

# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

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**MITCH'S MAYHEM** — Springfield Channel 40 cameraman films the devastation caused by high winds and flooding associated with hurricane Mitch in

Honduras. Area media accompanied a Westover C-5 humanitarian mission carrying badly-needed relief supplies to the ravaged country.

## Westover C-5 carries hope to Honduras

Article and photos  
by TSgt. W.C. Pope

The gray hulk from Westover sliced through the warm Honduran air toward Soto Cano Air Base. The same air that was screaming with Hurricane Mitch only days earlier. The C-5 carrying nearly 200,000 lbs. of relief supplies, negotiated the approach between the two mountain ranges into base. This would be the first of many continuing Westover relief flights into Honduras bring-

ing desperately needed supplies.

On Friday Nov. 13, a Westover crew of 13 began its journey, stopping first at Hill AFB, Utah, to pick up 22 pallets of supplies which included dry milk, pinto beans, blankets, rice, medicines, and water purifier kits donated by the Church of Latter-Day Saints. The relief was destined for the victims of one of the worst disasters in Central America in recent history.

News teams from Springfield's Channels 22 and 40 were along to record how

Westover aircrew operate during relief missions. "My eyes have been opened to the hard work that goes into an operation like this. The Westover crew was very professional in getting the job done," said Kristen Saloomney, Channel 22 news reporter.

The worst destruction wrought by Mitch was sixty miles north of Soto Cano but one needed to go only a short distance from the base to witness the fury of the storm.

*Article continued on page 3*

*Additional photos on pages 6 and 7*



# Disaster Drill

## 439th MDS medics respond at scene

by Capt. James Bishop

Thick yellow smoke billowed across the grassy courtyard in front of the visiting officers' quarters just after 1300 on Dec. 6. Thirteen bodies lay strewn about. A severed hand dangled from the door of a blue step van, while 50 feet away, a body lay twisted in a maple tree.

The medical squadron's annual mass casualty exercise had begun.

A minute later, an ambulance arrived. Running toward the bodies, Maj. (Dr.) Michael Palmer asked two essential questions of the exercise administrators: "Is the area safe?" and "Who is the on-scene commander?" He was, as it turned out.

Calls from doctors, nurses and technicians rang out across the field.

"We've got five on this side."

"The patient has difficulty breathing."

"Put an oxygen mask on her."

Within seven minutes, all 13 patients were stabilized. They had been triaged — or prioritized severity — their wounds were dressed, their broken limbs immobilized.

By 1320, all the victims were loaded and transported to the hospital, "which is excellent," according to 1st Lt. Robert Oliveri, medical readiness officer for the 439th Medical Squadron.



TSgt. W. C. Pope

**RAPID RESPONSE** — Members of the 439th MDS respond to a mock dormitory explosion as part of a mass casualty exercise held in December. In photo below, "victims" get their wounds "applied."

All 86 people from the 439th MDS participated in the annual Mass Casualty Exercise—about 60 during the A-UTA and the rest during the B-UTA. The squadron is required to run an exercise every two years, Oliveri said, but they double the requirement because of the training benefits.

This year's scenario was a step-van explosion in the billeting parking lot. Each exercise is taken from a real-world event, Oliveri said. This one was based on a similar occurrence in Saudi Arabia, he said.

Before the smoke bombs popped, the patients were "mulaged" or decorated with injuries. SSgt. David Sala dripped thick red

"stage blood" from his eviscerated intestines. "Frankenstein gray" makeup covered SrA. Cristina Barry's face to simulate shock.

Capt. Martha Shea oversees the mulage, and says she buys all the gory makeup on sale after Halloween.

At the end of the exercise, the "victims" walked back to the hospital to discuss the exercise.

"We train all the time," Shea said. The things done during the exercise, such as litter bearing, starting IV's, stabilizing patients, are all core competencies. A mass casualty exercise like this "brings it all together," she said.

# PATRIOT

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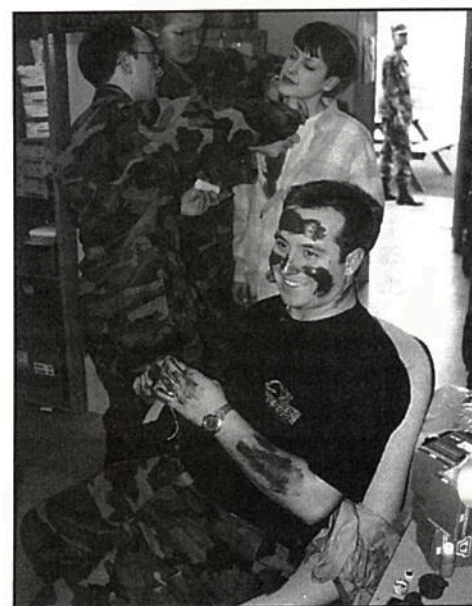
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TSgt. W. C. Pope



# Westover again active player in current events

by MSgt. Gordon A. Newell

Twice in little more than a month, Westover was again thrust into the middle of current events.

The latest episode began Dec. 16, as the United States and British allies kicked off Operation Desert Fox, by bombing Iraq.

Two C-5s from the 439<sup>th</sup> Airlift Wing took off to carry supplies into the Gulf Region Dec. 17 and five more missions were launched on Saturday, Dec. 19.

"Hopefully we'll have all of our crew

members home by Christmas," said Brig. Gen. James Bankers, wing commander.

During the second week of November, the 439<sup>th</sup> Airlift Wing also responded when Defense Secretary William Cohen ordered a massive military buildup in the Persian Gulf area. The base launched 10 C-5s and crews in a four-day period.

When Saddam Hussein decided to end all cooperation with United Nations Special Commission known as UNSCOM, the United States beefed up its strength in the area and threatened airstrikes in an attempt

to force Iraq to allow inspections.

The 439<sup>th</sup> launched its first mission in support of the buildup on Nov. 12. Three more missions were sent out Nov. 13 and four more the following day.

In contrast to the Mideast missions, another Westover C-5 left the base on Nov. 13 to fly humanitarian cargo to Honduras to help relief suffering caused by Hurricane Mitch.

"I am very proud of the way this wing reacted in these crises," said Bankers. "To launch all of these missions in such a short time is a remarkable achievement."

## 85<sup>th</sup> APS assists victims of hurricane

by MSgt. Tom Allocco

The aerial porters of the 85<sup>th</sup> APS at Hanscom AFB volunteered in December to help keep the flow of food, medicine and clothing moving to Central Americans who are trying to survive the after effects of Hurricane Mitch.

About 40 volunteers of the aerial port squadron responded when the Catholic Diocese of Boston asked the Department of Defense to help transport donations to Honduras. Maj. Paul Bailey, 85<sup>th</sup> APS operations officer, and SMSgt. Robert Haring, transportation supervisor organized the effort to build pallets and prepare the airlift for reserve and Air Guard C-130s and C-141s.

Three missions left Hanscom for Honduras in early December and a fourth mission was scheduled for later in the month.

The humanitarian missions involved cooperation between Air Force Reserve, Air Guard and Army National Guard units. Massachusetts National Guard members picked up the donations in Boston and trucked them to Hanscom.

The pallets were airlifted by Rhode Island and Delaware Air Guard C-30s and C-141s of the 459<sup>th</sup> AW, Andrews AFB. The first three missions moved almost 90,000 pounds of humanitarian aid to the hurricane victims.

Donations from the Boston diocese included non-perishable food, clothing and bottled drinking water. St. Elizabeth's Hospital of Boston donated drugs, pharmaceuticals, surgical supplies, infant formula and other medical aid.



**CONGRESSIONAL INTEREST** — Sen. Ted Kennedy (center) addresses a press conference in front of a C-5 on Nov. 20 as hurricane relief supplies are loaded onto a Westover C-5 bound for Honduras. Other dignitaries on hand were (from left): Robert Bridges, of the Hingham, Mass. Rotary Club which helped collect relief supplies, Congressman Richard Neal, Sheldon Day, also of the Hingham Rotary Club, and Brig. Gen. James Bankers, 439<sup>th</sup> AW commander.

(photo by SSgt. Andrew Reitano)

## Honduras relief... continued from page 1

Piles of concrete and twisted steel was all that was left of a bridge just a few minutes drive from Soto Cano AB. A twenty-foot-wide creek leisurely flowing through the countryside, had now been transformed into a fifty-foot-wide current.

According to Capt. Geoff Fischer, Soto Cano AB public affairs officer, the biggest problem during the relief operation is getting the massive amount of supplies to the people of Central America.

Flash flooding and mudslides have destroyed many bridges and roadways, adding

to rescuer workers' woes.

Many relief missions coming from the United States are authorized under the Denton Amendment, enacted in 1985 to allow the military to transport humanitarian cargo aboard military aircraft on a space available basis.

"We are very proud to participate in these types of missions," said SSgt. Steve Nogas, a crew chief assigned to the 439<sup>th</sup> Maintenance Squadron. "We are bringing hope to people who don't have any."



# Three Westover pilots fly to the top of the class

by Capt. James Bishop

*At 4 a.m. midway through flight school at Columbus AFB, Miss., 2nd Lt. David Capuano and 26 of his classmates shuffled into the chilly conference room for the dreaded "stand-up."*

*The instructor singled out a student near Capuano and told him the situation: you're flying alone in bad weather, you experience an engine problem and your radio doesn't work. What do you do?*

*If he answered wrong, he would be grounded for the day.*

*The daily stand-up was part of the pressure-cooker all students go through at Specialized Undergraduate Pilot Training.*

*During the 12 months of training, Capuano and his classmates took more than 100 tests and flew more than 120 sorties. Most training days lasted 12 hours, between classes, time in simulators, flying and briefings.*

*Then students got a chance to study.*

*If you failed a test or a stand-up you were grounded...*

**Since last year, three pilots assigned to Westover's 337th Airlift Squadron have endured the pressure-cooker of SUPT and emerged top in their class.**

★★★★★★★★★★★★★★★★★★★★★  
 ★  
 ★  
 ★ 1st. Lt. Jessica Brightman ★  
 ★ 1st. Lt. James C. Miller ★  
 ★ 2nd. Lt. David Capuano ★  
 ★  
 ★  
 ★★★★★★★★★★★★★★★★★★★★★

**Having three number one pilots in just ten months isn't just unusual, it's unheard of.**

On Sept. 5, 1997, 1st Lt. Jessica Brightman, a Lunenburg, Mass. native, graduated first in her class of about 40 pilots at Vance AFB, Okla. She also received the AETC Commander's Trophy as the most outstanding student in the class.

Three months later, on December 12, 1st Lt. James C. (J.C.) Miller, an eight-year



**SOARING SCORES — 1st. Lt. J.C. Miller and 1st. Lt. Jessica Brightman pose in front of a Westover C-5 on the East Ramp.**

Air Force veteran from Hooks, Texas, fared just as well, winning the T-1 Flying Award and AETC Commander's Trophy.

On July 2, 1998, Capuano, of Auburn, Mass., placed number one in SUPT at Columbus AFB. He also received the AETC Commander's Trophy.

"Having three top performers is an incredible achievement," said Brig. Gen. James D. Bankers, 439th Airlift Wing Commander. "It speaks well for the future of the unit," he said.

Last fiscal year, 765 pilots graduated from flight school, according to a spokesman at AETC headquarters. Of those graduates, just 60 placed top in their class.

The first-place award, for Brightman, was the work of a lifetime.

As a child, Brightman and her father would go to the airport every Sunday morning to watch the planes take off and land.

For her father, it was cheap entertainment. For Brightman, it was the beginning of a dream.

At 15, she had her pilot's license — and her high school diploma. At 18, she worked as an FAA certified flight instructor and charter pilot, ferrying clients around the northeast and New England.

So in the fall of 1996, when she came to SUPT, she already had six years flying experience.

Capuano squeezed into flight school

just a few months before the 27 1/2-year-old age cutoff.

"I had six months to spare," he said in an interview from his dorm in Altus, Okla.

Capuano is modest about his top spot in SUPT. "Everybody who went through UP is a professional pilot in my book," he said. "You had to be good to get through."

He said the difference in scores between the top and the bottom is small. "Check rides amount to about 75 percent of your grade. One bad ride can send you to the bottom of the rankings," he said.

With just three or four check rides before pilots choose their planes, one ride could mean the difference between picking a "sweet plane" like the new C-17 or KC-10 and picking a less-desired plane.

Reservists had it easier, Capuano agreed. "You knew your base and plane already," he said. "That takes the pressure off."

Like Brightman, Capuano had worked as an instructor pilot. He had logged about 1200 hours, mainly in single-engine Cessnas and Pipers at Westfield Airport in Barnes, Mass., before going to flight school.

Still, SUPT was "one of the most challenging things I'd ever done," he said.

The first six months was "hell" he said. The stress was intense.

About 20 percent of their class of 40 dropped out. Some were throwing up during flights, others were passing out, and a

*continued on next page*

MSgt. Gordon Newell



## So, you want to become a C-5 pilot?

by Capt. James Bishop

Just how long does it take for a prospective pilot to become qualified to sit in the left seat of a C-5—the aircraft commander's seat?

With 19 months of formal schooling and a minimum of 700 hours required time in the cockpit of a C-5, pilots typically spend about three years in training before becoming an aircraft commander, according to Lt. Col. Daniel J. Nichols, Chief Pilot, 337<sup>th</sup> Airlift Squadron.

Here's the progression:

→ Pilot candidates apply to the squadron, and if accepted from the many applicants, undergo an interview with a panel of flight commanders.

→ Once selected, they experience a flight-screening physical like no other. In addition to the bloodwork and electrocardiogram, for example, technicians make a computer map of the surface of the candidate's eyeball.

→ Before going to flight school, pilots must graduate from the 12-week Officer Training School at Maxwell AFB, Ala. For many, this is their first taste of military life.

→ Pilots then take a six-week flight-screening course at a civil-

ian airport in Hondo, Texas, near Lackland AFB.

→ Then comes flight school—Specialized Undergraduate Pilot Training at one of the four pilot training bases. Students in the airlift/tanker track log 193 hours in the cockpit of the trainer jets during the 12 months of 12-hour days. They also complete over a hundred tests and more than 120 flights.

→ Each pilot attends a two-week survival training school at Fairchild AFB, Wash.

→ The last formal flight school is C-5 co-pilot training at Altus AFB, Okla., where students get their initial qualification in the Galaxy, making 11 "flights" in a simulator and another four in a C-5.

→ Pilots then return to the 337<sup>th</sup> Airlift Squadron, but can't fly until they go through six days of flight safety training. At that point, they are qualified to sit in the right seat—the co-pilot's seat.

"To protect our investment and set a good-habit pattern for the future," pilots spend one year working full time at the squadron doing their "Prog" or Progression tour, according to Brig. Gen. James D. Bankers, 439<sup>th</sup> Airlift Wing commander. During that tour, pilots build time in the C-5 and progress from co-pilot to first pilot, and eventually, after 700 to 1400 hours in the C-5, and three to five years of training, to aircraft commander.

few were washed back to later classes.

Miller was also close to the age cutoff. He celebrated his 27<sup>th</sup> birthday after just four months at Columbus.

The only one of the three with prior military time, Miller said his eight years as a crew chief gave him a boost at SUPT.

"I had a good knowledge of aircraft systems before I went to flight school," he said.

Miller had spent four years as a KC-10 crew chief at Barksdale AFB, La., and another four as a C-130 crew chief at Navy Dallas, an Air National Guard base in Dallas, Texas.

He also had his private pilot's license with instrument rating, logging over 200 hours in a single-engine plane.

"If you've got some of the basics down already, it's easier to concentrate on the tougher details," he said.

The year-long SUPT program starts with a three-week period of academic and physiological training.

Primary training, conducted in twin-engine, subsonic T-37 Tweets, takes about 3 weeks.

Primary training includes about 254 hours of ground training, 27 hours in a flight simulator, and 89 hours in the T-37 cockpit.

After primary training, students select

advanced training in bomber-fighters or airlift-tankers. The airlift-tanker, or "heavies," track uses the T-1A Jayhawk, which looks like a Lear jet.

Flight training includes simulated refueling and airdrop missions. The specialty portion of SUPT includes 185 hours of ground training, 43 hours in the flight simulator and 104 flying hours.

All three pilots spoke of "the fire hose effect." They give you so much information in such a brief time, that it's like trying to take a drink from a fire hose, explained Miller.

T-1 training was less stressful, Capuano found. The ground instructors were contract trainers from Boeing. There was less in-your-face approach and more professional respect.

Even the stand-ups weren't as bad, since students worked on problems together as pilot and co-pilot, he said.

They flew to Texas, Florida, Arkansas, even up to Indiana in the T-1. These trips were fun. They got to go eat lunch at different spots. The flights also helped them learn the rules and realities of flying in the U.S.

Lt. Col. Peter Gray, a 337<sup>th</sup> AS pilot said of the three, "It's great to have the pick of the litter."



Courtesy of 2nd Lt. David Capuano

**HIGH ACHIEVER** — 2nd Lt. David Capuano poses in front of his trainer aircraft at Columbus AFB, Miss. where he finished at the top of his flight school.



# Westover delivers relief



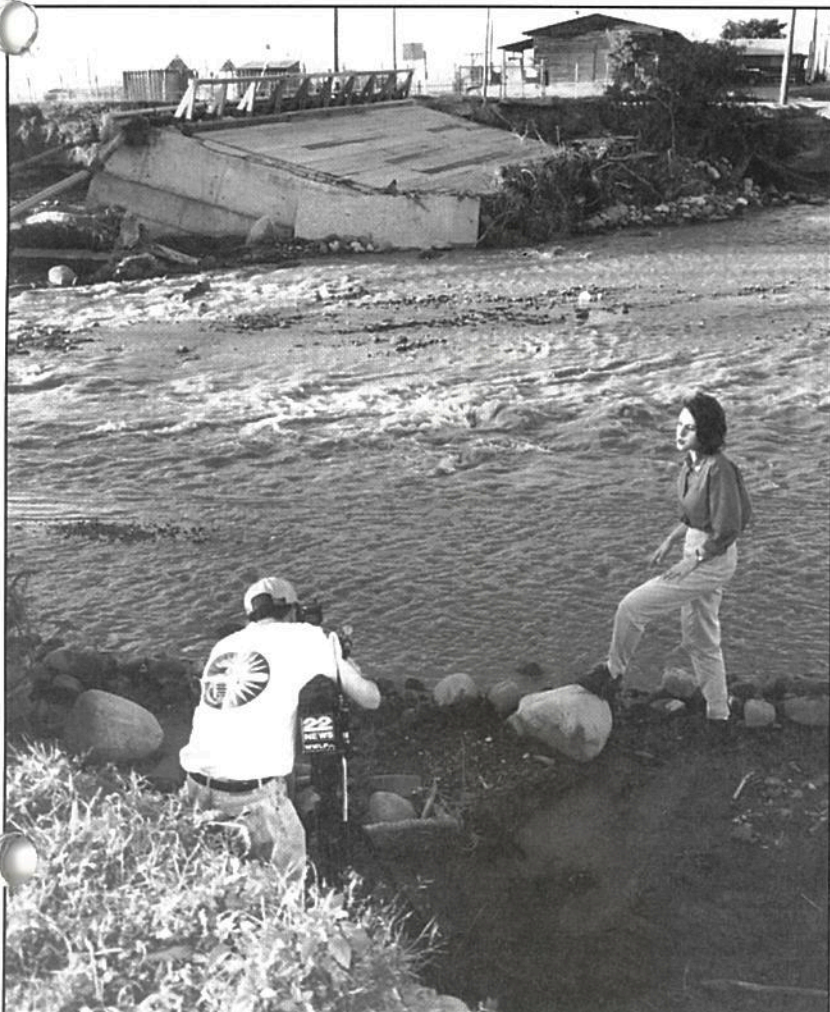
**SUPPLY RUN**  
— At Hill AFB, Utah, the 439<sup>th</sup> AW crew pick up pallets of supplies bound for hurricane-stricken Honduras.

**JUST THE BEGINNING** — AIC Jason Harvey helps load the first pallet of the 200,000 pounds of supplies.

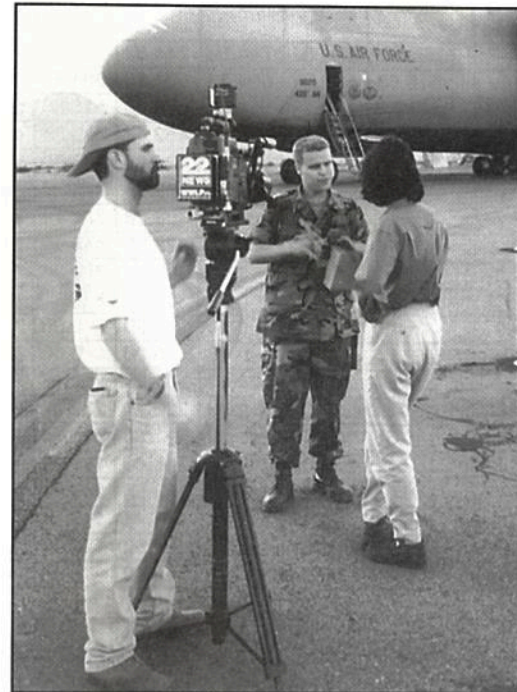


**GEOGRAPHY LESSON** — Channel 22 reporter Kristen Saloomey interviews C-5 pilot, Maj. Daniel Clearwater regarding the Honduran terrain.

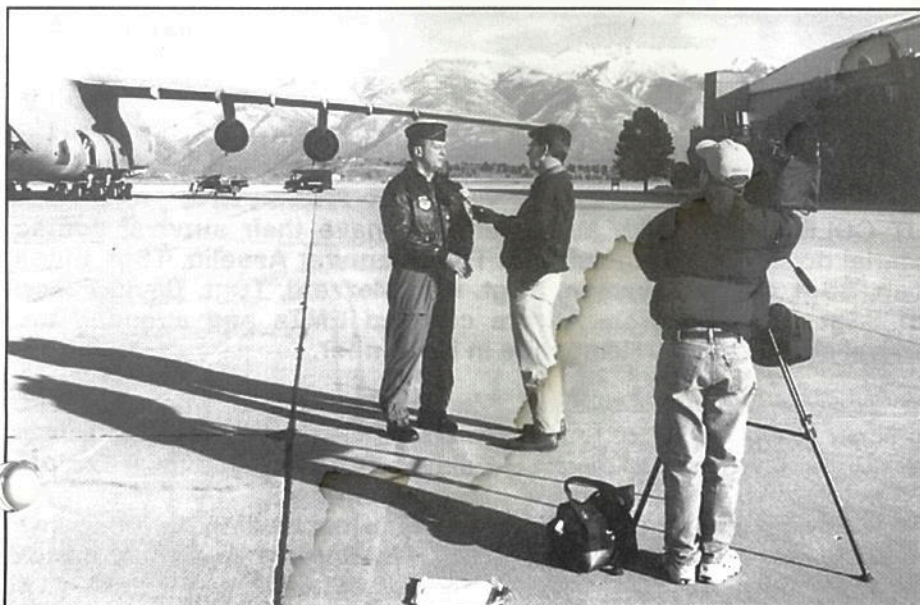




**STEP UP TO THE MIKE** — Public Affairs Capt. Geoff Fischer talks to the Springfield-area media about the devastation.



**CAMERAS ARE ROLLING** — In top photo, Cameraman Sean Manning films a washed-out bridge in an area near Soto Cano Air Base. Below, Channel 40 newsman Ray Hershel and photographer Mike Hines cover an interview with Maj. Daniel Clearwater while at Hill AFB.



**DELIVERING THE GOODS** — C-5 loadmaster TSgt. Dave McKemmie directs the K-loader to the rear of the cargo section.



# 1999 Reserve pay for four drills

## Years of service

Pay Grade	< 2	2	3	4	6	8	10	12	14	16	18	20	22	24	26
O-7	697.12	744.52	744.52	744.52	777.92	777.92	823.00	823.00	864.16	950.56	1015.96	1015.96	1015.96	1015.96	1015.96
O-6	516.68	567.64	604.88	604.88	604.88	604.88	604.88	604.88	625.44	724.32	761.28	777.92	823.00	850.88	850.88
O-5	413.28	485.24	518.80	518.80	518.80	518.80	534.40	563.24	601.00	646.00	682.96	703.72	728.32	728.32	728.32
O-4	348.32	424.16	452.44	452.44	460.84	481.16	514.04	542.92	567.64	592.64	608.88	608.88	608.88	608.88	608.88
O-3	323.68	361.92	386.92	428.08	448.60	464.64	489.84	514.04	526.60	526.60	526.60	526.60	526.60	526.60	526.60
O-2	282.28	308.28	370.36	382.84	390.72	390.72	390.72	390.72	391.72	390.72	391.72	390.72	390.72	390.72	390.72
O-1	245.08	255.08	308.28	308.28	308.28	308.28	308.28	308.28	308.28	308.28	308.28	308.28	308.28	308.28	308.28
O-3E	0.00	0.00	0.00	428.08	448.60	464.64	489.84	514.04	534.40	534.40	534.40	534.40	534.40	534.40	534.40
O-2E	0.00	0.00	0.00	382.84	390.72	403.12	424.16	440.40	452.44	452.44	452.44	452.44	452.44	452.44	452.44
O-1E	0.00	0.00	0.00	308.28	329.32	341.44	353.84	366.12	382.84	382.84	382.84	382.84	382.84	382.84	382.84
E-9	0.00	0.00	0.00	0.00	0.00	0.00	383.64	392.28	401.12	410.40	419.60	427.68	450.12	467.64	493.96
E-8	0.00	0.00	0.00	0.00	0.00	321.68	331.00	339.64	348.48	357.72	365.84	374.84	396.88	414.52	441.12
E-7	224.64	242.52	521.40	260.28	269.16	277.72	286.60	295.56	308.88	317.68	326.48	330.72	352.96	370.52	396.88
E-6	193.24	210.64	219.40	228.72	237.32	245.88	254.88	268.00	276.44	285.36	289.68	289.68	289.68	289.68	289.68
E-5	169.56	184.56	193.52	201.96	215.24	224.04	232.84	241.48	245.88	245.88	245.88	245.88	245.88	245.88	245.88
E-4	158.12	167.04	176.88	190.48	198.04	198.04	198.04	198.04	198.04	198.04	198.04	198.04	198.04	198.04	198.04
E-3	149.04	157.20	163.44	169.96	169.96	169.96	169.96	169.96	169.96	169.96	169.96	169.96	169.96	169.96	169.96
E-2	143.44	143.44	143.44	143.44	143.44	143.44	143.96	143.96	143.44	143.44	143.44	143.44	143.44	143.44	143.44
E-1 >4	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92	127.92
E-1 <4	118.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Effective Jan. 1, 1999. This chart reflects an increase of 3.6 percent over 1998 pay levels. Normally, reservists receive credit for four drills, or four pay periods, during one weekend unit training assembly.

Source: Defense Finance and Accounting Service

## Early snow enhances wilderness classes

by MSgt. Sandi Michon

Trudging six miles through snow covered mountains was part of a wilderness survival course attended by 439<sup>th</sup> Medical Squadron members in November.

"A dead or hurt paramedic helps no one," said SSgt. Mike Gendron, emphasizing the importance of knowing personal survival skills along with cold climate patient care.

The six MDS members attended the Mountain and Wilderness Medicine course in Gorham, N.H. Nov. 12-15. All six are emergency medical technicians and the course was part of the 48 continuing education units they need to maintain their EMT certification.

The course included indoor lectures and an all-day rescue segment on the mountain. According to TSgt. Jennifer Asselin, there were six training stations including ice rescues, drowning victims, splinting, patient litter transport, hypothermia diagnosis and treat-



**OUT COLD** — Six 439<sup>th</sup> MDS members have their survival course material down cold. From left are: TSgt. Jennifer Asselin, TSgt. Linda Moen, SSgt. Stacie Lakeman, SSgt. Kim Mezzetti, TSgt. David Fallon and SSgt. Mike Gendron. All are certified EMTs and attended the survival course in New Hampshire in November.

ment, and cold weather survival techniques. "To be out in the freezing temperatures makes the training very relevant," she said.

"We had to work as a team. I learned to appreciate my co-workers," said SSgt. Stacie Lakeman.

The 439<sup>th</sup> MDS med techs enjoyed

learning compass skills. "When you're in the middle of the woods, you have to learn to orient yourself to radio your rescue location," Lakeman explained.

All the participants reported benefits from the course. "At least we didn't have to eat bugs," quipped Asselin.

Courtesy of SSgt. Stacie Lakeman





**PROUD POSE** — Wing and squadron commanders show off their flying safety award for 240,000 mishap-free flying hours. From left, Brig. Gen. James Bankers, Wing commander, Col. Dave McCarthy, Operations Group commander, Lt. Col. Bill Bradford, 337th AS commander, and Col. Merrill Cross, Wing vice commander.

## Wing receives flying safety award

Article and photo  
by SSgt. Anne Kymalainen

"It's better to be safe than sorry" is a cliché that members of the 337th Airlift Squadron and the 439th Airlift Wing take both to heart and to the air.

During the November UTA, both units received Air Mobility Mishap Free Flying Hour Milestone awards for 240,000 hours of mishap free flying.

Brig. Gen. James D. Bankers, 439th Airlift Wing commander, noted while presenting the awards that safety related honors are among the most coveted we can earn. He said all members of the wing can take credit

for this splendid accomplishment.

439th AW Chief of Safety Lt. Col. David Moore noted that these awards are testimony that the members of the wing take care of business according to applicable tech orders and instructions. "Leadership, accountability, and sound risk management are the keys to mishap prevention," said Moore.

"Even during a major operation push or contingency the support folks, maintainers and aircrew have consistently ensured that the C-5 weapon system is maintained and operated properly," he said. "All of these folks deserve the credit for these milestone awards."



## Awards and Decorations

### MERITORIOUS SERVICE MEDAL

Lt. Col. William B. Bradford	337 AS
Maj. John Devine	439 CES
Maj. Stephen Luongo	439 CES
Capt. Edward J. Miller	439 OSS
SMSgt. Robert A. Allard	439 CES
SMSgt. Randy J. Malek	439 CES
SMSgt. Fred W. Perret	337 AS
MSgt. Arthur E. Baer, Jr.	439 CES
MSgt. Robert C. Harmon	439 CES
MSgt. Duane G. Nelson	439 MXS
TSgt. Richard P. Carson	439 LSS
TSgt. Peter H. McLane	439 CES

### AF COMMENDATION MEDAL

Maj. Edmund P. Gaines, III	439 MXS
Capt. Christopher F. Skomars	439 LG
(*third award)	

Capt. Anthony R. Sheeran	439 CES
1st Lt. Edwin Cabassa	722 ASTS
(*second award)	

1st Lt. Jeannie Cumberbatchsmith	
722 ASTS	
1st Lt. David E. Hutchinson	337 AS
MSgt. Jeffrey Jesmouth	439 CES
MSgt. Clifford Wittman	439 MSS
(*second award)	

SMSgt. John S. Indomenico	439 CES
(*second award)	

MSgt. Anthony J. Delduco	439 CES
(*second award)	

MSgt. William E. Galligan	439 CES
TSgt. Mark C. Boganski	439 CES
TSgt. Ronald G. Chevalier	439 LSS
(*third award)	

TSgt. Charles Darling	439 LG
(*second award)	

TSgt. Steven J. Forcum	439 MSS
TSgt. Danforth W. Moon, Jr.	42 APS
TSgt. James M. Plushner	42 APS
TSgt. Charles F. Woodward	439 CES
SSgt. Ronald R. Girard, Jr.	439 LSS
(*second award)	

SSgt. Stephen J. Patuano	439 CES
SSgt. Kymberly A. Whitehead	439 MSS
SSgt. Kurt J. Yeghian	439 CES

### AIR FORCE ACHIEVEMENT MEDAL

Capt. Richard Sajewski	439 LSS
SSgt. Wade M. Chmielinski	439 LSS
(*third award)	

SSgt. Theresa M. Robert	439 MSS
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## Patriot People

**Name:** Doug Shvonski  
**Rank:** SSgt.  
**Age:** 30  
**Address:** Coventry Conn.  
**Unit:** 439th MXS  
**Position:** Metals technologist  
**Civilian position:** Graduate student  
**Favorite food:** Eggplant parmesan  
**Years of service:** 13  
**Favorite sport:** Football  
**Favorite hobby:** Playing guitar  
**Ideal vacation:** Hawaii  
**Best way to relax:** Listening to music  
**Preferred entertainment:** Concerts  
**Favorite hero:** Kramer  
**Favorite music:** Rock  
**Favorite movie:** *Blues Brothers*  
**Favorite aircraft:** OV-10A  
**Pet peeve:** People with little or no sense of humor  
**What I would do if I won \$1 million:** Buy a house or two



SSgt. Vin Blanchard

SSgt. Doug Shvonski

## Patriot Praises

### Promotions:

CMSgt. Wenthe, Teresa M.  
 SMSgt. Carroll, William A.  
 SMSgt. Miller, Gary R.  
 MSgt. Bretschneider, Bruce  
 MSgt. Delgreco, Steven W.  
 MSgt. Ferreira, Kenneth P.  
 MSgt. Mottor, David A.  
 MSgt. Rose, Leroy  
 TSgt. Boucher, David G.  
 TSgt. Brannan, Stephen R.  
 TSgt. Crouch, Helen L.  
 TSgt. Dunfield, Michelle  
 TSgt. Duval, Robert J.  
 TSgt. Falcone, Vincent F.  
 TSgt. Filkins, Leopoldo J.  
 TSgt. Kovacs, Thomas A.  
 TSgt. Lambert, Raymond E.  
 TSgt. Leisenfelder, Robert  
 TSgt. Martinez, Lori  
 TSgt. Nedoroscik, Charles  
 TSgt. Pezanetti, Edward D.  
 TSgt. Ratcliffe, Mark I.  
 TSgt. Spenceelder, Lisa A.  
 TSgt. Sullivan, William J.  
 TSgt. Torres, Jose, Jr.  
 TSgt. Williams, Timothy G.  
 TSgt. Winters, Michael D.  
 SSgt. Ayuyu, Kimberlee A.  
 SSgt. Batchelor, Thomas J.  
 SSgt. Delpriore, Nunzio J.  
 SSgt. Gambardella, Anthony  
 SSgt. Geisinger, Christi  
 SSgt. Genovese, Leslie J.  
 SSgt. Henrickson, David K.  
 SSgt. Jeleniewski, David  
 SSgt. Lambert, Joshua O.  
 SSgt. Larkin, Patrick W.  
 SSgt. Robert A. Leduc

SSgt. Markelonis, Brian A.  
 SSgt. Natale, Christina L.  
 SSgt. Normandin, Donald R.  
 SSgt. Palmer, Christopher  
 SSgt. Payne, James M.  
 SSgt. Pica, Donald T.  
 SSgt. Sklarski, Eric J.  
 SSgt. Walsh, William M.  
 SSgt. Werner, Stephan J.  
 SrA. Baldwin, Seth K.  
 SrA. Beauchesne, Eric P.  
 SrA. Ceballos, Marcus L.  
 SrA. Harvey, Ian C.  
 SrA. Jester, Michael J.  
 SrA. Kennedy, Jason M.  
 SrA. Michaud, Michael P.  
 SrA. Phelps, Ronald C.  
 SrA. Polson, Paul A.  
 SrA. Yardis, Kara B.  
 A1C Carlin, Charles F. I.  
 A1C Martinez, Wilmer  
 A1C Mullally, Desmond B.

### Reenlistments:

CMSgt. Fetherston, Robert B.  
 MSgt. Bevilacqua, Ronald  
 MSgt. Bolton, Victoria L.  
 MSgt. Durand, Robert R.  
 MSgt. Szczepanek, Joseph  
 MSgt. Taylor, Patricia  
 TSgt. Cahill, Kevin P.  
 TSgt. Geissler, Eric H.  
 TSgt. Hannaford, Robert  
 TSgt. Jackson, Barbara A.  
 TSgt. Parker, Richard A.  
 TSgt. Poudrier, Donald E.  
 TSgt. Riel, Francis L.  
 TSgt. Robles, Francis  
 TSgt. Santoro, Nicholas J.

TSgt. Squier, Corinne A.  
 TSgt. Talbot, Donald R.  
 SSgt. Alicea, Jose A.  
 SSgt. Creager, Janet M.  
 SSgt. Dansereau, David  
 SSgt. Godin, James L.  
 SSgt. Laroche, James B.  
 SSgt. Lamy, Michael A.  
 SSgt. Montano, Valerie S.  
 SSgt. Panico, Gabriela M.  
 SSgt. Robinson, Kenneth J.  
 SSgt. Schneider, Joseph P.  
 SrA. Cates, Jerry L.  
 SrA. Smith, Donald L., II

### Retirements:

CMSgt. Hawkins, David F.  
 SMSgt. Fassbender, Thomas F.  
 SMSgt. Polchlopek, Stanley A., Jr.  
 MSgt. Deblois, Denise M.  
 MSgt. Delany, Philip S., III  
 MSgt. Giglio, Paul M.  
 MSgt. Godek, Frank S.  
 MSgt. Nelson, Duane G.  
 MSgt. Riano, James E.  
 MSgt. Shattuck, Chester R.  
 MSgt. Sheffield, James A.  
 TSgt. Algozino, Vincent T.  
 TSgt. Bergeron, Joseph P.  
 TSgt. Bishop, Barbara J.  
 TSgt. Butler, Eugene P.  
 TSgt. Cekovsky, Robert A.  
 TSgt. Craig, Robert N.  
 TSgt. Frank, Donald F.  
 TSgt. Hahn, Walter C.  
 TSgt. Hoerner, John A.  
 TSgt. Moore, Thomas J.  
 TSgt. Obannon, Michael E.  
 TSgt. Poteat, James D.

TSgt. Rockwood, Dale F.  
 TSgt. Rudnicki, Paul A.  
 TSgt. Wade, Steven C.  
 SSgt. Maywald, Paul L. B.



**FOOD DRIVE —** Chaplain (Maj.) Richard Meisel, (left) and TSgt. Allan Boucher deliver boxes of food for the USO-sponsored food drive held each holiday season to benefit military personnel in need.

(photo by SSgt. Vin Blanchard)



## What a difference a day makes

*I get it now.*

Friday, Nov. 13th was a typical day for me – I had no superstitious qualms as my day started. The only unusual variance was taking place that night, a benefit dance that I was attending and I hadn't yet begun to think about what to wear. Deciding on my uniform of the day was an easier task, as my choices consisted of only two – dress blues or battle dress uniform. I opted for my summer weight BDUs and drove the hour to Westover for an annual tour day.

Upon arrival at the base, I walked into the Public Affairs office and was assigned my mission for the day: — assisting with media representatives covering the C-5 carrying supplies to Hurricane Mitch victims in Central America. Media representatives require escorts to the flight line, which is why I was on orders for the day. Tech Sergeant Bill Pope, public affairs specialist, was escorting four media reps on the flight to Honduras.

I have not yet flown on a C-5. I have escorted school tours on the C-5; I could tell you that the aircraft has 28 wheels, and the fuel load weighs 332,500 pounds and that the wingspan is 222.9 feet, and it travels up to 518 miles per hour. But this was my first experience with a real mission, actually standing on the plane and watching a loadmaster flipping the floorboards so the wheels were up and ready to accept pallets of supplies.

### COMMENTARY

*This is when I started to get it.*

I thought about the victims of the hurricane – all the people who lost loved ones, who lost their home, who have nothing now. Nothing. I thought the 10,000 lives ripped apart on Oct. 26 by a devastatingly powerful hurricane named Mitch.

Calls were coming into Westover as soon as the news of the hurricane hit. "Can I stop by and drop off some clothes...food...water?" was a typical question asked by concerned area residents who wanted to help.

A C-5 left on Friday, Nov. 13 from Westover Air Reserve Base bringing supplies to hurricane survivors in dire need. As the big gray bird took off to Hill Air Force Base in Utah to pick up 200,000 pounds of supplies donated by local residents, I thought of the 13 crewmembers and my public affairs colleague, who was leaving his family for three days, to support this mission.

*This is why I am here.*

I thought of the news representatives who were flying to Honduras to capture the catastrophic images to bring back to the American public. I thought of the babies and the elderly who would benefit from the food and the water that would be arriving in less than 24 hours.

*It all makes sense now.*

The morning dilemma over what uniform to wear now seemed so trivial, as did my thoughts about what to wear to the dinner dance that night. What matters now is that I wear the USAF uniform and I am part of something far larger than my just my job. I am part of an organization that makes a difference in our world.

by SSgt. Anne Kymalainen  
Public Affairs Technician

## Briefs

### Benefits for reservists will increase on Jan.1

The fiscal year 1999 National Defense Authorization Act, signed by the president in October, grants several new benefits to reservists, including doubling the number of authorized visits to military commissaries.

In addition to a 3.6 percent military pay raise, which takes effect Jan.1, the bill increases the number of days Ready Reserve members and reserve retirees under age 60, are eligible to use commissary stores from 12 to 24 annually.

The bill also entitles reservists to receive a full month of imminent danger pay (\$150) regardless of the number of days served.

Another provision of the bill extends the following special pay and bonuses for members of the Selected Reserve until Dec. 31, 1999; special pay for critical short wartime health specialists, enlistment and reenlistment bonuses, special pay for certain high-priority units, affiliation bonus, prior-service enlistment bonus and repayment of loans for certain health-care professionals.

### Base Advisory Council sponsoring symposium

The Base Advisory Council will sponsor another Interactive Informational Symposium from 1 p.m. to 3 p.m. Jan. 10 in the Wing Conference Center.

The symposium is offered as a way for all enlisted personnel to discuss opportunities and ask questions about the Promotion Enhancement Program, Awards and Decorations, Unit Vacancy promotions, military benefits and entitlements, Family Readiness and training opportunities.

### Feb. UTA dates

A UTA Feb. 6-7  
B UTA Feb. 20-21



# \$131,148,142 flows into area's economy from Westover

by MSgt. Gordon A. Newell

More than \$130 million flowed into Western Massachusetts from this base during fiscal year 1998, the Air Force Reserve Command announced today.

The total economic impact on the area (defined as communities within a 50-mile radius of the base) for the fiscal year is \$131,148,142. The federal government's fiscal year runs from Oct. 1, 1997 to Sept. 30, 1998.

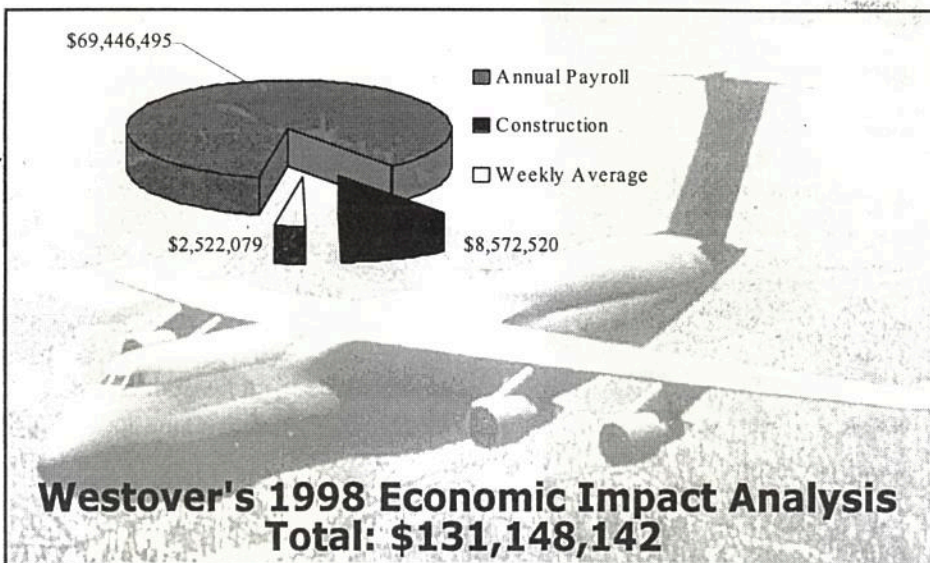
"This figure represents more than \$2.5 million per week and I consider that a substantial amount of money," said Brig. Gen. James D. Bankers, commander of the 439<sup>th</sup> Airlift Command, which operates the base.

"Westover has long been a major economic contributor to the economy of this region and I'm sure will be for a long time to come," he said.

The total annual payroll for the year comes to \$69,446,495. Military pay accounted for \$21,458,880 of the total while federal civilian salaries total to \$44,571,231.

Another \$3,416,384 goes to other civilian employees who work in areas such as the Base Exchange, Bowling alley, base gymnasium, billeting etc.

There are 4,638 personnel assigned to



the base including 3,205 Air Force, Marine Corps, Army and Navy reservists and Army National Guardsmen. The base employs 1,110 full-time workers plus 219 non-appropriated fund employees.

Construction on the 2,600-acre facility totaled \$8,572,520 for 1998.

Service contracts amounted to \$5,539,789 while another \$6,188,296 was dispensed for materials, equipment and supply procurement.

In addition to Air Force Reserve units assigned to the 439<sup>th</sup> AW, West-

over is host to units including Marine Corps Support Squadron Six; Marine Wing Support Squadron 474, Detachment B; a Massachusetts Air National Guard aviation support facility; United States Army Corps of Engineers; the United States Armed Forces Reserve Center; Condor Reliability Services Inc. (weather station contractor); Army-Air Force Exchange Service; a Military Entrance Processing Center; a Reserve Readiness and Mobility Squadron and TOW Platoon HQ Co., 4<sup>th</sup> Marine Division.

## PATRIOT



Published monthly for Patriots like AIC Genia N. Staple-Ward, of New York City, N.Y., and 2,410 members of the 439<sup>th</sup> AW at Westover ARB, and geographically separated units.

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