

PATRIOT

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September 2012 | Patriot Wing -- Leaders in Excellence



UTA SNAPSHOT

Case lot sale, Hangar 3, Saturday and Sunday, 10 a.m. to 5 p.m.

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Turn to pages 8-11 to see photos of the 2012 Great New England Air Show and Open House. More than 210,000 people visited Westover during the event.



RAINING OVATION>> A family shields itself from a sudden downpour Aug. 5 during the Great New England Air Show and Open House. For more photos on the air show, turn to pages 8-11. This was the first air show to be held at Westover since 2008. (photo by W.C. Pope)



The 2012 Great New England Air Show and Open House is now a memory. I'd like to thank all of you for making it such a huge success - your hard work ensured we put on a first-class show! The local community, air show participants, and most importantly, our veterans, had nothing but praise for the way the men and women of the Patriot Wing treated them. I've heard from many sources that this was the best air show they had ever attended. Your attention to detail and caring attitude provided our guests with

memories that will last a lifetime.

The end of the GNEAS also marked the end of my first year as your commander. It's hard to believe that I have been your commander for a year; the time has flown by. There have been good times and bad times (mostly good), we have accomplished many things, and we have much to look forward to in the future. Challenged by severe weather, budgetary constraints, long deployments, and the pros-

"You have accepted all of these challenges and proved time and again that you are the best wing in the Air Force Reserve, Leaders in Excellence."

pect of Air Force structure changes, the Patriot Wing has answered each call to duty. You have accepted all of these challenges and proved time and again that you are the best wing in the Air Force Reserve, Leaders in Excellence.

The future brings fiscal uncertainty, proposed force structure changes, and constant demand for our services. We will most likely be faced with "continuing resolutions" from Congress as we begin the next fiscal year. Be patient while I, the wing finance staff, and your resource advisors do what we can to keep your hard-earned pay flowing. The future of the Air Force structure is wrapped up in the ongoing budget discussion. Our elected representatives know how important Westover is to the local economy and national defense. Hopefully, we'll know by the end of March if the proposed changes to our wing will take effect.

The world is a busy place; the services of the Patriot Wing are in high demand. We will continue to do what we can through volunteerism, but the point may come when mobilization is required to fulfill an urgent need. Our national leaders will call upon us when the need arises, and we will be ready to answer that call.

Thank you for all that you do every day to support this great nation.

by Col. Steven Vautrain
439th Airlift Wing commander

BRIEFS |

Clinic hours

The 439th Aerospace Medicine Squadron clinic's new hours are: Monday, Tuesday, Thursday and Friday: Walk-ins 7:30-11:30 a.m. and 12:30-4:30 p.m.

Profiles/waiver - documentation turn-in and processing/ deployment processing: by appointment only.

Wednesdays only: Walk-ins 8-10 a.m. and 12:30-5 p.m.

Clinic is closed for training from 10-11:30 a.m. every Wednesday. Audios and blood draws are available every weekday afternoon from 1-4 p.m.

For further information, call 557-3565.

MSG assumption of command

Col. Kenneth Lute will assume command of the 439th Mission Support Group at 9 a.m. Sept. 9 in the Base Hangar. Col. Lute previously was the MSG deputy commander.

Club, bowling center closures

The Westover Club is closed for renovations for about one year. Troop feedings will be held in Bldg. 5550 during UTAs. Bldg. 5550 is located on Radar Hill Drive near the Base Exchange.

The bowling alley, also closed for renovations, is slated to reopen in February.

Board meets before each A UTA

The 439th Airlift Wing's Community Advisory Information Board (CAIB) provides Airmen information quarterly to support their resiliency in various facets of their lives.

CAIB members meet Friday afternoons before each A UTA in the wing headquarters building.

For more information, contact Maj. Holly Becker at 557-3513.

Quarterly awards

Westover's quarterly award winners for the third quarter are:

Airman - SrA. Sharon Mekal, 439th Aircraft Maintenance Squadron

NCO - SSgt. Keith Herrick, 439th Maintenance Squadron

SNCO - MSgt. Anthony Giardini Jr., 439th Security Forces Squadron

CGO - Capt. Marie Tracy, 42nd Aerial Port Squadron

Civilian - Michael Wysocki, 439th Mission Support Group

Civilian Supervisor - Charles VanGorden, 439th MSG.



Nearly 210,000 fill flight line for two-day air show

by MSgt. Andrew Biscoe

“Loved the dirty flaps and gear,” said Capt. Caitlin Sweeney, as she stood on the flight line and watched Lt. Col. Matthew Llodra guide the C-5 through low clouds after weather forced a 90-minute delay in the kickoff of the Great New England Air Show.

Thousands of people watched the C-5 – its engine whine cutting through the humid air – as it lumbered through the clouds in an instrument-only approach, to officially begin the flying demonstrations Aug. 4.

Nearly 210,000 people thronged Westover’s vast flight line Aug. 4-5 for the air show’s salute to the World War II generation.

More than 60 military and civilian aircraft converged on the flight line through the weekend.

Momentum began to build when aircraft from bases nationwide began arriving Aug. 2. A kickoff breakfast was held Aug. 3 in the fuel cell hangar. Performers took the air for a practice air show in the morning.

MSgt. Christopher Davis, with the Base Honor Guard, stood at attention

for more than two hours in full dress blues at the breakfast. Muggy, stagnant air trapped the heat inside the hangar, he said, but the chance to render a sharp salute to a World War II veteran overtook everything else that morning.

“I felt so proud to be part of Westover’s tribute to these brave veterans,” MSgt. Davis said. “I was honored to salute these people, and to look them right in the eye as a servicemember myself.”

Military and civilian organizers devoted months of planning to ensure the air show met its tribute objective – “A Salute To the Greatest Generation.” Vintage and modern aircraft provided those nods from the air, while on the ground, World War II reenactors dressed out in wool regalia, and braved the 90-degree temperatures to bring nostalgia to the flight line.

MSgt. Scott Taylor, 337th Airlift Squadron, stood on a stage near show center and held an American flag. The opening ceremony included a moment of silence for the men and women who first occupied Westover’s hangars and runways more than 70 years ago. MSgt. Taylor held the flag with Capt. Martin Ochtabec, 337th AS, while TSgt. Blaire

Sieber sang the National Anthem during opening ceremonies Aug. 5.

“That was an important moment for all of us,” MSgt. Taylor said.

The air show brought in fly-bys of such modern aircraft as the B-2 Spirit stealth bomber, and took spectators back in time to D-Day with a C-47 Skytrain – complete with markings from the renowned 1944 Allied invasion at Normandy.

Performers eventually took to blue skies. Thousands of people lined a fence along the flight line to watch demonstrations from performers such as the Army’s Black Daggers parachute team, a Marine Corps vertical landing and takeoff-capable MV-22 Osprey and world-champion acrobatic pilots Rob Holland and Michael Goulian.

In addition to the flying, visitors browsed numerous static military aircraft, including a rarely-seen B-1B strategic bomber, and saw vehicle displays from all branches of the U.S. military. NASA even placed a first-ever interactive display, complete with a moon rock and a “Picture Yourself in Space” photo booth.

EDITOR’S NOTE: TSgt. Timm Huffman contributed to this story.





“The Greatest Generation” recall World War II era

by TSgt. Timm Huffman

In the shadow of Westover’s World War II-era hangars, once the point of departure for thousands headed to fight the Axis Powers, 160 veterans of that war had front row seats to the 2012 Great New England Air Show, Aug. 4-5.

The veterans were invited through the Galaxy Community Council, the non-profit community organization that partnered with the base to help put on the air show. John Harrington, a GCC volunteer, was in charge of making the invitations.

“I met a lot of amazing guys who did incredible things at 18, 19, 20 years of age,” he said. “I was in college at that age and these guys were flying bombing missions over Japan.”

Although the Greatest Generation is notoriously tight-lipped, here are five veterans who shared their stories.

Cpl. John Garvulenski, U.S. Army, 1943-1946

Cpl. Garvulenski left his high school graduating class of 1943 before he received his diploma to serve in the European theater. He arrived in Normandy on D-Day +6.

As a medic in the infantry, he treated the injured on battlefields and in foxholes across France until being injured himself.

“It’s not easy. I was glad to get out. I was so close to death so many times,” he said.

After recovering, he transferred to the 5th Infantry Division and served as a Military Policeman.

During this time, Cpl. Garvulenski had the opportunity to work with the French mounted cavalry for about a month in Auxerre, France.

A lover of horses, Garvulenski said he saw the cavalry ride by one day and asked his commanding officer about it. Before he knew it, he was buddied up with a French lieutenant and was rounding up German soldiers to go to the prisoner of war camps.

“I enjoyed that so damn much.”

Cpl. Gregoire G. Rochon, U.S. Army Air Corps, 1943-1946

Cpl. Rochon joined the Army Air Corps in 1943 and became a surgical

technician at DeRidder Army Air Base, La., a P-51 Mustang training school.

While there, he was instrumental in saving the lives of many airmen.

He recalled the time he was called to help a doctor recover two troops who suffered head injuries in a vehicle roll-over. He said the doc asked him to load the patients into the ambulance. Cpl. Rochon loaded the injured men head-first into the vehicle. He said if they had been loaded feet-first, blood would have rushed to their injured brains as the ambulance sped away, possibly resulting in worse injury.

After the war ended, he was transferred to Delaware, where he worked receiving injured troops back from overseas. He said they would care for the wounded while they rested from the long journey, before sending them off to hospitals nearer their homes.

“Even though I never served overseas, I’m still proud of my service,” he said. “I did my job well.”

Cpl. Henry Faokowski, U.S. Army, 1943-1946

Cpl. Faokowski started his World War II adventure on D-Day at Normandy and fought his way across Europe until U.S. and Russian troops met in Germany.

He served as a rifleman in four major campaigns across the continent and earned the Bronze Star along the way.

“It was no picnic,” he said. “So many times you’re surprised you didn’t get killed.”

Cpl. Faokowski said he stays as close to his military roots as he can and currently serves as an honor guardsman in Connecticut. He performs duties as a rifleman at the funerals of veterans.

Lt. Col. Chester Faokowski, U.S. Army Air Corps

Lt. Col. Faokowski, a C-47 Skytrain pilot, served in China during World War II, delivering supplies to the Chinese army “over the hump.”

Flying through the Himalayan Mountains was rife with danger, he said. The C-47s he flew were unable to fly at altitudes high enough to go over the mountains, so he would have to pilot the aircraft through the mountain passes.

“The weather killed more pilots than the Japanese,” he said.

While many who served in this particular region were stationed in India and flew into China, Lt. Col. Faokowski was stationed in China and had to rely on the Chinese for support. The planes

--continued on page 7



Gregoire Rochon

Twentieth chief of staff takes command of Air Force

by TSgt. Shawn Jones
AF Public Affairs Agency

JOINT BASE ANDREWS, Md. (AFNS) -- The Air Force chief of staff flag passed to the service's 20th chief in a ceremony here Aug. 10.

Gen. Mark Welsh III, a 36-year Airman, stepped into the position, taking over for Gen. Norton Schwartz, who also retired from the Air Force during the ceremony.

"Mark is respected throughout the Air Force for his exceptional leadership and ability to connect with Airmen," Secretary of the Air Force Michael Donley said. Raised in an Air Force family, Gen. Welsh said he found a role model in his father, a decorated combat pilot.

"Today, I think he'd be proud of me," he said. "And any day a kid can make his dad proud is a great day."

Gen. Welsh emphasized the need for Airmen to understand the importance of the other ser-



Gen. Mark Welsh III

vices in joint operations, but also said Airmen shouldn't underestimate the combat capabilities of their own service in winning today's fight.

"No one else can bring what we bring to the fight, and any real warfighter knows that," he said. "Don't ever doubt yourself or this service."

Gen. Welsh also addressed his stance on issues affecting the well-being of Airmen.

"When it comes to Airman resiliency, suicide prevention, and sexual assault prevention and response, I believe you're either part of the solution or you're part of the problem," he said. "There is no middle ground."

Gen. Welsh also said the Air Force must shape the future and that will require innovative thinking and different approaches to problems, along with modernization. He was nominated by the president May 10 and confirmed by the Senate on Aug. 2.

In his previous position as the commander of U. S. Air Forces in Europe, he was in charge of Air Force activities in an area of

operations covering nearly one-fifth of the globe.

A 1976 graduate of the Air Force Academy, Gen. Welsh has served in numerous operational, command and staff positions, such as commandant of cadets at the U.S. Air Force Academy, vice commander of Air Education and Training Command and associate director for military affairs at the Central Intelligence Agency.

"When I became a squadron commander, I felt excited. When I became a wing commander, I felt proud. When I became a major command commander, I felt privileged and a little bit old," he said. "Today when I was sworn in as chief of staff of the Air Force, I felt humbled to be given the honor of leading its incredible Airmen."

His experience includes nearly 3,300 flying hours, most of which came in the A-10 Thunderbolt II and F-16 Fighting Falcon.

New chief of Air Force Reserve eyes continuing challenges

ROBINS AIR FORCE BASE, Ga.

-- Lt. Gen. James Jackson became chief of Air Force Reserve and assumed command of Air Force Reserve Command in a ceremony July 30 at the Museum of Aviation.

He replaced Lt. Gen. Charles Stenner Jr., who retired from the Air Force with 39 years of military service after the change of command. Lt. Gen. Stenner had served as chief and commander since June 2008. Air Force Vice Chief of Staff Gen. Larry Spencer officiated the ceremony.

As the chief of Air Force Reserve, Lt. Gen. Jackson serves as the principal adviser on Reserve matters to the Air Force chief of staff.

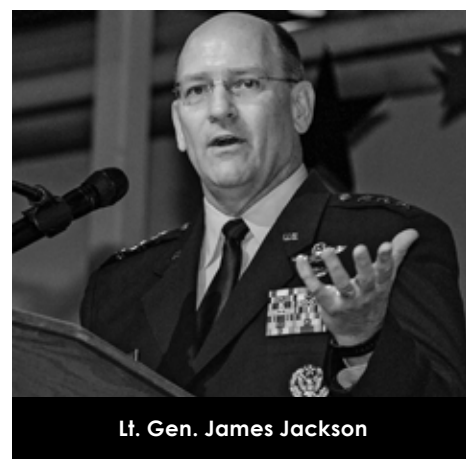
"The challenges will continue," he said at the change of command ceremony. "I will do my best to lead us all to suc-

cess."

Lt. Gen. Jackson became the deputy to the chief of Air Force Reserve in the Pentagon in May 2010. When he assumed command of AFRC, he became the chief of Air Force Reserve.

He is a 1978 graduate of the U.S. Air Force Academy. He completed more than 14 years on active duty, including flying tours in Europe and the Pacific, before joining the Air Force Reserve in 1992. Lt. Gen. Jackson has held numerous wing leadership and command positions, as well as staff assignments at Headquarters Pacific Air Forces, Headquarters U.S. Pacific Command and Headquarters U.S. Air Force.

"I believe George Washington explained it well as he spoke of his Continental soldiers in the war of independence," Lt. Gen. Jackson said. "His soldiers were



Lt. Gen. James Jackson

farmers, clerks, lawyers, shopkeepers and factory workers. He said, 'When we assumed the soldier, we did not lay aside the citizen.'

"Indeed, in today's Air Force Reserve, the Airman is the citizen and the citizen is the Airman." (AFRC News Service)

--continued from page 5

flying in were packed with military equipment, so there was no room for other supplies, he said.

Lt. Col. Faokowski recalls flying to Manchuria at the end of the war to pick up a group of prisoners of war who were being repatriated, and among those men was a Doolittle Raid survivor and others from the war. Upon returning they were greeted with a red-carpet welcome.

"It was an experience for sure," he said.

After the war, Lt. Col. Faokowski returned to the States and was stationed at Westover.

Maury Levesque
U.S. Army Air Corps/



Maury Levesque

U.S. Air Force

World War II and Korean War veteran Maury Levesque seemed not to mind the wilting heat Aug. 4 that affected many air show attendees half his age.

Levesque flew B-17s out of England during World War II. His commander was then-Col. Curtis LeMay. He recalled flying in the famous combat box formation that Col. LeMay helped to develop, in which B-17 strategic bombers flew in a tight group to increase both offensive and defensive value.

Levesque said he was in the Army Air Corps the day it changed to the Air Force.

"One day I came in wearing an Army

uniform, and the next day I was wearing Air Force blues," he said. The Army Air Corps became the U.S. Air Force on Sept. 18, 1947.

Levesque was recalled to active duty during the Korean War but remained stateside.

"The service had a rule that said you couldn't be deployed overseas if you were involuntarily recalled," he said, speaking in a strong voice that belied his years.

After leaving active duty a second time, Levesque flew corporate aircraft, including Gulfstream jets, until he retired.

The air show was a salute to the sacrifices these and the millions of other American men and women made during that war. Numerous heritage aerial performances, static ground displays and special treatment were among the ways Westover Airmen honored these men and women of "The Greatest Generation."

Sister services provide staff, aircraft at show

by SSgt. George Cloutier

The Army, Air Force, Marines and Navy came together in a display of joint service cooperation during the Great New England Air Show.

The Army provided multiple static displays for the event, including a Black Hawk Med-Evac helicopter, Humvees, ASVs, and various crew serve weapons such as the M-2 .50 caliber machine gun.

The Marines provided a static display of a MV-22 Osprey, an MV-22 flying demonstration and a recruiting station.

The Navy provided two F/A-18s which, served as static displays and flying displays during the air show. Navy pilots with the Strike Demonstration tour from



FLIGHT OF THE OSPREY >>

A Marine Corps MV-22 Osprey aircrew demonstrates its vertical landing and takeoff capability during the Great New England Air Show. The Marines flew in an additional Osprey for static display. (photo by SrA. Kelly Galloway)

Oceana Naval Air Station, Va., flew the aerial performances.

Army and Marine military police teamed with 439th Security Forces Squadron Airmen to provide security for the show.

"The Marines are proud to be involved in anything that

supports the community. If there's anything we can do that helps educate the community, that's what we're here for," said SSgt. Jessica Smith, Marine Recruiting Station, Springfield.

"People think of the Department of Defense as one big family," said Lt. Joel Page,

Army Reserve 94th Infantry Division Military Police, who led the Army security detail for the air show. "It's been very smooth. The mission is the same and we meld together really well. MP, security forces, it's the same thing. They speak the same language."



Great New England





and Air Show and Open House 2012



AIR SHOW PHOTOS |





-- photos by
439th Airlift Wing
Public Affairs staff



300 mph to class

by SrA. Charles Hutchinson IV

Barreling down a flight line at 300 mph, in a school bus, isn't your everyday activity, but for Paul Stender it's just another day in the office.

The school bus, nicknamed "School Time," is the largest jet land vehicle in the world and is powered by a 42,000-horse power F-4 Phantom jet engine. The jet school bus was among the performances at show center at August's Great New England Air Show.

"The entire vehicle was custom-built by myself," said Stender.

The bus can hit speeds north of 350 mph and burns roughly 150 gallons of fuel in a quarter mile.

Stender performs 35 weekends per year, and when he isn't performing he's thinking of, and building, new jet-powered land vehicles. He's working on his 40th jet-powered land vehicle.

I rode with Stender in the school bus. One minute I was looking out the window to clear visibility of the runway. Within seconds, Stender was doing massive doughnuts



photo by SrA. Kelly Galloway

that produced a ring of smoke that left me with zero visibility. Then I was hurtling through the smoke. After a few doughnuts and a few flame flares, Stender stopped the bus, looked in the rear-view mirror and put his thumb up.

It's go time.

Within seconds we sped down the runway at more than 300 mph. My seatbelt seamed to tighten, my head jerked back, my heart was pounding, and I gasped for air. I tried to pull my body forward to see out the window, but by the time I was able to lean forward the chute was deploying and the thrill was over.

Stender, originally from Big Bend, Wisc.,

defines himself as an adrenaline junkie. Starting off racing motorcycles and snowmobiles, Stender always had that need for speed. After racing sprint cars and even being in a NASCAR pit crew, he decided to shake things up a little.

After three concussions and many broken bones, Stender said, "I wanted to do something safer," hence the transition to driving a jet-powered school bus.

Other jet-powered vehicles in Stender's arsenal include a fire truck, a jeep and a 1967 Chevrolet Impala.

His next goal: beating the land speed record. He hopes to build a car that will reach 800 mph.

TROOP TALK | What is your favorite part of the air show?

"The B-1! Because there's no other aircraft like it."

--SrA. Carmen Provenzano
439th Aeromedical Evacuation Squadron



"Our squadron statics because it shows off our capabilities."

--SSgt. Albry Crowley
439th Aeromedical Evacuation Squadron

"When the planes were doing their extreme acrobatics and then the pyrotechnics would go off, that made it even more exciting."

--SSgt. Sally Granada
439th Airlift Wing



--photos by SrA. Kelly Galloway

Airman cashes in on a citizenship dream

by SrA. Charles Hutchinson IV

Amn. Ernest Awusah hit the jackpot, and he's decided to give it all back to the Air Force Reserve.

He's not signing a check; he's signing up for another enlistment.

Amn. Awusah, who's assigned to the 439th Force Support Squadron, is a native of Ghana. He was randomly selected under the Diversity Immigrant Visa Program lottery, a congressionally-mandated visa program that gives non-citizens a path to U.S. citizenship.

Fifty-five thousand diversity visas are granted annually, but selection only happens after meeting strict eligibility requirements. Applicants have to come from countries with low rates of immigration to the United States. Immigration officials randomly selected Amn. Awusah from many applicants, and he couldn't be happier that he was selected to receive his Green Card and serve a term in the Air Force Reserve.

"But if I wanted to re-enlist, I'd have to be a citizen," he said.

Citizenship opens other "readiness" doors as well. It allows him to get a security clearance and to deploy to countries that require official passports and Visas.

Amn. Awusah was one of more than 32,000 U.S. military members serving as a legal resident in hopes of attaining citizenship. While most Airmen focus on on-the-job training and career development courses, some, like Amn. Awusah, are also studying U.S. history, civics and English they'll need to pass for their citizenship examination -- material most Americans haven't touched since grade school.

He passed verbal and written tests taken from 100 possible questions and successfully completed an interview, but those were only part of the naturalization process. According to the U.S.

Department of Homeland Security, a person may be eligible to apply for naturalization under Section 328 of the Immigration and Nationality Act. There are many factors they must consider first.

Under the guidelines, servicemembers like Amn. Awusah must be able to read, write and speak basic English; be a person of good moral character; and have continuously resided in the United States for at least five years.

Amn. Awusah's pursuit of education originally motivated him to enter America.

He also learned that he could serve in the Air Force as a legal resident of the United States.

"When I came to America I had my high school diploma from Ghana, but I had to change it to the high school diploma from the United States," he said. "They were able to convert my diploma, and with that I was able to enlist."

But Amn. Awusah said that wasn't enough. He wanted to stay longer, and be part of the Air Force longer.

"The main reason I became a citizen is because I wanted to re-enlist -- the Air Force is very important to me," he said.

After a lucky turn at the lottery, a couple of years in America, and lots of hard work, Amn. Awusah made it official in May, taking the oath of U.S. citizenship. Now he's ready to take another oath and re-enlist into the Air Force Reserve.

EDITOR'S NOTE: Air Force News Service contributed to this story.



PATRIOT EXPRESS >> Above, TSgt. Steven Duplessis marshals in a C-130 during the 439th Airlift Control Flight Patriot Express exercise held in August in Colorado Springs, Colo. Right, Airmen offload Navy Seabee cargo from a C-17 Globemaster III. See additional photos and story at westover.afrc.af.mil.

photos by SrA. Kelly Galloway



COMMAND CHANGE >> Lt. Col. Michael Travelent discusses leadership during the 439th Maintenance Group's historic triple change of command ceremony July 28 at the fuel cell hangar. During the ceremony, Lt. Col. Travelent moved to command the 439th Aircraft Maintenance Squadron. Maj. Kristofer Terry became the new commander of the 439th Maintenance Squadron, and Maj. Todd Meyers now leads the 439th Maintenance Operations Squadron. (photo by SrA. Kelly Galloway)

Pope's Puns



Bldg. 5550 to house UTA troop feedings

The Westover Club is closed for a year for extensive renovations in the building. Bldg. 5550, located on Radar Hill Drive near the Base Exchange, will be the temporary location for UTA troop feedings. Signs will be posted to assist reservists in finding Bldg. 5550.

Units ordering box lunches will still submit their requests through the Westover Club, said Erin La-Hart, club manager. Units will need to fax their box lunch information to (413) 593-5533. All pickups will be at the loading dock garage door. Box lunches requested for non-UTA weekends must be picked up by noon on Fridays, she said.

Promotions

Chief Master Sergeant
Michelle Dunfield



Senior Master Sergeant
Kathleen Kratochvil
Andrew Merseth
Theresa Murphy
Ruth Rodriguez



Master Sergeant
Ryan Abrams
Nicholas Henchey
Joaquim Pedro
Albert Raymond III
Scott Taylor
Kenneth Wentworth
Andrzej Widor



Technical Sergeant
Joseph Bartozzi
Eric Jancalitis
Jason Jordan
Gerald Martel
Lance McGrath
Mark Nieves
Paul Norman
Brian Riordon
Davielle Rodgers
Amber Roe
Robert Sanborn
Michael Schweitzer
Joe Scott
David Suchcicki



Staff Sergeant
Christopher Angeloni
William Cote
Christina Hall
Paul Hollis
Maria Quinones
Gordon Richards
Joel Velez
Ryan Yaworski



Senior Airman
Steven Albrecht
Christopher Dean
Justin Healy
Jessica Lefourneau
Matthew Marcotte
Brittany Miller
Kyle Piche
Colin Shepley
Christopher Wasuk



Airman 1st Class
Damien Acevedo
Caitlin Friello
Omar Mendez
Stephanie Palala
Shawn Smith II
Graig Sion
Todd Vaughan



Airman
Kevin Braniff
Arthur Collins
Jason Failey
Catherine Harrington
Kyle Morgan
Daniel Nunez
Peter Triantafellow
Jin Yu
Jorge Yubran



FACES OF WESTOVER

SrA. Lee Belisle
439th Maintenance Squadron

SrA. Lee Belisle joined the enlisted force at the end of 2010 after earning a degree in business administration from Worcester State University. As a guidance and control avionics technician, SrA. Belisle is responsible for the maintenance of all instruments and flight controls imperative to flying the aircraft.

"I've always had an interest in aviation. My dad is a private pilot, and as far as I can remember we've always had family in some part of aviation," SrA. Belisle said. "I had the desire to carry on the family tradition and with the economy the way it is, I didn't see myself becoming gainfully employed right after I graduated... so the decision to enlist was easy.

"I played hockey all my life, so being part of a team is what I know. Being enlisted essentially means you are part of a team vying for a common goal," he said. "For me, to be able to be part of something bigger than myself is a powerful realization ... so powerful in fact that enlisting has been the best decision I've made in my life so far."

-- by SrA. Kelly Galloway



SrA. Lee Belisle

Selected for promotion to lieutenant colonel

Kelly Hosey
Lisa Houle
Matthew Potter
Kelly Robinson
Rex Steves
Kristofer Terry

WESTOVER SERVICES HAPPENINGS

CLUB CLOSED >> The Westover Club is closed for a year for renovations. Visit the Westover Services web page for more details. Troop feedings will take place at Bldg. 5550 located near the base exchange on Radar Hill Drive.

BOWL >> Keep up to date on the progress of the renovation on www.facebook.com/WestoverBowl.

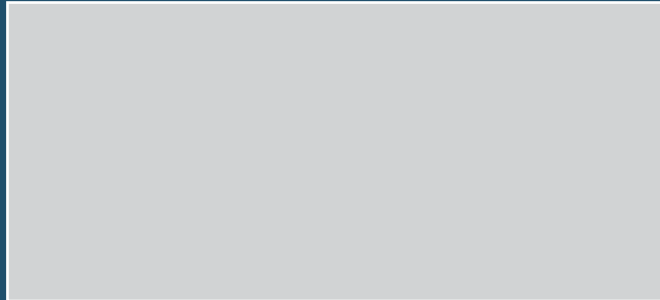
OUTDOOR REC >> Planning a camping trip? Visit the outdoor recreation staff for all of your camping needs. For more information, call 557-2192.

FLAG IT DOWN >> Flag football season starts Sept. 24. Contact the fitness center for more information at 557-3958.



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Published monthly for Patriots like SSgt. Brian Mizula, Easthampton, Mass., and the more than 3,400 reservists and civilians assigned to the 439th Airlift Wing.



QUABBIN VIEW >> Flying in formation above the Quabbin Reservoir in Belchertown, Mass., six World War II SNJ-2 trainers prepare for the Aug. 4-5 Great New England Air Show and Open House. These aircraft comprised the Geico Skytypers, one of several civilian performers at the show. More photos of the air show are on pages 8-11. (photo by SrA. Kelly Galloway)