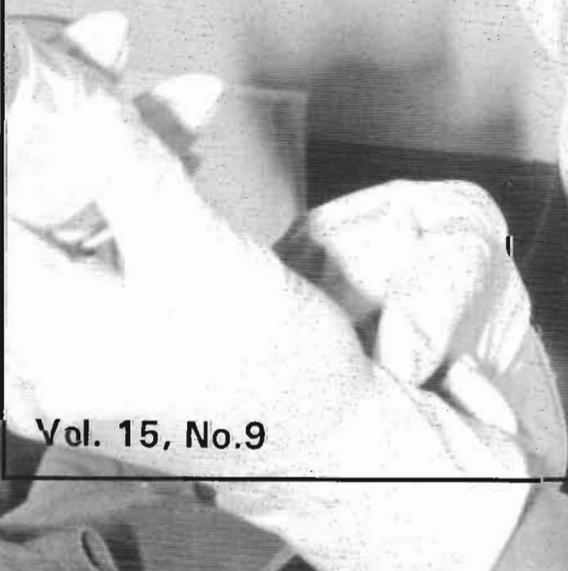


# VIKING FLYER

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



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# VIKING FLYER

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UPAR of the Year 1992)

\* Indicates this month's contributors.

## On the cover



MSgt. Julie Perry, 934th MedSq, draws vaccine for an immunization at one stop of many for members getting routine physicals. For the story on this process, see pages 6-7.

(Photo by TSgt. Tom Dyer)



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## Commentary

# ACC, here we come

by Col. Michael Gjede,  
934th group commander

Everybody knows by now that on Oct. 1, Air Combat Command (ACC) becomes our gaining major command. For many and varying reasons, many of you have expressed some degree of apprehension about this move from the security of the Air Mobility Command.

The greatest fear has been the one we can't put in writing: "How are we, the dauntless airlifters, going to be treated in the lofty fighter world -- the community where there are two kinds of airplanes: fighters and targets?"

Let me share my feelings with you and, hopefully, allay those fears. First of all, ACC is not just fighters, but also tankers, bombers and helicopters. Some unique mission C-130 units have joined also.

Secondly, the commander of ACC has stated that the move should be transparent to the units. I agree with that, except you will see patch changes and aircraft marking changes. But basically, our mission and how we do our day-to-day business won't be different.

Thirdly, after attending my first ACC C-130 commanders' conference this past week at Langley AFB, Va., I am convinced that the entire ACC staff is leaning forward



Colonel Gjede

to be sure our arrival is a smooth and positive experience. They are true believers in the Quality process and continuously solicit input from the field. They are keenly aware of the important role we, the reserve forces, play in the airlift business. They are working extremely hard to get educated on airlift and what they need to do so we can continue to operate effectively and efficiently.

I'm convinced that our move to ACC is going to be a relatively painless move. I'll even go out on a limb and say that once we get through the transition, we'll find life better than ever! □

## 'Closner sends'

# Making adjustments

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

I know some of you are concerned and even unhappy about the mission and basing changes facing us in the next few years. As you well know, change is a fact of life in the military nowadays. Considering the possibilities, the Air Force Reserve came out very well from the base realignment and closure process and the 1993 force structure adjustments. While some of the changes may not be exactly

what we hoped for, they certainly are something we can live with.

Now that the decisions are made, the challenge comes in making the adjustment and getting on with the mission. Reservists are a resilient group and have proven that, once our minds are made up, we can do just about anything. While we may not be able to divert the changes we face, we can certainly affect the way we meet them. The Air Force Reserve is famous for finding better ways to do business. This is one more opportunity. □

# Exit with style

by Lt. Col. Thomas Thibedeau,  
934th MAPS, retired commander

I want to take this opportunity to express my thanks and appreciation to the many military and civilian members of the 934th Airlift Group for their help during June's Operational Readiness Inspection.

I'm aware of the many hours spent in planning and careful coordination to get ready for the inspection, but it was due to these efforts that the inspection resulted in complete success. And as you read the ORI report, you'll see where the inspectors commented about the teamwork and dedication seen in everyone involved in the exercise.

The "monkey" is off the unit's back, and now the 27th Mobile Aerial Port Squadron can look forward and prepare for the new challenges that lie ahead.

To the members of the 27th MAPS, I wish to express my thanks for staying focused and putting in the time necessary to prepare for the inspection. I also thank you for the enthusiasm you displayed throughout the inspection.

I would also like to say thanks to the military and civilian personnel in the 934th I've had the pleasure to work with. My military career covered 28 years, 18 of which were spent as a reservist at the 934th. During my Reserve time, I have had the pleasure of working with some very dedicated and conscientious people.

I'll miss the unit, but I'll take wonderful memories with me. □

# Seatbelts save lives

by Lt. Larry Wohlk,  
base security police

We don't give much thought to the routine actions of a normal day, such as preparing the morning coffee, turning on the shower or fastening a seat belt. That seat belt, however, deserves a little more thought, since it does a lot more than provide you with caffeine or hot water -- it can save your life.

Seat belts come in two versions: lap only and lap/shoulder combination. The webbing of the belts is designed to stretch slightly in a crash. This extends the time that deceleration forces are experienced by the occupant.

Just as belts have some built in "give," most also have a protective locking system that holds the occupant firmly in the seat when the vehicle stops or accelerates suddenly. A mechanism in the belt senses vehicle motion and locks the belt from further extension until the tension is released.

To use the seat belt correctly, it must be worn low on the hips, not over the abdomen. The pelvis distributes the force of the crash, but the abdomen cannot protect internal organs from injury. Here are a few guidelines to follow:

\* The belt should be snug, not slack. A loose belt allows room for

movement, increasing risk of spinal injury.

\* The belt must be flat, not twisted. A twisted belt can cut into the body like a knife.

\* The seat back must be upright, not reclined. Otherwise, the occupant may slide under the belt, striking the dashboard or seat.

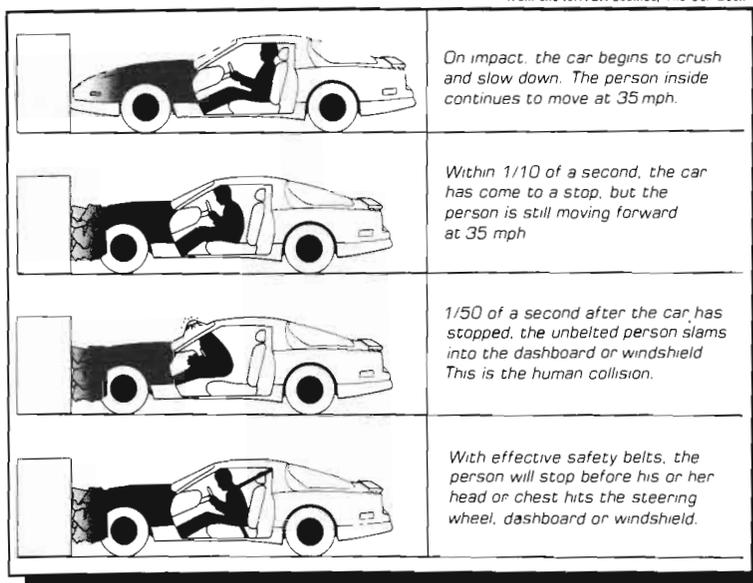
The same guidelines apply when shoulder belts are worn. The belt must be over the shoulder, across the collarbone and across the chest, not behind the back or under the arm. The collarbone and chestplate distribute the force of a crash. If worn under the arm, however, the ribs are likely to break

and puncture vital organs; if worn behind the back, the risk is much greater of head injury.

Some newer vehicles have what are called automatic safety belts. The belts do the work themselves; when the door is closed, the belt moves into place. All automatic belts have easily accessible emergency releases in case you have to get out of the vehicle and the door can't be opened.

All in all, seat belts are much more complicated than just pieces of webbing to lock shut around you. What they do is quite simple, however. Seat belts save lives. □

—from the NHTSA booklet, *The Car Book*



## What happens in a collision?

*These illustrations from the National Highway Traffic Safety Administration show the effect to both car and driver in a collision at 35 mph. The drawing at the bottom is the biggie. It makes a point the NHTSA has stressed for years: Seat belts save lives.*

# Back to Bosnia

*First rotation returns home,  
second remains on duty*

by MSgt. Darrell Habsch,  
934th public affairs

Cherry-red "Kool-Aid" from Minnesota provided a rare, pleasant pause for the Bosnian peace negotiating team recently.

"We were flying the Bosnian negotiators out of Sarajevo to Rhein Main AB, Germany, when we offered them something to drink," explained Capt. Michael Johnson, the 96th Airlift Squadron navigator on the flight. "They didn't quite know what to make of the red stuff. But after they tried it, the 16 Bosnians took care of that five-gallon thermos."

Cherry drink was probably the least-serious item on board as the 934th crew helped haul over 120 tons of canned goods, medical supplies, baby food, flour and cooking oil to war-weary Bosnia from July 15 through Aug. 2. Two parties of peacemakers also were airlifted by 934th members.

The 934th crew normally had a five-minute window to land in Sarajevo following a two and-a-half hour flight from Rhein Main AB. On the ground less than 10 minutes, the C-130 was unloaded by United Nations personnel. "They kept shaking our hands and then unloading the plane," said Johnson. "You'd think they'd get tired of that, but the camaraderie among the French, British, Canadian, Russian and American U.N. forces was incredible."

Even with plenty of "friendly" fighter jets patrolling the skies, relief planes still were subject to enemy fire. The Minnesota C-130 dodged the bullets, but according to Johnson, "The Chicago and Pittsburgh Reserve planes took some hits. We entered hostile territory while flying over the middle of the Adriatic Sea. We donned flak jackets and got ready."

This was Johnson's second deployment to Sarajevo, nicknamed "New Beirut" by many relief workers. "It's a beautiful country, but from the air, you can't see a building without war damage, and mortar craters are everywhere."

During this mission, a new concept of merging maintenance units was used. "We merged with the 302nd Airlift Wing (Colorado Springs, Colo.) to cover a 12-hour shift each day," commented MSgt. Brad Erickson, 934th Maintenance Squadron. Work continued around the clock, split into 12-hour shifts between reservists and members of Air National Guard units.

Other aircrew participants were: Capt. Don Fleishmann, Capt. Doug Smith, SMSgt. Marc Gilbertson, and SSgts. Bradley Lalim and Bill Rudgers. Other maintenance members were: TSgt. Gerald Schuster and SSgts. David Fisher, Richard Kraus, Kevin Ley and Matthew Lokensgard. Fisher and Lalim remained behind to support a second rotation from the 934th, which departed the Twin Cities for Europe July 30 and returns Aug. 23. □

## Briefs in blue

### New 4th Air Force commander

Brig. Gen. Wallace Whaley assumed command July 11 of 4th Air Force, McClellan AFB, Calif., one of three Reserve numbered air forces. He accepted command from Maj. Gen. James Sherrard III, who is now vice commander of the Air Force Reserve at Robins AFB, Ga. Whaley, 46, became deputy to the chief of AFRES, Headquarters U.S. Air Force, Washington, D.C., in November 1990 and assumed command of 14th Air Force, Dobbins ARB, Ga., in January 1993. (AFRESNS)

### Homosexual policy

President Clinton outlined his new policy concerning homosexual conduct, to be implemented immediately by the armed services.

- \* Servicemen and women will be judged based on conduct, not sexual orientation,

- \* The practice of not asking about sexual orientation in the enlistment procedures will continue,

- \* An open statement by a servicemember that he or she is a homosexual will create a rebuttable presumption that he or she intends to engage in prohibitive conduct, and the member will have an opportunity to demonstrate intention to live by the rules of conduct that apply in the military service, and

- \* All provisions of the Uniformed Code of Military Justice will be enforced in an even-handed manner regarding both heterosexuals and homosexuals.

Servicemembers will be separated for homosexual conduct. Clinton said this new policy provides better protection for those "who happen to be homosexual," but want to honorably serve in uniform and obey the military rules against sexual misconduct. (AFNS)

### Sexual harassment

Officers, senior noncommissioned officers and junior enlisted personnel are feeling the sting of discipline for committing sexual harassment in their units.

- \* A Reserve colonel was relieved of his command and seriously jeopardized his career for inappropriate behavior toward two female NCOs.

- \* A senior NCO pled guilty in a general court-martial to indecent assaults and sexual harassment of two female subordinates. He was sentenced to confinement at hard labor for four months, reduction to E-1 and separation from the service with a bad conduct discharge.

- \* A captain on temporary duty to an active-duty base received an Article 15 for sexual harassment and conduct unbecoming an officer.

Officials said these are not isolated cases, as the first six months of this fiscal year saw 14 cases of disciplinary action taken for sexual harassment. (AFRESNS)

### F-16 record

A Reserve pilot with the 419th Fighter Wing, Hill AFB, Utah, has become the first American to top 3,000 flying hours in the F-16. It is the only aircraft Maj. Mike Brill, a U.S. Air Force Academy graduate, has flown in his military career.

"I was on active duty for about 10 years, and when I left, I had about 2,300 hours in the F-16," he said. "The rest came as a reservist with the 419th." (AFRESNS)

# Buckling in for weight program changes

It gives you some rope – and you know what that can mean

by SSgt. Larry Dean,  
934th public affairs

**D**ramatic changes are in store for the Air Force Reserve Weight Management Program, starting Oct. 1.

On that date, the program adds some new twists affecting those who are over their maximum allowable weight.

## Monthly checks end

According to MSgt. Eric Baumer, 934th quality force chief, one change includes the monthly body fat checks for those on the weight program. "In the past, those who were over-fat were checked monthly to measure their progress," he said. "Less than a 2 percent body fat loss resulted in red-lining for that UTA.

"With the program change," Baumer continued, "those on the Weight Management Program are required only to be checked during the UTA on which they must have dropped down to their maximum allowable body fat."

He added that the change might sound like good news to those on the program, but it actually puts more responsibility on their shoulders. If individuals don't drop down to at least the maximum allowable body fat, they will be reassigned to Air Reserve Personnel Center inactive status within 30 days.

## Case in point: Airman Doe

Baumer explained the process further using two fictional airmen, A1Cs Jane and John Doe. John is 29 years old, and his scale weight is more than the maximum allowed. His maximum body fat allowed is 20 percent. Had he turned 30 years old, his body fat maximum would be 24 percent.

John's body fat must be determined by measuring his abdomen and subtracting his neck size from that measurement (abdomen minus neck equals circumference value). Using a chart based upon height and

circumference values, we find that John's body fat is 26 percent, and he immediately is placed in the weight management program.

With the new system, John has six months to bring his body fat down to the maximum 20 percent, as the program allows one month for each percent over the limit. The old system would have required losing at least 2 percent of his body fat per month



for the next three months to show progress, with body fat checked each month. After six months, John's body fat is only down to 22 percent, so he is transferred into the inactive reserve for not fulfilling his requirement.

## Chubby Jane

Now it's Jane's turn. Jane is weighed and found to be over her maximum weight, so she is measured to find out her body fat percentage. Since she is 39 years old, her maximum allowable body fat percentage is 32 percent. After measuring her neck, abdomen and hips to find a circumference value, the chart shows Jane's body fat is 35

percent. She now has three months to lose 3 percent of her body fat.

Three months pass, and she has reached her maximum allowable body fat. Jane is then placed in Phase II of the program. Surviving Phase I could seem like a relief, but Phase II could turn into the "year of living dangerously."

"Phase II of the program is a one year probationary period during which the individual must remain at or below his or her maximum allowable body fat percentage and weight," Baumer said. "He or she can be weighed at any given time during the probationary period, and if found to be overweight, will be transferred to inactive reserve status."

Jane passed through the probationary period without exceeding her body fat limit. She then is removed from the program and returns to the schedule of routine annual weight checks.

## Weigh-ins still exist

"Weigh-ins are conducted for routine reasons like weight checks, physicals, screening for school or temporary duty, or reenlistment," Baumer said. "Weigh-ins can also be commander directed. For example, if a member appears to be overweight, a commander can direct the person to be weighed."

## Implementing changes

All people currently on the Weight Management Program will be assessed using the new guidelines starting in October, according to Baumer. They will be asked to sign a statement of understanding outlining their responsibilities in the program and the possible repercussions for failure to meet standards.

The November UTA is the next annual weigh-in for the 934th Airlift Group. For more information concerning the program, check with your unit weight monitor. □

Let's got

# PHYSICAL

by SSgt. Larry Dean,  
934th public affairs

**W**hen it comes to checking the pulse of the base, the 934th Medical Squadron does that and then some. Their team of 45 professionals perform physicals on an average of 50 people each UTA, making sure all members of the 934th fighting machine are in top physical condition.

TSgt. James King, noncommissioned officer in charge of physical exams, explained that there are different types of physicals offered. "Every member of the 934th goes through the medical squadron for a full physical at least every four years," he said. "Fliers get their full physical more often, every three years, and partial physicals annually." Full physicals are also given to new reservists and those becoming commissioned officers.

King noted that fliers' physicals are more frequent because of the physical demands of their job. Also, there are possible dangers to themselves and valuable Air Force equipment if judgment is impaired by any physical problems.

"Even something as basic as taking prescription drugs before flying could be fatal," King added.

The goal of the program is to keep the 934th a healthy team, ready for any contingency. Problems identified in a physical, depending upon their severity, could even lead to a discharge or forced retirement.

"It really takes a major health problem to force the separation or retirement of an individual, though," King said. "More commonly, we find things like cholesterol and blood pressure problems which the patient wasn't aware of, and we refer him or her to see a private physician. After a prescribed waiting period, we reevaluate that person to make sure he or she is fit for duty. Normally the patient's physical condition has improved."

Full physicals take about a day to complete, depending on the total number of people receiving a physical. Partial physicals can take a mere three hours. "We ask that people remain patient during their physical if the number of individuals we are examining slows things down," Kingsaid. "Delays can come from stations

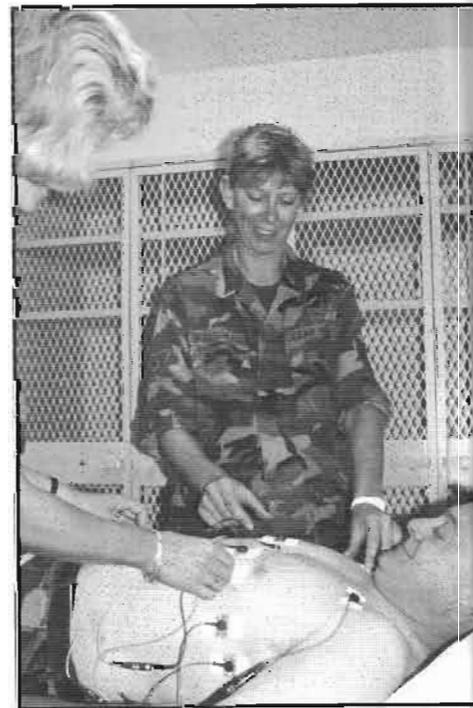


TSgt. Faye Imker-Witte prepares

*Right, MSgt. Elizabeth Axtman performs a microscopic analysis of a urine sample. Far right, TSgt. Laurel Wollschlager assists in preparing a patient, CMSgt. Wellington Davis, 934th Medical Squadron, for his EKG.*



(Photo by Mark Davidson)



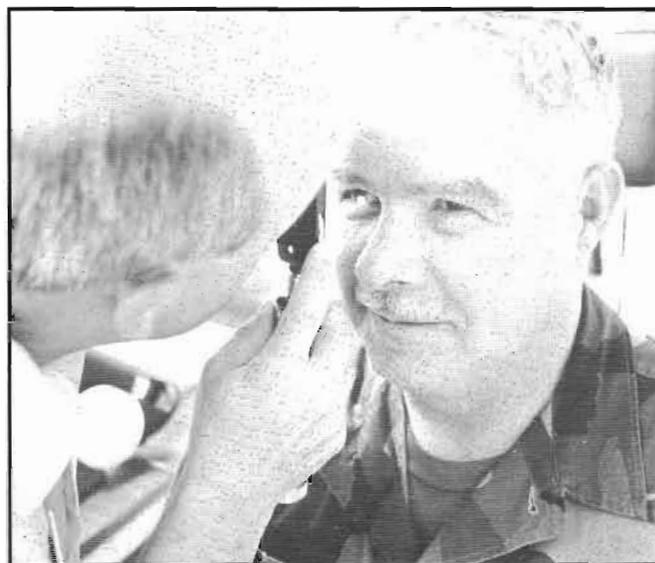
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blood samples for shipment.



(Photos by TSgt. Tom Dyer)



The "eyes" have it as patients undergo eye exams. Above left, TSgt. Constance Gastonguay administers the vision test. Above, MSgt. Larry Ferrier, 934th Security Police Squadron, receives an inner eye exam by Maj. Robert Emery. Left, Emery is the clinic's only optometrist.

where we can only test one or two people at a time, such as the hearing booths. Understand that we are doing the best we can to keep people flowing through the check stations."

For a full physical, patients get the works. They start by filling out paperwork, including a questionnaire reviewing their full medical history. Height, weight and blood pressure are checked as well.

Also, patients are tested using the EKG (electrocardiograph) to identify any potential heart problem. They receive an eye examination ranging from reading the eye chart to an optometrist's look-over for problems such as glaucoma.

In addition, patients get a dental examination and x-rays. Lab tests are conducted to check blood and urine. Hearing is checked in one of the squadron's two sound booths. Shot records are reviewed. A doctor or flight surgeon then

uses all this information to perform a hands-on checkup before the physical is complete.

Partial examinations include blood pressure, height, weight and shot record checks. An EKG is given to those patients who are 35 and older, and vision and hearing are tested.

Both types of physicals may include full medical x-rays and a stop at the squadron's occupational health station if the patient works around hazards. Those hazards include dangerous materials or chemicals, or dangerously loud work areas.

"When all of the tests are complete, 934th reservists will hopefully leave with a clean bill of health," King said, "knowing that their health is important to the hard-working team at the 934th Medical Squadron and the heart of the base mission." □



MSgt. Mary Walker, 934th Medical Squadron, is examined by a staff dentist, Maj. (Dr.) James Schreiner.

(Photo by Mark Davidson)

# Mapping out the future

*Instead of smoke and mirrors, it takes computers and trained experts*

by MSgt. Tim Turner,  
934th public affairs

The 934th's navigators would be the first to admit that without a good map, they'd have a tough time telling the crew when to release the load or where to land the plane.

But it's not just the navigators who rely on a good map to get their job done. The members of the 934th Civil Engineering Squadron (CES) use maps to determine where to build a new base facility or remodel an existing one.

"Actually, many of the 'maps' the squadron uses are in the form of reproduced prints," said SMSgt. Patrick Kennedy, NCO in charge of the engineering office -- the folks responsible for drawing and revising many of those "maps."

While drafting is a big part of the engineering office's job, its seven members also handle a variety of other needs for CES, such as surveying sites for future buildings and assessing runway damage. "In fact, our primary wartime mission is runway damage assessment, particularly damage made by an enemy air attack," Kennedy pointed out.

He explained that if a U.S.-operated landing strip was ever hit by enemy fire, his team would assess the damage site, locate the "craters" and other damage caused by the attack, then radio the location of the damage back to a command center. The center would plot the damages and select an emergency runway for repair, then order the necessary labor, equipment and supplies to repair the runway to a "minimum operating strip," safe enough for planes to take off and land again.

Kennedy went on to say that a new computer program developed recently by the Air Force will help engineering offices at both active duty and reserve civil engineering units practice runway damage assessment more effectively and safely. The system is a computer aided design program which works with a larger system called Automated Computer-Aided Design, or AutoCAD for short.

The engineers here received initial AutoCAD training in March

and went through an intensive 80-hour training program in May.

"In future developments by the Air Force, eventually we will use AutoCAD to call up a computer screen showing a map of any U.S. Air Force base runway in the world and pinpoint the exact location of the runway's damage," explained MSgt. Prentiss Foster, engineering assistant. "Other technology advancements could even eliminate the need for our engineering office to go out on the runway to assess the damage, which is dangerous during a war. The Air Force is working on such a development as we speak."

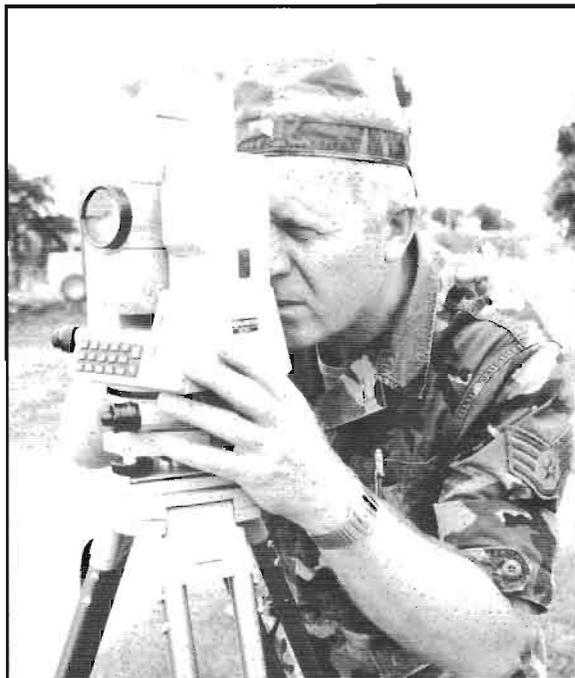
Foster continued by saying that AutoCAD is not limited just to assessing runway damage. The system also allows the user to input site surveying measurements into the computer and draw two- or three-dimensional blueprints right on the computer screen and print them out -- similar to a desktop publishing system. "When the blueprint is on a computer screen, you can make revisions to it much quicker and more accurately than drawing it manually behind a drafting table," Foster noted.

One proposed 934th building already "drafted" on AutoCAD is a runway repair site to be located on the west end of the base. The site will include a 50- by 100-foot building housing all the equipment necessary to practice runway repair, which will include placement of matting over craters.

"We've already got the blueprints for the site on AutoCAD and are just waiting for the go-ahead from the command to build it," Foster said.

Kennedy indicated that the office will eventually use AutoCAD to store copies of most of the 934th's drawings and plans. "If our originals were ever destroyed by fire or suffered water damage, there wouldn't be any record of them, which is why we're going to back them up on AutoCAD," he said. "This is especially true of any new drawings.

"AutoCAD has many capabilities that the engineering office is just finding out about the more we work with it," Kennedy continued. "The more our office can get proficient on the system, the better an asset we'll be to the squadron and to other units on base." □



(Photo by MSgt. Tim Turner)

*SSgt. Thomas Overman, 934th Civil Engineering Squadron, demonstrates use of unit surveying equipment.*

# Going for the gold

These reservists dreamed of 'butter bars'

by Mark Davdson,  
934th public affairs

**B**ecoming an officer may be a dream of some enlisted people at the 934th Airlift Group, but only a few succeed in making this dream a reality. This is the story of three such people.

"I have wanted to become an officer for a long time," said 2nd Lt. Leslie Canarr of the 934th Civil Engineering Squadron.

Canarr, a commissioned officer since 1991, set his sights on becoming an officer since he began his military career in 1978. He credits his former CES commander, Col. Russ Smith, with giving him the motivation and guidance to get through the application and interviewing process to obtain his commission.



*Canarr*

"Becoming an officer means something special to me," said Canarr. "And I don't have any problems being ex-enlisted in my unit, because the enlisted personnel of the civil engineering squadron have respect for officers."

As a civilian, Canarr is an applications engineer for Rockwell International Company in Cedar Rapids, Iowa. Even



*Rife*

though his civilian job is not related to his Reserve job as his unit's supply and budget officer, Canarr said his commissioning has had a positive effect at his civilian job.

"My superiors at Rockwell International are very pleased with the management training I've received and the experience I've gained in managing Reserve personnel," said Canarr.

Canarr's roommate at Officer Training School was 2nd Lt. Greg Rife of the 934th Mission Support Flight. Rife was also commissioned in 1991, and he began his military career in 1987. Like Canarr, he is an officer in the same unit where he was an enlisted person.

"It felt odd at first working with the same people that I served with as an enlisted person," said Rife, the base education services officer. "But it wasn't hard to transition to a leadership role in the office, because we work as a team in the base training and education office."

Getting ready for UTAs now requires more work than it used to for Rife. "Being an officer requires me to focus more on getting ready for the UTAs," he said. "I have to come out to the base one to two days a month to keep up with the paperwork."

The extra work that Rife puts in every month is part of the reason he wanted to become an officer. "I wanted the increased responsibilities and exciting challenges of being an officer," he explained, "and it has raised the quality of my life."

Full utilization of her potential as a reservist was the major reason 2nd Lt. Carol Romain became an officer. "I also became an officer so I could use some of the management skills I learned in college," she said.

Romain is the base safety officer in the Headquarters Group. She was an enlisted person in the 934th Maintenance Squadron before getting her commission in 1992.

The Air Force Reserve benefits from the civilian job Romain holds as a safety and environmental engineer for the Thermo King Company in Bloomington. "I use some of the knowledge and experience from my civilian job in my Reserve job, and vice versa," she explained.

Romain speaks for all three of the new officers when describing her role. "It doesn't seem that different being an officer," she said. "I have a job to do, and I do it the best I can." □



*Romain*

# Viking victors: new commanders

## Lt. Col. Tim Anderson



**New position:** Vice commander, 934th Airlift Group.

**Education:** B.A., social science, University of Minnesota, Duluth, Minn.; M.B.A., University of North Dakota, Grand Forks, N.D.; M.A., public administration, Webster College, St. Louis, Mo.

**Hobbies:** Skiing, biking, walking and other fitness programs to "stave off the hands of time."

**Civilian occupation:** Director of airports, Metropolitan Airports Commission (MAC), Minneapolis.

**Professional organizations:** Reserve Officers Association; American Association of Airport Executives.

**Goals:** "To be a source and a conduit for information to help the flow of communications in the Group; to help move the Group along the Total Quality Management time line; and to match Group and individual needs to create harmony."

**Family:** Live in Eden Prairie, Minn., with wife, Pamela. Have two daughters: Erika and Sonja.

**Comments:** "I'm still in a learning mode in my new position, but after two UTAs, I'm impressed with the caliber of people in this unit, and I'm looking forward to working with all of them. I have some ideas on how we can streamline and fine-tune our activities and procedures within the group headquarters. I appreciate and welcome suggestions that would add to our productivity."

## Lt. Col. Donald Stockton

**New position:** Commander, 934th Mission Support Flight.

**Education:** B.S., economics, Southwest Missouri State University, Springfield, Mo.

**Hobbies:** Raising horses and cattle in "beautiful Missouri Ozarks," hunting when time permits.

**Civilian occupation:** Owner, Missouri State Wide Trucking Company.

**Professional organizations:** Life member, Reserve Officers Association; Air Force Association. Serve as Air Force Academy liaison officer for southwest Missouri.

**Goals:** "Complete Air War College in May 1994; contribute to early achievement of Quality goals of the 934th; and help achieve an outstanding Quality Air Force Assessment report in 1994."

**Family:** Live in Missouri Ozarks near Branson, Mo., with wife, Connie. Have four daughters: Stacy, Stephanie, Rhonda and Cynthia; also five grandchildren.

**Comments:** "I was formerly assigned to the 943rd Airlift Group, March AFB, 1990-1993; the 302nd Airlift Wing, Peterson AFB, Colo., 1982-1990; and the 442nd AW, Richards-Gebaur AFB, Mo., 1967-1982. I also deployed with the 934th to Volk Field in Exercise Condor Redoubt in 1980."



**Health concern: chem mask**

Headquarters Air Force Reserve officials claim there is a health danger when people share chemical protective masks. Masks shared in the classroom or within a unit should be cleaned inside and outside with a chlorine bleach solution. AFRES experts said sharing the mask presents a low risk of exposure to infectious disease.

They added that the drinking tube should be used with a plastic sheath over the tube, provided by the disaster preparedness office. Local 934th disaster preparedness officials

recommend that the drinking tube be used only during exercises or real-world deployments. For more information, call the base disaster preparedness office at base ext. 5550.

**Vacancy announcement**

The 934th Command Post announced a vacancy for a command and control specialist. This is Air Force Specialty Code 27450 in the rank of senior airman. Members with no prior service and nonprior 274X0s must attend a six-week technical school at Keesler AFB, Miss. For more information, contact

Maj. John Floersch or TSgt. Clark Johnson, ext. 5367.

**Hangar Dance**

This year's Hangar Dance was held on the August UTA with great success, according to the project officer, MSgt. Tim Payton, 934th Maintenance Squadron. Over 150 people attended.

Plans for next year's dance in September 1994 are underway, including possibility of an Air Combat Command band. "I thank all of those who made this year's dance a success," said Payton.

**Kudos**

**Awards**

**Meritorious Service Medal**

Maj. Paul Groskreutz SPTG

**Air Force Commendation Medal**

MSgt. Steven Burmeister MAPS (Ret.)  
MSgt. Kathryn Peters AES

**Newcomers**

Sgt. Brian Anderson  
SrA. Michael Sanoski  
A1C Scott Severson  
A1C Tyron Warren  
SSgt. Caprice Williams

**Reenlistments**

SSgt. Frederick Carlson  
CMSgt. Wellington Davis

MedSq  
MAPS  
AS  
MAPS  
MWRS

MAPS  
MS

SrA. Clifford Hanson  
SSgt. Kenneth Nordstrom  
SSgt. Charles Olson  
SSgt. John Parenteau  
SSgt. Pamela Peck  
SSgt. Douglas Schaller  
Sgt. Timothy Schwartz  
SrA. Ronald Waller  
SSgt. Arlen Westphal

MS  
LSS  
CES  
MAPS  
MWRS  
MAPS  
MS  
LSS  
AS

**Proud, new tail paint for C-130s**

by SSgt. Janet Byerly,  
934th public affairs

A little purple and gold has been added to the gray paint scheme of some of the 934th's C-130s.

A purple stripe emblazoned with the words "Flying Vikings" in gold has been painted on the tail of three of the Herks. In between the words "Flying" and "Vikings" is a Minnesota Vikings decal.

"We painted our first C-130 prior to the Rodeo in June," said SSgt. David Dudash, a structural repairman for the 934th Maintenance Squadron. "We got a lot of compliments on it. It was one of the better looking planes at the Rodeo. Our logo looked really sharp.

"We got authorization from Air Force Reserve to put the state logo and colors on," he continued. "So far, the paint shop has painted the logo on three C-130s. Five of our nine aircraft are still painted green. When they are painted with the gray paint scheme, the logo will be added, too."

On the tail, just above the logo, is the United States flag. On one side of the tail, the flag appears to be backward.

"If you were in flight and the flag were flying, that's the way it would appear," Dudash explained. "You'd see the back side of the flag." □



# DEADLY

*Breast cancer requires health vigilance  
for early detection -- or else*

by Maj. (Dr.) J.L. Lambes,  
934th MedSq

**B**reast cancer is the most commonly diagnosed cancer and the second leading cause of cancer death among women in this country. The American Cancer Society estimates that:

- \* One in eight women will develop breast cancer in their lifetime,
- \* Every woman is at risk for the disease, and
- \* Seventy-five percent of newly-diagnosed women have no known risk factors.

### Increasing risk

As a woman gets older, the risk of breast cancer increases, and 75 percent of breast cancer is diagnosed in women over age 50. The risk of developing the disease, however, is higher in women whose close female relatives (mothers and sisters) have had the disease. It is also higher in women who never had children or had their first child after age 30.

While breast cancer can be a devastating disease, with early detection a woman can have over a 90 percent chance of five-year survival if the cancer has not spread at the time of diagnosis. Therefore, awareness of breast cancer and participation in an early detection program are crucial to every woman.

### Early detection

The American Cancer Society recommends a three-step approach to facilitate early detection, consisting of:

- Monthly breast self-exams,*
- Regular physician breast exams, and*
- Regular mammograms.*

Most breast lumps are found by women or their sexual partner, and a monthly breast self-exam seven to 10 days after the menstrual period is the best approach. In addition, a physician exam at least every two to three years for women between ages 20 and 39 and yearly after age 40 should be part of the early detection program.

Finally -- and equally important -- are regular mammograms every two to three years beginning around age 35 to 40, or perhaps sooner if the woman is at higher risk. Mammograms are recommended every two years for women between 40 and 50 and yearly thereafter.

During October, which is National Breast Cancer Awareness Month, mammography mobile units travel throughout the area providing testing at reasonable cost. For information on locations and scheduling information, contact the American Cancer Society office nearest you.

Also, the physicians and nurses of the 934th Medical Squadron are available to provide information and brochures for reservists regarding breast cancer prevention. □

# MWRS BRIEFS

### August softball scores

#### Men

CES 7, MS#3 0  
SPS 12, MS#2 1  
MAPS 15, SPS 10

#### Coed-Recreational (Co-Rec)

MWRS 12, MS 7	CF 20, MS 8
CF 15, AES 13	MWRS 19, CF 18
MWRS 13, AES 6	MS 15, AES 5

#### Standings as of Aug. 8:

Men's, Won/Lost	Co-Rec, Won/Lost
CES 4/0	MWRS 3/0
MS#1 3/0	CF 2/1
MAPS 2/2	MS 1/2
SPS 2/3	AES 0/3
MS#2 1/3	LSS 0/0
MS#3 0/4	

### September softball schedule

#### Men's (afternoon)

4:45: MS#2 vs. MS#3 Field #2  
4:45: MS#1 vs. CES Field #3  
6 : MAPS vs. MS#1 Field #3

#### Co-Rec (afternoon)

4:45: AES vs. LSS Field #1  
6 : MWRS vs. LSS Field #1  
7:15: CF vs. LSS Field #1

### Timberwolves game

The Minnesota Timberwolves home opener against the Utah Jazz will be Saturday, Nov. 6, at 7 p.m. at the Target Center. Anyone interested in a group trip, call MWRS.

### Family Day '93

Family Day '93, Sunday, Sept. 12, kicks off with ceremonies at 11 a.m. in the fuel cell hangar. Activities include:

**10 a.m. - 4 p.m.:** Air Guard Museum tours. A continuous shuttle bus will depart from Bldg. 852. Grenada liberation reenactment show times are at 11:30 a.m., 1 and 2:30 p.m.

**1 p.m.:** Games begin, including golf shot, frisbee toss, softball speed throw, moonwalk, Jacob's ladder, kids' races and dunk tank, with "dunk the commander" at 1:30 p.m. All activities take place at the ballfields.

**3 p.m.:** Unit tug of war begins at the ballfields.

There will also be unit displays, face painting at the clinic display area and an Officers Wives Club bazaar, all held in Bldg. 870. Static display aircraft will include an F-16, C-141, different helicopters and possibly a C-5.

*Contact MWRS  
Ext. 5316, Bldg. 852*