

VIKING FLYER

For members of the 934th AG, Air Force Reserve, Minneapolis-St. Paul IAP ARS, Minn.

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VIKING FLYER

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On the cover



MSgt. Douglas Himango, 934th CES, climbs out of a steam tunnel while on annual tour in Alaska in May. For more on this 85-person tour, see pages 6-7.

(Photo by MSgt. Jeffrey Gustafson)



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Nothing ever stays the same . . .

Count on change

by Lt. Col. David Stegmaier,
934th vice commander

After my 25 years in the C-130, I still see changes continue almost every day.

We've had changes in commands, locations and facilities. Twenty-five years ago, the C-130s were in Tactical Air Command (TAC). They changed to the Military Airlift Command; then came a name change to Air Mobility Command. Now the C-130s will change again soon to Air Combat Command, the new "version" of TAC. (See story, page 5.)

When I arrived at Minneapolis, all of the buildings had been built prior to or during World War II. There was an old gym where the new civil engineering and transportation buildings are now. The billeting parking lot had a chapel, and the temporary quarters were old Navy barracks.

The barracks have now been remodeled, other old buildings have been torn down and many buildings have been built in the last 20 years--the headquarters building, clinic, NCO Club and fuel cell hangar. We will also have a new Base Exchange in the near future.

We have gone from C-130As to C-130Es, and it's likely we'll go to C-130H models in the future. This would give the unit the state-of-the-art aircraft it deserves.

I've operated C-130s all over the world. As I look back on my 25 years in the airlift business, changes were almost continuous. Some were for the better, and some were not. Even though change is often difficult, it is a fact of life in the Air Force. Most changes don't just happen unless they are politically motivated,



Stegmaier

however. The equipment we use, the base facilities we have, the pay we receive and even the base closures are all affected by politics.

Now some of the new proposed budget cuts include closing Air Force Reserve bases. As civilians, reservists must become more politically active to reduce the effects of budget cuts on their careers and the reserve forces. We must also become politically active citizens to modernize equipment and base facilities and keep this unit a viable national resource.

I encourage all reservists to join professional military organizations working hard to support our interests -- Air Force Association, Noncommissioned Officers Association, Air Force Sergeants Association, Reserve Officers Association and Retired Officers Association. Make your voice heard. We need to keep the civilian population aware of the Air Force Reserve's critical role in the nation's defense.

If we don't speak now, we may lose hard-earned benefits and more to budget cuts -- and change.

(Stegmaier retired from the Air Force Reserve 30 June 1993.) ▼

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Personal ethics

Military honor code provides bedrock of 'the right stuff'

by Capt. Douglas Kveene,
commander, 934th CF

"I will not lie, cheat, nor steal, nor tolerate those who do."

This is the honor code taught at the service academies and military training schools. It's easy to recite but difficult to follow. With practice, however, it can become a way of life.

The elements of the honor code are not mutually exclusive, because each overlaps with the other elements. It may be helpful to examine each separately.

Lying

Lying is a personal offense striking at the very integrity of the person committing the lie. Lying may occur on security background investigations, travel vouchers or when someone is listing their accomplishments for a performance report. More importantly, commanders and supervisors must make decisions based on the information given them by their subordinates. If the information isn't truthful, an incorrect decision may be made.

Cheating

Cheating may bring to mind the promotion or end-of-course examination scandals of recent years, but it's not limited to testing. Cheating may have its greatest impact on an individual's co-workers. When a person drinks or is drunk on the job, co-workers must shoulder the work load. When a person is unexcused for a UTA, leaves the UTA early or takes long lunches, co-workers must perform his or her duty.

Cheating also impacts the unit. Performing excessive mandays beyond what is required or using a government vehicle when it's not really needed cheats the unit out of funds it may need for other mission-essential items.

Stealing

Stealing is targeted primarily at money, equipment and time. It's likely that everyone has taken a government pen home, probably unintentionally, but it was stealing nonetheless. There are also reports of major pieces of equipment being stolen over a long period of time at several military installations.

Other examples include making military phone calls for personal business or sending personal mail through official channels. The end result is a loss of money, equipment or time for the organization.

No toleration

This is probably the hardest part of the honor code, because friendships and professional alliances complicate the issue. The honor code is very clear: you should not tolerate those who lie, cheat or steal. Remember, the honor and integrity of your unit are at stake. You may want to approach the individual and suggest they correct the situation themselves.

There are a variety of ways to handle this situation, and good judgment usually prevails. In the end, however, you must decide for yourself if you can live with the knowledge of someone who lies, cheats or steals.

My most difficult decisions have been made considerably easier when placed in the context of the honor code. Help make your organization a better place to work in by living the honor code. **VF**



'Closner sends'

Weathering the storms of change

by Maj. Gen. John Closner,
commander, Air Force Reserve

The word I'm hearing is that you are feeling a lot of pressure from the rapid rate of change we are experiencing.

Our challenges in budget cuts, force structure changes, base closures and realignments, resizing, reshaping and new personnel policies are all too familiar to most of you. We must make the changes quickly and that's forcing us to make some

difficult decisions that directly affect many of you. I wish we could involve you more in these decisions.

Nobody said it would be easy. Each change involves a real and personal cost in people and capabilities. Knowing your commitment to serving this nation, I want you to know I share your concerns and I understand the consequences of these actions.

Fortunately, Congress authorized transition assistance, separation pay and early retirement programs to those of you who are most adversely affected by the

changes. But even if you're not directly affected, you're still likely to feel at least some measure of uncertainty about what the future might bring.

I will manage the change in a way that best protects your interests, while preserving the strength and integrity of the Air Force Reserve. The outcome of our efforts should be a more efficient and sharply focused Air Force Reserve that is postured for the future.

I need your continued support and good faith. We have a bright future if we put our best efforts into maintaining combat readiness. It is a worthy goal. **VF**

Reserve briefs

"Hollow force" concerns

The Air Force deputy chief for personnel warned Congress that continuing the drastic defense spending cutbacks would be a dangerous step toward a "hollow force."

"Today, we're asking these high-quality people to stay in an organization that promises them long hours, family separations, base closings, uncertain career tenure, a pay freeze next year and pay caps the next two or three years after that.

"I also know the volunteer force is a fragile one. I hope we don't reach the point where we break it," Boles said. (AFNS)

Reservists test fly C-17

Reserve pilots and loadmasters from Charleston AFB, S.C., have been test flying the C-17 Globemaster III, preparing for delivery of the first aircraft there on June 14.

"At first it was a challenge to learn the C-17 systems," said Maj. Paul Sykes, who was the first reservist to pilot the C-17. "The airlifter is so different from anything we have in the inventory."

The C-17 offers several advantages over the near-sized C-141 it replaces, as it is easier to maintain, more fuel efficient and can lift nearly twice the Starlifter payload. Both require two pilots and a loadmaster, but the C-141 also needs two flight engineers and on airdrop missions, a navigator. Like the C-130, the C-17 can land on short, 3,000-foot airfields; however, like the C-5, it can carry Army main battle tanks and other large combat vehicles. (AFRESNS)

General flies with Reserve

Gen. Merrill McPeak, Air Force chief of staff, had the opportunity to see first-hand how well the Guard and Reserve are supporting humanitarian efforts in Bosnia-Herzegovina.

The general boarded a C-130 at Aviano AB, Italy, and flew an air-land mission with an Air Force Reserve aircrew to Sarajevo's embattled airport. The aircraft carried nearly 10 tons of flour.

After stopping in Sarajevo, McPeak boarded another C-130 and flew with an Air National Guard crew to Vincenza AB, Italy, to tour operations supporting Provide Promise. (AFRESNS)

More base closures

A total of 69 installations have been added to the list of 165 proposed closures or realignments recommended by defense secretary Les Aspin.

Air Force sites are: Plattsburgh AFB, N.Y.; Fairchild AFB, Wash.; Grand Forks AFB, N.D.; Oklahoma City Air Logistics Center, Tinker AFB, Okla.; Regional Processing Center, Tinker; Defense Distribution Depot, Oklahoma City; Warner Robins Air Logistics Center, Ga.; Regional Processing Center and Defense Distribution Center, Warner Robins; San Antonio Air Logistics Center, Kelly AFB, Texas; Regional Processing Center, Kelly; Defense Distribution Depot, San Antonio; Defense Distribution Center, McClellan AFB, Calif.; Gentile AFS, Ohio; and Ogden Air Logistics Center, Hill AFB, Utah. McClellan AFB was added for further consideration when the commission met earlier.

Final recommendations were due to President Clinton July 1. (AFNS)

Facilitators meet to polish skills

Minneapolis hosted this group of 'leaders in leadership'

by MSgt. Tim Turner,
934th public affairs

There's an old saying that goes, "Those who can't do, teach." That outdated adage was put to rest during the 1993 annual meeting of the Air Force Reserve's Leadership Development Program (LDP), held at the 934th from May 16-22.

More than 120 of the program's teachers ("facilitators") from Reserve bases all over the United States attended the week-long session, which was a refresher course designed to help them teach LDP more effectively.

"LDP was created in 1988 by Headquarters AFRES to provide Reserve junior NCOs with the leadership skills they need to be future military supervisors," explained Capt. Donald Kom, 934th Civil Engineering Squadron training officer and LDP facilitator.

The program involves 10 days of classroom instruction by college professors and Reserve facilitators who cover all facets of management theory, including communications, motivational techniques and time management. More than 200 934th NCOs have graduated from the course.

"Specifically, what the facilitators learned at the May meeting was techniques we can use to keep from getting bogged down in the material we're teaching, such as inserting humor into the lecture and improving public speaking skills. That way, the classes will be more entertaining for the students," Kom said.

He went on to say that a highlight of the annual meeting was a visit by Maj. Gen. John Closner, AFRES commander. "General Closner has always been supportive of LDP, and the fact that he was willing to come and speak to us demonstrates the kind of support the program has received from top management at AFRES," Kom said.

The project officer for the conference was Ardith Peterson, education technician for the 934th. She recently received both a certificate of appreciation and a letter from Maj. Gen. Robert McIntosh, then vice commander of Headquarters Air Force Reserve.

"I commend your outstanding support," McIntosh wrote. "Your ongoing devotion to this program contributes greatly to its success." VF

Reorganization actions continue

The 934th Airlift Group will be gained by Air Combat Command rather than Air Mobility Command as part of force structure changes announced by Air Force headquarters May 27.

Proposed changes will affect nearly 40 percent of the Reserve's flying units in 15 states. The biggest actions include the Reserve gaining its first B-52 bomber associate unit and modernizing its F-16 fighter fleet. Also, all C-130s assigned to AMC will be administratively transferred to ACC by October 1993.

Though Minnesota units escaped the upheaval, others were not so fortunate. Other proposed actions include:

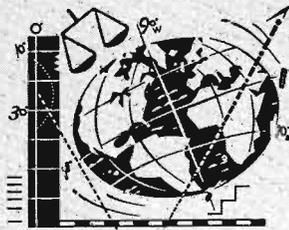
- * Relocating two out of three KC-10 associate units;
- * Converting one F-16 fighter unit to KC-135 tankers;

- * Eliminating the Reserve A-10 fighter training school;
- * Moving one C-130 airlift group;
- * Changing C-130 aircraft authorizations at four locations; and
- * Changing C-141 aircraft authorizations at two locations.

Additionally, five aerial port units and one aeromedical evacuation squadron are scheduled to inactivate in mid-1993.

Proposals also call for Dobbins ARB, Ga., to transfer the Headquarters 14th Air Force flag to Headquarters Air Force Space Command this month and receive the 22nd Air Force flag as its new designation.

Several of these actions are not final decisions, and some are contingent on approval of the 1993 Base Closure and Realignment Commission (BRAC) recommendations. (AFRESNS) **VF**



Let's get small?

Reserve manning holds firm as active force downsizes

The downsizing of the active duty force doesn't translate into an increase in the number of Air Force reservists, even though the Reserve continues to take on new missions.

Today, the Selected Reserve troop strength hovers at about 82,000. That figure has remained constant, plus or minus a few thousand, for the past five years, and Reserve officials don't foresee a major change in the near future.

By contrast, the active force had more than a half million in uniform in January 1992. Fifteen months later, that figure dropped to 446,000, and will continue to decline.

At the height of the Vietnam War in 1968, the Air Force had almost 905,000 full-time bluesuiters but only 46,600 in the Selected Reserve. (AFRESNS) **VF**

Force structure announcement: Reserve can handle changes

by Maj. Gen. John Closser,
commander, Air Force Reserve

(Editor's note: The following is excerpted from the general's "Clear Text" message on the force structure details shortly after their release.)

The Air Force recently released its 1993 force structure announcement. It outlines Air Force plans for modernizing and downsizing the force to reflect the amended fiscal year 1994 president's budget.

Several of the recommendations involve Air Force Reserve units, but we fare pretty well overall. It is important to remember two things.

One, this announcement is separate from the Base Closure and Realignment Commission (BRAC) list. BRAC involves bases and real estate, and it will be final later this year. Force structure is an Air Force effort involving manpower, units, missions and inventory.

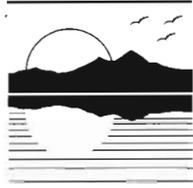
Secondly, the actions listed in the announcement do not take effect immediately. They are not final until enacted into law later this year. Implementation times will vary depending on the needs of the service and mission requirements. We have worked hard to minimize the impact as much as possible.

Decisions surrounding these force structure changes were not made lightly. Impacts on communities and reservists were carefully considered, and all options examined. Our goal is to change the Air Force Reserve with as little turbulence as possible. We cannot avoid all pain, however. I hope we can take most manpower cuts through attrition. The few reservists who are involuntarily separated will receive transition assistance.

The listing of Air Force Reserve actions is final as far as the Air Force is concerned, but it may be affected later by pending force structure announcements by the other services and by the final BRAC list.

It is very important for reservists to understand that these force structure actions support the needs of the Air Force and the missions we are tasked with. All are based on pending fiscal restraints and changing wartime requirements. Manpower changes are projections pending AFRES manpower validation.

However, as mentioned earlier, a number of other factors may impact the process before it's final. These recommendations must undergo environmental analyses before any action is taken to make basing changes. I will keep you informed as events unfold. **VF**



North to ALASKA

The 934th Civil Engineering Squadron found that for great training, you should 'go north, young airman'



SSgt. Robert Finnegan puts sheet rock on a warehouse ceiling.



SrA. Melody Schalesky conducts water

MSgt. Philip Winkels locks out a circuit breaker for safety.



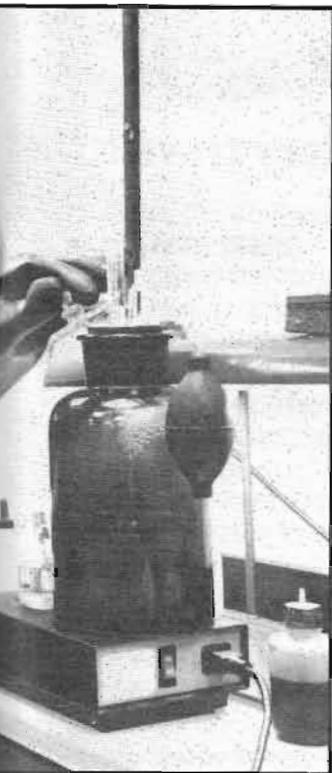
by MSgt. Tim Turner,
934th public affairs

As though they hadn't yet gotten enough of winter for one year, 85 members of the 934th Civil Engineering Squadron flew to Eielson AFB, Fairbanks, Alaska, May 9-23, for their 1993 annual tour. Tasked to perform a variety of work around the base, the reservists relieved 126 members of Eielson's 343rd CES, who headed south to Anchorage for a training exercise.

Maj. Stan Thompson, CES mobility officer, explained that Eielson always has a large amount of repairs to be made, because the severe Alaskan winters wreak havoc on the base's buildings and roads. "The engineers assigned to Eielson have plenty of construction jobs planned and material ordered, but there's not enough of them to keep up with the nonessential work on base," he indicated. "Fortunately, we were able to lessen their load with the projects we accomplished."

One of those projects included repairing curbs, gutters and sidewalks that had been damaged by snowplows during the winter, according to Capt. Donald Kom, CES training officer. "We also installed a potable water line to the base's water treatment plant, rewired several facilities and demolished an obsolete building," he continued.

Other projects the reservists accomplished included repairing a bridge deck, relocating playground equipment, constructing



sample testing.



TSgt. Donald Kloek Jr. helps remove debris blocking a winter runoff stream.



SSgt. Dale Wood cuts pipe for use in plumbing work.

plywood firing range targets and making alterations to a control tower. "We even got involved in 'Clean Alaska Day,' where our engineers spent an afternoon picking up litter around the base," Kom said.

Thompson explained that for the 934th engineers, the chance to deploy to active duty bases like Eielson is important for training. "Our reservists need to be able to work with equipment in their specialty area, such as aircraft arresting systems or water purification units," he said. "A lot of the things we did at Eielson couldn't be done at the 934th," Thompson added.

"The cooperation we received from the folks at Eielson was outstanding, especially in the billeting area," Kom emphasized. "The base recognized that we were ready to work, and they supported us all the way.

"It was really a mutual benefit," he went on. "Our engineers got a lot of practical training in their specific areas of expertise, and Eielson AFB was able to reduce their huge pile of work orders."

In addition to all the hands-on, practical training in their specialties, 15 members of the unit also received their first installment of Total Quality Management training.

(Portions of this story courtesy Maj. Stan Thompson, 934th CES, and the Eielson AFB newspaper, The Goldpanner.) **VF**



SSgt. Chuck Olson helps ready a base outdoor facility for summer.

(Photos by MSgt. Jeffrey Gustafson)

Serving those who serve

Armed Forces Service Center welcomes the weary military traveler

by MSgt. Tim Turner,
934th public affairs

It began in 1970, when Wayzata's Scott Purdum, serving in the U.S. Navy, told his mother the conditions his fellow service members faced when they had long delays at the Minneapolis airport. While waiting for flights home or to their next duty assignment, they spent hours sitting in hard chairs or curled up on the floor, trying to catch a few hours' sleep.

After listening to her son's story, Mrs. Purdum dreamed of creating a facility where service men and women would feel comfortable while waiting in the airport. She then put her mind to making that dream a reality.

After getting contributions from several local veteran and military groups, Mrs. Purdum's dream came true in 1970. And 23 years later, the Twin Cities Airport's "Armed Forces Service Center" welcomes its 500,000th customer later this year. That's an annual average of 21,000 visitors, not counting the over 42,000 dependents the center has also served.

"The center provides active duty military travelers (including reservists on orders) all the comforts of home, including food, color TV, books and magazines, sewing kits, shaving and other toiletries, and 30 beds for both men and women," explained SMSgt. Jerry Yasgar, chief of personnel programs for the 934th.

Since 1988, Yasgar has been a shift volunteer and board of directors member for the center, which is located across the lobby from the Northwest Airlines ticket counters on the terminal's second level.

Walking into the center is like stepping into a miniature NCO or officer's club. Comfortable chairs sit in front of a large-screen color TV perched high in a corner. A microwave, coffee pot and refrigerator are tucked into another corner. Hundreds of military patches donated by visitors from bases all over the world grace the walls.

According to Yasgar, the center relies almost exclusively on donations from local military and veterans organizations to keep it running. "Only one of the 300 volunteers who manage the center is paid," he pointed out.

Yasgar went on to say that volunteers usually work in two-person teams, on four-hour shifts. "A lot of our volunteers work the graveyard shift or weekends because the center is open 24 hours a day, seven days a week," he indicated.

Most of the center's volunteers work about eight hours a month, Yasgar said. "But there's one lady who's put in over 5,000 hours since the center opened, and another woman who puts in 20 hours a week."

Two of the center's volunteers are Percy and Lillian Olson, a retired couple associated with the Veterans of Foreign Wars branch in South St. Paul, which contributes to the facility. Both have been volunteers since the center's 1970 opening.

"We enjoy working here because every service man or woman who visits us has a different story," Lillian explained. "Some are happy because they're going on to a new adventure at a new base, and others are sad because they've just said goodbye to friends at the base they left."

One military member who visited the center recently is Army Reserve SSgt. Ed Bentley, a combat engineer stationed in Michigan with a detachment of the 88th Army Reserve Command at Fort Snelling.

Bentley stopped in the center for a couple of hours recently, awaiting a flight home after attending the Basic NCO Academy at Devils Lake, N.D. "I come in here every time I go through Minneapolis," he explained. "My wife and I have five kids, so money is a little tight. I can get a free sandwich and a cup of coffee and also escape the hustle and bustle of the airport. And the volunteers really go out of their way to make you feel welcome."

Yasgar said the volunteers were very busy during the Persian Gulf War, with thousands of additional military members passing through enroute to the theater of operation.

While the Armed Forces Service Center has never failed to meet its volunteer requirements in its 23-year history, Yasgar said the facility is always looking for more volunteers, particularly to work late night or early morning shifts.

"Anyone from the 934th who's interested in becoming a volunteer can call me at base extension 5502," he said. "Even if you can only volunteer for four hours a month, you'll be helping us tremendously -- and I guarantee it'll be a rewarding experience." ▼▼



Military traveler SSgt. Ed Bentley (left) enjoys the hospitality of center volunteers like Percy Olson, who has worked there for 23 years.

Photo by TSgt. Tom Dyer

Base civil engineers 'take two'

by Cherie Huntington,
934th public affairs

Visitors to the 934th's base civil engineering building may soon need sunglasses to shield their eyes against the polished rows of awards hanging in the lobby. Their latest wins for the collection are both the Air Force Reserve Outstanding Civil Engineering Organization Award 1992 and the Gen. Thomas D. White Environmental Quality Award 1992 for AFRES.

According to Dave Swanburg, base civil engineer, the CE award is the fourth win in six years -- 1987, 1989, 1990 and now 1992. "The environmental award is a first-time win for us," he added. He explained that though the environmental award calls for a nomination package from the unit, the CE honor is decided purely on a "rating" determined by five factors and ranked by headquarters officials.

"Headquarters rates the bases on the areas of engineering, design and construction; maintenance; environmental efforts; budget management and base appearance," Swanburg said. Though both awards are based on accomplishment in distinct areas, Swanburg attributes the organization's honors on something a bit more intangible.

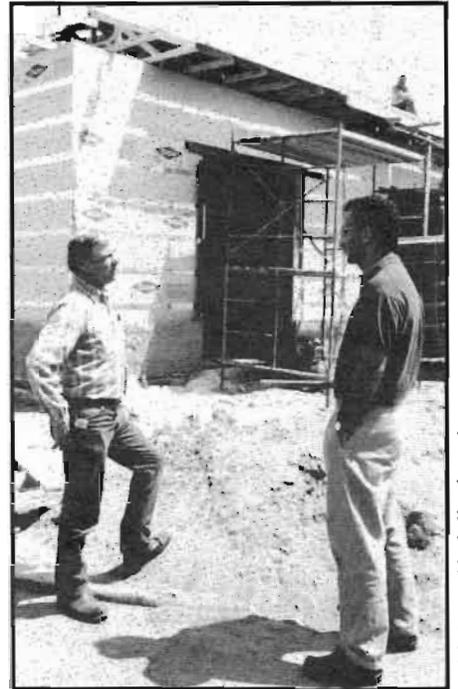
"Why it works? It's the employees," he stated. "We create an atmosphere where people can do their job. There's very much a spirit of cooperation and teamwork. Though we have our differences on occasion, they're never so serious that we can't resolve them. We take care of the people, and they take care of the job."

He also attributed their success to local commander support plus a stable, experienced staff with little turnover. He singled out the base contracting office for special thanks, too.

"We receive excellent support from base contracting," Swanburg said, explaining that whereas other base agencies deal mainly with contracts of a few hundred dollars, CE has many contracts obligating hundreds of thousands of dollars. "About



*'We take care of the people,
and they take care of the
job.'* --- Dave Swanburg



(Photos by Cherie Huntington)



Top left, Joanne Bentley, environmental engineer, measures the layer thickness of old aviation fuel remaining on the ground water at a base site. Above, Mehrdad "Dodd" Sadeghi (right) and Gene Bilderback inspect the construction site of the hazardous waste storage building. Left, Mike Dean and the maintenance section take care of mowing and all the other daily upkeep requirements of the base.

75 percent of the contracting office workload comes from CE, and they do a great job. We depend on that," he added.

John Bialke, chief of engineering and environmental planning, praised his staff's efforts as key to both awards. He explained that the environmental program is judged not only on overall management, but also in a number of specific areas, including underground storage tanks, the asbestos program, installation restoration and hazardous waste management.

"We have the most elaborate, well-documented hazardous waste program in AFRES thanks to Larry Nowak," Bialke said. "And Joanne Bentley manages one of the best installation restoration programs and environmental cleanup plans in the Reserve. We have very dedicated, hard-working people," he added.

Obviously, proof of that is in the pudding -- or in this case, in the shiny, new "hardware" hanging proudly on the wall. **VF**

'Chicken to go?'

Even if bird's not your bag, you'll find plenty of other 'to go' lunches to choose from at the dining hall

by SSgt. Janet Byerly,
934th public affairs

If "chicken to go" is your idea of the food available for take-out at the dining hall, you obviously haven't been there lately.

A take-out window has been installed on the south side of the building, and there are two or three menu selections now, with chicken only occasionally one of them.

"For the first year or so we just served chicken," said SMSgt. Dennis McLean, dining hall supervisor. "People got a little

burned out on that, so I said let's vary our menu. We have two or three choices: things like hoagies, brats, hot dogs and chicken sandwiches.

"Right now, it's just a 'to go' window, a convenience for people who have trouble breaking away for lunch," he continued.

One reservist taking advantage of the "to go" window option on a UTA recently, was SMSgt. Pete O'Neill, 96th Airlift Squadron.

"I have appointments today, so this is handy," he said. "At least this way I don't miss out on lunch."

Others thought convenience, variety, and shorter lines were selling points of the "to go" window.

"It's quicker and more convenient," said SSgt. Scott Mundy, 934th Maintenance Squadron.

"You have to wait in line at the chow hall, and you can't smoke after you eat in there," said Amn. Jeremy French, also with 934th MS. "This line moves quicker than the main chow hall line."

Judging from growing lines of reservists signing for a bag lunch, "lunch to go" is gaining popularity.

"It's getting more popular," said McLean. "When we first started there were only 25-30 people taking out meals, and now it's 75-100 people."

McLean would like to continue attracting growing numbers of reservists to the dining hall.

"We're like a restaurant," he explained. "If we don't make money, we can't buy the groceries. If we increase the number of people eating here, we increase the funds we receive.

"We're looking for suggestions as to what people would like served out of the 'to go' window, McLean concluded. "Fill out a suggestion slip and we'll try to add it to the menu." **VF**



Photo by SSgt. Janet Byerly

TSgt. John Bruns, 934th Logistics Support Squadron, enjoyed his "to go" lunch outdoors last UTA.

Viking Victor: Capt. Scott Russell

New position: Commander, 934th Security Police Squadron.

Education: B.S., computer science, University of Minnesota.

Hobbies: Golf, computers, reading.

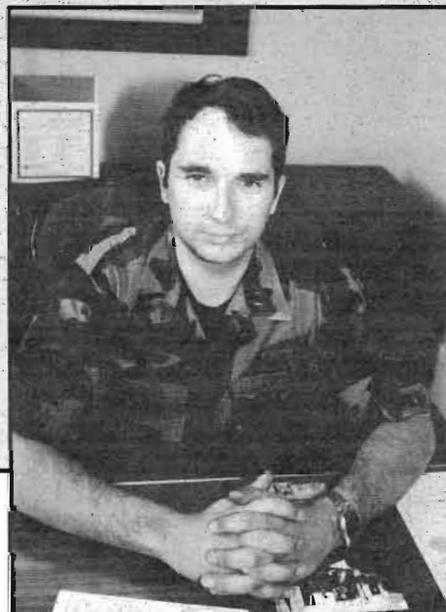
Civilian occupation: Investigator/security specialist with Stanley Smith Security, contracted to NSP Security Services.

Professional Organizations: American Society for Industrial Security, Civil Air Patrol.

Goals: "Complete my master's degree in international marketing at St. Thomas University."

Family: Wife, Theresa; daughter Amanda; will live in Roseville.

Comments: "I completed nine years of active duty in the Air Force -- four enlisted in security police and five years as an officer in the Air Force Office of Special Investigations." **VF**



Viking Flyer

Fiftieth reunion

A 96th Airlift Squadron 50th anniversary reunion promises a wide range of activities for former and present members, Sept. 10-12, 1993.

Anyone is welcome who served any time from the squadron's start on July 1, 1943 through the present, as well as associates who flew with the squadron, including crew chiefs, advisors and group commanders.

Project officer for the event, **Capt. Michael Huttner**, announced the following events:

Friday, Sept. 10: Informal social after dinner (no set time) at the NCO and Officers Club.

Saturday, Sept. 11: Afternoon golf tournament, cost estimated at \$15 each;

coat-and-tie dinner in the fuel cell hangar, Building 870, with cocktails at 6 p.m. and dinner at 7:30 p.m., historical displays, cost \$25 each.

Sunday, Sept. 12: Family Day 1993, base-wide open house from 9 a.m. to 2 p.m.; flying squadron tours every 30 minutes on the hour and half hour.

Hotel accommodations are available at the Sheraton Inn Airport, Bloomington, Minn., for \$56 per night, according to Huttner. The number is (612) 854-1771.

For more information, contact Huttner at 2100 W. 86th Street, Bloomington, MN 55431.

Paint-A-Thon

The 934th Airlift Group will be participating again in the Metro Paint-A-Thon, Saturday, Aug. 14.

The actual date for the area's event is Aug. 7, but since that is UTA weekend, the 934th team paints on Aug. 14. Volunteers are matched with either elderly or handicapped individuals who are unable to financially or physically maintain a home exterior.

Volunteers for the team are needed from 8 a.m. to around 10 a.m. T-shirts are available for purchase. Anyone interested should sign up no later than Monday, July 12, by contacting either team leader, **MSGt. David Cormier** or **MSGt. David Hammer** at base extension 5466 or 5468.

Correction

In last month's story on the 934th's new Quality specialists, two people were listed under the wrong organization.

Paula Fields and Gary Gustafson are members of base civil engineering.

Kudos

Awards

Air Force Commendation Medal

| | |
|-------------------------|-----------|
| TSgt. Bruce DeBoer | MedSq |
| SSgt. Charles Decker | LSS/Ret. |
| SSgt. Maria DeForrest | MedSq |
| TSgt. Gary Constans | MAPS |
| SSgt. Dawn Flipp | OSF |
| MSgt. Darryl Graves | MS/Ret. |
| MSgt. Darrell Habisch | AG |
| Col. Lynn Harris | AG/Ret. |
| SSgt. Stephen Letterman | MAPS/Ret. |
| SSgt. Larry Mickelson | LSS/Ret. |
| MSgt. John Nutting | AS |
| Maj. Louanne Page | AES |
| Capt. Larry Pearson | MedSq |
| TSgt. David Roach | MAPS |
| TSgt. Robert Schneider | MWRS/Ret. |
| SSgt. Dennis Schultz | LSS |
| MSgt. Gene Stanchfield | LSS/Ret. |
| MSgt. Adan Sylva | MAPS |
| SSgt. Wayne Thorson | MAPS/Ret. |
| SSgt. William Tronnier | LSS/Ret. |
| Lt. Col. James Wahl | MedSq |

Air Force Achievement Medal

| | |
|------------------------|-----|
| TSgt. Sherry Abitz | OSF |
| SMSGt. Joseph Armitage | CF |
| MSgt. David Cormier | MS |
| SSgt. Charles Epps III | CF |
| MSgt. Keith Evans | CF |
| SMSGt. Richard Grewe | MSF |
| MSgt. Robert Kuklok | SPS |
| SSgt. Mark Nerison | MS |
| MSgt. Douglas Schmick | CF |

Newcomers

| | |
|------------------------|-----|
| SSgt. William Brickweg | MS |
| Amn. John Dorin | CES |
| SSgt. Michael Grussing | AES |
| SSgt. David Hanten | MSF |
| AB Barry Haukoos | SPS |
| AB Annette Honebrink | MSF |
| SSgt. Barbara Kara | LSS |
| SSgt. Lawrence Koland | MS |
| SSgt. Anderson Lewis | CES |
| MSgt. Marilee McDannel | AG |
| Sgt. Timothy Mikesh | CF |
| SSgt. Troy Puckett | AS |
| Capt. Scott Russell | SPS |
| SrA. Timothy Schwartz | MS |
| SrA. Melanie Sifford | LSS |
| A1C Michael Thimm | AES |
| TSgt. Brian Torma | MS |
| TSgt. Mark Welter | LSS |

Reenlistments

| | |
|---------------------------|-------|
| SrA. Jeffrey Broman | AS |
| SSgt. Curtis Calabretto | CES |
| SSgt. Geraldine Garoutte | MAPS |
| SSgt. Christopher Hoffman | AS |
| SSgt. Barton Inks | MAPS |
| TSgt. Jeffrey Irving | MedSq |
| SSgt. Dennis Johnson | SPS |
| SSgt. Thomas Jorgensen | MAPS |
| SSgt. William Oswald | MAPS |
| MSgt. Anthony Polisen | MAPS |

Retirements

MSGt. John Lindhart, administrative technician with the 934th Medical Squadron, retired June 30 after 22 years of service, the last 15 with the 934th. He started his career with four years in the Air Force. He also served nearly four years with the U.S. Navy, followed by service with the Army National Guard and Naval Air Reserve. As a civilian, he is a surgical aide at St. Joseph's Hospital in St. Paul. He and his wife Helen live in North Branch, Minn., and they have two children, Catherine and Kenneth.

TSgt. Reginald Pavlak, noncommissioned officer in charge of logistics for the 27th Mobile Aerial Port Squadron, retired July 1 after 22 years of service, all with the 934th. He was one of the 18 original aerial port members here with what was then called the 934th Aerial Port Flight. As a civilian, he is a Catholic Aid Association field representative. He and his wife Kathy live in Minneapolis, and they have nine children: Kelly, Chris, Erin, Sara, Katie, Mark, Megan, Molly and Mary.

Certificates of service

| | | |
|---------------|----|----------|
| Wayne Seppelt | CE | 30 years |
|---------------|----|----------|

Irritable?
Short-tempered?
Can't sleep?
Can't shake a cold or sore throat?



If you answered "yes" to any of the

above, you may be one of the many who are affected by stress. Anytime there's change -- positive or negative -- stress may result.

Stress is a body's response to stressors. More simply, it's pressure from outside or inside, through demands put on ourselves, that can make us feel tense.

To remedy stress, we're often told to "avoid that stress," or "relax, take it easy." Since this is easier said than done, we need to learn how to manage daily stress, not eliminate it.

When we perceive an event as a stressor, a series of more than 1,400 known physiochemical reactions in our body are activated. Collectively, these create the stress response, or the "fight or flight" reaction. This is when our heart, nervous system, muscles and other organs gear up to face the challenge at hand. The challenge can range from meeting new people to taking a test.

When the response is activated, certain signs and symptoms become evident. They

can be classified into three categories: behavioral, physical and emotional.

Some behavioral indications of stress are heavier smoking, lowered job performance, increased errors,

lack of enthusiasm and isolation from others.

Physical signs include elevated blood pressure, heart palpitation, frequent headaches, jaw clenching and sleep difficulties.

More common among the emotional indicators of stress are worry, irritability, low morale, guilt and anxiety.

Experiencing any one of two of these signs doesn't necessarily mean something is wrong. However, when several are experienced simultaneously, it's time to take time out and ask, "What's going on in my life that's stressing me? Am I in control?" Despite all of the attention today to health, stress-related problems usually take us by surprise.

Many of us spend little time paying attention to our bodies and emotions. Rather than waiting until the tension and frustration become so severe they interfere with our lives, it's better to respond to our bodies when they "talk" to us. (AFNS) **VF**

MWRS BRIEFS

Softball scores

Softball play continues in August for both men's and coed recreational teams. Contact your team captain or squadron sports representative for further information.

Results from men's softball league play, Saturday, June 5:

4:45 p.m.: CES (14), MAPS (4); SPS (22), MS #3 (8); and MS #1 (10), MS #2 (0).

6 p.m.: MAPS (9), MS #3 (7); CES (18), MS #2 (15); and MS #1 (18), SP (8).

7:15 p.m.: MS #2 (9), MAPS (5); MS #1 (25), MS #3 (8); CES (14), SPS (2).

Family Day '93

Don't forget to mark your calendars for Family Day '93 -- Sunday, Sept. 12. Plans are taking shape for an afternoon of family fun, food and games.

Herk Hustle

MWRS would like to thank everyone who participated and helped support the Herk Hustle 5K Run/Walk. Though the turn-out wasn't as large as anticipated, those who ran made a great effort and had a lot of fun. Thanks to you all!

Call MWRS: 725-5316

Building 852

Playing it safe with bicycles

by Lt. Larry Wohlk,
 base security police

Summer's here, which means people are bringing out the old, trusty bicycle from the far reaches of the basement or garage, cleaning it up for another season of riding. Other people are heading out to jog or walk.

As the masses "hit the streets" to make the most of summer, however, remember to follow the rules designed to maintain safety.

In general, bicycles are required to follow the same rules as a motorized vehicle. A person riding a bicycle on the road holds the same rights -- and is subject to the same laws -- as a person driving a motorized vehicle. Bikes can't be attached to any vehicle on the road to "hitch" a ride. Also, bikes must be ridden as near to the right side of the road as possible.

This differs for walkers and joggers, as they must stay on the left side of the road, giving way to oncoming traffic. If sidewalks

are available, anyone on foot must use them. When pedestrians cross the road at any point other than a marked crosswalk or unmarked intersection, they must yield to vehicles.

Vehicles, however, must yield to any pedestrian crossing a road within a crosswalk or an unmarked intersection. While stopped, the yielding vehicle can't be passed by another vehicle.

One final rule applies to everyone, whether on foot, on a bicycle or even on a motorized bike: the wearing of headphones and earphones is prohibited. This does not include the requirement for hearing protection when needed, such as maintenance personnel riding government bikes on the flightline.

Don't let all these rules deter you from walking, jogging or biking. Just keep safety in mind when the warm weather brings everyone outside to enjoy the summer.

We here at Security Police have your best interests and safety in mind. Have a safe and happy summer! **VF**