100-bed aeromedical staging facility requirements.

Each unit's success is dependent on a commonly held theme expressed by their leadership... Highly skilled, quality people who take initiative through volunteerism and enthusiasm, and medical units that share equipment, expertise and

encouragement with one another.

"The troops have always been motivated and excited about our mission," said Col. Dorothy Holliday, ASTS commander. "I couldn't be prouder about being part of the team."

Even throughout her unit's relocation from Griffis Air Force Base, NY, to Westover, and as a result losing more than 60 percent of their members, the ASTS still managed to win awards and maintain a cohesive team, she said.

"We implement continuous improvement so we're getting better all the time," said Col. Yash Malhotra, MDS commander. Also, people in key positions within the unit "do a great job" to promote unit accomplishments and quality members for AFRES awards and reserve-wide recognition.

According to CMSgt. Lucy C. Boatman, health services support manager for AFRES, the 439th Airlift Wing medical commanders and supervisors were responsible for 30 percent of the total nominations submitted to recognize people and organizations.

Thirty-three percent of those Westover's outstanding performers were selected for awards within AFRES medical service categories, she said.

The awards will be presented at November's medical convention, a tri-service event to be held in San Antonio, Texas. Officials for AMSUS (Association of Military Surgeons of the United States) will present the awards to representatives from the MDS and ASTS.

Airshow hints

- **Bring sunscreen.** There is little cover on the tarmac and almost every surface reflects the sun. Protect all exposed skin with an appropriate sunscreen, especially for the kids.
- **Wear the proper clothing.** Along with a hat, wear lightweight and light-colored clothing that will reflect the sun.
- **Good shoes.** Although sandals may be the most comfortable, sneakers with socks would be best. You'll be climbing in and out of airplanes and doing a lot of walking and standing. The tops of the feet will be the first to burn if you're wearing sandals and forget to bring the sunscreen.
- **Ear protection.** There'll be a lot of noise on the flight line. The kids may get startled by the engines of all the demonstration aircraft, so bring some kind of ear protection for them—just in case.
- **Drink water.** Being exposed to the sun for many hours will leave you thirsty. Try to drink as much water as possible. There will be plenty of water available all over the flight line, so please drink up!
- **Take a seat.** Remember, you'll be on your feet for hours at a time so it may be a good idea to bring a lawn chair or a folding campers stool to take a break with.
- **Make a plan.** We expect over 400,000 people each day. Before you head out to the flight line, pick a pre-planned landmark where you all can meet at a designated time.
- **First aid.** There will be four U.S. Air Force Reserve medical tents along with roving bike paramedics and civilian ambulances to assist you with any medical needs. Don't be afraid to ask for assistance.
- **Lost and found.** There will be a lost and found operating both days, so if you've lost something, stop by and see if someone turned it in.

PATRIOT

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WATERLINE — Hurricane Bertha blasted through the Northeast July 13 dumping 3.1 inches of rain on the base, causing cars to splash through deep puddles (at top). It became a study in irony considering the discovery of high levels of asbestos in base water just a few weeks earlier which left most of the base without a potable drinking supply. Pits dug to flush water mains, right, were quickly filled by Bertha's fury.



Water, water everywhere, but not a drop to drink

Article by MSgt. Gordon Newell Photos by TSgt. W. C. Pope

Despite a 3.1 inch soaking by Hurricane Bertha July 13, water continued to give Westover officials a big headache as the Great New England Air Show drew closer.

But open house organizers assured base employees and aviation enthusiasts that the base's asbestos contaminated water supply would have no effect on the Aug. 3-4 show.

"During past air shows, we haven't used any of the base water supply because there is no source on the ramp area. We have always used water buffaloes and bottled water for drinking and that's what we'll do this year," said Lt. Col. Paul Torpey, director of this year's extravaganza.

High levels of asbestos were discovered in the base water supply in late June, forcing the base to shut off water usage for drinking, washing or showering. The Westover Club, which drew its water from a separate main provided by the city of Chicopee, was unaffected.

The base continued to operate by using bottled water as well as tankers and water buffaloes.

Test samples have shown asbestos levels ranging from a low of 2 million fibers per liter to a high of 591 million fibers per liter. The federal limit is 7 million fibers per liter.

Base civil engineers and water experts from the city of Chicopee and state and federal agencies decided that the best way to rid the system of the contamination was by flushing seven miles of pipes throughout the base.

Using water from a Chicopee main that flows through the base, crews have been flushing 40,000 gallons of water a day through the system to clear away the asbestos.

"It's not going to be easy," said Leroy Clink, Westover's chief civil engineer. "The asbestos has to be flushed in sanitary sewers, not to the storm drain system."

Several pits were excavated around

the base to aid in the flushing process. Liners were placed in the pits to capture the asbestos that will later be disposed of in an environmentally safe manner.

The source of the contamination is thought to be a 16 inch, two and one-half mile long pipe that runs from a pump house near Ludlow, underneath the main runway to the base proper.

"Asbestos and concrete were commonly used in water pipes from the 1930's until the 1980's," Clink said.

"We're reasonably certain that's where the problem is coming from."

Clink said that last year the base spent about \$2 million to upgrade the water supply system but that the suspected pipe was not part of the project.

Flushing of the pipes—one section at a time—will continue until the entire system is free of contamination.

Then the suspected pipe will be inspected and a plan will be devised to correct the situation, Clink said.

Chiefs' Council awards \$3500 for scholarships



Westover's Chiefs' Council awarded 10 \$350 scholarships in July. Pictured left to right starting with back row are: Matthew Podkowka, John Francohini, Col. James P. Czekanski, wing commander, Rodney Tankis, Tammy Vezina, (front row) Catherine Bodley, Tara Lynn Carter, Carlin Carr and Karen Craig. Also receiving scholarships, but not pictured, were Jeffrey Rodzen and Jennifer Goguen. The scholarships are offered each year to selected reservists and their dependents.

(photo by TSgt. W.C. Pope)

Wing welcomes two squadron commanders

Article and photo
by SSgt. Paul Mantikoski

Two of the 439th Airlift Wing's squadrons welcomed new commanders in July, while a third was introduced to their incoming vice commander.

Lt. Col. Merrill N. Cross assumed command of the 337th Airlift Squadron from Col. Fred F. Castle Jr. in a ceremony held at the squadron July 14. Cross received a standing ovation from aircrew members.

Before his new assignment, Cross performed duties within the squadron as a flight examiner, instructor and commander. Cross came to the 337th from Dover AFB.

Maj. William E. Baird Jr. assumed command of the 439th Mission Support Squadron from Lt. Col. Richard W. Dyer in a ceremony held at the Westover Club July 14.

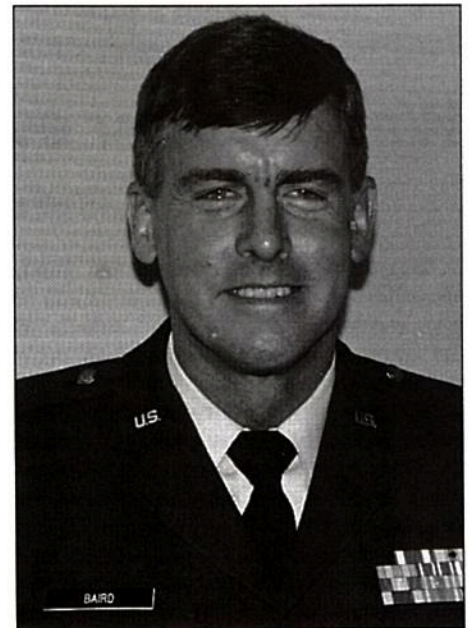
Baird comes to the 439th MSS from



Lt. Col. Merrill N. Cross

his position as Chief of Information Management. Dyer will stay with the wing as a special projects officer.

The 439th Support Group was introduced to Lt. Col. Robert T. Martens who will assume the duties of vice commander effective September 1.



Maj. William E. Baird, Jr.

Martens was formerly the Chief of Safety for the wing and moves into the vice commander's slot vacated by Lt. Col. Archer B. Battista who left to take a position with Federal Emergency Management Agency.

Reservists survive Dhahran bombing...

Continued from page 1

paths.

"It was like going from heaven to hell," she said.

When she was able to return to her dorm, glass was sprayed everywhere. A toilet was shattered and the bathtub was cracked. She worked with others in the area for two days, cleaning up debris.

"I was in shock for a long time. It finally hit home when I talked with my mother."

Army Gen. Binford Peay, commander of Central Command (CENTCOM), said that terrorist concerns had prompted authorities to take at least 20 steps to enhance security in the Al Khobar military complex. Concrete barriers and observation towers were added and patrols were stepped up, he said.

But the measures couldn't prevent the powerful bomb. "It was an enormous, enormous blast," Peay said. "When you look at the size of the crater... this is an abnormally large response by a terrorist."

Mounds of rubble stood by the 35-foot long, 85-foot deep crater and the entire side of an eight-story apartment building had been blown off — all the work of an estimated 5,000 pounds of explosives. Some 4,000 pounds of explosives were used in the Oklahoma bombing in April 1995.

Four minutes before the blast occurred, a military observer spotted a suspicious fuel truck near barriers 35 yards away from the damaged building. After U.S. and Saudi security forces were alerted, a Saudi patrol approached the truck as two people leapt out, jumped into a white car and drove off.

Simultaneously, an alert went out to evacuate surrounding buildings, but the bomb exploded before all personnel were able to evacuate.

Westover's chief of security police, Maj. Roger Summerlin, said he believes that security measures were reasonable at the housing units that were bombed. He was stationed there for six months in 1991.

"The building involved in the explosion was not inside the base, so there were limits to security measures," he said. "That's city streets there, so it's a trade off as to how intrusive you can get, closing off streets."

Saudi and U.S. officials said they had little idea who was behind the attack, but

"It was like going from heaven to hell... I was in shock for a long time. It finally hit home when I talked with my mother."



TSgt. Cinthia Trask

according to Associated Press reports, a previously unknown group claimed responsibility in a call to a London-based Arabic-language newspaper. A man who telephoned *al-Arab* newspaper warned there would be more attacks against international military units unless U.S. troops left the country.

A team from the Federal Bureau of Investigation was dispatched to Saudi Arabia to probe the bombing, according to the Pentagon. The unit, which includes explosive and evidence experts, are assisting Saudi authorities in charge of the investigation.

The State Department urged American citizens to be vigilant about their personal security and surroundings when traveling in Saudi Arabia. Secretary of Defense William Perry said that the already tight security at U.S. bases in Saudi Arabia will be further enhanced.

"Although I was stationed at Seeb Air Base in Oman, I came and went through

Dhahran," said Currier, who arrived there in April. "When I came home July 12, security was very tight at the base and they were inspecting everyone and everything."

Col. James P. Czekanski, 439th Airlift Wing commander, pointed out that reservists need to be especially cautious when they go on temporary duty anywhere in the world. "As we're asked to volunteer all over the globe, we have to realize there could be danger," he said. "Reservists can't adopt a false sense of security because we're not used to daily threats."

Trask said her survival gave her a renewed appreciation for life. In the wake of the explosion, she has learned a new phrase.

"En Shalih," her instructor told her. "it means God willing. It was Allah's will that we were not here when it happened."

Reserve aeromedical units respond to bombing

ROBINS AFB, GA — Air Force Reserve medical personnel were on their way to Saudi Arabia within 12 hours of the explosion in Dhahran that killed 19 U.S. service members and injured hundreds.

Two crews from the 514th and 714th Aeromedical Evacuation Squadrons flew out of McGuire AFB, N.J., just after midnight June 26. A second team from the 514th AES, already at Ramstein Air Base, Germany, on another mission, was diverted to Saudi Arabia.

Two medical crews from the 459th

AES, Andrews AFB, Md., left later that day for Ramstein. They were to remain on alert to help out wherever needed, said Lt. Col. James Drescher of the AFRES Directorate of Health Services at Robins.

The Dhahran emergency required the kind of short-notice response that senior Air Force commanders look for, said Col. Carl Merwin, 514th commander. "But the Reserve's rapid reaction wasn't remarkable," he said. "They're ready because they've been doing it."



EVERY SECOND COUNTS — Westover's aerial porters sprint into the cargo hold, above, to offload a truck and trailer. Below, a maintenance specialist polishes landing gear to prepare for Rodeo inspections.



Westover's young riders shine

Article and photos
by Capt. Paul Koscak

They say it's how you play the game. By that adage, Westover's Rodeo team proved their mettle against the best in Air Mobility Command.

Rodeo '96 at McChord Air Force Base near Tacoma, Wash., is an international competition that tests the skills of the world's best aircrews, aerial porters, mechanics, aeromedical specialists and security police.

They came from 62 Air Force bases. The 1,800 challengers, including a host of Reserve and Air National Guard units and 16 foreign teams, represented both allies and former adversaries: Japan, Saudi Arabia, Great Britain, Canada, Turkey, Brazil and Italy, among others.

The action started as soon as the team's C-5A lifted off Westover's runway. Rodeo-bound aircrews filed flight plans that aimed for exact landing times at McChord. Anything past target time meant losing points.

"We were four seconds off," Lt. Col. Merrill Cross, Westover's rodeo team chief, said. "I think we did a great landing."

Later that week, the aircrew flew two air refueling competitions and ran engines during an on/off-loading event.

For that, an aerial port team races to load and unload a truck and trailer. Sprinting across the runway and into the C-5, the team unchains the linked rolling

stock and drives it down the ramp. The next part is trickier: back it into the plane and chain it down.

Although Westover's team didn't break the record, it performed the feat for WWLP Channel-22 before leaving to McChord in record time: 2 minutes, 9 seconds.

At the rodeo, looks count, too.

"Basically it's everything and anything," MSgt. Rosemarie G. Matteson, a member of the maintenance team from the 439th AGS, said. Everything from blown-out instrument lights to loose screws gets attention. Even the jack-screws that retract the landing gear get polished.

"We make it [the aircraft] as mechanically sound as possible," added TSgt. Robert W. Bennis, another maintenance team member. "We only had a day and a half to get this ready."

Adding to the pressure, the maintenance team just finished a marathon mission of their own: They replaced an engine. Working 14 hours straight, they assembled and installed it, slept for two hours and then spent 12 hours doing tests. The unexpected job was done just in time for the flightcrew to take off for the air refueling event.

Elsewhere, teamwork, deft hands and a sharp eye spelled success for the aeromedical team.

Using enough straps, buckles and hooks to confound a Celtic weaver, they installed rows of litters in the cargo bay



Rodeo '96

of a C-130.

Then the loading began.

"Keep it coming. Keep it coming," blurted SrA. Bryan Perry to the soldiers from nearby Fort Lewis who kept bringing in the stretchers at a frenetic pace.

"Ready?"

"On two."

"One.Two!"

The medics lift the stretcher.

"OK, keep them coming around," Perry uttered, as the next stretcher came into place, his hands directing the loading like a traffic cop.

The aircraft was full in just minutes.

Westover's security police didn't stand still when it came to using their weapons.

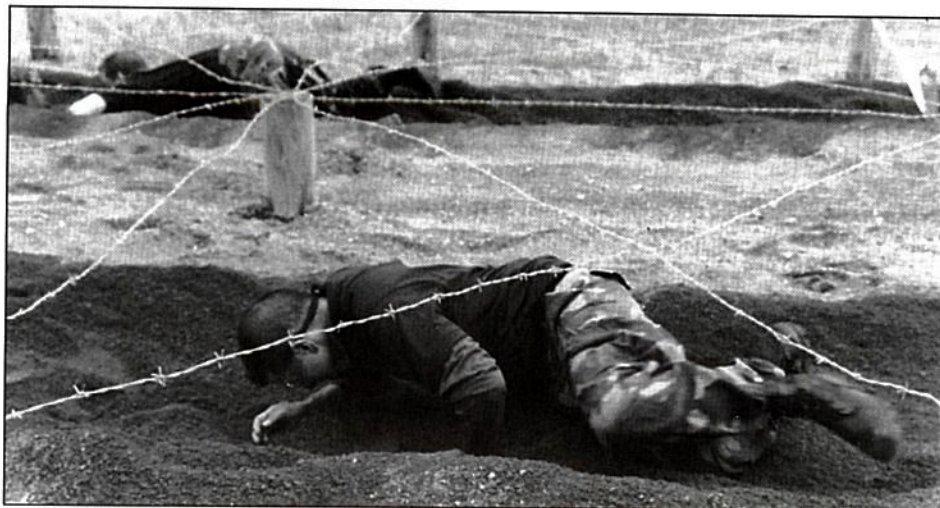
In full combat gear, they dashed down wooded firing ranges in search of targets. Much of it was run, stop, aim, fire, with little time to catch your breath.

"My adrenaline is going berserk," TSgt. Kevin Cahill said after the M-9 competition. "This definitely is realistic."

Security police team chief MSgt. Jeffrey Whitehead felt the Patriot team did especially well considering the limited supply of ammunition.

"The average SP practices with about 2,500 rounds," he said. "We used about 250 rounds."

Capt. Bill Beckman, a pilot on the flight crew team, viewed Westover's success this way: "I'm proud of everything everyone accomplished."

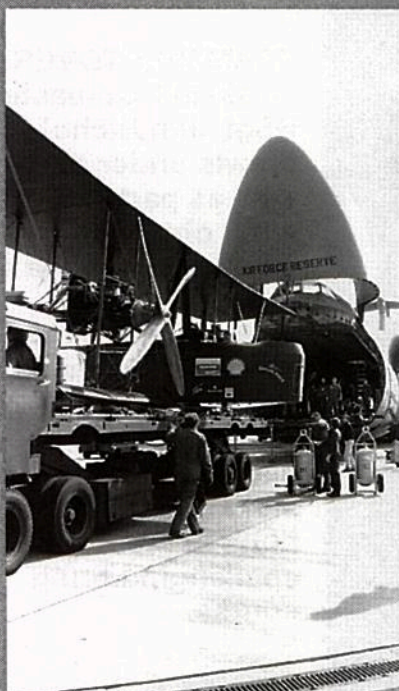


TEAM WESTOVER
— 337th loadmaster SSgt. Jim Nichols crawls under barbed wire as part of a grueling obstacle course, top, while at left, aeromedical technicians configure a C-130 to accept litters. Below, security police specialist takes careful aim at one of the stations in the Rodeo's challenging firing course.



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MSGt. Sandi Michon



MSGt. Gordon Newell



MSGt. Donald Inglis



SSgt. V'n Blanchard

CARRY-ALL — The C-5 provides versatile transport as shown in pictures on this page. Top photo shows the Navy's Special Operations Craft being offloaded in Spain. Center left, a replica of a 1919 Vickers Vimy bomber in loaded in California for a trip to England. Center right, a Deep Submersible Rescue Vehicle is loaded in Norway enroute to San Diego. At left, an F-4 Phantom is pulled from the Galaxy's cargo bay in Chile.



Deployment reveals family honor

by MSgt. Tom Allocco

A white marble cross, one among ranks and files of identical crosses and Stars of David in an English meadow, is the most vivid memory TSgt. Carol Yarnall has of her recent deployment to Mildenhall AB, United Kingdom.

The simple stone with the chiseled name SSgt. Douglas Seavert marks the resting place of her uncle who fell to earth from a burning B-17 in an heroic effort to divert the heavy bomber away from a residential area. The plot in England is the last tie to her mother's brother, except for a yellowing Western Union telegram kept folded away by Yarnall's mother. The note from the War Department simply, though erroneously, notified loved-ones that Sergeant Seavert was "lost over Germany."

Yarnall grew up hearing stories about her 8th Air Force uncle and the morning of March 14, 1945 when his B-17 lost the number one engine and the number two engine burst into flames over the Suffolk coast. While seven crew members bailed out, Seavert and the pilot stayed with the staggering plane, fighting to put it in auto pilot and point it toward the North Sea, away from people on the ground.

The two courageous airmen lost their fight and their lives when the plane half-rolled and dove into a farm field. As Sergeant Seavert jumped he was caught by the blast of the exploding engine and smashed into the tail.

His sacrifice to save lives was not in vain. The plane hit an empty farm field. Although the impact scattered 500 pound bombs and incendiary bombs they did not explode and only knocked down a cow shed and killed some cattle.

In addition to the family stories, Yarnall is bound to her mother's fallen

brother by a series of coincidences that often keeps him in her mind.

He served as an Army Air Corps radio operator and crosstrained into navigation. Yarnall is a communications specialist in the Maintenance Squadron who crosstrained to navigation equipment specialist. She went to tech school at Keesler AFB, Texas, in 1978, about 35 years after her uncle reported to Keesler.

Sergeant Seavert lies in the American War Cemetery at Madingley, Cambridge, about 30 miles away from Mildenhall AB.

Working to keep alive his memory and the heritage all the American airmen who flew into the flak of Hitler's Europe is Bob Collis, an historian of the Norfolk and Suffolk Aviation Museum.

Collis became involved with Sergeant Seavert's B-17 when parts of the plane were discovered during recent housing construction.

When the aircraft wreckage was discovered, Collis researched the identities of the aircrew members and contacted families.

During off-duty time at Mildenhall, Yarnall sought out Collis in Suffolk and was impressed with his efforts to honor American airmen. "He was delighted to hear from me. The people in England are so grateful to the American airmen. They say, 'they fought our war,'" she said.

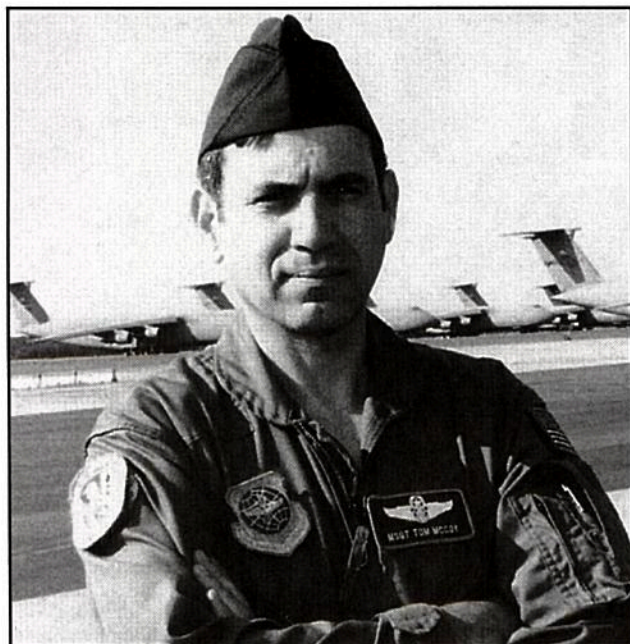
Collis introduced her to a man who was a six-year-old farm lad who saw the aircrew jump from their crippled bomber. He also gave her a compass from the Norden bomb sight, expended .50 caliber ammunition and other parts from her uncle's aircraft.

Yarnall and Collis continue to correspond about the events of that day. "He filled in a lot of details we just never knew all these years," Yarnall said.



NOT FORGOTTEN — TSgt. Carol Yarnall, top, stands by a street sign in Lowestoft, England, which honors her uncle's memory. Above is a photo of SSgt. Douglas Seavert taken in 1945, and below, Yarnall displays remnants from the wreckage of her uncle's B-17.





MSgt. Thomas McCoy

Patriot People

Name: Thomas McCoy

Rank: MSgt.

Age: 45

Address: Hudson, Mass

Unit: 337th Airlift Squadron

Position: Loadmaster

Civilian position: Consulting technician

Favorite food: Italian

Years of service: 26

Favorite sport: Football

Favorite hobby: Woodworking and camping

Ideal vacation: Backpacking camping trip

Best way to relax: Reading a book/fishing

Preferred entertainment: Movies and concerts

Favorite music: Rock

Favorite movie: *Gettysburg*

Favorite aircraft: C-5, C-130, C-123

Pet peeve: None

What I would do if I won \$1million: Spend some, give some to charity and save the rest.

Patriot Praises

Promotions

SMSgt. Haring, Lee R., Jr.
 SMSgt. Labrecque, Richard N.
 SMSgt. McCoy, Stephenson
 SMSgt. Rosarioflores, Hector
 SMSgt. Sherwin, Jeffrey B.
 MSgt. Blakney, Richard
 MSgt. Burnell, Timothy A.
 MSgt. Dempsey, George M.
 MSgt. Durkin, Thomas G., Jr.
 MSgt. Faber, Gerrit
 MSgt. Lausier, Sharon L.
 MSgt. Pirog, Mark J.
 TSgt. Abrams, Alexander J.
 TSgt. Barrientos, Edward N.
 TSgt. Bushnell, Frederick W.
 TSgt. Gerrans, Glen D.
 TSgt. Lafreniere, Ruth A.
 TSgt. Lue, Lana L.
 TSgt. Martindell, Andrew J.
 TSgt. Matteson, Kevin J.
 TSgt. Neiford, David E.
 TSgt. Nichols, James G., Jr.
 TSgt. Paquette, Michael G.
 TSgt. Santana, Angel
 TSgt. Schulz, Kimberly S.
 TSgt. Wurszt, Richard
 TSgt. Whelihan, Diane A.
 SSgt. Chapman, John R.
 SSgt. Corliss, Ronald H.
 SSgt. Dickey, Leroy J., III
 SSgt. Diviney, Dirk
 SSgt. Dunfield, Michelle M.
 SSgt. Fagullar, Corey E.
 SSgt. Harford, Kevin L.
 SSgt. Hunt, Garrett A.
 SSgt. Kratochvil, Kathleen
 SSgt. Landon, Mark T.
 SSgt. Moreland, Michael S.

SSgt. Morin, Amy J.
 SSgt. Morris, Michael
 SSgt. Nelson, Daryl A.
 SSgt. Poirier, Tammy A.
 SSgt. Simet, Manuel
 SSgt. Smallidge, Andrew J.
 SSgt. Winters, Stephen D.
 SrA. Bosch, Debra
 SrA. Crawford, Abdul M.
 SrA. Daly, Robert W., Jr.
 SrA. Dionne, Theresa B.
 SrA. Fox, Bennett J.
 SrA. Goulet, Amy L.
 SrA. Heck, Denise N.
 SrA. Luxton, David D.
 SrA. McCarthy, Patrick T.
 SrA. Nealon, Craig T.
 SrA. Pinkston, Lorenzo, II
 SrA. Salinas, Jaime
 SrA. Sampson, Alfred L., Jr.
 SrA. Sanchez, Pedro L.
 A1C Columbus, Ryan M.

Enlistments

SSgt. Hinckley, Kenneth L., III
 SSgt. Parrott, Daniel L.
 SrA. Bancroft, Brian N.
 SrA. Cronan, Steven J.
 SrA. Cuevas, Hector R.
 SrA. Dozier, Charles P.
 SrA. Lassonde, Keith R.
 A1C Ajmeri, Rupesh R.
 A1C Demers, David J.
 A1C Morini, Dawn M.
 A1C Schlossberg, Steven
 A1C Walsh, David M.
 Amn. Barcome, Michael J.
 AB Kelly, John P.
 AB Lyons, John F.

Reenlistments

SMSgt. Coughlin, Leonard A.
 TSgt. Aube, Tracie A.
 TSgt. Carrington, Carol B.
 TSgt. Fitzgibbon, Joseph
 TSgt. Hendricks, Teresa I.
 TSgt. Jackson, John J.
 TSgt. Lashley, Leon K.
 TSgt. Quirin, Olga A.
 TSgt. Stanwood, Leonard J.
 TSgt. Tuttle, Richard S.
 TSgt. Wade, Stephen M.
 SSgt. Basler, Thomas F.
 SSgt. Brotherton, Peter A.
 SSgt. Boucher, Thomas W.
 SSgt. Bowen, Kevin M.
 SSgt. Cohen, Anthony
 SSgt. Elamin, Khalil
 SSgt. Kennedy, William G., Jr.
 SSgt. King, Steven C.
 SSgt. Kotob, Ramzi
 SSgt. Lambert, Raymond E.
 SSgt. Martindell, Andrew J.
 SSgt. Messenger, Richard C.
 SSgt. Sandova, John A.
 SrA. Gauvreau, Richard A., Jr.
 SrA. Kellam, Christopher F.
 SrA. Maldonado, Jorge L.
 SrA. Perry, James M.

College courses offered on base

If you can't make it to college — Westover will bring the college to the base.

Base Training and Education personnel are contracting instructors from Holyoke Community College to provide college courses during midweek and/or UTA weekends.

Courses in English 101, and Oral Communications are scheduled to begin in October. Midweek classes are scheduled from 11:30 a.m. to 12:30 p.m. on Monday through Thursday for 22 weeks.

The same courses are planned for A UTA Saturday evenings, and will take approximately one year to complete.

According to TSgt. Kevin Brown, education specialist, the college courses are offered in response to customer survey results. "We want to make sure courses satisfy prerequisites for CCAF and general core subjects for any course of study," said Brown.

Initial interest in the courses is high, but to finalize scheduling, interested members should contact the Education or Training offices at extensions 3441, 3440 or 2042 as soon as possible.

Be on guard against danger

The terrorist bombing that recently took the lives of several of our fellow airmen is a grim reminder that we must always be on guard against danger, especially when we are deployed. Our jobs often put us in risky situations in dangerous regions of the world. Consequently, we need to be cautious and aware of our surroundings at all times. Be constantly aware of your environment. This will help ensure your safety and that of those around you. A little extra vigilance could save your life.

Commentary

Maj. Gen Robert A. McIntosh
Air Force Reserve Commander

JOLDS seminar slated for September

A Junior Officers Development Seminar will be conducted at Westover Sept. 12-15.

Interested reservists may contact 2nd Lt. Christine Klink or Peggy Bryant at ext. 2204 or 3315 for an application form. Completed forms must be sent to 650 Hangar Ave. Suite 108, Chicopee, Mass. 01022.

The fax number is DSN 589-2810 or commercial (413) 557-2810.

The seminar is open to lieutenants and captains and majors with less than three years service. Enlisted members (E-4 to E-6) may also apply with commander approval, but officer slots will be filled first.

Focus of the seminar will be on communication, mentoring and conflict resolution. Sessions will include guest speakers and a field training exercise.



Briefs

Reservists asked to invite bosses

Reservists assigned to the 439th Airlift Wing are reminded that Employer Appreciation Days are scheduled for September and October.

Those who usually drill on A UTAs are asked to bring their bosses on Saturday of the October UTA while those who drill on the B UTA should invite their employer on the September B UTA.

Application forms which appeared in the May issue of the PATRIOT, are available at the Public Affairs office in Building 1850. They should be completed and returned to the PA office as soon as possible.

In addition to touring Westover, employers will be treated to an orientation flight aboard a unit C-5.

Native American program planned

November is Native American/Indian Heritage Month which is observed through the Department of Defense. Westover's Social Actions office needs help in planning a program. Any interested reservist may help but especially those of American Indian descent. Those interested should contact Capt. Robert Breese or Capt. Phyllis Bynum at ext. 2220 or 3581. Capt. Breese is also available on email at rbbreese@aol.com. The theme for the program is "Ancient Presence in our Midst."

September UTA dates A UTA 7-8 B UTA 21-22

Correction to UTA schedule for FY97

CHANGE:

Oct. 19-20 to Oct. 26-27
Nov. 2-3 to Oct. 26-27

Memorial dedicated on Mt. Tom for B-17 crash victims

**Article and photo
by MSgt. Gordon A. Newell**

A memorial ceremony honoring 25 American servicemen killed in a B-17 crash on July 9, 1946, was held at the crash site on Mt. Tom in Holyoke July 6. The plane, a converted bomber, was headed to Westover Air Force Base from Europe.

More than 100 relatives of the victims attended the ceremony that included the dedication of a granite monument inscribed with the names of the dead.

Norm Cote, a Northampton resident, who for years has hiked the Mt. Tom area spearheaded efforts to get the memorial built. It was through his efforts and those of veterans agents from Northampton, Easthampton and Holyoke, that the ceremony became a reality.

"They gave their lives for us," Cote said, "Let us not forget them."

To help raise the \$10,000 needed to pay for the monument, Cote sold birdhouses and bird feeders from his home. Help in raising the needed money came from Robert P. Cahillhane, Northampton's director of veterans services; John J. Geran, Holyoke's director of veteran's services and Stan Parsons, director of veteran's services from Easthampton.

Col. Franklyn Senft, 439th Support Group commander represented Westover during the ceremony. During his remarks, Senft noted, "It is ironic indeed that having survived the horrors of World War II, these heroes would lose

their lives here, so close to home, so near to the end of their final mission. Their tragic loss is a reminder of the inherent and frequently unexpected dangers which armed forces members face every day—even during times of peace."

Senft also read a letter from Air Force Chief of Staff, Gen. Ronald R. Fogleman, which in part stated, "The memorial

you dedicate is a tribute to these young men who gave their lives in the service of their country and represents our nation's gratitude for their sacrifice.

"It is also fitting," the letter said, "that these airmen are so honored in the state of Massachusetts, the cradle of American patriotism."



HEROES REMEMBERED — Col. Franklyn Senft, commander of the 439th Support Group, addresses family members of 25 servicemen killed in the crash of a converted B-17 on Mt. Tom, in Holyoke, on July 9, 1946.

PATRIOT



Published monthly for Patriots like TSgt. Beverly Gunter, of Westfield, Mass., and 2,690 members of the 439th AW at Westover ARB, and geographically separated units.

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