

# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

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MSgt. Sandi Michon

**BIG BILLING** — The C-5 is a huge attraction as thousands of airshow spectators toured the cargo bay.

## Airshow thrills 500,000 spectators

by SSgt. Charlie Cangemi

"It's the Indy 500, *Top Gun*, and the 4<sup>th</sup> of July all rolled up in one."

This is how aerobatic pilot and airshow performer Sean Tucker described the Great New England Air Show, which attracted to Westover's flightline half a million spectators on Sept. 12-13, with myriad aerial performances and displays. The show was a fitting celebration for the Air Force Reserve as 1998

brings its 50<sup>th</sup> anniversary.

All 50 years of the Reserve were represented with aircraft, from the early 1940s with the B-17 Flying Fortress, to the Air Force's newest C-17 Globemaster III, declared operational in 1995. And pre-Air Force aircraft built for World War I were also on hand; the slow-moving, multi-winged aircraft contrasted sharply with the high-speed and maneuverable \$23 million F-16 Fighting Falcon, flown by the U.S. Air

Force Air Demonstration Squadron, known as the Thunderbirds.

"They are just amazing," said Jim Salafia of the sleek, red, white and blue Thunderbird aircraft.

Although the Thunderbirds headlined the event, spectators had similar descriptions of the World War I aircraft flown in from the Rhinebeck Aerodrome Museum, in New York. The military used these planes almost

continued on pages 8 and 9



# Red Devils fall for crowd

by SSgt. Nancy Robbins

One if by land, two if by sea – three if by air?

Hundreds of thousands of air show enthusiasts watched as the British Army Parachute Regiment's free fall team, the Red Devils, streaked through the clouds and linked together, forming intricate geometric patterns with their bodies before gliding in for a picture-perfect landing.

Free-falling at speeds up to 150 miles per hour, with orange smoke curling from their heels during their ten thousand-foot descent, the 12-member team executed four perfect leaps during the two-day event.

Team spokesman Lance Corporal Craig Hughes said the only thing on his mind during the split second before a jump is not whether his equipment will work, but how to give the crowd a great show.

"We have complete confidence in our parachutes and our riggers, so the only goal in mind when we jump is how to execute the most entertaining and precise jump that we can," Hughes quipped.

The men are active duty members of the British Army, and make up half of the 24-man parachute regiment. The regiment is split up into two 12-man teams, who represent Great Britain at more than 200 public events a year and make some 1600 individual descents around the globe.

SSgt. Vin Blanchard



## PATRIOT

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SSgt. Nancy Robbins

**SKY CAM —** Red Devil para-trooper Mac McAuliffe dons a camera-equipped helmet to film his team in flight.



# Current events highlight open house security

by Capt. James Bishop

With the military worldwide on increased alert status, how do you pull off security at an air show?

With about nine months of advance planning, according to Capt. Mary Ann Lutz, chief of security forces.

Her office began in January sending out letters and pulling together a multi-state staff of about 500, including six bomb-sniffing dogs, for the 1998 Great New England Air Show.

Over 500,000 people attended the two-day air show September 12 and 13 — without incident.

Lutz coordinated efforts of reserve security forces, augmentees from other units, local police, and state police from Massachusetts and Connecticut. Security forces even flew in from Andrews, Charlestown, McGuire Air Force Bases and Willow Grove Air Reserve base.

Guards checked every container people brought through the gate. Six K-9s patrolled continuously. Security personnel ran metal-detector wands over people and packages at the gate.

So how different was security this year?

Not very, Lutz said after spending a 13-hour day at the flight line on the air show's first day.

Two weekends before the 1996 air show, the Olympic Park bombing occurred. The next weekend, TWA Flight 800 crashed — and speculation about unusual causes began almost immediately. Both incidents made security tighter in 1996, Lutz said.

So although the base was at threat condition alpha, the second of five security standings, security operations didn't change the way they did business.

"It's pretty normal stuff. We're searching every knapsack and container," said Sgt. Ron Busch as he hailed a young boy over and joked with him while he searched his lunch box.

A minor traffic accident at the Industrial Gate backed up traffic briefly early Saturday evening.

But other than some children separated from their parents, there were few security problems, Lutz said.

"It's hard to host a party of this size and not have some glitches, but overall it went really well," she said.



MSgt. Sandi Michon

**PLANE CAREFUL** — Massachusetts State troopers patrol the flight-line to augment security during the Great New England Airshow held Sept. 12-13.

## A nose for trouble...

by Capt. James Bishop

Massachusetts state trooper Ed Reese brings his work partner home every night. The two even share a bed with his wife.

His companion is Izod, a black labrador retriever that can sniff some 29,000 different combinations of explosives. Izod is required to come home with his trainer each night.

Izod was one of six explosive-sniffing dogs providing security at the 1998 Great New England Air Show.

Nine-year-old Beau from Connecticut has sniffed around every president since Ronald Reagan. Beau is a 73-pound black labrador retriever. Beau also went on the initial raid in the Waco, Texas incident.

Beau and Izod worked 12-hour shifts during the air show. By mid-afternoon, they had been petted dozens of times.

But between crowd appearances, the K-9s are still effective. One dog alerted his trainer to some inert ammonium nitrate used to de-ice the wings of a C-5, since the compound is also used to make explosives like the one in the Oklahoma City bombing, Rochette said.

The trainers change venues frequently, since the dogs need to sniff hotel rooms, theaters, cars, schools, VIP suites, motorcades, and more, said MSgt. Dan Lewis, commander of emergency services with the Connecticut state police.

It's funny that with all the multi-million dollar airplanes on the runway, Lewis said, kids still line up to pet the dogs.



**BAGGING IT** — Beau sniffs a bag as trainer William Rochette, Conn. trooper 1st class, supervises. (Photo by SSgt. Vin Blanchard)



# Air Force Reserve Band plays 24 area concerts

by SSgt. Andrew Reitano

The roar of F-16s sweeping across the flightline wasn't the only music in town during the Great New England Airshow as the Air Force Reserve Band serenaded the Bay State with a series of musical performances.

The concerts were held at various schools and facilities throughout western and central Massachusetts to help promote recruitment and retention, as well as educate people on the Air Force Reserve mission.

The 43-piece concert band kicked-off the tour with a performance at Bellamy School in Chicopee on Wednesday, Sept. 9. Within five-days, the entire band, which performs more than 600 concerts a year, put on 24 concerts ranging from rock 'n' roll, to jazz, to bagpipes. In addition, several of the band's groups performed for on-base airshow events. The groups within the 60-member Air Force Reserve Band include: Brass Quintet, Jazz Ensemble, Reserve Generation, High Flight, Concert Band, Ceremonial Band, Dixie Express, and Bagpipe Band.

Scheduling the entire band around one military location is termed a strike package. "The strike package allows for a blitz of the area," said Capt. N. Allan Clark, band commander. "Before we would do only one or two performances in an area, with minimal impact. Coming into an airshow environment and doing performances enabled us to hit multiple targets and enhance community relations as well as recruiting."

The success of the Westover strike package, according to David Ballengee, deputy director for operations, productions and public affairs, was the vital role Westover recruiters and other base personnel played in obtaining the sites for the concerts. "The coordination here (Westover) was a team effort. The effectiveness of the wing, from my perspective, was extraordinary," said Ballengee.



SSgt. Nancy Robbins



TSgt. W. C. Pope

**MILITARY MINSTRELS —** The 60-member Air Force Reserve band performed 24 concerts at and around Westover during their tour Sept. 9-15. In photo above, a drummer from the Bagpipe Band performs in the Base Hangar at the Chicopee Chamber of Commerce Breakfast held Sept. 11. At left, the Dixie Express performs on the flightline during the airshow.





**PERSONAL APPEARANCES** — Maj. Paul Krause, above, Thunderbird pilot, poses with a patient at Shriner's Hospital in Springfield during a visit to the children's ward. In top right photo, Channel 22 reporter Lydia Kulbida interviews Lt. Col. Brian Bishop, Thunderbird leader.



## ***Thunderbirds spread goodwill to area schools and hospitals***

The Air Force Thunderbirds not only dazzled more than half a million spectators during the Great New England Air Show, Sept. 12-13 but also spread goodwill and cheer throughout the Pioneer Valley.

After performing a spectacular practice show on Sept. 11, members of the team visited hospitalized veterans at the Holyoke Soldiers Home and youngsters at Shriner's Hospital, an orthopedic hospital located in Springfield that specializes in treating children from all over the world.

In addition, Thunderbird ambassadors also visited the Chicopee Boys and Girls Club, Selser School and Bowie School.

**PROUD MOMENT** — More than 30 young recruits from Western Massachusetts were sworn into the Air Force by Lt. Col. Brian Bishop, Thunderbird leader, shortly after the team arrived for the Great New England Air Show. Other Thunderbird team members joined the ceremony with the F-16 as a backdrop.

*(photo by TSgt. W. C. Pope)*







**BOTTOMS UP** — Sean Tucker flies his biplane upside down as he practices airshow maneuvers.

## ***Aerobatics training cures fear of flying***

Article and photos  
by SSgt. Charlie Cangemi

During Sean Tucker's "skydance" at Westover's Great New England Air Show, he tumbles his biplane end-over-end, hurtles toward the ground tail-first at 100 miles per hour, and imposes more G-forces on his body than jet fighters experience.

This is how Sean Tucker says he overcomes his fear of flying.

"When I first took flying lessons I was told if you went into a spin you would probably crash into the ground, so I enrolled in an aerobatics training course to learn how to avoid this and overcome my fear of flying," he said.

The hammering +10 and -7.5 G's imposed on his body are extremely demanding on his body, and aerobic exercise and weightlifting keep him conditioned. "But at the start of every training season I get sick," he said. "It takes a while for my body to get used to it."

The high G's pulled during flight in-



**FLYING FANS**  
— After his aerobatic flight, Sean Tucker autographs programs for airshow flying enthusiasts

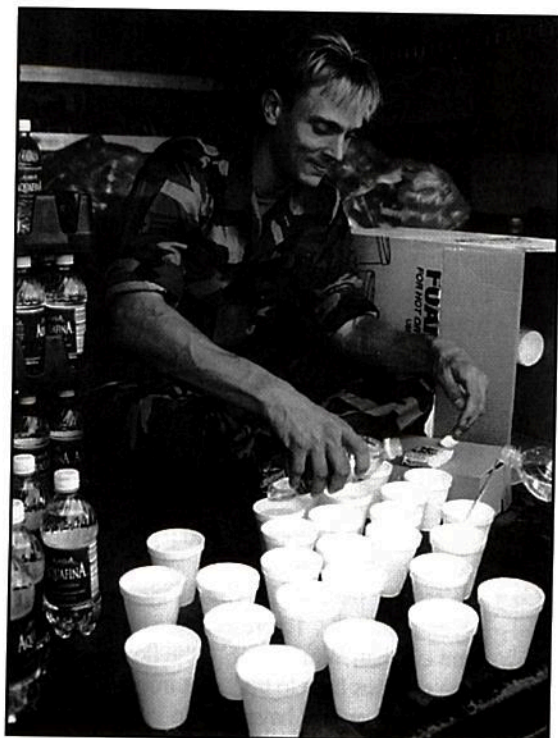
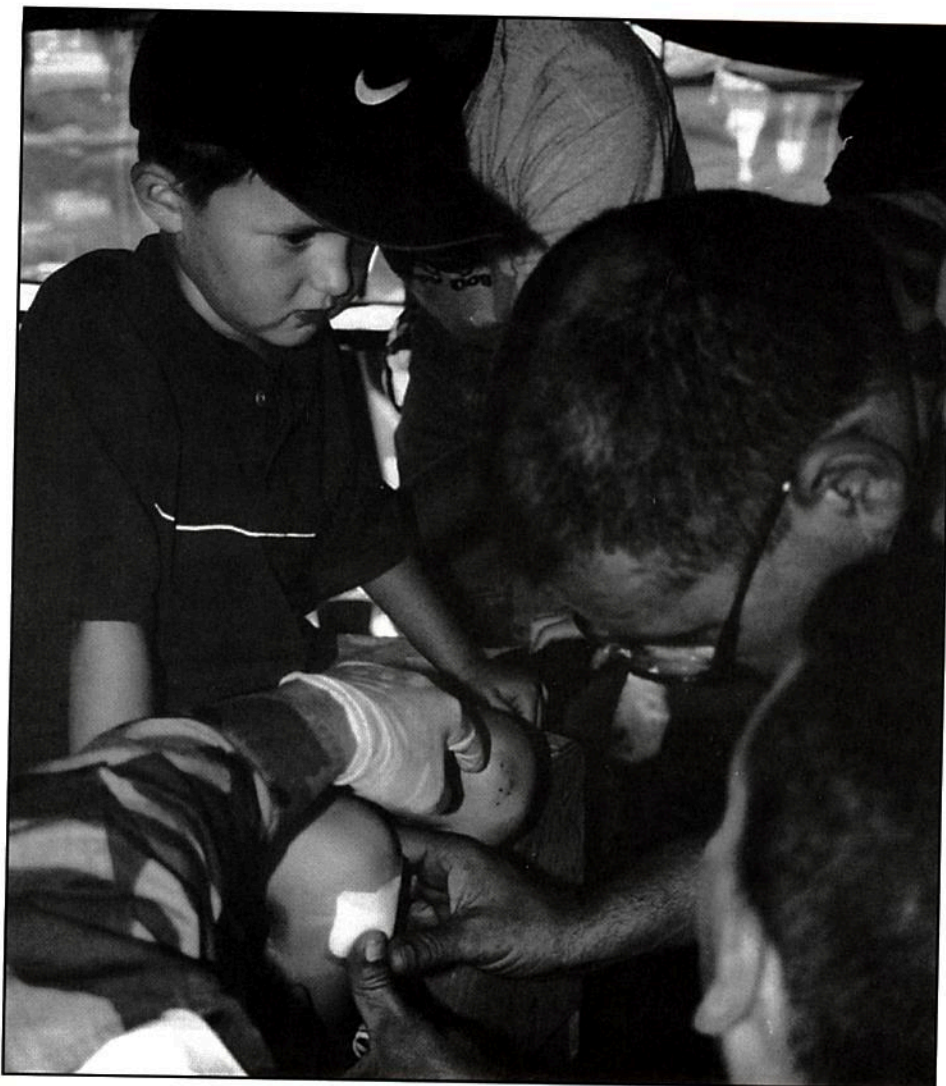
creases his normal weight of 175 pounds to sometimes more than 1,472 pounds.

Tucker's aircraft, the 1,200 pound 1-800-COLLECT Challenger, was custom built for his performances. He travels in the black and white aircraft from show to show with its Terra Avionics global positioning system, radio, and transponder; this allows him to know exactly where he is at all times.

And while skydancing, during which he tumbles downward, recovering a mere 20 feet from the flightline, he says he "always knows where the ground is."

Safety is a priority at the more than 25 airshows he performs at each year throughout North America. "You can't have big egos in this business," he said. "I'm here to thrill people, but I do it for the right reasons."





**BANDAIDS AND BOTTLES —** Adam Thurber, 5, of Springfield gets his skinned knees bandaged by SrA. Frank Turcotte, 439th AES med tech, lower right, and Maj. Joseph Mastrangelo, 439th ASTS nurse. In photo at left, SrA. Ronald Riecki fills water cups to provide healthy hydration for airshow attendees.

## Airshow medical staff plan for contingencies

With more than one-half million people expected to fill Westover's flightline during the two days of the Great New England Air Show, medical emergencies were a certainty. So Col. Sarah Waterman, commander of the 439<sup>th</sup> Aeromedical Squadron and TSgt. Ron Labonte, open house senior medic, made sure that all contingencies were covered.

Their planning called for a group of highly trained medical experts from various military, federal, state and local agencies, including a 32-member Disaster Medical Assistance Team to be on hand to process high-level medical emergencies and stabilize victims.

The DMAT—comprised of employees from the United States Public Health Service—were from the southern New England states and New Jersey with ten Westover reservists to augment their staff. The Rhode Island crew also brought a specially trained sniff dog team.

The medical teams could handle more than 3,000 casualties if a major accident occurred, said Labonte.

"As part of our emergency team, we had a C-130, seven helicopters and more than 100 ambulances from the local community and major cities within Connecticut and Massachusetts standing by."

While prepared to handle such a catastrophe, only 250 patients were treated, according to Labonte. Of that number 198 received comfort care and were released. Physicians treated a total of 52 patients and 42 of those were released. A total of 11 patients were transported to area hospitals and all were expected to fully recover.

"Dehydration is always one of our main concerns during an air show," said Labonte. "And despite cooler weather this year, our medics passed out 3,600 gallons of water—eight ounces at a time."

Westover's three medical squadrons — ASTS, MDS and AES — manned two "comfort" stations with each staffed by one doctor, seven nurses, six medics and two administrative personnel to receive patients. An additional tent with a flight surgeon was placed adjacent to the control tower for flight crew related incidents.

The Holyoke Emergency Medical Service and American Medical Response provided ambulances and 10 bike-mounted paramedics and other personnel.





SSgt. Anne Kymalainen

**SOARING SPIRITS** — The Thunderbirds scream across the skies (upper photo) and Sean Tucker's biplane squeaks through marker poles during his aerobatic show. At right, five-year-old Chase Healy, from Holyoke, is decorated and protected to enjoy the show.



Courtesy of Sherri McCarthy

# Great New England Airshow '98



*from page 1*

50 years before the F-16s, and almost 20 years before the birth of the Air Force Reserve. The 1917 Fokker DR-1 Triplane and the 1917 Sopwith Camel recaptured the danger and spirit of a dogfight above the throngs. The Fokker, having been flown by Germany's Red Baron, was the most popular aircraft from World War I.

World War II aircraft dotted the flightline thanks to the Warbirds, a group of military aircraft collectors who displayed and demonstrated their vintage planes. "When I look at the B-17 I can't help but think about the guys that risked their lives as they bombed Germany," said Robert Joy, from Amherst. "When you see it up close it really hits you."

Scores of people waited patiently in line to peruse the new C-17, piloted by former Westover pilots Capt. Craig Peters and Maj. Keith Guillotte. Representing a much different era than World War II, the flexible cargo aircraft was built to transport troops and firepower — which have grown in response to



MSgt. Sandi Michon

**EYES UP** — All eyes are drawn to the sky by airshow aerial demonstrations by the Thunderbird team.





MSgt. Sandi Michon

improved capabilities of potential enemies — to all regions of the world. The 174 foot-long aircraft also serves for humanitarian missions: children gawked at the cargo compartment after learning that the C-17 recently provided a lift for the 9,620 pound Keiko the Killer Whale, who starred in *Free Willy*, to his home off Iceland.

And non-military flying performances, including aerobatics pilots Michael Goulian and Sean Tucker, “skydanced” with loops and tumbles, causing jaws to drop and video cameras to raise.

“We tried to have as many military aircraft here as we could attract,” said Lt. Col. Dan Nichols, who was in charge of lining up static and flying acts.

Aircraft weren’t the only attractions. The hangar brimmed with military recruiters and other organizations like the Purple Heart Museum, collectors of military memorabilia, and veterans of World War II, Korea, and Vietnam. The flightline abounded with food and souvenir vendors.

Scheduling and arranging the aircraft, vendors, and other organizations weren’t the only tasks airshow coordinators had to tackle.

“The biggest challenge was making sure people would be taken care of — we had to make sure they could park, get something to eat, have water — we just wanted to make people comfortable,” said Lt. Col. Thomas Mauzaka, director of the air show.

Mauzaka added that a lot of time was spent on security and medical contingencies. “Things we hope we never have to use,” he said.

A total of 40 committees consisted of hundreds of people planned since January for the successful air show, Mauzaka said.

**IN PLANE VIEW** — Airshow crowds flock to vintage aircraft displays at the Great New England Airshow on Sept. 12-13. Below, Jessica Croscheitire of Chicopee, and a friend peer into the AT-38 cockpit.



TSgt. W. C. Pope





**FLASHBACKS** — Maj. (Ret.) Edwin L. Olander, 81-year-old Northhampton resident and former F4U pilot with the infamous WWII Black Sheep squadron,

trades war stories with Corsair pilot Capt. Dan Dameo, who flew the Corsair as part of the Warbirds demonstration during the airshow.



**BACK IN THE SEAT** — Maj. (Ret.) Edwin L. Olander relives past adventures in the Corsair cockpit.

## ***Airshow offers a flight back in time***

*Article and photo by MSgt. Sandi Michon*

Standing next to the F4U Corsair at Westover's airshow brought Edwin L. Olander back to the Solomon Islands in the South Pacific where he served as a pilot in the Black Sheep squadron under the command of Gregory "Pappy" Boynington.

"Those were great old days," recalled Olander. "The combat flights were exciting, but you were always thankful to return alive." Although he never suffered even a scratch, Olander recalled a time when his mechanics marvelled at his safe return after they counted all the bullet holes in the bottom of his plane. Olander said he was thankful for the self-sealing fuel tanks and the metal plate on the bottom of the plane.

Olander served as a Marine fighter pilot from 1941 to 1945. He recalled being placed in a pool of "replacement" pilots during the war. The Black Sheep Squadron was formed from the pool of on-call pilots.

Olander and his family attended the airshow and spent considerable time viewing the vintage planes.



# War stories of North Atlantic surface at airshow

by MSgt. Tom Allocco

The airshow was a perfect place to teach living history when the base hangar was transformed into a classroom for veterans who relayed their experiences from World War II to Vietnam. Among those with the most dramatic displays were three World War II sailors of the Navy Armed Guard who fought north of the Arctic Circle as gunners and radio operators on merchant ships.

Charles Hayes, George Hurley and Fred Harvey offered tales of incredible hardship and danger aboard ships carrying war supplies to the far north Russian ports of Murmansk and Archangel. The ships ran a gauntlet between ice packs on one side and the long Nazi occupied Norwegian coast on the other side. Submarine wolf packs followed every convoy and Junker 88 bomber airfields were five minutes flying time away.

"It was called the suicide run for good reason. They could hit you any time," Hurley said.

In 1943, Hurley was in a convoy that suffered 103 air raids on the round trip from Scotland to Murmansk. A half-dozen ships were sunk in cold water that would kill in three minutes. When a ship was sunk at the front of the convoy oncoming ships sailed past. "I could see the life jackets and the red lights flashing on the jackets of guys dead in the water," he said.

"I went feeling invulnerable. When I came back I felt grateful to be alive," Hurley said.

Hayes was a radio operator who loaded 50-caliber gun during air raids. The cargo included 55-gallon drums of aviation fuel on the deck. His freighter was sunk by a dive bomber in May, 1942.

"When they dive, they scream, and your hair stands up," he said.

"Me and the gunner were knocked into the ocean. Even though it was summer there was ice in the water and we both passed out from the cold. We were dragged into a lifeboat," Hayes said.

He went to a hospital in Murmansk.

"Every day the Germans bombed the harbor in Murmansk. Russian medical care was simple, they just amputated for frostbite," Hayes said.

Later, on the way home, his ship wandered into an Allied minefield. "The ship went down so fast, water was coming on deck and we jumped over the side and lost consciousness in the cold. I woke up in Iceland a couple days later," Hayes said.

Harvey manned a 20-millimeter anti-aircraft gun on a run from Boston to Archangel in January, 1944.

An "additional duty" was to take a baseball bat or other implement and knock ice off the ship that built up with every spray of saltwater. Guns turrets turned into solid cakes of ice and the sailors broke ice off their eyelids. Everyone slept in their clothes and wore so many layers on deck they walked around like mechanical men.

Hurley's first trip north was cut short when the steering gear froze.

No one on the Murmansk run ever forgets the power of the cold in the North Atlantic.

"I'm still cold. My wife has the window open and I'm standing watch again," Hurley said.



TSgt. W. C. Pope

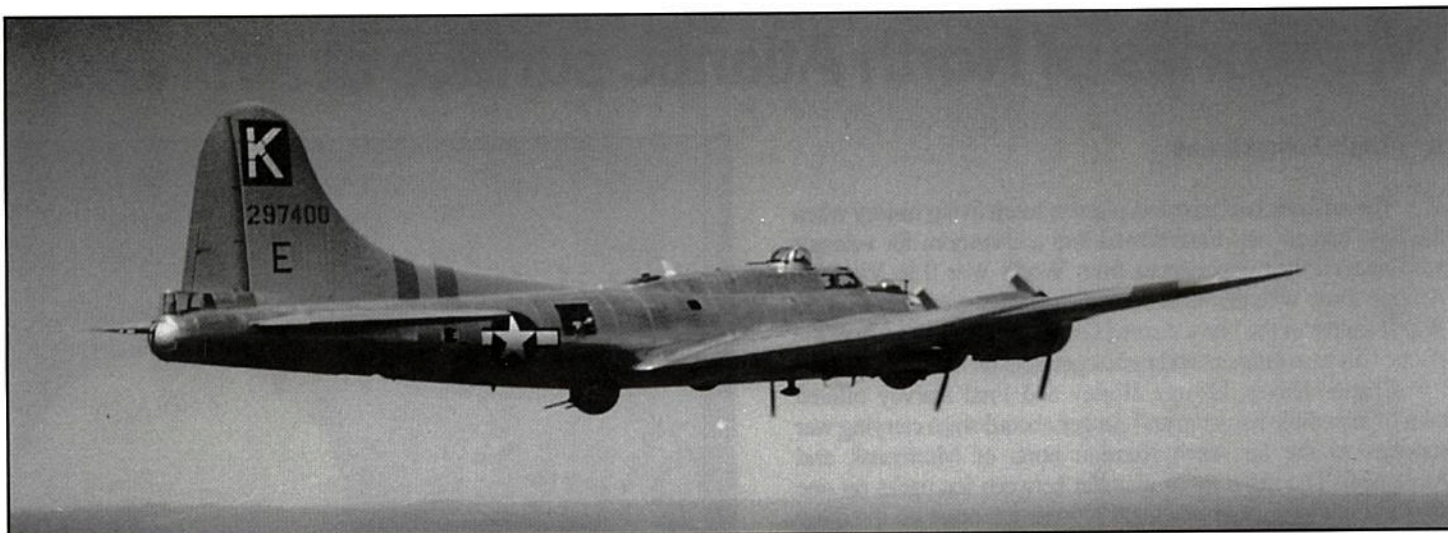
**MURMANSK RUN VETS** — Charlie Hayes of Northampton, left, and George Hurley of Chicopee fought ice, dive bombers and subs on the deadly World War II Murmansk supply run north of the Arctic Circle.



MSgt. Sandi Michon

**REMINISCING** — World War II veterans recall old battles with a pride that never grows old. Various veteran groups manned displays in the Base Hangar during the airshow.





TSgt. W.C. Pope

FLYING FORTRESS — A B-17, named "Fuddy Duddy", makes its approach to Westover prior to the airshow.

## B-17 stirs memories for former combat pilot

by MSgt. Tom Allocco

The first time he walked in front of a B-17 Flying Fortress, Charles Hadfield was an Army Air Corps second lieutenant and he thought "it was the biggest thing I ever saw."

Now, at 80, seeing the grandest of the World War II heavy bombers still brings strong emotions for veterans like the former combat pilot and POW.

Hadley could look at the big tail of the airshow's B-17 and in his mind's eye again see the 106 holes punched in the tail of his own Fort when he was jumped by German fighters in 1943. That magic was the special contribution to the airshow of Flying Fortress "Fuddy Duddy" from the National Warplane Museum of Elmira, NY.

The ability of the old warbird to carry veterans back across half a century is one reason volunteer Ethel Deller works for the museum. "One veteran said it was the most beautiful plane in the world...I've seen tears fill their eyes," she said.

"At an airshow, we reunited two survivors of a mid-air collision, neither of whom knew the other had survived," Deller said.

Air combat ended for Lt. Hadfield on February 10, 1944 when engine trouble made his B-17 a straggler beyond fighter escort range. It was unlucky mission 13 from Framington, England to Brunswick, Germany.

"We tried to get into the clouds but an Me 109 hit us. The plane was shot up with 20-millimeter cannon fire and dropped like a rock," Hadfield said.

He bailed out over Zuider Zee, Netherlands and his young wife received a Western Union telegram regretting to inform her that he was missing. For six months he hid in the Dutch underground until betrayed for reward money and hauled into a German luftstlag POW camp.

National Warplane Museum volunteer Jim Connor has heard a thousand similar stories about the toll of the air war in Europe and the Pacific.

"Once we gave someone a ride and he said he knew what it was like to take off but not to land. He was shot down on his first mission," Connor said.

"Another veteran stepped off the plane after a ride and said that was his missing 25th mission. He had been shot down on his 24th and now he had reached closure," Connor said.

Deller will always remember the clergyman who told of flying as a C-47 crew member over the Himalayan "hump" when his plane was hit by lightning and started burning. Just when the crew thought they were doomed, they flew into a torrent of rain that doused the flames.

"He said that as a result he became a minister," Deller said.

Volunteer Don Cooper is proud to describe himself as "a long-time airplane nut.... I've been hanging around airports since I was six. When other kids in school were doing baseball cards I was memorizing Army Air Force facts."

When he became old enough, Cooper went to the recruiting office of the young Air Force, cajoled the doctors and cheated on his eye test to become a Korean War-era B-29 flight engineer.

The B-17 was developed in the late 1930s and 12,500 were built during World War II. About 50 survive worldwide, of which about a dozen are still flying.

To the museum's chief pilot, Ken Moses, the big wings and four 12,000-horsepower engines make the B-17 "a 50,000-pound Piper Cub. There's a lot of wing and a lot of power," he said.

"It's heavy on the controls because it's all cable operated. It's a real, real honest airplane. It tells you everything it's going to do, it doesn't scare you...it telegraphs everything it's going to do, if you're too slow you feel it in the controls. The controls start getting sloppy, giving you ample time to make corrections," he said.

"It can take an incredible pounding. The plane is over-built, the structural integrity of the aircraft is at least 50 percent more than needed. You can literally blow an engine off the wing and not blow the wing off," Moses said.

"The one way it will bite you is in a bad cross wind because its so long (74' 9") and there's so much tail surface," he said.

Fuddy Duddy was one of more than a dozen vintage aircraft exhibited by private owners and aviation groups. Others included a World War I-era Fokker DR1 triplane and a Sopwith Camel biplane owned by the Old Rhinebeck Aerodrome of Rhinebeck, NY, a B-25 Mitchell, C-47 Skytrain, P-51 Mustang, F-86 Sabre and Russian Mig-15.



## Contest winner earns free ride

**CONTEST WINNERS** - Eugene H. Walz, right, a retired mechanical engineer at Hamilton Standard, and his son Robert E. Walz, pose in front of the 1929 New Standard D-25 biplane. The senior Walz won a contest sponsored by the Springfield Union News which earned him and his son a complimentary ride in the D-25.

*(Photo by TSgt. Mike Greco)*



## Senate confirms Sherrard

**ROBINS AIR FORCE BASE, Ga.** — The Senate this week confirmed Maj. Gen. James E. Sherrard III as chief of the Air Force Reserve and commander of the Air Force Reserve Command.

The former commander of 22<sup>nd</sup> Air Force at Dobbins Air Force Base, Ga., was nominated for the positions by the president in April.

He replaces Maj. Gen. Robert A. McIntosh as chief of the Air Force Reserve. McIntosh is now a member of the Air Staff and principal advisor to the Air Force chief of staff on Reserve matters. McIntosh left the dual-hat Pentagon post in June to become the first reserve assistant to the chairman of the Joint Chiefs of Staff. Maj. Gen. David S. Smith, AFRC vice commander, served as commander of the Reserve from June until Sherrard's confirmation.

"I am truly honored and excited to be named chief of the Air Force Reserve and commander of Air Force Reserve Command," Sherrard said. "It is with great pride that I accept command of the outstanding men and women of AFRC, who are performing in a superb manner supporting out Air Force on a worldwide basis.

Prior to becoming 22<sup>nd</sup> Air Force commander in January, Sherrard had tours as the Air Force Reserve vice commander at Robins, overseeing the day-to-day operation of the command's unit program. He was at Robins from July 1993 to October 1994 and from January 1995 to January 1998, serving briefly as 22<sup>nd</sup> Air Force commander from October 1994 to January 1995.

Sherrard is a command pilot with more than 5,000 hours flying time in T-41, T-37, T-38, C-130A/B/E/H, AC-130A, C-141B and C-5A/B aircraft. (AFRC News Service.)

## Reservists must keep records current

In the event of a recall, military contingency, deployment, exercises, annual tours, and UTAs including civilian status, military personnel should ensure that their personnel records are up-to-date.

As important as it is to have your military records up-to-date for any military status you may possibly be on, it is also just as important when in civilian status. Maintaining current records, regardless of any status will allow benefits due to process in a timely manner and possibly to the correct beneficiary!

It is very important for every reservist assigned to Westover ARB to periodically review their personnel record to ensure DD Form 93 (Emergency Data Card/notification to next of kin), SGLI, and Defense Eligibility Enrollment Reporting System reflect the most current information when personal data changes.

For Family Care Plans (single parent/married military to military members), should periodically review their plans too make sure family care arrangements are valid with the listed caregivers. Members should verify that any required documentation such as AF Form 357 (Family Care Certificate), power of attorney, ID cards to eligible family members (10 years and older), wills and finances have been arranged with the caregiver. When marital status and family member changes occur, notify the unit first sergeant to maintain accuracy of the plan.

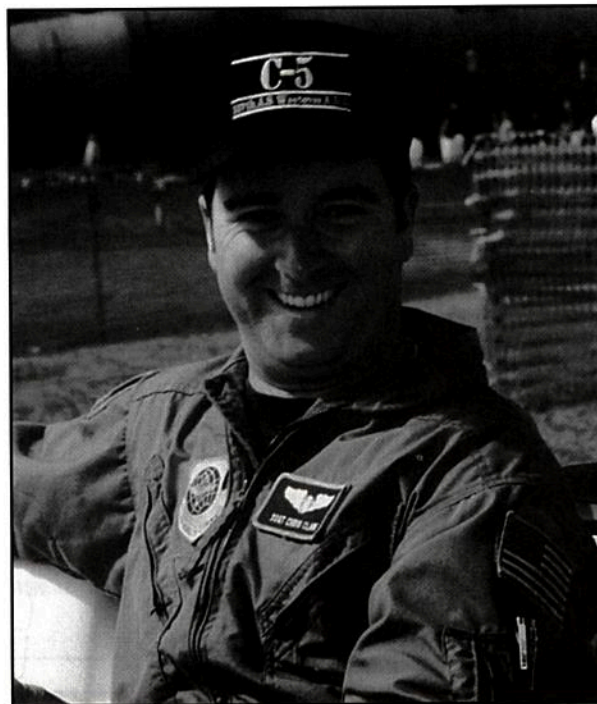
It is the members responsibility to identify personal changes as they occur. Don't allow family members to suffer any consequences from not maintaining your records. You must provide supporting documentation such as marriage, birth, death certificates and divorce decrees for any changes such as those mentioned above that affect immediate family member.

For more information, or to make any appropriate changes to personnel records, stop by the 439<sup>th</sup> Military Personnel Flight in Bldg. 1875. (Courtesy 439<sup>th</sup> Military Personnel Flight)



## Patriot People

**Name:** Chris Clark  
**Rank:** SSgt.  
**Age:** 32  
**Address:** Dartmouth, Mass.  
**Unit:** 337th AS  
**Position:** C-5 Loadmaster  
**Civilian position:** R and D tech/ sports equipment company  
**Favorite food:** Anything Italian  
**Years of service:** 15  
**Favorite sport:** Golf  
**Favorite hobby:** Singing with band: "Top Hat"  
**Ideal vacation:** Great White fishing on the Great Barrier Reef  
**Best way to relax:** Playing golf in the evening  
**Preferred entertainment:** Providence Bruins hockey games  
**Favorite hero:** Frank Sinatra  
**Favorite music:** The Blues  
**Favorite movie:** *Pulp Fiction*  
**Favorite aircraft:** P-38 Lightning  
**Pet peeve:** Not hitting greens in regulation  
**What I would do if I won \$1 million:** Save half and put a huge additon on my house.



MSgt. Snadi Michon

SSgt. Chris Clark

## Patriot Praises

### Promotions

MSgt. Beauregard, Paul J.  
 MSgt. Davis, Alan J.  
 MSgt. Hebert, Kenneth R.  
 MSgt. James, David H., Jr.  
 MSgt. Post, Steven F.  
 MSgt. Watson, Aubrey U.  
 TSgt. Elkins, James W.  
 TSgt. Emo, Douglas W.  
 TSgt. McCurdy, Christopher  
 TSgt. Riley, John  
 TSgt. Rodrigues, Anthony  
 TSgt. Ryder, David A.  
 TSgt. Tocher, George B. D.  
 TSgt. Vanwie, Gary  
 SSgt. Alfredson, Wendy L. M.  
 SSgt. Azevedo, Amy L.  
 SSgt. Bergman, Carol J.  
 SSgt. Burnett, Ellen  
 SSgt. Lackman, Michael E.  
 SSgt. Lakeman, Stacey L.  
 SSgt. Martin, Julie L.  
 SSgt. Rodriguez, David J.  
 SSgt. Smith, Andy D.  
 SSgt. Tracey, Scott A.  
 SSgt. Yell, Brian E.  
 SSgt. Yeles, Heather E.  
 SrA. Booth, Joseph S.  
 SrA. Creighton, Lesli A.  
 SrA. Poplawski, Steven E.  
 SrA. Runcie, Omar N.  
 SrA. Tardy, Jerome M.  
 SrA. Turcotte, Francis L.  
 SrA. Vanloon, Ellen M.  
 A1C Dion, Winnifred A.  
 A1C Harvey, Jason N.

### Enlistments

SSgt. Knight, Ronald A.  
 SSgt. Laclair, Bruce F., Jr.  
 SrA. Carlson, Lisa C.  
 SrA. Cox, Wardwell B., Jr.  
 SrA. Dufresne, Dirk  
 SrA. Geisser, William A., Jr.  
 SrA. Labrecque, Craig M.  
 SrA. Logan, Craig V.  
 SrA. MacDonald, Thomas W.  
 SrA. Mertz, Charles L., III  
 SrA. Radley, John T., Jr.  
 SrA. Sharleville, Blair P.  
 A1C Rios, Juan F.  
 A1C Volpini, Veronica A.  
 A1C Wilson, Sophia C.  
 A1C Zugo, Kristen L.

### Reenlistments

SMSgt. Connolly, Owen F., Jr.  
 SMSgt. Tate, Wade W.  
 MSgt. Ashman, Michael R.  
 MSgt. Baker, Gregory A.  
 MSgt. Beckman, Joseph A.

MSgt. Hanright, Clayton D.  
 MSgt. Major, Brian P.  
 TSgt. Bishop, Barbara J.  
 TSgt. Culpepper, Teresa I.  
 TSgt. Doherty, James M.  
 TSgt. Evangelisto, Thomas  
 TSgt. Jackson, Harold J.  
 TSgt. Jeremicz, Theodore  
 TSgt. King, Richard C.  
 TSgt. Schmitz, Anita L.  
 TSgt. Sorak, Jon M.  
 SSgt. Fogal, Mark C.  
 SSgt. Godbout, Kevin P.  
 SSgt. Jones, Patricia  
 SSgt. Lopez, James M.  
 SSgt. Novak, Alfred J., Jr.  
 SSgt. Perreira, Edward A.  
 SSgt. Quigley, Shawn M.  
 SSgt. Varden, Keith R.  
 SSgt. Whitehead, Kymberly  
 SSgt. Steiner, David A.  
 SrA. Barry, Cristin M.  
 SrA. Frazier, Alvino K.  
 SrA. MacNevens, Scott A.

## Awards and Decorations

### Air Force Commendation Medal

Capt. Gary W. Cooke  
337 AS

Capt. Leon A. St. Laurent  
337 AS

TSgt. Mabray C. Andrews  
85 APS

AIR FORCE RESERVE  
 50TH ANNIVERSARY  
 WATCH FOR A SPECIAL HISTORY  
 ISSUE IN NOVEMBER PATRIOT!



## A reminder

This year's airshow was a reminder.

A reminder of conflict from Ploesti to Da Nang as thousands of veterans watched "their" planes in the air once again. The sacrifices of the P-47 crew members who fought against Rommel's forces in Africa for three years. And the legacy of the B-17 gunner who spent six days at Westover before heading to England and into battle against the Nazis.

A reminder of the cost of freedom to the thousands of children who swarmed the aircraft, tanks, helicopters and HUMMVs. The children who questioned military personnel and collected autographs were given a lesson that this wasn't the movies or TV. These were the real people who wore the uniform and served their country.

A reminder to the men and women in uniform. The airshow was an illustration of the teamwork that is the hallmark of the armed forces. It was a chance to swap stories with their military predecessors and trace the changes that have impacted the armed forces and the world.

A reminder to a public made uncertain by recent threats in Tanzania and Nairobi that national security is an ongoing challenge. They had a close-up look at the people dedicating their lives to meet that challenge. Lives that get sent all over the world in the aircraft they saw before them. Lives that at any time could be at risk.

A reminder that these were the equipment and people that defended their rights and freedom. Freedom that has to be earned every day.



### COMMENTARY

by SSgt. Christine Mora  
Public Affairs Craftsman

## Briefs

### AF form 483 a must For flightline driving

Reservists who drive on Westover's flightline are required to possess an AF 483 competency card issued, according to Robert Rys, chief of airfield management.

Rys said, "If you do not know what an AF 483 is, you probably don't have one. If you do not have one, contact your vehicle control officer immediately and stop driving on the flightline until you receive your AF 483 which must be endorsed by someone in the airfield management office."

Airfield management personnel will conduct spot checks at flightline entry control points. Anyone found without the proper form will be asked to park his or her vehicle and the driver's supervisor will be notified to pick up the vehicle.

### Abuse of e-mail system

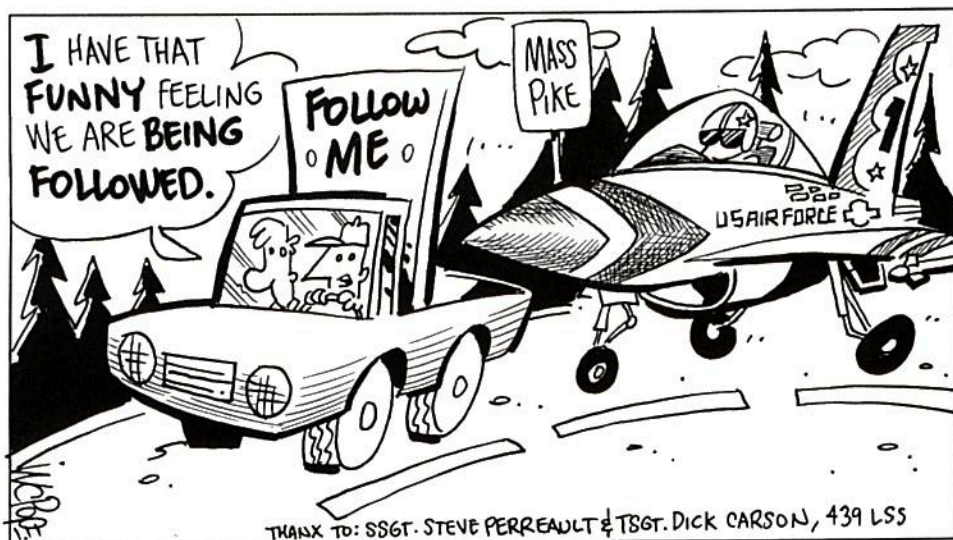
Over the past several weeks Westover's Network Control Center has noticed an increase in the number of personal and unofficial e-mails being sent through the base system. Many of the e-mails are sent to all e-mail accounts (over 1,200) at Westover. Such traffic tends to clog the system and degrade the efficiency of the system.

AFI 33-119 outlines authorized and unauthorized use of the e-mail system. Any questions concerning proper use of the e-mail system should be directed to Chris Upshaw network manager at [chris.upshaw@cef.afres.af.mil](mailto:chris.upshaw@cef.afres.af.mil) or ext. 2290.

### November UTA dates

A UTA Nov. 7-8  
B UTA Nov. 21-22

BRING SHOT RECORDS  
FOR FLU SHOTS



THANK TO: SSGT. STEVE PERREAULT & TSgt. DICK CARSON, 439 LSS



# Westover cartoonist cancels mail with style

Article and photo by Capt. James Bishop

Canceled.

Not usually a word you want to hear, but during last month's air show, over 400 people lined up to have postal clerks stamp letters with a commemorative cancellation stamp made specially for this weekend.

The stamp features a three-part collage. A portrait of Col. Gail Halverson — the famed "Candy Bomber" of the Berlin airlift — Westover's air control tower — and a C-54 cargo plane taxiing down the runway in the foreground. At the right is the Reserve's 50<sup>th</sup> anniversary logo.

"It's really nice. The quality is good and the design just fits what's going on with the air show," said Mary Ryan, manager of retail operations for the Northeast area of the postal service.

In front of a Boeing 727 mail cargo plane display, two clerks stamped envelopes with the special design during the air show.

Ryan said people who still want the collector's cancellation stamp can contact the Chicopee post office until October 7.

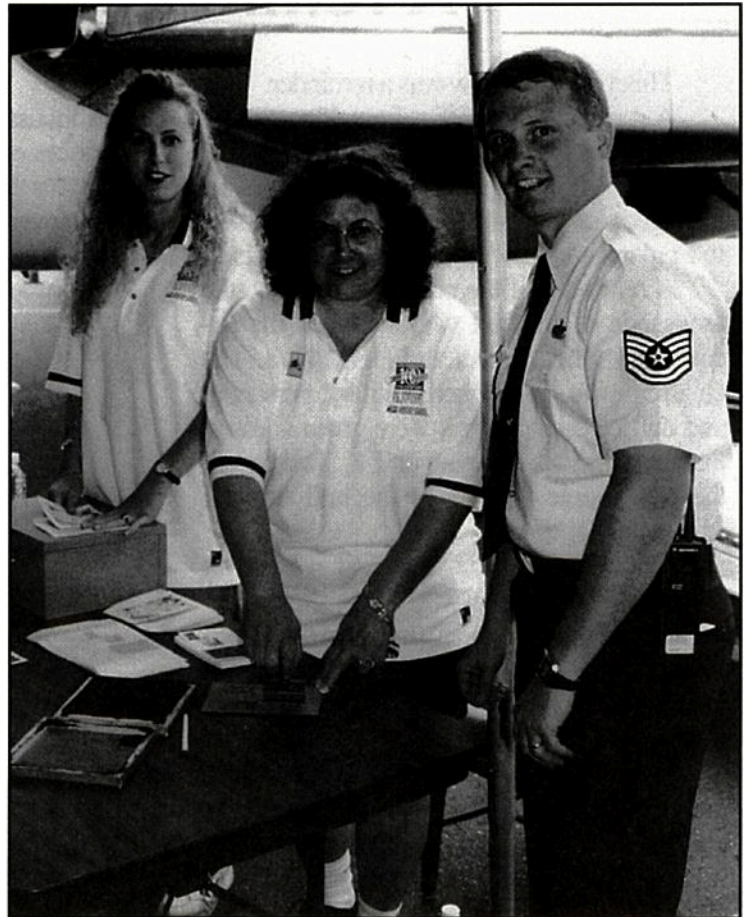
The stamp's designer is TSgt. W.C. Pope, the Air Force Reserve's official cartoonist and a Westover reservist.

Pope said the design is elaborate compared to most cancellation stamps.

All letters were hand-stamped, so each part of the historic collage came out with unusual clarity.

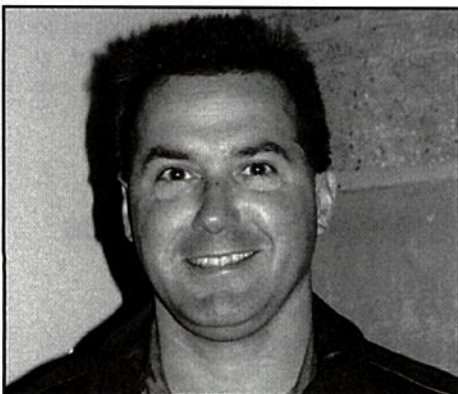
Chicopee made two stamps of Pope's design, because of increased demand. As with other special stamps, Pope's design will be destroyed after one month to make the stamp a collector's item, Ryan said.

Pope, who has been drawing professionally for eight years, regularly publishes cartoons in Patriot and Citizen Airman magazines.



**CANCELED BY POPE** — TSgt. W.C. Pope, right, Patriot cartoonist and writer, took time out during the airshow to visit the U.S. Postal Service display where postal workers used a cancellation stamp he designed.

## PATRIOT



439th AW/PA  
WESTOVER AIR RESERVE BASE  
100 Lloyd Street  
East Wing, Suite 103  
CHICOPEE, MA 01022-1825

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CHICOPEE, MA

Published monthly for Patriots like Maj. Jeff Hancock, of Belchertown, Mass., and 2,504 members of the 439th AW at Westover ARB, and geographically separated units.