

PATRIOT

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photos by SSgt. Kelly Galloway

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UTA SNAPSHOT

>> The first Zombie Run begins Saturday at 5 p.m. Participants will meet on the running track at the Base Ellipse at 4:30 p.m. Proceeds will benefit the 2014 Military Ball.

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ON THE COVER: Members of the 439th Airlift Control Flight recently deployed to Pueblo, Colo., for the Patriot Express exercise. Photos and story on page 6. (photos by SrA. Kelly Galloway)

EDITORIAL Accident assistance, CUI efforts, highlight wing spirit

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This is an amazing wing! Thank you for your efforts in support of the 104th Fighter Wing, your performance during the CUI, and the great turnout for Family Day. It has been a busy summer. The Patriot Wing has risen to, and conquered, every challenge. The common theme throughout August and September was “teamwork.” The wing joined together in preparation for the CUI, and that same teamwork enabled us to host the flying operations of another wing and put on a first-class family event.

In early August we welcomed the 104th Fighter Wing to Westover. The sight of F-15s pitching out in the overhead pattern lets everyone in Western Massachusetts know that

“This activity is proof of our value to national security while operating at a fraction of the cost of an active-duty base.”

Westover is not a sleepy hollow. We are a full-service, joint-use airfield serving heavies, fighters, helicopters, airdrop missions, and civilian flights. This activity is proof of our value to national security while operating at a fraction of the cost of an active-duty base.

The foremost event for the wing this summer was the Consolidated Unit Inspection in August. The Patriot Wing lived up to our motto of “Leaders in Excellence” by earning

an overall EXCELLENT. Everyone in the wing contributed to these outstanding results, but the IG team identified 10 superior performers, eight Airmen with exemplary military bearing, and 11 superior teams. The wing recognized an additional 30 people for their superior performance. Coins and certificates will be awarded at Commander’s Call in October.

Family Day was also a resounding success. It provided an opportunity for us to relax and

s p e n d time with our families. The bounce houses, cotton candy stand, face painting tent, volleyball courts, and dunk

tank were in full swing throughout the day. It was good to see so many people out enjoying themselves. The Galaxy Community Council, Pioneer Valley USO, Westover Chiefs’ Council, Civil Air Patrol, and many other agencies outdid themselves providing an enjoyable afternoon to about 3,200 people. Thank you for this monumental effort.

An unexpected event during the September UTA highlighted one of the strengths of the Patriot Wing. There was a vehicle accident on the Massachusetts Turnpike early Sunday morning. Nine people from the 439th and

104th stopped to render assistance. Some provided first aid while others helped clear debris from the highway. These citizen airmen could have driven past the accident scene, leaving it to someone else, but they stopped and helped some-

one in need. This act of service before self speaks volumes about the spirit of the men and women who serve our country, and in particular the Patriot Wing.

I’m proud to be a member of that team and even more proud to be the commander of the best wing in the Air Force. Thank you for all you do.

by Col. Steven Vautrain
439th Airlift Wing commander



BRIEFS |

CFC kicks off

The Combined Federal Campaign kicked off at Westover in September. The CFC project officer is Robert LaFleur.

Key workers from units throughout the wing and with base tenant units will collect donations from military and civilian workers. The campaign wraps up by mid-December.

For more information, visit cfc.org.

Civilian CC call

A wing-wide Commander’s Call for civilian employees will be held at 3:30 p.m. Oct. 18 in the Westover Conference Center.

Quarterly winners

The third quarter wing award winners are: Airman: SrA. Rene Rodriguez, 439th Maintenance Squadron; NCO: TSgt. Daniel Wolde-Giorgis, 337th Airlift Squadron; SNCO: SMSgt. James Boudreau, 439th Aircraft Maintenance Squadron; Company Grade Officer: 2nd Lt. Christopher Harding, 337th AS; Civilian: Keith Bartle, MXS; Civilian Supervisor: David Kocot, 439th Mission Support Group.

Air Force Reserve reinstates ‘Get One’

The Get One Now program -- recently reinstated -- is run by the Air Force Reserve Command and is open only to actively participating Air Force reservists and Air Force Reserve civilian employees. The incentive program is designed to reward existing members for recommending new recruits. For more information call the recruiting office at 557-2125, or visit GetOneNow.US.

Commander’s Call set for October

A wing-wide Commander’s Call is scheduled at 3:30 p.m. Oct. 4 in the Base Hangar. This is a mandatory formation for all 439th AW reservists.

No Chobani-hemp

Recently, Air Force officials advised military members to avoid a Chobani yogurt called “Blueberry Power Chobani Flip” because it contains hemp seeds and walnuts that can be mixed into the yogurt.

The Air Force has a long-standing policy in place that prohibits military members from ingesting any product, regardless of manufacturer, that contains or is derived from hemp seed or hemp seed oil.

The company that manufactures Chobani agreed, and took the product off the shelves of all grocery outlets.



‘PAWS’ FOR A MOMENT >> Lt. Col. Qais Ajalat, 42nd Aerial Port Squadron commander, enjoys time during the Sept. 7 Family Day with his mastiff “Boss.” Additional photos and story on Family Day are featured on pages 8-9. (photo by TSgt. Brian Boynton)

‘Leaders in Excellence’ earn excellent from inspection

by Lt. Col. James Bishop
and MSgt. Andrew Blscoe

A loud cheer echoed through the Westover Conference Center Aug.12 from more than 100 men and women of the 439th Airlift Wing as the inspection results were announced. The Patriot Wing earned an excellent rating base-wide on its Consolidated Unit Inspection. “The inspection team went through the base with a fine-tooth comb inspecting every unit, and they determined that the wing’s processes and operations are excellent,” said Col. Steven Vautrain, commander. “This confirms the hard and smart teamwork I see in action on base every day.” The 55-person inspection team flew up from Air Force Reserve Command headquarters at Robins Air Force Base, Ga. The inspection team chief, Brig. Gen. John Mooney, told the crowd, “There were more strengths in this wing than we normally see.” The CUI’s listing of dozens of Westover superior performers was so long that the team directed Patriot Wing senior leadership to recognize them during September’s Family Day. “This is the longest list of superior performers we’ve ever seen,”

Mooney said. The CUI team arrived at Westover Aug. 8. The team began its inspections throughout the base Aug. 9 and through the August A UTA. They were responsible for reviewing how the 439th conducts its day-to-day operations - from its offices to the flight line, to the base gates - virtually everything on the base proper. The general’s effusive praise also took note of the most unusual obstacle perhaps ever faced by a Westover wing -- five furlough days in July and August that stood between the wing’s final preparation and the CUI’s arrival. Inspectors looked at nearly all base functions, from flight operations, C-5 aircraft maintenance, aerial port, personnel, finance, public affairs, civil engineering, communications and computers, security forces, medical, firefighting, airlift control, aeromedical evacuation, and aeromedical staging. They also inspected operations and support at Westover of the newly-arrived F-15s from the 104th Fighter Wing at Barnes. “This is a wonderful wing doing a wonderful job for our country,” Mooney said. “Your reputation preceded you....you don’t see this every day. You guys rock.”

Chief of staff announces PT enhancements

WASHINGTON -- Air Force senior leadership announced enhancements to the Air Force’s Physical Fitness Assessment program, to be implemented Oct. 1. In a letter to Airmen Aug. 20, Air Force Chief of Staff Gen. Mark A. Welsh III explained the results of the comprehensive review, highlighting the strength of the program and the need for slight improvements. “We have a tremendous program that has fundamentally changed the Air Force’s overall fitness level over the past few years,” Welsh said. “The PFT itself is not going to change. But even the best program can be improved upon, so we are making changes in four different areas to enhance the overall program.” Of the changes coming Oct. 1, the most significant is to the abdominal circumference portion of the test. The AC assesses an Airman’s body composition. Since the Air Force implemented the newest fitness program guidelines in October 2010, only .03 percent of Airmen have failed the AC portion of the test and passed the other three components with a composite score of 75 or higher. “In the future, if an Airman fails the AC portion of the test, and passes each of the other three components, we’ll measure that Airman using the Body Mass Index taping guidance in DoD instructions,” Welsh said. “If the Airman meets the DoD BMI standard, they pass the PFT.” Because AC measurement is integrated into the testing procedure, the Air Force is currently the only branch of the Department of Defense not required to have a separate weight management program. The other program modifications include realigning the fitness appeal process back to wing commanders, adjusting passing standards for Airmen who can only test on one component of assessment, and changing and simplifying the walk test. In addition to these efforts, senior leaders are reviewing how fitness performance is documented on performance reports as part of a larger effort to examine the performance report itself. Those results are expected in the near future. Though senior leaders are looking to improve the current fitness program, Welsh said he is proud of the Air Force program, and the physically fit culture it has helped to cultivate. “I believe we have DoD’s best designed, best run fitness program, and as a result, we have a force ready for any mission our nation asks us to execute,” he said. “I’m extremely proud of how far we’ve come with our fitness culture.” (AFNS)

SFS SNCO joins Springfield police force

by MSgt. Timm Huffman

A 439th Security Forces Squadron senior noncommissioned officer became one of the newest members of the local law enforcement community when he graduated from the Springfield Police Academy, Sept. 5. The intensive, six-month course, taught at Westover, trained MSgt. Arjel Falcon in civilian law enforcement practices, state and local laws and included a good dose of basic-training-style, in-your-face yelling.

MSgt. Falcon’s military training, which includes an early stint in the Army National Guard and 11 years at Westover, prepared him for the “noise.” He was able to tune it out and focus on the instruction, which included marching, physical training and lots of homework.

“None of that other stuff bothered me,” said MSgt. Falcon. “But the homework – oh, my God.” After a day full of instruction, he said he’d go home, have to press his uniform and then work on homework until 3 a.m. Despite the challenges, MSgt. Falcon enjoyed the camaraderie, spending time with the guys and seeing what each person brings to the table. “We started off as individuals and they wove us together into family,” MSgt. Falcon said.

Another highlight MSgt. Falcon recounted was the week spent learning emergency vehicle operations. His face lit up with a smile as he talked about weaving in and out of cones and learning to handle squad cars at high speed.



Springfield Police Commissioner William Fitchet pins on MSgt. Arjel Falcon's badge during the Springfield Police Academy graduation Sept. 5. (photo by SSgt. Kelly Galloway)

He said there were some similarities between being an Air Force and civilian cop, but that the differences were much greater. For example, he cited the need for a warrant to search an individual’s personal property, while on base, that’s not needed. MSgt. Falcon said the graduation was “awesome” and provided peace of mind. “It allowed me to put a check mark on the bucket list,” he said. Springfield Mayor Domenic Sarno, guest speaker, addressed to the graduates. “You don’t have an easy job; you do have an important job. You are ambassadors of peace and I applaud your courage,” he said. “I don’t envy what you do; I respect what you do,” he added. For MSgt Falcon, a 20-year resident of the city, he can’t wait to give back. “It’s great to be able to make changes. As a Hispanic guy, I know what it takes and I am looking forward to seeing the streets and being on duty,” he said. The day following graduation was his first on duty. “It felt great to be welcomed into the Springfield Police Department family as an officer and not a recruit,” he said.

Marijuana use still unlawful for military, DOD civilians

by TSgt. George Cloutier

Numerous states, including Massachusetts, have recently passed laws legalizing or decriminalizing the use of marijuana for recreational or medical purposes. These changes may have some military members confused and wondering how these new changes apply to them. According to current policy, regardless of state of residence, there are no circumstances in which military members, including reservists and Department of Defense civilians, can lawfully use marijuana. Uniform Code of Military Justice applies to military members regardless of state, district or territorial legislation. Thus, military members continue to be subject to prosecution under Article 112a of the UCMJ for marijuana use, possession, or distribution—regardless of where the use, possession or distribution occurs, including foreign countries. In addition, DOD civilian employees are subject to the restrictions governing drug use found in DOD Instruction 1010.09, DOD Civil-

ian Employee Drug-Free Workplace Program, dated June 22, 2012, and other applicable Department of Health and Human Services Substance Abuse and Mental Health Services Administration guidelines. Moreover, civilian employees and contractor employees who use marijuana may find that they are unable to obtain or maintain the security clearances necessary to perform their jobs. Airmen now need to be particularly vigilant to avoid getting in situations where civilians may be recreationally using marijuana in their presence. This may mean reassessing off-base living arrangements and being more selective about patronizing establishments where civilians may be using marijuana. DOD will continue to use random urinalysis testing as a means of detecting marijuana use by military and civilian personnel, and commanders will continue to have the authority to bring the full force of the UCMJ against those Airmen who choose to use, possess, or distribute marijuana. EDITOR’S NOTE: Portions of this article were reprinted from an article by 1st Lt. Skylar Streetman, 50th Space Wing Staff Judge Advocate.

60 mph Wind and Hail Buffet Patriot Express players

Article and photo by SSgt. Kelly Galloway

PUEBLO, COLO. -- As I'm scraping off thick, mud caked to the bottom of my boots, I hear, "Well that definitely doesn't look good at all." Canvassing the mud-spattered site here, my jaw dropped. The 50-foot antenna mast, which serves as the primary communication for air to ground transmissions for the Hard-sided Expandable Lightweight Air Mobility Shelter, snapped at its midsection during 60 mph winds throughout the night. It lay twisted at a 90-degree angle. Pieces lay strewn about the ground.

"This is the kind of thing that happens in a deployed situation," Col. Mike Miller, 439th Operations Group Commander, said. "Now they need to figure out how to handle the situation and press on with the mission."

This was day one of "Patriot Express," an annual Air Force Reserve Command AFRC-sponsored air mobility exercise.

Thirty-three Airmen, 20 from Westover, had just set up a 'bare-bones' base the day before, establishing communications, ensuring two generators worked and starting up a Small Package Initial Communication Element for secure and unsecure networking.

"We reacted decisively and appropriately to our real-world situation," said 1st Lt. Matthew Borowski, 439th Airlift Control Flight officer. "These kinds of events prepare troops for real world situations." He said.

The unit used a mast from another hi-frequency system and adapted the connector to hold a UHF antenna.

"The way it's set up, we're able to receive about the same air-to-ground communication distance which is about 20 miles," said MSgt. Alexander Cotton, 439th ALCF communications supervisor.

ALCF Airmen provides experienced airlift personnel to manage, coordinate and control air mobility assets. They provide a capability for operating at locations where there is limited support and are self-sufficient and are able to sustain operations under bare-base conditions.

The ALCF is also responsible for training Air Force and sister service units on how to move by air. They instruct over 400 units in preparing and loading their mobility equipment for air shipment.

"The exercise went really well; there were lessons learned," Lt. Col. Wesley Pangle, 512th ALCF Director of Operations, stated during the debrief. "This group worked through a real-world situation and because of their ingenuity, the entire exercise went on as if nothing had happened."

Reserve ALCF provides 45 percent of the Air Force capability to establish an air mobility command at a base where one never existed or expand the capabilities of an airfield to handle airlift. They have participated in every major real-world

deployment involving Air Force strategic airlift forces in the past decade. They are the front line of command and control, carrying out the commander's orders and back channeling data to keep the mission flowing.

The next ALCF exercise is planned for early 2014.



RADIO REPAIR >> Airlift control flight Airmen repair the 50-foot antenna mast damaged by high winds in Colorado at the beginning of Patriot Express.

a continuing series exploring Westover DID YOU KNOW

by SSgt. Kelly Galloway

...Westover has a C-5 flight simulator!

Housed in a corner of the Base Hangar, the simulator's cost savings amount to thousands of dollars but its cost savings also preserve the Air Force's most valuable and precious resource – people.

Aircrews "fly" the simulator about 260 hours per month. An average of 65 training sessions occurs monthly with each session lasting four hours. All three crew member positions are trained: pilots,

loadmasters, and flight engineers.

These Airmen can accomplish all their training related to the systems in the cockpit with few exceptions. The ability to simulate real emergencies, such as fires, engines out, serious weather conditions or even previous aircraft accidents, is where the simulator really pays off.

"You can't do these on the real airplane unless it actually really happens and it's key to have the experience and training before an actual emergency occurs during missions," said Gary Smith, who works for

Flight Safety Services Corp., the contractor that oversees the simulator. Smith is also a senior master sergeant and loadmaster with the 337th Airlift Squadron.

Aside from simulated emergencies, the C-5 simulator can also give crew the opportunity to "fly" in and out of locations worldwide including various environments.

Flight Safety Services Corporation, a subsidiary of Flight Safety International, is involved in simulator training for commercial aviation throughout the world. FSSC also provides most of the instruction for C-5 pilots, engineers and loadmasters with Crew Resource Management, refresher and upgrade training.

Air National Guard F-15s take over North Ramp

Article and photos by MSgt. Andrew Biscoe

Westover's joint-service spirit -- and its physical capacity to contain that spirit and its assets -- took on another dimension in late July.

About a dozen F-15 Eagle fighter jets joined the flight line on the North Ramp July 30. Along with the sleek jets, more than 120 full-time technicians with the Massachusetts Air National Guard's 104th Fighter Wing are also here. The Guard fighters, responsible for the air defense of the northeastern United States, are flying training missions from Westover for about six months, while the runway at Barnes Municipal Airport in nearby Westfield is repaired.

Pilots with the 104th FW flew their first training missions Aug. 1.

The maintenance crews are set up in flight line tents. Light carts and security Airmen dot the ramp where the fighters taxi, during their training missions which typically are flown twice per day.

Westover's senior leadership welcomes the Guard.

"We're pleased we can help our Guard brothers and sisters in maintaining continuity with their vital air defense mission role," said Col. Steven Vautrain, 439th Airlift Wing commander.

The 104th is also operating F-15 aircraft at Otis Air National Guard base on Cape Cod in order to maintain their 24-hour alert missions.

Barnes ANGB and Westover have shared a long history of teamwork. Each base supports each others' efforts during their air shows, and Barnes' fleet of fighters spent time on the



Westover tarmac in the late 1970s during previous runway repairs at Barnes.

According to Westover base history records, this is first time since the early 1980s that a fighter unit has been here. The last time Air Force fighters were at the base dates back to the huge 1981 Air Force Reserve-wide exercise, Condor Redoubt.

Westover's history -- spanning back to the base opening in 1940 -- includes an era that saw active duty fighter-interceptor

squadrons pulling 24-hour alert similar to their Barnes counterparts of today. During Westover's busiest era from 1950 until the mid-1960s, as many as three fighter-interceptor squadrons were

assigned to the base, including the 337th FIS, flying F-104 Starfighters. Renowned Korean war ace Lt. Col. James Jabara was one of the 337th's commanders.

Other fighters stationed at Westover that precede today's F-15s were the F-86 Sabre and F-102 Delta Dagger. The last fighter unit, which flew F-102s, left Westover in 1963.

Though half of the size of the former Westover, today's base houses Army, Navy, and Marine Corps units, and, today a larger joint-service spirit larger than ever, with the Guard occupying a portion of the former Strategic Air Command flight line.

EDITOR'S NOTE: Westover historical information researched included past editions of the Patriot and the Yankee Flyer, the weekly SAC newspaper published from 1955 to 1974.



by SrA. Charles Hutchinson IV

Mother Nature provided Westover with a gentle breeze and sunshine to make the first-ever Joint Service Family Day a perfect day. Friends and families joined their Westover service members to celebrate family day on Saturday, Sept. 7. CMSgt. David Carbin, head of the chief's council, led this event and made sure base tenants knew about the event.

"I went around personally and talked to each one of the sergeant majors and made sure we had positive communication all the way, including the military entrance processing station," he said.

In previous years, budget challenges have forced Westover organizers to limit the number of people attending Family Day -- but that wasn't the case this year.

"This is the first time we've actually come up with the funding to feed everybody and allow the rest of the people on base to come in," he said. "Usually it's just us (reservists and families) because the way we do the food is through the troop feeding."

So the money that went to the regular UTA troop feeding helped to cover the other costs of the food.

"We were going to feed these people anyway," said Chief Carbin.

As far as saving money goes, thanks to CMSgt. Carbin's contacts, the Galaxy Community Council

helped serve food, as well as man some of the tents.

About 3,200 people came to enjoy the event.

"I judge that because I know how much food we have and how much we've gone through," CMSgt. Carbin said.

From beginning to end, children of service members to retirees, most every face had a smile on it. And with the sunny weather, it was hard not to sense the Westover family united.

Ninety-year-old World War II veteran Harvey LaFleur of Chicopee -- decked out in his volunteer attire as a food server -- was called to the stage at the opening ceremony by Chicopee Mayor Michael Bissonnette. LaFleur was recognized for his service to his country during the war to loud cheers and applause.

Family Day spectacles were everywhere. There was a dunking booth, where the accuracy of adults and children alike submerged the wing commander and command chief, to spirited volleyball duels organized by the Top 3, to families which just spent some time together on the huge ellipse.

Delilah Granada, 3-year-old daughter of TSgt. Sally Granada, was nothing but smiles. When asked if she had fun, Delilah needed only one word to confirm.

"Yes!"

Sunshine and Smiles on Family Day 2013



Patriot Wing’s vice commander was born, raised in Pioneer Valley

by 1st Lt. Andre Bowser

When Col. Jeffrey Hancock joined the military in 1985, he fulfilled a boyhood dream: When he was 8 years old, he climbed a tree in Ludlow to watch an airplane take off from Westover.

After nearly three decades in the military, and rising to the second highest position at Westover, Col. Hancock is poised to retire from the reserve in just one year. But the ride is far from over for this pilot. The vice commander of the 439th Airlift Wing at Westover will still have many miles to fly as a first officer for UPS in his civilian aviation career.

Today, Col. Hancock said he often looks back on his career path with a bit of awe at the amount of luck it took - and hard work - to become the vice commander of an Air Force Reserve base so close to where he grew up.

After graduating from Monson High School, and two years at American International College, Col. Hancock attended the University of Massachusetts at Amherst. He said his career path wasn’t clear until he went to an air show with his twin brother, who was in the Air Force at the time and stationed in Plattsburgh, N.Y. - working on KC-135s.

The air show inspired the younger Col. Hancock to become a pilot: He returned to UMass with a renewed sense of purpose of what he wanted to become; he signed up for the Air Force Reserve Officer Training Corps program at his school.

“They told me they could give me a full scholarship to become an Air Force officer, but that it wouldn’t be in a pilot position,” Col. Hancock recalled the interview from more than three decades earlier. “I told them, ‘Keep the scholarship;’ I worked jobs, including one at a gas station, and paid my way through college so that I could apply for a pilot position.”

Roughly two years later, Col. Hancock successfully completed the AFROTC program. Next, he set his sights on pilot training and earned a spot. After completing a military-pilot course, Col. Hancock said he was stationed at the same KC-135 unit in Plattsburgh, N.Y., where his brother had served, and where he had gone to see the air show years earlier.

“When I got my first assignment, I called my twin brother and asked him: ‘What was the tail number of the plane you worked on?’” Col. Hancock recalled. His brother was out of the military by then, after serving for four years, and his older sibling by seconds had to think for a few. It had been a handful of years, after all, since he was

the crew chief responsible for the readiness of a KC-135.

Col. Hancock said he was surprised when his brother finally answered him. “He told me the tail number - and it turned out to be the same plane that I was assigned to fly.”

Col. Hancock’s next question to his brother was strictly business. “I asked him: ‘Are you sure you kept this thing in ship-shape condition?’” Col. Hancock quipped, many years after the fact. “He said, ‘Sure. Sure - of course!’”

After serving for more than 6 years in the active-duty Air Force, Col. Hancock decided to become a Reservist. He arrived at Westover in 1992, returning to the Pioneer Valley as a pilot flying out of the same base he was once so keenly aware of as a kid.

But now he was on the inside.

After serving at Westover as a pilot for several years, and working as a commercial airline pilot, as well, Col. Hancock said he was ready for a change.

Unbeknownst to him, that change was already in the making.

Years earlier, Col. Hancock said he received a call from an old college buddy. “Both of us graduated from UMass AFROTC together and we stayed in contact,” Col. Hancock said. “He called me up and said, ‘Hey, I’m looking for a pilot job in the Reserves.’” Col. Hancock helped, and his friend was quickly hired because of the high demand for qualified pilots.

Years later, Col. Hancock said his old college buddy returned the favor. “He called me up and said: ‘Hey, UPS is hiring.’”

UPS offered Col. Hancock a job shortly after he applied, and he said he signed up immediately. The fact that he had experience flying the largest military transport jet at the time he was hired by UPS - a freight-transport company - was no coincidence.

“That was an incentive for them: They like guys flying large jets world-wide because that’s what they do-so, it definitely helped,” he said.

The typical flying schedule at UPS is no cake walk: In some ways, it presented challenges that Col. Hancock said he hadn’t experienced while flying for the reserves. For instance, training flights, which in large part are responsible for the military’s track record for safety, didn’t require him to have long stays away from home.

Not so at UPS.

“It’s actually more time away from home,” Col. Hancock said of the long-stretches he has on the proverbial road with his UPS job. “Two weeks on and two weeks off is a typical flying schedule at UPS.”

Col. Hancock, who lives in Connecticut with his wife and has a son at UMass and daughter in high school, said he relies heavily on his wife’s support of both his military and civilian careers.

“Basically, she’s the house commander,” he said about his wife, who also has a full-time aviation career as a flight attendant for Delta Air Lines. “Both our schedules are ‘up in the air,’ and we sit down at the coffee table each month and try to match our schedules up and figure out when we are going to be on the ground - and the

-- continued on bottom of next page

Educational benefits: Look before you leap

by Capt. Erin Palumbo

It’s no myth that people with advanced degrees, on average, make more money than people with a high school diploma. The Bureau of Labor Statistics reports the following average weekly earnings for 2012: high school graduate, \$626; associate degree \$761; bachelor’s degree, \$1,025; master’s degree, \$1,257; doctoral degree, \$1,532.

A degree is much more than checking a box in your military career progression. It provides the stability, competitiveness, and lifetime financial rewards to cover the range of lifetime employment challenges. However, consider these premises before putting the first down payment on a college education.

Look before you leap

Sometimes in the rush to obtain a degree, not enough consideration is given to which degree is the right one. The money provided to our Airmen is good for one higher education degree. If an Airman rushes to get a degree in anything, looking to check the box, and later finds out that career field has no interest, no jobs in the area, or is not compatible with their family/military life, there’s no going back. Consider a similar purchase, such as buying a house. Before you sign the dotted line, you would spend time considering the location, your long-term plans, you would order a house inspection, and you would take time walking through the property to ensure it was the right purchase. Give the same consideration to your degree selection. Whatever you pick will have a lasting impact. There are several ways to do a pre-purchase test.

Try it on for size

truth is it’s challenging”

Col. Hancock said with his wife’s support, they’ve been able to face the challenge. “While we may go in different directions in the sky, we always overcome the challenges our flying schedule presents each month, and I could not do what I do without her support,” he said.

For Col. Hancock, it would seem that the reward for hard work - when you’re living your dream as a pilot - is just more hard work. But some dreams do come to an end.

At 51, Col. Hancock admits his ride in the military, all the hard work he’s put into a 29-year career, is so close to ending that he can taste it. He said the maximum amount of time that an Air Force Reserve colonel can serve is 30 years.

Before you purchase your degree in higher education, try it on for size. There are several good ways to get a feel for a career before investing time and money.

Consider an internship. While the pay might be minimal, the experience gained is invaluable. This is an effective way to test a career field. Job realities might be different than job expectations.

Volunteering a few hours might be flexible and might create employment opportunities. Working nights, weekends or part-time could provide a chance to see if the job matches your preference.

Obtaining an entry-level job in the field will also give you some exposure. For example, if you’d like to be a nurse, try a job as a secretary in a hospital. It’ll help give you a good feel of the daily life of a nurse and general work atmosphere.

Any of these options might slow an eager Airman in the pursuit of a degree. But if the money and time of an education are weighed against the cost of a second education when the first one doesn’t work out, it’s a smart choice.

‘Not all schools are created equal’

Do your homework before you enroll. At the 2012 DoD Worldwide Education Symposium, two members from the Pentagon’s Department of Justice spoke on the growing fraud and misrepresentation in the recruiting or educating of service members. Not only are service members harmed, but the GI and Tuition Assistance money designed to help them are also not well spent. If at some point the government feels these programs are not accomplishing their mission, funding for them may be reconsidered.

Today, there are many colleges offering

online degrees and claiming to be military friendly. It’s worth the time to fully price shop as there can be huge differences. One college might offer the same degree for 25 percent less cost. Some colleges do not have fully credited programs. Be wary of any college claiming to be endorsed by a service. The Department of Defense does not endorse any college or university. Schools should not claim to be approved by or use the seal of any military component. Nobody should be subjected to repeated phone calls, emails, or direct mail. Consider these aggressive marketing tactics as “red flags.”

Be sure you check the school accreditation as well as credit transfer history. Broad claims such as “everyone’s credits transfer everywhere” should put you on alert. Nobody’s credits transfer everywhere. However the school should have a good history of most credits being accepted at most applicable schools. Ask about the school’s graduation rate and job placement record.

A Chicago college promised criminal justice graduates a job with the Illinois State Police. It turned out the Illinois State Police did not accept graduates from that program. Just a few blocks down the street, a different college was offering a criminal justice major for nearly half the price. The Illinois State Police did hire these graduates.

Getting a degree is important. Equally important is taking the time to research the particular degree and school you choose. Benjamin Franklin said it best, “If passion drives you, let reason hold the reins.”

EDITOR’S NOTE: Capt. Palumbo was the officer in charge of the base education and training office when she wrote this article. For more information, call 557-3440.

What the future holds? More hard work at living his dream, Col. Hancock said, confessing that he won’t complain if he rises from the position of first officer to being the captain of a 747 for UPS. Sure it’s a lesser rank in name than the rank he currently holds in the military reserves, but it represents a high mark in that world.

“Since mandatory retirement in the airline industry is 65 - I have time,” Col. Hancock said, adding that he didn’t know it when he was growing up in Ludlow, but he much prefers flying cargo to passengers.

“Freight is much nicer because you don’t have to deal with all the scheduling hassles of passenger airlines,” he said. “And, besides, boxes don’t complain.”

by SSgt. Kelly Galloway

The Marine Corps Martial Arts Program is a combination of different martial arts brought together to create one fighting style. MCMAP combines the basics of boxing, Judo and Ju Jitsu. In August, thirty-three of Westover's security forces Airmen participated and received certificates for completion of 2730 hours of rigorous training, taught by Marine MCMAP instructors attached to the Marine Air Support Squadron-6 on base.

"MCMAP is a synergy of mental, character, and physical disciplines with application across the full spectrum of violence. In concert with Marine Corps leadership principles, I train in these three disciplines to enhance Marines both on and off the battlefield," said Marine Corps Martial Arts Instructor, Staff Sgt. Lucio

Bernabe, MASS-6. Similar to civilian martial arts courses, MCMAP awards students colored belts which indicate skill level. "The best part of the training for me was having the opportunity to employ the techniques through the ground fighting, boxing, and pugil stick events," said Capt. Charles Trovarello, 439th Security Forces, Squadron. "Regardless of rank or stature each event brought out the strengths and weakness each person brought to the table... The Airmen and I look forward to continuing on with the program as time permits and continuing to build a solid report with our Marine Brothers and Sisters," he said. EDITOR'S NOTE: Visit the Westover web site to view photos of this training at westover.afrc.af.mil

TROOP TALK | What's the best book you've read?

"George Bush's memoir, *Decision Points*. I'm currently reading *The Art Of Power* which is Thomas Jefferson's biography."

>> SMSgt. Bob Serricchio
337th Airlift Squadron



"*Unbroken* by Laura Hillenbrand. The story of Luis Zamperini an olympic runner prior to World War II. Was taken as a POW after being shot down in the Pacific Ocean. It is a story of survival, resilience, and redemption."

>> SMSgt. Todd Holt
337th Airlift Squadron



"*The Lone Survivor: The Eyewitness Account of Operation Redwing and the lost Heroes of SEAL Team 10* by Marcus Luttrell. The July 2005 operation in the mountains of Afghanistan. Marcus was the only to make it back alive from the operation."

>> Lt Col. Craig Tommila
337th Airlift Squadron



"*Yeager* - Gen. Chuck Yeager's autobiography was excellent. It told the story of a humble country boy who became the greatest test pilot ever and the first to fly faster than the speed of sound and other achievements. His approach to life and the way he lived it was always - full throttle!"

>> CMSgt. Donald Martel
42nd Aerial Port Squadron



"*The Art Of The Heist*, by Miles J. Conner. Miles was charged with a theft at the Isabella Stewart Gardener Museum even though he was incarcerated at the time."

>> Petty Officer 1st
Class Patrick Ivas
MEPPS Station



"*The Pursuit of God and How Now shall we Live* by A.W. Tozer, also *Your God is too Small* by J.P. Phillips."

>> Chaplain (Capt.)
Matthew Zimmerman
439th Airlift Wing



Outliers: The Story of Success

by Lt. Col. James Bishop

Yes, Malcolm Gladwell's bestseller *Outliers: The Story of Success* is on the Chief of Staff's 2013 reading list. Wait! Come back. Gladwell's ability to sift through a mountain of data and come away with life-changing insights makes the book fascinating.

Outliers examines how successful people--pilots, hockey players, lawyers, geeks, entrepreneurs, and more--rise to the absolute top of their professions. It's not individual talent alone, he argues, but a more complex web of hard work, culture, birth year and other factors.

During an interview, Gladwell said that one of the most surprising finds in his research is this: how good a pilot is has much to do with what culture the pilot grew up in. In one of the most intriguing sections of *Outliers*, he recounts the story of the crash of Columbian Airlines 707.

In January 1990, Avianca Flight 052 was dangerously low on fuel, in a holding pattern above Kennedy Airport in New York City. The first officer, who is flying the plane, is aware they are about to crash. When a flight attendant enters the cockpit to ask how serious their plight is, "The flight engineer points to the empty fuel gauge, and makes a throat-cutting gesture with his finger," Gladwell reports.

When Kennedy's air traffic controller tells Avianca 052 he wants them to go 15 miles northeast before turning back to begin another approach, he asks if they have enough fuel to do that.

First Officer Mauricio Klotz replies, "I guess so. Thank you very much."

They didn't have enough fuel. Five minutes later, the airplane crashed in Oyster Bay, Long Island, on the estate of tennis star John McEnroe's father, killing 73 of the 158 passengers on board. The reason for the crash, Gladwell argues persuasively, is cultural politeness, or "mitigations" - a softening of tone from first officer to ATC. Gladwell explains that subordinates from some cultures are unwilling to confront a supervisor.

The implications for a military audience are clear: When the stakes are high, be direct.

Gladwell's genius in this chapter is to combine cultural analysis, drama, aviation experts, cockpit transcripts in a way that's not only interesting, but intended to model success.

Historically, for example, planes are much more likely to crash when the captain is flying than when the first officer is flying. Gladwell concludes that the captain isn't afraid to correct the first officer. Not so the reverse.

That's just one chapter.

Gladwell, an international bestselling author, is himself a study

of success. His three most famous books -- *The Tipping Point: How Little Things Can Make a Big Difference*; *Blink: The Power of Thinking Without Thinking*; and *Outliers* - were all #1 New York Times bestsellers.

In this 285-page book, Gladwell explores the various and surprising ingredients of the highest levels of success. Some aren't surprising: hard work matters, a lot. The Beatles had performed live about 1200 times before their 1964 breakout success. "Most bands today don't perform twelve hundred times in their entire careers," Gladwell writes. The "magic number" to become an expert, in anything, it turns out, is 10,000 hours of concentrated work.

Other crucial elements seem random until Gladwell explores them. For example, if you're a hockey player in Canada, it's better to be born close to Jan. 1, as a majority of their hockey stars have been. The explanation? The eligibility for age-class junior league hockey is Jan. 1, so a boy born then has nearly 12 months maturity over a boy on the same team born in December. The older boy gets selected for the elite team, has better coaches and plays more games. In a brilliant section, Gladwell recasts a play-by-play description of the Memorial Cup Final, substituting birthdays for names.

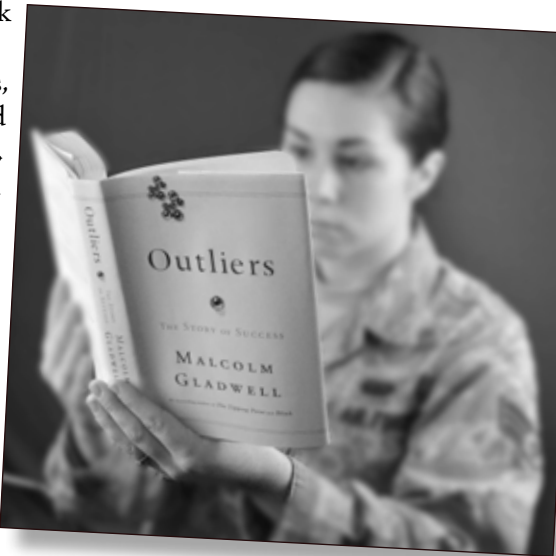
Another surprising (and comforting) fact is that being smarter doesn't equate to being more successful. "The closer psychologists look at the careers of the gifted, the smaller the role innate talent seems to play and the larger the role preparation seems to play," Gladwell writes.

Gladwell finds that there's a "threshold" of skill or intelligence necessary to succeed in a field, but after you've reached the threshold, other factors, such as practice time and opportunities, matter more. This book illuminates those other factors. It's brilliant, and it's fun.

Gen. Ronald Fogleman created the CSAF Professional Reading Program in 1996 to develop a common frame of reference among Air Force members. Each CSAF since then has continued the Professional Reading Program.

This book is itself an outlier on the CSAF's reading list. It's not about war or leadership. Only one chapter is about aviation. It is the rarest of books - fun, insightful, and stimulating.

EDITOR'S NOTE: The views presented are those of the author and do not necessarily represent the views of the Department of Defense, the Air Force, or any of its components - no endorsement is implied.



Young ‘Pilot for A Day’ tours base

by SrA. Alexander Brown

Active, curious, energetic, boisterous, and friendly; these all describe an average 11-year-old but this year’s Pilot For a Day, Jacob Van Schaick has a few more adjectives that make him unique: compassionate, dedicated and motivated. He’s also an amputee.

Jacob his mom, Michelle Van Schaick, and friends, Luke Janke and Myles Neeley, were all treated to the best that Westover had to offer, July 13. They “flew” a C-5 over Hawaii, Washington D.C., and Alaska in the simulator, toured a real C-5B, wore parts of an explosive ordinance disposal suit, operated a water cannon from inside a fire truck, and sampled Westover’s award-winning food during the UTA troop feeding.

Doctors learned that Jacob’s right leg wasn’t growing as fast as the other as they reviewed x-rays of him in the womb. After birth he measured 21 inches on the left side and 18.5 inches on the right. The doctors had never seen anything like this before; they proceeded to put the Schaick

Three top Westover NCOs Retire



SENIOR ENLISTED RETIREMENTS >> Three senior enlisted members at Westover retired in August and September. Above, left, CMSgt. Clifford Wittman, 439th Maintenance Squadron first sergeant, receives one of his awards during his retirement ceremony from Lt. Col. Kristofer Terry, MXS commander. Middle, Marine Sgt. Maj. David Adams, Marine Corps Site Support Element, speaks to the audience at the Base Ellipse Aug. 30. Right, CMSgt. Donald Martel, 42nd Aerial Port Squadron, gives his farewell speech Sept. 8 at the Westover Conference Center. (photos by MSgt. Andrew Biscoe, TSgt. Brian Boynton, and SrA. Alexander Brown)

family in contact with the Shriners Hospitals for Children.

After weighing several medical options, Jacob’s family chose to have his foot amputated. This ended up being the best decision the family could have made. Jacob was still walking within weeks after the surgery. Even with the lack of his left foot he

began to pursue multiple sports. During this year’s season playing for his school baseball team, Jacob hit his first out of the park home run.

He wants to keep hitting home runs.

When Jacob was asked what he wanted to do when he grew up, he didn’t hesitate about his ambi-

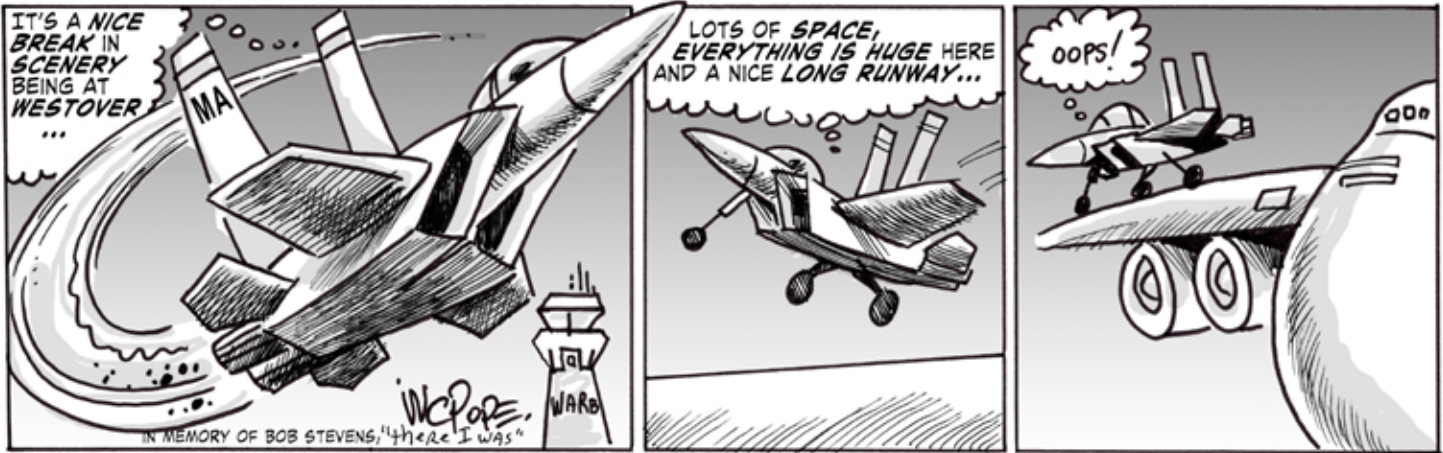
tion. “I want to be in the Major League Baseball league.”

Jacob’s favorites on the tour were the simulator and visting the fire department.

“I wish I could have brought all my friends but the paperwork said I could only bring two,” he said.

by W.C.Pope

POPE’S PUNS



PROMOTIONS

Senior Master Sgt.

Jenny Carney
Ryan Hellyar
Stephen Kida

Master sergeant

Lisa Blaisdell
Timothy Huffman
Thomas Pitts
Bret Peterman
Michael Russo

Technical Sergeant

Anthony Cascino
Stephen Dennis
Leeann Dudanowicz
Gerald Hunt
Megan Kuszewski
Brian Mizula
David Penn
Christopher Peterson
Eric Posson
James Sadler
Crystal Shea
Trevor Wallace
Patrick Yarusso

Staff Sergeant

Jason Beaulieu
John Barrett
Patrick Ford
Kelly Galloway
James Hannigan
Benjamin Kruah
Vitaly Ovchinnikov
Hector Rivera-Prudencio

Senior Airman

Russell Barnard
Terrico Cadogan
Arthur Collins
Stephanie Delgado
Brittany Hanninen
Matthew Henry
Tyler Lima
Joel Nunez
Yael Perez
Richard Perry
Tramaine Pringle
Joseph St. Peter
Danielle Talbot
Peter Triantafellow
Joshua Welton

Airman First Class

Nicholas Call
William Campbell
Christopher Carter
Nikki McWhirt
Brian Nasuta
Dillon O’Connor
Marcin Rydzewski
Christopher Sayre
Jonathan Velez
Ryan Wilkie

Airman

Abraham Bonjovey
Richard Brisebois
Dawson Cole
Keegan Halpin
Fabio Howard
Michael Howard
Sovannary Kay
Kayleigh Kish
Lorie Morgan

FACES OF WESTOVER

SrA. Anatu Oyedeji 439th Force Support Squadron



SrA. Anatu Oyedeji and her 5-month-old son, Abolade.

In 2006, SrA. Anatu Oyedeji moved from the crowded African coastal city of Lagos, Nigeria to the less-crowded coastal city of Jamestown, R.I.

Four years later, she graduated from the University of Rhode Island with a bachelor’s degree in marketing and joined the Air Force Reserve.

During basic training, she sustained an injury that she feared would be career-ending. She said her spouse, Olalekan Akinsete, “encouraged me and helped me to channel my pain towards achieving my goal.”

She graduated from BMT and now serves as a services apprentice with the 439th Force Support Squadron.

She joined the Air Force “to improve who I am as a person--mentally and physically--and to be a defender of the vulnerable wherever the service takes me,” she said.

In her civilian life, she works as a relationship specialist and sales associate with Bank of America in Lincoln, R.I.

After emigrating, she was surprised to find that life in America was just like life in Nigeria, “except people are more comfortable,” she said, with more access to gas, water, and electricity.

She grew up speaking English in school and speaking Yoruba, one of three main languages in Nigeria. One expression in Yoruba is, is Ire o! (Best Wishes).

“It gives me satisfaction knowing that I am contributing to the growth of freedom worldwide,” she said of her reserve service. -- Lt. Col. James Bishop

RETIREMENTS

Major

Christine Sullivan-Leary

Master Sergeant

Melissa Canarelli
Wesley Larson
Thaddeus Malysz

Technical Sergeant

Robert Luby

Chief Master Sergeant

Donald Martel
Clifford Wittman

SERVICES CALENDER

Submitted by Mollie Anello, services marketing assistant

CLUB >> Oktoberfest at the Club! Come to Bldg. 5550 on Airman Dr., Saturday, Oct. 5, 4 p.m. to enjoy games, prizes, German food and beer!

BOWLING >> Bowling Spooktacular! Nov. 2, 6 to 11 p.m. Costume contest, Scary-oke and more!

FITNESS >> Racquetball Ladder Tournament! Sign-ups begin Oct. 1, Games start on Oct. 15 and go through Oct. 31. T-shirts for 1st and 2nd Place!

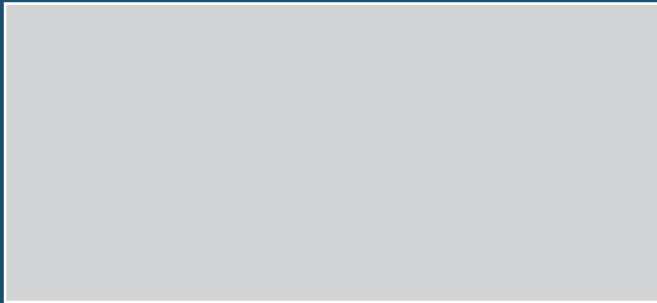
OUTDOOR REC >> Rent your fall cleanup equipment today! Lawn vacuum, power rake, brush cutter and more! Also, don’t forget to check out our reduced prices on select items until the end of the season! Visit the website for a list of items and reduced prices. 557-2192



Published monthly for Patriots like AIC Jenna Santana, Springfield, Mass., and more than 5,500 people assigned to Westover Air Reserve Base.

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EAGLE HAS LANDED >> A Massachusetts Air National Guard F-15C Eagle lands at Westover following a training mission in August. The fighter jets are temporarily assigned to Westover while the runway at Barnes Municipal Airport in Westfield is repaired. (photo by Lt. Col. James Bishop)