

## TRAFFIC OFFICERS

Two Westover pilots help keep planes moving in Southwest Asia

page 6

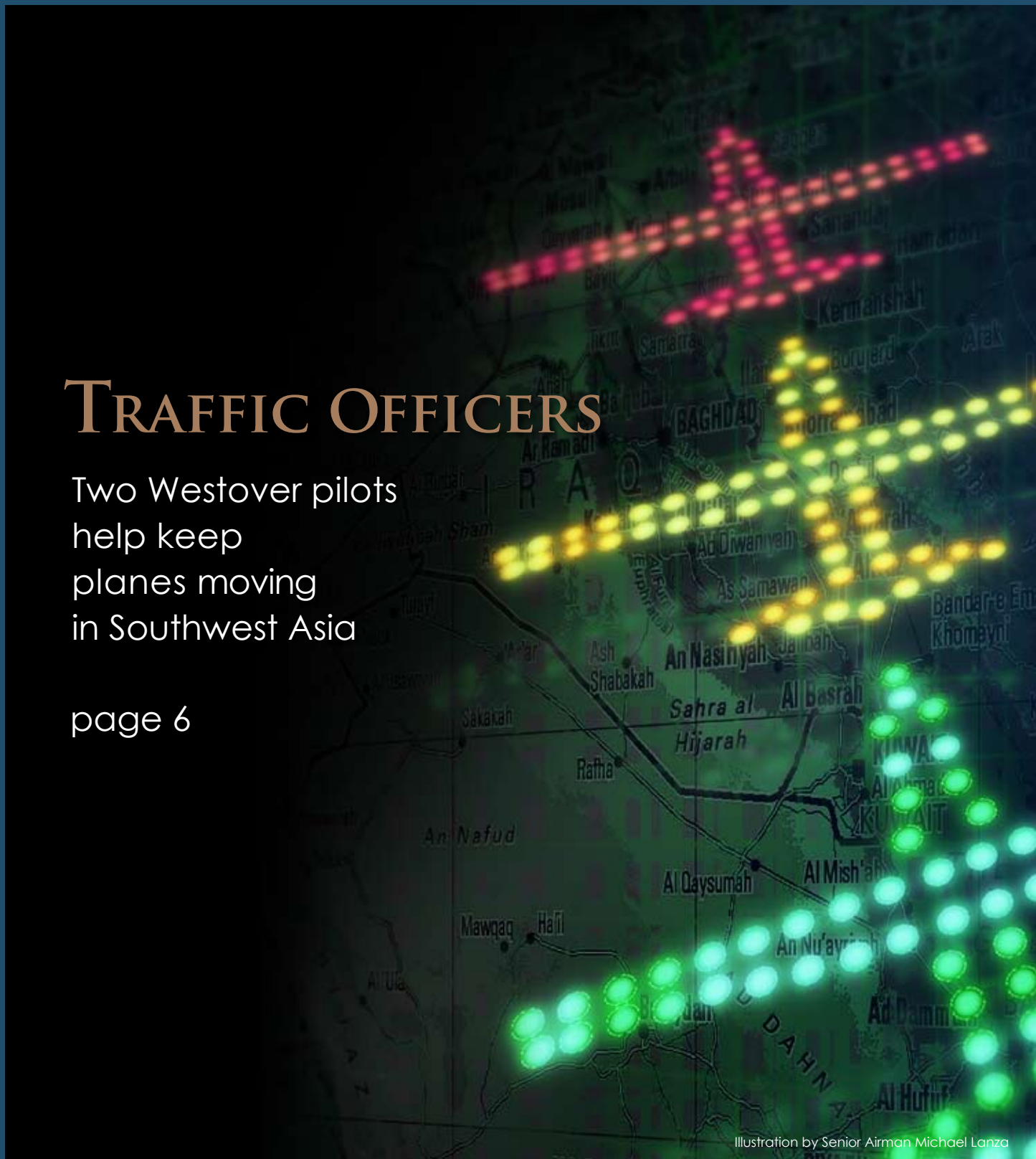


Illustration by Senior Airman Michael Lanza

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## IN THIS ISSUE |

Briefs | **pg. 3**

C-5 crash board | **pg. 4**

Feature: Air traffic | **pg. 6-7**

Base train tracks gone | **pg. 9**

Firefighter saves a life | **pg. 10**

Patriot Puns | **pg. 11**

Barnes ANG air show | **pg. 12**



**GENERAL ASSEMBLY >>** Brig. Gen. Wade Farris happily parts with his eagles in return for stars at his promotion-reenactment ceremony during the A UTA commander's call. Kim Farris, the general's wife, and retired Maj. Gen. James T. Bankers, a former 439<sup>th</sup> Airlift Wing commander, did the honors. (photo by Staff Sgt. Brian Boynton)

EDITORIAL | Settling back in after four months in the sand



The ORI is finally here.

By the time many of you read this, you will be deployed on what is considered the benchmark of Air Force inspections. Please know that I realize how much work has gone into this ORI. From commanders down through the chain of command to young Airman, your combined efforts are integral to the success of the wing.

We won't know until mid-August how we did, but there is no doubt in my mind that the dedicated troops of this wing will show the IG why we have a superb reputation in the Air Force!

Speaking of being deployed, I returned in June to Westover from my four-month deployment to Southwest Asia. It was a valuable and worthwhile experience, and I was honored to represent Westover while supporting Operation Iraqi Freedom.

As I settle back into commanding our wing

here, I want to remind people about seat belts.

Time and time again, we see what happens when people don't bother to strap a belt across their laps. The results are most-often tragic. When people *do* follow through, lives are often saved. A recent accident points to this:

One of our buses was severely damaged in June after it veered off a road in West Springfield and rolled down a 30-foot embankment. The driver, an Air National guardsman from Barnes ANG Base, sustained injuries but made a full recovery.

The Airman was wearing his seat belt.

Statistics have proven through the years that seat belts save lives, and countless tragedies could have been prevented had motorists taken the time to buckle up.

Our security police continue to cite the carelessness of people who don't bother taking the extra few seconds to buckle their seat belts. Reservists who don't make the time to put on their seat belts while on this base will make the time to visit me personally to explain why they didn't wear their seat belts.

Seat belts save lives, and I need every one of you to comply—for the sake of your families,

your careers and for you!

Lastly, we will all get a break in September during our Family Day scheduled for the A UTA. This special day includes the second "Galaxy Adventure." This event is for children between the ages of 5-17 and is for family members of Westover Air Force reservists. It will be held the morning of Sept. 9, but children need to be registered by Aug. 6, so please be sure to do this soon.

I urge all of you to enjoy these fun events, and to sit back and relax. You deserve it!

Thanks to all of you for everything you do!



**Brig. Gen. Wade Farris**  
**439<sup>th</sup> Airlift Wing Commander**

BRIEFS |

**Westover to host 2007 air show**

Plans are underway for next year's Great New England Air Show scheduled for Aug. 11-12, 2007.

More than 330,000 people attended Westover's last air show, held in August 2004. The USAF Thunderbirds headlined the two-day extravaganza and may return to Westover for next year's event.

This year's air show had to be postponed because of training commitments for the August Operational Readiness Inspection.

Organizers at Barnes Air National Guard Base in nearby Westfield held their show in June. Westover and Barnes have alternated show dates in recent years.

For a look at the Patriot Wing's involvement at Barnes' air show, turn to page 12.

**It's simple: no seat belt ... no driving**

Per the wing commander's order, any person who operates a motor vehicle on base without a seat belt, and any person sixteen years of age or older who rides as a passenger in a motor vehicle without wearing a seat belt will have their base driving privileges suspended.

First-time offenders will be unable to drive on base for 30 days and must report in service dress to Brig. Gen. Wade Farris' office. A second offense will incur a 60-day suspension. After a third offense, the severity of the punishment will be at the general's discretion.

During the Friday before and the Saturday of the July A UTA, security forces handed out 35 citations to motorists not wearing seat belts.

The commander's seat-belt policy is a direct reflection of Massachusetts state law.

Seat-belt signs are clearly posted at the entrances of both the Westover Road and James Street gates.

**Officer workshop to be held in Georgia**

The Air Force Reserve Command professional development center is soliciting candidates for the Reserve Officer Developmental Education Seminar (formerly JOLDS-II). The seminar is scheduled for Oct. 19-22 at HQ AFRC, Robins AFB, Ga. Interested officers should submit requests to attend through their chain of command.

**Free credit checks available to veterans**

As part of continuing efforts by the Department of Veterans Affairs (VA) to protect veterans in the wake of the VA's recent data-theft incident, Secretary of Veterans Affairs R. James Nicholson announced the VA will provide one year of free credit monitoring to people whose sensitive personal information may have been compromised.

People who believe they may be affected by the data theft can log on to [www.firstgov.gov](http://www.firstgov.gov) for more information.

The VA also continues to operate a telephone information line where people can get updates about the incident and learn more about consumer-identity protections.

The number for the call center is 1-800-FED INFO (1-800-333-4636).





**ALL QUIET** >> Air Force C-5B number 84059 lies broken in a field on the south side of Dover AFB, Del., after it crashed in April. Four Westover personnel were chosen to cross the caution tape to inspect the scene as part of Air Mobility Command's safety investigation board. (photo by Doug Curran)

## Westover contributes to crash investigation

Article by  
Staff Sgt. Paul Flipse

When Air Force officials began assembling a team of investigators to sift through the wreckage of the C-5 that crashed April 3 at Dover Air Force Base, Del., they looked to Westover for help.

Four Patriot Wing members were hand-picked to serve on Air Mobility Command's safety investigation board, the largest contingent from any base.

Lt. Col. Patrick L. Cloutier, wing safety officer, Capt. Joseph M. Zackaricz, maintenance supervisor at the 439<sup>th</sup> Aircraft Maintenance Squadron, Master Sgt. Ronald E. May, quality

assurance office supervisor for the maintenance group, and Joseph R. Strouse, a retired chief master sergeant who works for Air Force engineering and technical service, took part in the high-profile, high-tempo investigation.

"It was like sitting on the bench at a little league game and getting called up to the majors," said Captain Zackaricz. "As soon as we got there, we had to clean fuel off the aircraft, off-load cargo, remove flares and squibs, stabilize the fuselage and remove the engines, determine what was salvageable and analyze the fuel."

Walking among the wreckage was sometimes heart-wrenching for maintainers who spend their days caring for the giant planes.

"Seeing the airplane in the dirt for the first time, it was difficult," said Sergeant May. "I'm used to seeing these airplanes parked on a hard surface or flying ... walking up to an airplane in pieces was quite emotional."

The daunting job of finding every one of those pieces fell to Captain Zackaricz and his team. They spent most of April mapping the vast debris field, which stretched more than a quarter mile across the old farm field that abuts Dover's runway 32.

Once the crash-site work was done, the team began a rigorous inspection of the maintainers who serviced the fallen C-5. Their tools, maintenance records, work schedules, health records—even workday weather

conditions were scoured in an effort to uncover anything that could be tied to the accident.

"They busted their butts," said Colonel Cloutier, the board's investigating officer. "Our maintainers had a ton of work to do. They did a tremendous amount of records review—more than any other group in the investigation. Their work was critical to determining whether the new avionics played a role in the mishap.

"In typical Westover fashion, they were outstanding. They deserve every accolade we can get them," he said.

Ultimately, the safety investigation board cited human error as the cause of the crash, noting that "... the pilots and flight engineers did not properly configure, maneuver and power the aircraft during approach and landing."

Although tragic, the mishap has already provided valuable training for Westover maintainers.

"Since I got back, I've been briefing our guys that the actions the crew took—the whole sequence of the accident—were in reaction to a warning light," said Captain Zackaricz.

According to the investigation report, the aircrew observed a "Thrust Reverser Not Locked" warning light for the No. 2 engine after a routine takeoff and initial climb. The string of miscalculations that followed resulted in the crash.

"Our folks deal directly with the components that make those lights go on and off," said the captain.

In addition to lessons learned, the personal and professional importance of the mission also resonated with the team.

"It's rewarding knowing we had an impact on how the Air Force does things," Captain Zackaricz said.

"I was honored," said Sergeant May. "It's something people don't get to do very often in their careers."



Lt. Col. Patrick Cloutier

"Our maintainers had a ton of work to do. In typical Westover fashion, they were outstanding. They deserve every accolade."



Capt. Joseph Zackaricz

He managed the sprawling debris field, which stretched more than a quarter mile and included thousands of pieces.



Master Sgt. Ronald May

After reviewing the wreckage and maintainers' tools and records, he found no maintenance issues that led to the crash.



Retired chief Joseph Strouse

"It was good to see the Guard, Reserve and active duty working together ... the whole team did a very professional job."

# Patriot Wing maintainers under new management

Article and photo  
by Senior Airman Timm Huffman

The 439<sup>th</sup> Maintenance Group welcomed its new commander on Sunday of the July A UTA.

During a change-of-command ceremony, Col. Oreste Varela took command of the Patriot wing maintainers from Col. William B. Anholt, who transferred to Travis Air Force Base, Calif., in the spring.

Colonel Varela came from the 914<sup>th</sup> Airlift Wing at Niagara Falls Air Reserve Station, N.Y., where he was maintenance group commander since 2001.

Since Sept. 11, 2001, he deployed several times to Southwest Asia. During one deployment to Kuwait, his unit was forward-deployed to Iraq, where they set up the first C-130 operation in-country. The unit not only launched and recovered aircraft but had to build everything—from tents to work areas—from a bare base.

“It’s an accomplishment I am very proud of,” Colonel Varela said.

The colonel also served as the Air Reserve Component Advisor. He was the Air National Guard and Air Force Reserve advisor’s senior representative to Central Air Force. He said it was one of his best experiences because he was involved in assisting deployed personnel on a daily basis.

Prior to working at the 914<sup>th</sup> AW, Colonel Varela was on active duty at McGuire Air Force Base, N.J. He became an air reserve technician in 1998.

He graduated from St. Peters College, Jersey City, N.J., with a bachelor’s degree in computer science while in the ROTC program.

Colonel Varela said his philosophy is to treat others as you would have them treat you, and he hopes to improve the physical environment in which



**INCOMING!** >> Col. Oreste Varela (left) is welcomed as the new 439<sup>th</sup> Maintenance Group commander by Master Sgt. Joseph A. Janusz, the unit’s sortie support flight shop chief.

the maintenance community works. He also said he wants to keep up the positive attitude already present among 439<sup>th</sup> maintainers.

The colonel hopes to be assigned to Westover for many years and added he and his family are excited to be here. He and his wife, Karren, have two children, Jose and Genevieve.



**ON POINT** >> The C-5M is expected to save the Air Force more than \$20 billion. (courtesy photo)

## C-5M to carry Air Force into future

Article by Laura McGowan

WRIGHT-PATTERSON AIR FORCE BASE, Ohio -- Thirty-eight years after the C-5 Galaxy made its maiden flight on June 30, 1968, it marks another significant milestone. At Dobbins Air Reserve Base, Ga., on Monday, June 19, the upgraded C-5M made its first flight right on schedule.

“It’s a big day for the Air Force, Air Mobility Command and the C-5 team. The C-5M will save more than \$20 billion. It pays for itself and then some,” said Col. Kevin Keck, commander of the Aeronautical Systems Center’s C-5 Systems Group.

“This new aircraft, unlike any other in the world,

provides the United States with unmatched capability into the future and unmatched operational cost savings to enable the Air Force to divert operational savings to other high priority needs,” said George Shultz, vice president, Lockheed Martin C-5 modernization program.

The new, commercially proven CF6 General Electric engine will deliver a 22 percent increase in thrust, a 30 percent shorter take-off roll and a 38 percent higher climb to initial altitude, which will allow it to carry significantly more cargo over longer distances.

The C-5 Avionics Modernization Program adds a modern cockpit with a digital, all-weather flight control system and autopilot, a new communications suite, flat panel displays and enhanced navigation and safety equipment.

“This unique aircraft has provided the U.S. Air Force and our nation with an incredible capability since it first started supporting our country’s strategic air mobility requirement to move massive amounts of cargo and troops,” Mr. Shultz said.

Westover operates 15 C-5A models and one C-5B. The wing expects to be equipped with all B models within two years. The Patriot Wing has been flying the Air Force’s largest aircraft since 1987.

(Air Force Print News)



**INSIDE THE CAOC >>**

Controllers in the Combined Air Operations Center at an air base on the Arabian Peninsula monitor the status of ongoing missions supporting Operation Iraqi Freedom.



# EVEN FLOW

Westover pilots help keep forces in Southwest Asia supplied and ready

by Master Sgt. Tom Allocco

**T**wo Patriot Wing pilots are deployed to the nerve center of Air Force operations in Southwest Asia where airlift can be a matter of life and death for the men and women they support in combat. In May, Lt. Col. Jennifer W. Farrelly and Maj. Vernon M. Wegener of the 337<sup>th</sup> Airlift Squadron began four-month Air and Space Expeditionary Force tours at Central Command's Combined Air Operations Center (CAOC) in Southwest Asia.

Duty in the CAOC compound is not on the front line of the war on terrorism, but those deployed there have the satisfaction of knowing they are directly supporting Soldiers, Sailors, Marines and Airmen in combat in Iraq and Afghanistan.

The two pilots are at the center of a massive air operation that encompasses a huge area of responsibility from the Mediterranean shore to the Horn of Africa and more.

Colonel Farrelly and Major Wegener are part of the Air Mobility Division (AMD) team that plans airlift, from take-off to landing, for missions that run the gamut from airlift of ammunition to air evacuation of casualties.

"You have to look at the details—restricted flying at night, fuel availability, diplomatic clearance, threat level. There are myriad factors to coordinate in what would appear to be a smooth-running operation, but is definitely *not* smooth when you start planning," Major Wegener said.











**AIR BOSSES** >> Maj. Vernon M. Wegener (above) and Lt. Col. Jennifer W. Farrelly (below) direct air traffic in Southwest Asia.



“The C-130s, in my opinion, are the tip of the spear. There are air drops, air-to-land missions, airlift of everything from beans to bullets directly to the troops in combat,” he said.

The two Patriot Wing pilots bring the experience of piloting C-5 Galaxies from Westover into the area of responsibility (AOR) following the Sept. 11 attack on America and the 2003 Iraqi Freedom surge.

In her role as a chief of mobility operations, Colonel Farrelly balances priorities and capabilities to schedule C-130s moving cargo and passengers around the AOR and also coordinates with C-17 schedulers. When a flying schedule gets tangled, it’s her call to get it back on track.

Major Wegener’s contribution to airlift planning is coordination of diplomatic clearance through U.S. embassies in the more than two dozen countries covered by central command.

“There are different sensitivities, what countries will or won’t do, involved in requesting clearances to land or fly over their territory,” he said.

Their roles are segments of a complex operation. If an airplane leaves the ground, the active duty, Reserve and Guard members staffing the AMD are part of the mission—providing intelligence to aircrews, crafting tactics for air-drops to reduce combat exposure, coordinating maintenance and scheduling air evacuations.

To do the job, Airmen fill the two floors of the CAOC, a rambling, warehouse-sized building packed with screens transmitting an array of electronic information. Amid the cacophony of ringing phones and beeping computers—a typical desk has two computer screens—AMD Airmen monitor three large screens of information to track aircraft, air-evacuation missions and national TV news.

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“ We know we have to get supplies to Americans...  
If we do our job right,  
they can come home.  
If we don’t, it can cost lives. ”

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“It’s a hubbub of activity, always busy, but it spikes if the weather turns bad or maintenance issues develop or there’s a need to move priority cargo. Things get very dynamic,” Colonel Farrelly said.

“We might be watching the national news on the big screen and shortly after see the outcome of news reports. It could be distinguished visitors traveling throughout the AOR or casualties going home,” she said.

“Duty in the CAOC gives you a sense of satisfaction. If you are told a mission might have to be cancelled, but you know the cargo has to be delivered and you can make it happen, you end the day saying, ‘we did some good today.’ You know you made a difference that day,” Colonel Farrelly said.

“It’s kind of overwhelming at first,” Major Wegener said. “You never get a day off ... there’s a lot going on, but there’s a real sense of purpose.

“Not to be dramatic about it, but we know we have to get supplies to Americans. Because, if we do our job right we know they can come home, and if we don’t it can cost lives,” he said.

“I’ve seen few turf battles, no grouching ... when there’s an urgent request to get something done, people know that at the end of this requirement there is a Soldier or a Marine who needs what you are going to deliver,” the major said.

“We’d like to be able to look at ourselves in the mirror and know we did everything we could—that it wasn’t through lack of effort that something didn’t happen,” he said.

“It’s a very rewarding experience coming here because you’re helping soldiers who need you. It’s one of the most rewarding experiences you can have.”



# LAST CALL

Article and photo by  
Tech. Sgt. Andrew Biscoe

It wasn't exactly what some might picture for a US Marine two-week annual tour.

Fourteen combat engineers from Westover's Marine Wing Support Squadron spent ten days removing about four and a half miles of the old base railroad in June.

In the sweltering heat, they yanked and pulled the ties out of the old track, which was used by the Air Force for transporting munitions and passengers here during the '40s and '50s.

The Marines removed tracks that ran parallel to Patriot Avenue near base operations, by Dogpatch to Wade Lake and by the north end of Westover's primary runway.

"We approached the base and asked for a project for our annual training," said Gunnery Sgt. James Grandchamp, the noncommissioned officer in charge of the project.

"Jack Moriarty (base environmental engineer) and Leroy Clink (base civil engineer) came to us and said this would be a good project for us."

The Marines literally had to pull the tracks, tie by tie, out of the ground. Each rail had four spikes per tie. One crew of Marines removed the spikes, then others unbolted the tracks.

"Pulling the pins and unbolting the track are the two hardest parts of this work," said Sergeant Grandchamp as sweat glistened off his forehead.

Once they pried the ties loose, Sergeant Grandchamp and his crew used cranes to lift the rail—each nearly 1,000 pound—off the tracks. The rails were then placed on forklifts and hauled to a flatbed trailer.

"This is kind of up our alley with the heavy equipment, he said. "However, what we're doing right now is nothing but manual labor."



**BREAKING TIES** >> Marines Lance Cpl. Christopher Flood, left, and Pfc. Scott Hanley dismantle a section of railroad that once carried World War II recruits to Westover.

WESTOVER PATRIOTS |

# Westover firefighter saves a life

by Tech. Sgt. Andrew Biscoe

A base firefighter is credited with saving the life of a man June 13.

Lucas Lacaire was sitting in the Dudley, Mass., courthouse waiting to appeal a speeding ticket when a passerby noticed his uniform. The man asked Mr. Lacaire if he was an emergency medical technician (EMT), then rushed him into a nearby courtroom where a man was lying unconscious on the floor.

"I didn't find a pulse, so I knew he had a heart attack," he said. "Being an EMT for just a couple of months, I was in a slight panic for a minute, but I pressed on."

The firefighter joined a court officer, police officer and a lawyer in trying to get the man's heart started and provide him oxygen as an

ambulance rushed to the courthouse. As luck would have it, the courtroom had the same defibrillator used at the Westover fire station.

"I unbuttoned his shirt, put the pads from the machine on him and shocked him," Mr. Lacaire said. "The guy woke up."

Dudley EMTs arrived shortly after to take the man to a local hospital.

"This was dropped right into my lap," Mr. Lacaire said. "When you're on a call, you have time to be prepared for what you're going to face. But, I went into this with what they teach us here at the base fire station.

"All of the firefighters here would have done the same thing. We have some very, very smart firefighters. We're always ready."

Westover Fire Chief Charles Van Gorden sent the good news to Air Force Reserve Command

(AFRC) headquarters. A reply soon arrived from Steven Fuller, AFRC's fire emergency services manager.

"It is obvious that Firefighter Lucas Lacaire is a bright, shining example of the caliber of the members/firefighters assigned to your department," Mr. Fuller wrote.

"It was truly an honor to be afforded the opportunity to read about one of the members of your fire department saving a life ... while off-duty no less!"

Mr. Lacaire didn't have to worry about that speeding ticket either. His quick thinking convinced authorities to waive the \$100 fine.



Mr. Lacaire

## Board announces quarterly winners

Westover's quarterly awards board selected the following third quarter award winners for fiscal year 2006:

- Airman – Senior Airman Cory M. Schumacher  
42<sup>nd</sup> Aerial Port Squadron
- NCO – Staff Sgt. Erin M. Cabral  
439<sup>th</sup> Operations Support Squadron
- Senior NCO – Master Sgt. Lori D. Boucher  
439<sup>th</sup> Mission Support Squadron
- Officer – 1<sup>st</sup> Lt. Carl E. Kleinebekel, 337<sup>th</sup> Airlift Squadron
- Civilian – Tracy L. Notto, 439<sup>th</sup> Aeromedical Staging Squadron

Awards are given to outstanding performers based on supervisors' recommendations. Annual awards are announced in December.



Mr. Perreault



Mr. Mendolia

## Westover youths attend Air Force Academy camp

Two teenagers with ties to Westover participated in the 2006 Teen Aviation Camp at the U.S. Air Force Academy, Colorado Springs, Colo. June 3-9.

Elio Mendolia, son of Antonino Mendolia and Maj. Colleen E. Kelley, 439<sup>th</sup> Aerospace Medicine Squadron, and Trevor Perreault, son of Master Sgt. Elaine J. Perreault, 439<sup>th</sup> Mission Support Squadron, and Air Force retiree Robert J. Perreault, readiness technician for the mission support group, were two of only 36 teens Air Force-wide invited to attend the camp.

The annual event is open to high school sophomores and juniors who are interested in attending the Air Force Academy or making the Air Force a career.

## Westover, state police team up, respond to base threat

A local civilian suspected of carrying explosive devices was detained by base security personnel at the security gate July 1.

Massachusetts State Police responded within minutes, and a K-9 unit and bomb technicians investi-

gated the contents of the car.

According to security officials, state police found a CO<sub>2</sub> tank and two nail guns in the civilian's vehicle and said psychological problems may have prompted the incident.

The man, reportedly from South

Hadley, Mass., drove to the main gate with a nail gun on his front seat and claimed people were chasing him, police said.

He was held at the gate after telling law enforcement specialists there might be a bomb inside his car.

"If it looks suspicious, you act on it that way," said Robert Durand, chief of police services on Westover.

Mr. Durand added that annual bomb-threat training encourages automatic response.



PATRIOT PEOPLE |



photo by Senior Airman Timm Huffman

**Airman 1st Class Allison D. Kilcher**

NAME : Allison D. Kilcher  
 RANK : Airman 1st Class  
 AGE : 31  
 HOMETOWN : Westford, Mass.  
 UNIT : 439th Operations Support Squadron  
 POSITION : Aviation management  
 CIVILIAN POSITION : Student  
 FAVORITE FOOD : Pepperoni pizza  
 YEARS OF SERVICE : One  
 FAVORITE SPORT : Baseball (Go Red Sox!)  
 FAVORITE HOBBY : Wakeboarding, waterskiing  
 IDEAL VACATION : Cruise down the Nile  
 BEST WAY TO RELAX : Watch CSI Las Vegas  
 PREFERRED ENTERTAINMENT : Watching movies  
 FAVORITE HERO : John F. Kennedy  
 FAVORITE MUSIC STYLES : Country and rock  
 FAVORITE MOVIE : Rain Man  
 FAVORITE AIRCRAFT : Don't really have one yet  
 PET PEEVE : Slow drivers  
 WHAT I WOULD DO IF I WON \$1 MILLION : I'd donate some to a breast cancer foundation and buy a summer house on a lake.

**'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 and let her know you have a 'Get One,' e-mail her at: 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 |

**Reenlistments**

**Chief master sergeant**  
 Bruce L. Westcott

**Master sergeant**  
 Daniel Ehlers  
 Lee D. Hareld  
 Elaine J. Perreault  
 Bert A. Quick  
 Robert R. Sneed Jr.  
 Michael A. Wysocki

**Technical sergeant**  
 Richard H. Barklow

Richard I. Boyce  
 Steven J. Bryant  
 Gerard A. Cote  
 Dawid D. Dybski  
 David C. Kibe  
 John E. Marshall  
 Todd Zuzula

**Staff sergeant**  
 Brian J. Bowen  
 Marcus L. Ceballos  
 Rebecca E. Hinch  
 Albert R. Raymond III  
 Derek W. Rogers  
 Anthony Windom

Jason J. Young

**Senior airman**  
 Rokisha N. Johnson  
 David Rivera  
 Jemel L. Williams

**Awards**

**22nd AF Safety Officer of the Year 2005**  
 Lt. Col. Patrick L. Cloutier

**Meritorious Service Medal**  
 Col. Joel S. Bogner (first oak leaf cluster)  
 Maj. Gary W. Cooke

**439th Airlift Wing 'Get One' Program**

**Most Referrals for the Year**  
 Master Sgt. Jennifer F. Picard

**Most Accessed for the Year**  
 Staff Sgt. James J. Fizzell Jr

**Traveling Trophy**  
 Col. Ronald R. Coffey

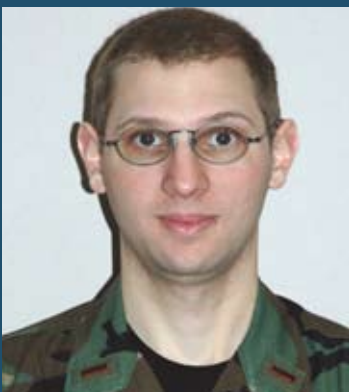


**WIDE OPEN SPACES** >> Hundreds of people file through a Patriot Wing C-5 at the Westfield International Air Show June 25 at Barnes Air National Guard Base. Another 439<sup>th</sup> Airlift Wing Galaxy also took part in the air show, with a fly-by in front of the more than 70,000 people who attended the two-day event. The U.S. Navy Blue Angels headlined the show. (photo by Tech. Sgt. Andrew Biscoe)

**PATRIOT** |

[www.westover.afrc.af.mil](http://www.westover.afrc.af.mil)

A-UTA | AUGUST 5 - 6 | B-UTA | NONE



Published monthly for Patriots like 2<sup>nd</sup> Lt. Michael Buzzerio, Cranston, R.I., and the 3,053 reservists and civilians of the 439<sup>th</sup> AW and the wing's geographically separated unit at Hanscom AFB, Mass.