

PATRIOT

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

VOLUME XVII, NUMBER 5

MAY 1990



(photo by TSgt. Sandi Michon)

SALUTE TO WESTOVER -- Honored guests and dignitaries stand at attention during the presentation of colors April 7

when Westover AFB commemorated its 50th anniversary and dedicated a new C-5 hangar.

Hangar ceremony kicks off celebration year

by TSgt. Tom Allocco

The new C-5 pull-through hangar reverberated with the brass and drums of the AFRES Band and the roar of aircraft when Westover's 2,000 reservists assembled in squadron formations for dedication ceremonies on April 7.

Several hundred guests from the neighboring community filled bleachers as distinguished speakers characterized the new hangar as the culmination of a half century of achievement and the symbol of a new chapter.

General Hansford T. Johnson, MAC commander, recalled Westover's role in World War II, the Berlin Airlift and Vietnam. He noted that Westover reservists were on the team when a stream of 200 MAC aircraft supported the Just Cause invasion of Panama in December.

"Westover has played a great role in our history...in Just Cause there was no slackening of the dedication to the mission...you are a proud part of the Air Force and your contributions are important," the MAC commander said.

Several times he returned to the subject of the community support which Westover has enjoyed during the half century since

Chicopee Mayor Anthony Stonina invited the Army Air Corps here.

"We are very proud of the strong relationship we have had over the years," he said.

Maj. Gen. Alan G. Sharp, Air Force Reserve vice commander, told the assembled reservists that "my hat is off to you" in recognition of the outstanding effort required for the successful conversion to the Galaxy. He singled out the main-

tenance crews who worked outdoors on the C-5 during through three New England winters.

Brig. Gen. Dale R. Baumler, 14th Air Force Commander, offered "Happy Birthday" greetings and praised Westover's "can-do" attitude. "I ask you only to keep the 439th on top as it has always been," he said.

Westover's reservists "trace our bloodlines to our forefathers who fought at Bunker Hill and Lexington," said Brig. Gen. Frederick D. Walker, wing commander.

"Your ability to do the mission was tested on the flight line in 50 degrees below zero (wind chill). You were there when called for Operation Just Cause - there were more volunteers than we could take.."

(Continued on page 8)

EDITORIAL

Happy Birthday, Westover

On April 6, 1940, as the winds of war fanned rapidly through Europe, the Army Air Corps dedicated Westover Field.

For the past 50 years, the base has experienced a history as rich as the lush farmlands on which its massive runways were built.

World War II...The Berlin Airlift...Korea...The long and bitter "Cold War" ...Vietnam...Panama...

Westover's planes were there. So were thousands of selfless men and women who wore brown suits and blue sweaters and called this base "home."

When we speak of Westover's history, we're really speaking about its people.

They are the people who flew the planes, ran the radios, drove the jeeps, turned the wrenches, cooked the chow and guarded the gates. They are the people whose vision, fortitude and spirit built Westover and ensured that its vital missions were carried out.

As we celebrate Westover's golden anniversary, it's important to remember that we are not just commemorating a place. We are really honoring patriots - airmen who heeded a call and did the things, great and small, when our nation needed them done.

Happy birthday, Westover. Here's hoping that your next 50 years will be as interesting as your first half century.

And here's hoping that you'll always be blessed with your greatest asset-dedicated people.



By Major Rick Dyer
Public Affairs Officer

International Air Show

July 27, 28, 29, 1990

PATRIOT

"This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the PATRIOT are not necessarily the official views of, or endorsed by the U.S. Government, the Department of Defense, or the Department of the Air Force."

439th MAW Commander
Brig. Gen. Frederick D. Walker

Base Commander
Col. Thomas G. Hargis

Base Public Affairs Officer
Gordon A. Newell

Wing Public Affairs Officer
Maj. Rick Dyer

Public Affairs Assistant
Monica M. Lindberg

Editor/NCOIC
MSgt. Gordon Newell

Assistant Editor
SrA. Christine Mora

Photo Editor
TSgt. Sandra M. Michon

Staff
TSgt. Tom Allocco
TSgt. Linda D. Kozaryn
SSgt. Vincent Blanchard
SSgt. Kelly Jamieson
Sgt. Heather Schroeder
SrA. Kymberly Saganski

Co-op Students
Paula Lopes
Ron Syriac

Briefs

Manager named

Dennis Patton was named manager of the base Shopette and Class Six store in March.

A native of Boulder, Colo. Mr. Patton was previously manager of the Fort Devens Class Six store where he began his career in the Armed Forces Exchange services four years ago.

The interior of the Shopette was recently repainted and new fixtures are being added.

Mr. Patton succeeded Michael McDonald, who was named assistant manager of the Fort Devens Shopette.

Medal moves up

Air Force Reservists who haven't changed their ribbon racks lately may be out of uniform.

An interim change in Air Force Regulation 35-10, Dress and Personal Appearance, went into effect in November, elevating the status of the Air Reserve Forces Meritorious Service Medal from 69th to 49th position in order of precedence.

The change also added a new decoration--the Aerial Achievement medal. It ranks 20th in position and holds precedence over the Air Force Achievement Medal.

Revisions of AFR 35-10 and Air Force Visual Aid 900-3, Symbols of Service, will reflect these changes, said TSgt. Pat Melaga, of Westover's Customer Service Branch.

Decals expired

Lt. Rodney Walker of the 439th Security Police Squadron said that expired vehicle decals can be renewed from 0800 to 1600 in Building 1520.

Lieutenant Walker said that many expired decals have been observed by security guards and they must be renewed. He advised applicants to bring vehicle registration as well as their identification card to Pass and Registration when seeking renewal.

Galaxy airlifts newborn during emergency in Turkey

by SrA. Christine Mora

Westover aircrews routinely train to haul the massive cargo that is the C-5's specialty. Huge trucks, tanks and helicopters are the norm, but an emergency in Turkey tasked the reservists to carry a tinier and more valuable load.

When a newborn baby boy needed emergency medical evacuation, he received the red carpet treatment from a Galaxy aircrew in March.

The 12-hour-old son of an Air Force military family stationed in Turkey was born with an underdeveloped lung and contracted pneumonia soon afterwards. The Westover C-5A, commanded by Maj. David Doyle, was tasked for the mission when doctors became concerned that the baby needed access to medical facilities at Rhein-Main AB, Germany.

Following a routine mission to Germany and Incirlik, Turkey, the Galaxy was scheduled to return to Ramstein AB. When it was determined that the infant needed emergency care not available in Turkey, the aircraft was diverted to Rhein-Main AB near the Air Force hospital in Weisbaden.

Accompanied by his parents, a doctor and flight nurses, the baby was brought onboard the C-5A in an incubator. According to SSgt.

Christopher Lussier, a loadmaster with the 337th Military Airlift Squadron, the crew had to fold down a row of seats in the troop compartment and strap on a litter to hold the incubator. A supply of oxygen was stored in the cargo compartment. Hoses and cords stretched up the troop ladder to the incubator to keep the baby in an environment of pure oxygen.

Extra fuel was loaded so the Galaxy could fly at a lower than normal altitude to maintain higher cabin pressure for the infant. The aircraft was met by at Rhein-Main by an ambulance and transported to the hospital.

"The baby's condition was actually better when we landed than before takeoff due to the dry atmosphere in the plane," Sergeant Lussier said.

Major concerns of the crew included cabin altitude and the condition of the mother who was still recovering from the birth.

"Most of the time we haul engines and heavy equipment," Sergeant Lussier said. "It is really nice to participate in a mission with a little emotion attached."

Other loadmasters assisting in the mission included MSGt. Paul Benson, TSgt. John Evelyn, TSgt. Daniel Giddinge, Sgt. Richmond Farr, Sgt. Brian McKenna, and AIC Michael Dunn.



(photo by SrA. Christine Mora)

GOLD BARS -- Maj. Dorothy Holliday, chief nurse at the 74th Aeromedical Evacuation Squadron pins second lieutenant's bars on former SSgt. Adele Ainsberg. Previously a medical technician with the 74th AES, the lieutenant now joins the unit as a flight nurse.

ORI expands August UTA

This August, when Westover's grand airshow is just a memory, reservists will be hitting full stride for the base's first Operational Readiness Inspection since converting to the C-5A Galaxy.

Both UTAs in August will be expanded to include six periods from Friday to Sunday. Wing Commander Brig. Gen. Frederick "Mike" Walker sent a letter last month to all reservists advising them to notify their employers early so they will not have difficulty getting the extra day off.

General Walker has also suggested that reservists reschedule their July A UTA to the B weekend. The B UTA has been rescheduled to the 28th and the 29th in support of Westover's International Airshow.

According to Maj. Tom Gray, wing executive officer, the September A UTA will primarily be a make-up for members who need an extra period to equal their required 48. The B UTA has been canceled entirely.

"If someone would like to work the Friday before the airshow as well as the Friday before the ORI they won't have to be here in September," said Major Gray.

'Fifty years at Westover'-history in the making

by TSgt. Tom Allocco

The evolution of Westover Field has been documented by a Chicopee filmmaker who scoured national archives for old film clips, took a video camera into a formerly top secret SAC building on base and tracked down veterans and neighbors who experienced the events.

Fifty Years at Westover, from Army Air Corps to the Galaxy, is scheduled to be premiered May 30 at Alumni Theater at Elms College.

The one-hour documentary was made by film producer John Gordon with the aid of grants from the Chicopee Arts and Cultural Council and Ludlow Savings Bank. Don Wescott of public television's *Nova* program is the narrator.

Westover's role in World War II, and the Cold War confrontations of Berlin, Cuba and Vietnam are told by a former

B-24 pilot, a SAC navigator, base supply employee, Chicopee residents and others.

Their stories are illustrated with black and white archival film of bombing raids over Germany, Berlin airlift missions, Strategic Airlift Command alerts and other chapters of the Westover story.

Mr. Gordon made the video over a four-year period with the help of Chicopee Comprehensive High School students.

He started with long hours pouring over microfiche of the Springfield Newspapers from the 1940s. Later, he searched through five national archives for film footage to document those events.

One of the most dramatic scenes shows wounded men being pulled from a shot-up B-17 which had just returned from a raid over Schweinfurt, Germany.

A B-24 pilot remembers when Westover was a staging area for bomber crews headed overseas. They lived in "boom-

town shanties" and relaxed at USO Saturday night dances, he recalls.

The narrator adds how Westover was the last piece of American soil many of the B-17 and B-24 aircrews ever walked upon.

Other highlights of the video include:

--the internment of German POWs on base.

--the Berlin Airlift and Operation Little Vittles during which Chicopee children tied handkerchief parachutes to donated candies for besieged German children.

--the Cold War years when SAC B-52 pilots were on alert in the underground facility they labeled the "mole hole."

--the 13 days of the Cuban missile crisis as seen through the eyes of an intelligence officer in the 8th Air Force headquarters in Mount Holyoke known as "the Notch." Today it is used as a Federal Reserve Depository. The documentary contains declassified footage taken inside "the Notch."

Harry Wolfe, the former SAC intelligence officer, resides in South Hadley. He tells one of the little known stories that documents Westover's role in the Cold War.

During the 1961 Cuban missile crisis Mr. Wolfe was in "the Notch" with the job of monitoring the progress of the Soviet cargo ship *Berrtorri* as it approached American ships blockading Cuba.

The ship, presumed to be carrying missiles, turned back before reaching the American ships which had orders to stop it before reaching Cuban waters.

In those days, U-2 film was brought to Westover to be processed at a lab that still stands on base and film which first showed missiles in Cuba passed through the base.

Westover was back in the headlines a decade later when returning POWs passed through during their first days on American soil at the conclusion of the Vietnam War.

Filming of the video continued until as recently as March, while the filmmaker told the story of the C-5A Galaxy's role in the most recent chapter of Westover.

"For me, making this film was the opportunity to see history as more than something you read about in a book." Mr. Gordon said.

(Continued on Page 8)



FINAL SCENES -- John Gordon and assistants film a Westover C-5A taking off near the end of the base's main runway. Gordon, who produced the video, *Fifty Years at Westover*, was putting the finishing touches on the four-year project.

Chief Fusco relishes challenges of new post

by SSGT. Kelly R. Jamieson

Combining CMSgt. Charles C. Fusco's philosophy of "There is no problem that can't be solved," with his nearly 38 years of Air Force experience results in the perfect candidate for a wing senior enlisted advisor.

Chief Fusco of Easthampton, presently 439th Avionics Maintenance Squadron superintendent, became the 439th Military Airlift Wing's new Senior Enlisted Advisor April 30. He will succeed CMSgt. Alcide F. Patenaude, who has retired from Westover.

"I always wanted to put all my years of experience to helping others solve their problems," said Chief Fusco. "I'm sure I've encountered most of the problems in my Air Force history that occur these days."

"My experience of managing 120 people at AMS is invaluable. With past experience like I have, I can lean back on that and help solve others problems. Most problems that occur have come up before, and that's where my experience is very helpful. History repeats itself," he said.

"My job as senior enlisted advisor is to be the eyes and ears of the wing commander -- to be responsive to all reservists and their problems, keeping abreast of what's going on and solving problems before they get severe."

Chief Fusco said one of his goals is retention.

"I like to see the airmen happy here at Westover," he said. And his strategy keeping Westover's airmen happy is to spend the majority of his time visiting units around base.

Chief Fusco pointed out that his door will always be open to enlisted members. He also said his home phone number will be posted for airmen might need him after duty hours.

The chief said he doesn't plan to make any drastic changes at first.

"I don't believe in radical changes," he said. "I want to follow in Chief Patenaude's footsteps."

Chief Fusco believes the qualities that make up a good senior enlisted advisor are experience, length of service,

management, and the ability to handle personnel.

A plus to those qualities that Chief Fusco possesses is that he's touched both sides of the Air Force spectrum.

"I've been a flyer myself, as well as a maintenance man, and this puts me close to everyone -- I know the needs of all the people," said the chief.

After serving four years on active duty, the Everett, Mass., native began his Air Force Reserve career, as an F-80 crew chief at Hanscom Field.

During his reserve career Chief Fusco served as a flight engineer for the C-119s, C-123s and C-124s, at Hanscom.

In 1973, while serving as a crew chief for the C-123s in the 731st Troop Carrier Squadron at Hanscom, the 731st, along with the C-123s were transferred to Westover -- thus beginning Chief Fusco's Westover career.

Before becoming the 439th AMS superintendent in 1987, the chief served as the 439th Organizational Maintenance Squadron superintendent.



A letter of good-bye

Retirement-- that far away goal that we all look forward to reaching someday. Now, on the eve of mine, I'd like to reflect on some of my past memories and observations.

To say that my thirty years with the 439th Wing was enjoyable would in no way truly describe the past three decades.

Airplanes come and go in a Reserve Wing, from the Flying Boxcar to the Galaxy, but the one factor that always remains the same are the people who make up this Wing.

Not just co-workers but life-long friendships that are formed throughout the years of UTA's, encampments, deployments, inspections and numerous changes.

This Wing has always been extremely fortunate to be blessed with the best, talented individuals that I've ever had the privilege of working with and it's with this knowledge that makes my retirement easier to accept because although I will miss the organization and its challenges I feel secure that it will continue to grow and prosper due the capabilities of all its members.

So in leaving, I'd like to thank all of you for the unforgettable memories, the opportunity to have a career that was both rewarding and enjoyable and the sense of pride for having been a member of the best Wing in the Air Force Reserve.

God bless all of you and best wishes throughout the future years.

CMSgt. Alcide F. Patenaude
former Senior Enlisted Advisor
439th Military Airlift Wing

Shining Moment becomes glittering memory

TSgt. Linda D. Kozaryn

It's time for Capt. Denny A. Jobes to put her feet up and take a break. Her job is done. The party's over.

For nearly a year, Captain Jobes, Chief of the Consolidated Base Personnel Office, has been coordinating the efforts of the countless people who volunteered to help make the 50th Anniversary Ball a reality.

"General Walker gave us the big picture," Captain Jobes said. "He'd tell us what he was "envisioning." Our job was to keep pace with his visions."

Captain Jobes became chairman of the planning committee for the ball in April 1989. Her first step was to contact a woman who had previously held a charity ball in a Westover hanger to benefit the Springfield Symphony Orchestra. She asked her "what things worked and what didn't" in order to gain from this past experience, she said.

Sixteen committees were organized to handle the multitude of items to be coordinated, ordered, or supplied such as decorations, florals, seating and reservations, and publicity.

"The people who were running the committees had it under control," Captain



(photo by SSgt. Vin Blanchard)

THANKS DENNY -- Brig. Gen. Frederick D. Walker, wing commander, offers mementos of thanks for a job well done to Capt. Denny Jobes, chairman of Westover's 50th anniversary ball, *A Shining Moment*.

Jobes said. "They didn't need to be spoon-fed. We had a lot of good people who were good workers and we'd brainstorm."

Regardless of how well things are planned, if something can go wrong it generally does.

"A contractor supplied a canopy but

when they brought it they didn't know how to put it up," Captain Jobes said. "Mike Major and Lennie Schmidtchen from 439th AMS put their heads together and devised a way to hang it," she said.

The day before the ball they were 10 custom-ordered tablecloths and 100 sets of
(Continued on page 8)

The Captains Jobes complete their jobs

TSgt. Linda Kozaryn

While his wife, Denny, was finalizing plans for Westover's 50th Anniversary Ball, Capt. Lynn Jobes Maintenance Staff Officer, had concerns of his own. His job was to prepare for the Pull-through Hangar Dedication Ceremony.

"Planning for the dedication wasn't nearly as involved as planning for the ball," Captain Jobes said. "It all came together during the last couple of months."

Yet, there were a few setbacks to smooth planning for the event, Captain Jobes said. The contractor originally said the hanger was to be complete in mid-March, then it slipped until mid-April.

As the dedication date drew near, "the contractor was still sealing the floor while

we were setting up," Jobes said. "We only had the last couple of days to set up. We put in a couple of long days just before the ceremony."

Everyone on base was willing to help prepare for the dedication ceremony, ac-

"Planning for the dedication wasn't nearly as involved as planning for the ball."

Capt. Lynn Jobes

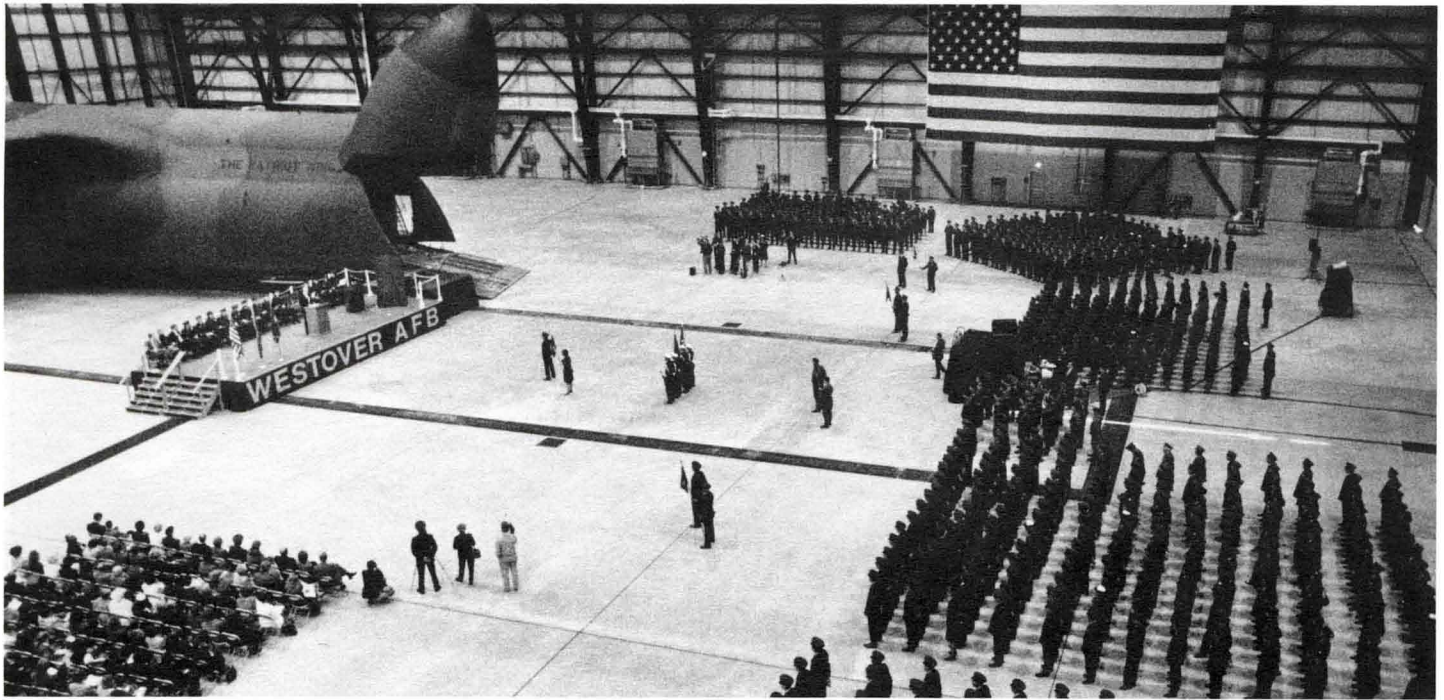
ording to the captain. "A one-inch-thick aluminum plaque which was 55 3/4" x 40" and weighed 206 pounds, arrived Friday, the day before the ceremony," Captain Jobes said. "The base welding shop made a tripod easel to hold it and the parachute

shop made a curtain for it," he said.

Captain Jobes commended the approximately 1,000 airmen who made up the mass formation during the ceremony. "Within 25 minutes they were there and in formation," he said. "That's pretty amazing in my book."

Following the dedication ceremony, still more coordination was required. Equipment and materials such as projectors and carpeting had to be "hustled" from the new hanger to the hangar where the ball was being held," Captain Jobes said.

Echoing his wife's sentiments, Captain Jobes said there's no way to thank all of the people who contributed their time and efforts to making the anniversary celebrations such a success. "Enthusiasm snowballed as time progressed," he said.



(photo by Springfield Union-News)

HANGAR DEDICATED -- Some of the more than 2,000 Air Force Reserve members assigned to the 439th Military Airlift Wing at Westover watch the dedication ceremonies in the new

\$17.5 million pull-through hangar. The band of the Air Force Reserve from Robins AFB, Ga., performed during the one-hour ceremony on the April UTA.



(photo by TSgt. Sandi Michon)

"Fifty Years at Westover"

(continued from Page 4)

"I came to appreciate that history is made by people. That point was driven home to me while watching film of young men who were leaving Westover to go to combat in Europe knowing that the odds of surviving were against them.

"From another perspective, Westover helped shape Chicopee into what it is today. The base helped make Chicopee more sophisticated. It brought people here from all over the country with different values and ideas. Chicopee school children went to school with other kids who had been to Germany, Japan and Turkey.

"There's no question that Westover's impact has been tremendous and beneficial," he said.

"Fifty Years at Westover" is available for sale through the Galaxy Community Council, a non-profit organization supporting Westover.



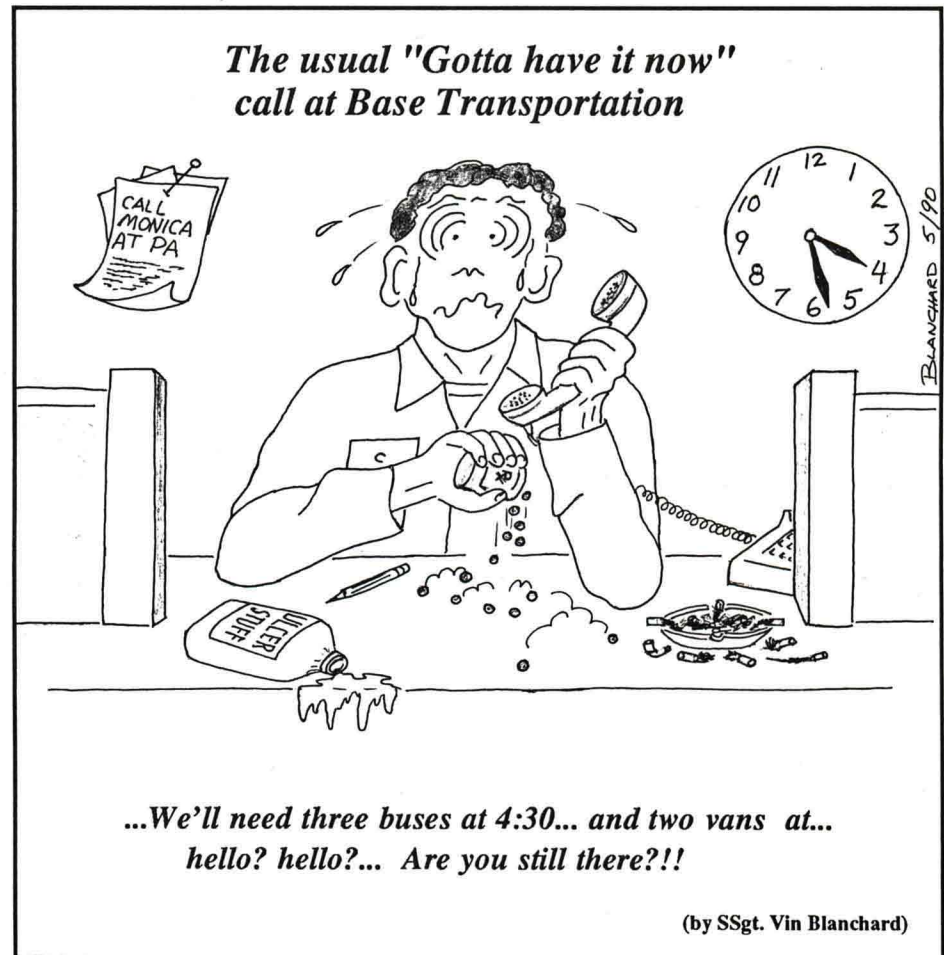
Shining Moment

(continued from page 6)

china short. "We ended up using blue tablecloths for the VIP tables (instead of the custom-ordered patterned) and Taylor Rental got the china sent out."

At the last minute, Captain Jobs said, they were "running around like chickens with our head cut off," but "as big as this was, the kind of problems we had were minor."

"A thousand and one things could have



*...We'll need three buses at 4:30... and two vans at...
hello? hello?... Are you still there?!!*

(by SSgt. Vin Blanchard)

gone wrong," the captain said, "but they didn't because the people who helped are such competent professionals."

Surprisingly, things can also go extremely right. "Usually at events like this, someone shows up at the door swearing that they've paid," Captain Jobs said. In this case, "out of 1,100 reservations, everybody was recorded."

The morning after the ball, sitting in an office cluttered with a box of commemorative plates, a potted geranium, and an array of papers, Captain Jobs said

it would be impossible to thank all of the volunteers who helped. Every organization on base contributed to the evening activity whether it was by doing carpentry and electrical work or by making banners and seating charts, she said.

"Everyone took pride in whatever they did whether they were hanging curtains or laying carpet," Captain Jobs said. "I don't even know the names of all the people who helped. They were there when you needed them and there were no complaints. They were awesome."

Dedication

(continued from page 1)

"We're living through dramatically changing times...but our forefathers taught us we better keep our powder dry...the future rests on your shoulders, whatever comes our way I'm confident," the wing commander said.

Among the honored guests were Col. Timothy O. Westover, grandson of Maj.

Gen. Oscar Westover, and Col. Gail Halvorsen who earned fame during the Berlin Airlift.

"On behalf of the entire Westover family, I thank you...we salute you and Godspeed," Colonel Westover told the reservists.

Colonel Halvorsen earned the nickname the "Candy Bomber" for dropping bags of candy in handkerchief parachutes during the Berlin Airlift. It included "Lit-

tle Vittles" candy donated by Chicopee youngsters during the 1948-49 blockade of Berlin.

Twenty two Chicopee schools donated 850 pounds of candy during the "Little Vittles" drive.

The muffled roar of a passing Galaxy added meaning to his words as Colonel Halvorsen noted that "these men and women make this aircraft and this facility a living being."



FIRST TO ARRIVE -- Five members of the U.S. Army Air Corps who arrived from Maxwell Field, Ala. at Westover Field are shown just after they reached their barracks. From left :

A.J. Flowers of Alabama, Glen E. Flanders, then of Mississippi, C.H. Huggins of Florida, William J. Maness of Tennessee and Bill Kilpatrick of Alabama.

Retired sergeants recall Westover's earliest days

by TSgt. Tom Allocco

Among the first Army Air Corps members to arrive at Westover was an advance party of five cooks from Maxwell Field, Ala. sent here to open a mess hall.

They rolled onto base in the 1936 Plymouth automobile of an enlisted man named William Kilpatrick.

Today he's a retired Air Force master sergeant who lives in Stapleton, Ala. and he's proud to be one of the senior members of the Westover family. He recently wrote a letter which recorded some of his impressions of Westover's early days.

Sergeant Kilpatrick remembers Westover in 1940 as "the most desolate place I think I have ever seen."

Another member of that original group, Glen E. Flanders, an aircraft mechanic from Baltimore, Md. was a guest at Westover during dedication ceremonies and for the military ball April 7.

"There were no runways, no hangar," he remembers. "The pilot took off and landed in a tobacco field."

Flanders arrived in Chicopee on April 7, 1940 when he was 18. He was a new recruit coming from Maxwell Field, in

Montgomery, Ala.

Flanders married the former Alexandra Gayda of Holyoke and regularly returns to Westover to visit his wife's family.

The base consisted of two wooden barracks, a mess hall and a supply building.

The first duty of the five Army Air Corps cooks was to unpack the pots and pans in anticipation of feeding a party of 50 others scheduled to arrive from Maxwell Field to develop Westover.

Then 50 men came here under the command of a Major Drumm, whom Sergeant Kilpatrick remembers as "a wonderful C.O., but he was strict..."

"In and around Westover Field at that time of year were worlds of blueberries and apples. For punishment he would detail the of fender to pick a certain number of gallons of blueberries or so many bushels of apples. Needless to say, all these apples and blueberries would wind up in the kitchen where they would be prepared in every known way..."

"The first plane to land at Westover was by mistake. When it landed we all went out to it and the pilot said he was looking for Barnes airport.

"The first to be assigned to Westover

was flown in by Lieutenant Golf and I believe it was an O-38. It was a biplane with two open cockpits...later we got a B-18 and that was a big deal."

Shortly after the bombing of Pearl Harbor, Westover was designated an assembly point for the Curtis P-40. They arrived on rail road flatbed cars with the fuselage in one box and the wings and propeller in another.

"After they were assembled, inspected and tested, they were flown away. The people who worked on this project did not work by the hour or day, but to the limit of endurance.

"The willingness to accept each challenge as it occurred and give the best you had to every project has made Westover a place to be proud of," Sergeant Kilpatrick said.

The first group of men at Westover formed the 26th Air Base Group until 1942 when they were transferred to Alconbury, England as the 36th Material Squadron. Before the end of the war, the squadron went through two more transformations, becoming the 446th Sub Depot Repair Squadron, Padington, England and the 835th Air Engineering Squadron in France.

A Shining

by TSgt. Tom Allocco

A Shining Moment lived up to its name when more than 1,100 guests in gowns, tuxedos and mess dress uniforms gathered April 7 at the Base Hangar for the 50th Anniversary Military Ball.

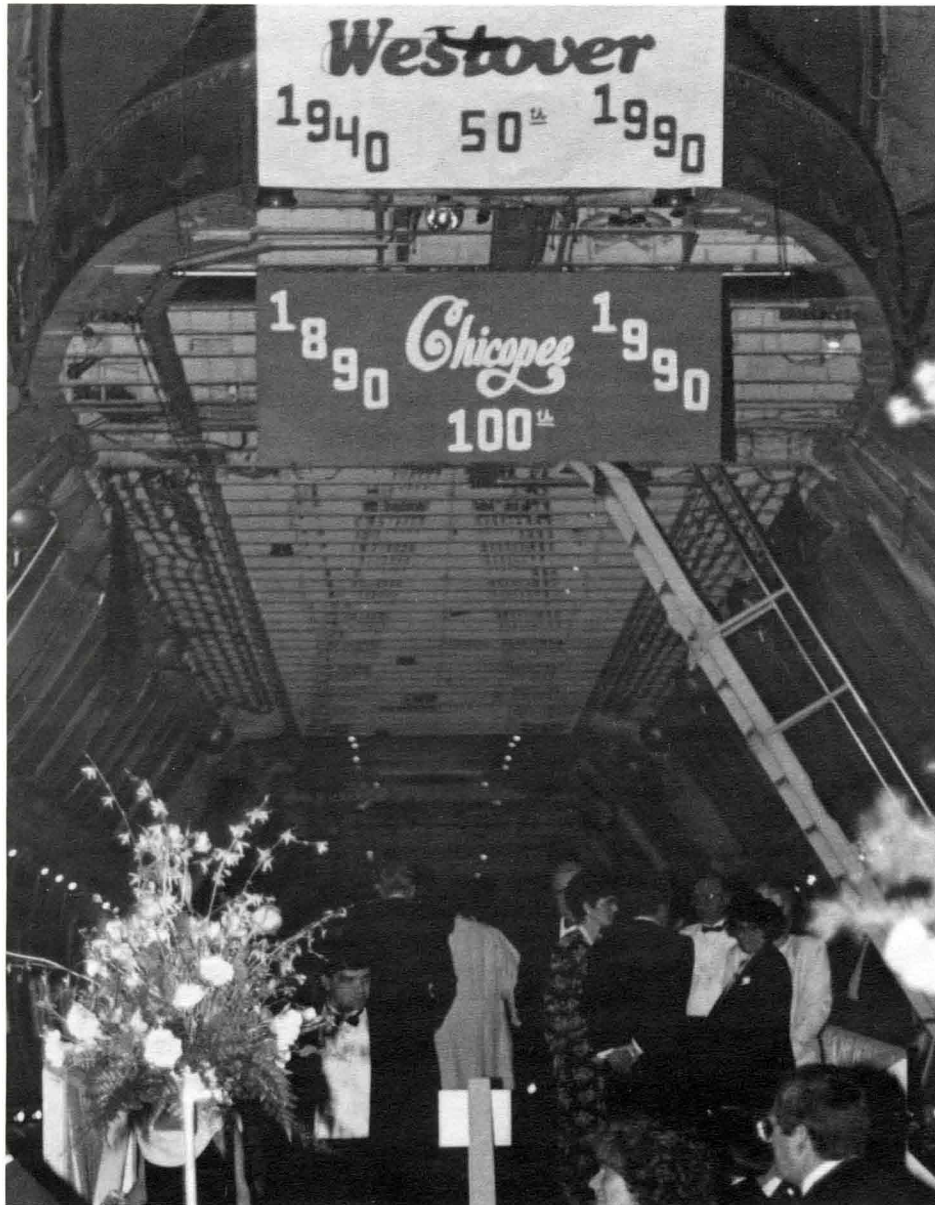
Westover's half-century anniversary was celebrated in a gala event reminiscent of 19th Century elegance and tradition.

When guests walked through a red carpeted C-5 Galaxy they were formally introduced by MSgt. John Spencer and entered a genteel world. Guests in black tie, gowns and formal uniforms in gold and silver trim mingled amid floral arrangements, an ice sculpture and the 38-piece Air Force Reserve concert band. The Westover Honor Guard's recently established M-1 Drill Team offered a precision performance following the Luke AFB, Honor Guards Pageantry of Flags.

It was a time for generals to recall adventures and tribulations of earlier days and younger airmen to be exhorted to carry on a proud tradition.

Maj. Gen. Sloan Gill, retired former Air Force Reserve commander, in addressing the assemblage recalled when his silver flight wings were brand new and he was a Westover lieutenant in 1953.

He spoke of airfields and routes to Bitburg, Thule, Orly, Spangdahlem, and flying more than 1,000 hours a year being outbound on a mission when his second



Moment

child was born at the old Westover Hospital.

His personal experience with the Westover spirit made it easier for him to station the Galaxies here when he was AFRES commander, said General Gill.

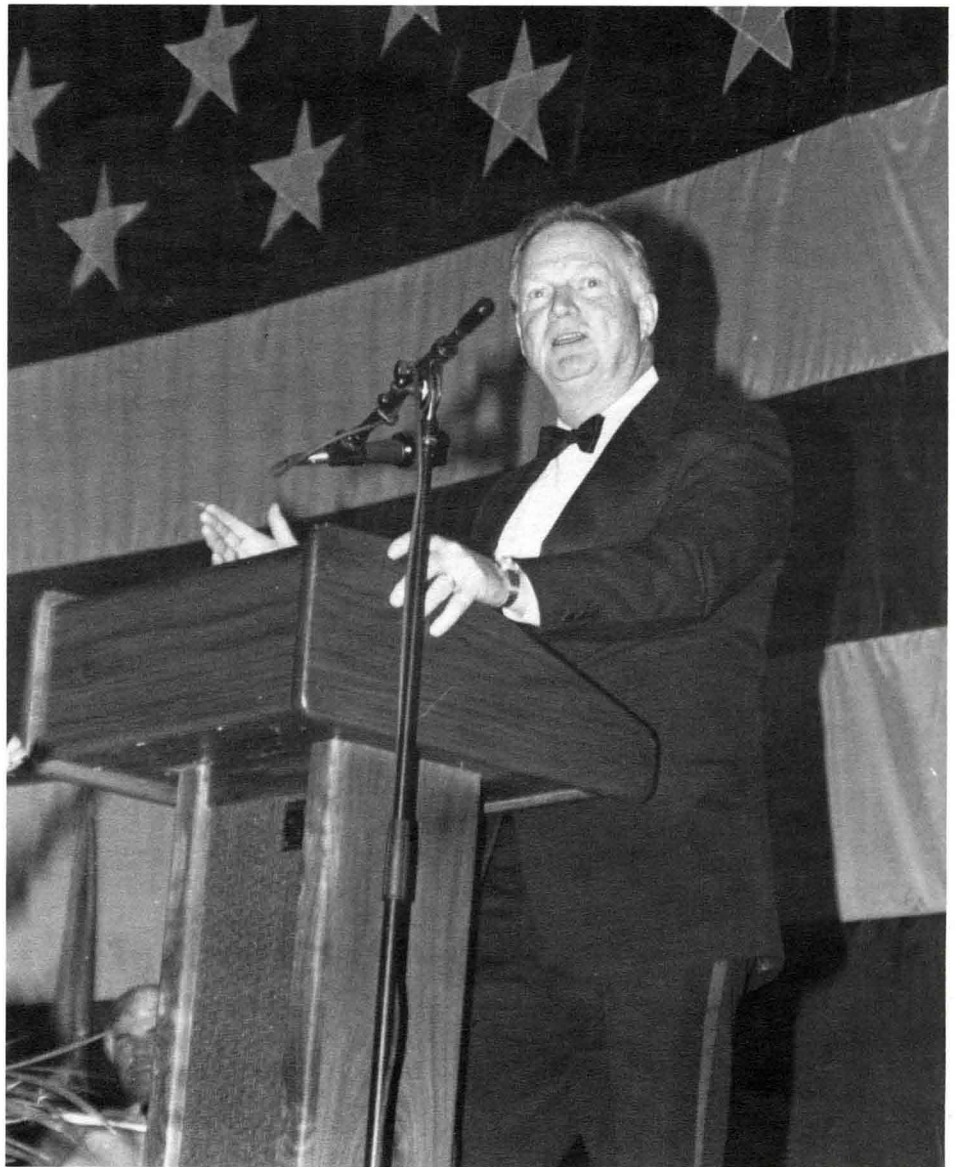
Guests were welcomed by Brig. Gen. Frederick D. Walker, wing commander, who saluted Westover's past and present members and neighbors. It is, the wing commander said, a tradition worthy to be carried on another 50 years.

Capt. Denny Jobes earned a round of applause and bouquet of roses in recognition of her leadership of year-long planning of the Shining Moment military ball.

Other honored guests included the Honorable Tom McMillan, the Canadian Consul General for New England; Col. Timothy Westover, grandson of Major General Oscar Westover; members of the family of former Chicopee Mayor Anthony Stonina; Chicopee Mayor Joseph J. Chessey and Richard Wylie, chairman of the Chicopee Centennial Committee.

One guest for whom the 50th anniversary ball had unique meaning was retired MSgt. Glen Flanders of Baltimore, Md. who was among the first contingent of Army Air Corps members to arrive at Westover from Maxwell, Ala. in 1940.

(photos by TSgt. Sandi Michon and SSgt. Vin Blanchard)



Maj. Gen. Sloan Gill (Ret.)





GENERAL ARRIVES -- Gen. Hansford T. Johnson, commander of the Military Airlift Command and chief of the United States Transportation Command is greeted upon his arrival at Westover AFB by Brig. Gen. Frederick D. Walker. General Johnson was accompanied by his wife Linda Ann, shown at left. The MAC commander was the keynote speaker at the dedication of Westover's new C-5 hangar and the base's 50th year commemoration ceremony held April 7. (Photo by SrA. Christine Mora)

Commander nominated for second star

DOBBINS AFB, GA. -- Brig. Gen. Dale R. Baumler, 14th Air Force commander has been nominated by President George Bush for his second star. The nomination is pending confirmation by the U.S. Senate.

As commander of the 14th Air Force, General Baumler is responsible for management of Air Force Reserve airlift resources located in the eastern United States.

Born in Michigan, the general entered the active Air Force in 1955. He completed flight training and was assigned as a flight test pilot at Griffiss AFB, N.Y. Following his overseas assignments at Kimpo AB, Korea and Tachikawa AB, Japan, he was an assistant professor of Aerospace Studies at Michigan Technological University.

A command pilot with over 7,000 flying hours, accumulated in 16 different aircraft, General Baumler assumed his present position in March 1988. Prior to commanding 14th Air Force, the general was commander of the 927th Tactical Air-

lift Group at Selfridge Air National Guard Base, Mich.

His previous assignments included deputy chief of staff for operations at 14th Air Force, commander of the 446th Military Airlift Wing (Associate) at McChord AFB, Wash. and the 349th Military Airlift Wing at Travis AFB, Calif.

The general holds a bachelor of science degree in mining engineering and a masters degree in business administration from Michigan Technological University.

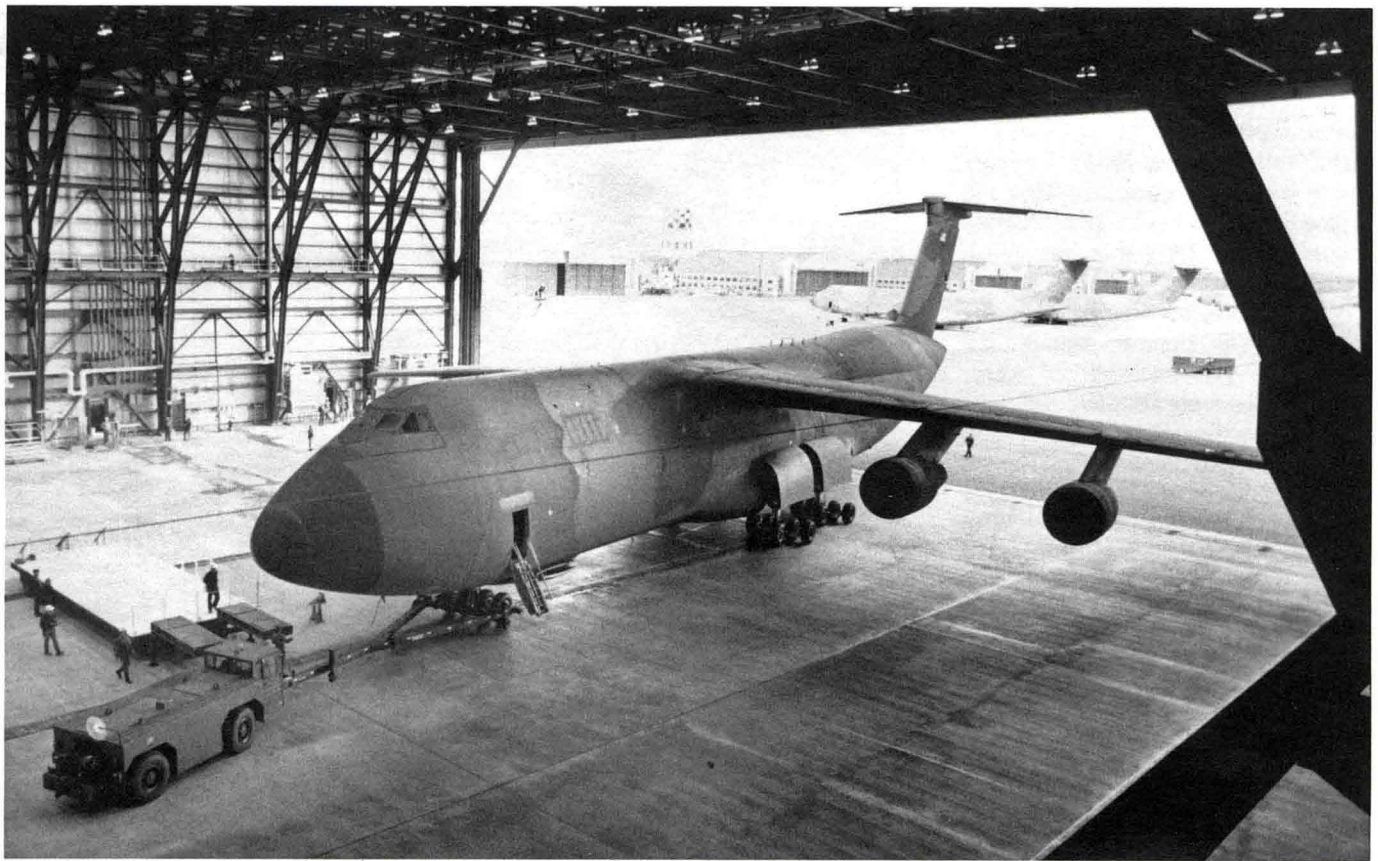
The general became an Air Force reservist in February, 1970, joining the 95th Tactical Airlift Squadron at Billy Mitchell Field, Wisc., where he flew the C-119 Flying Boxcar.

In June 1973, he became an air reserve technician and wing director of flying safety with the 95th's parent organization, the 440th Tactical Airlift Wing, also at Billy Mitchell Field.

In January, 1975, he became group operations and training officer for the 928th Tactical Airlift Group, O'Hare International Airport, Chicago, Ill.



Maj. Gen. (select) Dale R. Baumler



(photo by Mark Murray)

GALAXY HANGAR -- Maintenance workers tow a C-5A Galaxy into the new pull-through hangar in preparation for

dedication ceremonies held April 7. The aircraft was used as a back-drop during the commemoration.

Former Marine awarded bronze star 37 years later

Receiving a military medal not only means adding another row of ribbons to service dress uniforms -- it also means pride, professionalism and honor.

And for those knowing they are receiving a medal, the paperwork can never be done fast enough. But keeping in mind the old adage "good things come to those who wait," one ex-Marine waited almost forty-seven years before he received his medal.

Frank W. LaMountain, a World War II Marine Corps Veteran, who is also a member of the Armed Forces Reserve Center at Westover was presented the Bronze Star Medal with Combat V.

Mr. LaMountain, then a private first class, received the award Feb. 15, because of his heroic achievement as an operator of the Easy Battery's Power Plants, 9th Defense Battalion, Fleet Marine Force, Rendova, Solomon Island on July 4, 1943.

Mr. LaMountain helped shoot down 12 Japanese Betty Bombers and one Zero fighter plane. He also aided in destruction of 23 enemy planes.

A book is currently being created, based on the history of the 9th Defense Battalion, by author Frank Chadwick. While doing research for the book, it was discovered that several members fighting along with Mr. LaMountain had been awarded citations for their heroic deeds, but Mr. LaMountain hadn't been recognized. With the assistance of Mr. LaMountain's former commanding officer, and Congressman, Mr. LaMountain was honored Feb. 15, 47 years later.

The ceremony was spawned by Mr. LaMountain's son, Marine Sgt. James LaMountain, while he was home on leave from his station at Cherry Point Marine Air Station, N.C.

Presenting the award was Col. B.C. Steed, Commanding Officer of the 25th Marines. Those present for the ceremony included Col. Thomas G. Hargis, base commander at Westover, Lt. Commander Costa, USN; Capt. F.E. Halliwell, USMC; and their respective staffs.

Also attending the ceremony were LaMountain's sons Sergeant LaMountain, Daniel Lamountain, daughter Nancy LaMountain, and Jean Dowd, a close friend of the family.

Mr. LaMountain attended high school at Putnam High of Springfield, Mass. He joined the Marine Corps in December 1942, and fought in the Pacific War as a member of the 9th Defense Battalion. After his successful enlistment, he worked as an electrician at Western Mass for 38 years. He is a resident of Springfield, here he retired with his wife, Constance.

439th crew runs gamut during Pacific trek

Article and photos

by Sgt. Heather Schroeder

Uploading 61 tons of cargo in weather so humid you'd think you're in a sauna, breaking down pallets in weather so cold you'd get frostbite.

That wasn't exactly the vision in their mind's eye as 19 airmen packed everything from swimming suits and flip flops to long johns and wool socks for a trip to the sunny beaches of Okinawa and Hawaii and the icy wilds of Alaska.

Fifteen crewmembers from the 337th Military Airlift Squadron and four other members of the wing were making a quick tour of the Pacific.

The March 15-25 flight was a 22nd Air Force channel mission to transport cargo and passengers to Travis AFB, Calif.; Elmendorf AFB, Alaska; Yokota AB, Japan; Osan AB, Korea; Kadena AB, Japan; Andersen AFB, Guam; and Hickam AFB, Hawaii.

Although this may sound like a fun-filled, glamorous itinerary, the crewmembers knew they would put in some very long hours. Time zone changes also meant the Westover crew would gain hours on some days but lose hours on others.

Although there was a delay due to problems with the Malfunction Analysis



ALL ABOARD -- Military passengers and dependents climb onto a Westover C-5A at Travis AFB, Calif., under the watchful eye of 337th MAS loadmaster SrA. Richard Titicomb, right.

Detection and Recording System (MADAR), the plane got to the West Coast in time for half the crew to revitalize themselves by running on the cross-country trail at Travis.

Cargo and passengers were taken on the next morning. Most of the load, including household goods and medical supplies, was destined for Korea.

The next day during preflight a maintenance member from Travis commented the aircraft "was one nice looking A-model." He said, "You can tell the people at Westover really care about the plane because it's better-looking by far than any of the aircraft at Travis."

Upon descent into Elmendorf, crewmembers in the cockpit were able to observe the pristine beauty of snow-covered glaciers and majestic volcanoes. Oil residue from last year's Exxon oil spill could still be detected on shores surrounding Prince William Sound.

After landing one of the pallets had to be broken down and medical supplies with temperature limitations were taken off because of the extreme cold at Elmendorf, near Anchorage.

The next leg was a lengthy 7.7-hour flight from Alaska to mainland Japan. St. Patrick's Day lasted just a few hours and then was swept away by the international date line. However the green-clad crew

displayed their jocularly as they added O's to each others names and tested their Irish accents.

A panoramic view of Mt. Fuji, area ski resorts and Tokyo could be seen flying into Yokota.

Despite a lot of hard work the crew managed to take in some local culture at most stops thanks to the scheduling efforts of Maj. Bill Bradford, aircraft commander.

Dollars were exchanged for Yen and Major Bradford led an expedition into Tokyo by train. He was familiar with the area and spoke Japanese because he flew C-130s at Yokota for four years while on active duty.

Dining seemed extremely expensive in Tokyo as the tab exceeded 16,000 yen for a party of four. That equals about \$26 per person.

A few tried learning some Japanese words while others displayed their expertise at Samurai imitations.

Osan was the next stop.

Upon approach, those on headsets were able to hear a Mayday call from a F-4 crewmember whose plane was about to crash. "We didn't see any smoking holes," said Major Bradford. "Apparently there were two good chutes so both crewmembers must have ejected safely."

Five hours on the ground in Korea is enough time to engage in power shopping.



SCANNING DUTY -- TSgt. Kathy Lee, a flight engineer assigned to the 337th MAS, helps pre-flight preparations at Elmendorf AFB, Alaska.

The crew proved this when most of them ventured out and bought enough to fill almost an entire bunk room from floor to ceiling.

A marketplace conveniently located directly outside the main gate and was easily accessible by base taxi.

At Osan, a few loadmasters split their shopping time because of a cargo change. In support of Operation Team Spirit, one five-ton truck and three Paracart trailers were loaded on for the trip to Guam.

A C-5 engine quick response repair team was also part of the load.

The wing also aided "Operation Golden Flow" by taking on two locked crates containing vials of urine bound for laboratory testing at Hickam.

The fourth night was spent at Kadena AB on Okinawa. Upon arrival at the plane the next morning, the crew learned their stay at Kadena would be extended because the thrust reverser on the No. 2 engine was stuck open.

That night at "The Green Door," a tempera restaurant, the crew kept their humor alive by targeting Capt. Bill Spence and singing a hymn. As they sat on floor mats with their shoes removed, they raised their glasses and struck a tune.

Originally the word was that the stay in Okinawa might last until the 25th if the engine had to be changed. That would have caused an additional two-day delay, according to Major Bradford.

"Then we wouldn't have been able to complete the mission," he said. "It would have to be shortened because of civilian job requirements and some of the augmented crew may have had to leave and fly home on a commercial flight."

But the problem was solved and the plane left for Guam on the 23rd.

The crewbus arrived at 8 a.m. Takeoff was supposed to be at 11:50 a.m. but a slat malfunction caused a three-hour delay. The flight to Guam lasted three hours.

A quick-turn at Andersen was necessary to complete the mission, according to Major Bradford. The weather in Guam was similar to sitting in a sauna.

In Guam the loadmasters had the most difficult download and upload of the trip, according to MSgt. Rob Karrasch, loadmaster flight examiner. Westover took on the load that a crippled C-5 from Kelly AFB was forced to leave at Andersen.

"We downloaded 58 tons and uploaded 61 tons," he said. "The ramp coordinator said they'd never had that kind of load

before. It was the first time a C-5 visor had been opened there in two years. They had both day and swing shifts waiting for our arrival."

This time the cargo included Air Force communications equipment for field deployment and turbofan C-5 engine. The most passengers to be transported during the trip, a total of 52, were on this leg. The crew spent more than six hours on the ground in Guam.

During that day they saw the sun come up twice that day. The first time at Kadena and the second was during the flight from Andersen to Hickam. Although they left Kadena on the 23rd at 3:15 p.m., crossing the date line once again enabled them to gain a day and land in Hawaii at 1:45 p.m. on the 22nd. It had been almost a 24-hour day.

Descending into Oahu the famous Diamond Head was visible as well as the USS Arizona Memorial at Pearl Harbor.

The patriots spent a few free hours in Hawaii snorkeling at Hanauma Bay and

catching some rays on the beach at Bellows AFS. Some enjoyed dinner on the strip at Waikiki. One member endured a six-mile run from Hickam to Pearl Harbor.

Eleven days, 42 flying hours, 242 passengers, 779,000 pounds of cargo, 86 pairs of tennis shoes and several cases of jet lag later, the crew arrived safely back at Westover.

In spite of the long days and the maintenance problems the trip was a success, according to Major Bradford.

"When days get long things can get tense," he said. "We worked together pretty well even though there were some long days." The crew kept their tempers on an even keel and "showed their true professionalism" by completing the mission and having fun at the same time, the major said.

As the crew bus rode off into the night the aircraft commander said, "I'd just like to thank everyone for being so professional. Your hard work and cooperation made my job easier."



FLIGHT PLANNING -- Maj. Jim Hosey, left, and Capt. Bill Spence, pilots with the 337th MAS, go over charts while filing a flight plan at Travis AFB, Calif.

50 years ago at Westover

Construction on runways stepped up

by TSgt. Tom Allocco

The tempo of construction operations at Westover Field was stepped up several notches following President Roosevelt's national defense message in May.

The first runway, a temporary affair, was started and another shorter one was laid out. Two giant graders,

hauled by powerful diesel engines and capable of carrying as much as 20 cubic yards of dirt, were employed on the runway work.

In Europe during May, the outlook was bleak. Following a German Luftwaffe bomber attack, JU52 transports dropped paratroops who captured the Dutch airbase at Waalhaven. This kicked off the Nazi blitzkrieg which overran the Low Countries and carried the Germans deep into France before the end of the month.

The British Expeditionary Force unsuccessfully fought back with bombers and Hurricane fighters before being forced to evacuate the Continent at Dunkirk.

Americans feared England would fall to the Nazis and Westover Field would become a combat base.

OMS workers keep 'big birds' flying

by Sgt. Heather Schroeder

Two Air Reserve Technicians and one reservist from the 439th Organizational Maintenance Squadron provided maintenance support aboard the C-5 traveling the Pacific in March.

"At bases where there is no support we're responsible for refueling the plane and fixing anything that might go wrong," said TSgt. Dale Schaffer, crew chief. He said 439th OMS. Squadron members support C-5A deployments to coordinate all maintenance activities.

Maintenance people attend a debriefing with the aircrew upon landing and then brief ground maintenance personnel and arrange any support activities with them.

Many times the maintenance people stay with the plane for several hours after landing and go out there at least an hour before the rest of the crew, he said.

At Elmendorf, they remained on the flightline for six hours after landing to repair a fuel leak.

At Kadena two of the maintenance

troops worked on the plane through the night. They gave up their soft beds at billeting for a less comfortable resting place.

"I fell asleep with my head against a tire on the main landing gear at about 5 a.m.," said TSgt. Dwight Nelson, aircraft maintenance specialist. "It got a little chilly. Then we went upstairs to the bunk room for almost two hours."

"Everyone said we should have gone back and slept for the night," said Sergeant Schaffer, "but that's what we're out there

getting paid for."

Maintenance specialists usually get their crew rest in flight. "We're not supposed to have duties in flight, but on the average of every other trip we're asked to fix something or help coordinate something before landing. We carry out in flight duties when required."

No matter where they put their head at night maintenance workers spend as much time with the Galaxy as is needed to keep the plane in top shape.

ABG reverts back to combat support group

The 439th Air Base Group is scheduled to be redesignated the 439th Combat Support Group under a recently announced Military Airlift Command policy.

"The name 'combat support group' better defines the missions of groups at bases which will be MAC gained," said Col. Thomas Hargis, 439th ABG commander.

The new name will also bring the Reserve in to line with the combat support group designations used by Strategic Air Command and Tactical Air Command for groups at bases which host operational wings, he said.

The group was previously designated a combat support group when the 439th TAW flew C-130s and Westover was a tactical base.

Billeting office under new management

by Ron Syriac

Amy Ward and Gail Ramos, Westover's new manager and assistant manager of billeting, bring 30 years of combined experience in real estate and office/hotel management to their new positions.

Ms. Ward formerly managed the Riverboat Village Apartments in South Hadley.

"There's a world of difference between Westover and my previous job," she said. "I'm happy with the response I've received from personnel on the base. Everyone has been eager to help and the staff is excellent."

For both women, working on a military installation is a new experience.

"This is a very new world," according to Ms. Ramos, 14-year hotel manager for the Yankee Pedlar Inn.

Ms. Ward and Ms. Ramos will supervise the staff of the 650-bed building facility that is due for renovation in the near future.



(photo by SrA. Christine Mora)

MANAGEMENT TEAM -- Amy Ward, Westover's billeting manager, and Gail Ramos, assistant manager, eagerly await the challenges of their new jobs.

According to plans that have been in the works for some time, reservists and members on active duty who check into Westover's aging dormitories, will be treated to freshly decorated rooms and new electrical wiring. Structural improvements, including roof repair, are also planned for later in the year.

The billeting office is scheduled to be moved from building 2200 to building 2201 in May.

Ms. Ramos lives in Chicopee and has two children, Tony and Donna. She also has one granddaughter, Terena, age three.

Ms. Ward lives in South Hadley with her daughter Erin.

Wing spends equivalent of 33 accident-free years in air

by TSgt. Linda Kozaryn

Pilots and crewmembers from the 439th Military Airlift Wing at Westover, Niagara Falls, and Pittsburgh have reason to be proud of their performance. They've flown nearly 292,000 accident-free hours.

According to Lt. Col. Gale H. French, 439th MAW Chief of Safety, the Wing's three flying squadrons have flown a total of 78 years without an accident.

As of the beginning of April, the 328th Tactical Airlift Squadron C-130s have flown 93,047 hours in 28 years; the 337th Military Airlift Squadron's planes have flown 99,363 hours in 24 years; and the 758th Tactical Airlift Squadron C-130s have flown 99,778 hours in 26 years.

This record places the Wing "in the top 10 percent of the safest wings in the country," Colonel French said. This is a particular achievement, he added, since the Wing's squadrons are located in the Northeast where the weather often represents a safety factor.

The Colonel attributes the Wing's excellent safety record to the reserve pilots' and crews' professionalism and pride in their jobs. Colonel French said that another contributing factor is the fact that the average Air Force Reserve pilot has more than 3,000 flying hours, twice that of his active duty counterpart.

Just Cause crews to be decorated

Reservists who participated in Just Cause missions to Panama in December and January will receive the Air Force Expeditionary Medal and the Air Force Achievement Medal.

About 70 Westover aircrew, maintenance, security police and other members conducted eight missions to Panama in support of Just Cause.

The Westover personnel office has submitted documentation to 14th Air Force for the award of the medals. To be eligible, members must have been on at least one mission in Panama.

The biggest part of Westover's contribution to Just Cause was the airlift of 82nd Airborne military police, Fort Bragg, N.C. and soldiers of the 7th Light Infantry Division, Fort Ord, Calif. and their equipment to Howard AB, Panama.

The expeditionary medal will make Reservists eligible for membership in the Veterans of Foreign Wars, according to Sam Stilwell, quartermaster of VFW Post 70, Springfield.

Panama list missed two

The names of two Westover reservist who participated in Operation Just Cause were inadvertently omitted from a recent listing in the Patriot.

MSgt. John Budenas and SSgt. Julian Summons, both with the 439th OMS flew to Panama Dec. 20 aboard a Westover C-5A. They served as crew chiefs on a mission that airlifted Armytroops and equipment to Panama.

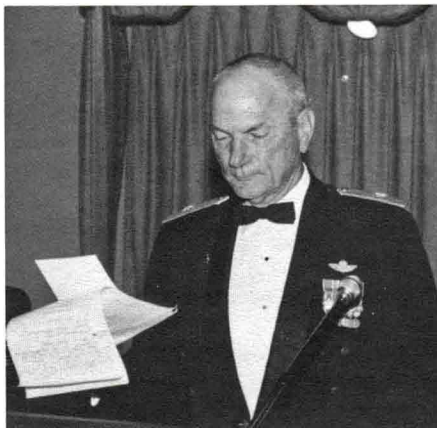
Former wing commander retires from AFRES

Brig. Gen. Billy Knowles (Ret.), former 439th Tactical Airlift Wing commander, was honored upon retiring from his civilian post as director of Operational Plans, Air Force Reserve Headquarters, Robins AFB, Ga. in March.

He was presented the Department of the Air Force Decoration for Exceptional Civilian Service at Robins in recognition of nine years service in the post.

General Knowles served as commander of the 439th TAW from 1974 to 1978, when he was named commander of the 94th TAW, Dobbins AFB, Ga.

A native of Goose Creek, Texas,



Brig. Gen. Billy Knowles (Ret.)

General Knowles was commissioned as a pilot when he was 18 years old in 1943. Over the years he flew nearly 8,000 hours in 16 aircraft.

In addition to the European Campaign Ribbon with three battle stars, he earned the Air Medal with five clusters and the Legion of Merit.

He retired from the Air Force in 1981 after 38 years service.

Brig. Gen. Frederick D. Walker, wing commander, summed up General Knowles' long career as that of "a warrior who certainly left his mark on the entire Air Force Reserve

Smoking banned on most Westover missions

Westover aircrews now have the same rights to clean indoors free of tobacco smoke which office and other workers have enjoyed in recent years. Smoking has been banned in the relatively confined space of aircraft on most flights in the U.S.

With cigarette smoking becoming as unfashionable as tobacco chewing, there have been few complaints about the recent smoking ban on military flights, according to Lt. Col. Paul Torpey, chief of Current Operations.

MAC initiated the ban in February on smoking on flights lasting six hours or less within the Continental U.S. and to Alaska, Hawaii, Puerto Rico, and the Virgin Islands.

"Cigarette smoking is going out of fashion and aircrew members share the national trend toward nonsmoking out of concern for health. There is bound to be some grumbling, but the vast majority

of Westover aircrew members are overwhelmingly in favor of the smoking ban," Colonel Torpey said.

The regulation on smoke-free military flights followed a recent FAA policy that bans smoking on almost all commercial flights. The only exceptions to the MAC smoking ban are during tactical or combat missions. In those cases, smoking may be allowed if the troop and aircraft commanders agree to it.

In accordance with federal policy, base-wide regulations were adopted in 1988 to provide clean indoor air in the workplace. They ban smoking in most public enclosed areas, including all offices other than private offices.

The federal policy was adopted in light of a growing body of scientific evidence, including a U.S. Surgeon General's Report, on the dangers of "second-hand" smoke to healthy nonsmokers.

Former navigator named commander of 439th OMS

by Sgt. Heather Schroeder

Maj. Robert Guillet was named commander of the 439th Organizational Maintenance Squadron April 1 replacing Lt. Col Joseph Lacivita who transferred to the Civil Air Patrol.

Major Guillet, who has been at Westover since July 1985, is excited about his new position. "It will be a challenge for me, obviously," he said. "You get to work with your people and become more involved in base activities."

Major Guillet, who has accumulated 4,000 flying hours, started his military

career as a C-141 navigator in 1971. He served six years at Travis AFB, Calif., before joining the reserve unit there.

When they eliminated navigator positions on the C-141 he served three years as a maintenance officer in the 349th OMS at Travis.

In 1985 he transferred to Westover where he cross-trained to be a C-130 navigator. When the conversion to C-5s took place, Major Guillet made the transition back to maintenance.

The major said he misses flying from time to time. "I miss it occasionally but probably not as much as some other

people," he said.

During the week Major Guillet is employed as a nuclear engineer at the Portsmouth Naval Shipyard, where they overhaul nuclear submarines.

The shift from the Navy to the Air Force is a nice change, according to the major. "It's a good transition," he said. "You deal with different problems and jobs. That keeps things interesting."

Major Guillet graduated with a Bachelor of Science in Civil Engineering from Southeastern Massachusetts University. He lives in Durham, N.H. with his wife. They have two children.

"Patriot People"

Name: Dania McLaughlin
Rank: SSgt.
Age: 28
Address: Nashua, N.H.
Unit: USAF Clinic
Postion: NCOIC Immunization Clinic
Civilian position: Pediatric nurse
Favorite Food: Mexican
Years of Service: 6
Favorite Sport: Volleyball
Favorite Hobby: Sunbathing
Ideal Vacation: On an island under the sun
Best Way to Relax: In a jacuzzi with a glass of wine
Preferred Entertainment: Anything that will make me laugh
Favorite Celebrity: Rosanne Barr
Favorite Music: Top 40
Favorite Book: *It* by Stephen King
Favorite Color: Purple
Favorite Car: The new TR-7s
Pet Peeve: Driving on the highway and the car in front of you keeps touching his brakes on and off when there is no one in front of him
Best Thing About Westover: People
Worst Thing About Westover: No heat in the mobility hangar and no DJ on Saturday nights



SSgt. Dania McLaughlin

Boating, camping show coming to base in May

Recreational services is hosting a summer boat and camping show at the base gym on June 1-3.

"Local marinas and camping outfits will display the latest in boat styles and accessories and camping equipment," said Chris Greenia Mencarelli, recreation program director. The Four Seasons Check-out store will also display summer recreation "toys."

Activity schedules and information for all types of summer activities will be available. "If you like fishing, swimming, jet skis, water bikes, water skiing, camping, hiking or pleasure boating, we'll show you the equipment and locations to use it," Mrs. Mencarelli said.

The show will be open from 11-3 on Friday and Sunday and 9-3 on Saturday.

earning a PAT on the back

REENLISTMENTS

SMS. Raymond N. Laurin
 MSgt. Kirk N. Stout
 MSgt. John M. Madden
 MSgt. Edward D. Rohan
 TSgt. Frank H. Anson
 TSgt. Alan P. Dedinas
 TSgt. Daniel J. Giddinge
 TSgt. Rick A. Martin
 TSgt. Edward Mrazik
 TSgt. Stephen C. Mueller
 TSgt. Stella L. Nine
 TSgt. Arthur B. Roueche
 TSgt. Lester W. Ryan III
 TSgt. Michael J. Thomas
 TSgt. Patrice M. Woods
 SSgt. Lisa M. Martel
 SSgt. Ronald J. Moon
 SSgt. Arijia B. Spencer
 SSgt. David N. Wortham
 Sgt. Brian C. Conway
 Sgt. Heather L. Schroeder

SRA. Patricia A. Jones

ENLISTMENTS

TSgt. Steven C. Wade
 SSgt. James L. Russell
 SSgt. Joseph M. Whalen
 Sgt. Thomas J. Budington
 Sgt. Daniel R. Ernst
 Sgt. Jay A. Hill
 Sgt. Arthur H. Riley Jr.
 Sgt. John F. Ritchie
 A1C. William C. Chaput
 A1C. Drennen J. Gaffney
 A1C. John J. Mckinnon
 A1C. Brian K. Meyrick
 A1C. Shane W. Mortimer
 A1C. James R. Russell
 A1C. James A. Thomas
 A1C. John P. Tracy
 A1C. Mark S. Travisano
 A1C. Michael J. Whalen
 AB. Timothy E. Eernisse



EASTER FUN -- More than 50 youngsters took part in an Easter Fun Fair at the base gym April 8. Participants received prizes, candy, popcorn and hot chocolate. In the left photo,



three-year-old twins Tara and Matthew Pickard of Springfield show off their face paintings. Sgt. Chris Mencarelli, 439th ABG, holds five-month-old Connie Paradis. (Photos by TSgt. Sandi Michon)

PATRIOT

Coming in June: 439th CES in Spain



Published monthly for Patriots like SSgt. Renee Ruel of Chicopee and 2,341 members of the 439th MAW at Westover AFB.

HQ 439TH MILITARY AIRLIFT WING
WESTOVER AIR FORCE BASE, MA 01022

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300

BULK RATE
POSTAGE & FEES PAID
USAF
PERMIT NO. G-1