

PATRIOT

439th Airlift Wing - Westover Air Reserve Base
August 2005 - Vol. 32, No. 8



SUITING UP – Andrew Gordon gets dressed in a JSLIST chemical warfare defense ensemble with the help of fellow employer Tim Day and Tech. Sgt. Theresa Needham, 439th Civil Engineering Squadron. Mr. Gordon was one of 29 employers who visited the base July 14 for the annual Employer Day. They also boarded a C-5 for an orientation flight.

(photo by Senior Master Sgt. Sandi Michon)

439th AW MISSION: Actively support national objectives on a global scale with ready, mobility forces

Wing reputation speaks for itself

When you read this the 439th will be in the middle of our August "Inspection Marathon," and a group from our wing will have deployed for an IGX. All of our folks have worked extremely hard in preparation for these events. I'm sure everyone will do well and we will arrive at the end of this month with flying colors all around!

If you have a chance to read this prior to the UTA and our numerous inspections, let me remind you that you are in good company. This wing and this base have a solid reputation in the Air Force Reserve, and for that matter, throughout the Air Force. In the past four years, the wing has earned two Air Force Outstanding Unit Awards. Our maintenance folks launched more C-5s than any other base in the world in the spring of 2003. The medical squadrons at Westover continue to haul in command-level awards, as you will see in this issue of the Patriot. Air Force Reserve headquarters tapped Westover to be the pilot program for the new fitness standards required of all reservists which began in 2004.

In short, our reputation precedes itself! So, remember that you are part of a team that has a well-earned place in the command.

We will get a well-deserved break in September and take a short breather for our bi-annual Family Day Wing Picnic. This year's event promises to be the best ever with lots of fun activities planned for you and your family. One of those activities is the first ever "Galaxy Adventure" for children. I hope that you had a chance to sign your children up for this fun event which will include lots of interesting activities and conclude with some special recognition at my Commander's Call.

Unfortunately, come October, it's back to work to start preparing for our ORI in August 2006. Most of us have been through these before and many agree that after this August's marathon, the ORI prep should be a breeze. It may be, but, it will take a lot of time and effort to shine like Westover always does. However, I know all of you are up to the task. We will show the AMC IG how it's done.

THANKS for everyone's hard work to get ready for the inspections and for your continued dedication to getting the 439th's mission accomplished every day! Let's keep up the team spirit through the rest of the August inspections!



Col. Wade Farris

439th Airlift Wing commander

Briefs

Child care help available for parents who deploy

When parents deploy, help is available for child care through the recently introduced Department of Defense program Operation Military Child Care.

The program offers help finding and paying for child care. Fees are based on a sliding scale that takes into consideration total family income and the care provider's actual cost.

To take part in Operation Military Child Care, parents can go to the web site www.childcareaware.org or call toll-free at (800) 424-2246.

'Galaxy Adventure' volunteers still needed

"Galaxy Adventure," for school-age dependent children of Westover Air Force reservists, will be held Sept. 10 from 8:30-10:30 a.m. The Westover Family Support Center and Key Family Member Program volunteers are co-hosting the first-ever "Galaxy Adventure." This will be held the same day as the Family Day picnic.

Planned "Galaxy Adventure" events include tours of reservists' work areas, and a special Commander's Call for children, who will receive a Key Family Member coin from Col. Wade Farris, 439th Airlift Wing commander.

People with questions or who would like to volunteer for the morning event should call the family support center at (413) 557-3024 or toll-free (866) 690-2161.

Squadrons urged to submit photos for CD

Westover squadron members can submit their digital photos for a year-book CD that is being put together covering this year's events.

Such activities as commander's calls, deployments, family reunions at the base, and other highlights are among those suggested. Plans call for the CDs to be available to wing members by next year.

For more information, call Ext. 2020.

August 2005

PATRIOT

Volume 32
Number 8

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Rapid runway repair

Marine exercise provides realistic training for base

Article by Master Sgt. Anne Ward
and Staff Sgt. Paul Flipse

Patriot Wing civil engineers joined with Marine Reservists to practice the skills needed to keep runways open under combat conditions during the July A UTA.

On Saturday morning, the 439th Civil Engineering Squadron's Explosive Ordnance Disposal flight members packed nearly 40 pounds of C-4 and seven pounds of TNT into a small hole in an obsolete cement pad near a Westover taxiway.

Just after 9 a.m., the charge was detonated, thundering through the morning calm and raining jagged chunks of concrete up to 500 feet away. The result of the blast was a smoking gash in the hardstand about 15 feet across and 6 feet deep.

That afternoon, Marine Wing Support Squadron 472 here set about cleaning, fill-

"We had an opportunity to help Westover demolish and dispose of one of several 50-year-old, abandoned aircraft parking pads, and get realistic hands-on training in the process."

-- Lt. Col. Terry Harwood



photo by Master Sgt. Anne Ward

ON THE MOVE - Marines rush to patch the Patriot Wing's runway. Westover's bomb specialists detonated a 15-foot wide crater in one of the airfield's former taxiways. The joint force exercise took place July 9.

ing and patching the ragged wound. Massive bulldozers, capable of hefting more than a ton of earth and rock, scooped charred blocks of concrete from the crater.

Master Sgt. Scott F. Carroll squinted through the afternoon sunlight and clouds of dust raised by the dozers. Sergeant Carroll, the squadron heavy equipment chief, orchestrated the repair and was part of the repair team that patched holes in the 14,000-foot runway at Al Asad Air Base in Iraq last year.

The air wing Marine knows rapid runway repair is essential to successful air operations. A damaged runway means no take-offs or landings until the hole is patched, Sergeant Carroll said. Normally, base operations is reluctant to let anyone blow holes in their airfield to practice RRR. This operation was a first.

"We had an opportunity to help Westover demolish and dispose of one of several 50-year-old, abandoned aircraft parking pads, and get realistic hands-on training in the process," said Lt. Col. Terry Harwood, MWSS 472 inspector instructor.

Time is of the essence when working in a combat environment and training is crucial, said the colonel, who felt the exercise of nearly 30 Marines went extremely well and was a success. "The repair was accomplished in 1 hour and 40 minutes – well ahead of the two-hour deadline," he said.



photo by Staff Sgt. Paul Flipse

UP IN THE AIR - Forty-seven pounds of C-4 and TNT blast an unused portion of Westover's tarmac as part of a rapid runway repair exercise.

"We did have some big equipment issues when one of our excavators broke down, but we took the challenge in stride."

After filling the hole with dirt to simulate crushed stone and concrete and compacting it for reuse, the Marines spent several days digging and removing the remaining hardstand in preparation for grassland restoration.

The plan is to continue RRR training as often as possible, depending on ordnance requirements, personnel availability and flying schedules, Colonel Harwood said.

"There's a huge amount of planning involved in setting up an activity of this significance, and Westover did a great job of communication and coordination, on- and off-base," he said.

"Most of the base was involved – airfield operations, fire department, civil engineering, safety and more. When the time came, there was no doubt in my mind that everyone was aware of the operation and did their part flawlessly," he said. The exercise was a win-win situation for Westover and the Marines, said Mark E. Tartt, airfield manager. "It allowed us to remove an old hardstand in the runway approach clear zone, returning this area to grasslands, and supply the Marines an excellent training scenario for honing their war-time skills," he said.

Crew evacuates 73 passengers after smoke fills C-5

by Tech. Sgt. Andrew Biscoe

The professionalism and teamwork of 10 Westover aircrew members resulted in a safe evacuation of a smoke-filled C-5 during an overseas mission in June.

Col. Udo K. McGregor, aircraft commander, ordered the evacuation immediately after landing at Osan Air Base, Korea, June 15. Seventy-three passengers safely exited the C-5 on slides deployed from more than 30 feet in the air out of the sides of the aircraft. Many of the passengers were women, and children flying on space available (Space A) basis.

Colonel McGregor, 439th Operations Group commander, led the Pacific channel mission to a brisk 2,000-foot landing on the runway at Osan AB. On board was a light cargo load for the C-5 – four pallets and some rolling stock.

Colonel McGregor said thunderstorms caused some turbulence shortly after the two-hour flight began from Kadena Air Base, Japan. “It was real bumpy – really rough,” he said.

The flight from Kadena AB was nearly over when smoke began filling the troop compartment, Colonel McGregor said.

“We were going around a frontal system, and Osan was recovering their fighters. We were 17 miles out and asked to hold from Osan,” he said.

Then, what is routine for the crew so many times, became anything but an ordinary procedure.

The aft flight deck loadmaster reported smoke was coming out from the boiler room, an area that holds most of the air conditioning equipment on the aircraft, Colonel McGregor said. “I asked one of the flight engineers to grab an oxygen mask and to take a look.”

Master Sgt. Bob Motley, 337th Airlift Squadron loadmaster, followed the flight engineer with a fire extinguisher in hand, and what he saw was unforgettable for any seasoned aviator.

“He disappeared in a wall of smoke,” Sergeant Motley said. “Smoke was pouring out of the boiler room.”

Meanwhile, Colonel McGregor and Maj. Lee Feuling were busy managing with the Air Force’s biggest jet as it neared Osan AB. Smoke was now coming out of the air conditioner in the troop compartment which was where all the Space A passengers were sitting. Colonel McGregor directed everyone to put on their oxygen masks.

“I asked Bob (Sergeant Motley) how bad the smoke was,” the colonel said.

“I told him, ‘I can’t see toward the front of the airplane,’” Sergeant Motley said.

Because the Galaxy was flying at 6,000 feet, pressurization wasn’t an issue. Colonel McGregor and the crew meticulously ran through their checklists. They ventilated the aircraft, and he declared an in-flight emergency to air traffic control at Osan AB.

The smoke now billowed throughout the entire aircraft. “It was thick and it wasn’t clearing,” Sergeant Motley said.

The Osan controllers cleared the C-5 for an immediate priority landing, which was a good break for a change, amid the smoke and bad weather.

“I give these guys a lot of credit for working that environment. You don’t have to think about the peripheral pieces of a scenario. We have checklists to run.”

-- Col. Udo K. McGregor, aircraft commander



Courtesy photo

SAFE SLIDES - The C-5 remains on the runway with its emergency slides deployed at Osan Air Base, Korea, June 15. The 337th aircrew safely evacuated 73 passengers from the aircraft after it landed at Osan.

Colonel McGregor said the smoke got thicker in the flight deck as the pilots peered through it below while preparing to land, flying at about 220 miles per hour slowing to approximately 130 mph just prior to landing.

“We could see the runway. I told the tower that we were going to stop on the runway.”

And – in 2,000 feet – they brought more than 350,000 pounds of aircraft safely to a halt. Osan’s fire engines were already on the scene.

But the emergency hadn’t concluded yet.

Smoke was still pouring out of the massive airlifter, so Colonel McGregor ordered the emergency evacuation of the C-5. For the first time in the history of C-5s assigned to the 439th Airlift Wing, the huge evacuation slides were deployed.

Sergeant Motley said not all of them worked like they were supposed to and had to be manually operated. “The first slide didn’t inflate,” Sergeant Motley said. “We had to reach out and pull the cable.” Eventually all four slides deployed successfully, and all of the passengers evacuated safely, with extensive help from the aircrew. Most of the passengers slid down quickly, but one scared child got some personal attention from a crew member. Tech. Sgt. Richard W. Gauvreau, loadmaster, clutched a scared 12-year-old and took him down the slide to safety.

The aircrew got out last. “They beat me out, but not by much,” according to Colonel McGregor, who said the evacuation was remarkably fast. “It couldn’t have taken more than three minutes,” he said.

While firefighters made sure there was no fire, the white-gray smoke continued to billow.

Colonel McGregor said prior training helped with dealing with the emergency which lasted about 12 minutes.

“The simulator training paid off,” he said. “It was a textbook simulator scenario.”

Experience played a part too. Collectively, the 10 aircrew members have almost 50,000 hours of flying time.

Sergeant Motley, who has more than 8,000 himself, said he had seen smoke in a C-5 before, but nothing like in the skies over Korea.

“I saw this and said ‘Oh, man.’ I lost all concept of time. But see OSAN continued on page 5

337th crew beats landing gear failure

EDITOR'S NOTE: This account of the July 2 landing gear incident at Westover was written by Staff Sgt. Susan Bolduc, a 337th Airlift Squadron loadmaster aboard the flight.

We began that Saturday morning at Mildenhall Air Base, United Kingdom with a legal for alert time of 5:45 a.m. Five hours later, we landed at Ramstein Air Base, Germany. We loaded the aircraft with no incident and four hours later, we began our nine-hour flight to Dover Air Force Base, Del. There was enough time after the download in Dover to return to Westover that night. The day's mission was without incident...until final approach at Westover.

The checklist called for the extension of the landing gear. The lever was flipped and the landing gear began its trek downward. Cockpit indications showed that the left forward main landing gear was not fully extended.

Master Sgt. Kenneth MacDougald, the scanner, descended to the cargo compartment to check visual indications. It was confirmed that the landing gear was not fully rotated. It was at a 90-degree angle.

Master Sgt. Robert Stawasz, who was operating the engineer's panel on the flight deck, began the appropriate checklists. Tech. Sgt. Shawn Harris descended to the cargo compartment to assist Sergeant MacDougald.

When the checklist actions proved to be unsuccessful, the pilots determined that a holding procedure was appropriate and initiated the request for holding. Master Sgt. Stawasz began the appropriate emergency checklists, which also proved to be unsuccessful. At that point, the pilots determined it was necessary to climb and hold at a higher altitude for fuel conservation.

A call was initiated to Westover's Command Post, who then connected the crew with Senior Master Sgt. Glenn Flynn, a 337th Airlift Squadron flight engineer. Communications continued, with Command Post

attempting to contact the on-call emergency contacts at AFRC HQ and Lockheed Martin.

Many procedures were tried and tried again, including the attempt to perform an in-flight kneeling of the left forward main landing gear, but the number four hydraulic system failed. Communication continued between and among the crew, Bradley IAP approach, Westover's tower, Sergeant Flynn, and AFRC HQ.

When options were exhausted and it became clear that, because of low fuel, we needed to land, the aircraft commander made a decision to land. The loadmasters stowed loose equipment and prepared the flight deck for a rough landing. The pilot ran the appropriate checklists and began briefing the landing.

The ground maintenance crew performed the exceptional task of towing, in record time, every C-5, from the back row of parking to the front row. The fire department was standing by, ready to move in and help.

The pilots made the decision to land on the right side of the runway, away from the parking ramp and new control tower because it was determined that a rough landing would result in skidding to the left side of the runway. The landing briefing included the plan to land the airplane at an angle so the right landing gears made contact first.

Once the airplane was in full contact with the runway, the brakes would be ap-

plied with no force spared. Emergency exits and procedures were briefed and discussed. At the very least, a landing gear failure and fire were expected.

The crew knew that, more than likely, the 90-degree landing gear might cause enough drag upon landing to break off, taking the left rear main landing gear with it. From that point, anything else could have happened. The crew knew it, but we only focused on our emergency procedures and doing everything we could to land as safely as possible.

As we neared the runway, we buckled down tight. Maj. Mark Tirrell, aircraft commander, made the final briefings, and then all became silent as we mentally prepared for our task at hand. A few of the last words heard over our headsets before our landing came from Major Tirrell: "Good luck everybody."

The injured C-5 roared toward the runway, slanting ever so slightly. Upon touchdown, as planned, the brakes were applied with full force. We came to a stop and the tower was contacted to see if they saw anything. At that point, the loadmasters began the evacuation.

The scanner and three loadmasters deplaned and ran away from the aircraft to our crew evacuation point. When we looked back at the airplane, the landing gear seemed to have miraculously aligned itself with the runway. The nitrogen fire suppression system was discharged into the landing gear to eliminate the possibility of a fire. Hydraulic fluid was streaming out of the landing gear with a vengeance.

Loadmasters marshaled the fire department closer to monitor the situation. In the next few hours, the fire department deemed the area safe, flight safety came to take pictures and lend a hand, maintenance crews came out to recover the airplane, and a bus came to pick up the crew and gear.

The airplane landed with less than 13,000 pounds of fuel. It may sound like a lot, but the C-5 burns approximately 30,000 pounds of fuel at low altitude doing maneuvers and 20,000 pounds of fuel during cruise.

Due to the outstanding efforts of Major Tirrell, his crew, and everyone else involved, the C-5 incurred minimal damage on landing, and has been returned to flying status. The landing gear failure is currently under investigation.



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we have the training drilled into our heads. How I reacted was second nature. My body just took over."

Colonel McGregor said the training regimen aircrew members go through expects swift reactions.

"I give these guys a lot of credit for working that environment. You don't have to think about the peripheral pieces of a

scenario. We have checklists to run," he said.

The culprit in the emergency was an air conditioning turbine which lost its oil bearing. A maintenance repair team from Yokota Air Base, Japan, replaced the turbine. The aircraft left two days later for Hickam AFB, Hawaii and returned to Westover June 18. The following week, the same C-5 was back in the AMC system, flying another worldwide airlift mission.

Nurse earns Bronze Star for OIF tour

Cites AES team effort on front lines

by Master Sgt. Tom Allocco

Capt. Patricia Wong, 439th Aeromedical Evacuation Squadron flight nurse, recently joined a small, distinguished group of Patriot Wing combat veterans when she received the Bronze Star Medal for Operation Iraqi Freedom service. Col. Wade Farris, 439th Airlift Wing commander, pinned the Bronze Star on Captain Wong in ceremonies during the July A UTA.

Captain Wong earned the Bronze Star while serving with a 439th AES team at a Southwest Asia base and at the Army's Camp Dogwood near the Baghdad Airport from March through August, 2003.

While serving at the Southwest Asia base, Captain Wong served as an Air Force medical liaison officer to an Army combat support hospital. She assisted in preparing

more than 3,000 patients for aeromedical evacuation, including American, coalition and civilian casualties, to Landstuhl Regional Medical Center, Germany.

At Camp Dogwood, Captain Wong and Capt. Robert M. Maynard, 439th AES, evacuated patients from hospital tents that were hit by incoming shells and fragments when a nearby ammunition dump caught fire. They moved about 40 ambulatory and litter patients to a safe area as the ammunition dump burned.

They were told that one shell landed inside the hospital tent, but fortunately did not explode.

"We weren't sure what was going on as we all moved....everyone pitched in to make sure the patients were safe and taken to a facility where we could care for them," Captain Wong said of the evacuation.

"We worked into the night. We slept on the concrete sidewalks. Wherever you could find a place you just laid down and tried to get some sleep. I remember bugs were crawling all over me but I didn't care because I was just so tired," she said.

The ammunition dump fire was just one incident in a combat tour in which harrowing experiences were a routine part of the workday.

"We'd see troops right from the front lines. We were the next step from first aid buddy care or the forward surgical teams...burns, shrapnel, IED injuries. Just anything and everything would come in," she said.

Casualties arrived at Camp Dogwood

"I think my toughest days can't ever compare to some of the experiences that some of the young troops have gone through and will have to deal with for the rest of their lives."

***-- Capt. Patricia Wong, 439th
AES nurse***

from the battlefield by helicopter, were stabilized and helicoptered to Baghdad Airport for eventual evacuation out of the AOR.

"They'd hit you at 4 in the morning or 10 at night. The days were long. You've had to be ready for anything," Captain Wong said.

The Camp Dogwood ammunition fire was not uniquely tough for the members of the AES team serving in the Iraqi Freedom AOR.

"Every day was tough because you saw the wounded who were sometimes just 18 or 20 years old coming in. You'd see the wounded come in with amputated legs and arms, loss of sight, burns, paralysis...just massive trauma. It was very difficult to deal with that day in and day out but you did it because you had to and wanted to be your best for them," she said.

"One day there was a soldier injured by an IED. We were going through his personal effects for tagging purposes and saw a picture of his baby girl, no more than two years old. This young man lost one leg and possibly two. I thought this soldier who was barely out of his teens himself would never be able to play or run with his daughter like he did before," Captain Wong said.

"I think my toughest days can't ever compare to some of the experiences that some of the young troops have gone through and will have to deal with for the rest of their lives," she said.

Captain Wong later served with the 31st Combat Support Hospital in Baghdad's Green Zone and at a Southwest Asia base from September, 2004 to January, 2005, during which she continued to assist in the steady evacuation of casualties.

Of the two tours, she believes, "I came back a different person. These types of experiences just change you. You don't forget their faces. You don't forget their names. You just don't forget anything about your experiences."

The Bronze Star recognizes Captain Wong's exceptional performance, but she said, the medal represents a team effort.

see CAPTAIN continued on Page 7



Courtesy photo

AES AT WAR - Bronze Star Medal winner Capt. Patricia Wong poses with other members of the 439th AES team in the Iraqi Freedom AOR, from left, Tech. Sgt. Jason M. Kennedy, Capt. Robert M. Maynard and Staff Sgt. Andrew J. Monahan.

Westover C-5 aircrew supports NASA mission

by Master Sgt. W.C. Pope

The C-5 Galaxy will never fly to the moon, but Westover recently made one small step in contributing to the space program.

A Westover C-5 loaded a 52,000-pound NASA transportation container at Vandenberg Air Force Base, Calif., June 29. It was flown to the NASA Research Facility at Wallops Island, Va. From there it was transported, over road, to Maryland where it will be reconfigured for transporting components of the new James Webb Space Telescope, the replacement for the aging Hubble Telescope. The container was a snug fit and took the expertise of crew chiefs Master Sgts. John G. Williams and Shane Manley who had to remove and replace equipment inside the cargo bay that might be struck by the container.

"This was great training for our loadmasters," said Chief Master Sgt. Thomas V. Dzwonkus. Chief Dzwonkus, with Senior Master Sgt. John J. Duffy and Staff Sgts. John A. Cody and Jonathan T. Menard, received rare training on a special ramp system borrowed from Dover AFB, Del. The ramp is specially made for outsized cargo that can't be loaded by regular loading equipment.

The container had been at Vandenberg for a year awaiting transportation. The only aircraft big enough to transport it, the C-5, had been busy with other worldwide commitments.



photo by Chief Master Sgt. Thomas Dzwonkus, 337th Airlift Squadron

SPACE LOAD - A 52,000-pound NASA transportation container is loaded aboard the C-5 at Vandenberg Air Force Base, Calif., June 29. The C-5 was the only aircraft large enough to haul the container.

Patriot Wing leads in command medical awards

ROBINS AIR FORCE BASE, Ga. – The 439th Airlift Wing won the most Air Force Reserve Command medical awards for 2004.

Headquarters AFRC officials announced the winners in June with Westover taking five individual and three unit awards.



Sergeant Chapp

Courtesy photo



Captain Montolio

Westover squadrons and reservists who won included:

Reserve officer, NCO and airman in a non-deployable medical unit – Capt. Kelly H. A. Montolio, Master Sgt. Patricia E. Schanzer and Senior Airman David Rivera, all assigned to Westover's 439th Aerospace Medicine Squadron.

Reserve officer, NCO and airman in an aeromedical staging squadron – Maj. Robert D. Rostedt and Master Sgt. Richard D. Chapp, 439th ASTS.

Aeromedical evacuation squadron with a mobile aeromedical evacuation staging facility mission – Westover's 439th AES.

Medical squadron/aerospace medical squadron with generation mission – 439th AMDS.

Aeromedical staging squadron (150 and 250 bed) – Westover's 439th ASTS.

Members of the Westover medical community have been kept busy deploying all over the world - having been involved in such operations as Enduring Freedom and Iraqi Freedom. **(AFRC News Service and 439th AW staff)**

see **CAPTAIN** continued from Page 6

"Although I am deeply honored to receive this medal, I believe the honor also belongs to them as well. I would not have been able to perform my job without the assistance of my fellow team members - Capt. Robert Maynard, Tech Sgt. Jason Kennedy, Staff Sgt. Andrew Monahan. Without their hard work, loyalty and dedication

to fulfilling the mission, this recognition would not have been possible," she said.

Captain Wong lives in Connecticut and served six years in the Connecticut Army National Guard as an enlisted medical specialist. She was commissioned in the Air Force Reserve in 1998 after earning her nursing degree.

Senate confirms General Moseley as chief of staff

SANANTONIO (AFP) - The Senate has confirmed Gen. T. Michael Moseley as the next chief of staff of the Air Force.

He is the current Air Force vice chief of staff. General Moseley met with members of the Senate Armed Services Committee June 29 during his confirmation hearing.

Following the approval of the committee, his nomination was forwarded to the full Senate which approved the nomination just before adjourning for the Fourth of July holiday.

During the hearing he said his priorities would be to further refine and improve joint warfighting skills, continue to



General Moseley

strengthen the Air Force's greatest asset - its people - and to recapitalize the aging aircraft fleet to meet future warfighting needs.

General Moseley is a command pilot with more than 2,800 hours in the T-37 Tweet, T-38 Talon and F-15 Eagle.

He is a graduate of Texas A&M University where he earned both a bachelor's and a master's degree in political science.

Besides holding numerous operational assignments, he commanded U.S. Central Command Air Forces and served as Combined Forces Air Component commander for operations Southern Watch, Enduring Freedom and Iraqi Freedom.

Patriot Wing reservists can access individual medical records

Reservists have asked members of the 439th Aerospace Medicine Squadron about their rights to their individual medical records and the information contained in those records.

According to AFI 41-210, medical records are the property of the United States Government. The information contained in the record belongs to the patient. In accordance with the Privacy Act of 1974, the patient has the right to the information in the record; however, the maintenance of the record at the MTF (medical Treatment or training facility) is a legal requirement.

Reservists cannot remove their medical records without the prior approval of the 439th AMDS Medical Administrator or senior ART.

Any member can obtain a copy of their medical records by completing a Release of Information request for the Clinic and allow-

ing sufficient time for the record to be copied.

The medical facility staff can assist with the completion of the Release of Information form. For any further questions regarding medical records, please contact AMDS at Ext. 3565.

Members need to update TRICARE info on website

There has been a change in how reservists apply for the new TRICARE Reserve Select (TRS) program.

The new premium-based TRS health plan is available for purchase by qualified members of the National Guard and Reserve who have been activated for a contingency operation on or after Sept. 11, 2001. Eligible reservists wishing to apply for this

program have to initiate the TRS agreement via the TRICARE Reserve Select portal.

After electing the program, they must fax copies of their DD Form 2895, TRS Election Form to the ARPC Contact Center at (800) 525-0102 or DSN 926-0102. The ARPC staff determines eligibility and will execute the TRS agreement.

Once executed, the member must mail/fax their enrollment form and the first month's premium to the NORTH REGIONAL TRICARE office.

The Military Personnel Flight's customer service office is the alternate point of contact for this program and should only be contacted if reservists cannot get in touch with ARPC. For more information, visit <https://wwwmil.afrc.af.mil/439aw/msg/mpf/customerservice.htm>, or log onto: <http://www.tricare.osd.mil>.

Base offers round-the-clock help for sexual assault victims

Each military installation has a Sexual Assault Response Coordinator who is available 24/7 to assist victims of sexual assault. Victims can make confidential reports of sexual assault by contacting the installation SARC directly. This "Restricted Report" does not immediately initiate an investigation but provides the victim support, advocacy and assistance in obtaining a forensic exam. Restricted Reports only pertain to sexual assaults which occur in military status.

Reports made to any other agencies or the installation law enforcement will result in command notification and initiate an investigation.

The base Sexual Assault Response Coordinator is Maj. Marie L. Dufault. She may be reached at (413) 687-3543. The alternate is Maj. Diane Baynon at (413) 687-3544. Other helpful numbers are:

Chaplain	Ext. 3031
Chaplain (after duty hours)	(413)785-3195
Security Forces	Ext. 3557
Family Support Center	Ext. 3024
Judge Advocate	Ext. 3180
Public Affairs	Ext. 3500

Eagles claw title from Chiefs

Chiefs' late-inning rally falls short

by Maj. Patrick Ryan
wing executive officer

Michigan versus Ohio State. Duke versus North Carolina. Yankees versus Red Sox.

There are several great rivalries in sports, but none can quite compare with the annual Westover Chiefs vs. Eagles softball game.

This year's contest was a display of offensive fire-power on both sides as the Eagles wrested the crown back from the Chiefs 16-13. Due to manpower concerns on both sides, commanders and first sergeants were enlisted to fill out both rosters.

The Eagles were eager to prove last year's drubbing was a fluke and jumped out to a first inning three-run lead powered by singles by Maj. Tim Donnally, Lt Col. Lou Shogry, and Maj. Mike Barden. The Chiefs came right back in the bottom of the frame with two of their own off a towering home run by Chief Master Sgt. David Carbin.

The second inning saw more scoring by the Eagles, once again on the back of Major Donnelly as he brought in another RBI with his second straight single. The high-ranking squad was starting to think 'blowout' after holding the Chiefs scoreless in the second, but the defending champs had other ideas.

The Chiefs bats exploded in the bottom of the third with a six-run tally. Another home run, this time a three-run shot by Chief Carbin, started the rally which was capped off by a two-run single by Chief Master Sgt. Bruce Westcott. A fielder's choice by Master Sgt. Mike Bellerose capped off the scoring.

Not to be outdone, the lead was regained by the Eagles with five runs of their own in the top half of the fourth. Lt Col. John Greene was instrumental to the scoring with a two run homer of his own. The Eagles' intensity didn't let up as they then clamped down defensively holding the Chiefs scoreless for the next two innings while pushing across five more runs in the top of the fifth. A two-run single by Col. Wade Farris and a two-run error on a Lt Col. Dave Maloy offering contributed to the surge.

With the score at 14-8 in the bottom of the fifth, neither team seemed ready to give in. The Chiefs dug out three runs on a double and single by Chief Master Sgts. Frank Puopolo and Randy Malek respectively, while the Eagles eked out only one run on a single by Colonel Farris in the sixth.

Another single run, again driven in by Colonel Greene, finished off the Eagles scoring, but the question on everyone's mind was could the lead hold? The Chiefs were eager to deliver an emphatic 'no' to that question. After two quick outs, including an ESPN highlight diving catch by Major Donnelly in left field, the Chiefs put together five singles in a row to push across two runs, cutting the lead to only three. Chief Malek hit a deep fly that made many stand in their seats, but it fell harmlessly into the glove of Colonel Shogry to mark the final out.

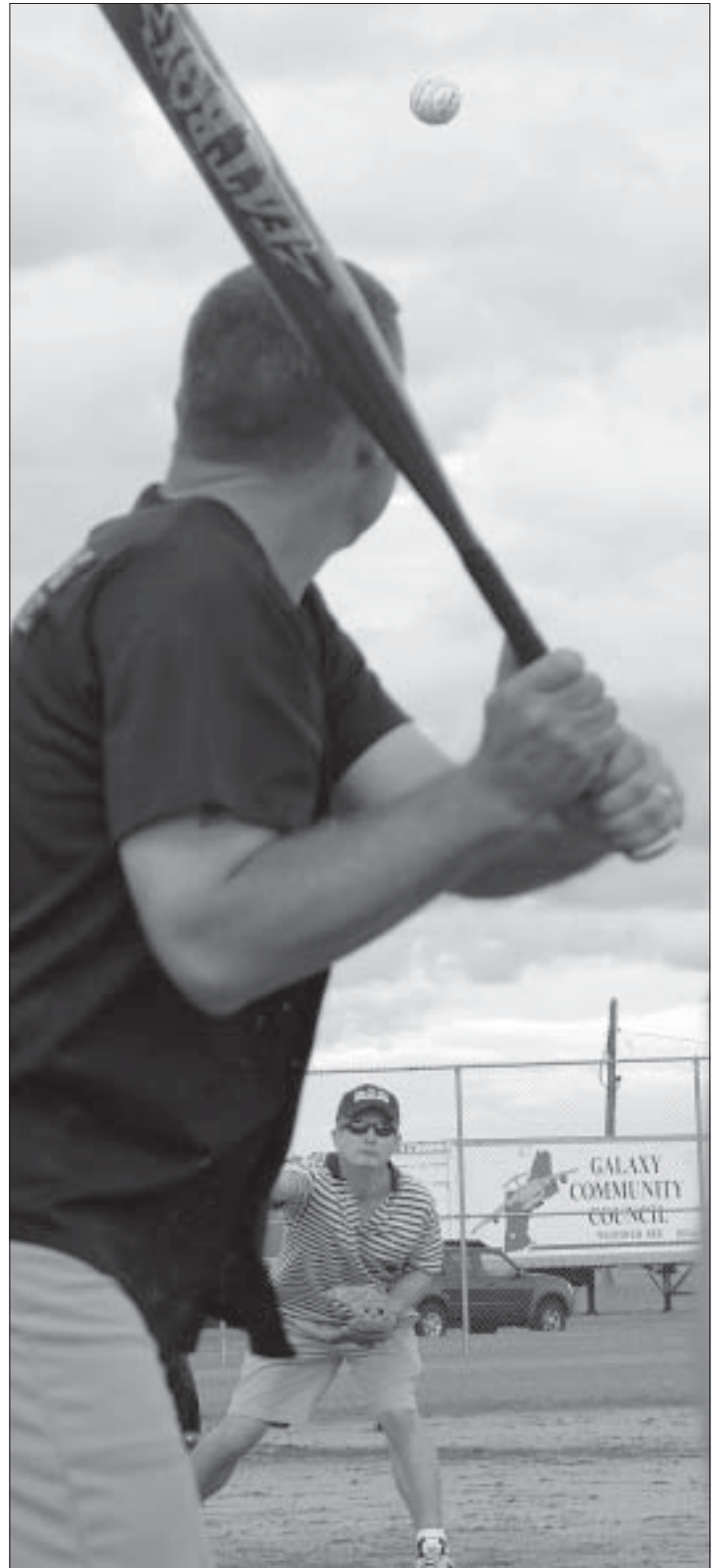


photo by Master Sgt. W.C. Pope

EYE ON THE BALL - Chief Master Sgt. Frank Puopolo takes aim at the pitch of Lt. Col. Thomas Clark in the latest round of the Chiefs versus Eagles series, won this year by the Eagles, 16 - 13.

Wing aerial porters, chaplain's assistant serving at Balad AB

by Master Sgt. Tom Allocco

Eleven Patriot Wing aerial porters and a chaplain's assistant are serving Air Expeditionary Force tours with the 332nd Air Expeditionary Wing at Balad Air Base, about 68 kilometers north of Baghdad. The airmen deployed in late April and May.

Those serving at the air base are Master Sgt. Ernest Anelunde, Master Sgt. Michael Hamlet, Master Sgt. Robert H. Salomaa, Master Sgt. Robert B. Torrey, Tech. Sgt. David A. Langhill, Tech. Sgt. Leopoldo J. Filkins and Staff Sgt. Ronald A. Knight of the 85th APS; Tech. Sgt. Martin A. Bray, Staff Sgt. Barrington Dyer and SrA. Michele M. Chetuck of the 58th APS; Chief Master Sgt. John F. Szewc of the 42nd APS; and Staff Sgt. John A. Shepard of the Wing Chaplain's Office.

Chief Szewc serves as aerial port superintendent of 80 Reserve and active duty aerial porters serving with the 332nd AEW moving cargo aboard C-5s, C-17s and C-130s and C-141 medical evacuations. Like most of the other aerial porters, Chief Szewc is a veteran of other Southwest Asia combat tours. He previously served four-month tours as an aerial port supervisor at two other bases in the AOR.

Sergeant Shepard works with the Catholic chaplain at Balad AB, including helping to prepare for Mass and visiting with the troops. The Balad chaplain's group has set up a recreational area with tables, board games and a water fountain, which has been dubbed "Shep's Place" in honor of the Patriot Wing chaplain's assistant.

"The days are so long it makes the time go by fast. There's not much time for sitting around," Sergeant Shepard said.

For those serving at Balad AB, home is wooden barracks, trailers and tents. In July daytime temperatures were averaging 115 degrees, with lows of 85 or 90 degrees at night. Adding to the discomfort were regularly recurring sandstorms.

Operations at the air base are conducted by Air Force, Army, British Royal Air Force and Australian coalition troops. The base is adjacent to the Army's Camp Anaconda.

Since the beginning of Operation Iraqi Freedom two years ago, conditions at Balad AB have improved, including introduction



Courtesy photo

BALAD TOUR - Deployed Chief Master Sgt. John F. Szewc, 42nd APS air freight superintendent, meets Lt. Gen. John A. Bradley, Chief of the Air Force Reserve, at Balad AB during a recent tour by the general of the Iraq AOR.

of coffee shop, hamburger and pizza trailers. An in-ground swimming pool and two shopettes are open. A free theater offers first-run movies.

Frequent alerts, combat gear and walls of sandbags remind the airmen every day that they are in a combat zone. Another indication of duty in a combat zone is a recent restriction of civilian clothing. Off-duty wear is limited to uniforms and the official Air Force PT gear.

The deployed Airmen are scheduled to return to Westover in mid-September.

Navy commander thanks 42nd NCO for dedication

EDITOR'S NOTE: The following letter was addressed to Col. Wade Farris, 439th Airlift Wing commander, to thank Tech. Sgt. Janet Walker, 42nd Aerial Port Squadron, for her efforts with a recent diverted C-5 at Westover.

Commanding Officer, 439th Air lift Wing,

I would like to thank Sergeant Janet Walker for her superb handling of the passengers on the C-5 flight diverted to Westover on June 19.

All of the 60+ passengers were traveling Space A after waiting over 24 hours at the Dover Terminal (the flight had made an emergency landing the day before after a medical emergency). The unexpected landing would have been a

nightmare, but Sergeant Walker had the foresight to have lodging and transportation ready before we landed. I have been traveling Space A for over 13 years and although always pleased, I have never experienced the compassion and understanding that the staff at Westover displayed. In the end, we enjoyed our unexpected stay. You can be proud of the professionalism and dedication of your people.

Matthew J. Gramkee, Commander, USN

Head, Department of Periodontics
Naval Dental Clinic Norfolk
Norfolk, Virginia



photo by Master Sgt. Anne Ward

Staff Sgt. Kennedy C. Semedo

Patriot People

Name: Kennedy C. Semedo

Rank: Staff sergeant

Age: 33

Address: Boston, Mass.

Unit: 439th Aeromedical Evacuation Squadron

Position: Tactical radio operator

Civilian position: Law enforcement, Boston

Favorite food: Anything – everything

Years of service: 10

Favorite sport: Baseball – Red Sox

Favorite hobby: Road trips and finding new places

Ideal vacation: Cruise the world

Best way to relax: Quiet time at home, dinner and a movie

Preferred entertainment: Movies

Favorite hero: Mom

Favorite music: Country

Favorite movie: Full Metal Jacket

Favorite aircraft: C-130

Pet peeve: Two-faced people

What would I do if I won \$1 million: Get lost in the world

Patriot Praises

Reenlistments:

Chief Master Sgt.
James H. Lagasse

Senior master sergeant
Edward H. Brainard
Lawrence N. Milliken
Karen S. Scott

Master sergeant
John H. Benoit
Daniel G. Hogan
Daniel A. Leone Jr.
Richard E. Wojtowicz

Technical sergeant
Isidro W. Aguinaga
Jose A. Cabrera
Melissa K. Canarelli
William J. Czarnecki
David J. Demers
Scott M. Forbes
Teresa A. Fowler
John Gallagher
David R. George
Stephen P. Giordano
Eric R. Goodkowsky
Andre H. Greene
Thomas F. Griffin
Michael A. Hall
Gary R. Josefiak
Lewis A. Labianca
Robert E. Moran
Stephen F. Mello
Matt David Morgan
Craig A. Morris
Gary Alan Merritt
Christopher Pandolfi
Steven Richard Pelletier

Rebecca L. Pina
Sharon E. Silva
Timothy R. Smithers
Richard M. Struthers
Daniel T. Sullivan
Joni M. Thomas
John W. Tinnemeyer
Richard P. Titcomb
Richard J. Towson
Scott E. Trumble
Ellen M. Vanloon
William M. Watson
Debra J. Wilcox
Thomas R. Williams
Jeanpierre Wood

Staff sergeant
Orlando J. Ballestas
Guy Michael Benson
Aaron R. Charbonneau
Valerie A. Dunn
Rebecca J. Duvall
Christian Escobar
Russell A. Hedges
Victor M. Markey
Karla M. Mcgrath
Aluin Morales
Donahue R. Pinto
Robert Q. Steele
Paul J. Tatar II
Kerry Anne Trombly
Jason J. Weaver
Jeffrey W. Zercie

Senior airman
Erin M. Cabral
Peter G. Gagnon
Jason A. Gendron
Rafal P. Grzyb
James F. Kochis Jr

Cynthia J. Harris
Daniel A. Labelle
Daniel C. Lester
Eric G. Marjault
Melinda J. Metzger
Jenny Rosanna Polanco

Christian A. Ruehrwein
Marina J. Sedor
Matthew D. Shea
Paul Andrew Talbot
Michael Lovell Taylor

PATRIOT PUNS

BY MASTER SGT. W.C. POPE

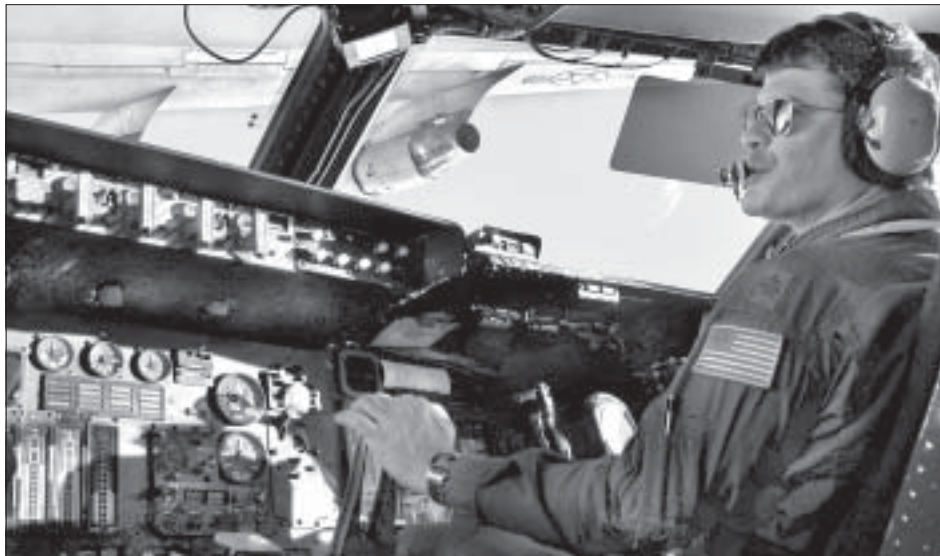


Media join aircrew on refueling mission



LOWERING THE BOOM – As the C-5 moves closer to the KC-135 Stratotanker of the Maine Air National Guard, the boom operator can be seen ready to lower the boom from the tanker.

- photos by Master Sgt. Anne Ward



IN POSITION – Maj. Douglas R. Gernhard, 337th Airlift Squadron instructor pilot, talks with the crew of the KC-135, during a practice air refueling mission and media flight June 30. The tanker can be seen flying next to Major Gernhard.



LISTEN UP – Michelle Smith, 22 News anchor, listens in on conversations between the Patriot Wing aircrew and the 101st Air Refueling Wing KC-135 crew. Mrs. Smith was among three members of the local media who flew on a practice air refueling mission June 30. Other media members were from Reminder Publications and the Chicopee Register. Also pictured is Maj. Michael Smith, 337th Airlift Squadron pilot.

PATRIOT

www.afrc.af.mil/439aw

August UTA schedule
 A UTA Aug. 6-7
 B UTA Aug. 20-21



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

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Published monthly for Patriots like Senior Airman Leon F. Lowery, Ledyard, Conn., and 2,442 reservists of the 439th AW at Westover ARB, and the wing's geographically separated unit.