

PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER ARB

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APRIL 2000

100th Tunner accepted by Westover

by MSgt. Sandi Michon

It was a special celebration in February at Systems and Electronics, Inc. in St. Louis, Mo. as the 100th "Tunner" rolled off the assembly line – with Westover ARB the celebrated recipient.

In unseasonably balmy, 80-degree weather, the sun glistened off the spanking new 60K loader dubbed "The Spirit of Westover." Lt. Gen. Ronald C. Marcotte, vice commander of Air Mobility Command accepted the \$1.5 million cargo loader/transporter from the manufacturer, and handed the keys to Lt. Col. Jim Carey, commander of Westover's 42nd Aerial Port Squadron.

Named after the late Lt. Gen. William H. Tunner, an outstanding authority on military airlift operations, the "Tunner" is a versatile, mobile vehicle with a per unit capacity of 60,000 pounds designed to efficiently load and unload cargo from military aircraft.

The 60K loader arrived at Westover in early March and adds to the inventory of one 40K loader and two 25K loaders. According to Carey, the loader has state-of-the-art circuitry and computerization, adjustable flatbed, mechanized rollers, independent steering for greater maneuverability and can hold up to six pallets. "We can unload any aircraft – military or civilian -- with this machine," Carey said.



THANKS A TON — Lt. Col. Jim Carey, 42nd APS commander, accepts a plaque in February from Lt. Gen. Ronald Marcotte, vice commander of Air Mobility Command. Westover's new 60K loader was the 100th off the St. Louis manufacturer's assembly line.

—photo by SrA. Lisa Lauck, Scott AFB

The "Tunner" is officially assigned to the 42nd APS, but will be used by the 58th and 85th aerial ports once required training is completed. With a more complex machine, the 60K loader users must complete a two-week course. Currently the 42nd APS, with 180 members assigned, has two instructors and four operators trained, and plans to have 24 operators trained within the next two years. According to Capt. John Mailo of the 58th APS, they will train 50 members of their ramp section on the new loader.

"The new equipment will enhance training," said SMSgt. John Szewc, 42nd APS ATOC superintendent. "This is the same equipment we will encounter on annual tours and real missions," he explained.

The Air Force is slated to receive a total of 318 Tunners with final delivery scheduled for 2004. At the Tunner ceremony in St. Louis, General Marcotte recognized the loader as a key piece towards modernization. "We are committed to getting all 318 Tunners required by our war planners. Our transporters won't be happy until all of them are delivered and their 1960 vintage equipment is retired," he said.

Immediately after the ceremony, General Marcotte took the loader for a "test spin" around the manufacturer's parking lot.



ODE TO WESTOVER — The 60K loader door sports a commemorative logo.

Priorities

In the December Patriot, I laid out the priorities I see for our wing. They are: **Readiness, Recruiting and Retention, One Standard, Infrastructure Improvement, and Quality of Life Improvement.**

These priorities will dictate the way we perform our mission this decade and guide in the application of our limited resources. I will talk about these priorities in detail during the upcoming months. This month I want to talk about our first priority- **READINESS.**

Our world has changed. We no longer have the "RED" threat that the Russians will come charging through the Fulda Gap in Germany and we will mobilize the Reserves to stop them. Those days required a reserve that trained a weekend a month and performed a two week annual tour to be ready for the call-up.

The threat today is everywhere. It still comes in forms we recognize - nuclear and chemical weapons, but also biological, regional instability and humanitarian crisis. Our country has remained the world's superpower, bringing most of our permanently assigned overseas forces home, taken the "peace dividend" and shrunk the active force. Yet as the world's leader, we have become engaged around the globe. We tend to use our military as the first instrument of National Power in dealing with this ever-increasing engagement. This has placed an increased burden on our military forces, a burden that is reduced by use of our reserve forces.

We are no longer a peacetime training organization. We have become a peacetime augmentation force. Did you know that prior to 1990 there were 35 major operations around the globe involving reserve participation? Since 1990 that number has climbed to over 200! We will continue to be a major player as we take part in more Air Expeditionary Force (AEF) tasking. Over half of this nation's airlift, air refueling and aerial port capability, as well as over 95% of our aeromedical evacuation capability is in the reserve component.

This is the Air Force Reserve of today, a critical part in carrying out the Air Force mission. We have had a number of wing members deploy in support of AEF tasking already and in the second week of March we had an aircrew in Germany asked to stay beyond the scheduled trip length to fly relief aid to Africa in support of flood ravaged Mozambique. Our tempo is high, response time is short and there is a very real threat (terrorist, criminal and biological) wherever we go.

Is it any wonder readiness is our top concern? There is no greater responsibility that your squadron commanders and I share than to insure that when you deploy, you are ready. This drives how we spend our limited resources. It answers the question of how best to spend a reservist's limited time, 4 hours on weapons qualification or 4 hours on EO2000? Its not that some training is unimportant, it's that readiness training is the MOST important.

On the individual level, I ask you to be the best you can be at your skill level. If you are in upgrade training, work hard to complete it in order to reach your fully qualified level. Enroll in and complete PME and leadership courses. Keep track of your CWDE and weapons qualification due dates. Make sure your shots are up to date. Prepare personally, by insuring your DEERS enrollment and family care plan are up to date, you have a current will, appropriate powers of attorney, and that your family has current phone numbers for your unit and family readiness.

On the unit and installation level, we will train and exercise to insure that all segments of the base, contractor support included, are ready to support small group deployments or rapid mobilization. This is why we have sent and will continue to send people through a mobility line for deployments, real world or ORI. We insure you have the latest intelligence and force protection briefings. We will have a large-scale mobility exercise in June of this year for the Wing and will deploy a few hundred folks next May for training and field exercise at Volk Field. We will take the feedback from the 22nd Air Force SAV, squadron EORIs and wing members who return from AEF tasking and use it to enhance our readiness.

I cannot tell each of you when you will have to answer the call, but we can work hard to insure that when you do, you are ready!

by Col. Martin M. Mazick
439th AW Commander

Commentary



Briefs

Government travel card implementation delayed

The Office of the Secretary of Defense has granted the Defense Department a 60-day extension (through April 30) for implementing the mandatory use of the Government Travel Card.

The Pentagon continues plans for implementing the law and this extension will permit time for a more orderly implementation. The Department of Defense does not expect further delays in the implementation date.

In addition, Agency Program Coordinators (APCs) for the government VISA travel card have been appointed at the group level. Effective April 1, members should contact their group APC for card service information. See orderly room staff for details, or contact Ms. Beverly Morley at Ext. 2950.

Correction

The Senior NCO of the Quarter was incorrectly listed in the March issue of the PATRIOT.

SMSgt. Jeffrey C. Walker of the 439th Maintenance Squadron is the Senior NCO of the second quarter of FY 00.

Scholarships available

The Family Readiness Center may be able to help you with college expenses.

Information pertaining to available scholarships is accessible on the web at www.cashe.com. The Family Readiness Center has downloaded worksheets and has them available reservists.

For further information, call Linda Reith at (413) 557-3024.

April UTA schedule
A UTA April 1-2
B UTA April 15-16

Great New England
Air Show
August 12-13

Col. Cross's fini-flight is Lt. Board's first

by SSgt. Charlie Cangemi

When the C-5 left Westover's runway, it carried a 30-year veteran colonel who had flown over 5,000 hours and a newly-commissioned lieutenant who was about to experience his first official flight in a military aircraft.

When the plane returned five days later, a nostalgic Col. Merrill N. Cross knew he'd never be behind the C-5 controls again, and an excited 2nd Lt. Travis M. Board was looking forward to flight school and tacking on thousands of future flight hours.

A "fini flight," the last flight of an Air Force pilot's career, and a "dollar ride," the first, are rarely done at the same time. But that's what happened in February when Cross, 54, and Board, 23, linked up to share their respective milestones.

The lieutenant's military story is unfolding. The colonel's, however, could fill volumes.

In 1970, Cross left officer training school a distinguished graduate headed for pilot training. He became a T-38 instructor at Laredo and Columbus Air Force bases until 1974.

"Retiring from the military will allow me to move onto other obligations with my family and business."

-Col. Merrill Cross



FIRST AND LAST—Col. Merrill Cross, left, shared his "fini" flight with 2nd Lt. Travis Board who rode on his "dollar ride." Cross retires May 1. photo by Capt. Kenneth Parsons

Although he left active duty to pursue a master's degree and *Juram Doctor* (Doctor of Laws), he was asked to come back in 1979. For the next four years he flew C-5s out of Dover Air Force Base and served as an assistant professor at the Air Force Academy. He became a reservist in 1983.

He came to Westover in 1987 and 10 years later, after commanding the 337th Airlift Squadron, was appointed vice commander. He retires May 1.

But while many retirees reflect on the past, Cross is focused on the future. Running

two family businesses, serving the Federal Aviation Administration as a full time safety inspector, and practicing business law fill Cross's agenda.

"Retiring from the military will allow me to move onto other obligations with my family and business," said Cross, adding that he looks forward to eventually enjoying the "boredom."

"I have 30 years of 'honey-do's' to make up," he joked.

The next turning point for Cross will be retiring from the FAA, which he plans to do next year.

"Then I will get caught up with my law practice," he said.

Retiring from the FAA will probably put an end to his flying. He dabbled with the idea of purchasing a single-engine airplane, but when his FAA job brought him to investigate a deadly crash on Cape Cod, his wife, Karen, decided that wasn't a good idea.

"She said, 'no single-engine airplanes,'" said Cross.

Instead of the air, Cross may take to the water as he's contemplating buying a boat.

Whether it's work or recreation, retirement invites a full calendar.

"We will all miss working with Merrill because he is so unique," said Capt. Kenneth A. Parsons, a fellow pilot at the 337th Airlift Squadron. "He isn't just a flyer, he has interests in other areas which made it fun to talk with him."

Parsons served as flight commander of Cross's final flight with Westover.

"It was one of the most interesting flights I've ever been on because it was the first time we did a fini flight and a dollar ride at the same time," he said. "It was very significant for both of them."

Although Cross will remain busy in his post-military life, his civilian activities cannot fully compensate for the loss he will feel after retirement.

"The dedication and the commitment that I experienced in the military is unparalleled in the civilian world — I will miss the camaraderie."

Recruiters hang out help wanted sign

by MSgt. Tom Allocco

Last fiscal year Air Force Reserve recruiters, like most military recruiters, fell short of their recruiting target and are now calling for sharp reservists to join their ranks to meet the challenge.

The Air Force Reserve recruiting service is short about 15 recruiters, which contributed to the fact that in fiscal year 1999 they fell about 1,100 recruits short of their goal of 11,241 sign-ups. This short-fall took place despite the fact that the hard working recruiters had their best annual enlistment rate per recruiter in fiscal year 1999.

The challenge for recruiters in fiscal year 2000 should be even greater because the recruiting goal has been raised to 12,000 qualified citizen airmen.

While Reserve recruiters work to fill vacancies in a variety of career fields, they must also work to fill shortages in their own ranks. A new program called "Recruit the Recruiter" offers four-year tours as recruiters, with options of four-year renewals.

"Recruiting experience is not a prerequisite," said SMSgt. George Anderson, Westover assistant senior recruiter. The recruiting service is looking for enthusiastic enlisted members with at least five-level training in their career field who are interested in an active guard and reserve (AGR) renewable tour in recruiting," he said.

Senior airmen, staff or technical sergeants can fill the available positions. A master sergeant willing to give up a stripe can be accepted into the Recruit the Recruiter program.

"A full-time AGR assignment in re-

cruiting includes full pay and allowances, \$375 per month special duty pay and great promotion potential," Anderson said.

The 15-recruiter vacancies are at flying wing locations worldwide, including Europe and the Pacific. There are currently no vacancies in the Westover recruiting offices located here, in Worcester; Hanscom AFB; Manchester, Conn.; and Albany, NY, although positions open periodically.

"The recruiting service makes an effort to assign recruiters in the locality of their choice, but there are no guarantees. An assignment can be wherever there is a vacancy," Anderson said.

"Recruiting is a tough job, but it's also a very satisfying one. We like to think of ourselves as the refuelers or boom operators of the Reserve system because successful recruiting is so critical to the future of the Reserve," Anderson said.

"Nationally, the Reserve must maintain a full complement of 300-plus recruiters working directly with potential recruits to meet our recruiting goal," he said.

"The Reserve recruiting picture reflects a national down-turn in enlistments. We've all heard that the strong economy has slowed recruiting, but another reason for the short-fall is that we set high standards that exclude many people who can't meet them," Anderson said.

The first step to serving as a recruiter is to be interviewed by senior Westover recruiter, CMSgt. Gary Anderson. Spouses are en-

couraged to take part in the application process because of the high level of commitment required to serve as a recruiter. Those who are accepted by HQ/AFRC Recruiting Service will undergo five weeks training at Lackland AFB, Texas.

To learn more about opportunities in the recruiting service, call the base recruiting office at ext. 3923 or send e-mail to George.Anderson@cef.afres.af.mil.



FULL-TIME OPPORTUNITIES

The Air Force Reserve is looking for enthusiastic enlisted reservists to become Reserve recruiters. This rewarding career offers a renewable 4-year active-duty tour. In addition to full pay and allowances, you'll also receive \$375 per month in special-duty pay.

CMSgt. Gary Anderson
(413) 557-2125

Non-prior service members eligible for bonuses



Westover recruiters are urging wing members to pass the word that the best part-time job in the world has gotten even better.

Recruiters are now offering bonuses of up to \$8,000 in 20 different career fields to non-prior service members who join the Air Force Reserve. Prior service members are eligible for \$5,000 bonuses.

The career fields offering bonuses include life support, maintenance, medical services and fuels.

Recruiters hope that Reservists will tell eligible friends and family members about the bonuses and other opportunities as citizen airmen.

For further information call, SMSgt. George Anderson at ext. 2125 or email at george.anderson@cef.afres.af.mil. Westover recruiters are also at Hanscom AFB, (781) 377-7883; Worcester, (508) 753-7616; Manchester, Conn., (860) 645-6700; and Albany, NY, (518) 438-3077.

Westover team readies for AMC Rodeo

By MSgt. Sandi Michon

Imagine flying a 500,000-pound airplane to 25,000 feet to an exact coordinate at an exact time. If that's not hard enough, once you get there, try linking up to another 300,000 pound plane to refuel while both are traveling at 280 mph.

That's only one of the challenges awaiting Westover's five teams for the Airlift Mobility Command's Rodeo to be held at Pope AFB, N.C. in May.

"It's all the skills we do regularly, but with split-second timing under extremely close scrutiny," said Maj. Vito Addabbo, overall rodeo team commander. The 35-member team hopes to score "the best of the best" in their respective categories that include: aircrew, maintenance, aerial port, medical evacuation and security.

Each team prepares by making sure they know every detail of their jobs "by the book." Appearance, procedure and safety are key, as well as meeting stringent time deadlines.

The maintenance team carries the lion's share of preparation as the C-5 is the star player. "We are working weekends and any extra time to go over every detail of the aircraft," said SMSgt. Michael Barrick, maintenance team leader.

They comb the aircraft looking for any area that might be a potential problem. "If a ring is still serviceable, but worn - we replace it," he said. The selected C-5 is a '69 model, and will probably compete against newer '87, B models. "We take great pride in beating them," Barrick said, referring to their wins in the last rodeo.

Each team vies for overall point totals where one or two points can define winners. According to Barrick, the competition begins even before you leave your base and every little detail counts. Even team composition is scored and a team loses 50 points if their team has more than 50% of the previous rodeo's team members.

All teams have to be prepared to respond to contingencies. "There are no dry runs. All the particulars of competition are unknown until the event," explained Addabbo. "At

the last minute, you are notified of scenario details, who your tanker crew is, what type of firearm you must fire, the details of your load, drivers, security risks, etc."

The aircrew, aerial port and maintenance teams work closely to fly the aircraft, load and off-load, air refuel - all within strict time limits - and procedural scrutiny. The security forces compete at the firing range, on the confidence course and are graded on combat tactics.

The medical crew must respond to an aircraft load of simulated patients within a demanding scenario - diagnosing and treating "patients" while responding to unexpected events.

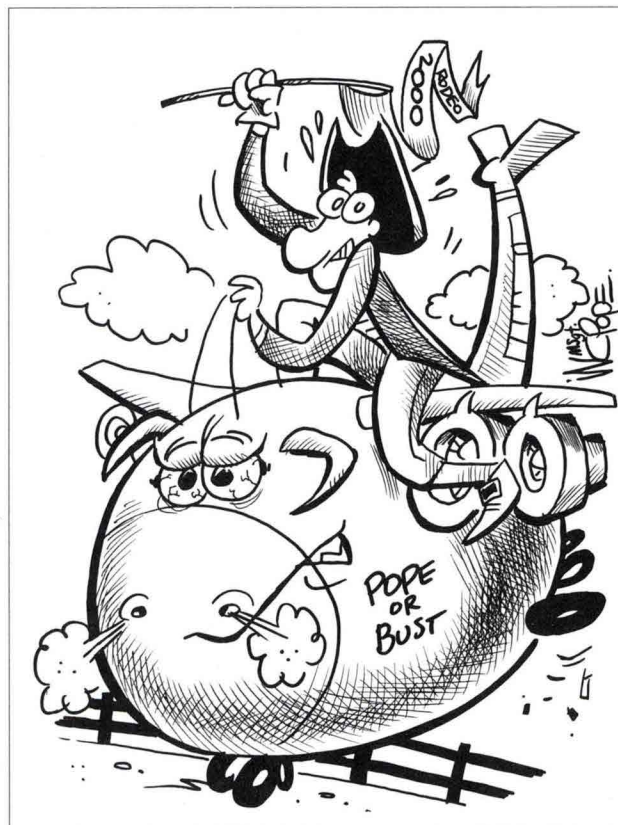
"There's a lot of pressure, but most people rise to the occasion," said Addabbo. There are many things beyond anyone's control such as the weather and unanticipated problems with the aircraft.

But Addabbo is confident. "The reserve side has more experience, and generally, that equates to better performance," he said.

Last Rodeo, Westover brought home the overall "best airland wing" award and aerial porters and maintenance team brought home team honors. They hope to continue their winning streak. The airlift rodeo began in 1962 as a combat skills competition designed to develop and improve techniques and procedures while enhancing air mobility operations and promoting esprit de corps. In 1979, Rodeo expanded to include international air mobility teams.

Rodeo now features more than 80 teams from over 300 active duty Air Force, Air Force Reserve, Air National Guard, U.S. Marine Corps, U.S. Army and allied nations.

It is held every two years and showcases airdrop, air refueling, aeromedical evacuation, security forces, short field landings and related ground operations. It provides an opportunity to demonstrate capabilities, improve procedures and enhance standardization for worldwide operations.



439 Airlift Wing TEAM COMMANDER

Maj. Vito E. Addabbo

337 AS FLIGHT CREW

Maj. Douglas R. Gernhard
1st Lt. Richard A. Scheller
TSgt. Todd T. Holt
TSgt. Todd R. Wesoloski
MSgt. Thomas G. Durkin Jr.
MSgt. Robert R. Motley
SSgt. Shawn M. Harris

439 LG

MAINTENANCE TEAM
SMSgt. Michael C. Barrick
MSgt. Paul Gagnon
TSgt. Robert J. Smith
TSgt. William Richardson
TSgt. Wilbert Feltner
TSgt. Glenn G. Connon
TSgt. Timothy J. Skehan
TSgt. Paul J. Barboza
TSgt. Joseph Stefferson

42 APS TEAM

TSgt. Philip W. Nadeau
TSgt. Daniel C. Witt
SSgt. William J. Young

58 APS TEAM

SSgt. David A. Steiner
AIC James F. Lowe

439 AES MEDICAL TEAM

Capt. Brenda L. Jaeger
Maj. Adele C. Ainsburg
TSgt. Nancy C. Clegg
SrA. Michele T. Oparowski
SrA. David H. Brown

439 SFS TEAM

MSgt. Kevin Cahill
TSgt. Richard T. Schmoke
SSgt. Michael A. Colonna
SSgt. Shawn K. Snay
SSgt. Shane E. Stabile
SrA. Stephen M. Rabel

Bomb experts set up shop on base

Article by Capt. James Bishop

Photos courtesy of
MSgt. Nicholas Santoro

When MSgt. Nicholas Santoro encounters his worst problems, he blows them up.

As a craftsman at the new explosive ordnance disposal flight, he has demolished literally tons of explosive devices in his career. He has detonated everything from a 35,000 pound Titan missile rocket motor to 5.56 millimeter M-16 bullets. While stationed at the former Suwan AB, Republic of Korea, he helped blow up three 1,000-pound U.S. bombs discovered while widening a river near the former demilitarized zone in preparation for the 1988 Olympics in Seoul, South Korea.

When Santoro is working on a live bomb, what goes through his mind?

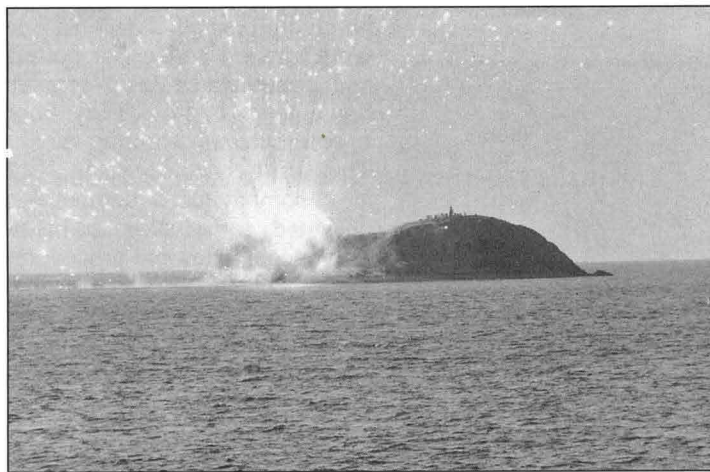
Not fear, says the bomb disposal veteran. "That's when the training kicks in and I do what I need to," he said.

Though he has a healthy respect for the deadliness of his job, Santoro says, "If fear makes you start second-guessing yourself, it's time to find a new job."

Though there are just two people in the EOD flight now, it will eventually be a 12-person unit with four worldwide deployable teams. The flight is housed in a small section of the civil engineering building.



GENTLE TOUCH—At an island off mainland Korea, workers stack hundreds of rounds of 30 millimeter high explosives.



OLD ORDNANCE — A fireball of outdated explosives spreads out across the early morning sky at a tiny island off the Korean peninsula. It is one of the many jobs Santoro has successfully completed.

Once in business, their job will be roughly equivalent to civilian bomb squads, Santoro said. Civilian bomb squads dispose of or explode improvised explosive devices (called IEDs in bomb-squad talk) which could be as simple as pipe bombs or letter bombs, or

more complex than what you saw in the movie *Speed*, he said.

Beyond "civilian" bombs, the EOD shop will also deal with any type of military ordnance—including nuclear, biological, chemical munitions (such as nerve agents), and high explosives.

"The array of possibilities is quite large compared to a civilian bomb squad," he said.

Currently, the EOD flight consists of Santoro, a Glendale, N. Y. native who arrived November, 1998, after spending 15 years on active duty, and SrA. Thomas Cowern, from Middletown, Conn., who arrived last May after a four-year break from active duty.

"Tom was eager to get back in," Santoro said. "He's already trained and doing well."

The flight is scheduled to be fully staffed in 2003, but they are feeling the recruiting pinch like the rest of the military. They are awaiting the arrival of another "recruit" named Andros—a \$120,000 Mark V robot that is a "first-responder" who doesn't mind the most dangerous jobs.

A reservist is scheduled to attend the EOD school in June. But the school is so tough, Santoro said, "that I don't put them on the books until they graduate."

Tough? The 28-week technical school, which trains all four services, starts with a one-week "weed-out phase" at Lackland AFB. The rest of the school occurs at Eglin AFB. (The Navy adds an underwater portion to the course.)

The washout rate is a whopping 67 percent, Santoro said, because of the sheer volume of information. Students must learn every piece of ordnance—U.S. and foreign, he said. The washout rate is real. Two people have already gone through school intending to return to Westover and flunked out.

"If you go by the odds I need to find 36 people to fill 12 slots," he said.

In his career, Santoro has recovered an F-111 that crashed with

Continued on next page



Santoro family deals with second premature birth

by Capt. James Bishop

On Friday, Feb. 4, at 2:25 p.m., Dominick Michael Santoro was born at Baystate Medical Center. He was close to three months premature. He weighed 2 pounds, 3.1 ounces.

His weight is measured in figures scientists use to measure precious compounds. Not able to break the 1,000-gram mark, Dominick weighed 995 grams.

At first, even the basics of life had to be delivered to him through 24-hour care at Baystate's Neonatal Intensive Care Unit.

Dominick had to have blood transfusions because his body hadn't produced enough hemoglobin yet. He began life with tubes down his trachea. The tubes forced in 40 percent oxygen—a rich mixture. The pressure also kept his lungs from collapsing said Dominick's father, MSgt. Nicholas Santoro, a bomb-disposal expert here.

As a member of the elite bomb-disposal squad, Santoro has the power to disarm devastating explosives. As a father, he can only watch and wait.

It wasn't the first time a baby had been born dangerously premature to Santoro and his wife, Paula.

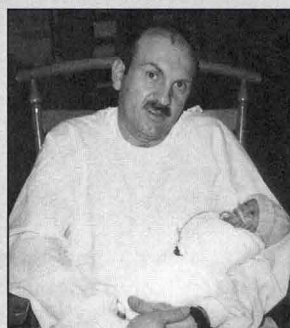
Their first born, Melissa, weighed 867 grams at birth. She was born in Italian hospital in Udine, Italy, near Aviano AB. That was

almost six years ago, and she's doing fine now, Santoro said.

Melissa had to stay in hospital three months. The hospital was two and half-hours each way, and Santoro and his wife visited daily.

"We missed one day in that three months, and we felt awful," he said. This time, the couple's commute from their home in base housing to the hospital in Springfield is just 20 minutes.

Having gone through the trials of premature birth before



made Santoro more confident about Dominick's future, he said. The tubes and monitors didn't seem so daunting this time.

One by one, the tubes came out. The oxygen concentration gets smaller, at less pressure—closer to normal air. Santoro is pleased with his son's improvement.

"It helps to have another child that's already gone through it," he said. "It's been five years and medicine only progresses."

Dominick topped 1200 grams one month after his birthday. He is expected to come home around the expected birth date if he had been full term: April 28.

Bomb experts...

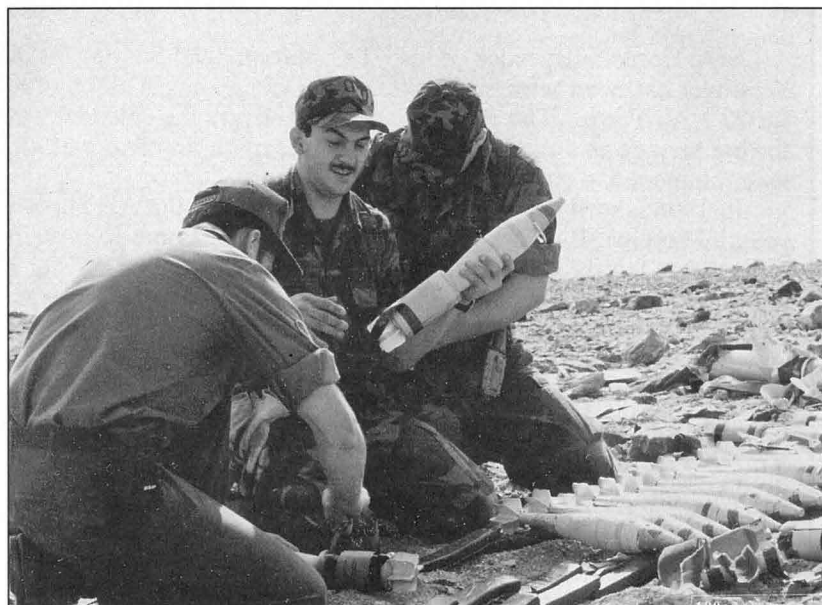
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training explosives onboard near the Scotland-England border, leaving a two-mile debris field. He helped recover an F-16 in Croatia. The pilot bailed out during a mission over Yugoslavia. They found the aircraft with live ammunition in 50 feet of water. Though Santoro is scuba-qualified, the Navy, by fiat, had to do the underwater part.

The jet's air intercept missiles were still attached. "We detonated two AIM 9s and two AIM 120s," he said. AIMs are heat-seeking air-intercept missiles, designed to shoot down other aircraft by tracking on the enemy plane's engine heat.

They exploded the missiles underwater. The plume ballooned 20-30 feet into the air.

"Let's just say we got a lot of fish that day," he said.



EXPLOSIVE PERSONALITIES—In 1988, Airman Nicholas Santoro stacks white phosphorous mortars before detonating them at an island off mainland Korea.

Westover reservist saves man's life

by SSgt. Charlie Cangemi

No matter how hard John E. Lawrence blew into the dying man's mouth, air would not enter his lungs.

The tongue blocked the passage, but Lawrence knew what to do. The master sergeant breathed into the man's nose.

He watched the chest expand and natural color return to the face.

This wasn't the first time he tried breathing for another person. Only now it seemed to work.

The eyes, however, were rolled toward the back of the head.

Lawrence felt the neck for a pulse. He couldn't find one. A friend began assisting with chest compressions.

It seemed like two hours went by before paramedics arrived. It was really only two minutes.

The medics continued with CPR, injected the patient with drugs, and put the 45-year-old into the ambulance.

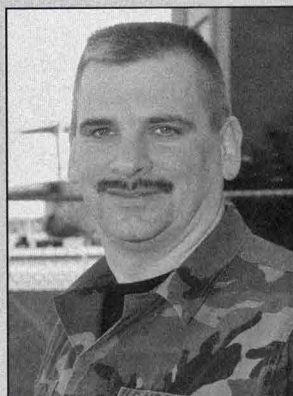
As Lawrence followed the ambulance, he believed his bowling buddy

was dead.

A couple hours later, a confused but very alive Jim Szoc woke up in the hospital. He looked at Lawrence and asked, "What happened?"

"I became a police officer to help people."

- MSgt. John Lawrence



Lawrence, a reserve Westover civil engineer, "was in the right place at the right time" during his Wednesday night bowling league when a fellow bowler collapsed and suffered a heart attack.

"I've known CPR for 20 years and have administered it six or seven times. It never worked before because I was too late. This was the first time I had positive results. Plus he was a buddy of mine and I never had to do CPR on somebody I knew," said Lawrence, who is a full-time police officer in Gardner, Mass.

Although Lawrence is thrilled that he helped the man, he said, "Don't call me a hero. It's nice to be called that, but I didn't do it by myself. There were others that helped."

His modesty, however, does not belie the significance of saving a life.

"I became a police officer to help people," he said.

"It's a real nice feeling to see all your training come together and realize that it works."

Lawrence was scheduled for refresher CPR training five days later at Westover.

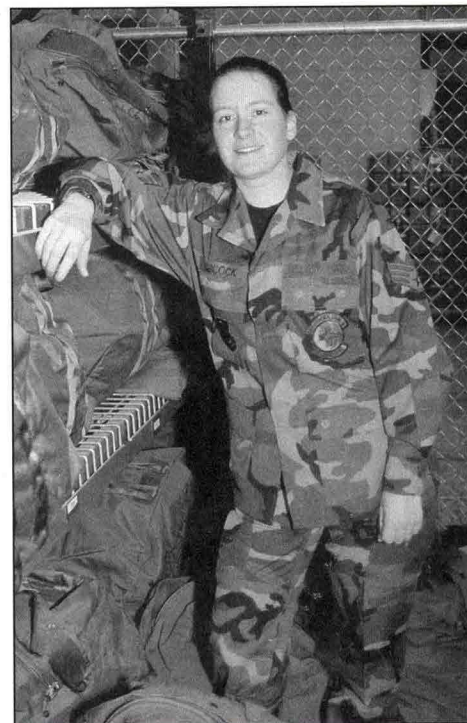
SrA. Babcock one of best in 22nd Air Force

by Maj. Sally Nutt Morger

SrA. Cornelia Babcock of the 439th Aeromedical Staging Squadron at Westover has been selected as one of the Outstanding Airmen of the Year for 22nd Air Force. The prestigious award covers the calendar year 1999 for her service as a medical materiel journeyman, in charge of all mobility equipment and supplies for her squadron.

In 1998, shortly after her husband retired from the Air Force with 22 years of service, Babcock decided to join the Air Force Reserve in order to keep her family's military tradition alive. She kicked off her new career that year as a distinguished graduate at tech school, then was named the 439th Air Wing's Airman of the Year in 1999. She's scheduled to collect her newest award on March 24th when she travels to 22nd Air Force Headquarters at Dobbins Air Reserve Base, Ga. She'll then be nominated to compete for the award at the next level: Air Force Reserve Command and then on to the competition for the 12 Outstanding Airmen of the Air Force.

Babcock resides in Keene, N.H., with her husband and three children, and coaches and manages children's soccer, baseball, and bowling teams. She herself is a member of the Women's International Bowling Congress, and she proudly displays her team's first place trophy won in the New Hampshire State divisional championship.



Flying, static acts line up for Great New England Air Show

by Gordon A. Newell

Over the years, the Great New England Air Show and Open House has become one of the premier shows in the United States and early indications are that this year's edition, will not be a disappointment.

"As always, we try to put on a first class show," said Lt. Col. Dan Nichols, who is operations chief for the event. "Since the beginning of the year, we have been getting the word out and lining up static and flying acts. I'm sure we'll have another great show," he said.

Once again this year the U.S. Air Force Thunderbirds will headline the show, which is scheduled for Aug. 12-13. In addition, the Army's Golden Knight precision parachute team will also be making an appearance.

A special treat, especially for former Westover reservists will be a static appearance of a C-123, that was once assigned to the 731st Tactical Airlift Squadron at Westover. "I know a lot of former wing members will be very inter-

ested in seeing the C-123," Nichols said. The aircraft is no longer part of the Air Force inventory and is owned by a private group.

It is also expected that many current aircraft such as a B-1, F-15, F-16, A-10, C-5 etc. will be on display or flying during the show.

In addition to military aircraft, the Westover show has become a favorite stop for owners of vintage aircraft as well as nationally renowned aerobatics acts.

Mike Goulian and Shawn Ticker who thrilled Westover's huge crowds in 1998 have indicated they will be here as will aircraft from the Old Rhinebeck Aerodrome.

Vintage planes expected to be here include a B-17, A4D-Skyraider, B-17, P-51 Mustang, F-4D Corsair, a P-40 Flying Tiger and others.

The Thunderbirds and Golden Knights will be per-

form both days and flying demonstrations will take place throughout each day. Gates open at 9 a.m. There is no charge for parking or admission. Coolers, bicycles and roller blades are not allowed in display areas.



A sensible way to do business both on and off duty

The snow has barely melted, but we're already coming up on the period of the year that we call the "101 Critical Days of Summer." These are the days from Memorial Day to Labor Day (May 26 to Sept. 4). It's the time of year when our folks go on well-deserved vacations.

However, it's also a period when our folks get themselves unnecessarily hurt or fatally injured. Off-duty activities consistently result in far more injuries and fatalities than on-duty activities. Why is this? Well, for one thing, every Air Force tech order and training program has safety built into it throughout. While on duty we use tech orders combined with operational risk



management (ORM) to significantly reduce the probability of mishaps and it shows. Our on-duty mishap rate has been steadily decreasing for the last ten years, and we hope that the ORM process will help us drive that rate to zero.

Our off-duty record is another story. Our folks jet ski, bungee jump, drive motorcycles, play softball, use ladders, run chain saws, push lawn mowers, swim,

clean out gutters and a lot more. All of these activities can be dangerous if the ORM process isn't built into them.

You and I both know that the Air Force cannot afford to lose any of our people or have them out of action. The only acceptable mishap rate is zero.

We plan to get through this 101-day

critical period with no injuries or fatalities. Use of the ORM process will help. Consider these suggestions as you plan your vacation or off-duty activity:

- Identify the hazards and assess the risks associated with the activity, such as your experience level, the weather forecast and/or traffic conditions.

- Implement control measures such as training, limiting exposure, personal protective equipment, sunscreen, etc.

- Make sure you've completed any necessary training for the planned activity.

- Commanders: During in-processing briefings and/or before your folks go on leave, ensure that they are familiar with the ORM process and how they can put it to work for them during their off-duty activities.

Plan *now* for a safe summer in 2000.

by Lt. Col. Dave Moore
Chief of Safety

President's budget calls for more reservists, more money

WASHINGTON, D.C. – The president's proposed budget for fiscal year 2001 seeks \$2.88 billion and an end-strength of 74,300 reservists for Air Force Reserve Command.

Announced Feb. 7, the budget request asks for 592 more reservists and \$132 million more than the budget approved by Congress for FY00.

The Reserve receives funding from three separate appropriations – operations and maintenance, reserve personnel, and military construction. Most of the president's budget – \$1.885 billion – is earmarked for O & M funds. The \$981.7 million reserve personnel appropriation includes a 3.7 percent military pay raise and the addition of 144 full-time Active Guard and Reserve people at units in transition to new missions. The requested reserve personnel appropriation represents a \$89.1 million increase compared to the FY00 budget. Military construction funding was appropriated for \$14.9 million in FY01.

The overall Department of Defense budget request is \$291.1 billion with \$71.2 billion going to the Air Force.

The president's FY01 budget proposal must pass both houses of Congress before becoming law.

(AFRC News Service)



PATRIOT

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CCAF 2000 graduates



CMSgt. Kathleen M. Wood 439 AW (second degree)
SMSgt. Michael Grady 439 SFS
MSgt. Edward Brainard 439 MXS
MSgt. Dawn S. Schile 439 CES
MSgt. Stephen H. Rehm 439 AES
TSgt. Frederick Chaison 58 APS
TSgt. Thomas J. Roe, III 439 AGS
SSgt. Donna M. Duval 439 AGS
SSgt. Marianne Healy 439 MDS
SSgt. Kevin T. Johnson 722 ASTS

Awards and Decorations

Meritorious Service Medal

Maj. Christopher Skomars 439 AGS
CMSgt. William Archambeau** 439 AES
CMSgt. Zigmund D. Skawski 42 APS

Air Force Commendation Medal

Capt. Mary Jane Cahill**** 439 AES
Capt. Mora J. Goudy 439 AES
1st Lt. Donald G. O'Brien 439 AES
MSgt. Johnny K. Ng** 439 AES
TSgt. Gary P. Bisson** 439 ASTS
TSgt. Wesley A. Ormerod** 439 AES
TSgt. Richard E. Wojtowicz 42 APS
SSgt. Jeffrey S. Francis 439 AES
SSgt. Richard J. Godin 42 APS
SSgt. Lawrence Marchisio 42 APS
SSgt. Blain D. Thomas** 42 APS

Air Force Achievement Medal

TSgt. Michelle M. Dunfield** 439 ASTS
TSgt. Michael S. MacLeod** 439 ASTS
SSgt. William A. Anderson 439 AES
SSgt. Robert L. Bray, III 42 APS
SSgt. Daniel L. Cenotti 439 CS
SSgt. Lewis T. Garreffa 42 APS
SSgt. David K. Henrickson 42 APS
SSgt. Shane L. Newhart 439 AES
SSgt. Stephen A. Paris 42 APS
SSgt. David O. Reim 439 AES
SSgt. Robert A. Roberts 42 APS
SSgt. David J. Rodriguez 439 AES
SrA. James D. Allison 42 APS
SrA. Christopher T. Goguen 42 APS

**second award
****fourth award

Patriot People

Name: F. X. Kelly
Rank: TSgt.
Age: 53
Address: Chicopee, Mass.
Unit: 439th Mission Support Squadron
Position: Family Readiness Technician
Civilian position: Transportation & Network Analyst USPS
Favorite food: Anything vegetarian
Years of service: 19
Favorite sport: Skiing
Favorite hobby: Working with non-profit organizations
Ideal vacation: One year slope side Mt. Saint Anne's
Best way to relax: Staying busy & being productive
Preferred entertainment: CDs, DVDs
Favorite hero: None
Favorite music: R&B
Favorite movie: *Somewhere in Time*
Favorite aircraft: C-5A
Pet peeve: None
What I would do if I won \$1 million: Ask me after I have sat on it for a year.



Photo by MSgt. W.C. Pope

TSgt. F. X. Kelly

Patriot Praises

Promotions

SMSgt. Westcott, Bruce
 SMSgt. Steeves, Peter
 MSgt. Brothers, Shaoun
 MSgt. Corcoran, Michael
 MSgt. Ernst, Daniel
 MSgt. Griffin, Scott
 MSgt. Janeczek, Paul
 MSgt. Knight, Jeffrey
 MSgt. Moon, Ronald
 MSgt. Servant, Paul J.
 TSgt. Bailey, Alan W.
 TSgt. Deyette, Thomas
 TSgt. Evans, Kenneth
 TSgt. Gaudet, Matthew
 TSgt. Godin, James L.
 TSgt. Harris, Eric
 TSgt. Kratochvil, Kathleen
 TSgt. Morris, Michael
 TSgt. Podworski, David
 TSgt. Roberts, Todd
 TSgt. Shattuck, David
 TSgt. Skehan, Timothy
 TSgt. Spoor, Richard
 TSgt. Talbert, Martin
 TSgt. Wentworth, Michael
 TSgt. Whalen, Michael
 TSgt. White, Jesse
 TSgt. Yeles, Heather E.
 SSgt. Boydburrill, Kristi

SSgt. Ciaffaglione, Michael
 SSgt. Cowles, Gerard
 SSgt. DeJordy, Daryl
 SSgt. Deyoe, Sonja
 SSgt. Guntor, Michael
 SSgt. Labier, Jonathan
 SSgt. Murphy, Joseph S.
 SSgt. Pineau, Mark
 SSgt. Rondeau, Michael
 SSgt. Rose, Christopher
 SSgt. Sharleville, Blair
 SSgt. Shelton, Cynthia
 SSgt. Smith, David
 SSgt. Smith, Edward
 SSgt. Staple-Ward, Genetta
 SSgt. Thongjean, Siew
 SSgt. Traugh, Steve
 SSgt. Williams, Anton
 SSgt. Wilson, Reginald
 SrA. Clark, Lisa D.
 SrA. Hobart, Julia
 SrA. Lowe, James
 SrA. Pinto, Donahue R.

Enlistments

MSgt. Laudenslager, Lisa R.
 TSgt. Johnson, Raymond, Jr.
 SSgt. Carr, Paul D.
 SSgt. Gates, Jeffrey R.
 SSgt. Pendleton, Benjamin

SrA. Jones, Benjamin A., III
 A1C McSherry, Alison A.

Reenlistments

SMSgt. DeMarco, Richard J.
 SMSgt. Szewc, John F.
 MSgt. Ash, Deborah E.
 MSgt. Brothers, Shaoun M.
 MSgt. Brown, Thomas
 MSgt. Laudenslager, Lisa R.
 MSgt. Patterson, Barbara J.
 MSgt. Smith, Robert E.
 TSgt. Deyette, Thomas W.
 TSgt. Egan, Matthew J.
 TSgt. Lebreton, Ronald J.
 TSgt. Nii, Richard T.
 TSgt. Terry, Vernon C.
 TSgt. Ward, Woodley W.
 SSgt. Bentley, Edna T.
 SSgt. Conway, Patrick M.
 SSgt. Davison, Delton C., Jr.
 SSgt. Greer, Maryann V.
 SSgt. McElligott, Frederick J.
 SSgt. Payne, James M.
 SSgt. Pendleton, Benjamin M.
 SSgt. Ridzon, Gerilyn J.
 SrA. Brown, Jeffrey R.
 SrA. Henry, Francis J.

New Reserve force structure announced

ROBINS AIR FORCE BASE, Ga. — The Air Force's force structure announcement March 8 trumpeted few changes for Air Force Reserve Command.

Those changes include the activation of two more associate space units; additional drill authorizations to man Mobile Air Reporting Communication Shelters; more manning for flight testing; and manpower reductions because of aircraft modernization.

The 315th Airlift Wing, Charleston AFB, S.C., and the 512th AW, Dover AFB, Del., each will gain five drill authorizations to man Mobile Air Reporting Communication Shelters. Manning authorizations increase to facilitate the transfer of flight test functions from the active force to the Reserve include: 11 drill at Edwards AFB, Calif.; eight AGR and 12 drill at Robins AFB; nine AGR and four drill at Tinker AFB, Okla.; and eight AGR and five drill at Hill AFB, Utah.

At McChord AFB, Wash., the base will lose 15 C-141 Starlifters and gain 12 more C-17 Globemaster III aircraft. Since it takes fewer people to fly and maintain the newer aircraft, the 446th AW will lose five full-time ART positions and 19 drill slots.

No dates were given as to when these actions will occur. (AFRC News Service)

National African American History Month celebrated

by Capt. James Bishop

Why do we have National African American History Month?

Terrell Hill, adjunct professor at Springfield College, posed that question in February to nearly 100 people at the base conference center.

"We tend not to understand why we have this month," Hill said.

The answer, he said, is that the contributions and experiences of African-Americans have largely been left out of textbooks. And the media portrays a negative image of African-Americans.

"We don't hear about the accomplishments of African-Americans," he said. "That's why we need this month."

NAAHM originally began as just one week, then was expanded to one month during the nation's bicentennial celebration in 1976. The founder, Dr. Carter Woodson, initiated "Negro History Week" in 1926. Woodson chose February to coincide with the birthdays of Abraham Lincoln and Frederick Douglass.

Some 30 students from the Chestnut Accelerated

Middle School in Springfield sang songs such as "We Shall Overcome" and "Amazing Grace," and read Maya Angelou's poetry.

Col. Martin Mazick, 439th Airlift Wing commander, told the students, "It's appropriate that you young people come out to the base and sing about freedom at a place that protects this country's freedom."

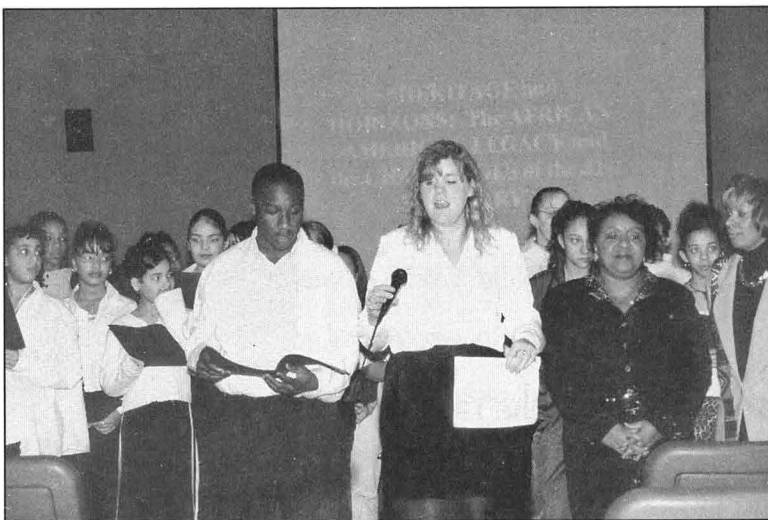
Hill, an Air Force and Army veteran, said that people of color want to be valued as unique individuals and to establish more open working relationships with people of all races. He said white people "want to have their ethnicity acknowledged," and they want to reduce discomfort and dishonesty in dealing with people of color.

Both groups, he said, want allies, and they want mutual respect.

Hill is President of IMANI Enterprises, an educational consulting business. He was featured in a three-part series

in the *Springfield Union News* in December for his role as Lead Trainer for weekly diversity classes provided to patrolmen in the Springfield Police Department.

Hill said, "I hope this entire observance will become obsolete" because of the full appreciation of the contribution of all Americans.

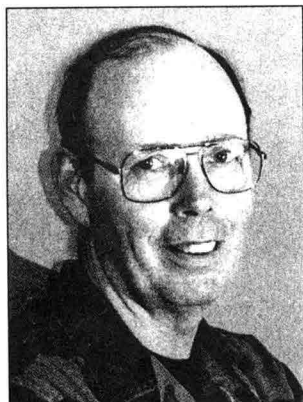


A SONG OF CELEBRATION—A music teacher and student from The Chestnut Accelerated Middle School in Springfield sing "We Shall Overcome."

-photo by Capt. James Bishop

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

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