



PATRIOT

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THE LAST B MODEL LEAVES FOR MAKEOVER

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Staff Sgt. Tamara Williams
Senior Airman Monica Ricci

UTA SNAPSHOT

>> Wing Annual Awards Dinner at the club, Fri. Feb. 3 at 6 p.m.

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Stay off the pot | **pg. 12**

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ON THE COVER >> On its return from Dover AFB, Del. 043, the last C-5B in the Air Force leaves Westover for a 15-month modernization at Lockheed Martin, Ga. It will return in mid-2018 as a C-5M Super Galaxy. (photos by Master Sgt. Andrew Biscoe and William C. Pope)

UNSUNG KNUCKLEBUSTERS >> Through sleet, rain, wind and snow, the 439th Aircraft Maintenance Squadron maintainers work on the last C-5As and Bs. Staff Sgt. Michael Ahlberg, left, checks tail number 043 on its return from Dover AFB, Del. (photo by Master Sgt. Andrew Biscoe)





The memory is still fresh in my mind.

"Malmstrom Tower, this is the Strategic Air Command Inspector General Team. We are 15 nautical miles from your location. Our intention is to conduct Nuclear Surety and Operational Readiness Inspections at your wings and we are requesting initial instruction."

So it began. For the next week, our base wings would be brushed with the fine-toothed comb of the SAC IG Team. The first phase was the Nuclear Surety Inspection. Although the stakes were high, the rules were straightforward: can you execute the mission? Once, my crew was selected to be the final team evaluated in the Missile Procedures Trainer. Waiting for us at the door of the simulator stood my squadron commander, group commander, and wing commander. All three cheered us on: "Go get 'em. You can do it." No Pressure on two lieutenants!

The ORI had a much different vibe. All aspects of our wing were placed under the microscope. Paperwork was

scoured, tests were taken to prove our knowledge, and the inspectors knew their business well. While I can't recall the grass being painted, no AFSC escaped the thorough review of our visitors from Offutt AFB. At the end of the inspection, however, we knew where we stood.

Why was there such scrutiny given to us during these visits from the SAC IG? SAC's mission was a serious business and the American public demanded that those in control of our nuclear

mission were highly trained and motivated. The Cold War was on, our force numbers were high to meet the obvious threat, and we could not afford even a scratch in our strategic forces. As a result, SAC placed a high premium on fielding large, highly-trained inspection teams to reassure the DoD and the American public that we knew our jobs.

Fast forward 25 years. Our mission today is different, but no less serious. Our forces are smaller and our adversaries are not as obvious. We have to prepare for a wide variety of contingencies and do so within the constraints of reduced resources. Large inspection teams searching under every dandelion in base housing are a thing of the past. Now, the yardstick to measure our mission effectiveness is given to us. We are the experts and we are responsible for identifying when we can meet our mission, or why we cannot. Although today may appear to lack the pressure (and dread) of those long ago IG visits, it requires a greater self-disciplined, time-dedicated approach at all levels of an operational wing. In the blur of a UTA, that time may seem hard to carve out, but it is an essential facet of the Air Force Inspection System. If you are a leader at any level, give your WIT members time to review processes and procedures. Sit down with them and listen to the assessments of their findings. Make improvements if you are able, and sound the alarm if you can't meet the mission given your resources. Assurance to our command and the American public is still required under our new inspection system. That Capstone visit is coming. Let's listen to the cheers of past leaders and "Go get 'em."

Col. Patrick Dufraine
439th Airlift Wing inspector general

BRIEFS

Youth Outreach needs help

The Youth Outreach program members will meet Feb. 4 at 11 a.m. in Bldg. 1875, to discuss the annual Youth Outreach to be held in the spring. For more information, call Lt. Col. Donald Gomes at 557-2220.

Rising Six meets UTA Saturdays

The Rising Six meets each Saturday of the UTA at 3 p.m. in Bldg. 5100. The Rising Six provides esprit de corps and helps boost morale among the 439th Airlift Wing's junior enlisted Airmen. For more information, email the Rising 6 at westoverrisingsix@gmail.com

Artist wanted, Rising Six needs a logo

Can you draw or are you good at graphic design? The Rising Six needs your help in creating a new logo to represent the Westover Rising Six!

A sample can be found at CEFFS02\BaseFiles\BaseWide\Attachments\Logo_Idea.png.

-Draft a design concept, rough-draft, or finished design.

-Email it to sheinaice.perez@us.af.mil, kevin.pechie@us.af.mil or westoverrisingsix@gmail.com

Don't forget to include 'Rising Six Logo' in the subject line. Submission deadline is Feb. 3. The Rising Six council will be voting on a design during the February Saturday UTA. The design will be used on T-shirts, coins, and other merchandise. All Airmen are encouraged to participate and all submissions will be considered for future use.

Enlisted Performance Report schedule

A newly-released Air Force schedule has Airmen in the Reserve and Guard getting their evaluation every two years. On even years, senior airmen are due in March, senior master sergeants, July; technical sergeants, November. On odd years, staff sergeants are due in January, chief master sergeants, May; and master sergeants, September.

Snowline

Call 413-557-3444 for information on base closures or delayed openings.

PDFs KO XFDL

On March 31, the Air Force will no longer be using IBM electronic forms. The XFDL forms will be discontinued and replaced by PDF forms.

Complete CCAF for April Grad

Are you looking to complete your CCAF degree? If you get all of your information submitted by next month, you can be in the next graduating class in April.

LAST C-5B CLIMBS INTO AVIATION HISTORY

by Master Sgt. Andrew Biscoe

For decades, the howl, whine, and growl of the C-5's four engines has reverberated throughout the Pioneer Valley. On Jan. 18, that signature sound got much closer to disappearing altogether, as the Air Force's last C-5B Galaxy departed here and headed to the venerable airlifter's manufacturer to get its second life as a modernized C-5M.

An aircrew with Lockheed-Martin piloted tail number 87-0043 – the newest Galaxy to fly with the Patriot Wing – into the drizzle and fog of the morning. Vapor and clouds clustered around its wings as the Galaxy eventually vanished into the low cloud cover.

Local media and public affairs photographers and videographers huddled at the control tower to capture another military aviation milestone at Westover. The C-5's takeoff was the end of an era as the last B-model made its way south to become the last of eight C-5s to be modified to M-models. All eight modernized C-5s, equipped with newer, quieter and more powerful engines, are scheduled to be fully operational at Westover by June 2018.

The remaining fleet of 52 C-5Bs will see a new life with the engines and modifications throughout the 1980s-era airframes.

"They're going to be like B-52s. They'll be around forever," said John Linville, a civilian flight engineer with Lockheed-Martin, who was part of the crew. Also on the crew as Senior Master Sgt. Todd Holt, a flight engineer with the 337th Airlift Squadron, and a civilian flight engineer with Lockheed. He has accrued about 5,000 hours flying time, having flown C-5 missions since 1992.

After takeoff, Holt flew for a final time in the B model. The crew returned to Westover briefly to drop Holt off before taking off again for Georgia.

"It was bittersweet, he said. "I knew it would be the last time I hear those engines running on that airplane."

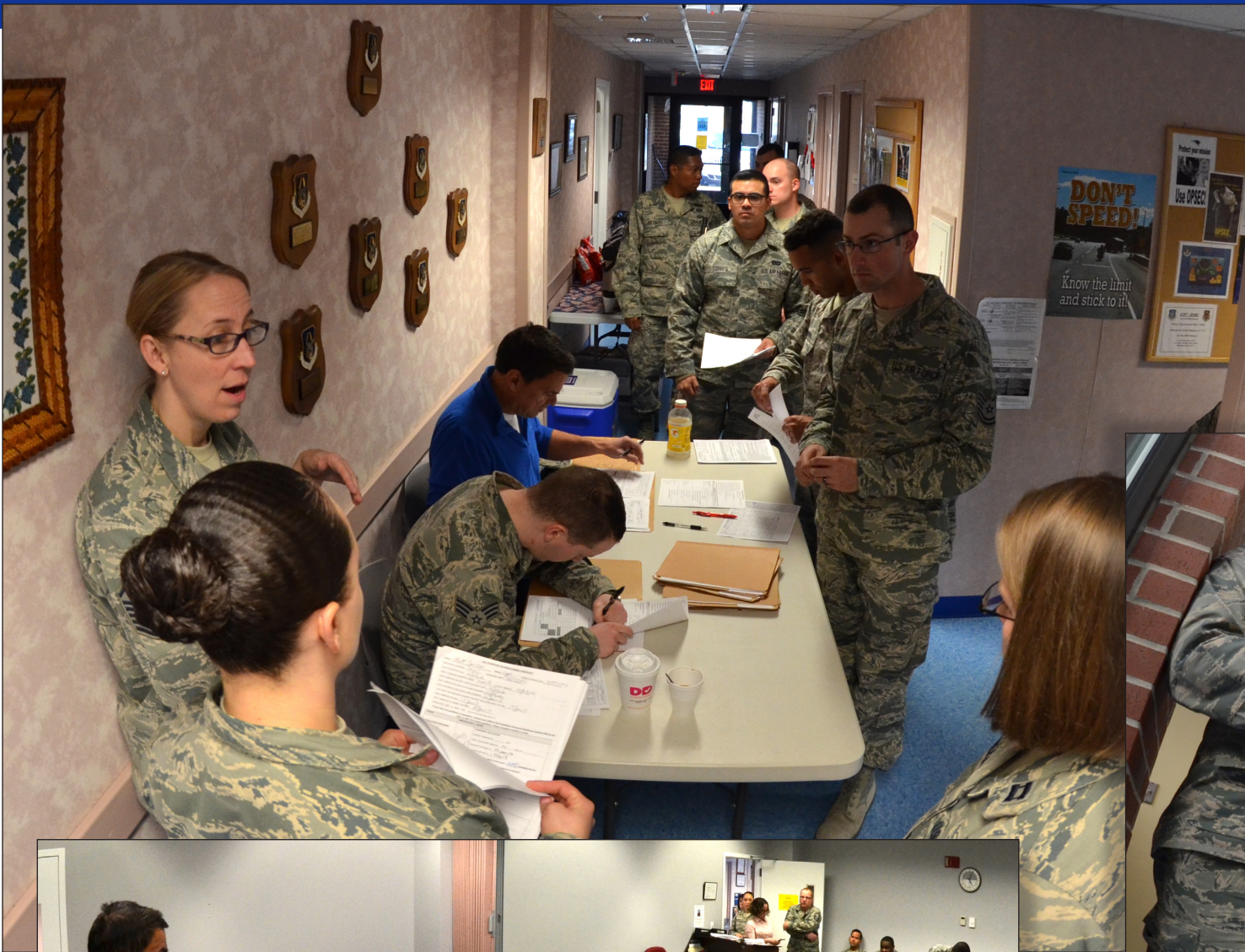
But the veteran flight engineer's C-5 experience is far from over. He'll be among the first cadre of Patriot Wing aircrew members who will head to Dover Air Force Base, Del., for 90 days beginning in February to begin training on the C-5M Super Galaxy. In fact, as a civilian with Lockheed, he's already trained. Now he must be qualified on the military side. With all of the experience Holt has with the C-5M, he'll be training his fellow crew members in the spring.

The first C-5M is expected to join the historic Westover flight line in late spring.



Many of Westover's deployers are returning from their deployed locations.

WELCOME *Back!*



Westover team turns inspiration into reality

by Tech. Sgt. Amelia Leonard

If you ask most young children what they want to be when they grow older, the sky's not the limit – it might seem endless to them. Some might want to be a baseball player, doctor, dentist, or an astronaut.

No matter who they might become in life, there's opportunity in every waking moment of our lives, and two Patriot Wing NCOs recently collaborated on a video that encourages the notion of seizing the day that's in front of you. The result is a video, made in nearby Northampton, that's pulled in more than 1,000 views on YouTube.

A teenager in the 1980s, Senior Master Sgt. Shane Robitaille, 439th Force Support Squadron, grieved the death of a young friend. The precious idea of life's valuable time led Robitaille and some of his teenage friends to create a tape to serve as a time capsule. Each said what they thought their lives would be like in 20 years.

The video got its start when Robitaille, on his way home from work in 2015, remembered this tape, and where his life had taken him since the 1980s. He was a single father with two daughters; not exactly what he had envisioned when he taped his future aspirations as a teenager.

At that time, he wanted to make movies.

"When I was young, I thought of growing old and what my life would mean to me. Would I have followed down my chosen road, or only wished what I could be?" Robitaille, who's always enjoyed music, heard some lyrics from a song titled, "Kyrie" by the 1980s band Mr. Mister, which instantly inspired him. He decided to write a poem entitled, "Lucky Day." He eventually would produce the video with the same name.

Staff Sgt. Andrew Jourdan, who works with Robitaille in FSS, read Robitaille's poem. An aspiring musician, he decided to turn Robitaille's poem into a song. Jourdan said reading the upbeat poem changed his life. In turn, Robitaille made him a deal that if he put in the hard work and made it happen, he



would collaborate with him and turn the song into a music video.

In Lucky Day, a young man meets himself as an old man. The old man isn't happy with the way the young man is living his life and he pulls no punches telling him why. "Imagine meeting yourself 50 years older. What would the older version of you say to you?" said Robitaille.

Jourdan's work with the song impressed him so much, that soon it became apparent it needed to be shown through a video. Eventually they created the video to go along with the song. Robitaille and Jourdan put together a team of actors and a videographer to film and edit the music video. They spent two days filming in downtown Northampton, Mass., and another month editing it into a 6-minute music video.

Although the evolution from poem, to song, to music video took place in what seems like lightning speed in the reserve world of just a monthly UTA, there's more to the story, given Robitaille's background in the Air Force.

"Mentoring in the Air Force needs to take place outside the two-day UTAs each month," he said. "You get out of it what you put into it," he said.

This video can be found on Youtube at <https://youtu.be/OzeltymzZPs>

337th AS train to fly the C-5M

by Senior Airman Monica Ricci

The nest is still empty at Westover, but come summertime, our birds are expected to start making their way home.

It'll take some getting used to. The familiar whine of the C-5B Galaxy's engines that has saturated the air at Westover for decades will be reduced to a much quieter hum when the first of eight C-5M Super Galaxies returns in June.

With the new C-5M, comes key upgrades: off-the-shelf engines, LED lighting, and improved electrical, hydraulic and fuel systems are just a few of many.

If you ask the flight crews what they're most excited about, however, it's the reliability the rejuvenated aircraft promises. In the C-5B's absence, the base has received five C-5A "loaners" to keep Westover's mission moving.

"We've gone down from 16 aircraft to eight, and now to five with the A models," said Lt. Col. Tim Robinson, operations officer from the 337th Airlift Squadron. "Training has suffered, we've had to cancel multiple locals [training missions]."

In preparation for the big return, a cadre of pilots, engineers and loadmasters are headed to Dover Air Force Base, Delaware to get spun up on all things C-5M. Once they're done, they'll return and train the rest of Westover's crews.

The base will also be receiving a brand new C-5M simulator to replace the current C-5B simulator as early as March. Robinson said simulators provide a more cost-efficient way for pilots to train, and provide a platform for pilots to practice emergency situations they otherwise wouldn't be able to in the air.

Solar farm grows out of what was once tobacco fields, Westover housing

by Tech Sgt. Amelia Leonard

Westover will soon see a significantly lower electric bill thanks to Chicopee Solar LLC. The Chicopee Municipal Light Plant, which services the city of Chicopee, will begin receiving electricity sourced from a newly installed solar plant just outside Westover.



Once the plant begins generating power, the electricity costs to Westover are estimated to drop approximately five percent, according to Joel McAuliffe, the communications director for Chicopee Mayor Richard Kos.

The solar panels were installed on land which was formerly part of

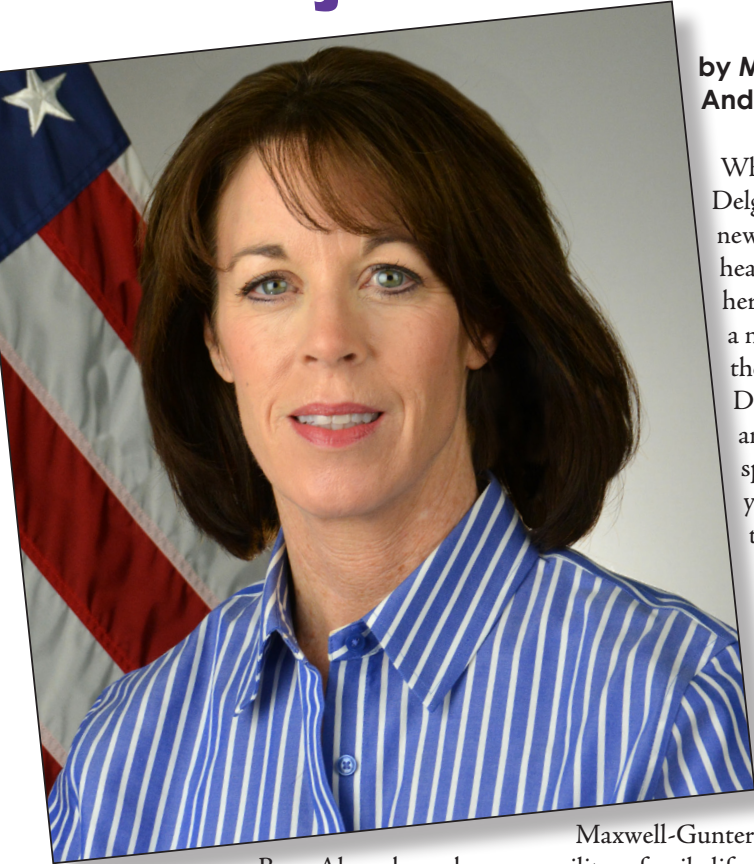


the base, just outside the James Street gate. The property, approximately 27 acres, was sold to the city in 2011.

"This is a home run for the city and the neighborhood," said Kos. "The site will see a substantial improvement moving from old dilapidated military housing to a regularly maintained solar field with 5.1 acres set aside for business development. We were able to address several issues while providing a resource for Westover and the city as well."



New psychological health director joins Patriot Wing



by Master Sgt.
Andrew Biscoe

While Lisa Delgado is the new psychological health director here, she isn't a novice with the Air Force. Delgado has been an Air Force spouse for 16 years and has two children. She moved here last summer with her family following stateside assignments including

Maxwell-Gunter Air Force

Base, Ala., where she was a military family life counselor.

While at Pope AFB, N.C. Delgado was the Service Member Justice Outreach Coordinator at the adjacent Fort Bragg.

Delgado joined the Patriot Wing staff in November, and maintains confidentiality with anyone who comes into contact with her. She calls her methods of outreach "help-seeking" and encourages Airmen and civilian employees to disregard the stigmas that are associated with visiting a therapist.

The psychological health director is part of a team of military and civilians who assist the base populace with mental health and other challenges. Those other team members include the wing chaplain, military equal opportunity, and unit first sergeants.

Delgado is available to assist people with anxiety, depression, work stress, family issues, parenting, deployment stress, and more.

Temporarily located in the Air Force recruiting office (Bldg. 1502), Delgado may be reached at 557-2456 or by email: lisa.delgado@us.af.mil. Additional information is available online by visiting the Wingman Toolkit at www.WingmanToolkit.org

Drones: know the new rules

by Lt. Col. James Bishop
photo by William C. Pope

Unmanned aircraft systems are aircraft, not toys, according to the Federal Aviation Administration, making operators subject to aviation laws and guidelines. FAA statistics show a surge in "close call with drone" reports by military and civilian pilots: nearly 700 incidents in 2015.

Knowing the law and basic safety rules helps you avoid stiff legal and civil penalties.

First, register your drone. Federal law requires anyone owning a new UAS weighing between .55 lbs. and 55 lbs. to register before they fly! You can register at <http://www.faa.gov/uas/registration/>. Registration is quick and costs \$5.

Second, know the rules. The FAA urges individuals flying for recreation to follow safety guidelines, which include:

- Fly below 400 feet and remain clear of surrounding obstacles
- Keep the aircraft within visual line of sight at all times
- Remain well clear of manned aircraft operations
- Don't fly within five miles of an airport unless you contact the control tower before flying (go to <http://knowbeforeyoufly.org/air-space-map/> to find the five-mile limit; Westover's airport code is KCEF) or get the B4UFLY app for your device
- Don't fly near people or stadiums
- Don't fly an aircraft that weighs more than 55 pounds
- Don't be careless or reckless – you could be fined for endangering people or other aircraft.

If you fly a UAS within five miles of Westover ARB, you must contact Airfield Operations at (413) 557-2951 before you fly.

Service members, employees and family members need to report UASs observed near military installations to Airfield Operations.

UAS's fall into three categories: Public Operations (Government), Civil Operations (business), and Model Aircraft (recreation). The new rules apply to Model Aircraft, which include drones. The distinction is what the individual is using the aircraft for; not what it looks like. Public and Civil Operations are regulated in a different manner and require special FAA approval.

Two people could be flying the same drone in the same location, but if one is flying it for a business then it falls under Civil Operations and different rules apply.

For FAQs, see <http://www.faa.gov/uas/registration/faqs/>. And for the FAA link to UAS guidelines, see <http://www.faa.gov/uas/>.



AF updates tattoo policy

by Secretary of the Air Force
Public Affairs

The Air Force announced new policies on dress and appearance with regard to tattoos.

These changes result from a review of Air Force accessions policies directed by Air Force Secretary Deborah Lee James in 2016.

"As part of our effort to attract and retain as many qualified Airmen as possible we periodically review our accessions policies," she said. "In this instance, we identified specific changes we can make to allow more members of our nation to serve without compromising quality. As a next step in this evolution, we are opening the aperture on certain medical accession criteria and tattoos while taking into account our needs for worldwide deployability and our commitment to the profession of arms."

Authorized tattoos on the chest, back, arms and legs will no longer be restricted by the "25 percent" rule, while tattoos, brands or body markings on the head, neck, face, tongue, lips and/or scalp remain prohibited. Hand tattoos will be limited to one single-band ring tattoo, on one finger, on one hand. The hand tattoo change ensures the ability to present a more formal military image when required at certain events and/or with dress uniforms. Current Airmen with existing hand tattoos that were authorized under the previous policy will be grandfathered in under the old policy standards.

A recent review of Air Force field recruiters revealed almost half of contacts, applicants and recruits had tattoos. Of these, one of every five were found to have tattoos requiring review or that may be considered disqualifying; the top disqualifier was the 25 percent rule on "excessive" tattoos. This will open the Air Force up to these recruits.

Tattoos, brands and body markings anywhere on the body that are obscene, commonly associated with gangs, extremist and/or supremacist organizations, or that advocate sexual, racial, ethnic or religious discrimination remain prohibited in and out of uniform. To maintain uniformity and good order and consistent with Air Force Instruction 36-2903, "Dress and Personal Appearance of Air Force Personnel," commanders will retain the authority to be more restrictive for tattoos, body ornaments and/or personal grooming based on legal, moral, safety, sanitary, and/or foreign country cultural reasons.

The new policy is effective Feb. 1, 2017. Further implementation guidance will be released in an addendum to the policy guidance.



Change of COMMANDERS



439th Airlift Control Flight change of command ceremony

Roger Whitney husband of Maj. Shirley Whitney, stand with Col. Les Bradfield, 439th Operations Group commander, after Maj. Whitney assumed command of the 439th Airlift Control Flight Jan. 8. (photo by Tech. Sgt. Amelia Leonard)



439th Aeromedical Staging Squadron change of command

Col. Stanley Chartoff assumes command of the 439th ASTS on Jan. 8, after taking the guidon from Brig. Gen. Jay Jensen, 439th Airlift Wing commander. (photo by Tech. Sgt. Malcolm Tevanian)

TROOP TALK "How do you prepare yourself for the seemingly endless winters here in New England?"



"The way I prepare myself for the long New England winters is I make sure to get the necessities I need; make sure I have my shovel, salt, and that I have a lot of hot chocolate to stay warm."

**Airman First Class
Emmanuel Kankam
439th Force Support Squadron**

"For me I prepare for the worst, I keep looking back to that winter of 2014 with those back to back blizzards, and compared to that, everything is easy peasy; Just got new snow tires for my car and I'm good."

**Senior Airman Amie Le
439th Airlift Control Flight**



"I buy salt, sand, and new shovels, and I go out and shovel my walkways often for my wife who is nine months pregnant. And I make sure I listen to the weather forecast."

**Tech. Sgt. Joseph Hennessy
439th Force Support Squadron**

POPE'S PUNS

by William C. Pope



PROMOTIONS

Colonel
Daniel Moore



Captain
John Archambeau
Robert Bergendahl III
Chelsie Hatfield
Steven Marchegiani
Timothy Nonna



First Lieutenant
Matthew Bowen
Michael Brown
Patrick Ford
William Passmore



RETIREMENTS

Lieutenant Colonel
Nabil Raheb

Chief Master Sergeant
Wilbert Feltner

Master Sergeant
Michael Jump
Ellen Moore
John Tetreault

Technical Sergeant
Daryl Dejordy



FACES OF WESTOVER

Senior Airman Christopher Vella

42nd Aerial Port Squadron

by Staff Sgt. Tamara Williams

SrA. Christopher Vella, an Agawam native from the 42nd Aerial Port Squadron, said his journey into the Air Force wasn't always easy.

"Coming in, not having much money, coupled with owning a small business was a lot to juggle before joining the Reserve... let alone after," he said.

When Vella joined the Reserve in October 2014, he hoped to become a pararescue Airman -- training vigorously two years prior on his own time, in addition to studying at Springfield Technical Community College.

His plans changed shortly after he joined the Air Force and met his future wife. "Everything was in route for me to become a PJ, but was derailed," Vella said. "Getting married grew me up and caused me to slow down a bit; my wife had concerns and they were ultimately respected."

He ended up switching career AFSCs and joined the 42nd but still remained true to his goal. Vella is enrolled in ROTC at Westfield State University pursuing a bachelor of science degree in athletic training. He hopes to get his commission and become a tactical air control officer.

His goal in 2017 is "to better serve my country and put my hard work to good use."

SERVICES CALENDAR

westoverservices.com

Club >> There will be Karaoke with DJ-Jonathan; Feb. 4 from 7 to 11 p.m. in the lounge. Superbowl Party; Feb. 5, 3 p.m. in the lounge. There will be food and drink specials along with games and prizes at half time.

The Grind >> Try a Smoked Butterscotch Latte today!

Bowling Center >> Scotch Doubles Annual Valentines Bowling Tournament; Feb. 10 and 11 any time between 5 to 10 p.m., couples will bowl four games alternating every other ball \$12 a couple. Kids Winter Vacation Cosmic Bowling; Feb. 21 to 24, 11 a.m. to 2 p.m. \$1 games, \$1 shoes. This is a great way to get the kids out of the house and have some family time.

Outdoor Recreation >> You can rent all of your winter essentials; ice fishing equipment, skis, snowboards, snow shoes, toboggans, and more. Come down and see what we have to offer.

Fitness Center >> Cupids Arrow Dodgeball Tournament starts Feb. 4, 3 p.m. Your teams of seven must have at least two women. Send team roster to: Senior Master Sgt. Ryan Leveille at ryan.levaille.1@us.af.mil by noon on Sat., Feb. 4. Racquetball Ladder Tournament registration Feb. 21 to 24, tournament begins Feb. 27.



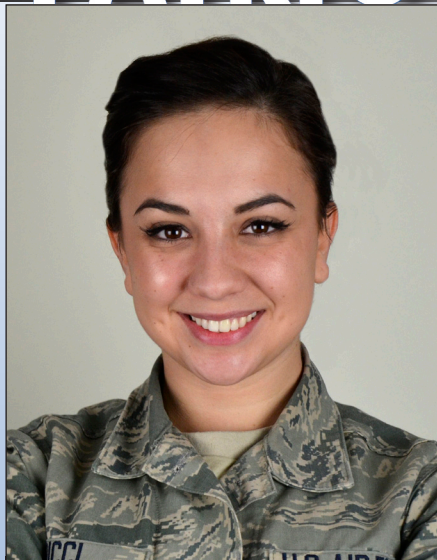
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PATRIOT



Look for WNN on local community access channels



Published monthly for Patriots like Senior Airman Monica Ricci, 439th Airlift Wing and more than 4,700 people assigned to Westover Air Reserve Base.

Finance announces new points of contact, hours

Changes announced at the wing finance office include the following: Walk-in customer service hours are still 12:30 to 4 p.m., but appointments can now be made between 8 a.m. and 11:30 a.m. based on availability.

Please e-mail the applicable section chief at least 24 hours in advance to make those appointments.

Anyone in-processing from an extended tour (over 30 days) will need to make an appointment regardless of time of day to give the technicians time to reconcile the paperwork.

Section chiefs are as follows: Jennifer Serricchio, chief of travel pay, 557-3461; Thomas Jourdan, chief of military pay and can be reached at ext. 3880; for DTS issues, Mark Garvulenski is the new point of contact, 557-2985; and Jennifer Hearn, financial services officer, is the government travel card issues point of contact, 557-2887.



NOW AND THEN >>

Formerly the base fire station, Bldg. 1520, located between Patriot Avenue and Hangar Avenue, is among the oldest buildings on the base. It was built in 1939. As the base grew larger in the 1940s and 1950s, it would eventually be one of five fire stations supporting the operations and infrastructure at Westover. Bldg. 1520 later housed the 439th Security Forces Squadron, which moved into its present location 10 years ago. (photo by Master Sgt. Andrew Biscoe)

