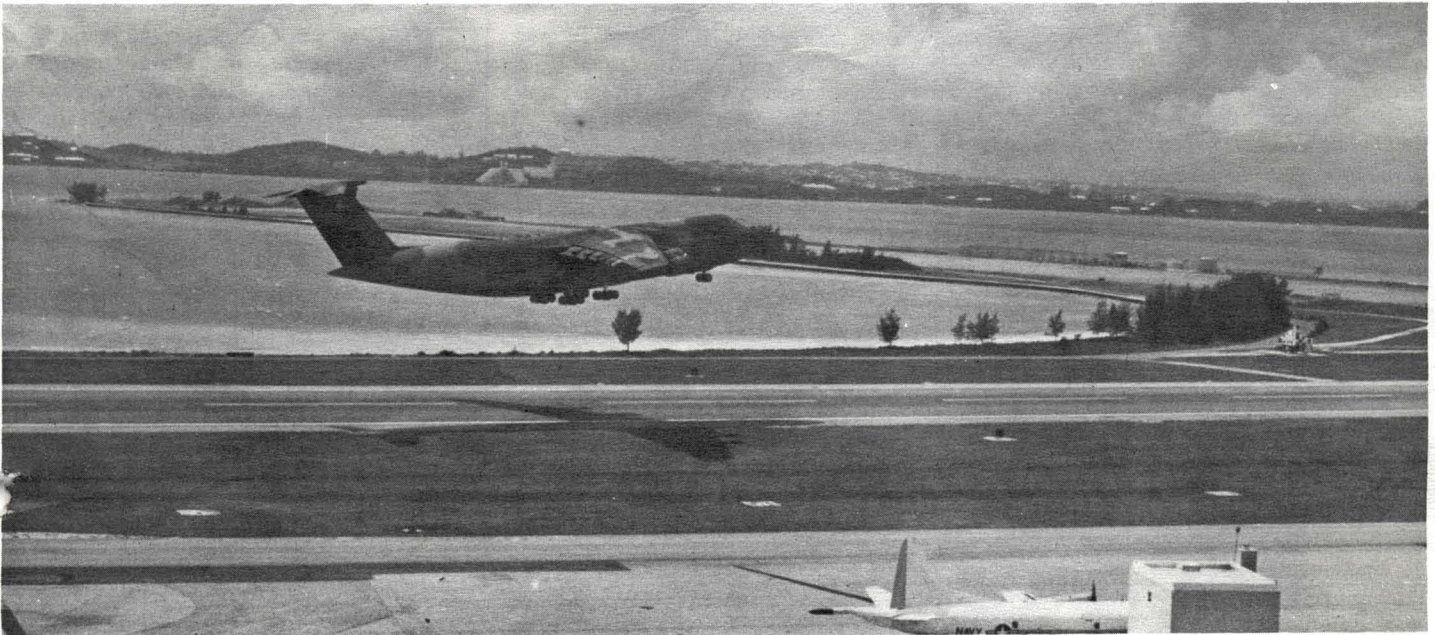


PATRIOT

439TH MILITARY AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

VOLUME XVI, NUMBER 4

MAY 1989



Westover's C-5 takes off from sunny Bermuda enroute to McGuire AFB, N.J. for a cargo run.

439th ALCF teams up with Navy in Bermuda

Article and photos by TSgt. Sandi Michon

BERMUDA, NAS—The setting was idyllic—balmy temperatures, palm trees and the most incredibly turquoise ocean—like the postcards that read, “Wish you were here.” Except this time we were...

The Westover C-5 aced its landing in Bermuda and taxied into the middle of the postcard... Just fifteen minutes after the huge nose lifted and the ramp was lowered, 56 tons of Navy cargo were completely off the aircraft. No one lost their luggage, and the trip's agenda ticked off like clockwork... all compliments of the 439th Airlift Control Flight.

When the Navy, Army of Marines need airlift services, Air Force ALCE becomes their “travel agent.”

Westover's 439th Airlift Control Flight, formerly the Airlift Control Element (ALCE), coordinated an airlift

for the 21st Reserve Naval Mobile Construction Battalion, Lakehurst, N.J. to Bermuda Naval Air Station in April.

“It was actually an honor to be tasked with this airlift,” explained Maj. Robert Kirschling, 439th ALCF operations officer. “The 21st RNNCB is not one of our affiliate units, but because we've done such a good job on past Navy-related exercises, we were hand-picked by their commander.”

The Navy exercise, named “Atlantic Stinger,” is the first Seabee exercise to be conducted outside the continental U.S. “When we support an airlift, we take care of most of the details, from securing a parking space for the aircraft, fuel, ground transportation and flight lunches to ensuring that all the necessary support staff is available when needed,” said major Kirschling.

Westover's ALCF supports between 12 and 18 missions per year and each airlift takes approximately six months to plan.

Planning for the Bermuda airlift began in October with telephone contact with Navy personnel. “We then coordinated with the 337th MAS, because we knew C-5 was requested by the Navy,” explained Major Kirschling. “Normally, such airlifts are coordinated through the JA/ATT (see related story on page 13) systems alone, but our coordination with the 337th streamlined the procedure through JA/ATT.”

“We sent people from our unit to both bases to find out what equipment they had and if they had the people to run the equipment we needed,” said Major Kirschling.

Continued on page 12

EDITORIAL

Wadda ya want? Blood?

1st. Lt. Tom Schwechheimer has to be the most persuasive person at Westover.

Forget about sweat...or tears. During the March UTA weekend, the young MWR officer asked for—and got—the blood of more than 180 civilians and reservists.

Lieutenant Schwechheimer recently assumed the additional duty of organizing the periodic Red Cross blood drive staged at Westover. He says that he was pleased with the results, and hopes to do even better next time.

"When you consider the good that giving blood does—the lives that it can save—donating blood is a very worthwhile act," the lieutenant said.

According to Diane Rowe of the northeast region of the American Red Cross, as many as three persons can benefit from one pint of blood. The blood donated here benefits patients at 18 areas hospitals.

Giving blood is a relatively simple procedure. It doesn't take very long, and it doesn't hurt. As the Red Cross says in its promotional ads and literature, "All you'll feel is good."

Westover's next blood drive will be held next fall. The *Patriot* will publish advance notices of the time, date and place.

Everyone who can give blood should consider rolling up their sleeves for Lieutenant Schwechheimer and the Red Cross. That simple act will help to save many lives. That fact, in and of itself, is the only persuasion anyone should need.

—Maj. Rick Dyer
Public Affairs Officer



PATRIOT

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

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Briefs

New campers

Westover reservists will soon have access to three new "state-of-the-art" campers that have been purchased by the base Morale, Welfare and Recreation branch.

The 23-foot, self-contained Ford Honies were bought at a cost of \$78 thousand, including trade-in of older campers. The campers are expected to be available soon at the Recreation Supply Rental Store.

IMAs are needed

The Federal Emergency Management Agency (FEMA) is seeking military reservists to serve in its Individual Mobilization Augmentee (IMA) program. In this program, reservists serve as specialists filling assignments for mobilization and emergency planning tasks. Position in plans and operations, communications, radiological defense, shelter management, engineering, damage assessment and administration are available.

To qualify, reservists must be members of the Individual Ready Reserve (IRR), be in grades E-6 through O-6, live within 50 miles of their assigned Emergency Management Office and possess appropriate skills to meet the requirements of the Emergency Management organization.

Interested reservists should contact Sandra Tisdale, IMA Program Manager, FEMA, Region I at the J.W. McCormack Post Office and Courthouse, Room 537, Boston, Mass. 02109.

Culinary class

Westover AFB will host an AFRES Culinary Training Class from Sept. 19 to 24.

A world-class chef from Johnson & Wales College will lead a class consisting of eight to 12 students. Classes are expected to strengthen culinary skills and teach new skills and techniques to upgrade AFRES open mess dining operations. The class will prepare a dinner special each evening Tuesday through Saturday that will be offered to the general membership.

SMSgt. Dick Sheets Award — 58th APS

By AIC Kymberly A. Saganski

In remembrance of a man whose job expertise and warm personality are dearly missed, the 58th Aerial Port Squadron has created the SMSgt. Dick Sheets Award for deserving unit members.

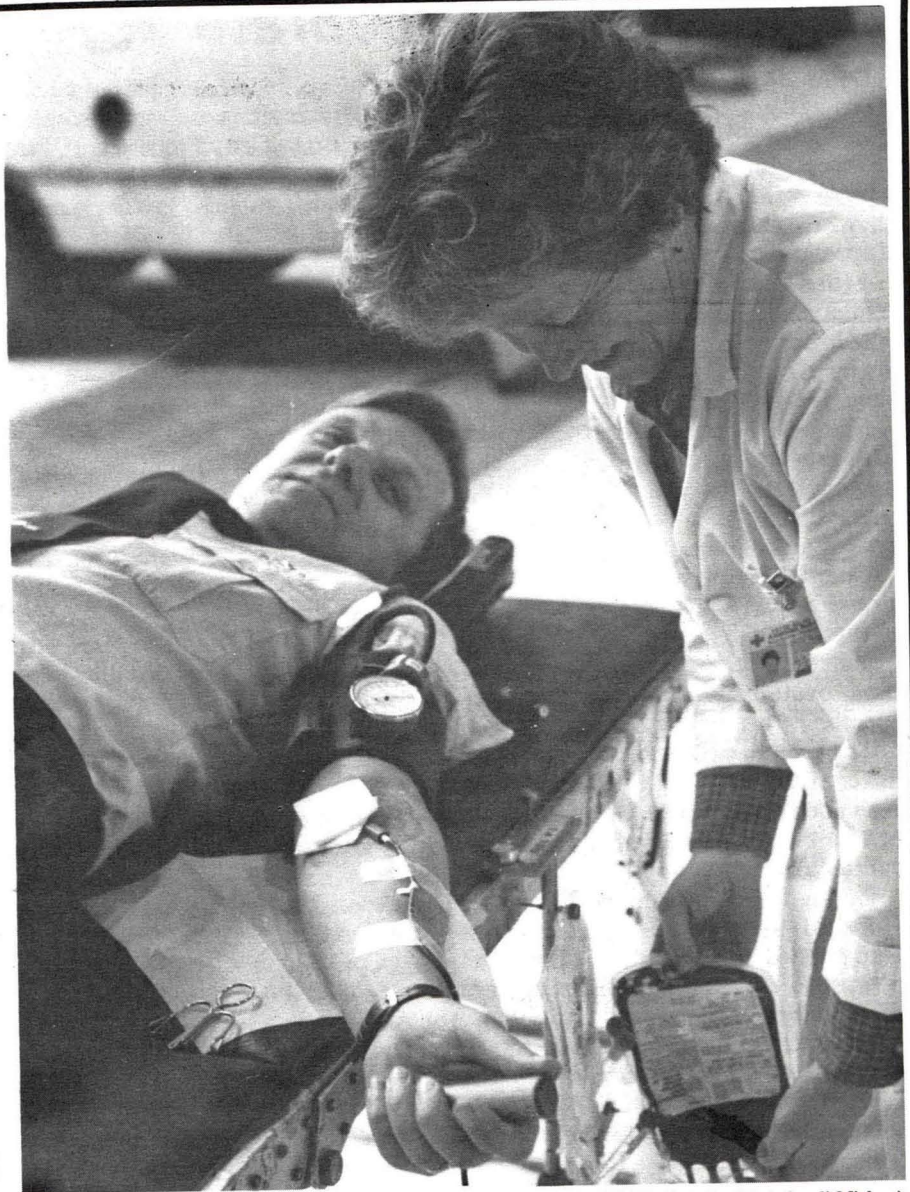
"Dick was one of the real sparkplugs in this outfit," said SMSgt. Roger J. Brogis. "He kept the unit going as the OJT administrator as well as the NCOIC of Air Terminal Operations Center for the last six years."

"After Dick died," said Sergeant Brogis, "TSgt. Steven N. Charest, MSgt. Chester R. Shattuck and myself were sitting around and trying to think of a way to honor Dick after his death. One of the men remembered that Kelly AFB has a similar award honoring one of its members who had passed away," he said.

The plaque, an 8-by 12-inch Senior Master Sergeant chevron hand-carved out of oak, is presented to the member of the 58th APS who displays exemplary behavior and military bearing, technical expertise, extensive job knowledge, outstanding management skills, fairness, and who consistently puts other people's welfare above him or herself, said SSgt. John F. Robert, an air cargo supervisor with ATOC.

"I was shocked to actually receive the award," said Sergeant Brogis.

"This really means a lot to me," said Sergeant Brogis, "I'm the only remaining member of the original 108 squadron members so I've been with the unit since 1973. This is definitely the high point of my career," he said.



(USAF photo by TSgt. Sandi Michon)

BLOOD DRIVE—Col. Andrew Kasznay, 58th APS commander, completes his pint as Edith Ralph checks his progress. She is an RN with the Northeast Regional Blood Program.

493th MAW NCO/Airman Dining Out scheduled for October

The Second Annual 439th MAW NCO/Airman Dining Out will be held at the Consolidated Open Mess October 14. With the theme "40 Years of Success," the formal event will celebrate the 40th anniversary of the Wing. (See related story page 18).

Mr. Jonathan Spiegel, a management consultant and owner of Charter Oak Consulting Group of Hartford, Conn., will be guest speaker. Spiegel has been under contract to the 439th since early

last year to help the Wing ease its growing pains during the difficult C-5 transition. A story on Spiegel and his "Change Management Project," appeared in the May 1988 Patriot.

His expertise in the subject of "success" made him an ideal choice for guest speaker. During his contract with the 439th, he's become thoroughly familiar with past and present workings of the Wing.

TSgt. Larry Wells, 337th MAS load-

master, is this year's President of the Mess with TSgt. Richard Green of the 74th AES as Mr. Vice SMSgt. Claire Gaudreau, 439th MOBSF, will serve as Master at Arms.

A choice of menu will be offered. Ticket prices have not yet been determined, but the Dining Out Committee promises to keep them as low as possible. More details will be announced in a future issue of The Patriot.

Wing officers celebrate at April Dining-In

by Maj. Rick Dyer

Pomp, patriotism and a pinch of good-natured kidding all blended together for members of the 439th MAW officer corps on April 1 when they held their annual Dining-In at the Consolidated Open Mess.

More than 200 officers donned military formal wear for the dinner, which has been a tradition among the Army Air Corps and Air Force units since World War I.

The evening's featured speaker was Col. Edward L. Hubbard, who was imprisoned in Hanoi for more than six years during the Vietnam war. (See related article page 22.)

Colonel Hubbard, whose address stressed the positive lessons he learned in captivity and the limitless boundaries of human potential, received three standing ovations during the hour-long speech.

The veteran officer, who received the Silver Star medal for his service in Vietnam and who is also an honorary Chief Master Sergeant, also spoke to 439th enlisted personnel the next day.

During his visit to the base, Colonel Hubbard presented the unit with an autographed print of a painting which he created to symbolize the experience of American POWs.

The painting depicts a chained Eagle, gazing over barbed wire at the Statue of Liberty. "I painted some rays of sunshine over the Staute of Liberty to symbolize our hope for a better day—

freedom," Colonel Hubbard said.

"His message was just exceptional," said Brig. Gen. Frederick P. "Mike" Walker, 439th MAW Commander. "Colonel Hubbard has to be one of the most inspiring speakers I've ever heard."

During the Dining-In, the unit also honored some of its outstanding officers.

Lt. Col. Joy B.J. Garland, chief of nursing services with the 439th USAF Clinic and a colonel selectee, was honored as the 439th MAW Officer of the Year.

First Lt. Peter Oborski, a pilot with the 337th TAS, was cited for his selection as the wing's Junior Officer of the Year.

General Walker also presented the Meritorious Service Medal to Maj. Eric Weiss, 439th MAW judge advocate general, and presented "eagle" insignia to newly promoted Col. Andrew J. Kasznay.

Another highlight of the evening was an audio-visual montage depicting the Wing and its activities, which was prepared by Capt. Wesley Carter of the 74th AES.

Col. Ralph Oates, wing vice commander, was President of the Mess. Assisting him with the traditional toasts and gags was 2nd Lt. Debra Notturmo of the 439th USAF Clinic, who served as "Madam Virtue."

Lt. Col. Frank Purnell served as chairman of the Dining-In committee.



(USAF photo by MSgt. Marshall Hathaway)

Leading members of the head table to the Mess, is Iain Massie, a piper with Scotsound, a local group.



(USAF photo by MSgt. Marshall Hathaway)

Former Vietnam POW Col. Edward L. Hubbard delivers his inspirational message to the Mess. From left to right he is flanked by Lt. Col. Thomas G. Hargis, Col. Charles S. Joslin, Col. Ralph H. Oates, Brig. Gen. Frederick D. Walker, Col. Harold L. Lawrence, and Lt. Col. Frank J. Purnell.



(USAF photo by MSgt. Marshall Hathaway)

For the first time in the 14-year chain of 439th formal events, the guest speaker gave a gift to the Wing. Here, Colonel Hubbard presents General Walker with lithograph #439 of his oil painting described in the story.

Ball, parade, air show are highlights

Westover, Chicopee birthday bashes planned

Westover and the City of Chicopee are preparing for birthday celebrations in 1990 that will include fireworks, parades, and air shows. The series of events will mark the 50th anniversary of Westover's founding and the 100th birthday of Chicopee.

A military ball in the new C-5 hangar will be held on April 7, 1990, the day after the 50th anniversary of the founding of the base. Chicopee will celebrate its birthday with a folk festival, foot race, Marine Corps Band concert and other events from April 27 to 29, 1990.

Cooperation and good will

"The one theme running through all the events is the spirit of cooperation and good will between Westover and Chicopee," said Robert Motley, Westover airfield manager, who is Centennial Committee vice president.

"This is a joint venture between the base and the city. As with other efforts, we depend on them and they depend on us for its success."

Two Westover extravaganzas in 1990 will highlight the birthday bashes.

An international airshow featuring Canada's Snowbirds aerial demonstration team and the New England Escadrille, the B-1 and SR 71 is being planned for July 20 to 22. The New England Escadrille will fly historic aircraft, including a mock dogfight between a Wildcat and a Zero.

Celebration climax

The Centennial celebration will climax with a balloon festival at Westover during the Labor Day weekend highlighted by the Thunderbirds aerial demonstration team. The public will also see the Army's Golden Knights parachute team and more than 100 hot air balloons in demonstrations and competition.

Spectators will also see an attempt to set a world record when women parachutists try to break the record for the number of women in the air at the same time. The current record is 56 women parachutists simultaneously in the air.

The Centennial Committee is also planning a three-hour 50-division parade on May 6, 1990.



Other Centennial events tentatively planned by the committee in 1989 include:

- A booth at the Chicopee Kielbasa Festival at the Fairfield Mall, Sept. 7 to 9. A souvenir booth will also be in the mall in December.

- A Veteran's Day concert by the Air Force Band on Nov. 12. The location has not been determined.

- A ceremony to light all Chicopee Christmas decorations at Chicopee City Hall, Dec. 2. There will also be a Christmas card contest for elementary school children.

The birthday celebrations in 1990 will kick off with the Chicopee Mayor's Inaugural Ball, Jan. 6. Also in January there will be a winter ice sculpture contest at Elms College, Chicopee, Jan. 12 to 14. A Centennial

cotillion reenactment in 1890's outfits is also tentatively planned for January.

Other events tentatively scheduled in 1990 include;

- A Chicopee Comprehensive High School Alumni Band Concert at an undetermined location Feb. 18.

- A Centennial float in the Chicopee St. Patrick's Day Parade in March.

- A Taste of Chicopee outdoor food festival, June 8 to 10.

- Demonstrations and competition by the Academy of Model Aeronautics July 9 and 15.

- A pro-am golf tournament and dinner fundraiser at the Chicopee Golf Club in August.

The Centennial Committee is seeking volunteers to assist in the events. Those interested can call Mr. Motley at extension 2187.

Marge Schoonover awarded SMSgt. rank

Another mark in Westover's history was made recently. Marguerite Schoonover, who is the 439th ABG Personnel Superintendent is the second female, in Westover history, to earn the rank of senior master sergeant.

Sergeant Schoonover said being promoted is the result of "a lot of hard

work." She said her civilian job helped her with her military career. Sergeant Schoonover is also Westover's personnel superintendent during the week, as an Air Reserve Technician.

Sergeant Schoonover has been in military personnel for 13 years. Eleven of those years were in the Reserve program. She resides in Chicopee.

AFRES vice commander stresses “three R’s” during base tour

by Maj. Rick Dyer

Photos by TSgt. Sandi Michon

Maj. Gen. Alan G. Sharp, vice commanders of the Air Force Reserve, toured Westover during the March UTA and stressed a message of “R words” as he pressed the flesh with 439th officers and airmen.

The general, who said that he was impressed with the wing’s progress in converting to C-5 aircraft, repeatedly emphasized recognition, retention and readiness in his meetings with unit members.

“The one message I want to carry to our reservists is that their work does not go unnoticed,” General Sharp said. “We recognize that most reservists devote a great deal of their personal time—above and beyond that which they spend on UTAs and annual

tours—to the reserve program.”

During his 20-hour, whirlwind visit to Westover, the vice commander visited most of the 439th’s units and solicited input from practically everyone he met.

“What issues are you working on today?” General Sharp asked during a Sunday morning meeting with the base enlisted advisory council.

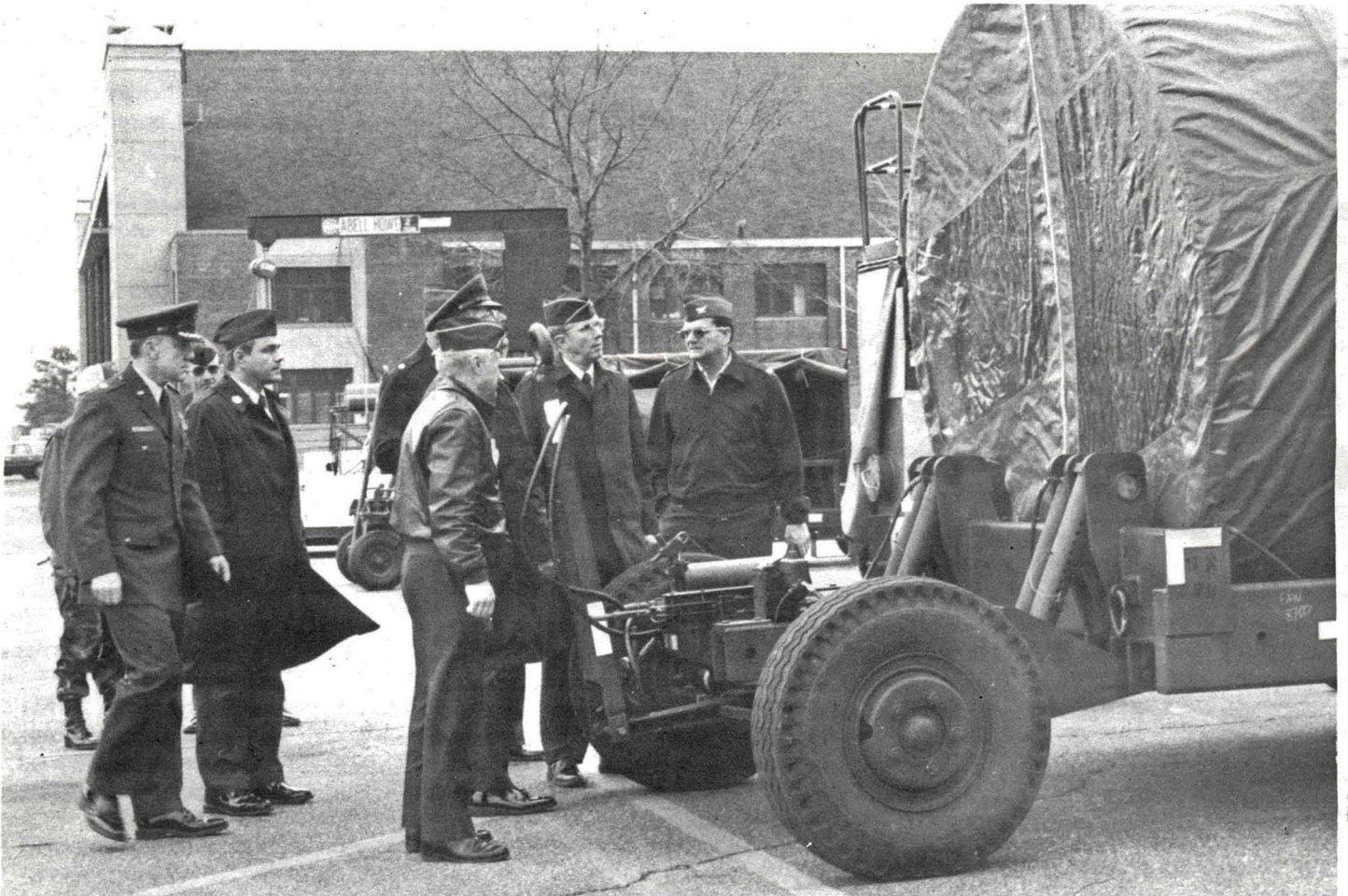
He listened intently as SSgt. Kelly Payne, the council’s vice president, spoke about the need for day care and the problems some enlisted members were experiencing cashing checks on base.

Earlier in the day, at a 6 a.m. breakfast with the wing’s first sergeants, the general stressed retention.

“Our morale is good throughout the Reserve, but our retention is not what



General Sharp salutes TSgt. Tom Rowe and SSgt. Luisa Cabana as they welcome him to Westover.



MAINTENANCE PRIDE—Col. Hal Lawrence, deputy commander for maintenance reviews the Westover-designed engine inlet cover with General Sharp.

“The one message I want to carry to our reservists is that their work does not go unnoticed.”

we would like it to be,” General Sharp said. He added that retention is a problem “which must be solved at the unit level,” and said that AFRES officials have made it a goal to increase retention rates throughout the Reserve by three percent per year.

“General Sharp was very personable and very sincere,” said MSgt. John W. Spencer, first sergeant with the 439th MAW headquarters squadron. “He reminded us that first sergeants and chiefs are the main links between a commander and his troops.”

The vice commander also had some encouraging words about mission readiness throughout the Air Force Reserve.

“We have very high mission readiness,” General Sharp said. “We have increased by almost 15 percent the number of our units which are rated in the highest two categories of mission readiness, and that says a lot about the work that our field units are doing.

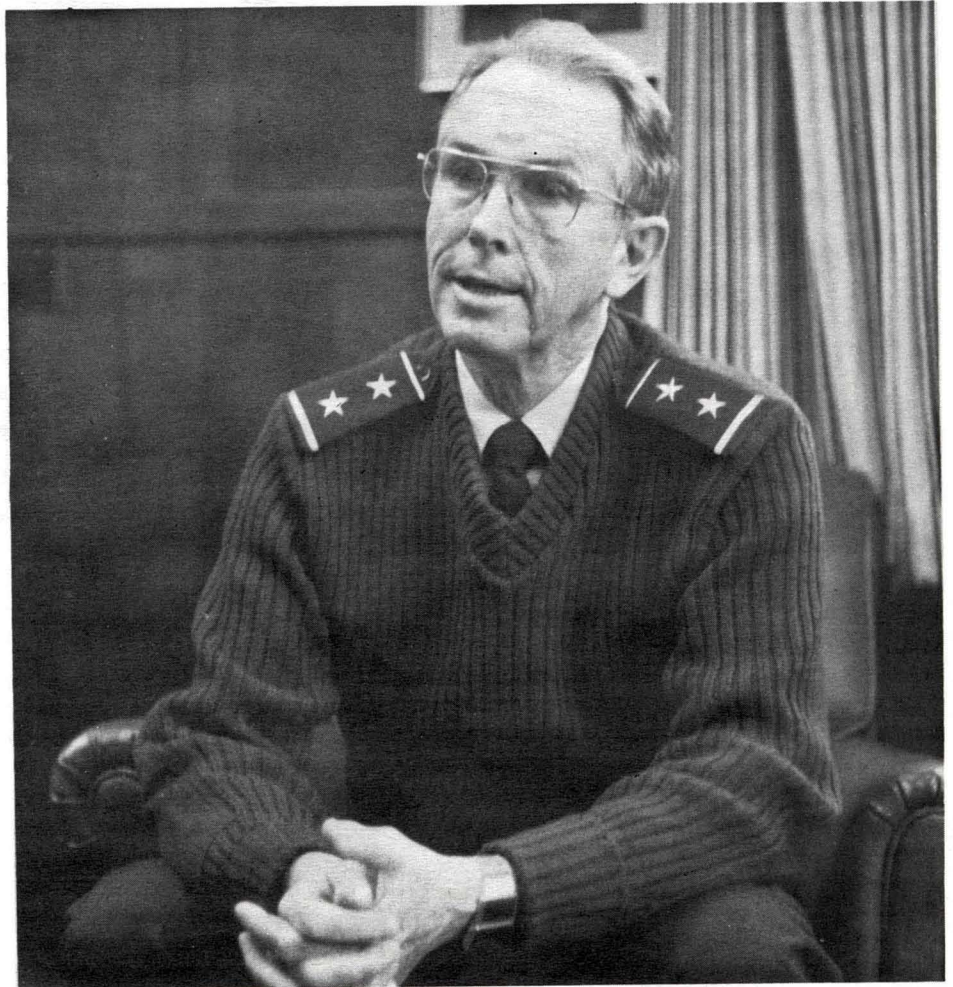
“After all,” General Sharp added, “mission readiness is our primary goal.”

During his visit the general, who formerly served as the commander of 14th Air Force, met with Brig. Gen. Frederick D. Walker, wing commander, and Lt. Col. Thomas G. Hargis, base commander, to discuss the C-5 conversion.

“Our meetings went very well, and I believe General Sharp was very happy with the progress which the 439th MAW has made,” General Walker said.

The vice commander, who toured many of the C-5 construction projects on the base, confirmed that he noticed many changes at Westover since his last visit several years ago.

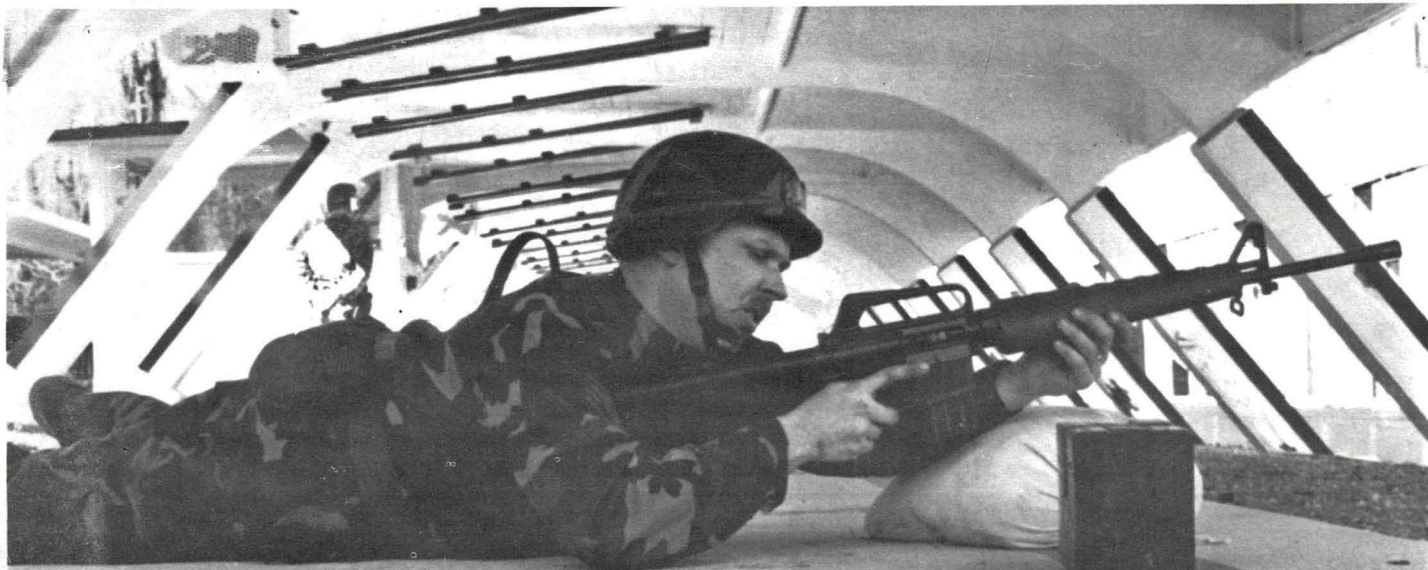
“I am most pleased with the progress that’s been made under very difficult circumstances,” General Sharp said.



Maj. Gen. Alan G. Sharp



General Sharp meets with members of the 439th Avionics Maintenance Squadron.



TSgt. Robert Cossaboom checks his magazine prior to firing in the M-16 competition.



TSgt. Dawn Schile hurdles a barrel during the obstacle course.

Readiness Challenge '89

Article and photos by AIC Christine Mora

On one side of the barrier stood the cheering crowd, bundled up against the brisk, cold air.

"Keep it up, you're doing great!"

"Phenomenal!"

On the other side of the barrier stood the team, clad in full chemical warfare gear, shouting muffled instructions through their gas masks.

Both sides were cheering as gas masks were torn off and the sweat poured down exhausted faces.

"We did it!"

The mission was accomplished, the bomb-damaged runway was repaired and now it was on to other events.

Reservists from the 439th CES participated in Readiness Challenge '89, an AFRES-sponsored competition held at Robins AFB, Ga., March 6-11. The exercise determined the unit with the best Base Engineering Emergency Force, known as Prime BEEF, and the best Readiness In Base Services, known as Prime RIBS.

The competition consisted of 21 events. The Prime BEEF teams were responsible for repairing bomb-damaged runways and facilities, constructing contingency facilities and providing fire protection, and crash rescue.

The Prime RIBS' responsibilities included assembling and lighting immersion heaters and M-2 field burner units, erecting M-1948 kitchen tents, setting up mobile kitchen trailers and processing remains.

The opposing teams endured cool temperatures, drafty tents, and chilly showers as well as the rigors of daily competition. The Westover team had the added task of making up for lost time. They completed six days of events in four grueling days. Ice storms, blizzards, flight cancellations and a great deal of waiting had forced the team to arrive three days late.

"We were like a hive of bees," said MSgt. Paul Bates, a team NCOIC. "Shake us up enough and we come out fighting!"

That only begins to describe the obstacle course team. As they dove into a ditch carrying a stretcher or hurdled the barrels and walls, their eyes shone with determination. Rolling under trucks, they emerged covered with dirt and raced to the finish line amid cheers and applause.

They had done it—again.

Despite the challenges and frustrations of the trip to Georgia, the 439th competed with high spirits and finished with a sixth place overall standing in the competition. Also participating in the exercise were the victorious 507th CES, Tinker AFB, Okla.; 442nd CES, Richards-Gebaur AFB, Mo.; 94th CES, Dobbins AFB, Ga.; 934th CES, Minneapolis-St. Paul IAP, Minn.; 440th CES, Gen. Mitchell IAP, Wis.; 446th CES, McChord AFB, Wash.; and

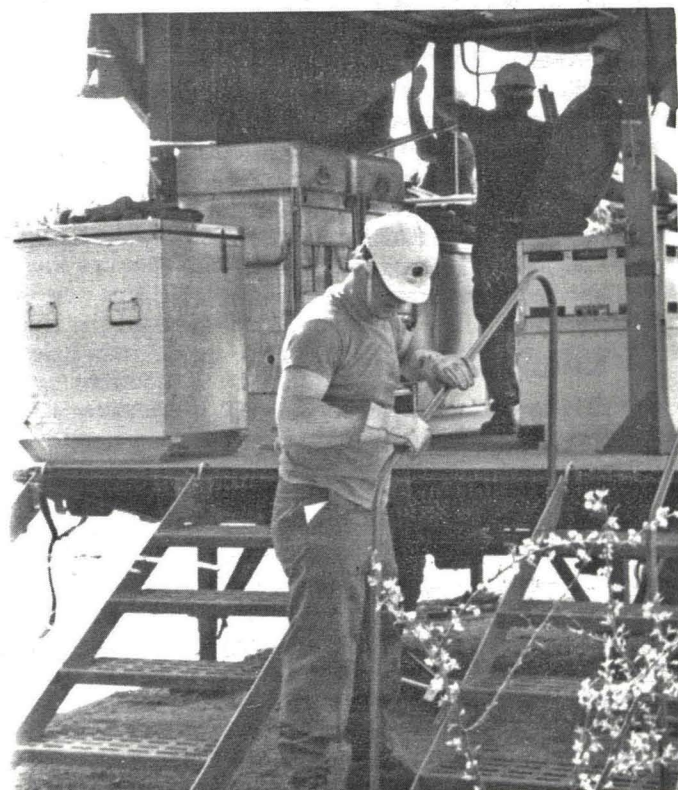
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SSgt. Howard Blackwood (l) leaps over the wall as SSgt. Tony Delduco and MSgt. John Mailo carry the "victim" to safety.



SMSgt. James Devitt and MSgt. Paul Bates check the wiring as they prepare to light up the airfield.



MSgt. Roger Payette secures a rail during the Mobile Kitchen Trailer event.

Help is just a phone call away

by TSgt. Sandi Michon

If you have a problem, you are not alone. Statistics state that one out of six workers has a serious personal problem at one time or other.

When Westover workers have a personal problem, they have an alternative—the Employee Assistance Program (EAP).

The Employee Assistance Program is a completely confidential service offered to Westover's civilian employees and ART's. Although administered by the labor and employee/management relations branch of civilian personnel, the program is an off-base facility.

Contract Services

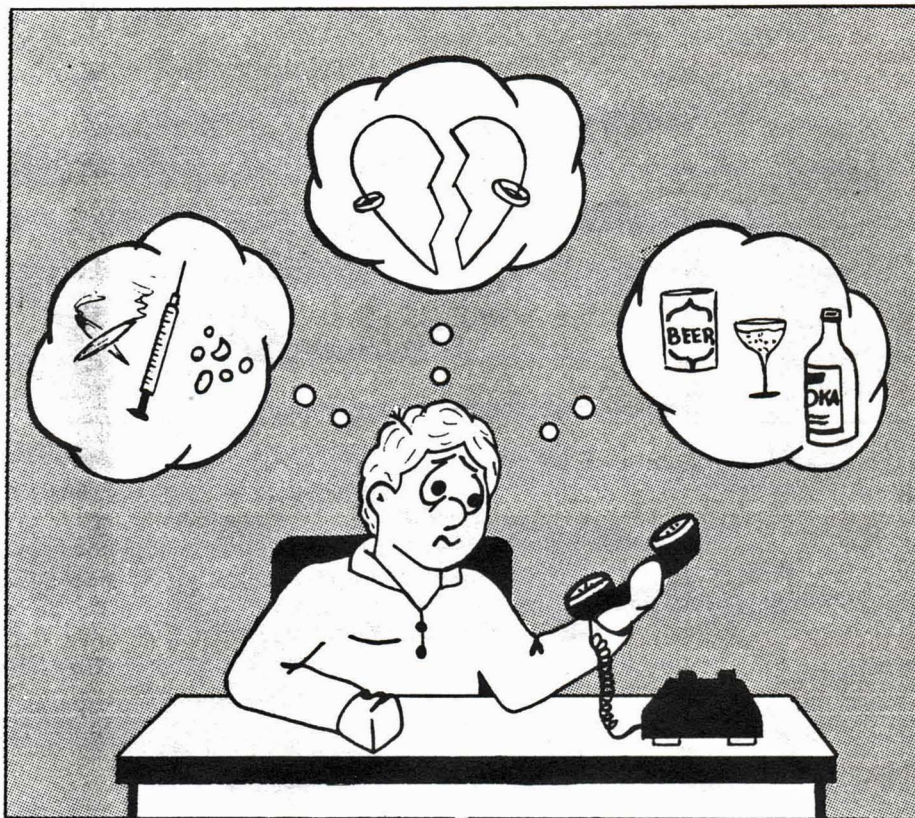
The EAP is currently contracted through Employee Development Systems, in Springfield. They provide counseling for problems such as alcoholism, drug dependency, stress caused by financial, or family and marital problems. Their counseling includes referrals to any necessary special services. The key requirement is that the problem is principally a personal one.

"Personal problems may or may not affect job performance, but if they do, employees are encouraged to seek assistance through the program," said Mary Griffin-Bales, EAP base coordinator. According to Ms. Griffin-Bales, supervisors should help solve the problem if their assistance is requested, but if job performance continues to suffer, supervisors should refer the employee to counseling through EAP. All referrals go through the base labor and employee/management relations branch (ext. 3946).

Confidential referrals

"All referrals are strictly confidential," she explained. In the case of referrals, the only feedback is that the appointment was kept. The nature of the problems remains confidential. If an employee refuses an appointment, the employee may be subject to disciplinary action.

Employees and/or their immediate family members may seek counseling directly by dialing 732-0040. If a counselor is not in the office, an operator will arrange a return call. You need not identify yourself. All counseling is free and there is unlimited visits. Appointments must be made during work hours



(Artwork by Karen Govoni)

"Personal problems may or may not affect job performance, but if they do, employees are encouraged to seek assistance..."

in cases of mandatory referrals.

The EAP began at Westover in 1985, and employee use has risen each year. "This past year, more than 200 people used the counseling service," said Ms. Griffin-Bales. Even as the base program coordinator, she stresses that all she receives is a year-end report detailing the numbers counseled, and a breakdown of related problem areas.

According to Ms. Griffin-Bales, the EAP program at Westover is unique. "Because we are such a large reserve base, we have unique needs because of our high staffing," she said. "At an active duty base, these areas would be serviced by a social actions office, but since our social actions function is unavailable during the month, we pursued other services."

There is a mandatory yearly training

for all base supervisors which acquaints them with EAP services and procedures, and there is an optional EAP orientation for all employees each year. There are also EAP updates scheduled on an as-needed basis.

"Our current contract with Employee Development Systems has been overwhelmingly positive," said Ms. Griffin-Bales. She is extremely pleased with the program and sees it as another building block towards healthy employee relations.

"Just recently, a woman came to my office to relate how much she appreciated the counseling service, how glad she was to have an employer who cared enough to provide such a service," said Ms. Griffin-Bales. "In the high-stress age we live in, it's good to know there is someone who can help just a phone call away."



(USAF photo by Nora MacKay)

PHOTO MISSION—Paul Shoul, bottom, a photographer from the Valley Advocate and David Molnar, top, of the Union News, photograph unloading of a C-5A at Manley Airport in Kingston, Jamaica. Jamaican Defense Forces are doing the unloading.

439th aircraft have flown four relief missions to Jamaica

By MSgt. Gordon Newell

Jamaica has become a familiar port of call for Westover's C-5A aircraft ever since that Caribbean Island nation of 2.3 million was devastated by Hurricane Gilbert last September.

Four times the giant Galaxies assigned to the 439th Military Airlift Wing have made the four-plus hour journey, laden with all types of relief supplies and emergency equipment.

In all, over 600,000 pounds of cargo and nearly 100 passengers have been carried aboard Westover aircraft to the island that lies about 1200 miles to the south of Cuba.

William R. Joslin, director of the United States State Department's Agency for International Development in Kingston, Jamaica estimated that overall, 1.25 million pounds of relief supplies have been flown in on 30 flights from the U.S.

"If you go into Kingston, you can't see the damage. For the most part, the recovery has been remarkable," Joslin said.

Joslin also said that the aid distribution from civic groups in the

United States to civic groups in Jamaica has proved to be a quick and efficient way to deliver relief. "Community group to community group works well where government to government wouldn't," he said.

The use of military aircraft for such missions is authorized under the Denton Amendment, a provision of the Defense Authorization Act. Under the amendment, the Secretary of Defense is granted authority to transport non-government humanitarian relief cargo to any of the world without cost on a space available basis.

The trips to Jamaica serve dual purposes for the 439th MAW, according to 337th MAS commander, Lt. Col. James P. Gallin. "Missions of this sort train pilots, flight engineers, and loadmasters. They're invaluable," he said.

One such mission left Westover March 7 and proceeded to McGuire AFB, N.J. to pick up 125,000 pounds of cargo bound for Jamaica. Everything went smoothly on that trip," said Colonel Gallin.

"The runway (at Manley Field in Kingston) was adequate...although

navigational aids when you get down into the Caribbean and South America are less than what we're used to in the U.S. Still, it's real world experience," he said during the flight.

But Colonel Gallin, who was aircraft commander on the March 7 flight that had seven members of the local media among its passengers, said the Jamaica missions were special to 337th MAS crew members. "It makes you feel good when you do something like this," he said.

Ralph Brown, minister of local governmental affairs for Jamaica, who met Colonel Gallin's plane at Manley Field, voiced his nation's thanks for support from the United States.

"Although we know this cannot continue forever, delivery of there relief supplies can only mean greater friendship between the United States and Jamaica."

Prior to that trip, 439th Galaxies had flown two other hurricane relief missions carrying utility vehicles and crews to help repair power and telephone lines. The fourth flight carried 144,000 pounds of supplies from Tinker AFB, Okla.

(continued from page 1)

Westover airlifts Navy Seabees to Bermuda NAS

Planning paid off as two Westover C-5's departed on March 31 to accomplish the airlift of 121.6 tons of Navy Seabee construction equipment. The C-5s were onloaded at McGuire AFB and offloaded at Bermuda by 2000 hours April 1. The cargo was returned to McGuire on April 13.

The only glitch of the trip was a shortage of transportation to off-base billeting. This was remedied by the rental of mopeds, which caused more than one head to turn as the fatigue-clad convoy headed to and from the base.

"Westover's support was absolutely superb. Everything happened completely as planned," said Navy Capt. Tom Gross, commander of the 8th Reserve Naval Construction Regiment, which includes the 21st and 23rd RNNCBs.

While in Bermuda, the Seabees put their equipment to work. "They spent their first night in tents under heavy rain," said Captain Gross. They also repaired weapons bunkers, accomplished concrete work and constructed a pre-fab warehouse.

Westover's 12-member ALCF unit takes their support functions seriously. Amid the one-liners and friendly camaraderie, there is a real commitment to the mission. The 10 members (minus administration) represent 174 years of service and 15 different career fields, not to mention their civilian jobs, "The work we do is so varied, it is essential that we represent a broad range of experience," said MSgt. Bob Seaton, ALCF air reserve technician.

Sergeant Seaton is the brunt of good-natured teasing about his being a "worry wart," particularly from TSgt. Fred Frani, but it's the strength of his position. "He's the best technician we've ever had in the unit," attests Major Kirschling.

The primary peacetime mission of the ALCF is to train their nine affiliate units, made up of two Navy Seabee units, three Marine units, three Army units and one fighter group. Most of the affiliate units are located in the Northeast.

"Training is a mixture of classroom and hands-on experience," said Major Kirschling. There is a five-day load planners course held yearly at Hanscom AFB, Mass. for unit individuals who



Members of the 21st RNNCB prepare to offload their equipment in Bermuda.



439th ALCF members review details prior to C-5's arrival from McGuire. (l to r) SSgt. Gary Sanderson, SMSgt. Bill Lucia, AB Betty-Jo Sulewski, TSgt. Fred Franci and MSgt. Bob Seaton.

would be tasked to plan load configuration.

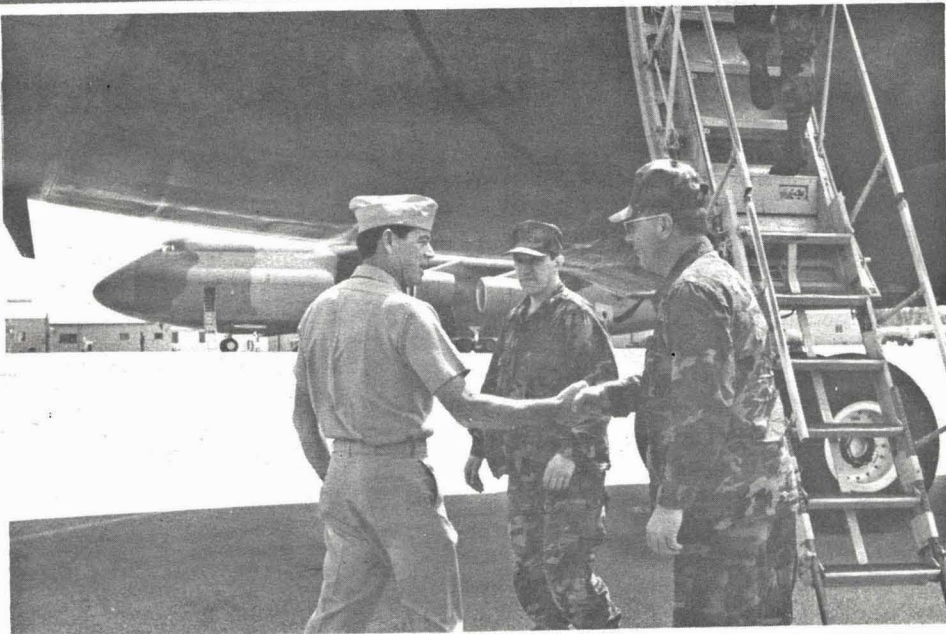
There is also a three-day equipment preparation course held as required at each individual unit.

"Once the courses are completed, it is essential to 'exercise' the unit to apply the training," said Major Kirschling. "Most of our exercises accommodate a unit's annual tour," he said.

In addition to providing the training classes, the ACLF unit coordinates approximately 15 missions yearly for their affiliate units.

Westover's ALCF unit also provides support for transient aircraft, usually as part of Air Force exercises, "By helping with exercises such as Flintlock, it gives us practice and helps ease the burden for our operations people," the major said.

"We're a diverse group of people and we perform a multi-faceted function," said the major of his ALCF unit.



SMSgt. Bill Lucia greets Bermuda NAS' commanding officer Capt. David Bellamy as he welcomes the troops. Looking on is Maj. Wayne Petitto.

Additional airlift advantages

by TSgt. Sandi Michon

When the 337th MAS airlifted Navy supplies to Bermuda, the crew also met several currency and training requirements.

The mission was a JA/ATT (Joint Airborne/Air Transportation Training) mission. The JA/ATT airlift program provides free airlift to other services if the mission provides beneficial aircrew training.

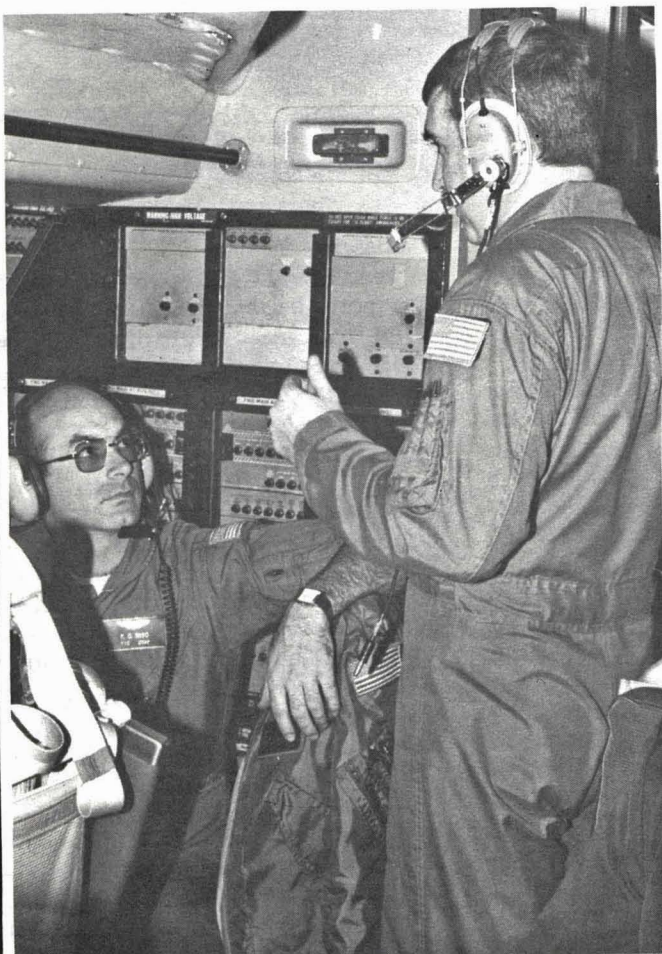
By accomplishing the airlift from Westover to and from Bermuda, via McGuire AFB, N.J., the total mission provided ten pilot sorties, eight of which were overseas sorties. Each pilot must log twelve sorties during a six month period, and four of the twelve must be overseas sorties.

The flight engineers logged six sorties from the mission. A full pre-flight routine must be accomplished for a flight engineer to log a sortie.

Loadmasters logged six sorties from the mission. Each qualified loadmaster must log six sorties per six-month period, and have at least one sortie every sixty days. With 62 assigned loadmasters (39 qualified), that adds up to a lot of flight time for currency and training hours.

Checkrides have begun for the upcoming ASET (Aircrew Standardization Evaluation Team) inspection in June. Personnel from 21st AF were able to perform checkrides on three loadmasters on the return trip from Bermuda. All three qualified with the best possible rating.

Although maintenance personnel are not required to log sorties, they are essential to the mission. "Our maintenance people on this flight were fully qualified," said SSgt. Craig Richard, aircraft maintenance specialist, "but these missions can be utilized to help our people qualify in certain areas."



TSgt. John Duffy, 337th loadmaster, confers with TSgt. Kerry Saso, 337th flight engineer during the flight to Bermuda.

Operation Nickel Grass

Israeli war tested C-5 airlift capability

by Dr. Frank Faulkner

Three weeks after the first real test of C-5A strategic airlift capability, Israeli Prime Minister Golda Meir made an emotional presentation in Washington, D.C.

"For generations to come," said Mrs. Meir, "all will be told of the miracle of the immense planes from the United States bringing in the material that meant life to our people," during the Yom Kippur War of October 1973.

One of those immense planes, #0017 "The Patriot," arrived at Westover in October 1987 with the strategic airlift mission which owes much to Operation Nickel Grass, the 32-day emergency airlift of war materials to Israel.

Galaxies flew almost half of the total tonnage, yet flew only 25 percent of the total sorties.

The Military Airlift Command operation moved 22,305 tons to Israel in 566 sorties while the Soviets resupplied Egypt and Syria with about 15,000 tons in 935 missions.

Using C-5As and C-141s, the U.S. managed to airlift one-fourth more cargo with a little more than half the mission over a route three times longer.

A year after Mrs. Meir's speech to American Jewish leaders, air cargo transport was consolidated under the Military Airlift Command. Some 26 months later, MAC was designated a specified command. And last year, the MAC commander, General Duane Cassidy, was named head of the new joint-service USTRANSCOM to oversee all military transport.

Capt. Chris J. Krisinger, editor of *Aircraft* magazine, has written about the management of Operation Nickel Grass in the spring issue of *Airpower Journal*.

"For the United States, Nickel Grass had far-reaching political and military effects," says Captain Krisinger. "From a broad perspective, the airlift may even have been as important as the Western allies' airlift the broke the Berlin blockade in 1948-49."

Immediately after Egyptian armor crossed the Suez Canal on Oct. 6, the Israeli government asked for U.S. aid. Within a day, assistance was denied



(USAF photo by Nora MacKay)

FLYING PATRIOT—The Patriot, tail number 0017, takes off during Westover's open house in 1987. Twenty years before, the same aircraft played a major role in Israel's Yom Kippur War.

because top Nixon Administration staffers believed Israel could defend itself and the large oil firms warned that Arab states might strangle oil supplies to U.S. allies.

An oil embargo phobia was the major theme throughout Operation Nickel Grass.

The Israelis had severe difficulties in air transport because foreign airports were closed to them due to the potential for an oil embargo. Although the Israelis could not bring in enough military supplies with their eight El Al Boeing 707 and 747s, about 140 mission brought 5,500 tons in 34 days.

In the first three days of the war, the Israeli Defense Force lost 432 tanks in the Sinai and millions of rounds of ammunition had been expended. At the same time, the Soviets had a 200,000 ton airlift underway to resupply Egypt and Syria.

By Oct. 9, the three Egyptian drives into the Sinai were slowing and the IDF troops held in the Golan Heights. The IDF counterattacked in the north on Oct. 10 and drove within 30 miles of

Damascus.

Soviet AN-12/CUB and AN-22/COCK transports began a 40-day 1,700-mile airlift that carried nearly three times the Israeli capacity. In 930 missions, the Soviet turboprop aircraft carried about 15,000 tons for an airlift ratio of 25.5 million ton/miles.

On Oct. 13, President Richard Nixon authorized the Galaxy and Starlifter airlift to Lod Airport in Tel Aviv. The American effort would move 844.5 million ton/miles in about three-quarters of the time used by the Soviets.

Petrophobia forced the U.S. to stage at Lajes Field in the Azores because, with the notable exception of Portugal, most European nations refused overflight permission for Operation Nickel Grass aircraft. Even U.S. aircraft assigned to NATO bases on the continent were flown to the Azores before deploying to Israel.

Lajes handled about 35 flights a day by C-5As and C-141s. The American planes had to stage at Lajes because the C-141s were not capable of aerial

Continued on next page

U.S. forced to stage airlift from Lajes Field

(Continued from previous page)

refueling and the C-5As were under wing limitations and could not be refueled in the air.

Some proponents of aerial refueling later said the Galaxies had greater wing stress by making additional landings than they would have had if refueled in the air.

The most critical factor in the aerial refueling decision was that C-5As and C-141s had to take on fuel at Lod Airport and ended up flying off with precious jet fuel that equaled the weight of the cargo the planes brought to Israel.

After Operation Nickel Grass, the C-141s were stretched into B-models and had aerial refueling capacity. The C-5As underwent wing modification and refueling restrictions were removed.

Strategic airlift planners in the Kremlin learned lessons, too. Soviet IL-76/CANDIDs, similar to C-141s, were introduced in 1976 and the AN-124 Condor and MIDAS tankers became operational in 1987. Six months ago, the Soviets unveiled the AN-225 six-jet transport which reportedly can carry 275 tons at 480 miles per hour.

Massive Reaction

The American effort 16 years ago was a massive reaction to Israel's needs once the political decision had been made. The U.S. Navy provided security in the Mediterranean by tracking MAC airlifters from Gibraltar to Israel. Warships were placed every 300 miles and aircraft carriers stationed every 600 miles along the 3,163-mile route from Lajes. Israeli F-4s and Mirages escorted the C-5As for the final 150 miles into Lod.

In the U.S., crews loaded equipment and supplies at 29 bases and some equipment was drawn from stockpiles of U.S. forces in Europe.

At the peak of the airlift, some 1,300 additional personnel crowded Lajes while only 55 U.S. servicemen worked at Lod Airport with El Al cargo handlers and teenaged volunteers.

Although only about 40 percent of the war material arrived in Israel before the cease fire on Oct. 22, the 10 days of the wartime airlift had a tremendous psychological impact on the conduct of the IDF. The Israelis kept up high rates

One of the main lessons learned from Operation Nickel Grass, according to 'Soviet Military Power, 88, was that "Short of providing combat troops, Soviet support would not alter the outcome of a war between Israel and Syria."

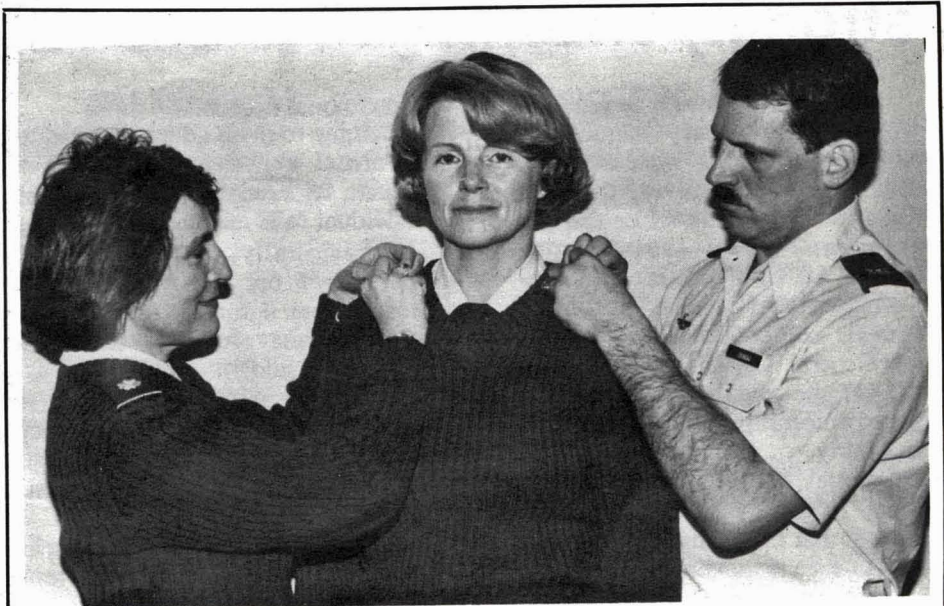
of artillery fire and the M-48 tanks and self-propelled 175 mm cannon were at the front within three hours of rolling off the C-5As.

According to Captain Krisinger, the Defense Intelligence Agency credits the TOW and Marverick missiles delivered by Nickel Grass aircraft with the majority of the 1,900 tank kills suffered by the Egyptian and Syrian forces. "Since the TOW and Maverick were not present in the Israel inventory in any significant numbers before the war began, it is apparent that the missiles delivered by airlift made the difference."

One of the main lessons learned from Operation Nickel Grass, according to *Soviet Military Power 1988*, was that

"short of providing combat troops, Soviet support would not alter the outcome of a war between Israel and Syria." Despite the relative nearness of Soviet resupply, MAC airlifters should offset any future resupply effort.

"Even the introduction of Soviet airborne divisions into Syria would probably be insufficient to affect the outcome, except to the extent that their presence deterred the Israelis from pursuing objectives that would inevitably involve them in combat with Soviet forces," continues the 1988 report. "Furthermore, Israeli air defense capabilities make any Soviet attempt to deploy airborne troops directly into Israel unlikely."



(USAF photo by SSgt. Vin Blanchard)

PINNED—Col. Mary Coyle, commander of the 74th Aeromedical Evacuation Squadron has her new eagles pinned on by MSgt. George F. Gadbois, first sergeant of the 74th, and Lt. Col. Carole A. Nania, executive officer of the unit.

Col. Crutchfield to retire as 'arrowhead' unit commander

by TSgt. Tom Allocco

Lt. Col. Philip Crutchfield has announced he will retire in August as first commander of the unit that's proud to claim the title of "arrowhead" squadron of Westover.

Colonel Crutchfield, who has led the 439th Avionics Maintenance Squadron since it was founded in October, 1987, said he will leave with mixed emotions of accomplishment and a sense of loss.

"I have a tremendous group of people here working for me. Around the base we are basically known as the head of the arrow.

"Since the 439th AMS was founded, it has led the way, setting the standard and maintaining the standard that exists throughout maintenance.

"They have never let me or the wing down," Colonel Crutchfield said of the performance of the 142 squadron members.

The avionics squadron was founded under Colonel Crutchfield when the 439th Consolidated Maintenance Squadron was divided to handle the conversion from the Hercules to



Lt. Col. Philip Crutchfield

Galaxy. Squadron members are responsible for radio communications, autopilot, navigational and electrical equipment on Westover's 16 Galaxies. Colonel Crutchfield came to the 439th AMS from the 337th TAS where he was a C-130 navigator. During a career that spanned 2 years, he logged 4,500 flying

hours in the C-121, C-124, B-52 and C-130.

A native of Los Angeles, Calif., he was commissioned as a navigator at Harlington AFB, Texas in 1961. He served from 1961 to 1967 as a B-52 navigator with SAC's 346th Bomber Squadron as Westover before leaving active duty to earn a bachelor's degree in economics from the University of California at Riverside.

Colonel Crutchfield joined the Air Force Reserve in 1970 and served as a C-121 and C-124 navigator with the 731st TAS Squadron at Hanscom AFB. He came with the unit to Westover and converted to the C-130 in the early 1970s.

As a resident of Cambridge, he earned a Master of Business Administration degree from Harvard. He is employed as director of marketing for Energy and Environmental Engineering, Inc., an analytical laboratory for toxic and hazardous waste.

An avid tennis player, retirement will leave him more leisure time for the playing court as well as sailing and jogging.

Military and civilian personnel strongly encouraged to use IG

by A1C Kimberly Saganski

"When a military member finds himself dissatisfied with employment conditions at Westover, there is no reason to get frustrated or call a congressman," said 439th Inspector General Lt. Col. Gale H. French.

Military and civilian personnel are strongly encouraged to use the Inspector General Complaint System (AFR 123-11), he said, as it is in place to remedy most difficult situations quickly and fairly.

Colonel French, Westover's base Chief of Safety as well as the IG, stresses that problems at the workplace should ideally be brought to the immediate supervisor first and then to the unit commander if necessary.

"The supervisors and unit commanders are in the best position to help, because they know their people as well as the task requirements of their field,"

said Colonel French.

Coming to the IG does not need to be a formal experience, said Colonel French. "Sometimes it's just easier if an individual calls me."

Occasionally, problems can be straightened out just by talking them through, but if further action needs to be taken, the procedure can be formalized, he said.

According to Colonel French, any complaint to an inspector will remain confidential and the system ensures that no form of reprisal is taken against an individual for coming to the IG.

Difficulties handled by the complaint program span a wide number of topics. Some problems, however, are covered by other Air Force regulations.

A list of these exceptions can be found on all official bulletin boards along with the name, address and extension of the unit inspector.

Charleston AFB Squadron to fly C-17s first

The 17th Military Airlift Squadron, Charleston AFB, S.C., will be the first unit in the Military Airlift Command to fly the C-17 aircraft.

Gen. Duane H. Cassidy, MAC's commander in chief, made the announcement recently at MAC headquarters, Scott AFB, Ill.

The first C-17 is scheduled to arrive at Charleston AFB in October 1991. While the 17th MAS will be the first to fly the new aircraft, three other active-duty and associate Air Force Reserve units at Charleston will also convert to the C-17.

Six C-17s are currently funded; however, the Air Force has options to buy a total of 210 C-17s for the Air Force inventory through the year 2000. (MAC News Service)

439th MAW still in need of qualified recruits

by MSgt. Gordon A. Newell

The 439th Military Airlift Wing is looking for a few good men—and women—to fill vacancies created by the C-5A conversion.

According to CMSgt. Robert T. Fugitt, 14th Air Force RS Operations Superintendent, temporarily assigned at Westover, his best recruiters are the reservists themselves.

"Any recruiter will tell you that the best source of leads for new people are referrals by members of the unit. No one can better relate the benefits, opportunities or mission requirements than members of the 439th MAW," he said.

That is why Chief Fugitt is asking Westover reservists to become 'honorary recruiters' by referring potential members to his staff.

Below is a recruiting referral card that Chief Fugitt is asking reservists to fill out with the name of potential recruits. The cards may then be turned in to any of the recruiting offices that are also listed on this page.

439th MAW recruiting offices follow:

439 MAW/RS
Westover AFB, Mass. 01022-5000
A/V 589-3923
Com 593-5237

USAFR Recruiting Office
784 Boston Post Rd.
Milford, Conn. 06496-6527
Com (203) 874-9071

USAF Recruiting Office
233 Pearl St.
Hartford, Conn. 06103
Com (203) 525-5595

USAFR Recruiting Office
380 Westminster Mall
Providence, R.I. 02903-3215
Com (401) 421-4924

23 MS/RS
Griffiss AFB, N.Y. 13441-5300
A/V 587-2913
Com (315) 339-0102

USAFR Recruiting Office
509 Main St.
Park Plaza
Worcester, MA. 01608
Com (508) 753-7616

USAFR Recruiting Office
1215 Western Ave.
University Plaza
Albany, N.Y. 12203-3317
Com (518) 438-3077

416 CSG/DPMISR
Griffiss AFB, N.Y. 13441-5000
A/V 587-2715

USAFR Recruiting Office
Building 1609, Elgin St.
Hanscom AFB, Mass. 01731-5000
A/V 478-4461/2840/8627
Com (617) 862-5708

RECRUITING REFERRAL

Anyone who knows a good candidate for the Reserve unit vacancies listed below, please let our recruiters know*. Below is a coupon that can be filled out and turned over to our recruiters.

Name _____

Address _____

Phone No. _____

Prior Service: YES NO

Job Specialty _____

Referred by _____

*Vacancies listed are for recruiting purposes only and are not available for cross-training.

Unit vacancies follow:

74th Aeromedical Evacuation Squadron

Medical Service Spcl	Enlisted
Health Svcs Administrator	Officer
Health Administrator, Staff	Officer
Flight Nurse	Officer

42nd Aerial Port Squadron

Spcl Purpose Vehicle and Equipment Mechanic	Enlisted
Air Cargo Spcl	Enlisted

58th Aerial Port Squadron

Air Cargo Spcl	Enlisted
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59th Aerial Port Squadron

Air Cargo Spcl	Enlisted
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337th Military Airlift Squadron

Flight Engineer Spcl	Enlisted
Aircraft Loadmaster	Enlisted

439th USAF Clinic

Physician Assistant	Officer
Gen. Practice Physician	Officer
Optometrist	Officer

439th Military Airlift Wing

Maint Scheduling Spcl.	Enlisted
Airlift Aircraft Main Spcl	Enlisted
Inventory Management Spcl	Enlisted
Avionics Sppt Equip Spcl	Enlisted
Administration Spcl	Enlisted
Personnel Spcl	Enlisted

439th Air Base Group

Airfield Management Spcl	Enlisted
Special Vehicle Mechanic	Enlisted
Personnel Spcl	Enlisted
Spcl Vehicle and Equip Mech	Enlisted

439th Civil Engineer Squadron

Electrical Power Line Spcl	Enlisted
Refridge and Air Condt Spcl	Enlisted

439th Avionics Maint Squadron

Aircraft Elec Sys Spcl	Enlisted
Comm and Nav Sys Spcl	Enlisted
Avionics Sppt Equip Spcl	Enlisted
Avionics Guide/Control Spcl	Enlisted
Aircraft Maint Officer	Officer

439th Field Maint Squadron

Aircraft Environ. Sys Spcl	Enlisted
Corrosion Control Spcl	Enlisted
Airframe Repair Spcl	Enlisted
Aerospace Propulsion Spcl	Enlisted
Aerospace Grnd Equip Spcl	Enlisted
Aircraft Fuel System Mech	Enlisted
Acrft Pneudraulic Sys Spcl	Enlisted
Airlift Aircraft Maint Spcl	Enlisted
Aircraft Maint Officer	Officer

439th Organizational Maint. Squad

Airlift Aircraft Maint Spcl	Enlisted
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57th and 59th

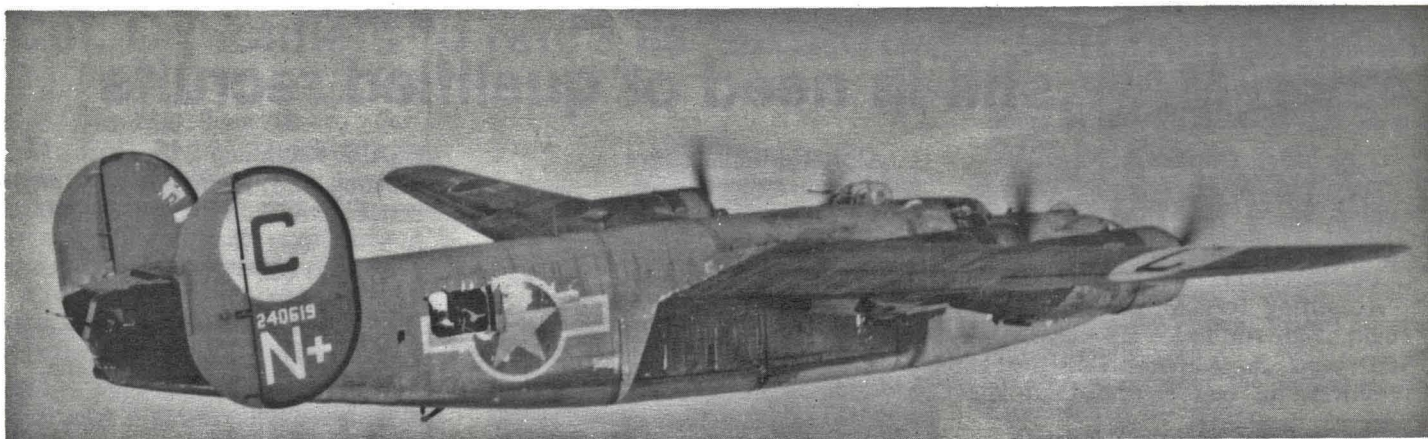
Aerial Port Squadrons (Hanscom)

Air Cargo Spcl	Enlisted
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23rd Med Svc Evac Squad (Griffiss)

Medical Service Spcl	Enlisted
Pharmacy Spcl	Enlisted
Surgeon	Officer
Orthopedic Surgeon	Officer
Nurse Anesthetist	Officer

For other vacancies contact your local Air Force Reserve Recruiter.



MEMORIES—The Convair B-24 was one of the many types of aircraft that graced Westover's runways.

For 40 years the 439th has proudly been part of the Air Force

by MSgt. Marshall Hathaway
439th MAW Historian

In May, the 439th will mark its 40th anniversary. We, with other Reserve Forces have come a long way. More than a decade ago, the image of the Weekend Warrior was rapidly fading. Units such as the 439th have disproved that misnomer and are now seen as a vital cog in the Total Force.

To detail just the significant events in which the Wing has been involved, would take more than a year's worth of Patriot issues. When we got out of the tactical airlift business just a year-and-a-half ago, we were part of a Military Airlift Command Reserve team which flew 66 percent of the total Air Force tactical airlift mission. And now, with only three C-5 units in the Air Reserve Forces, our AFRES and Air National Guard team already provides MAC with 50 percent of its strategic airlift crews.

The lineage of the 439th MAW can be traced to May 1949 when it was constituted as a troop carrier wing. It was activated at Selfridge AFB, Michigan June 27, 1949. There, it was equipped with C-46 Commando propeller driven transport aircraft.

On April 1, 1951, along with 24 other Reserve flying wings called in 1950-1951 because of the Korean War, the Wing was mobilized to active duty. However, it was inactivated two days later and its personnel were used to fill manning deficiencies in other units.

It was redesignated the 439th Fighter-Bomber Wing early in 1952 and was activated June 15 that year, again at Selfridge AFB. There, it flew T-33s, the

two-place trainer version of the Shooting Star jet fighter. The unit also flew F-84E Thunderjet fighter-bombers until its deactivation November 16, 1957. That action was in line with the reorganization of the Air Force reserve as an all-troop carrier force.

It was again redesignated in March 1974 as a tactical airlift unit and was activated April 1, 1974 as the 439th Tactical Airlift Wing at Westover. The Wing was tasked to operate the installation at that time when AFRES took over control of the base from the Strategic Air Command. When the Wing was formed, it also administered the 337th and 731st Tactical Airlift Squadrons. The 337th TAS was formerly assigned to the 905th Tactical Airlift Group.

The 439th TAW was organized at that time as a category "A" AFRES unit to be gained by the Tactical Air Command in the event of mobilization. The gaining command shifted to the Military Airlift Command December 1, 1974 with 21st Air Force as the intermediate gaining command.

Because the Wing assumed control of the 337th and 731st squadrons, the majority of the 439th was composed of deactivated 901st and 905th TAG elements. Their deactivation coincided with the formation of the 439th TAW. The squadrons' support agencies however, maintained their numerical designations—901st units supported the 731st TAS and 905th units supported the 337th TAS.

The 901st TAG had operated UC/C-

123K Providers at Hanscom AFB, Mass. until October 1973, and then at Westover. The 905th TAG moved from Bradley International Airport at Windsor Locks, Connecticut to Westover in April 1966 when its squadron flew C-124 Globemasters. The had converted from C-119 Flying Boxcars in January of that same year. In January 1972, the unit again converted to C-130B Hercules transports. The 901st TAG had also flown C-119s and C-124s at Hanscom AFB. From October 1973, both units operated independently at Westover until the formation of the 439th TAW.

In only its third year of operation, the 439th TAW earned the Air Force Outstanding Unit Award for 1976.

The 439th assumed more responsibility January 25, 1976 when the 914th TAG was assigned. The 914th TAG, located at Niagara Falls IAP, was formerly assigned to the 403rd TAW at Selfridge. Their flying squadron, the 328th TAS, now flies eight C-130E Hercules.

The Wing grew again October 1, 1980 when the 911th TAG at Pittsburgh IAP was transferred from the 302nd TAW, Rickenbacker AFB, Ohio. At the time of their assignment to the 439th, the group was in the process of retraining from C-123s to eight C-130As. The 758th TAS is the 911th's flying squadron, and now flies eight factory-fresh C-130H aircraft.

The evolution of the Wing continued October 1, 1981 when it began a major reorganization and aircraft conversion

Continued on page 20

Naval Reserve Center Chicopee named best in nation for 1988

CHICOPEE, MASS. — The U.S. Naval Reserve recently announced that the Naval Reserve Center, Chicopee, Massachusetts, has been named the 1988 recipient of the "Fleet Admiral Halsey Trophy" in recognition of being the most outstanding large Naval Reserve Center in the United States. Presented annually, the award is sponsored by the Naval Reserve Association.

Headquartered at the Westover Air Force Base, the Chicopee Naval Reservists were selected for the honor based on training mobilization readiness, personnel retention, and a host of criteria which contribute directly to the goals and mission of the U.S. Naval Reserve. The Chicopee Naval Reserve Center is under the full-time command and administration of Lieutenant David Dubois, USNR. The drilling reservists assigned to the center are under the command of Captain Guy Simmons, USNR-R, himself a drilling reservist.

The Commander of Naval Surface Reserve Force, New Orleans, Louisiana, chose Chicopee as the best naval reserve center in the United States, from over 40 nominations nationwide. The Chicopee Center was nominated for the award by the Naval Reserve Readiness Command Region One, headquartered in Newport, Rhode Island.

"The Naval Reserve Center Chicopee is a great organization," states Lieutenant Dubois, "There's a great amount of teamwork and pride and everyone has a truly professional attitude about



(USN photo)

AWARD WINNER—Capt. John R. Wheeler, president of the first naval district, Naval Reserve Association, presents the "Fleet Admiral William F. Halsey Jr. Trophy" to Naval Reserve Center at Westover. From left are EMCM Richard Kiddy, USNR-Rcommand master chief; RADM A. Scott Logan, commander Naval Reserve Readiness Command Region One; Capt. Wheeler; Lt. David Dubois, USNR commanding officer of the Westover Naval Reserve Center and Capt. Guy Simmons, USNR, commanding officer Naval Reserve Readiness Unit at Westover.

our mission." He also emphasizes that the center's primary focus is on training and mobilization readiness. By setting goals and objectives, practicing teamwork and implementing innovative training plans, Chicopee's overall mobilization readiness increased dramatically between Oct. 1986 and Oct. 1988.

"Our ability to mobilize a naval reserve force in time of national emergency to augment the full-time active duty Navy is a key element within our nation's strategic deterrence policy. If potential adversaries see a ready and mobile reserve force, the risks become much more evident to them," Dubois

states.

Naval Reserve Center Chicopee is one of 12 reserve centers under naval Reserve Readiness Command Region One, Newport, which is commanded by Rear Admiral A. Scott Logan.

The Reserve Center is home, one weekend per month, twelve months per year for approximately 350 drilling reservists. Most of the reservists are from Western New England, with many residing and employed full-time in the greater Springfield area.

An awards ceremony was held on March 4 at the Chicopee Naval Reserve Center.

Guard, Reserve commissary use regulations streamlined

A new U.S. Armed Forces Commissary Privilege Card should make it easier for members of the National Guard and Reserve and their dependents to shop in military commissaries.

The card will be issued to all members in good standing of the Selected Reserve. The card—plus a picture identification card such as a drivers license or military or dependent ID card—will allow the member or dependent to shop

in a commissary 12 days per year.

While members have always had this benefit, the card will make it easier for members or their dependents to take advantage of it. The card replaces a more complicated validation system that placed an extra administrative burden on the Reserve units. The system also did not accurately reflect the earned shopping privileges of members.

This 12-day benefit is in addition to

the two week's annual training. During that time, a member or dependent must show active duty orders and a picture ID for commissary privileges.

The card is already being issued to members of the Selected Reserve. Officials said there will be a transition period during which the old system—requiring orders and photo ID—will still be in force. The new system will begin July 1, 1989.

Deputies dodge defenders in combat exercise in April

Twelve deputies from the Hampden County Sheriff's Department participated in an airbase ground defense exercise at Westover on April 1.

The sheriffs donned camouflage fatigues and acted as aggressors against a simulated forward operating base protected by reservists from the 639th Security Police Flight.

According to MSgt. George Hoagland, an NCO with the 639th SPF, the drill was staged to give the unit simulated combat experience.

During the mock attack, which included nighttime maneuvers, both the deputies and reservists used weapons specially fitted to fire a laser beam, and wore laser sensors. The sensors sounded an alarm whenever personnel were "hit" by the opponent's beam.

Sergeant Hoagland said that the 639th SPF will deploy for two weeks to Little Rock AFB, Ark., later this spring to attend the Air Force's airbase ground defense school.



(USAF photo by SSgt. Vin Blanchard)

Jesse Rizzo, a special deputy with the Hampden (Mass.) County Sheriff's Department donned camouflage fatigues April 1 and served as an aggressor against members of the 639th SPF during an airbase ground defense exercise at Westover.

439th is 40

(Continued from page 18)

from 16 C-123Ks and nine C-130Bs to a fleet of 16 C-130Es. The process became official October 1, 1982. At that time the 731st TAS was reassigned to the reactivated 901st TAG at Peterson AFB, Colorado. Its 901st support units were deactivated and their personnel merged with 905th support units. The Wing's aerial port flights were the exception. The 901st and 905th Mobile Aerial Port Flights were deactivated and their members merged with the newly designated 42nd MAPS. On October 1, 1981 the 901st Civil Engineering Squadron and 901st Communications Flight were the first units to merge with their 905th counterparts. The 58th and 59th MAPS were redesignated the 58th

and 59th APS in an AFRES directive which took effect March 1, 1984. On October 1, 1984 and 905th CAMS, 905th CES, 905th CF, 905th WSSF and 905th MOBSF were numerically redesignated as 439th units.

On February 4, 1985, the wing learned it would undergo its most drastic reorganization in its history. The Air Base announced the 439th TAW would become a C-5 Galaxy until and was scheduled to receive eight C-5s in Fiscal 1988. Almost exactly a year later, on February 5, 1987 the 439th TAW ceased its tactical airlift mission and began its strategic airlift mission as the 439th Military Airlift Wing.

In recent times, beginning with the

C-5 conversion planning stages, the Wing has, and is still hurdling seemingly insurmountable odds. With the exception of construction, equipment, and manning, all of which are beyond unit's control, the 439th is way ahead of the power curve. The conversion is in high gear, and we now have all 16 Galaxies. The flying hour program and various complicated training schedules have exceeded the expectations of MAC, AFRES, 14th AF, and even the Wing itself.

This coming October will mark the official end if the conversion. At the rate we've been going, it will be a fitting finale with which to mark our 40th birthday.

Readiness Challenge

(Continued from page 8)

the 914th CES, Niagara Falls IAP, N.Y.

The Westover reservists had four first-place finishes and two each of second- and third-place finishes. "Our team did an excellent job after much frustration and very little sleep," said MSgt. John Indomenico, team coordinator.

Members of the unit cited experience, friendship and most of all teamwork as their strategy for the competi-

tion. "Most of us have been together for about 10 years," said MSgt. John Mailo, a team NCOIC. "Our friendship contributes to the teamwork and effectiveness of the group. Most of us perform our unit occupations in the civilian world and this adds to our experience level."

A primary motivator of the team is Sergeant Indomenico, according to MSgt. Michael Ingham. "We all feel that John is the real reason we're here." "Sergeant Indomenico believes in us, and that pulls us together," added

Sergeant Mailo. "he's a 'people manager.' We get the appreciation we need and he makes us want to do our best. We go the extra mile for him."

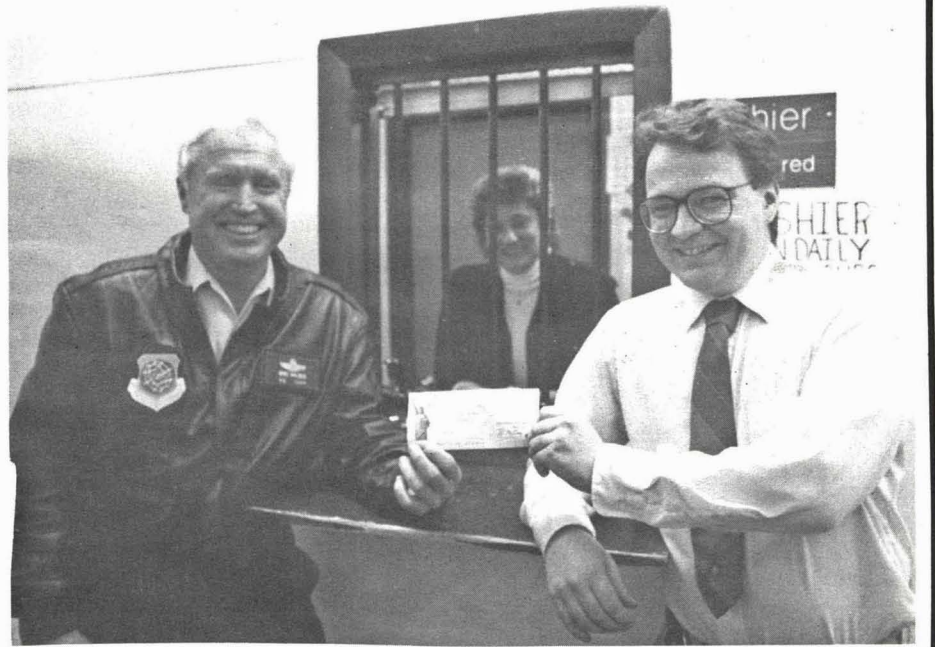
"They are a great bunch of people," said Sergeant Indomenico, "The unit works hard, they stick together and fully deserve the appreciation and commendation they receive."

They battled the odds and came back smiling. This unique Readiness Challenge team managed to combine friendship, camaraderie and teamwork into a memorable training experience.

Streamlined check issues at Travel Pay

Brig. Gen. Frederick D. Walker, receives the first travel voucher expense check issued at Westover. From now on, if a voucher is not picked up at the finance office in five days, a check will be sent to the reservist's home. Handing the check to General Walker is Dan McCarthy, disbursing agent. Sue Alexander, cashier is show in the background.

(USAF photo by Nora MacKay)



439th CES undertakes new roadway construction

by A1C Christine M. Mora

Westover's Prime BEEF unit is scheduled to begin construction of a road extension on the base April 29.

Four hundred feet of new roadway is proposed for Austin Rd. between 2nd Ave. and Industrial Rd. It is the first time reservists in the unit have participated in a project at Westover from start to finish.

"For as long as I can remember, the Prime BEEF unit has always deployed on their annual tour to work on projects at other bases," said Lt. Col. Thomas G. Hargis, base commander. "I believe that if we have projects to be done at Westover, our people should be doing them. It is much easier to have a sense of pride when you can see your accomplishments on a regular basis."

Two groups of 33 reservists will participate in the project, which includes tasks ranging from design to construc-

tion. They will work in two shifts of annual tours, with the second scheduled for May 20. Construction of the road will make it easier for people entering Westover by the Industrial gate as they will be able to turn directly left towards the BX and the barracks instead of circling past the bowling alley.

In addition to the Austin Rd. extension, the Prime BEEF teams will also begin construction on the intersection of Austin Rd. and 3rd St. adding drainage to correct puddle problems in the area of the intersection and the driveways to the bowling alley and the base exchange.

The construction is assigned to the Prime BEEF section of the 439th CES. "Many people don't realize that our squadron is actually separated into three parts: Prime BEEF, Prime RIBS, and the fire department," said Lt. Col.

William Garrity, 439th commander. The units involved in the projects include Engineering Assistance, Roads and Grounds, and Capentry and Electrical.

Several other projects have been proposed also. A sidewalk is projected along the east side of Anderson Road from the Base Open Mess (Bldg. 6640) to VOQ (Bldg. 2200) with access to BX, Dining Hall and BAQ. Prime BEEF will be doing special projects in VOQ and BAQ, as well as streetlight installation.

"Many members have already completed their annual tour or will be on deployment at the time of the construction," said MSgt. Gary Lawrence, engineering assistant technician. "It will be a real challenge for the team working at Westover."

"Hopefully, we have broken the ice and are laying the foundation for the future," said Colonel Hargis.

Problem with C-5B fleet has no impact on everyday MAC mission

MAC News Service

A problem found in the Military Airlift Command's C-5B fleet is causing no impact to the command's everyday worldwide mission.

A documentation review at the San Antonio Logistics Center, Kelly AFB,

Texas, discovered that some pylons were manufactured with improper metal sleeves installed where designed did not call for them. Pylons are the support structures that connect engines to the C-5B wings.

Some pylons on C-5Bs were manu-

factured with metal sleeves, called bushings, and installed at the point where the pylons attach to the wing. Those bushings, prematurely installed on some pylons, are in a spot where a correct type of bushing might later be used during corrosion control efforts.

Former POW promotes power of positive thinking



(USAF photo by SSgt. Vin Blanchard)

Colonel Hubbard

By Maj. Rick Dyer

As Col. Edward L. Hubbard recalls it, he experienced his last "bad day" more than 23 years ago.

Colonel Hubbard, then 28 years old, was shot down over North Vietnam on July 20, 1966 and had been in prison there for about 150 days.

The beatings had been severe, and the "quizzes" (POW slang for interrogation sessions) had been intensive. At first, he said, his attitude had been anything but positive.

"Then I remember waking up that morning and saying to myself, 'by God, I'm going to survive,'" the Colonel recounted. "I decided that I'd turn it (captivity) into a productive experience and never waste my time sitting around feeling sorry for myself."

Although he would spend the next six years in captivity, Colonel Hubbard says that moment of self-discovery in a Hanoi dungeon changed his life dramatically. "I've never had a bad day in the 23 years since then," he said.

Colonel Hubbard, who received the Silver Star, Distinguished Flying Cross, Legion of Merit, Bronze Star and Purple Heart for his service in Southeast Asia, spoke to Westover audiences during the "A" UTA weekend in April. He estimates that he has spoken to more than 75,000 people during the past two years.

Despite the brutality and barbarism he experienced during his 2,420 days of captivity, he stressed what he termed the

"positive aspects" of his imprisonment.

"It gave us the opportunity to do something we had never done before," said Colonel Hubbard, who is now Deputy for Safety, Munition Systems Division, at Elgin AFB, Fla. "It taught us that human potential is a state of mind and that if you believed in yourself, you could accomplish things that far exceeded anything you could imagine."

As an example, the colonel told his audiences about the hours POWs would spend memorizing information transmitted among the prisoners via a code that was tapped on cell walls.

"One guy's mother had been an English teacher and he had memorized a lot of poems. He'd tap out long Kipling poems on the wall and we would memorize them."

Although he had never been to college and had never spoken, heard or studied any foreign languages, Colonel Hubbard became fluent in Spanish while in Hanoi.

"The fellow in the cell next to mine tapped his messages in Spanish," the former POW said. "By the time I came home I had a 5,000-word Spanish vocabulary and was able to pass a college exam in it without even opening the book."

The tap code helped the America POWs to do more than simply send and receive information. It also helped them to "keep the faith" in an environment where communication was strictly forbidden.

"Every night before we went to sleep, each of us would tap in code the letters 'GN' and 'GBA,'" Colonel Hubbard told his listeners. 'GN' was for good night, and 'GBA' stood for God Bless America.

"One night I tapped 'GN' on my wall and the person in the cell next to mine tapped back," the Colonel said.

"Thanks," he told me, "you're the first guy I've talked to in three years."

Colonel Hubbard said that during his years of captivity, he developed a management philosophy that serves him well today. "I decided that everything can be done better and that there is always the need to strive for greater effort."

The veteran officer, who started his career in the Air Force Reserve as an enlisted flight engineer and later became an active duty navigator, reminded Westover personnel that pride is the key to tapping their human potential.

"Pride is what we felt every day [in North Vietnam]," he said. "With it, you can do anything!"



(USAF photo by MSgt. Marshall Hathaway)

Maj. Charles A. Brown Jr. represents the Wing as a former Vietnam POW to give Colonel Hubbard a silver bowl.

"Patriot People"

Name: Mitchell Staszko
Rank: SSgt.
Age: 32
Address: Holyoke, MA
Unit: 439 CES
Position: Electrician
Civilian Occupation: Electrician
Favorite Food: Fried Chicken
Years of Service: 10
Favorite Sport: Baseball
Favorite Hobby: Fishing
Ideal Vacation: Caribbean Cruise
Best Way to Relax: Fishing
Preferred Entertainment: Movies
Favorite Celebrity: John Wayne
Favorite Music: Southern Rock & Roll
Favorite Book: "Where Eagles Dare"
Favorite Color: Green
Favorite Car: Cadillac
Pet Peeve: LA Lakers
Best thing about Westover: Base Gym
Worst thing about Westover: Dining hall lines



439th Transportation Squadron wins award

by SrA. Kelly R. Jamieson

Westover members may not know it, but there's a celebrity on base—a celebrity in the Air Force Reserve, that is.

The 439th Transportation Section was recently picked Air Force Reserve's best in the following categories: Best Vehicle Management, Best Traffic Management and Best Base Transportation.

Base Transportation Officer Dale Altman says the section won these awards because they have good people, "the best in the AFRES. And it took a combined effort between the civilians and reservists to win these awards."

Although the squadron just received the awards this month, they were notified in September. And later received a Letter of Appreciation from the Director of Transportation at Air Force Reserve Headquarters, Robins AFB, Ga.

Thirty-four civil service workers and 36 reserve members make up the transportation section, headed by Mr. Altman. Capt. Jackie Crothers is the Reserve Transportation Officer. Tom Hill is in charge of Vehicle Management and Marilyn Caldwell heads Traffic management.

"Have a good working relationship with your people," Dale Altman advises. "Keep them informed and let them share in decision-making."

This isn't the first year transportation has won these awards. They won Best Vehicle Management 12 times since 1974 and Traffic Management for times, according to Mr. Altman. He said this is the first year for the Best Base Transportation award and his unit won it.

"Our organization has an outstanding training program," said Mr. Altman. He believes that's one reason why they won. He said he thinks another reason is because his people were doing their 'everyday' job.

But, Mr. Altman said, it took a combined base effort to win.

"People take care of their assigned vehicles. If they fail inspection, then we fail our inspection. Having a good relationship with other organizations of base helped," he said.

"They do their jobs and do them well. They treat other people well and are loyal to their boss—to me, that's integrity."

earning a **PAT** on the back

Reenlistments

MSgt. Stephen M. Caraker
 MSgt. Richard E. Haskins
 TSgt. Kevin P. Cahill
 TSgt. Gregory E. Colelli
 TSgt. Gilbert D. Currier Jr.
 TSgt. Paul G. Gillis
 TSgt. Michael L. Olenick
 SSgt. David P. Adams
 SSgt. Wayne P. Begnoche
 SSgt. Ray I. Frederick
 SSgt. Marueen C. Gamlin
 SSgt. Susan M. Harrington
 SSgt. Valerie Jenkins
 SSgt. Robert F. Kalisz
 SSgt. Judith A. Marcinowski
 SSgt. David J. Pelletier
 SSgt. Michael C. Radecki
 Sgt. Richard A. Bergeron
 Sgt. Michael J. Dibindisi Jr.
 Sgt. Cheryl A. Gay
 Sgt. Lori J. Lester
 Sgt. Richard A. Parker
 SrA. Ricardo Ruiz
 A1C Linda J. Flanders
 Ann Robert J. Zygarowski Jr.

Enlistments

SSgt. Joseph J. Bartoszek Jr.
 Sgt. Kevin M. Allen
 Sgt. Pamela J. Beggs
 Sgt. Edward A. Cardin
 Sgt. Hustus F. Falana III
 Sgt. Russell L. Rohn
 SrA. Paul J. Savio
 A1C Fernan R. Cepero
 A1C Thomas P. Harrington
 AB Erinn D. Johnson

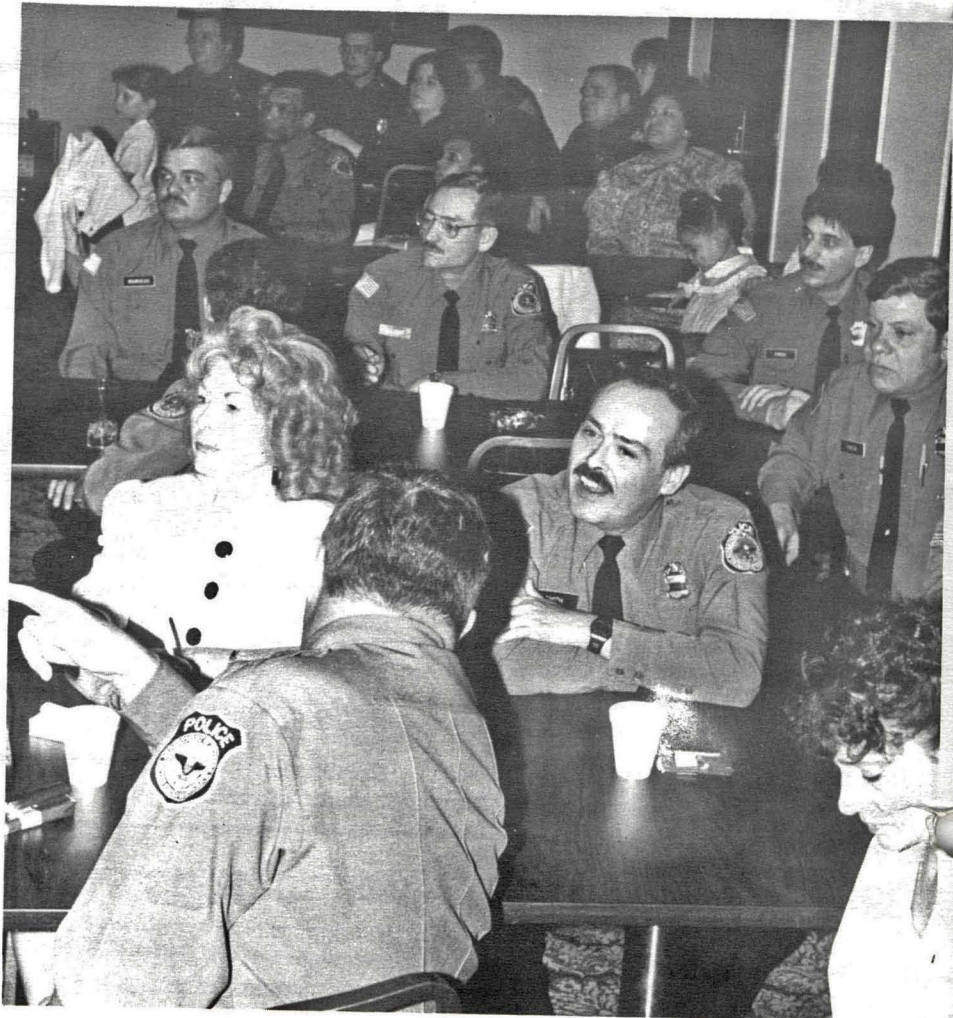
Westover graduates 30 SP officers

Security police officers from Westover and the local area graduated from the 13-week Massachusetts Criminal Justice Training Council's Reserve/Intermittent Program at the end of March.

Seventeen Westover DOD security officers, plus reserve officers from Ludlow, Chicopee and South Hadley participated in 96 hours of classroom instruction and 18 hours of applied in-field training. One section of the course was attended by 50 members of the Hampden County Sheriffs Department.

The program, held at Westover, was initiated by Westover's DoD police trainer, Sgt. Dave Tetreault. "Our civilian security police people have no access to military security police training programs, so we pursued this course to enhance our training," said Sergeant Tetreault. "Now all 30 of our security police are certified reserve officers in the state of Massachusetts."

Lt. Col. Thomas G. Hargis, 439th base commander, was one of the featured speakers and he stressed the importance of security. "The 16 C-5s represent \$2.5 billion in resources," said Colonel Hargis, "that is more than the valued worth of the entire city of Chicopee." He emphasized the importance of our mutual air agreements with local communities. "We're here to serve in time of need," he said.



GRADUATION DAY—Security police officers await the call to receive their diploma. (USAF photo by TSgt. Sandi Michon)

PATRIOT

Coming in June — MWR Summer highlights

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WESTOVER AIR FORCE BASE, MA 01022

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Published monthly for Patriots like Capt. Maureen McCarthy of Beverly, Mass. and 2227 members of the 439th MAW at Westover AFB.