

A person wearing a flight suit, goggles, and a bandage on their nose is the central focus of the cover image. They are looking down. In the background, a military aircraft is visible, with the words "AIR FORCE" partially legible on its side.

## Virtual Disaster

Westover medics  
team up for joint  
field exercise

Begins on page 6



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439Patriot.Editor@  
westover.af.mil  
(413) 557-3500

www.westover.afrc.af.mil

439<sup>th</sup> AIRLIFT WING COMMANDER  
Brig. Gen. Wade Farris

CHIEF OF PUBLIC AFFAIRS  
Maj. Jennifer Christovich

WING PUBLIC AFFAIRS OFFICER  
Maj. Wilson Camelo

NCOIC  
Senior Master Sgt. Sandi Michon

DEPUTY NCOIC  
Master Sgt. Tom Allocco

ILLUSTRATOR / PHOTO EDITOR  
Master Sgt. W.C. Pope

AIR RESERVE TECHNICIAN/EDITOR  
Tech. Sgt. Andrew Biscoe

ASSOCIATE EDITOR  
Senior Airman Michael Lanza

STAFF  
Staff Sgt. Paul Flipse  
Staff Sgt. Tom Ouellette  
Senior Airman Timothy Huffman

ADMINISTRATION  
Senior Airman Erika Sambrook  
Senior Airman Julie Novak

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**EXERCISING PATIENTS** >> Westover's medical units joined with Army reservists for Team Yankee during May's B UTA. The exercise featured war and peacetime scenarios, including a Katrina-like flood. Story on page 6. (photo by Master Sgt. Tom Allocco)



## EDITORIAL | ORI Stress : Taking care of yourself and others



**Chaplain Wiecher**

Walking to the ORI dining facility after a long night of training, tired, dirty and hungry, you suddenly hear the all-too-familiar alarm, followed by the Giant Voice that bellows, "MOPP 4."

You take cover and quickly don your mask, hood and gloves. Then,

you wait. A half hour seems like two hours. Sweat pours down your back, your heart races; your mind wanders ... the longer you wear your mask, the more your anxiety builds. You count the minutes, hoping the time will go by quickly, your mouth becoming dryer with each passing moment ... how much longer?

Every part of that scenario contains stress. However, experiencing stress is normal for all of us. Moreover, while not as stressful as an actual deployment, an Operational Readiness Inspection is a major stressor for *any* Airman. Stress is something we all relate to, home- or work-related, physical or emotional, each of us reacts to stress differently.

Stress can be broken down into two types: Positive and Negative. Positive stress comes from things that motivate us, inspire us to reach our goals and be successful. Negative stress comes either from a singular, traumatic event or from a series of lesser events over a period of time, and can be damaging to our bodies, emotions and memories. In many ways, the ORI is a positive stressor for which we train, prepare, execute and strive for excellence. However, it can also be a negative stressor due to the intensity, duration and physical conditions Airmen must endure.

Indicators of negative stress are: Confusion, forgetting basic tasks, crying, feeling helpless and overwhelmed, anger and snapping at your co-workers, dehydration, dry mouth, rapid pulse, chills, cramps, chest pains and, in severe cases, hallucinations. If you see or feel any of these physical indicators, seek medical aid immediately.

Although an ORI can induce negative stress, it can also be a positive stressor. It is an opportunity to succeed and challenge yourself; a place where the long hours and monotonous training and preparation pay off. It can, in fact, be a stress *reducer*, an antidote to negative-stress accumulation.

In order to protect yourself, take your training

seriously, take time to ensure you have proper equipment. Most of all, trust your training and your instincts; you are better prepared than you might think.

Another way to utilize positive stress and reduce negative stress is to take care of yourself and each other. Take advantage of down time by eating, exercising (a good time to practice those push-ups and sit-ups) and catching up on rest. Going the extra mile is admirable, but not if it costs you or your team's health, safety or success.

Be observant of your co-workers and watch them for signs of negative stress. Talk with them and, if need be, direct them to someone who can help, such as a supervisor or chaplain. Likewise, if *you* feel overwhelmed, STOP, take a few deep, cleansing breaths, let the oxygen flow and relax ... you'll think clearer and feel better.

The ORI is upon us. We are up to the task and the mission! We are called by our Creator to care for one another. Only if we work together can we accomplish the mission and humbly achieve success.

**Maj. William S. Wiecher**  
439<sup>th</sup> Airlift Wing Chaplain

## BRIEFS |

### Commander's Call set for July A UTA

A Commander's Call is scheduled to be held at 3 p.m. July 8 at the Base Hangar.

During the formation, there will be a pin-on reenactment ceremony for Brig. Gen. Wade Farris, 439<sup>th</sup> Airlift Wing commander.

The event is mandatory for 439<sup>th</sup> AW reservists.

General Farris was promoted March 30 at his deployed location in Southwest Asia. The ceremony was witnessed by friends and family through a video conference broadcast in the base conference center.

He was the deputy director for mobility forces at the base's Combined Air Operations Center.

For more on the general's return, see page 12.

### Cell cameras banned from flight line, controlled areas; digital cameras OK

Possession or use of cell phones that have digital-camera capability is prohibited on the flight line and all other restricted and controlled areas, according to a new Air Force Reserve security policy.

The new policy does not affect digital and other cameras that cannot immediately transmit images to a computer.

The purpose of the new security rule is to prevent the kind of immediate transmission of digital images to the Internet that cell phones with digital cameras are capable of, said Robert R. Durand, chief of police services.

Authorization to possess or use a cell phone in a restricted or controlled area requires a letter of approval signed by the installation commander.

### Westover to host junior officer seminar

Westover will host the Junior Officer Leadership Development Seminar (JOLDS) in September.

"Officers will be invited from every base in the command," said Maj. Lisa B. Houle, one of the seminar's organizers. "The weekend will entail team building/leadership exercises, and the theme of the seminar will be: 'Leadership in a Joint Environment.'"

For more information, call Major Houle at Ext. 3571 or Capt. David P. Walsh, 439<sup>th</sup> Maintenance Squadron, at Ext. 2752.

### New chiefs honored at base ceremony

Seven new 439<sup>th</sup> Airlift Wing chief master sergeants were honored in a formal ceremony during the June A UTA.

The chiefs' induction ceremony, held the evening of June 3, recognized the following new chiefs:

Earl E. Duncan Jr., 439<sup>th</sup> AMXS; Michael P. Grady, 439<sup>th</sup> SFS; Donald R. Martel, 42<sup>nd</sup> APS; Ronald J. LaBonte, 439<sup>th</sup> AMDS; John J. Sobczyk, 439<sup>th</sup> AMXS; Shirley A. Warbeck, 58<sup>th</sup> APS; and Kenneth P. Wolff, 58<sup>th</sup> APS.

Maj. Gen. Martin M. Mazick, 22<sup>nd</sup> Air Force commander, was one of the guest speakers, along with Col. Michael J. Marten, 439<sup>th</sup> AW vice commander.

The ceremony was held at the Westover Club.





**EVERYTHING OLD IS NEW AGAIN** >> Brig. Gen. Robert Allardice and Senior Master Sgt. Dana Athnos show off prototypes of the Billy Mitchell heritage coat in the Pentagon on Monday, May 15, 2006. General Allardice is director of Airman development and sustainment, and Sergeant Athnos is a member of the Air Force Uniform Board. (photos by Staff Sgt. C. Todd Lopez)

## Air Force board reveals new service dress uniform prototypes

WASHINGTON -- Based on feedback received during visits with Airmen across the Air Force, the Air Force Uniform Board is reviewing several concepts that Airmen have suggested regarding the appearance of the service dress uniform.

Some of the informal feedback about the current service dress includes Airmen wanting to revamp the service dress to look more military, like the other services. One senior airman said, "the current uniform resembles a cheesy business suit." A staff sergeant said, "think world's most dominating air power, not CEO," and another described it as a "cheap leisure suit."

Other comments have suggested that the uniform needs to reflect the Air Force's history more. On an Internet message board an Airman recently wrote, "I want to look good and be proud of my AF heritage." Another Airman wrote that the dress uniform pales in comparison to any of the other services. "We need something that distinguishes us as proud members of the U.S. military."

The Air Force began exploring these ideas by pro-

ducing several prototypes that reflect a combination of ideas that have been gleaned from comments, suggestions and informal surveys conducted over the past several years.

A more formal survey soon will provide additional opportunities for Airmen to provide feedback and comments.

"We've been getting informal feedback on our current service dress uniform for several years, and what we consistently have heard from many Airmen is a desire for a more 'military,' and less 'corporate' look and feel, something more reflective of the Air Force's heritage, and its role as a professional military organization," said Brig. Gen. Robert Allardice, director of Airman development and sustainment, deputy chief of staff for manpower and personnel.

"The Uniform Board has come up with some options to explore these concepts and the initial prototypes are direct descendants of our heritage, rooted in Hap Arnold and Billy Mitchell's Air Force," General Allardice said.

The survey will provide a more formal opportunity to collect feedback on whether or not Airmen want a new service dress, and if so, what changes, likes, or dislikes they have about the prototypes.

"We believe we need to respond to the force and the constant flow of feedback we receive on the service dress is driving this initiative. We see this as an opportunity to do so, along with a chance to reflect on our rich history, as well as the image we wish to portray in uniform," said General Allardice. "We want to make sure our uniforms, all combinations, meet our current and future needs."

This process will use the standard Air Force Uniform Board process and, as with the Airman's Battle Uniform, Airmen are encouraged to take the opportunity to directly contribute to how their new service uniform might look.

The Air Force will present options based on feedback received on possible service dress designs through the uniform board.

(Air Force Print News)

### What do you think?

"(The Billy Mitchell version) reminds me of a cadet uniform. I want something that will identify us as Air Force."

Staff Sgt. Rachel Garcia  
439<sup>th</sup> MSG administrative specialist

"If I had to choose between the two, I would pick the Hap Arnold style, but I prefer our current uniforms. The Billy Mitchell looks uncomfortable ..."

Master Sgt. Anne C. Ward  
Wing Historian

"I like the Billy Mitchell. It's more stylish, and it doesn't cover the ribbons. They should put hash marks on the uniform to dress it up a bit—it's too plain."

Master Sgt. Scott C. Daigneault  
439<sup>th</sup> MOS first sergeant



Courtesy photo

**POSITIVE G's** >> AF Reservist Maj. Randall W. Cason will soon pilot a Raptor

## First reserve pilot selected to fly F-22

Article by  
Master Sgt. Jason Tudor

ROBINS AIR FORCE BASE, Ga. -- The first Air Force reservist chosen to fly the most technologically advanced fighter jet on the planet said his experience with the aircraft so far has been "eye watering."

Maj. Randall W. Cason, an F-16 pilot stationed at 10<sup>th</sup> Air Force headquarters at Naval Air Station Joint

Reserve Base Fort Worth, Carswell Field, Texas, was selected by the Air Force as the first member of Air Force Reserve Command to fly the F-22A Raptor.

After completing about three months of ground- and air-based training, Major Cason will move from the F-16 into the F-22. By the end of August, Major Cason said he should be piloting his first sortie. He'll then be assigned to the 43<sup>rd</sup> Fighter Train-

ing Squadron at Tyndall AFB, Fla., as an instructor pilot.

"I want to help new pilots become as lethal as possible in this jet," the Abilene, Texas, native said.

His selection came as a result of what he termed a "nonstandard" flying career that included 11 years on active duty, two deployments patrolling the skies over the former "no-fly" zones in Iraq and time as an "Aggressor" at Nellis AFB, Nev. He's also flown almost every variety of the F-16 on the market -- the Block 30, the Block 40 and the "Wild Weasel" F-16CJ Block 50.

During his time as an Aggressor, Major Cason said he flew "about 40" missions against the Raptor while the fighter was still in development. He said only rarely did the F-16s get kills against the F-22 -- and for good reason.

"Fighting an F-22 is like being blindfolded and trying to hit a piñata," he said. "Its stealth gives it an overwhelming advantage and the ability to come and go as it pleases."

He vividly remembers one of his first experiences against the in-devel-

opment Raptor.

"I got on the radio and said, 'Now I know how the F-4 guys felt when they fought the F-16 for the first time.' It's an eye-watering thing."

Maj. Gen. Richard Collins, 10<sup>th</sup> Air Force commander and Major Cason's boss, said he couldn't be prouder of the Air Force's decision to train the major to fly the F-22.

"Randy's selection typifies what the Air Force Reserve brings to the fight -- an unrivaled wingman who's trained and ready for duty," General Collins said.

"I'm a little jealous that he gets to go fly the Raptor, but we'll be better served having an Air Force reservist as an instructor at Tyndall showing our future fighter pilots the Raptor ropes."

Major Cason said he's aware of the importance of his selection.

"My role is also to help establish the Air Force Reserve in the F-22," he said. "So, it's a tremendous honor to be selected and be amongst the first."

(AFRC News Service)



## ORI: Will you pass?

How well do you know how to deploy? Find out while testing your skills each month. E-mail responses to: [439patriot.editor@westover.af.mil](mailto:439patriot.editor@westover.af.mil)

This month's topic: Ground Rules

Which functional areas must be 100 percent armed and carry their arms at all times?

- a) EOD & SFS
- b) AMS & MSS
- c) MWR & ROTC
- d) USO & KFMP

PERSCO is required to keep a daily listing of which of the following deployed personnel?

- a) Active Duty
- b) Reserve
- c) Guard
- d) All of the above

The answers--along with more information on the subject--can be found in the ORI Ground Rules, 15 May 2006. For more information, contact your unit deployment monitor.



**YOU'RE GOING HOME >>**

A Rhode Island Army National Guard  
Huey aircrew member (foreground)  
and a Marine ambulance driver  
prepare Civil Air Patrol volunteers  
for a simulated airlift  
from the scene of a mock disaster  
in the Dogpatch training area

# DOC OPS

TEAM YANKEE 2006

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Article and photos by Master Sgt. Tom Allocco

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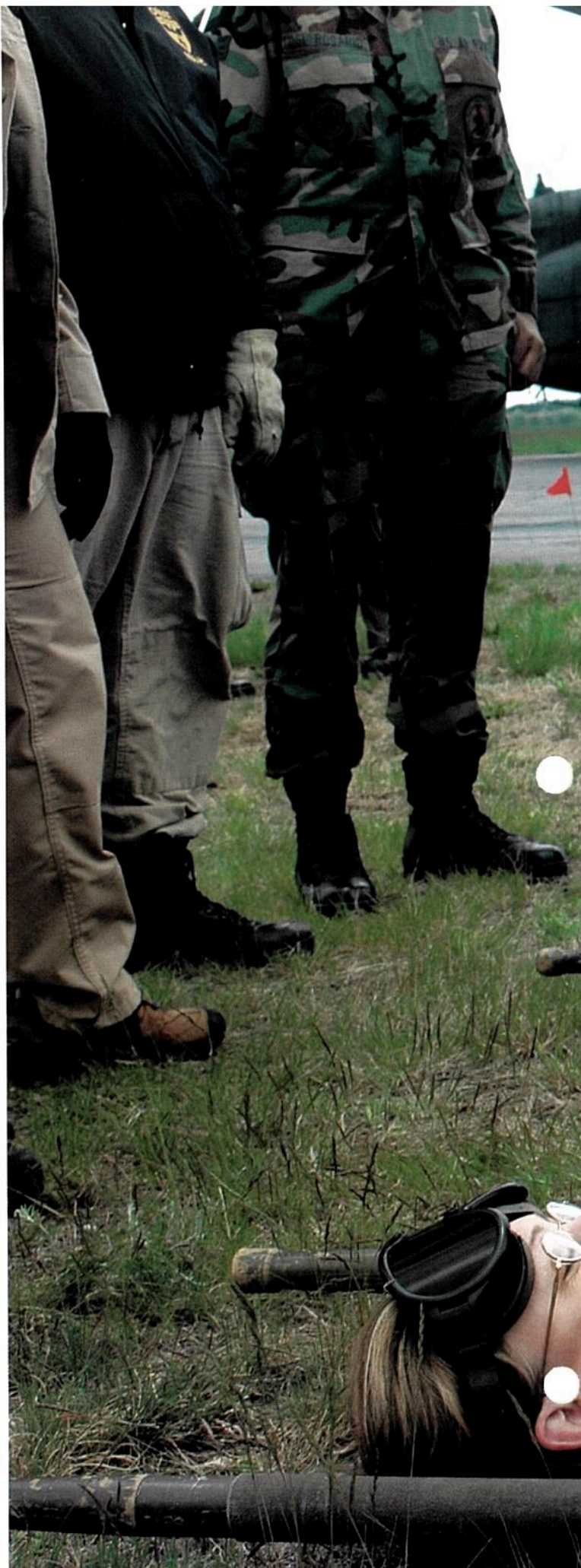
Once a year, Westover's Team Yankee medical exercise brings together good people and makes them even better. Team Yankee 2006, the premier New England joint military and civilian medical exercise, assembled teams of highly-experienced medical specialists and ran them through a mass casualty scenario that could have been a replay of operations in New York, New Orleans or Southwest Asia. A sizable number of the military and civilians had already done it in the real world but came to Team Yankee to better learn to speak each others' language.

"It's important that we understand each other. In the event of another Katrina, we have to work together. We learn their system, and they learn ours," said Navy Capt. Carolyn Ryan, officer in charge of the exercise.

Over a three-day period, Air Force, Navy, Army, Marine and civilian medical specialists cross-trained to respond to a natural disaster compounded by a terror attack. The heart of the exercise was the evacuation of casualties from Dogpatch to the Base Hangar following flooding and power-grid sabotage.

On Friday before the May B UTA, the Team Yankee exercise started with the practice loading of a civilian truck by aerial porters on a C-5 and continued to closing ceremonies on Sunday in Dogpatch.

Never since the exercises began in 1989 have participants brought more real world experience to Team Yankee. Military veterans of Iraqi and Enduring Freedom and Katrina teamed up with medical specialists of the Disaster Medical Assistance Team Mass 2, (DMAT) sponsored by the University of Massachusetts Medical Center, who have served federalized











**DUSTOFF** >> Two Marine ambulance drivers (left) and civilian medical volunteers watch a Rhode Island Army National Guard helicopter lift off from Dogpatch. The exercise combined the elements of military and civilian medical technicians in real-world accident scenarios.

tours in the wake of Hurricanes Katrina and Rita. More than half the DMAT medical specialists had been at ground zero at the World Trade Center shortly after the Sept. 11 attack.

"We were uniquely qualified for Katrina," said Robert Hopkins of DMAT.

The team, which falls under Homeland Security, deployed to Louis Armstrong Airport, New Orleans, off-loaded helicopters, stabilized patients and worked with military medical specialists to evacuate victims.

"Because of our Team Yankee training and our familiarity with military aircraft procedures, there was not a single patient mishap. We understood flight-line safety, litter-bearing, patient off-loading, hot-loads. This was the only DMAT team that had experience with military transportation.

"We trained other DMAT teams," Mr. Hopkins said.

Lending a sense of urgency to Team Yankee 2006 was the looming hurricane season. The medical exercise kicked off less than two weeks before the official June 1 start of hurricane season and a few days before the National Oceanic and Atmospheric Administration's forecast of four to six major hurricanes in the Atlantic and Gulf of Mexico.

"We're doing exactly what we're suppose to be doing if anything happens," said Tech. Sgt. Mary Grasso, 439<sup>th</sup> Aeromedical Staging Squad-

ron health services management craftsman, who helped evacuate American and Coalition casualties during an Air Expeditionary Force mission in Southwest Asia in 2003-04.

"This is something we may be doing this year. We don't know. We want to learn what's wrong *now*. We don't want to learn what's wrong when it's too late," she said.

Team Yankee 2006 challenged participants with the unique scenario of massive casualties caused by a combined terrorist attack and a natural disaster causing flooding.

Civil Air Patrol cadets, Young Marines and Boy Scouts played the role of casualties who received initial first aid in Dogpatch. Many Team Yankee participants spent two nights in tents in the field.

Services members were up before sunrise preparing breakfast on a Mobile Kitchen Trailer for everyone.

"Anytime we can go to the field, we're better off ... good stick time," said Maj. Patrick L. Dufraine, commander of the 439<sup>th</sup> Services Squadron.

The scenario called for evacuation by a Rhode Island Air Guard Huey and a West Virginia Air Guard C-130 to a Contingency Aeromedical Staging Facility (CASF) set up by the 439<sup>th</sup> ASTS in the Base Hangar. Adding reality to the scenario was the buzz of a Civil Air Patrol Cessna over Dogpatch.

Simulated command and control was provided by Master Sgt. Bill Forbes, 439<sup>th</sup> ASTS medical services manager, who was at the center of TRAC2ES (Transcom Regulating and Command and Control Evacuation System). The Web-based program linked to Scott AFB, Ill., gives Sergeant Forbes the ability to schedule aircraft, maintain medical records and track a patient's every move from battlefield to stateside hospital.

Sergeant Forbes brought to Team Yankee his experience operating TRAC2ES at Ramstein AB, Germany, during Operation Iraqi Freedom in 2003. ASTS medical specialists served much of that year at Ramstein when 14,000 patients moved through Landstuhl Medical Center back from Iraq and Afghanistan.

Team Yankee contributed to the evaluation and development of TRAC2ES when it was live tested during an exercise in the 1990s.

The experience of previous Team Yankees has paid off in many ways. When Maj. Robert Rostedt, 439<sup>th</sup> ASTS critical care nurse, wrote back to his unit from a recent deployment to Balad Air Base, Iraq, he noted the applications of past Team Yankee exercises to his wartime experiences with everything from the "NATO gurney"—a gurney with wheels to roll onto aircraft—to an old fashioned fold-up administrator's desk.

"Everything we trained to do in Team Yankee he used in Balad, and he has been able to train other people," said Lt. Col. Margaret Lewis Schoenemann, 439<sup>th</sup> ASTS chief nurse.

"We have had a high percentage deployed, and yet a lot of people are seeing this for the first time. We are able to match up the first timers with people who have actually deployed and that helps the training," she said.

"This is tough, but these are resilient people. This is our people at their very best," said Senior Master Sgt. Michelle M. Dunfield, 439<sup>th</sup> ASTS first sergeant.

“We were uniquely qualified for Katrina ... because of our Team Yankee training and our familiarity with military aircraft procedures, there was not a single patient mishap ... this was the only DMAT team that had experience with military transportation.”





# Rare Air

*A wing reservist puts Air Force training to the ultimate test*

by Staff Sgt. Paul Flipse

**I**f you think the Air Force's new fitness standards aren't tough enough, go climb a mountain.

In January, a member of Westover's 42<sup>nd</sup> Aerial Port Squadron climbed Mount Kilimanjaro, the world's tallest free-standing mountain. Yet, with nearly two years to prepare, Airman 1st Class Ryan Hockertlotz chose an unlikely candidate as his personal trainer: Uncle Sam.

"I decided to rely on youth and military training," said the 21-year-old.

The strategy worked. He finished tech school six months before the trip and never felt physically overmatched on the mountain.

"The climb was relatively easy after basic training," he said. "I was always among the first to arrive at a new camp, and there wasn't anything I found too physically challenging."

The reservist was part of a 100-person expedition comprised of 20 climbers, the nearly 80 porters needed to carry their food, beverages, tents, medical supplies and other provisions, plus several English-speaking guides to shepherd them up the mountain.

The only thing not provided was a guarantee they'd reach the summit.

Located in northeast Tanzania, Africa, Kilimanjaro is actually a dormant volcano, a massive cone of hardened lava and volcanic ash rising 19,340 feet into the troposphere. While not a difficult climb by technical standards, the route to the top is a dangerous one.

Roughly ten people die each year on Kilimanjaro's slopes from rockslides, altitude sickness and heart attacks. In fact, no sooner had they started up the mountain's flanks than it lived up to its deadly reputation.

A climbing party two days ahead of Airman Hockertlotz's camp was caught in an avalanche high on the mountain, and three Americans and one local porter were killed in their sleep when massive boulders struck their tents. News

of the accident sent a ripple of distress through the expedition.

"We were very concerned when we found out there had been casualties on the mountain," said Airman Hockertlotz. "It cast a somber mood on our camp."

The mountain's rocky crust wasn't the only thing they found unstable. Kilimanjaro is nearly four miles high and sits just 200 miles south of the equator, a geological combination that makes for wild, erratic weather.

"We had heat waves, rain storms ... even hail," the aerial porter said. "It got down to three or four degrees (Fahrenheit) near the summit. Sometimes, we would wake up to find everything in our tents covered in frost."

Yet, the unpredictable climate somehow reminded the Fall River, Mass. native of home. "It was kind of like New England weather," he said. "If you didn't like it, you just waited ten minutes."

As if rogue boulders and schizophrenic weather weren't enough, another potentially lethal threat grew closer with every upward step.

Their route snaked toward the summit through 60 miles of ragged terrain into dangerously thin air. Above 8,000 feet, climbers are vulnerable to a condition called acute mountain sickness (AMS), which results from the body not getting enough oxygen. Symptoms can include searing headaches, relentless fatigue, loss of appetite, constant nausea, dizziness and insomnia; severe cases can be fatal if untreated. No one in the group made it off the mountain without suffering through AMS.

"Lots of people got sick," said Airman Hockertlotz. "There wasn't anyone who didn't have trouble keeping down a meal. I got sick the night before we went to the summit. My body just didn't want any food."

To combat the effects of altitude and intense exertion, their diet consisted mostly of nutrition-rich, easily-digestible foods like fresh fruits, vegetables, thin soups, decaffeinated coffee and tea, and—to avoid dehydration—gallons upon gallons of water.

In spite of its many pitfalls, the African behemoth relented. Roughly six days after digging his boots into the base of the mountain, Airman Hockertlotz stepped onto the permanent crust of snow and ice that covers

Kilimanjaro's peak. Once there, he unshouldered his day pack and pulled out something he'd packed just for the occasion.

"I brought my American-flag handkerchief," he said. "It was the first thing I wanted to do on the summit."

After reaching the top of a mountain, climbers often experience an array of emotions—joy, relief, exaltation, among others. But, as he stared down at the vast African plains thousands of feet below, the reservist felt only one thing resonate inside him.

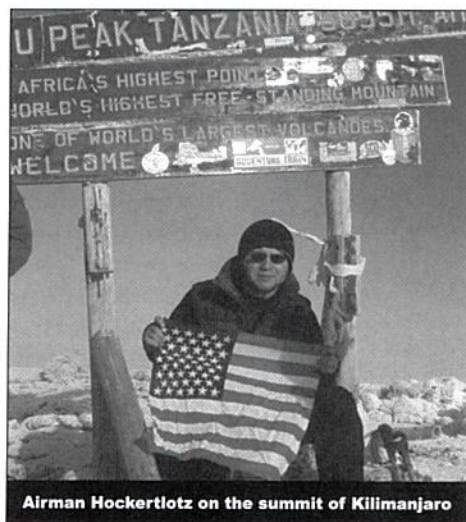
"Pride," he said. "I'd traveled to another continent and summited its highest peak. 'How many people can say they climbed one of the world's tallest mountains?'"

After spending only 30 minutes on the roof of Africa, they started down. They then discovered that the trip *down* the mountain was also challenging—not because the route was tough ... because it meant they were saying goodbye to Kilimanjaro.

"The descent was psychologically difficult," said Airman Hockertlotz. "We were leaving, and we all realized that our wild adventure was winding down."

For his next wild adventure, the young porter has his eye on the Tibetan Plateau, home of Mount Everest. However, this time he plans to leave his hiking boots at home.

"I'd like to go whitewater rafting in Tibet," he said. "I'm *not* going to summit anything in the Himalayas. 'The next time I'm going to be that high, I'll be on an airplane.'"



Airman Hockertlotz on the summit of Kilimanjaro



## WESTOVER PATRIOTS |

## Base mourns loss of civilian PA officer, humanitarian

by Tech. Sgt. Andrew Biscoe



Ms. O'Connell

Betty O'Connell, long-time civilian worker at Westover and the base's first public affairs officer after its transition to the Air Force Reserve in 1974, died May 25.

Public affairs wasn't Ms. O'Connell's only line of work. She was a Westover exchange employee in the base's fledgling days in the early 1940s and later worked at 8<sup>th</sup> Air Force Headquarters.

But Ms. O'Connell is perhaps best remembered as the public affairs officer during one of Westover's most significant transitions as a military base.

"Betty was the heart and soul of the public affairs office in the 1970s," said David E. LaVallie, wing weapons safety manager, who was a Department of Defense policeman at the base from 1973 to 1984. "She was truly dedicated to informing the surrounding communities—and the media—that Westover wasn't all closed up. This was a misconception after SAC left here in 1974. The base had gotten smaller, but was still very active. She did a great job telling people that."

Ms. O'Connell began working at Westover in 1942 and was at the base until 1956. She returned in 1965 to work at 8<sup>th</sup> Air Force Headquarters, and she eventually became base public affairs officer in 1973 as Westover underwent its most significant change—from a major SAC installation to the nation's first Air Force Reserve base.

She retired in 1981 but remained active in the city of Chicopee. Funeral services were held June 2 at St. Anne's Church in Chicopee.



photo by Senior Airman Michael Lanza

**INTO THE BELLY OF THE BEAST** >> A loadmaster guides a U.S. Army Reserve Humvee from the 405<sup>th</sup> Combat Support Hospital into a C-17 at Westover. The Army reservists were deploying for an exercise at Volk Field, Wis.

## Reservist takes top prize in annual canoe race

by Master Sgt. Tom Allocco



Sergeant Crouch

Master Sgt. Helen Crouch, 439<sup>th</sup> Aeromedical Staging Squadron medical technician, recently paddled a scenic route famous in American colonial history and took first place in the women's division of a racing canoe regatta.

Sergeant Crouch maneuvered her canoe 70 miles down New York's Susquehanna River from Glimmerglass Lake at Cooperstown, past Oneonta to Bainbridge in the annual General Clinton Canoe Regatta. The race is named for General James Clinton,

who led a Continental Congress Army expedition on down the Susquehanna on flat-bottomed boats against the Iroquois. Glimmerglass and the area are also celebrated in James Fenimore Cooper's *Last of the Mohicans* and other *Leatherstocking Tales*.

Sergeant Crouch's win during Memorial Day weekend was the 24<sup>th</sup> consecutive General Clinton Canoe Regatta in which she has participated.

The race is a serious competition, with more than 270 participants from around the country. They are highly-conditioned athletes who use high-priced equipment. A typical race setup might include a \$3,500 graphite canoe and \$300 bent-shaft graphite paddle.

To compete, Sergeant Crouch paddled, regardless of the weather, up to four hours every night following her job as a special education teacher. For an extra edge, she ate a high protein, low carbohydrate diet for a week. The strategy is to deplete the muscles of carbohydrates and make them receptive to absorbing carbohydrates. For four days before the race, she reversed her diet to saturate her muscles with carbohydrates.

The competitors needed every advantage they could get on the Susquehanna, which can be a treacherously shallow and unforgiving stretch of water.

"The Susquehanna has bad places where canoers have died ... the dynamics of the river change every year," Sergeant Crouch said. "It's not a race you can go into without practice. There are rocks, debris, trees. Flood waters eat at the banks and move trees and debris around," she said.

"This year was a real physical challenge. The water was very shallow, and the temperatures were 85 or 90 degrees. You can't choose in the river where you want to go. When the water is so shallow, the current takes you into debris and you have to work to get around it," she said.

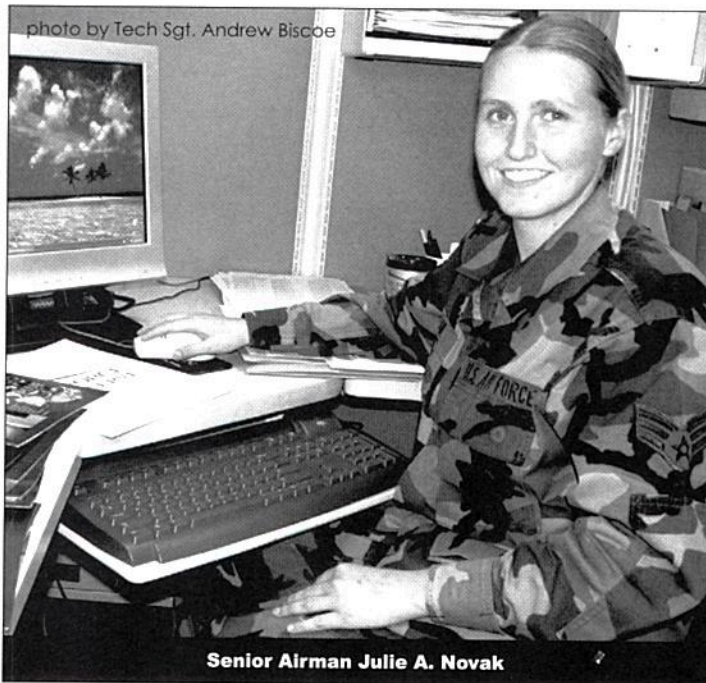
Canoe racing season starts in March and continues until the snow season.

"Tipping over can be cold. The water is like someone put a fist in your stomach," Sergeant Crouch said.

The physical challenges of canoe racing also provide the reward that motivates her to keep coming back to the sport each year, she said.



## PATRIOT PEOPLE |



Senior Airman Julie A. Novak

NAME : Julie A. Novak  
 RANK : Senior airman  
 AGE : 21  
 HOMETOWN : Leominster, Mass.  
 UNIT : 439<sup>th</sup> Airlift Wing  
 POSITION : Information management  
 CIVILIAN POSITION : Student  
 FAVORITE FOOD : Chicken  
 YEARS OF SERVICE : One  
 FAVORITE SPORT : Volleyball and tennis  
 FAVORITE HOBBY : Road trips with friends  
 IDEAL VACATION : Somewhere warm  
 BEST WAY TO RELAX : Family functions  
 PREFERRED ENTERTAINMENT : Watching the Pittsburgh Steelers  
 FAVORITE HERO : Military men and women  
 FAVORITE MUSIC STYLES : Country  
 FAVORITE MOVIE : Pay it Forward  
 FAVORITE AIRCRAFT : F-111 Aardvark  
 PET PEEVE : Rude people  
 WHAT WOULD I DO IF I WON \$1 MILLION : Buy a car that isn't always breaking, pay off school loans and make sure my family is debt-free and comfortable.

## Get One Referral Information

"Get One" referrals need to be sent to Patricia Simonds at the Westover recruiting office. There are three ways the information may be sent: call Mrs. Simonds at (413) 557-2125 or DSN 589-2125 let her know you have a "Get One." E-mail: Patricia.Simonds@Westover.af.mil, or fax the information below to: 413-557-2126 or DSN 589-2126

### REFERRAL INFORMATION

First name, middle initial, last name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home phone number \_\_\_\_\_

### YOUR INFORMATION

First name, middle initial, last name \_\_\_\_\_

Home phone number \_\_\_\_\_ Unit \_\_\_\_\_

Date of birth \_\_\_\_\_ Rank \_\_\_\_\_

## PATRIOT PUNS |



## PATRIOT PRAISES |

### Promotions

Chief master sergeant  
 Ronald J. Labonte  
 Michael J. Sullivan  
 Shirley A. Warbeck

Senior master sergeant  
 Paul A. Carroccia  
 Elisa M. Overton

Master sergeant  
 Brian K. Copperthite  
 Matthew P. Decheine  
 William J. Forbes

Eugene A. Gagne  
 Anthony C. Giardini Jr.  
 Christopher F. Kellam  
 Jeffrey D. Kingsbury  
 William M. Larsen  
 Daniel P. Lawlor  
 Careyann M. Patterson  
 Darlene C. St. George  
 John R. Tanguay

Technical sergeant  
 John A. Bisceglia  
 Peter H. LaFrenier  
 Robert A. Leduc  
 Brian W. Lembo

Joseph D. McCormick  
 Tracey L. Noffo  
 Michael J. Rochan  
 Ralph L. Santiago  
 John F. Vitullo

Staff sergeant  
 Sarina L. Barnes  
 Sky Ben  
 Michael C. Cormier  
 Francis M. Donadio  
 Paul H. Driscoll  
 Jesse G. Gonzales Jr.  
 Adam D. Jackler  
 Michael J. Jaczyk

Michael J. Jester  
 Raymond J. LaRose Jr.

Senior airman  
 John P. Bosley Jr.  
 Garret H. Deschenes  
 Jason D. Forselius  
 Robert L. Gibson III  
 Shannon A. Gratton  
 Joseph P. Hernon  
 Timothy J. Huffman  
 Eduardo B. Hurtado  
 Michael R. Iannelli  
 Keith Jenkins  
 Evan N. Johnson

Jonathan M. LeFave  
 Narisar MacEnzie  
 Christopher K. Malloy  
 Glenn W. McAvoy  
 Christopher R. Peterson  
 Yocasta Pinero  
 Bryan P. Southworth  
 Allanna C. Williams

Airman 1st class  
 Jason T. Aiken  
 Eric D. Ciborowski  
 Miguel A. DeJesus  
 Christopher T. O'Malley  
 Auly Simon





## The Generals return

Article by Tech. Sgt. Andrew Biscoe  
Photos by Master Sgt. W.C. Pope

**T**wo flag-ranked officers piloted C-5s into history at Westover in June.

Brig. Gen. Wade Farris, 439<sup>th</sup> Airlift Wing commander, returned June 4 from his four-month deployment to Southwest Asia, while Maj. Gen. Martin M. Mazick, 22<sup>nd</sup> Air Force commander, flew his final training mission on a C-5 June 3.

General Farris was deployed as the deputy director for mobility forces at the Combined Air Operations Center at the base. While there, he was also promoted to flag officer rank, the eighth wing commander from Westover to pin on brigadier general.

The wing commander taxied to the parking area in front of the Base Hangar where a large crowd of reservists were waiting. His wife, Kim, and General Mazick, also stood waiting.

As the last whine of the C-5's engines faded into a light breeze, General Farris climbed down the stairway from the flight deck, dressed in his

desert flight suit uniform. As he stepped onto American soil for the first time since leaving in January, he hugged his wife, then shook hands with General Mazick.

Just two days before the wing commander's return, General Mazick flew his final C-5 training flight. Under overcast skies and persistent rain, the general's "fini flight" ended with a traditional hosing down after he stepped onto the flight line.

General Mazick was 439<sup>th</sup> AW commander from March 1999 to August 2003. He was promoted to major general in December 2005 and assumed command of 22<sup>nd</sup> Air Force in March 2006.

**PATRIOT** |

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Published monthly for Patriots like Senior Airman Ronald J. Tyson, Bayonne, N.J., and 3,053 reservists and civilians of the 439<sup>th</sup> AW and the wing's geographically separated unit at Hanscom AFB, Mass.

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