

# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

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## *439th AW joins the Navy*

# Crew moves Special Operations Craft to Spain

by MSgt. Gordon Newell

SMSgt. Tom Dzwonkus didn't have a shoe horn with him but he might have been able to use one when he directed the loading of the Navy's new Mark V Special Operations Craft into a Westover C-5 last month at NAS Norfolk, Va.

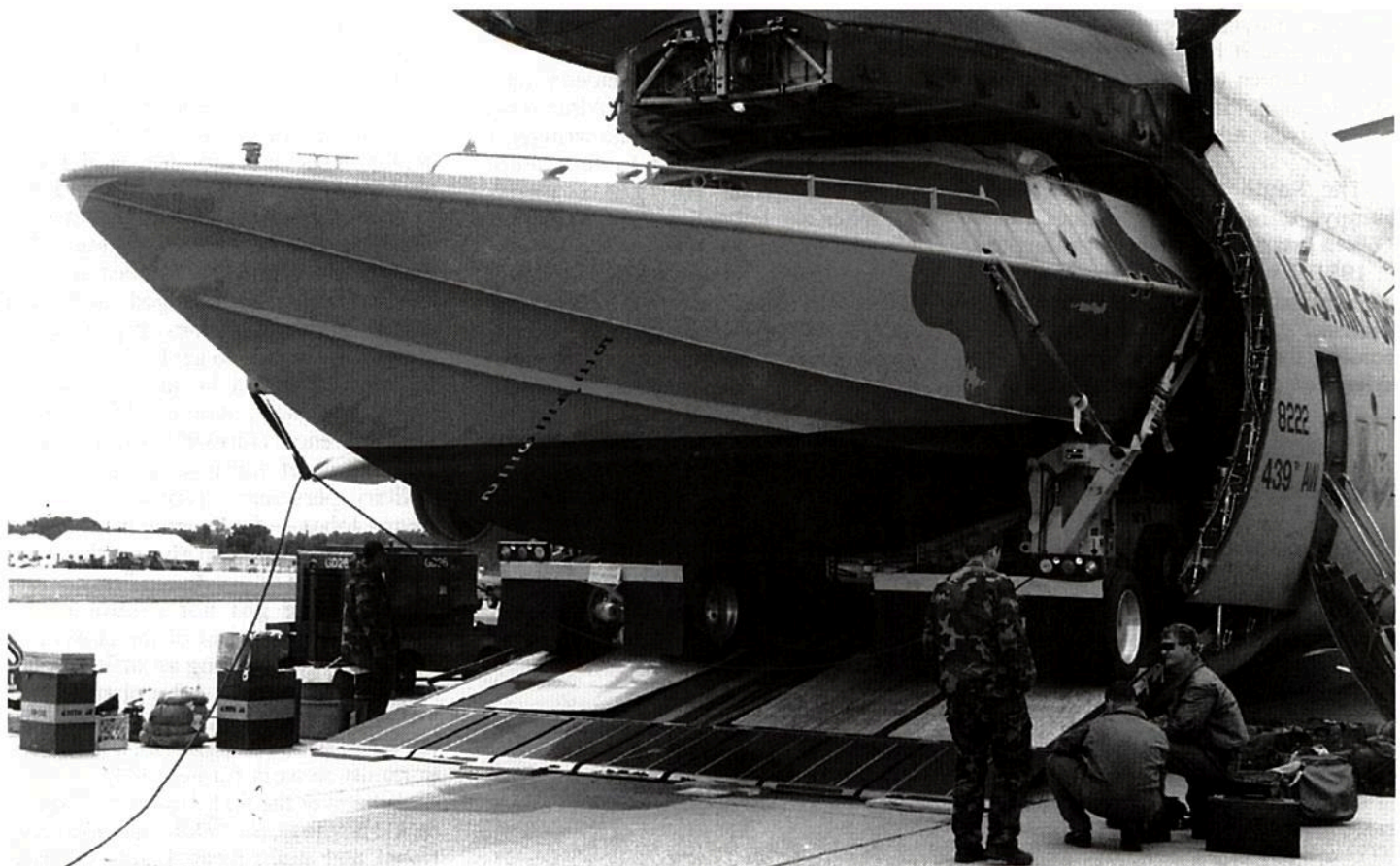
The Mark V is 107 feet long, 210 inches wide and weighs 85,450 pounds. In addition, the trailer that transports the craft, tips the scales at 28,555 pounds and its tractor adds another 25,250 pounds. The load also consists of two Humvees and a five-ton truck, leaving little wiggle room inside the Galaxy's belly.

The flight to Rota, Spain, was the first operational move for the Mark V. It also marked the end of a year and a half of planning and practice for Dzwonkus who received the Joint Services Achievement Medal (see accompanying article) for his work in developing the loading procedures.

Dave Jennings, a civilian in charge of the Mark V for the Navy, praised Dzwonkus for his role in the project.

"His expertise in loading the C-5 and willingness to help train our crews made the entire learning process easier than we could have imagined. We've developed a really good relationship with Westover and look forward working with their crews

*continued on pages 6 and 7*



MSgt. Gordon Newell

**TIGHT FIT** — A Mark V Special Operations Craft is carefully loaded into the cargo compartment of a Westover C-5 at Norfolk, Va. Navy Station for an over-

night flight to Spain where the boat will take part in naval exercises in the Mediterranean Sea. The Mark V is used by Navy SEALs and special boat units.



# Bronner trades stripes for bars: heads for Ohio

by SSgt. Christine Mora

MSgt. Doreen Bronner gets new rank and an old boss this summer when she trades her sergeant's stripes for gold bars and joins the 910th Military Personnel Flight at Youngstown ARS, Ohio.

After completing officer training school, the newly-commissioned second lieutenant will leave her role as 439th Military Personnel Systems and Readiness manager to take over as chief of military personnel at the 910th, working for her old supervisor, 910th Support Group Commander Maj. Denny Jobs, former chief of military personnel at Westover.

"Maj. Jobs has always been a role model and I'm excited to go back to work for her," Bronner said. "I want to combine my personnel background and empathy for enlisted folks to have a real impact as an officer."

It's a ten-year dream come true for Bronner and it hasn't been easy. "I've always wanted to be an Air Force officer," she said. "It's been a long road with a lot of twists and turns, but I finally got here."

The South Carolina native had a bumpy journey to the officer ranks. "When I started my first active-duty tour in 1981, I worked round the clock as a medical technician and full-time college student," she said. "After a few years of burning the candle at both ends, I was exhausted and literally burned out."



*MSgt. Doreen Bronner*

So Bronner took a break from the hectic schedule. Unfortunately, both her biggest opportunity and regret came at the same time when she turned down an appointment to the U.S. Air Force Academy.

"I was so worn out and decided to take it easy and relax," she said. "After years of putting myself through the wringer, I didn't want to commit to four more stress-filled years."

When she left active-duty in California, she joined the Air Reserve Technician program at Norton AFB as a training technician. She transferred to Westover in 1987 as a maintenance training technician and soon moved over to the Consolidated Base Personnel Office where

she spent the next nine years as a military personnel virtuoso working in Base Training, Personnel Systems, Quality Force, Customer Support, and Systems and Readiness.

It was her last stint as Systems and Readiness manager that reconnected Bronner to the Air Force team. "When I got into readiness, I started to deal with deployments and mobility, and I was revitalized by the change," she said.

Meanwhile Bronner was hard at work finishing her bachelor's degree. Although she originally planned to be a medical doctor, she changed course and got her degree in business organization. "It took me awhile to get back on track," she said. "I owe a lot to many people along the way, especially SMSgt. Sharon Benoit (former Westover Base Training chief and now at the AFRES military personnel division) and Maj. Denny Jobs — for keeping me focused. Even when I wanted to give up, they kept reminding me of my dream."

When she got her diploma, she "pulled the dream out of the closet and dusted it off." Finding an officer's slot was another matter. After plans to stay at Westover fell through, she accepted the position at Youngstown, and the opportunity to work for her old boss.

Whatever the feat, Bronner is sure to tackle it with gusto. "Doreen is an exceptional and multi-faceted person," said Capt. David Calland, 439th director of military personnel. "She loves a challenge and doesn't stop until she overcomes it."

## PATRIOT

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# Civil engineer is jack of many trades

by SSgt. Christine Mora

Clayton Hanright spends his weeks moving intelligence around the world.

On the weekend, he moves dirt.

It's a paradox that many reservists share — their civilian jobs are completely different from their Air Force duties. For MSgt. Clayton Hanright, a heavy equipment operator in the 439th Civil Engineering Squadron, it's a mix he chose on purpose, and one he intends to keep for a while.

"I love the fact that my jobs are so different," he said. "It's such a break for me to come to Westover, where I can throw myself into another type of work."

Hanright's civilian days are filled in a "think tank" of sorts at MITRE Corp. in Bedford, Mass., a research and development organization that advises government agencies — primarily the Department of Defense. Although he works on a variety of intelligence operations, Hanright's forte is the Combat Intelligence System, a complex program used by DOD and militaries throughout the globe — including the Intel shop at Westover.

"Through the use of message traffic, imagery, and electronic intelligence, the CIS helps aircrews plan missions," he said. "I'm like a jack of all trades, working on the development, maintenance and field operation of the equipment."

Hanright's job takes him all over the world and he is a routine participant at deployments like the electronic combat exercise, Green Flag, at Nellis AFB, Nev. The engineer travels to hot spots such as Korea and Saudi Arabia for months at a time, coordinating CIS installation and training.

There are times when Hanright's military career comes in handy. During a recent trip to Nellis, his group ran into problems setting up a bare-base camp. "I just went over to the CE and transportation shops, showed them my Reserve I.D. card and borrowed the materials and vehicles we needed," he said. The civil engineer in Hanright kicked in as he took the controls of a bulldozer and leveled the field to prepare it for construction.

Ironically, Hanright's original military job sparked his future civilian one. The Rome, N.Y. native began his military career in 1976 with a four-year active duty stint as an avionics technician. When he returned home, Hanright completed his degree in electronics and worked for several universities on rocket research before joining MITRE Corp. in 1985.

As he moved up the civilian career ladder, Hanright re-established his military one in 1986 when he became a reservist with the 439th Civil Engineering Squadron. "I wanted to do something different without giving up my civilian job," he said. "My parents own a business and always had heavy equipment lying around. I always enjoyed tooling around there and saw the Air Force Reserve as a good opportunity to learn more about construction."

Hanright's next jaunt is to Eglin AFB, Fla., to participate in Coalition Blue Flag, a joint-nation, battle staff exercise where the Saudis will be participating.

"We will give the Saudis an illustration of their new battle system and then travel to Riyadh for a few months to set up the system and train the military troops there," he said.

When he gets home, it's right back to Westover for battle training of his own as his CE unit jumps into Operational Readiness drills and Hanright again shifts gears.



**DRIVING FORCE** — MSgt. Clayton Hanright starts a payloader during the UTA weekend. Hanright is a heavy equipment operator with the 439th CES.

## Chicopee Chamber salutes reservists

Three 439th Airlift Wing reservists received honors at the Chicopee Chamber of Commerce breakfast hosted by Westover at the base club April 24.

CMSgt Kathleen M. Wood, A1C Danette M. Otto, and TSgt. Robert S. Rodrigue were awarded Senior NCO, NCO, and Airman of the Year during the annual military event. In addition, Col. Marvin Jay Barry was recognized and congratulated for his new assignment as vice commander of the wing.

Approximately 75 reserve and civilian employees from workcenters across the base turned-out to express support for their colleagues, and more than 150 representatives from area businesses and professional organizations attended.

Wood was recognized for her outstanding work as the Logistics Group Training Superintendent; Rodrigue for his high-level of knowledge and skill in managing engine affairs for the propulsion shop; and Otto for her achievements in quality control on more than 500 medical records and correcting deficiencies in the unit's mammography program.

However, each award recipient had one thing in common — they had a tremendous spirit of volunteerism above and beyond the call of duty, said Maj. Armand Tourangeau, chief greeter at the breakfast.





**BURN, BABY BURN**—A military fire team rushes in to douse the scorching flames of a natural gas blaze. Guard and Reserve firefighters, including six from Westover, spent the day at the Connecticut Fire Acad-

emy at Bradley International Airport, sharpening their skills using the academy's array of vehicle mockups that instantly become infernos at the turn of a switch.

## Gas fires heat up new team training

Story and photos  
by Capt. Paul Koscak

Clank.

You place the pot on the stove.

Hiss.

You turn on the jet.

Whoosh.

The gas ignites. A blue-orange flame clutches the utensil.

For most of us, that's about all we know when it comes to natural gas.

But not for six Westover firefighters.

They, along with firemen from the New York Air National Guard and Navy Reserve, recently battled natural-gas blazes in Windsor Locks, Conn.

Admittedly, the fires didn't trip any alarms. But the exercise packed all the wallop of a small inferno.

"It's about as close to reality as you can get," Ron Keane, training coordinator at the Connecticut Fire Academy, remarked as he watched a fire team scurry

to douse a car that just exploded into an orange fireball.

Except in reality, there's no control.

At the academy, fires are fed by natural gas. Just like your stove, the flames can be turned on and off and the intensity and duration is controlled.

The training yard, located in a remote corner of Bradley International Airport, has mockups of a car, truck and airplane rigged to gas pipes.

Burns have the drama of a rocket launch.

The action starts when jets of water drench the rusty steel derelicts. Seconds later, fingers of flame creep up the side. They turn the steel glowing red, instantly vaporizing the water.

Now and then, a fist of flame roars skyward, sending a blast of hot air rolling across the yard.

With the blaze at full throttle, a fire team rushes in. Protected by fire suits and air packs the team battles the blaze from

two sides. Within a minute, it's out.

The sequence soon begins again. And again.

Although the training is the first for the Westover team, the Air National Guard has been at it for nearly two years, according to Jerry Hoffman, a military liaison to the Guard Bureau.

"This enhances a firefighter's confidence and their ability to work as a team," he said. "You can see the difference."

Besides control, environmental regulations prohibit open burning and that's keeping the academy facility in demand. As a result, Westover no longer uses "Miss Piggy," for fire training. The steel C-130 hulk was doused in jet fuel and set ablaze, sending up clouds of gray smoke.

"This is state of the art," MSgt Kenneth L. Morypko, a 439th Civil Engineering Squadron firefighter said of the training. "It's challenging."



# Westover scheduled for A-76 cost study

by MSgt. Gordon Newell

Westover Air Reserve Base is one of 13 Air Force Reserve installations nationwide that is soon to conduct a study to determine if it is more cost effective to perform some base support functions in-house or through private contract.

The studies include functions such as weather, airfield operations, communications, transient aircraft services, lodging, information management, supply, transportation, and civil engineering operation activities. Headquarters AFRES identified these areas through an integrated process team earlier this year.

The studies determine if using a contractor to perform any of the jobs in these functions is more cost-effective than keeping them in-house. The Office of Management and Budget Circular A-76, Performance for Commercial Activities, provides the

guidelines for the studies.

"I want to emphasize that we do not anticipate anyone losing his or her job," said Col. James P. Czekanski, wing commander. "A similar study was conducted here about 10 years ago when base personnel won the contract."

Officials expect to complete the studies within four years.

In addition to Westover, affected AFRES locations include:

Dobbins ARB, Ga., March ARB, Calif., Grissom ARB, Ind. Homestead ARS, Fla., Carswell ARS, Texas, Willow Grove ARS, Pa., Youngstown-Warren ARS, Ohio Minneapolis-St. Paul ARS, Minn., Pittsburgh ARS, Pa. Niagara Falls ARS, N.Y., General Mitchell ARS, Wis. Naval Air Station Joint Reserve Base, New Orleans, La.



## Fauna friendly

**FOR THE BIRDS** — Gina Rossi, far right, led a group of Massachusetts Audubon Society bird watchers on a tour of base grasslands June 8. The group observed two endangered species which nest at Westover, the grasshopper sparrow and the upland plover. Rossi is the base environmental engineer.

(photo by MSgt. Gordon Newell)

## Extensive road construction part of base facelift

by SSgt. Christine Mora

Westover's roads are getting a \$3.6 million facelift. That's no surprise to drivers who've endured the maze of detours that base officials say should be gone by August.

New curbs, sidewalks and drains top the list of improvements that include resurfacing base roadways. Contractors, led by Palmer Paving from Palmer, Mass., are heading construction efforts.

Granite curbs are replacing the old concrete ones in a move, said Westover's Chief Engineer Dave Kocot, that will save Westover big dollars in the long run.

"Granite is the only material that will sustain New England weather conditions," he said.

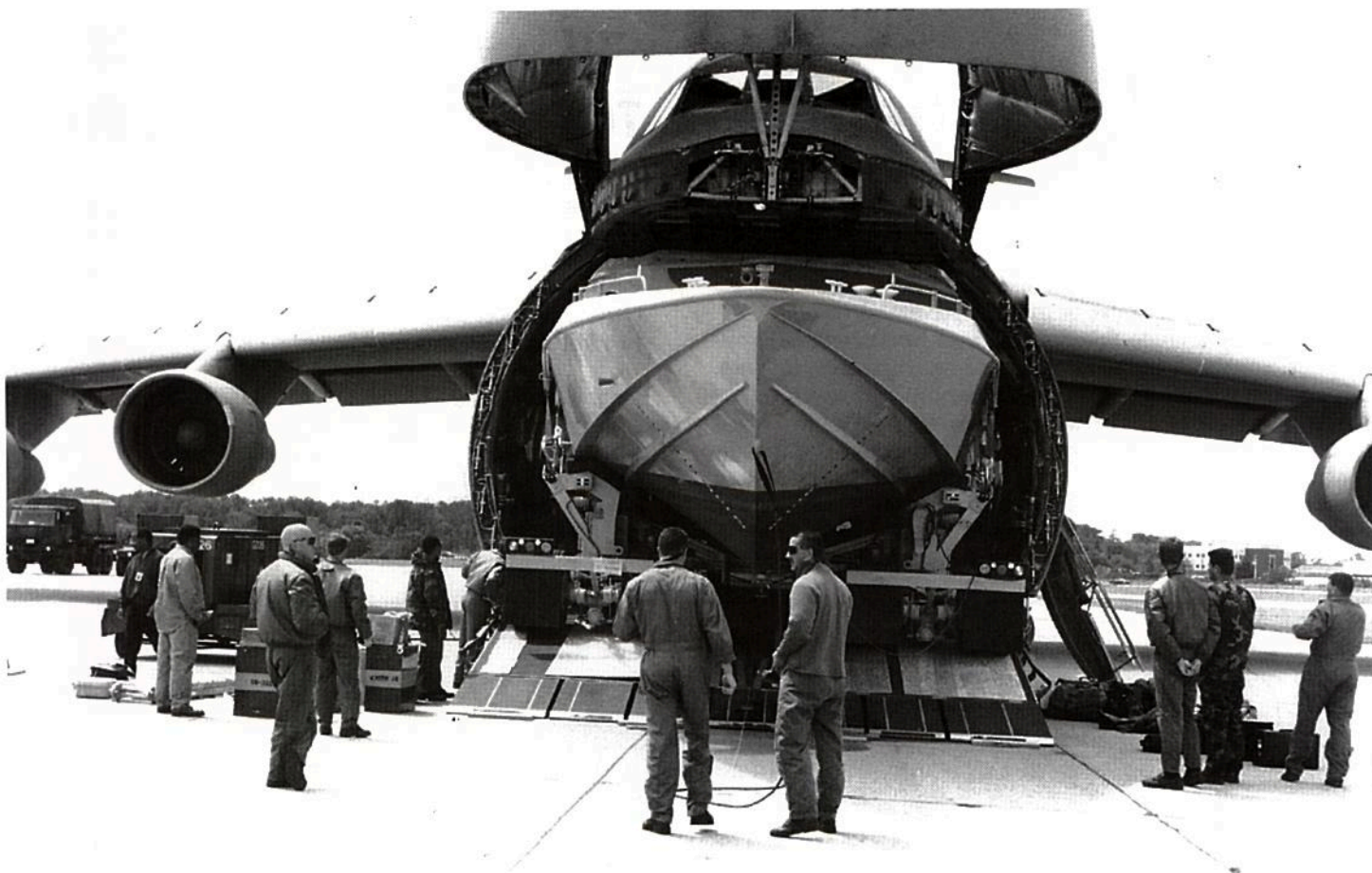
Installation of base sidewalks is an effort sparked by NCO Leadership and Development classes. During the class, sergeants are tasked to address issues and suggest improvements. "Students highlighted the need for sidewalks, and after a great deal of assessment, the project was funded," Kocot said.

Several other projects are also under construction, including the new conference center, a hazardous waste pharmacy building and a new Aircraft Generation Squadron gas station near Hangar 9.

"The improvements are positive in several ways," said Col. James P. Czekanski, wing commander. "In addition to their functional benefits, they also show visitors that we are taking care of our resources." He add that the number of military and civilians who use our facilities each year will grow with the completion of the new conference center and with increased use comes increased visibility.

"More than 600,000 people will visit the airshow in August," he said. "We want them to know that we are taking good care of what the taxpayers have given us," Czekanski said.





**MOBILE MARINA —** A Navy Mark V Special Operations boat fills the massive cargo compartment of a Westover C-5 at Norfolk, Va. The boat was transported to Rota, Spain to participate in military exercises.

# BOAT LAUNCH

*Photos by MSgt. Gordon Newell*

*(Continued from page one)*

in the future," Jennings said.

It looks as if the Navy will have plenty of opportunity to do just that. The C-5 is the only aircraft in the Air Force inventory capable of carrying the boat that is being used by Navy SEALs and Special Boat Units for missions like medium-range insertion/extraction, limited coastal patrol and interdiction.

"This is going to be a long-term mission for us," said Dzwonkus. "These units have a 24-hour mobility response time and may need to be flown anywhere in the world so they offer us a lot of job security."

"When we first started working on this plan we allowed for four hours for loading time using winches for the entire job. We've cut that to an hour and a quarter because we are now able to shorten the winching distance and partially drive the rig into the airplane," Dzwonkus said.

"This mission offers plenty of challenge to our loadmasters," Dzwonkus said. "We are working with extremely tight clearances and extensive tie-downs, but we seem to have worked the bugs out and loading is becoming almost routine," he said.

Dzwonkus, the wing's standardization/evaluation loadmaster, also credited the 337th's flight engineers who worked the mission.

"Norfolk has a pretty short runway for a load this heavy and

our engineers had their work cut out for them in calculating the fuel load and compiling refueling data," he said.

With a load weighing 197,747 pounds and a runway of only 8,300 feet, the fuel-thirsty C-5 had to rendezvous with a tanker off the coast of Nova Scotia. Under the steady hands of Lt. Col. Sandy Whittier and Maj. Keith Guillotte, the Galaxy gulped 125,000 pounds of fuel before continuing on to Spain.

"When it comes to our loadmaster section, Tom Dzwonkus is our innovator," said Col. James Moran, commander of the 439th Operations Group. "It's good to see him get the recognition he deserves for working on this mission."

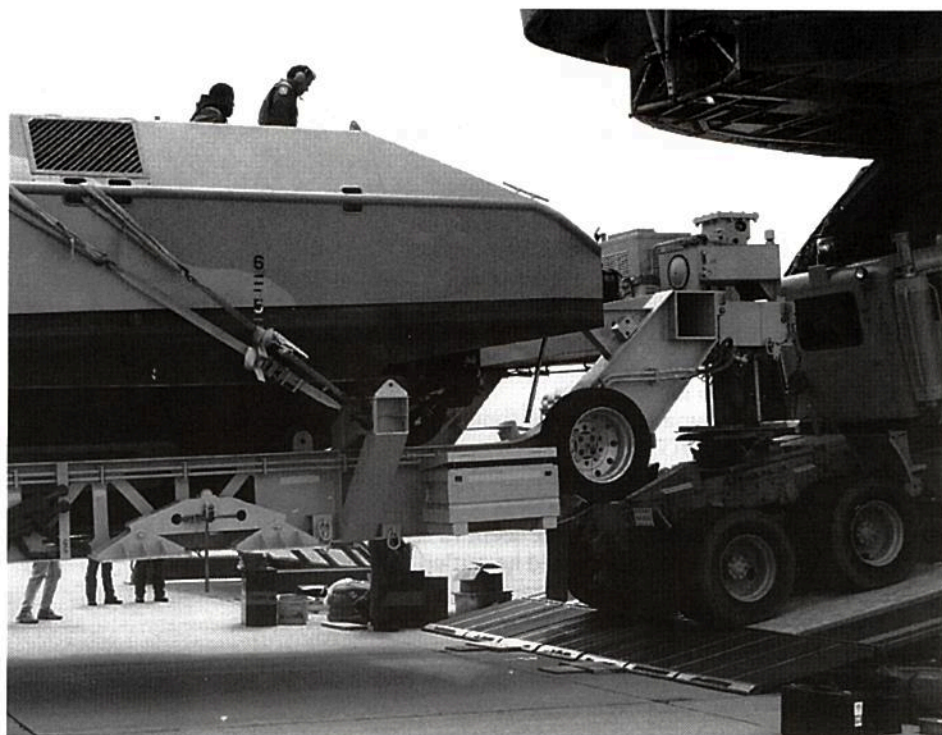
**DAS BOOT** — Twin diesel-engine-drive water jets power the Mark Vat speeds that exceed 50 miles per hour. With a four-foot navigational draft and a range of more than 500 nautical miles, the craft operates with a basic crew of five, a SEAL platoon of 16 and four combat rubber raiding crafts.

The vessel can carry 7.6 mm, 12.7 mm or 40 mm weapons; 7.62 mm Gattling guns and STINGER anti-aircraft missiles.

The need for such a craft came out of Desert Storm when Naval Special Warfare Command found that post-Vietnam patrol boats could not satisfy modern operational requirements.

It is also the only craft in the Special Boat Unit inventory that fits inside the C-5 Galaxy, for a rapid response to support theater requirements.





**PHOTO OP** — It isn't every day the a C-5 coughs out a full-size boat. Even seasoned C-5 pilots like Capt Matt Warren, left, and Lt. Col. Sandy Whittier, were on the tarmac photographing the offload of the Mark V in Rota, Spain. Above, it was a high-tech tractor pull as the specialized Mark V trailer ferried the boat inside the C-5 cargo bay in Norfolk, Va. The Mark V weighs 85,450 pounds, and the trailer 28,555 pounds.

## Dzwonkus' innovative plans merit Joint Service Medal

The United States Special Operations Command honored SMSgt. Thomas Dzwonkus, for his efforts in developing loading procedures for the Navy's new high-speed Mark V Special Operations Craft.

Dzwonkus, who is the 439th Airlift Wing Standardization/Evaluation loadmaster, won the Joint Service Achievement Medal for the load plan that took him more than a year to devise.

The citation that accompanied the award, reads in part: "Sergeant Dzwonkus' efforts were critical to the Mark V SOC Program achieving its United States Air Force C-5 Air Transportability Certification. Receiving this certification was the single most important event in the life of the program and without his direct support this certification would not have been received.

"Sergeant Dzwonkus developed a well written Mark V SOC Aircraft Load plan and provided highly qualified personnel to train Mark V crew in C-5 load procedures. His diligence in coordinating his unit's busy flight schedule to accommodate training requirements resulted in saving the program over \$300,000 in flight hour costs."

"This was a very challenging undertaking," said Dzwonkus. "It's nice to be recognized but I didn't do it alone."



**LOADED UP** — SMSgt. Tom Dzwonkus, 337th AS loadmaster, left, breathes a sigh of relief at the completion of the Mark V loading at Norfolk, Va. At lower right is MSgt. Rob Karrasch, 337th AS loadmaster.



# Goff returns to Westover as inspector general

by Capt. Paul P. Koscak Jr.

Westover now has its own inspector general.

Although the job is new, the inspector is no newcomer to the base.

Col. Benjamin F. Goff, former 439th mission support commander, will take on the new role of investigating just about anything that comes to his attention.

Anything from mismanagement of funds to serious personnel problems could get the IG's eye.

But the job is more than just investigating problems.

Goff says the job was created to offer reservists a final sounding board, an outside perspective with the teeth to enforce.

"The issues that arise locally should be settled locally," he says.

In-house, that is.

In the past, the IG's job was an additional duty. Now, it's a traditional reserve position.

Reservists, contends Goff, should have another place to air their frustrations other than their congressman or lawyer.

He's no stranger when it comes to investigations.

Before he was MSS commander, Goff managed the base social actions office. Leaving Westover in 1994, Goff took charge of senior-officer investigations at 22nd Air Force, particularly for complaints lodged at colonels or higher.

When Goff isn't investigating military problems, he's doing the same thing as a civilian environmental investigator. Since 1989, the Randolph, Mass., resident has run his own company that looks into hazardous waste, soil and water contamination.

Goff's Air Force career stretches to 1967 when he served on active duty as a biochemical and rocket propellant project scientist before joining the Reserve in 1974.

Goff recently earned a doctorate in environmental engineering.



staff photo

Col. Benjamin Goff

## Projected UTA schedule for fiscal year 1997

Month	A	B	85 APS	722 ASTS
October	5-6	19-20	19-20	19-20
November *	*2-3	16-17	16-17	16-17
December	7-8	21-22	14-15	14-15
January	11-12	25-26	11-12	11-12
February	8-9	22-23	8-9	8-9
March	8-9	22-23	8-9	8-9
April	5-6	19-20	12-13	12-13
May	3-4	17-18	17-18	31-1
June	7-8	21-22	21-22	2-3
July	12-13	26-27	12-13	26-27
August	9-10	23-24	9-10	16-17
September	6-7	20-21	13-14	13-14

\* tentative





## POW-WOW

The Department of Veterans Affairs sponsored a Native American Veterans Pow-wow here on May 18 and 19 to recognize the contributions of native Americans in U.S. conflicts.

The Indian celebration featured American Indian crafts, food, music and dance. More than 60 Indians from around the United States and Canada participated.

Both young and old performed ceremonial dances, and a colorful myriad of tribal and U.S. flags added sparkle to formations.

Members of the Andrew Blackhawk, American Legion Post 129, from Black River Falls, Wis. led the opening procession.

The Sioux, Ottawa, Blackfoot, and Winnebago tribes were some of the U.S. tribes that honored different groups of veterans.

Westover's ample acreage and facilities provided the perfect backdrop as Indian teepees and campfires dotted the Dogpatch area.

Base personnel provided security, water and electrical hookups.







SSgt. Paul Mantikoski

Capt. Kevin Riley

## Patriot People

**Name:** Kevin C. Riley  
**Rank:** Capt.  
**Age:** 40  
**Address:** Uncasville, Conn.  
**Unit:** 439th Support Group  
**Position:** Executive Officer  
**Civilian position:** Senior consultant  
**Favorite food:** Pasta  
**Years of service:** 11  
**Favorite sport:** Tickle rasslin' with my sons  
**Favorite hobby:** Working on the house  
**Ideal vacation:** Shenandoah Valley, VA.  
**Best way to relax:** Quiet talks with my wife  
**Preferred entertainment:** Reading  
**Favorite hero:** Gideon  
**Favorite music:** Christian  
**Favorite aircraft:** Titan IV  
**Pet peeve:** None, really  
**What I would do if I won \$1million:** (after taxes: \$350K)  
 I'd take the rest of the day off.

## Patriot Praises

### Enlistments

SSgt. Reed, Dale F.  
 SSgt. Shull, Hans F.  
 SSgt. Spoor, Richard A.  
 SrA. Brodmerkle, Warren M.  
 SrA. Kessler, Steven J.  
 SrA. Mathieson, Darryl J.  
 A1C Crane, Richard J.  
 A1C Searway, Thomas A.  
 AB Ciaffaglione, Michael A.  
 AB Dufresne, Gerald E., Jr.

### Reenlistments

SMSgt. Doyle, Christopher P.  
 SMSgt. Strouse, Joseph R.  
 MSgt. Brady, James R.  
 MSgt. Dunn, Harry E., Jr.  
 MSgt. Hayward, Douglas M.  
 MSgt. Kida, John E.  
 MSgt. Lawton, David W.  
 TSgt. Brown, Lawrence A.  
 TSgt. Edwards, Michael A.  
 TSgt. Gallagher, John J.

TSgt. Mullally, John E.  
 TSgt. Rodrigue, Robert S.  
 TSgt. Sauer, Jeffrey J.  
 TSgt. Servant, Paul James  
 SSgt. Barr, Steven E.  
 SSgt. Bineault, Norman J.  
 SSgt. Burek, Stephen E.  
 SSgt. Butler, Mark W.  
 SSgt. Foote, Steven J.  
 SSgt. Forde, Timothy A.  
 SSgt. Kasuba, Christopher J.  
 SSgt. Niquette, Robert R.  
 SSgt. Penna, Michael N.  
 SSgt. Sullivan, Daniel O.  
 SSgt. Szafer, John L.  
 SSgt. Voner, Joseph T.  
 SSgt. Wegiel, Edward G.  
 SSgt. Wrobel, Steven M.  
 Sgt. Hersom, Craig A.  
 SSgt. Vanegas, Alejandro  
 SrA. Johnson, Kevin T.  
 SrA. LaCroix, Eric M.  
 SrA. Martin, Thomas J.  
 SrA. Mortimer, Shane W.  
 SrA. Thornley, William R.  
 SrA. Zona, Sabatino P., Jr.

## Base recycling on the increase

by MSgt. Tom Allocco

Westover's Quality Recycling Program (QRP), which has been in place since last July, recently expanded to include curbside pickup and additional recyclable material from base industrial facilities.

Westover's 12 industrial buildings, including the hangars, base supply, fire station and other buildings, have received bins for glass, metal and plastic recycling. They will be picked up at curbside, together with bins of paper and cardboard, on Tuesdays and Fridays.

The addition of glass, metal and plastic to the list of recyclables from industrial buildings is further proof of the success of Westover's program, according to Jim Kelly, environmental engineer and base QRP manager.

"We expect to save more dollars in refuse disposal in coming years as we increase the percentage of recyclables," Kelly said.

The Air Force pollution prevention goal is to reduce solid waste disposal by 30 percent by the end of this year, and by 50 percent by the end of 1997, he said.

To enhance the refuse disposal, the dumpsters along Hangar Row have been removed and industrial building tenants are delivering refuse to compactable containers recently installed at the base transfer station between Patriot Avenue and Hangar Avenue.

**GREAT**  
**New England Airshow**  
**Aug. 3 - 4**



## Airshows are for everyone

Airshows are many things to many people.

Planners tend to cringe at airshow time, thinking about the thousands of details they need to coordinate.

Participants are often excited about the change of pace the airshow workday brings.

And visitors come out in droves to crowd the flightline and tour the exhibits, marveling at the aircraft, talking to Air Force personnel and wondering when the next airshow will be.

That's the point.

In a way, the public is our boss. They pay our salaries, so they should know where their money goes. What greater way to show the public what happens to their tax dollars than giving them a look at what we do?

### **Editorial**

Airshows also offers local communities a chance to peek behind the gates of their active military neighbor. They certainly hear the planes. They spot the uniforms. Rarely do they see the big military picture next door.

The airshow can give employers a personal glimpse of the "other job" that steals their employees away for UTAs and annual tours.

The show is a recruiter's bonanza. They gain massive exposure to potential enlistees who may see their future in the aircraft, skills and professionalism of the exhibits and personnel on the flightline.

But let's not forget why people come to airshows. They're fun. And there's nothing wrong with that.

So urge your neighbors near and far to attend this year's airshow. Don't just urge them, invite them.

It's a party that has room for everyone.

by SSgt. Christine Mora  
Public Affairs Craftsman



**CAN WE TALK?** State Senator Brian P. Lees, R-East Longmeadow, right, talks with Col. James P. Czekanski after speaking at the Reserve Officers Association luncheon in May. Lees, who has no military experience, told the officers that legislators need to be more aware of military needs.

## **Briefs**

### **Reservists asked to invite employers to visit Westover**

The 439th Airlift Wing will conduct Employer Appreciation days in September and October and reservists are encouraged to invite their bosses to attend the events.

Reservists who normally drill on A UTAs are asked to bring their bosses on the October UTA and those who drill on the B UTA should bring their employer on the September B UTA.

Application forms which appeared in the May issue of the PATRIOT, and which are available at the Public Affairs office in Bldg. 1850, must be 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-5A Galaxy.

### **Local AFA members win state recognition**

The Pioneer Valley Chapter 111 of the Air Force Association captured six awards at the recent state awards banquet held at the Constitution Inn in Charlestown.

Winston S. Gaskins won the Mass./AFA Eagle Statue in recognition of his tour of duty as state president, 1994-1995. President's Awards for exceptional service went to Lt. Col. Cranford O. Bost and Maj. James P. Joyce while SMSgt. Kelly Braudis, state secretary and Chapter 111 secretary and Sue Alexander who serves as Chapter 111 treasurer won medals of merit.

**July UTA dates**  
**A UTA 13-14**  
**B UTA 27-28**

**August UTA dates**  
**A and B combined**  
**August 3-4**





**FLASHBACK** — Westover's flightline was packed during the 1994 Great New England Airshow.

## Open House offers something for everyone

by MSgt. Gordon A. Newell

Aircraft enthusiasts from throughout the Northeast will be treated to an aeronautical smorgasbord, Aug. 3-4 when Westover opens its gates for the Great New England Air Show.

"We have pulled out all the stops in trying to make this year's show the best ever," said Lt. Col. Paul Torpey, airshow director.

"We were very happy to learn that the Air Force's Thunderbirds accepted our invitation and we have requests out for just about every type of aircraft operated by U.S. military forces."

In addition to modern aircraft, the ever-popular Warbirds will also be well represented, thanks to Tom Kennedy, who acts as liaison between the Westover Community Galaxy Council and Warbird owners.

"The Westover show has gained a great reputation over the years with vintage aircraft owners," he said.

"So when they make out their schedules early in the year, they make sure they save our dates."

The Thunderbirds, who have performed before millions of people around the world, will be making their first appearance here since 1987. Making their first appearance ever, here will be

the Leap Frogs, the Navy's precision parachuting team. Another big draw is Mike Goulian, the 1995 National Aerobatics Champion who dazzled the Westover crowd during the 1994 with his Extra 300S plane.

Flying demonstrations by current military aircraft as well as the Warbirds will be conducted through the day on both dates.

Static aircraft already committed to the show include: A-10, F-15, AV-8B, C-23, C-26, UH-1, UH-1N, T-2C, E-3, P-3, F-16, B-52, HH-60, CT-140, CT-133, CH-124, CE-144, MC-130, KC-135, HH-65, C-130 (Australian), C-130LH, AH-1 and AH-64.

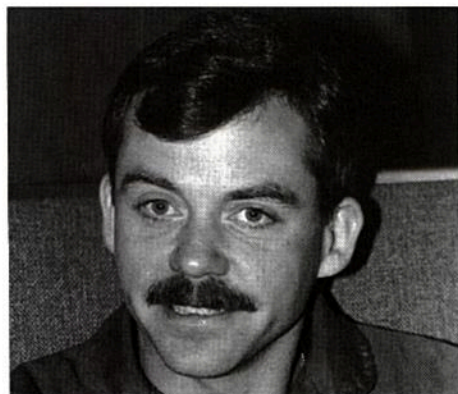
Still being worked are appearances by the F-15E, F-117, T-1, T-27, T-38, AT-38B, T-43, C-9, C-17, C-141, F/A-18, C-27, C-21, B1, F-5E, F-4 (Germany) and Tornado (Germany).

Fly-bys by the B-1 and B-2 bombers are also still possible.

Warbirds already confirmed include a AT6, C-121, C-119, R5D, C-47, B-17, B-25, F4-U, P-38, AN-2, P-51, P-47, T-28, PT-23, PT-17, L-19 and MIG-15.

There is no charge for the show and there is ample free parking. Coolers, bicycles and roller blades will not be allowed on the flightline.

# PATRIOT



Published monthly for Patriots like TSgt. Ken MacDougald, of Shrewsbury, Mass., and 2,686 members of the 439th AW at Westover ARB, and geographically separated units.

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