

# PATRIOT

439TH TACTICAL AIRLIFT WING · AIR FORCE RESERVE · WESTOVER AFB

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More than 30 local elected officials and civic leaders recently completed a tour to Dobbins AFB, Ga. and Dover AFB, Del. The informational tour included walking on a C-5A at Dover AFB.

(USAF photo by Frank Faulkner)

## C-5 hearing on January 8 in Chicopee

A public hearing is scheduled for Jan. 8, at 7:30 p.m. at the Bellamy School in Chicopee, on the long-awaited draft Environmental Impact Statement on the proposed C-5 mission change at Westover.

The hearing, a benchmark in the evolution of the base, is required before an official decision can be made on the transfer of 16 C-5s to Westover.

The impact statement was released to the public Dec. 8 at a press conference at base headquarters. Col. Frederick Walker, wing commander, explained how more than 300 full-time positions would be opened up and 1,000 Reservists added to the unit. These increases would boost

Westover's annual payroll by \$13.6 million if conversion is approved.

Lt. Col. Thomas Hargis, base commander, said about \$46.7 million in immediate construction, mostly along the flight line, would generate between 700 and 800 man-years of construction work.

The main issue about bringing 16 C-5s to Westover, starting in October, 1987, is noise. The impact statement, prepared by the Oak Ridge National Laboratories, addresses the various decibel levels for different types of operations.

Allan Blair, president of the Westover Metropolitan Development Corp., which is included in the impact

statement, explained why civilian flying activities will need permission for 24-hour operations. WMDC says late evening and early morning flights are required by the air cargo carriers which WMDC hopes to attract to Westover.

The 227-page independent study uses computer-generated noise contours that fan out from Westover to graphically indicate the loudness of a C-5's take-off and landing. The high decibel (dB) noise is nearly all confined to property on Westover.

A C-5 take-off, for example, would emit a sound at the end of Runway 23 of 80 dB — the level of a kitchen garbage disposal unit. By the time the Gal-  
(article continued on page 2)



**EDITORIAL**

## A tale of two sorties

The reporter sat in the shuttle bus, watching the flight nurses and medical technicians carrying litters off the C-130.

She has just spent five hours flying with 74th AES and 337th TAS Reservists on an aeromedical evacuation training mission, and she volunteered some impressions.

"They seem to be very dedicated," she said. "They knew what they were doing, and they were very professional."

Two hours later, several other media representatives huddled in the cold and dark along the same ramp at Westover.

They watched a 337th TAS aircrew return from Panama, after rescuing the crew of a burning ship in the Pacific.

The media coverage that night and the next morning was extremely positive. The returning Reservists were cited for their efforts in the life saving mission. Obviously, the two missions which ended hours apart at Westover during the December UTA were quite different. One was somewhat ordinary, the other was extraordinary. One was a training exercise, the other was the real thing.

But both said something very positive, and very important, about the 439th TAW — and about the Air Force Reserve.

As Reservists we are constantly training. We strive for perfection and professionalism in our exercises and drills, because we never know when or how we will be called upon to perform in a crisis.

The Reservists who flew aboard the aeromedical evacuation training mission demonstrated to the media — and the public — that we take our training seriously and do our jobs well.

The 337th aircrew which rescued the sailors proved the type of job we can do when the chips are down.

Yes, they were two different types of sorties. But each was a source of pride.

**By Maj. Rick Dyer  
Public Affairs Officer**

## C-5 public hearings . . .

axy passed over the Chicopee River, the level would be reduced to 75 dB — equivalent to automobiles passing at 65 mph. When the aircraft climbs over the Springfield city line, the noise level would drop to 65 dB -the same as an electric typewriter — and then fade to 60 dB — the level of normal conversation.

The draft statement says there are no other detrimental effects on the environment. Other factors were historical, archaeological, or cultural resources.

Increases in the generation of waste and sanitary industrial wastewater would result, "however, no significant adverse impacts would be expected."

"The cumulative impacts on employment in the region surrounding Westover would be positive. If development occurred in combination with

the proposed military action, approximately 1,000 direct and 375 to 430 indirect full-time jobs would be created. Additional temporary direct and indirect employment would occur as a result of expenditures for construction of required facilities and local purchases of materials and equipment.

The public hearing, on Thursday night, comes midway in the 45-day public comment period. Citizens may ask questions at the hearing or submit written statements during the comment period.

The next step will be preparation of the final Environmental Impact Statement which would be reviewed by the Department of Defense before an official decision is made.

If C-5s are approved, 30 days after the official decision of record, Westover can begin converting to Galaxies.

## Westover water will be treated

Westover is in the process of installing a treatment facility to clear up a rusty water problem.

Parts and materials have been ordered to install the facility in the metering station located on Central Avenue.

The water coloration is caused by old iron pipes that have oxidized over the years, explained Mrs. Marian Mathieu, Westover's occupational health nurse.

"The water will be treated with a food grade corrosive inhibitor that is recommended by local and state regulatory officials," she said.

Mrs. Mathieu also pointed out that the rusty water does not pose a health hazard. "The water may look rusty, but it isn't harmful," she said.

The new treatment facility is expected to be in operation by the end of January and significant improvement should be noticed by early April, she said.

## PATRIOT

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"The editorial content is edited, prepared, and provided by the Public Affairs Office of the 439th Tactical Airlift Wing, Westover Air Force Base."

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### Base Commander

Lt. Col. Thomas G. Hargis

### Base Public Affairs Officer

Frank Faulkner

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## Replacement arrives from Capital

# Civilian personnel officer heads to Capital

Article and photo by  
SSgt. Sandi Michon

Monica L. Kelly has left Westover after nearly two years service as civilian personnel officer.

"I've worked very hard during my time here to make the personnel office a more friendly and accessible place, she related. "And from the feedback I've received, we have successfully improved our image as a valuable asset to the base."

Civilian personnel services 650 base personnel with a staff of 26 people and also services 450 base personnel at Niagara IAP, N.Y. with assistance from four civilian personnel people there. In addition to hiring, promotions and reassignments, civilian personnel also offers labor relations, employee relations office, benefit section, training assistance and job classification.

"Probably our major project over the past two years has been the A-76 contract study," explained Ms. Kelly. The A-76 study seeks to evaluate the most cost efficient method of accomplishing base support functions. The study decision, due out in January, will determine whether current personnel or private contract people will provide civil engineering, base supply, transportation, base administration and transient maintenance functions.

"The A-76 study has been a very time-consuming project and is of critical importance to more than 200



Monica L. Kelly

base personnel," said Ms. Kelly. "We had to refigure the current structures in the job areas affected and figure the pages and pages of cost analysis which estimates the one-time cost of replacing our employees with civilian contract employees."

"We did a very, very, very comprehensive job in compiling all the figures, and that will enhance our bid over other contractors," she said. "It is the most significant contribution our office has accomplished during my time here."

She has accepted a position as deputy director of personnel at the Federal Relations Authority which is an independent agency in Washington, D.C.

"I'm really looking forward to the challenges my new position represents," she said, "but I will truly miss Westover. The people have been fantastic and I love the area."

Her successor is Richard T. Wright. He is transferring from Washington, D.C. where he worked in personnel for Headquarters, United States Air Force.

## Westover crew drops 1,117 paratroopers in a week

By TSgt. Gordon A. Newell

When Maj. David Moore and his 337th crew received orders to proceed from Howard AFB, Panama to Guatemala for troop drop missions, they had no idea what was in store for them.

"I figured it was just a routine Volant Oak mission," said Major Moore. "Fly down there, pick up paratroopers, do some training jumps and head back to Panama."

But when the Westover Reservists arrived in the capital of Guatemala City, they soon realized that this trip was a little out of the ordinary — a week-long Guatemalan military parachuting competition.

Flying as many as six lifts a day, they dropped a total of 1,117 paratroopers during the event.

"We're not sure if that's a record," said Major Moore. "But if it's not, it's got to be close."

"For most of the Guatemalan soldiers, this was the first time jumping from a C-130," said the major. "They were thrilled. Their standard jump plane is the DC-3."

An American team, called the Jumping Ambassadors and made up of Special Forces troops stationed in Panama, were the hit of the contest. "They were great," said Major Moore. "They were right on target all week long."

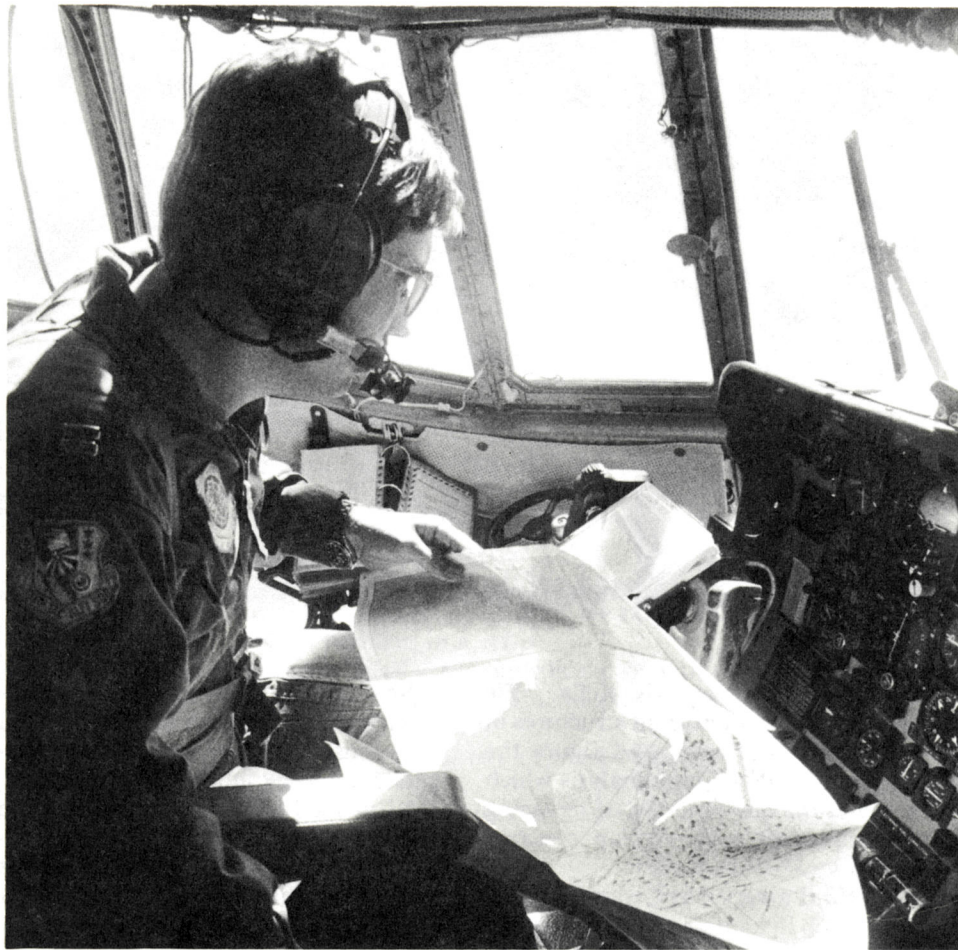
On the final day, the United States ambassador to Guatemala, Umberto Marcos-Perriera, was a passenger on board the Westover aircraft, going to San Jose to view the show.

"It was a thrill for the crew," said Major Moore. "We don't very often carry distinguished passengers."

Other crew members were: Capt. Pete Ward, co-pilot; Capt. Tom Mauzaka, navigator; TSgt. John Miller, flight engineer; and TSgt. Larry Muniec and TSgt. Tom Kelly, loadmasters. TSgt. Dave Levreault and TSgt. Curt Carlson made up the Mission Essential Ground Personnel team.



# 337th aircrew rescues



**Capt. Russell B. Brown, pilot, checks his position during the search and rescue off the coast of Mexico.**

(USAF photo by TSgt. Gary W. Little)

By Maj. Rick Dyer

The crew of a 337th TAS C-130, on rotation in Panama for the Volant Oak exercise, was credited with saving the lives of 12 sailors aboard a burning Canadian tugboat in the Pacific Ocean during December.

Piloted by Capt. Russell Brown of the 337th, the Westover aircraft located the stricken vessel and dropped its life raft and other survival equipment to aid the tug's crew.

The Westover aircrew — which also included 1st. Lt. Anthony A. Rebello, co-pilot; Maj. Kurt Hyde, navigator; MSgt. William E. Mahoney III, flight engineer; and TSgt. Michael A. Graham, loadmaster — was pressed into action on Dec. 1 after Air Force officials were notified that the tug was being abandoned.

Initial information received by the

Air Force's Rescue Coordination Center indicated that the tugboat, Schnoorturm, was towing two liberty-class freighters when it caught fire, and was located 300 miles southwest of Guatemala.

Thirty minutes after the Westover crew took off from Howard AFB in Panama, it was notified that the vessel's position was actually 300 miles further west than originally indicated.

As the C-130 neared the search area, it picked up the ship's distress signal on its radio. Shortly thereafter, Major Hyde observed the tug's "blips" on the aircraft's radar screen.

"We spotted the Schnoorturm shortly after that," Captain Brown said. "The tug's crew was aboard the vessel and the fire appeared to be out at this point."

After locating the tug, the 337th crew prepared to airdrop its survival gear.

Sergeant Graham, the loadmaster, unpacked the equipment and launched it from the ramp of the circling Hercules. The drop was on target, landing just 50 yards away from the stranded seamen.

"The people at Howard told us later that it was probably the most accurate airdrop they had heard of," Captain Brown said. "We said this was our type of mission, after all, we're in the airdrop business."

After the successful drop, the Westover Reservists circled the tug for two hours, directing rescue ships to the area with its radio.

Captain Brown said the tugboat, and the freighters, were subsequently towed to shore.

The 337th crew, one of three which the unit set to Panama for the six-week Volant Oak rotation, was praised for its rescue efforts by both Coast Guard and Air Force officials.

When the Reservists returned to Westover on Dec. 6, they were greeted by a contingent of area media representatives, and by wing officials, including Col. Frederick D. Walker, 439th TAW commander.

"I'm very proud of all of you," Colonel Walker told the returning aircrew.



**Rescue crew members (l. to r.), 1st Lt. Graham, Maj. Kurt Hyde, Capt. Russell**



# sailors in the Pacific



Eyes scan the blue Pacific as 337th crew members attempt to locate the disabled tugboat.

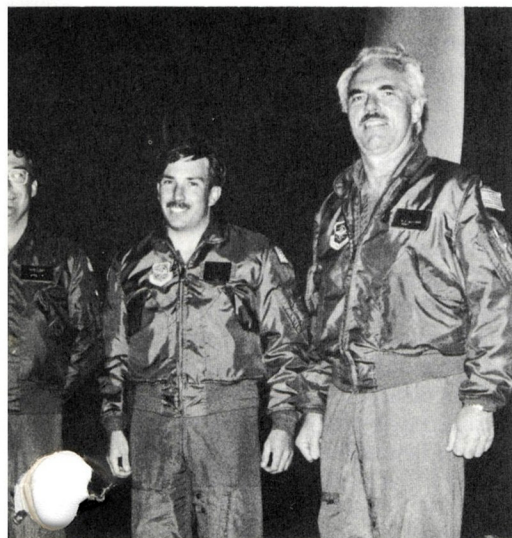
(USAF photo by TSgt. Gary W. Little)

“The whole experience demonstrates that our training qualifies us to fly any type of mission, worldwide,” said Lt. Col. Jerold Budinoff, 337th commander. “Our last Volant Oak mission was extremely successful,” he said. “The crews realized 100 percent mission accomplishment, and maintenance was superb.”



337th TAS loadmasters keep a bead on the disabled tugboat as they prepare to airdrop life rafts to the 12 crew members.

(USAF photo by TSgt. Gary W. Little)



Anthony A. Rebello, TSgt. Michael A. Town and MSgt. William E. Mahoney III.



## "Patriot People"



Lt. Col. Thomas Donovan

**Name:** Thomas Donovan  
**Rank:** Lt. Col.  
**Age:** 43  
**Address:** Saco, Maine  
**Unit:** 337th TAS  
**Position:** Pilot  
**Civilian Occupation:** Self-employed  
**Favorite Food:** Steak  
**Favorite Beverage:** Bourbon  
**Favorite Sport:** Golf  
**Favorite Hobby:** Fishing  
**Ideal Vacation:** Hawaii  
**Best Way to Relax:** At the Club  
**Preferred Entertainment:** Censored  
**Favorite Celebrity:** Paul Newman  
**Favorite Music:** Classical  
**Favorite Book:**  
**Favorite Color:** Green  
**Favorite Car:** Cadillac  
**Pet Peeve:** Back gate closing  
**Best Thing About Westover:**  
 People

## Promote Yourself

By MSgt. Larry Lentz

Have the stripes on your Air Force uniform turned yellow from age? Are others whispering behind your back about your Reserve career going nowhere fast?

Could it be a case of failed laundry detergent or worse — bad breath? Or are you doing everything possible to meet the requirements for promotion? Do you know what procedures must be followed to get another stripe for your sleeve?

"Promotions are made to meet specific needs in each career field," explains SSgt. Terry Harmon, wing career advisor. "But, it's up to everyone to understand and meet the criteria used by the Air Force and then follow the required procedures."

Enlisted personnel, seeking promotion through the grade of master sergeant, must:

- have completed all annual active duty requirements
- have no more than four unexcused absences during the fiscal year
- have completed on-the-job training on time
- meet Air Force weight and 35-10 standards, and
- have the minimum number of years in both present grade and time in service

Then, your supervisor and unit commander will evaluate your performance on the job. If a vacancy exists in the unit's manning document, they'll complete the necessary paperwork.

"I suggest the Reservist initiate the next step," said Sergeant Harmon. "That is a discussion with your supervisor who is there to help.

"First-line supervisors have the primary responsibility to understand their subordinates and to recognize problem areas.

"There are a lot of people who are eligible for promotion and who could be promoted. But they are not getting the recognition they deserve. They need to determine if they are meeting the standards and take it upon themselves to begin the process," concluded Sergeant Harmon.

Perhaps, then, next year, you will be one of the approximately 210 members of the wing at Westover who sew on brand new stripes.

## Commander's Call

### MERITORIOUS SERVICE MEDAL

Lt. Col. Thomas G. Hargis,  
439th CSG

### COMMENDATION MEDAL

Capt. Jack M. Sanocki,  
439th CSG

MSgt. Richard D. Sheets,  
58th APS

TSgt. Kevin Health, 439th CSG

### AIR FORCE

### ACHIEVEMENT MEDAL

CMSgt. Frank C. Pecka, 58 APS

TSgt. Ronald R. Benoit, 58 APS

TSgt. Adelino C. Fontes, Jr.

SSgt. David L. Wells, 59 APS

### COMMUNITY COLLEGE OF THE AIR FORCE DEGREE

SSgt. Ronald R. Muenchow,  
439th CSG

### AIR FORCE RESERVE

### CERTIFICATE OF RECOGNITION

MSgt. Roderick T. Brooks,  
439th CSG

earning a **PAT** on the back

### Enlistments

SSgt. Wesley D. Allen  
 SSgt. James L. Arnold  
 SSgt. Stephen J. Hoffman  
 SSgt. Thomas H. Krol  
 Sgt. Samuel R. Bazluke, III  
 Sgt. Jeffrey J. Casson  
 Sgt. Anthony J. Perras  
 Sgt. Michelle O. Turconi  
 Sgt. Victor R. Zina  
 SrA. John P. Bosley  
 AIC Marie R. Avey

AIC Raymond J. Circle  
 AIC Joann G. Fagan  
 AIC John C. Wise  
 AB Christine E. Greenia

### Re-enlistments

MSgt. Michael A. Arminio  
 MSgt. Verncel L. Creveling  
 MSgt. Stanley C. Svec  
 TSgt. Robert J. Fuchs, Jr.  
 TSgt. Richard C. King  
 TSgt. Labaerta D. Malone  
 TSgt. Fred W. Perret

TSgt. Joseph Schmadl  
 TSgt. John J. Speidel  
 TSgt. John F. Watkins II  
 TSgt. Jill A. Wimelick  
 SSgt. John W. Clark  
 SSgt. Darlene J. Crevier  
 SSgt. Jeffrey G. Dion  
 SSgt. Ronald R. Muenchow  
 SSgt. Kim L. Stilley  
 SSgt. Frank G. Wiggins  
 Sgt. Jose Burgos  
 Sgt. Stephen H. Corbett  
 Sgt. William P. Hurley, Jr.



## Briefs

### Gen. Scheer will speak at Westover Dining-In

Maj. Gen. Roger P. Scheer, chief of Air Force Reserve and AFRES commander, will be guest speaker at Westover's annual Officers Dining-In, Feb. 7 at the Consolidated Open Mess.

General Scheer will be arriving at Westover early Saturday and will tour base facilities. He will also be given a progress report on the base's proposed conversion to C-5 aircraft.

Approximately 225 officers and guests are expected to attend the affair.

Tickets are available from co-chairman Lt. Col. George Caldwell or Robert Motley, airfield manager.

### New commander

The 439th TAW's 914th TAG, at Niagara Falls, has a new commander. Col. Michael R. Lee replaced Col. Robert J. Winner who was named director of inspections at Air Force Reserve Headquarters.

Colonel Lee's previous duty assignment was deputy commander for operations for the 446th Military Airlift Wing at McCord AFB, Wash.

### Card players take heart

Pinochle and cribbage games will be played each Saturday night at the UTA beginning at 7:30 p.m. at the Dining Hall. Cribbage players are asked to bring their boards.

### In Sympathy

Condolences to the family of Joseph Agati. The retired Air Force master sergeant died on Nov. 28. He was one of the first members of an aerial port unit and had served at Hanscom Field and Westover after Air Force active duty. He was also a firefighter in the Reserve and was a retired Medford (Mass.) fire department captain who had received numerous awards for his acts of valor.

### Congratulations

Congratulations to Lt. Col. Ralph H. Oates, wing vice-commander, on his promotion to colonel. Congress has not determined, as yet, promotion dates.

## Maj. Van Norden new chaplain

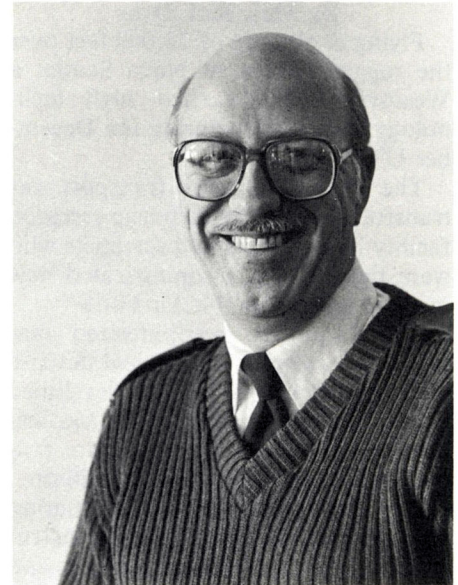
The new year brings a new chaplain to Westover, Maj. L. "Sandy" Van Norden.

Major Van Norden, a Methodist minister from Wappinger Falls, N.Y., comes to Westover after serving 10 years as Reservist at Dover AFB, Del. His active duty and Reserve time totals 25 years.

"I feel like I have two parishes," said Major Van Norden. "With the projected C-5 expansion, there will be more people to serve," he said.

The Thetford, Vt., native has a Bachelor of Arts from the University of Vermont, a Bachelor of Divinity from McGill University in Montreal, and received his Doctorate in Ministry from New York Theological Seminary.

He resides in Wappingers Falls, N.Y., with his wife Loretta and their six children.



Maj. L. "Sandy" Van Norden

## Goodwill group formed at Westover

A newly formed group at Westover wants the goodwill of the holiday season to last throughout the year.

The group, called "Friends of the Chapel," was initiated by Base Commander Lt. Col. Thomas Hargis and Air Force Chaplain (1st Lt.) Richard Miesel and has several objectives.

The most immediate benefit of the group is its advisory function to the chaplains. "The group will hopefully represent all the base units, and will give us a more direct line to Reservists' needs," explained Air Force Chaplain (Maj.) L. "Sandy" Van Norden.

Other objectives include the formation of a singing group, project planning and possible relocation of the base chapel services. According to Chaplain Miesel, the group should provide an

outreach not only to Reservists and their families, but to the community as well.

"The chapel program needs friends," said Colonel Hargis. "It is perhaps the least noticed facility on base, but the most vital.

"Spiritual life does not just dry up and blow away when you enter the Reserve program," he continued. "The chapel program should be fun and should provide a common commitment to helpful projects in the community."

Friends of the Chapel are anxious to involve as many Reservists as possible. They currently meet each UTA Saturday at 11:30 a.m. in the Chaplain's office in Bldg. 1408. More information is available by calling the chaplain's office at extension 3031.

## Safety officer and representative named

Maj. Linda F. Lear of the 74th Aeromedical Evacuation Squadron and Stanley J. Parkinson of Logistics Ground Transportation have been selected as recipients of safety awards for 1986.

In naming Major Lear as Safety Officer of the Year, Lt. Col. Gale French praised her work in her unit. "The 74th is a very active unit and one that has a great potential for hazardous situa-

tions. But Maj. Lear has maintained an excellent safety record throughout the year," he said.

Parkinson was named Safety Representative of the Year for his outstanding efforts in base transportation.

"Mr. Parkinson was chosen to receive the award for promoting safe work procedures that have resulted in an excellent safety record for Base Transportation," said Colonel French.



# Westover Hercules carries high tech gear higher

By Maj. Rick Dyer

Flying at altitude of 23,000 feet over the rugged terrain of Nova Scotia, a Westover C-130 carried high technology even higher during the December UTA.

The 337th TAS cargo transport was transformed into an airborne research facility by engineers and scientists who were field testing a sophisticated new medical device for the Air Force.

The 13-pound, computerized machine — known as a chemical defense vital signs monitor — was developed by the Air Force Aerospace Medical Division over the past two years at a cost of slightly more than \$1 million.

Air Force aeromedical evacuation personnel will be able to use the instrument to monitor the blood pressure and respiration of patients who are wearing chemical warfare clothing.

"We are defining the state of the art in this area," said Capt. Mark Tiedemann of the Aerospace Medical Division at Brooks AFB, Texas. "We are doing things that have never been done before."

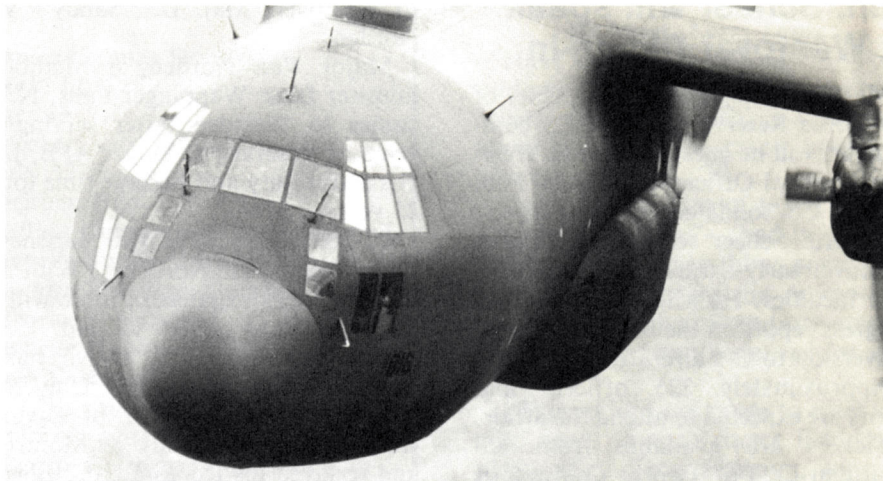
Captain Tiedemann, a UCLA graduate with a degree in systems engineering, is the program manager for the new instrument. Along with 1st Lt. Edward Klinenberg, an engineer with the Aerospace Medical Division, and Gordon Alling from the Arthur D. Little Company, the project's civilian contractor, he hitched a ride aboard the C-130 to put the prototype through its paces.

"Patients contaminated by chemical warfare agents would be wearing bulky suits or casualty wraps which can't be removed," the captain explained. "Our job has been to develop a vital signs monitor that can take readings through the bulky gear."

During the five-hour mission, the Westover Hercules, piloted by Maj. Val Riordan of the 337th TAS, became a flying blood pressure clinic.

Flight nurses and medical technicians from the 74th AES, aboard the aircraft for aeromedical evacuation training, served as "patients," and also had the opportunity to operate the monitor.

Although the engineers said the device functioned well, there were some "bugs" which will have to be ironed out.



(USAF Photo by Frank Faulkner)

One subject, wearing a heavy flight jacket, had an extremely high blood pressure reading of 178 over 123. With the jacket removed, his blood pressure registered within the normal range of 125 over 83.

"The extra material in the flight jacket is making the machine think that his BP is higher than it actually is," Captain Tiedemann said. "We will have to investigate the possibility of making adjustments with the computer."

Captain Tiedemann said that the new device employs a blood pressure cuff containing three sensitive microphones, which is placed over the patient's brachial artery. Infrared transmitters and receivers are used to monitor respiration, and a two-pound computer provides a digital readout of the vital signs within 35 seconds.

According to Mr. Alling, the Arthur D. Little Company engineer, the Westover C-130 offered "an excellent environment" for the demonstration.

"This monitor will be used in combat aboard airplanes, helicopters and armored personnel carriers," he explained. "It will have to function accurately in high noise, high vibration situations like this."

Captain Tiedemann said that the tests "were very gratifying" and that the vital signs monitor functioned "extremely well."

He added that the monitor would be undergoing extensive laboratory and field testing during the coming months, and predicted that the instrument would be available for general use in approximately three years.

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