

# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

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SEPTEMBER 1998



**FLYING ARROWS** — The Red Arrows, the British aerobatic flying team, fly in formation past West-

over's C-5 T-tail at the Royal International Air Tattoo held at RAF Fairford in England on July 25-26.

## C-5 wows crowds at international airshow

By MSgt. Sandi Michon

Spectators gawked when the Wright brothers glided across the dunes of Kitty Hawk, North Carolina. Nearly a century later, interest in flight continues to soar.

About a quarter million spectators were on hand when a Westover C-5 took on a large profile at the Royal International Air Tattoo at RAF Fairford in England on July 25-26. Miles of ramp space displayed 447 aircraft from 35 countries, and according to officials, the C-5 was one of the top three attractions, competing with the British Red Arrows and the Eurofighter 2000 for attention.

The Air Tattoo commemorated the 80th anniversary of the Royal Air Force, billed the 'oldest in the world', and the 50th anniversary of the Berlin Airlift. Promotional brochures featured

Gail Halverson, famed Westover C-47 pilot, and "Candy Bomber" of the Berlin Airlift.

Supporting an airshow is no cake walk, as C-5 crews perform cargo missions on either end of the trip. En route to England, the C-5 experienced mechanical problems while picking up cargo at Dover AFB, Del. In blistering heat, humidity and thunderstorms, the C-5 became a 715,000-pound sauna as the aircrew and mechanics labored until 2 a.m. before giving in to crew rest requirements. Fighting a time curve and airfield arrival rules, Aircraft Commander Maj. Jeff Hancock juggled options to deliver cargo and make it to Fairford on time.

Arriving at Fairford, the C-5 was the largest plane on display,

continued on pages 6 and 7



## Flu shot schedule for November - January

Flu season is just around the corner. The 439<sup>th</sup> Medical Squadron will provide free flu immunizations and tuberculosis testing (IPPD) to all reservists. The schedule is as follows:

### November and December UTAs:

**Saturday** 8:30 a.m. to 3:30 p.m. Base hangar briefing room.  
All personnel except MXS & AGS

### January UTAs:

**Saturday** 8:30 a.m. to 3:30 p.m. Base Hangar briefing room.  
All remaining personnel except MXS & AGS

**Sunday** 8 to 11 a.m. Base clinic.  
All remaining personnel except AGS & MXS

- MXS will receive shots on Sunday of the November UTAs at their squadron briefing room.
- AGS will receive shots on Sunday of the December UTAs at their squadron briefing room.

Individuals allergic to flu shots must report to the clinic in October to document the allergy.

**Remember to bring your shot record with you every time you receive a shot.**

## OSI agent to be assigned to Westover

by MSgt. Tom Allocco

Westover is among five reserve bases, which will be assigned Air Force Office of Special Investigation agents upon the activation of a new OSI detachment at Robins AFB, Ga. A full-time OSI specialist in anti-terrorism and threat assessment is scheduled to come here in the fall.

Besides enhancing local security, the assignment of the OSI agent here reflects the growing role of Westover's in the worldwide airlift mission.

"We have a high tempo of deploying aircraft and personnel around the world. The OSI agent can assist in area of responsibility and force protection briefings," said Capt. Mary Ann Lutz, Security Forces operations officer.

The agent will be one of eight OSI members of the newly established Region 3 Operating Location B that will operate out of Robins AFB.

They will include active-duty members and members on Active Guard Reserve (AGR) tours who will perform their daily duties in civilian clothes.

The OSI unit will provide criminal, fraud and counterintelligence investigative services to reserve units in a manner comparable to OSI units serving other major commands.

Agents assigned to Robins AFB will form an AFRC Threat Working Group to monitor terrorist and other threats.

OSI agents will also be assigned to Dobbins ARB, Ga.; Homestead ARS, Fla.; Carswell ARS, Texas; and March ARB, Calif.

Although the Air Force Reserve OSI unit is new, OSI agents have served as IMAs since the founding of the Reserve.

## PATRIOT

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# 439th ASTS assists with embassy bombing patients

by MSgt. Sandi Michon

An American woman lay on the litter with fragments of glass imbedded all over her body. There were burn victims, people with severe head trauma, and one man had his jaw blown off.

A proud Marine guard refused a wheelchair, even though a bomb blast blew him into an elevator shaft where he fell two stories down and landed on his back.

The vivid snapshots of devastation made it painfully clear that these were not mulaged victims in a simulated exercise, but actual casualties from the embassy bombings that took place in Nairobi, Kenya, and Dar es Salaam, Tanzania on August 7. The bombings killed 257 and injured more than 5,500.

For seven members of the 439th ASTS, what began as routine annual tour training at Ramstein AB, Germany on Aug. 1, ended as a life-changing experience making them real players in current events.

The medical cadre, headed by Lt. Col. Karlene DeVine, 439th ASTS nurse, began their tour training with the 86th Aeromedical Staging Squadron, an active duty unit assigned to Ramstein, but working at nearby Landstuhl Army Regional Medical Center.

The Westover group had only five days of training at Ramstein when the base was alerted to receive casualties from the bombings. The military critical care teams at the bombing scenes (formed during Desert Storm), directed patients throughout the European theater, sending approximately 35 patients to Ramstein aboard C-141 missions. Many patient transport procedures had been revamped after treating the injured from the Khobar Towers bombing in Dhahran just two years earlier.

According to DeVine, the seven reservists from Westover blended perfectly with their active duty counterparts as they received patients and arranged transport to medical facilities. "We took care of the most critical patients first," she explained. "Some were transported by helicopter, some taken to Landstuhl, and others sent back to the States."

The wounded consisted of Kenyan nationals and U.S. Department of Defense employees and military members.

"There was no time to think, all of our training just kicked in and we focussed on getting the job done," said SrA. Glen Kvadus, 439th ASTS med tech, who rode shotgun in the ambulances.



**MED EVAC** — Medical members from active duty and reserve ASTS units load embassy bombing victims from a C-141 to a waiting helicopter for airlift to a medical facility.

Adding to the ordeal was an unusual heat wave in Europe, which kept temperatures in the 90's, while air conditioners were scarce. For the burn victims, the heat was really a factor. As 439th ASTS nurse Maj. Meg Lewis worked in the heat, she thought, "If I feel this hot, how must these burn patients feel?"

The Westover team was in the right place at the right time — and greatly valued. Col. Dawn Oerichbauer, 86th ASTS commander, praised their talents and thanked them for their skilled assistance. SrA. Michael Lackman, 439th ASTS med tech was shown on CNN broadcasts loading litters from a C-141 onto waiting helicopters. Lackman was also able to train the active duty personnel on the use of the NATO litter carriers.

It was an emotional week for the Westover team. Hours were long, and the work challenging. Sgt. Richard Chapp said the incident made world events very real to him, and helped him to reflect on the actual mission of the ASTS. For DeVine and Lewis, 439th ASTS flight nurses, this tour was ironic. Both served at Ramstein during Desert Storm and worked very little with patient flow compared with the intense experience that came so unexpectedly during this annual tour.

As the team arrived back at Westover on Aug. 14, the adjustment was difficult. Most agreed that the experience didn't re-



**BACK HOME** — The 439th ASTS group who assisted embassy bombing patients while deployed to Germany were: (left to right) back row: Sgt. Richard Chapp and SrA. Glen Kvadus; front row: Maj. Meg Lewis, SrA. Robin Johnson, TSgt. Donna Sporer and Lt. Col. Karlene DeVine. SrA. Michael Lackman is not shown.

SrA. John E. Gresham, 786th CS/SCSVP

SSgt. Andrew Reitano

continued on page 5



## Annual Team Expo scheduled for Oct. 7

The Springfield Area Council for Excellence along with Manufacturing Partnership of Western Mass, Inc. will present the 6th Annual Team Expo on Oct. 7, at the Westover Club, from noon to 4 p.m.

The area's largest networking event in Quality showcases organizations and their teams for recognition of the team's accomplishments in improving some process or aspect of their business, said Chief Master Sgt. Kathy Wood, 439th Quality Office.

"The whole idea behind Team Expo is for organizations to showcase their teams," said Wood. "This is their chance to show everyone their accomplishments why they chose that particular project, and how it improved the organization."

Westover has had teams participate in every expo, always producing a winner in one or more categories.

Last year Wood put together a team on how to conduct a customer focus class. "We put together a pamphlet and gathered test results to

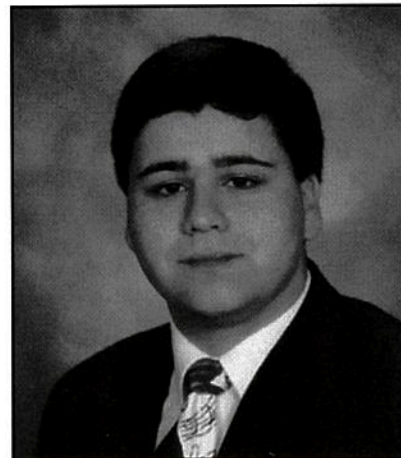
demonstrate how important it is to have customer focus. It's something any company can use," said Wood. For their hard work, Wood's team was awarded the "Best Idea to Take Home." Other categories include: Best Team Overall, Most Creative Display, Best Use of Quality Tools, Most Impressive Team Results, and Friendliest Team.

According to Wood, this event is an amazing networking opportunity in quality because a vast number of industries are involved.

"Anybody in a company can benefit from this expo from the CEO to the individual working in the mail room. It's about improving processes, using quality tools, and working together in a team environment," said Wood. "Businesses and visitors can benefit from what they see here. I encourage anyone from a team environment to come out and take a look or set up their own display."

For more information on Team Expo, call 557-2273/2876.

## ROA recipient



**HEADED FOR MIT —** Daniel Bersak, son of Lt. Col. Bob Bersak, 439th AW JAG received a \$200 scholarship from the Reserve Officers Association. He will attend Massachusetts Institute of Technology this fall and major in computer engineering and pre-med.



**IN A CLASS OF THEIR OWN —** Chiefs' Council Scholarships were awarded at a luncheon during the August UTA. Front row (left to right): SSgt. Kimberly Babin, Michelle Pollier, Louise Strouse. Back row: SSgt. Timothy Card, Krista Poguen, SrA. Karl Dietzler, Heather Ann Ryan and CMSgt. Larry Lose.

## Chiefs' Council Scholarships

Each year, Westover's Chiefs' Council selects 10 individuals as recipients of \$300 scholarships to help finance their college education. Scholarship monies are generated by various fundraisers held throughout the year. Scholarship recipients not shown in the photo are: Erin Stone, Meggan Reim and Jennifer Gilbert.

*Photo by TSgt. W.C. Pope*



## Reservists on mobility urged to invite bosses

Reservists who are participating in the mobility exercise during the October UTA are encouraged to invite their boss to attend Employer Appreciation Day, Oct. 3.

Members who will be in the field at that day are asked to note this on their application form. They need not accompany their employer to the club. An hour-long orientation flight aboard a unit C-5A is scheduled for 10:30 a.m. After the flight, employers may have lunch at the club or the dining hall. At 1 p.m. employers will be transported to Dog Patch to view activities. Reservists, who are not taking part in the field exercise, may invite their bosses to their workstation.

All employers should report to the Westover Club no later than 9 a.m. Reservists not involved in the field expertise are encouraged to accompany their boss to the club.

Reservists who drill on the A UTA are asked to bring their bosses on Oct. 3 and B UTA personnel should sign for Oct. 17.

Only reservists who are assigned to aircrew duties will participate in the flight.

## EMPLOYER APPRECIATION DAY APPLICATION

Reservists's name, rank and unit: \_\_\_\_\_

Reservist's home address: \_\_\_\_\_

Reservist's daytime telephone number: \_\_\_\_\_

Employer's name and title: \_\_\_\_\_

Employer's company name: \_\_\_\_\_

Choice of UTA:

Oct. 3 ( A UTA) \_\_\_\_\_

Oct. 17 ( B UTA) \_\_\_\_\_

**I understand that I may nominate one person annually, and only an individual who is my supervisor, foreman, manager, etc.**

**Signature:** \_\_\_\_\_

(Falsification of information on this form can be punishable under the Uniform Code of Military Justice.)

*Return this form to:*

439th Airlift Wing/ Public Affairs, 100 Lloyd St., East Wing, Suite 103  
Westover ARB, Mass. 01022-1825

fax: (413) 557-2011, for information, call: (413) 557-3500

Personal Data Privacy Act 1974 (U.S.C. 552a)

## ASTS team assists bombing patients

continued from page 3

ally hit them until after they got home. As they reviewed all the news coverage, it was almost shocking to realize they were a part of it all. Lewis opened the Aug. 17 issue of Time magazine and pointed to a bloodied U.S. State Department employee being led from the bomb scene. "We carried this man off the C-141 at Ramstein," she said. "I interviewed him," said TSgt. Donna Sporer, 439th ASTS administrator who gathered patient information to prepare the flight manifests.

Once back home, the scenes at Ramstein repeated in their minds like a worn newsreel. "I remember a patient that showed up with two different shoes. It makes me wonder," Lewis mused.

Many felt a sense of unreality as they attempted to resume normal routines after so recently dealing with such devastation. Back at her job as an occupational health nurse for a large insurance company, DeVine saw a huge contrast between deal-



**HOMEWARD BOUND** — ASTS medical staff carry an embassy bombing patient onto a C-141 on Aug. 12 for a flight back to Andrews AFB, Md. The two litter carriers at the front left are SrA. Michael Lackman and SrA. Robin Johnson, both from the 439th ASTS at Westover.

ing with bomb-related injuries versus hearing complaints of headaches, carpal tunnel problems and work-related stress. "What a comparison. It will take me a while to adjust," said DeVine.

Chapp, a hospital emergency room technician, is used to dealing with trauma. What he struggles most with, is that the bombing trauma was "intentional, premeditated and very personal."

Everyone on the medical team agrees that the bombings were a tragic event, but they felt very fortunate to apply their training and make a difference in the lives of others.

"The experience was very real and very stressful, but a great experience," said SrA. Robin Johnson, 439th ASTS med tech. "My friends and family actually thanked me for supporting the United States — for being over there — for helping."





**CHEERS** — The British marvelled at the massive C-5. Above, a steady stream of visitors walked the cargo bay. At right, 337th AS Loadmaster MSgt. Kerry Saso answers Des Kelsall's questions. At far right, British policemen study the C-5.

### *continued from page 1*

and obviously very popular, as thousands passed through the cavernous cargo bay.

Indeed, the British, accustomed to small cars, narrow roads and little pubs, were awed by the size and design of the C-5. "Massive" was a worn word by the end of the two-day event. The British quipped that the Royal Air Force couldn't host a C-5 fleet because there was no room in the country to house them.

C-5 crewmembers answered a steady

barrage of questions from visitors. Veteran WWII pilots and foreign aircrews volleyed technical information and budding aviators asked endless questions of every variety. A few six-year-olds simply enjoyed sliding on their bottoms down a metal strip on the front ramp.

Capt. Ken Parsons, 337th AS pilot, says, "Airshows are for kids." Because of the movie *Dumbo Drop*, he is often asked how many elephants can fit in a C-5. Parsons teasingly goes through a long explanation comparing Asian and African

elephants and the problems of stacking elephants with long tusks.

The SS Concorde was also a popular attraction and the C-5 crew was treated to a tour of the aircraft. SMSgt. Rob Karrasch, MSgts. Kerry Saso and Danny Hartling drilled the Concorde flight engineer as they compared notes on design and performance.

There was instant camaraderie between crewmembers from different countries as love of aircraft broke down language barriers.

Airshow days ran from early morning



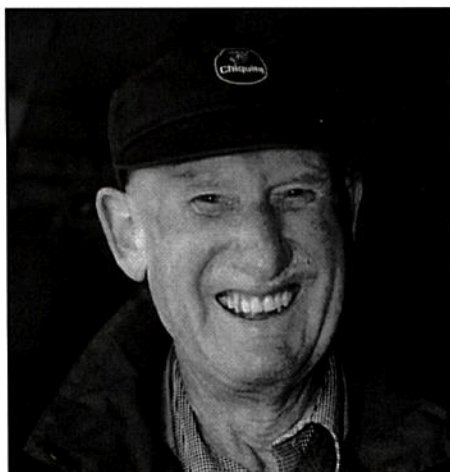
## C-5 is huge air

*photos by M*



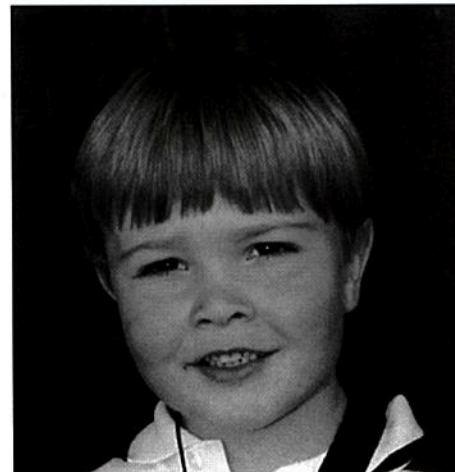
**"Impressive. Despite its size, it's streamlined and efficient"**

**2nd Lt. Giaever  
F-5 pilot, Norway**



**"Makes you wonder how it ever gets off the ground. Magnificent."**

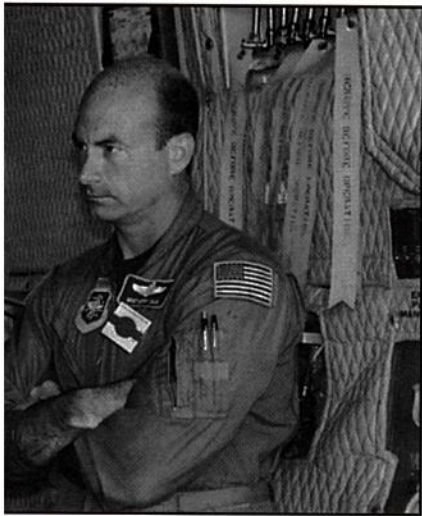
**Des Kelsall  
Northumberland, England**



**"Made beautiful."**

**Jack Lediard, 5  
West Bromage, England**





# how attraction

**Sandi Michon**

until late each evening. Meals were sporadic and land transportation shortages meant two-mile walks to the C-5 parking spot each morning.

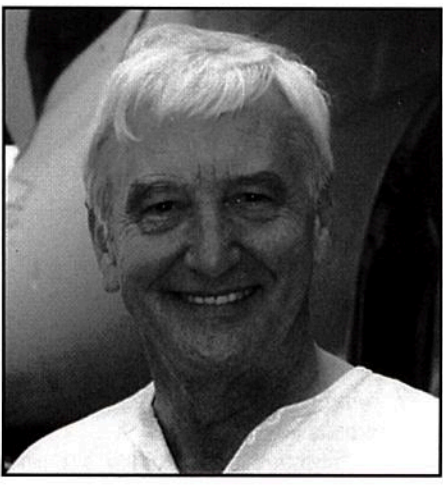
The morning after the airshow, as the British drove to work, the C-5 crew headed to Mildenhall, England to pick up cargo bound for Dover, before heading home — compiling eight landings in as many days.

After a 16-hour flying day, the C-5 crew returned home, bolstered by British admiration, and relieved to sign another trip “mission complete.”



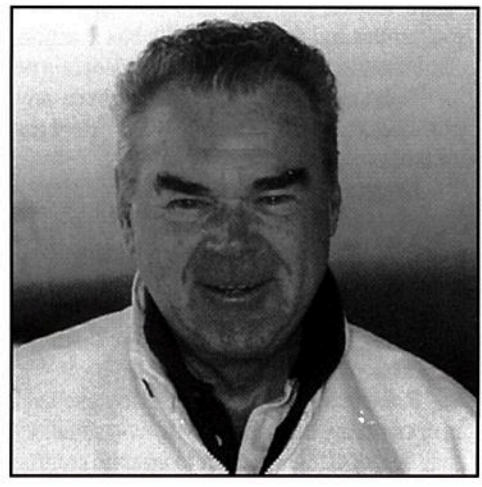
**“Grande!”  
“Molto Grande!”**

**Niccletti Pier Antonio  
Treviso, Italy**



**“Massive. I saw it fly last year. It was like a block of flats (apartments) flying overhead.”**

**David Bruzas  
Surrey, England**



**“Simply amazing, unbelievable. I came to the airshow to see the C-5.”**

**Pat Gilmore  
Hilton Head, S.C.  
(visiting son and family)**



## Gen. Tony Robertson prioritizes 'people'

# New AMS commander outlines objectives

SCOTT AIR FORCE BASE, Ill. — The Air Force can't do its job without air mobility, and "world-class" air mobility doesn't happen without satisfied and dedicated people.

That's why Air Mobility Command's new commander is placing people at the top of his priority list.

"Mobility today is like 'motherhood and apple pie' as far as the Defense Department is concerned," said Gen. Tony Robertson. "The country can't do what it needs to do without air mobility. In the same manner, AMC can't do what it needs to do without a lot of very good, hard-working people on the line making the mission happen every day."

Robertson, who previously commanded 15<sup>th</sup> Air Force at Travis Air Force Base, Calif., took over as AMC commander during ceremonies at Scott AFB, Ill., Aug. 3. He assumed command from Gen. Walter Kross, who retired after 34 years of service.

Robertson sees air mobility as the linchpin to most successful military operations in recent years and doesn't expect the coming years to change that connection.

"The air mobility story is written in every headline you read," he said. "The success of U.S. military operations around the world for the last several years has been an almost direct byproduct of the excellence of the people of Air Mobility Command — active duty, Guard and Reserve, officer, enlisted and civilian — along with our commercial partners."

Robertson plans to focus on people issues first. Issues such as adequate pay, retirement, medical care, operations tempo and turbulence all affect the AMC force. Robertson said he is confident these issues are understood and being worked aggressively by senior leaders at Air Force and Department of Defense levels.

"We will get through this period of challenges," Robertson said. "Until we do, my role in this is to serve as our people's No. 1 spokesman and the command's No. 1 action officer in our efforts to eliminate these distractions to our people's performance."

Robertson also wants to eliminate any other roadblocks that exist "between our folks and the efficient and effective accomplishment of our mission."

During his tenure as 15<sup>th</sup> AF commander, the general earned a reputation for traveling frequently to bases under his command, as well as to bases of AMC's customers in the Pacific.

The trips gave him access to the people making the mission happen, and he said he plans to continue traveling as AMC commander. "I figure I've met half of them, the western half already. Now I have to meet the other half."

Robertson said he is especially excited about following Kross, an opportunity he sees as a win-win situation for the command.

"It's not often you get to assume command from an officer you also consider to be one of your best friends," he said. "He not only left the command in superb shape, postured perfectly for the future, but he also included his subordinate commander 100 percent in the command's planning process for that future."

And, like Kross, Robertson outlined three basic themes framing the command's future direction:

### Readiness

"Our mission and our readiness to accomplish that mission will remain and will always be our primary focus. Our number one job is

**"The country can't do without air mobility... AMS can't do what it needs to do without a lot of very good, hard-working people..."**  
Gen. Tony Robertson

to make the other warfighting commanders in chief successful in theirs. It's what we get paid to do. It's our reason for being ... and we can never forget that."

### Modernization and process improvement

"You can expect a continued emphasis on force modernization and the improvement of our mobility processes, as well as on the integration and synchronization of these two efforts. If we hope to leave our mobility world better than we found it, these are the two areas that are going to pay us dividends."

### Focus on people and their families

"There will be no doubt that our good people and their families — what they stand for and all that impacts their happiness — will always be our No. 1 consideration in every decision we make. I can't imagine there is anyone in the military today who doesn't think that our people — active-duty, Guard and Reserve — are the bedrock of all that we are and underscore all that is possible and impossible in what we do every day. People are the essence of our readiness. People are the key to our modernization and process improvement efforts, and AMC's people will always be our No. 1 priority." (AMC News Service)

## 722nd moves to Fort Hamilton, N.Y.



**NEW HOME** — The 722nd Aeromedical Staging Squadron recently moved into a new home at Fort Hamilton, New York, vacating their old quarters at Roslyn. On hand for the formal ceremony were (left to right): Brig. Gen. James D. Bankers, 439th AW commander, Col. William Fajczak, 622nd Regional Support Group commander at Dobbins, ARB, Ga., and Lt. Col. Kathleen Porter, 622nd commander. *photo by SSgt. Christine Mora*



# Marines add diversity to Westover mission

Article and photos  
by SSgt. Andy Reitano

The sign at the main gate may read "Air Reserve Base," but there's much more to Westover than blue uniforms and C-5 Galaxies.

Just ask the men and women of the 4th Marine Aircraft Wing, Site Support Element.

"Our mission as active duty support for the reserve squadrons is to ensure they are ready to go to war," said Maj. Richard Roa, former 4th Marine Aircraft Wing Site Support Element commander.

The two squadrons are Marine Air Support Squadron 6 and Marine Wing Support Squadron 474, Detachment B. The two units are made up of 350 reservists and 50 active duty Marines.

A typical Marine aircraft wing consists of four fixed wing and helicopter groups, an air control group, and a wing support group. At Westover, Roa conducts, coordinates, supervises and supports requisite training and mobilization for a Marine Air Support Squadron (MASS-6) and a Marine Wing Support Squadron (MWSS-474B).

When mobilized, the two squadrons deploy to perform their separate wartime missions as part of a Marine Air-Ground Task Force. For MASS-6, their mission is to provide a functional agency known as the Direct Air Support Center.

"The DASC is the principle air control agency responsible for the direction of air operations directly supporting ground forces," said Roa.

"The DASC goes right in with the grunts and the Senior Fire Support Coordination Center to coordinate all the air support and firepower needed to close with and destroy the enemy," explained Roa, an air support control officer.

As the name implies, the mission of MWSS-474B is to provide support to a helicopter group. The multitude of services that MWSS-474B affords its customers allows it to be a one-stop shop.

"The active duty site support element has one of the toughest jobs in the Marine Corps," said Roa. "We get two days a month plus two weeks of annual training to train these Marines to be ready for war. It's a big challenge because we're one deep here for every position. So that person has the



**ROLLING STOCK** — Cpl. Mike Clement, Marine Wing Support Squadron 474, Det. B, prepares to drive a five-ton truck into a C-5 during a loading demonstration.

responsibility to complete his or her part of the mission.

Although Westover ARB isn't the typical Marine station, the Marines here have not only adapted well to what the base has to offer, but according to Roa, Westover is well-suited for their needs. "It's great to be at an air reserve base. Westover is geared toward reservists - it's a complete training base," said Roa. "During two days a month, without having to travel real far, the reservists get a lot of training done."

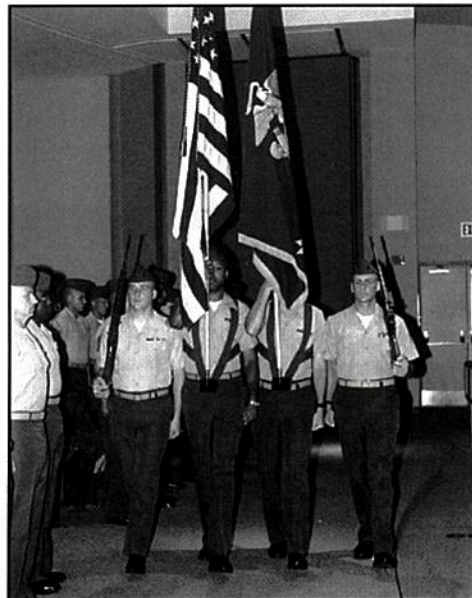
Proximity to metropolitan Boston, where most of the Marine reservists live, is not only an asset Westover offers for training purposes, but for quality of life as well. "From both an active duty and reserve stand point, quality of life here is fantastic," said Roa.

When Naval Air Station South Weymouth was slated to close in 1995, Westover became a viable option for the Marine units at Weymouth. With the availability of Bldg. 1900 and other facilities and services, the Marines secured their move here in August 1996.

"It provides us with all our needs. We have a runway for the airborne DASC mission and facilities to train for our wartime mission," said Roa. "If we were going to war, this is the place we want to be. These reserve units will get in faster

than any other Marine units. All we have to do is drive down to the flightline."

"Being at Westover is a win-win scenario for the Air Force and Marines," said Roa. "Not only do we receive tremendous support from the base, but this type of consolidation gives us the opportunities to learn from each other. If we're going to be fighting together in wartime, it makes sense to train together in peacetime."



**HONOR GUARD** — The Marines post colors at an assembly at the base conference center.



## Patriot People

**Name:** Richard A. Martin  
**Rank:** TSgt.  
**Age:** 43  
**Address:** Athol, Mass.  
**Unit:** 42nd APS  
**Position:** Air Cargo Specialist  
**Civilian position:** Corrections Officer  
**Favorite food:** Prime Rib  
**Years of service:** 19  
**Favorite sport:** Baseball  
**Favorite hobby:** Sports  
**Ideal vacation:** White Mountains  
**Best way to relax:** Doing nothing  
**Preferred entertainment:** (no answer)  
**Favorite hero:** Father  
**Favorite music:** Oldies  
**Favorite movie:** *Platoon*  
**Favorite aircraft:** C-130  
**Pet peeve:** Wasted time and money  
**What I would do if I won \$1 million:** Travel.



SSgt. Vin Blanchard

TSgt. Richard A. Martin

## Patriot Praises

### Enlistments

SSgt. O'Brien, Norman F.  
 SSgt. Swarz, Shawn M.  
 A1C Davin, Lori A.  
 A1C Hans, Thomas J.  
 A1C Schultz, Jason K.  
 AB Bailey, Michael J.  
 AB Samuel, Daniel

### Reenlistments

MSgt. Beadle, Jean A.  
 MSgt. Carr, Daniel J.  
 MSgt. Gomperts, George W.

MSgt. Rodovich, James F.  
 MSgt. Setaram, Vidyanand  
 TSgt. Bambury, Herbert, III  
 TSgt. Bretschneider, Bruce J.  
 TSgt. Carlson, Laurie A.  
 TSgt. Garbarsky, Howard J.  
 TSgt. Girard, Ronald R., Jr.  
 TSgt. Higgins, Frank G.  
 TSgt. Lemoine, Joseph M.  
 TSgt. Majewski, Robert V., Jr.  
 TSgt. Vail, Steven L.  
 TSgt. Wurszt, Richard  
 SSgt. Beaudin, Philip C.  
 SSgt. Bourgeois, Marc A.  
 SSgt. Brandt, Paul R.

SSgt. Brooks, William F., III  
 SSgt. Carter, Arnel L.  
 SSgt. Glover, Terry J.  
 SSgt. Gosselin, David M.  
 SSgt. Laffond, Michael S.  
 SSgt. Landon, Mark T.  
 SSgt. Tynan, Patrick A.  
 SSgt. Vargus, William F.  
 SSgt. Vescovi, John J.  
 SSgt. Yuhas, David L.  
 SrA. Carlson, Jonathan J.  
 SrA. Constant, Robert M.  
 SrA. Greenly, Kraig A.  
 SrA. Walsh, William M.

## NCO leadership development course offered

The Base Education and Training Office is offering the NCO Leadership Development Course in two five-day sessions over October and November. The first session is Oct. 14-18 and the second session runs from Nov. 18-22.

The course is available to enlisted grades of at least E-4, and provides college credits and hands-on experience in leadership and management. The sessions stress real-life situations and blend personnel from different AFSCs.

According to TSgt. Lori Boucher, base training technician, the NCO leadership

course is worth CCAF credits, and transcripts from the course may be transferable to civilian colleges. "The course is helpful for career enhancement and advancement, and is also a good preparation for the NCO Academy (course 6)," said Boucher.

Immediate enrollment is being accepted for the October/November course dates.

Call the Base Education and Training Office at Ext. 3440 to enroll, or for more information. The class will also be offered in February/March and in May/June.

## Awards and Decorations

### Air Force Commendation Medal

MSgt. Gordon A. Newell	439 AW
TSgt. Mary P. Ferriter	439 LSS
*TSgt. David N. Gray	85 APS
TSgt. Thomas J. Harrison	439 CES
*TSgt. Stephen E. Kida	439 AGS
TSgt. Henry J. Stebbins	439 CES
*TSgt. Louis F. Vezina	42 APS
SSgt. Laurie A. Briggs	42 APS
SSgt. Dirk Diviney	439 OSS
SSgt. Michael S. Laffond	439 AGS
SSgt. Renee A. Myrdek	85 APS
*SSgt. Kimberly A. Powell	42 APS
SSgt. Katherine M. Sleboda	439 CES
SSgt. Cathy A. Vargus	722 ASTS
SSgt. Kurt J. Yeghian	439 CES

### Air Force Achievement Medal

TSgt. Robert W. Fredette	439 MSS
*TSgt. William C. Pope	439 AW

\*(indicates second award)



## Buckle up, make it a habit

You've probably seen folks from the safety office taking seat belt surveys on UTA mornings as you drive onto the base.

They are not there to harass you, but to get a feel for how successful our seat belt campaign is. At this time I'd say it needs a little help.

Last October, we had 82 percent usage, which reflected continuous improvement from the previous year. Now, eight months later, we're at about 69 percent, clearly a step in the wrong direction.

We need to deal with this issue from every direction. One approach is to explain why seat belts save lives. A recent safety message points out that one of the ways seat belts save lives is by preventing bodies from being ejected from vehicles. In that role, they are 57 percent effective. That means that 57 percent of the time seat belt use makes the critical difference between living a normal life after an automobile accident or not.

After reading that I felt the windshield of my own car while driving home and wondered how it would be if I went right through it after a collision. Not a pleasant thought.

Another approach is to stress the habit aspect of seat belt use. If you connect your seat belt each and every time you get into your automobile (or any other automobile) even if you plan to move it only a few feet, you'll begin to feel unprotected without it. You will instinctively reach for the seat belt as soon as you get into any automobile. This habit will last for the rest of your life.

Commanders and supervisors are still another approach in helping out the seat belt use campaign. They need to stress to their people that seat belts do save lives. That's been known since the 1930's when a group of physicians equipped their own cars with seat belts and began to urge America's budding automobile industry to provide them on all new cars\*. The rest is history.

Buckle up and live long enough to make your own history.

\*(Source: The School Transportation News). Web site [http://www.stnonline.com/sb\\_history.htm](http://www.stnonline.com/sb_history.htm).

### COMMENTARY

by Lt. Col. Dave Moore  
Chief of Safety

## Briefs

### Correction

Incorrect information appeared in a Page One photo caption of the August issue of the PATRIOT. SrA Carrey-Ann Patterson and SSgt. Dave Steiner are members of the 58th Aerial Port Squadron, not the 42nd APS.

### Government monitors use of Internet

The Westover Network Control Center is tasked with monitoring access to insure proper use and security of the network is maintained, according to Chris Upshaw, network manager.

Every connection made to web sites is automatically recorded in the web proxy sever logs. Upshaw said a review of the logs indicates a high volume of internet traffic is to web sites that are outside the .mil and .gov domains.

The following is taken from AFI 33-129:

"Accessing the internet through a government computer uses a government resource. Government-provided hardware and software are for conducting official and authorized business. This does not prohibit commanders from authorizing personnel to use government resources to further their professional and military knowledge if they determine it is in the best interest of the government and authorization is documented by letter, local operating instruction or explicit policy. Using the internet for other than authorized purposes may result in adverse administrative or disciplinary action."

### Premiums for SLGI will be going down

The Department of Veterans Affairs has lowered the Servicemembers' Group Life Insurance Program premium, according to Air Force Personnel Center officials at Randolph AFB, Texas.

Under the new rates, which became effective July 1, servicemenbers pay \$16 per month for \$200,000 of coverage, vs. the previous \$17 premium. Officials said the reduction is due to program management efficiencies achieved by the Office of Servicemembers' Group Life Insurance and continued low fatality rates.



THE AIR FORCE ATTEMPTS TO TOUGHEN BASIC TRAINING.



# Airshow features WW I dogfights

by MSgt. Gordon A. Newell

Snoopy would love it!

A Fokker DR-1 Triplane and a Sopwith Camel, both of 1917 vintage, will duke it out in the skies above Westover during the Great New England Air Show, Sept. 12-13.

The Fokker is perhaps the best known aircraft to come out of World War I. It was made famous by Snoopy's alter ego, Manfred von Richthofen—better known as the Red Baron—who was the leading ace of that war. The triplane was a difficult aircraft to fly, but in the hands of a skilled pilot, it was a very effective combat machine.

The Sopwith was the leading combat aircraft used by Great Britain during World War I. It was the first allied aircraft to be provided with double armament and brought down more enemy aircraft than any other. The plane that will appear at Westover is a reproduction aircraft powered by an original Gnome rotary engine manufactured in 1917.

These two planes will not only recreate a dogfight using pyrotechnic displays, but will also be on static display along with a 1929 New Standard biplane as well as a vintage automobile and motorcycle. The displays are part of a collection housed at Old Rhinebeck Aerodrome in upstate New York.

Moving on to World War II, a large assortment of vintage aircraft including a P-51, B-17, P-47, C-54, B-25, C-47 and a PBV will also be displayed on Westover's spacious ramp.

The highlight of the two-day aerial display will be the famed USAF Thunderbirds, back for their second appearance in as many shows.

The British Parachute Regiment Free Fall Team, known as the Red Devils, will be making their second appearance in the skies of Massachusetts.



**RED BARON** — A 1917 Fokker triplane is scheduled to fly simulated dogfights with the 1917 Sopwith Camel (shown in top photo) at the airshow.

The show will also feature flying and static displays by many current Department of Defense aircraft such as B-1 and B-52 bombers, F-15s, F-16s, an F-117, a C-5 and several rotary wing aircraft.

Mike Goulian, the United States National Champion aerobatics pilot, again will thrill the crowd with his heart-stopping display of flying skill.

Gates will open for spectators at 9 a.m. There is no admission fee or parking charge.

## Great New England Air Show September 12 - 13



Published monthly for Patriots like Capt. Judy Brown, of East Longmeadow, Mass., and 2,469 members of the 439th AW at Westover ARB, and geographically separated

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