

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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 UPAR of the Year 1992)*

* Indicates this month's contributors.

On the cover



(Photo by SSgt. Janet Byerly)

SSgt. James Hoehn, 934th MS, is one of the many people "behind the scenes" who play a critical role in supporting the flying mission. See the special section on operations, pages 5-11.



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Commentary

Weigh-in woes

by Col. Michael Gjede,
 934th group commander

For many of you, the November UTA is synonymous with the dreaded weigh-in--that once-a-year event forcing us to assess the image we project in uniform.

Although the weight program isn't the most popular in the Air Force, I firmly believe that it is one of the most important. Being fit promotes an overall healthy lifestyle as well as improving military performance. And let's face it: the public's confidence in us as a fighting force is compromised if we appear to be out of shape and unhealthy, two conditions resulting from unhealthy eating and lack of exercise.

In the weight program, it's the individual's responsibility to achieve and maintain body fat standards. This presents a unique challenge to reservists, who

don't wear the uniform every day as their active-duty counterparts do. Plus recent changes to the Air Force Reserve supplement to Air Force Regulation 35-11, "The Air Force Weight Program," presents an even tougher challenge to reservists.

Although required to lose one percent of body fat per month (instead of two percent), reservists will no longer receive monthly body fat checks. Each person will be required to meet their standard by a target date, one month for each percent overfat, or face reassignment to Headquarters Air Reserve Personnel Center. Meeting the standard will require some discipline and sincere efforts to make lifestyle changes, including healthy eating and regular exercise.

These are tough challenges for some, but if met, they will improve your life, both on and off the job. □

Presidential recall

Watch for changes in mobilization rules after study

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

The current process by which reservists are mobilized is based on a World War III scenario in which we knew beforehand how many people would be needed, where they would go, and roughly how much time we would have to get ready.

The world we live in today requires immediate reaction to immediate needs. We no longer have the luxury of time, but must focus, instead, on quick and flexible response rather than sustainment. Reserve employer and family issues notwithstanding, instinct tells me that we will be called on more often, with less warning than ever before.

We offer our leaders flexibility, but it can be cumbersome for them to utilize our full potential. The Department of Defense is looking at ways to adjust current laws and regulations to allow quick access to all we offer. In an effort to streamline the process, the Secretary of Defense established a working group to review both peacetime and wartime accessibility of reservists. Once their work is complete, I believe we will see significant changes in the current system of presidential recall and mobilization of all reserve forces. □

UTA schedule

Stay alert for future changes!

Dec. 4-5	May 14-15
Jan. 8-9, 1994	June 4-5
Feb. 5-6	July 30-31
March 5-6	Aug. 13-14
April 9-10	Sept. 10-11

Note: The annual holiday lunch at the dining hall is Saturday, Nov. 6.

Briefs in blue . . .

Reserve in Somalia

Air Force Reserve C-5 Galaxy aircrews began airlifting main battle tanks, fighting vehicles and more soldiers to Somalia Oct. 4.

Reservists from Kelly AFB, Texas; Westover ARB, Mass.; and Dover AFB, Del. flew to Hunter Army Airfield, Ga., to pick up 200 Rangers, 14 Bradley fighting vehicles and four M1-A1 Abrams tanks. (AFRNS)

Tech school requirements

With few exceptions, the Air Force's Year of Training policy requires everyone, including reservists, to attend technical school to obtain a 3-skill level.

Bluesuiters can skip school if they already have a major command-approved waiver, there is no technical school for the Air Force Specialty Code or the Air Force career field manager approves a waiver. (AFRNS)

Uniform news

The new Air Force dress uniform will go on sale at Army and Air Force Exchange Service stores in May. People coming into the Air Force won't receive the new uniform until sometime 1995. (AFNS)

Also, the elimination of some old specialty badges and creation of a few new ones will result in a badge for all service members, regardless of career field. New badges will be available in about a year. (AFRNS)

Brief briefs . . .

Federal employees who perform reserve duty could soon only be eligible to receive the greater of civilian or reserve pay, or take annual leave to receive both pays . . . **Gen. Colin Powell** retired Sept. 30 after a 35-year career, serving as chairman of the Joint Chiefs of Staff since 1989 . . . **The Department of Defense** has briefly delayed implementing President Clinton's new plan for homosexuals serving in the military, allowing time to issue guidelines to field commanders . . . **Gen. James "Jimmy" Doolittle**, the 96-year-old aviation pioneer best known for organizing the first aerial bombing raid on Japan, was buried Oct. 1 in Arlington National Cemetery . . . **Air Combat Command (ACC)** will change its emblem to increase visibility of its lettering, which will be changed from yellow to blue. (AFNS) □

Welcome to ACC

by Gen. John Loh,
commander, Air Combat Command
(See related story, page 11)

I extend to each of you a warm welcome to Air Combat Command. The marriage of the C-130 community and ACC is a natural union and recognizes our common mission. Our command has the responsibility for providing versatile combat forces worldwide and delivering rapid, decisive air power -- anytime, anywhere. While you have a broad capability applicable to many functions, your primary combat mission is to support the mobility needs of the theater commander. So we have much in common.

And, as you all know, your unique mission is much more than just moving cargo from one place to another. Only C-130s can perform combat assaults under fire, including Low Altitude Parachute Extraction, as you did at Khe Sanh. Only C-130s can throw an enemy off balance by moving the mass of a theater commander's ground force from one place to another as you did with VII Corps forces in the Gulf War. Only C-130s can arrive first in a theater with unimproved, unchartered airstrips like you did in Somalia. Only C-130s can deliver supplies from the air, at night, with pinpoint accuracy like you are now doing in Bosnia. In short, you fly a theater combat system and belong with theater combat forces.

The C-130 community has a rich tradition of excellence which we will nurture and improve in ACC. One way will be to create a C-130 Center of Excellence to be the focal point for C-130 tactics, combat delivery procedures, operational testing and advanced crew training. The future is bright, indeed.

But in ACC, people come first. So I am eager to have you join the ACC team of professionals, all equally important to the success of our diverse mission. We are a quality-focused organization with an operating style that creates a working climate, everywhere, that inspires trust, teamwork and continuous improvement in all we do.

Thanks for joining ACC. I look forward to meeting each of you as we, together, build the world's most respected air and space force, providing global power and reach for America. □



Two holidays, double thanks

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

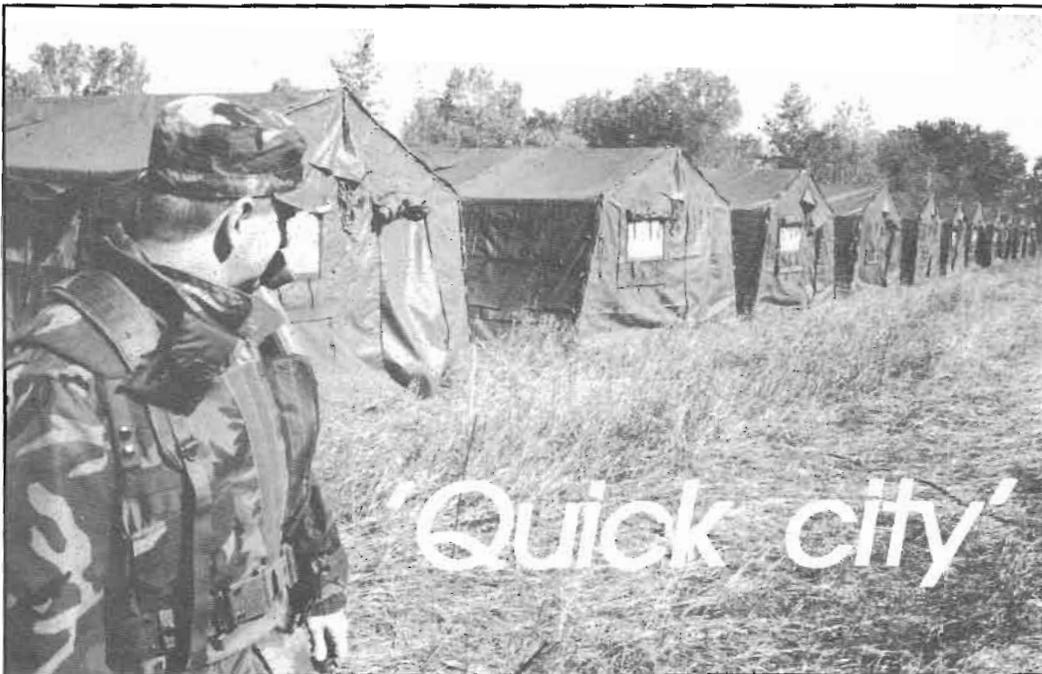
It's appropriate that Veterans Day and Thanksgiving Day fall so closely on the calendar. Over the years our military has given the nation much to be thankful for.

Our nation has been celebrating Thanksgiving since the time of the pilgrims. It was during the Civil War that it became an official national holiday, when, in 1864, President Abraham Lincoln

proclaimed the last Thursday of November a national day of Thanksgiving.

It may seem strange to some there can be anything to be thankful about during a war. However, I'm sure most veterans can testify there is much to be thankful for. In fact, sometimes when times are toughest we realize just how blessed we really are.

To all members of the Air Force Reserve and our veterans, thank you for your service and dedication to our nation. I'm proud of you. We continue to have much to be thankful for. □



Photos by Maj. Steve Hatcher

Left, Capt. Donald Kom, CES, surveys the "town." Above, chemical attack is anticipated.

by MSgt. Darrell Habisch,
934th public affairs

Scattered among the crumbling World War II ammunition smelting towers in Rosemount were dozens of tents sheltering 300 reservists during the annual civil engineering bivouac, Oct. 2-3. At first glance, this military bivouac would be difficult to distinguish from those occurring more than 50 years ago. Upon closer inspection, however, this one is radically different.

After securing the area, members worked together to "raise a community" for the weekend. Tents were pitched for communications, supply, heated showers, cooking and casualty assistance. Participants were from the 934th Civil Engineering Squadron; 27th Mobile Aerial Port Squadron; 934th Morale, Welfare, Recreation and Services Squadron; 934th Communications Flight; and the 934th Mission Support Flight's PERSCO team (Personnel Support for Contingency Planning).

According to TSgt. Chuck Super, readiness management NCO for CES, "We were tested according to various scenarios,

SSgt. Kenneth Kruger (left) and SSgt. Gerald Karels, MWRS, helped see to it that the troops had a few hot meals.



most of them arriving through the communications flight. That link was critical, and they did a great job."

The reservists were protecting a mythical country called Moknod where intense fighting raged. Scenario scripts arrived describing the aggressors as not wearing chemical protection gear, indicating no chemical threat likely. A "friendly" plane had been struck by the aggressor and requested an emergency landing. Later in the afternoon, enemy aircraft were spotted taking off, causing a Condition Red, or imminent chemical attack, at the bare base bivouac.

"That was a good chemical warfare exercise," continued Super. "We had to not only protect ourselves from imminent attack, but also check for exposure and practice chemical containment."

Not totally trusting the portable radios to be secure from enemy eavesdropping, CF technicians wired a direct telephone link between the communications tent and the CES command tent. "That was a very good move," said Super. "It helped us practice another element of field communications."

Unlike bivouacs of yesteryear, lunch didn't arrive in tin cans with a stick of gum and a cigarette but in plastic bags marked Meals-Ready-to-Eat (MRE). "We had MREs for lunch while the attack scenarios were happening and hot stew for supper," said Super. "Everyone had plenty to eat with a hot breakfast on Sunday morning. All the services people did a great job. Our own utilities and heating/ventilation/air conditioning/refrigeration people also were able to show off their skills."

Another major part of the bivouac was breaking camp. "It's just as important to know how to palletize your gear and move on as it is to set up," Super explained. "One thing I tell people is that you can't fail practice. This practice was a great one. It didn't rain, and we did a lot of things right. Now we go back and evaluate our mistakes and decide how we can be better. That's what training is all about." □

Viking Flyer special section:

OPERATIONS



by Cherle Huntington,
934th public affairs

Seeing a C-130 depart the base is like observing the tip of an iceberg -- the few minutes it takes to leave represents hundreds of hours in planning, training and testing.

For the crew, the same is true. The hours needed for that mission is only a fraction of the time required for an aircrew member to maintain currency and handle an ever-increasing workload.

"System-wide, C-130 crews are committed to perform two-and-a-half times their annual tour time," said Lt. Col. Gerald Von Berge, commander of the 934th Operations Group. "We expect five weeks of active duty from every crew member, only to support Operation Provide Promise and Coronet Oak."

Von Berge said that five weeks doesn't include special taskings, including cross-country trips, transportation for various squadron deployments or "nav over water" flights, required over-ocean skill testing for navigators.

"What allows us to maintain this Reserve 'go anywhere, anytime' business is our experience level," he explained. "The average pilot in the 934th has something around 3,700 flying hours, and that's averaging in newer co-pilots with only 300 or 400 hours. That's probably twice the average flying time for the active duty."

But even that high experience level doesn't compensate for increasing taskings requiring long-term commitments from Reserve units, according to Von Berge.

"Last year, we had crews in Europe from mid-July to mid-November for Provide Promise," he said. "By the time we'd finished that mission, almost everybody in the unit had been there once. Some went twice, and some went three times. At that point, you start running into problems with employers and families."

Some of the employer problems reflect back on the high experience level of most reservists -- they are equally experienced in their civilian career fields.

"A lot of our people are well-established in business," said Von Berge, "so they have a higher level of responsibility in their civilian careers. To sustain this high activity level in the Reserve has even greater impact on their civilian jobs, because they are increasingly valuable to their civilian employers."

Though time commitments have to be the most stressful area for operations overall, the shrinking budget has played havoc as well.

"Last year's operations budget was a little tough," he said. "We had a \$24,000 Operation and Maintenance budget for fiscal year 1993. That's almost what we spent in 1992 on flight clothing alone."

Though budgets continue to shrink, the flying hours allotted for each year has remained relatively stable, Von Berge said. He explained, however, that those hours don't include what appears to be a never-ending need for flight-supported training for other squadrons.

"Not one hour is allocated for aerial port training, aeromedical evacuation flights or 'government air' transportation for 934th units," said Von Berge. "Anytime we do that, it comes out of the training hide of aircrews."

That "training hide" is a thin one, to say the least. Von Berge said aircrew members have to be "absolutely up-to-date" on all their training requirements. They are tested on a regular basis, via both unit-level evaluations and active-duty inspections, such as August's Aircrew Standardization/Evaluation Visit (ASEV).

The ASEV went well for the squadron, according to Von Berge. "All our instructors and evaluators were evaluated," he said. "Most of our line crew members were evaluated, and all received closed-book written exams. All went excep-

Assignment: 'ops'

A C-130 leaving the airport scarcely earns even a glance toward the sky, because we're so accustomed to aircraft operations -- or are we?

Perhaps we're familiar only with the image of flight, the end result or the "sortie launched" without understanding what it takes to make the flying mission happen.

In this section (pages 5-11), you'll learn a little more about the heart of the 934th -- operations. In the following pages, you'll learn about such areas as flight scheduling, intelligence, standardization/evaluation, the command post and training. Hopefully, the stories explain the basics of each area without being too simplistic.

You won't learn everything there is to know about operations, but you'll have a better idea of the enormous amount of work "behind the scenes" helping that C-130 head out for parts unknown.

tionally well, and all our programs were in fine shape."

Aircrew members know the "testing" ropes, however, as they spend as much as 14 hours on required written exams annually, not counting Professional Military Education, according to Von Berge. In addition, there are annual requirements for four-day simulator training plus "check rides," or flights graded by standardization/evaluation.

In fact, approximately half of the active-duty orders issued here last year were for operations, reflecting the high level of activity sustained. Estimates show that the 96th also has about four times as many school tour orders as other units.

"It's going to be hard to demand much more than we're demanding now," concluded Von Berge. □

Crew chiefs

by Shannon L. Armitage,
934 AG UPAR

The crew chief-- that's the last person off the aircraft and the last person off the flightline, the person working in sub-zero weather conditions and during all sorts of hours.

To ensure the airplane is in prime condition, crew chiefs do everything from washing the plane to inspecting it, part by part. As crew chief TSgt. Rick Klick explained, however, a crew chief's primary focus is preventative maintenance.

"The crew chief is responsible for the entire airplane," said TSgt. David Strande. "He (or she) coordinates the specialists, as far as what parts need to be ordered and under what priority. Their top priority is to make sure the airplane is flyable and ready to go as the mission directs."

SMSgt. Chuck Pollock explained that there are nine Air Reserve Technician crew chiefs who are each assigned an aircraft. He said Reserve crew chiefs are called "floating crew chiefs" who temporarily take care of an airplane as needed.

Pollock continued, "All crew chiefs are termed APG-- airplane general mechanic . . . A crew chief is familiar with all parts of the aircraft but doesn't have to be able to fix all parts."

According to Strande, any reservist can be a crew chief by obtaining a position on the flightline, but to be fully qualified, it takes rigorous testing, on-the-job training and a lot of experience. He said it usually takes three years for a crew chief to be upgraded and fully competent.

The biggest stress factor for crew chiefs is when there's a short amount of time to prepare the aircraft for flight, and there's a

'Have crew chief, will travel' could be the C-130's motto as it hustles around the world



(Photo by TSgt. Tom Dyer)

TSgt. David Strande, crew chief, checks tire wear on a C-130.

manpower shortage, Strande said. "It is especially nerve-racking when an aircraft breaks down on the launch," he added. "You have to hustle to fix it and get it to take off."

But Strande said there are a lot of benefits that go with being a crew chief. "Crew chiefs are put in for many cross-country trips, and they are always right in the middle of things, always near the planes," he said, "We get a lot of compliments on our work at the places we go, which is gratifying."

The flightline used to fall under the 934th Maintenance Squadron, but with the new organization, crew chiefs are now part of the 96th Airlift Squadron. Strande liked this move, saying "It used to be that we were behind the scenes, but now we're right up there in front." □



(Photo by 1st Lt. Jim Mayes)

Simon says, 'Jump'

The 96th Airlift Squadron participated in a unique airdrop with the U.S. Army and Canadian forces, including the Canadian Airborne Regiment. The drop took place Sept. 25 at Pembroke, Ontario, north of Toronto. It was the first time the 96th has flown a joint, combined, nine-ship mass personnel drop. The C-130s flew low level, airdropping 540 paratroopers, 60 per aircraft. The 96th flew as the lead aircraft in the third and last element. Other aircraft came from various Reserve and Guard units.

Aircrew scheduling

Hectic pace, heavy taskings keep schedulers busy

by Mark Davidson,
934th public affairs

The aircrew scheduling office -- their job is properly staffing over 1,000 flights a year while making sure over 150 aircrew members from five different 934th units fulfill dozens of training requirements every six months. Sounds like a work place a person could go crazy in.

"It's only crazy in here from 7 a.m. to 4 p.m.," said MSgt. John Nutting, an Air Reserve Technician flight engineer detailed into the scheduling office. He is an assistant to the scheduling officer, primarily supporting mission planning.

"We're busy because we're trying to meet the needs of nearly two dozen internal and external customers on a monthly basis," said Capt. Toby Hammer, the chief flight scheduler.

The internal customers of the scheduling office range from aircrew members, aircraft maintenance people and the different aircrew section chiefs and evaluators to the customers in aerial port, public affairs and other base units that require airlift, pointed out Hammer.

"We also have external customers," added Nutting. "Some of these people are the Air Force Reserve and active-duty Air Force recruiters, Civil Air Patrol and ROTC, along with the other military services who



Photo by Mark Davidson

Hammer (left) and Nutting

use our C-130s for their training or logistical needs."

Making sure their customers needs are met starts with one basic requirement -- the flights must have the aircrew members to fly them, according to Hammer.

"We know at the beginning of each quarter what mission taskings we have for cross-country flights and local training flights," said Hammer. "We then mail a schedule to all aircrew members about three weeks before each month asking them to list their availability for flights."

The aircrew members mail in their availability forms to each of their sections -- navigators, flight engineers and loadmasters -- who then provide the names to scheduling to fill up the flights.

"The pilots call or mail their availability forms into scheduling, and I plug their names into the schedule based on the type of training items they need to accomplish locally or on a cross-country mission," said Hammer.

Once all the names are into scheduling, the mission planning function kicks in. "For cross-country flights, I make the arrangements for billeting and vehicles along with coordinating the types of cargo or personnel that we are transporting," said Nutting.

After names are plugged in, training is scheduled, and cross-country missions are set up, the flying schedule is mailed to the flying reservists and base agencies directly and indirectly involved with the flying mission. "If an aircrew member calls in to say he or she can't make a mission, we have to scramble and fill that hole," said Nutting.

Phone calls, either adding or canceling an aircrew member or mission, seem to be a norm for the office. "We are only a phone call away from a tasking like Bosnia or Desert Shield that we must fill with trained and ready aircrew members," concluded Hammer. □

Viking Victors: Capt. Wade Farris



New position: 934th operations officer, Air Reserve Technician.

Job responsibilities: In charge of operations for the 96th Airlift Squadron, including training, life support, tactics, scheduling, operations administration and aircrew sections for navigators, flight engineers and loadmasters.

Education: Bachelor's in business, University of Alabama, Tuscaloosa, Ala.

Hobbies: Golf, fishing, camping, hiking, biking.

Professional organizations: Reserve Officers Association.

Goals: "My immediate goal is to learn how to fly the C-130 as well as I can and learn as much as I can about the 96th and the 934th Airlift Group. Long range, I want to do what I can to make the 96th an even better organization than it already is."

Family: Wife, Kim, and two children who live in Alabama. Plan to live in Minneapolis. □

Intelligence

Customer service -- not spy action -- is their basic mission

by MSgt. Tim Turner,
934th public affairs

Webster's dictionary defines an oxymoron as, "A combination of contradictory words," such as tough love, jumbo shrimp, or one reservists might be familiar with: military intelligence.

When it comes to the 934th Intelligence Office, however, the words "military intelligence" take on a whole, new light -- and lose their joke value, too.

All of the three officers and four enlisted personnel take their mission seriously, according to Maj. Lewis Luyster, senior intelligence officer.

"Our mission is to provide intelligence information to any 934th group that needs it, particularly the aircrews, security police, aeromedical personnel and the group commander and his staff," he explained.

Luyster went on to say that much of the information his staff disseminates is in the form of intelligence briefings made to reservists deploying to foreign countries.

"For example, before our aircrews go to Latin America for the Coronet Oak (Panama) rotation, we brief them on any enemy air threats they may encounter in potentially hostile countries they're flying to," he explained.

"We may also brief them on the political status of those countries and the relationship they have currently with the United States -- whether it's friendly or hostile," Luyster continued.

Besides disseminating intelligence information to aircrews, the intelligence office also briefs 934th Security Police Squadron members deploying overseas or to Latin America.

"If our security police squadron, for example, was protecting a landing strip in the middle of a jungle in South America, they'd need to know if there was a threat of an air or ground force attacking that strip," he said.

Along with giving briefings, the intelligence office teaches survival training skills to aircrew members,

according to SMSgt. Chuck Stemig, NCO in charge.

"We work closely with base life support to teach our aircrews what to do if they're ever behind enemy lines, such as how to contact a rescue plane, avoid capture or reunite with fellow aircrew members if they get separated," he said.

While most 934th offices rely on other base departments to get their job done, Luyster indicated that the intelligence office is almost totally self-supporting. "Because of the nature of our mission, we have to maintain a low profile and now over-depend on others to get our job done," he explained.

While the intelligence office keeps its low profile for security reasons, at the same time it is important that 934th reservists know the basics of what the office does, SSgt. Jason Velasquez emphasized.

"Hopefully, when reservists and their spouses read this article, it will help dispel the myth that we're in the spy business," he said. "In reality, we're in the customer service business." □

'Stan/ eval'

*This section
monitors aircrew
qualification via
never-ending
testing -- both at
the desk and in
the air*

by SSgt. Janet Byerly,
934th public affairs

Usually training and testing go hand-in-hand. At some point, however, you need to show that you have mastered the tasks you've learned.

The standardization and evaluation section, or stan/eval, of the 96th Airlift Squadron administers the tests and check rides to ensure our aircrew members stay fully qualified. They are tested in their knowledge of everything from emergency procedures to safety, as well as their proficiency in flying or navigating or loading the C-130.

"We put the 'mission ready' stamp on the aircrews' foreheads," said Maj. Grelon Williams, chief of stan/eval for navigators.

"What we do is comparable to quality control in the private

sector," he continued. "We do the final inspection of our 'product,' our aircrews."

Although the details vary somewhat, aircrew members are required to pass written and in-flight evaluations known as check rides, every 17 months.

Utilizing a checklist, the evaluators, all of whom are proficient and maintain currency in the aircrew position they evaluate, judge the on-the-job performance of all pilots, navigators, flight engineers and loadmasters.

"We either check visually or ask the crew questions to ensure they know their procedures, and that they accomplish the tasks safely and effectively," said Capt. Steve Chapman, chief of stan/eval. "For pilots, these evaluations range from low-level tactical missions to instrument flying, requiring very complicated decision-making processes."

"For the navigators we might evaluate a low-level drop at the Jordan drop zone," said Williams. "The drop has to be on time and on target; those are the results we're looking for."

The evaluators are also evaluated and certified by their counterparts at 12th Air Force, the active duty Air Combat Command gaining numbered air force.

"You've got to be right," said Williams. "You are the expert. The evaluations are very subjective and situational. There are lots of gray areas. The commander relies on us to use our better judgment and to be objective." □

Command post

by SSgt. Larry Dean,
934th public affairs

They're the first in and the last out when a worldwide or local crisis affects the 934th Airlift Group-- an information hub for the commander and his key personnel.

"It's not fancy equipment or procedures, it's the people who are critical to our success," said the chief of the command post, Maj. John Floersch. He describes his team of professionals as the base's "nerve center for information."

The command post's two Air Reserve Technicians and six reservists handle the wide range of activities on base, including the daily flying mission and taskings from higher headquarters for events such as mobility troop movements or natural disasters.

"Every day is different," explained TSgt. Clark Johnson, command post technician. "We're prepared to deal with all possible things. This means everything from handling emergency situations to getting special equipment for a cross-country flying mission."

"We have three main functions in the command post," said Maj. Bill Flanagan, training officer. "**Flight following** is the tracking of our flying missions. **Reporting** is any formal report for Headquarters Air Force Reserve, Air Combat Command or the Pentagon, and it could include information concerning a protest on base, a fire or even deaths. **Emergency actions** include things along the lines of tracking and posting alert statuses or chemical warfare threat conditions."

Johnson added that, although the command post crew tries to be proactive in all they do, the very nature of the job involves reacting to situations as they happen. "An example of this could be responding to a particular emergency by informing the commander and following the outlined procedures for activating the commander's battle staff to handle the crisis."

Flanagan noted that the command post also keeps daily logs of significant events and works as the focal point for information for the commander and key staff who would deal with a particular event. "It's not

It's the 'nerve center for information,' but it's not high-tech or heroic. As the chief says, 'We're simply a conduit to pass information to the right person . . .'

glamorous or heroic," said Flanagan. "We're simply a conduit to pass information to the right person and advise them in handling the event."

When the command post staff tracks daily flying missions, they record such things as who flew, airdrop scores and more. They also track tail numbers of aircraft and their destinations, plus gather information such as maintenance schedules, flying schedules and pertinent weather forecasts for the commander's daily "stand-up" briefing.

The command post team also could deploy to a forward operating location, providing critical information to the commander and battle staff there. In a

wartime environment, this could mean coordinating information ranging from personal injuries to terrorist threats to the base.

"It's a high visibility job we have, one where all of our people work with those at the top to handle events," said Floersch. "Our accuracy and timeliness are critical so the decision-makers can make their decisions."

"When your job involves dealing with the full range of possible emergencies and coordinating them with the top officials, it makes things like inspections less stressful," Floersch concluded. "It puts things into perspective when you handle a crisis." □



Heading for the Hall of Fame

Capt. Kelly Bankole, 96th Airlift Squadron navigator, headed to Oshkosh, Wis., in October for induction into her high school's "Hall of Fame." She addressed an assembly of approximately 1,200 students, plus talked about Air Force Reserve careers to a smaller group interested in pursuing college degrees in geography.

(Photo by Mark Davidson)

'SOF'

A Supervisor of Flying might have a quiet evening waiting for flights to return -- or a nightmare of bad weather, noise complaints and emergencies

by MSgt. Tim Turner,
934th public affairs

Anyone who thinks the 934th's aircrews spend all their working hours in a C-130 should stop by the base operations desk some weekday evening.

While it's true that on the "customer" side of the desk, you'll probably spot an aircrew member preparing for the next flight, on the other side there will be a pilot or navigator pulling "SOF" duty.

That's not "soft" duty, but "Supervisor of Flying," and that's the person responsible for running base operations during off-duty hours.

"The SOF's duties may include giving the aircrew an update on weather or helping them prepare their flight plan," explained Capt. Dyrhaug, a pilot from the 96th Airlift Squadron pulling SOF duty. "But the SOF may also handle aircraft noise complaints and be on hand during VIP visits, such as when Hillary Clinton came to Minneapolis in September."

Dyrhaug went on to say that whenever aircraft are moving on the 934th ramp, the SOF must be behind the base operations desk. On weekdays or during UTAs, an Air Reserve Technician pilot or navigator usually assumes this task.

Dyrhaug said that only officer aircrew members -- pilots and navigators -- are required to pull SOF duty. Yes, even the squadron commander has taken his turn behind the base operations desk.

Since Dyrhaug joined the 934th a year ago after coming off active duty at Elmendorf AFB, Alaska, he has pulled about a dozen

SOF shifts. "It usually involves a four- to six-hour shift beginning at about four o'clock, but sometimes it can go until midnight," he explained.

In a typical year, about half of all flying done by 934th aircrews is performed during weeknights. Dyrhaug explained that most of this flying involves proficiency training, such as touch-and-go landings, airdrops and low-level exercises. In addition, the majority of aircraft training missions by the 47th Aeromedical Evacuation Squadron are performed during weeknights.

While a SOF shift is usually trouble-free, Dyrhaug said that the person manning the base operations desk must be prepared for any contingency. For example, on the night Dyrhaug was interviewed for this story, a 934th aircrew performing touch-and-go's at the Rochester, Minn., airport cut their training short when the aircraft compass malfunctioned.

Many of the "unusual" incidents occurring on a SOF shift involve farmers calling to complain about C-130s frightening their animals during low-level training. "The most unusual story I've ever heard was the farmer who called complaining that two of his pigs had been electrocuted running into an electric fence after one of our planes scared them," he said.

But whether he's handling the most routine aspects of a SOF shift or the unusual ones, Dyrhaug said he enjoys pulling his duty. "If you're new to the base as I am, a SOF shift gives you a better sense of the overall mission of the 934th," he emphasized. "It also makes you feel like you're really contributing to some of the decisions made here." □

Aircrew training -- more than filling squares

by SSgt. Janet Byerly,
934th public affairs

Be glad you don't have Capt. Mike Dargen's job. He keeps track of the training records of more than 100 aircrew members, ensuring their readiness in a variety of flying and ground training tasks.

"It's really hard to keep all these requirements up to speed," said Dargen. "There has been an increased emphasis on ground training since Desert Storm. Now you can't be combat ready if you are deficient in any ground training requirement."

Dargen's job as training officer assigned to the 96th Airlift Squadron is to get new aircrew members qualified on the C-130, and then to maintain currency through the

completion of all flying and ground training requirements.

"My job is to push, prod and cajole the aircrew into coming to training sessions," he said.

"The key to success is to keep the training interesting and meaningful," he continued. "The combat survival training life support provides is excellent. Combat Aircrew Training, or CAT, is another good training program. It's a full day of training tactics, avoidance and other methods of increasing survivability in the air."

The pilots, navigators, flight engineers and loadmasters typically put in 110-120 days a year, counting UTAs, annual tour days, 48 Aircrew Flying Training Periods (AFTPs) and mandays, to accomplish all their training and operational requirements.

"We're a completely different animal than anyone out here because of the amount of time we spend doing these tasks," said Dargen.

One area getting a lot of training focus currently is Crew Resource Management (CRM).

"CRM focuses on better interpersonal skills among the crew, so that in a stressful situation we can reduce stress and better utilize our resources," Dargen said.

"If an engine is shot off and we're trying to do an airdrop, we have a lot happening in a short period of time," he continued. "It's easy to forget or miss something when you're in that kind of stressful situation. CRM helps teach the aircrew to handle the stress and better utilize the resources, the people and the equipment at their command." □

Warm welcome for 'Little MAC'

Four-star invites C-130s into ACC with promise of bright future

by Cherle Huntington,
934th public affairs

Gen. John Michael "Mike" Loh, commander of Air Combat Command, extended his personal welcome Oct. 5 to the 934th as it became a gained unit of ACC, effective Oct. 1.

He also clarified the logic behind bringing C-130s into ACC rather than keeping them in Air Mobility Command. The 934th visit was the general's first trip to a Reserve C-130 unit after the transition.

"The concept of having C-130s in ACC versus AMC is very im-

portant," Loh explained. He recounted how C-130s have been "shunted around" over the years, belonging first to Tactical Air Command, then to Military Airlift Command. In those moves, however, the

general said he did not see the C-130 community gaining priority for equipment, programs or people. In fact, airlifters in such cargo aircraft as the C-5, C-141 and C-130 were referred to as "Big MAC" and "Little MAC."

"And guess who Little MAC was," he said, referring to the C-130 mission. "That didn't sound too good to me . . . In our command, no one -- no system, no group of people -- is more or less important."

The general firmly believes C-130s belong in ACC. "You are very much involved in theater operations, regional conflicts . . . and theater combat delivery," he said. "That's what our mission is in Air Combat Command. Our bread-and-butter, big mission is providing forces -- training and equipping forces -- for theater air operations."

He explained that in order to meet that mission, C-130s are critical. "It's better to be part of the organization that's responsible for that mission of theater operations," he said. "Also, it frees up AMC to work harder on a much more challenging mission for them: getting all the people and equipment in the U.S.A. to wherever the conflict is." He added that very little of the U.S. forces remain overseas, resulting

in a big intercontinental transport challenge.

"The C-130 folks have a very challenging, difficult and dangerous mission these days," the general said. "The mission of the C-130 force has grown significantly just in the past three or four years. You are involved in more operations today than you have ever been before . . . and you are not just a force that hauls parts and people from Point A to Point B."

Referring to the C-130 missions into Somalia and Sarajevo as "tough stuff," he said, "You fly in harm's way . . . The

"I can't think of a group of people . . . who have been challenged more and done more for our Air Force in the past two-and-a-half years than the C-130 team."

mission of the C-130 is more attuned to the combat mission of our command than they are to just the airlift mission."

The general pointed out that of the 402 C-130s in the Air Force inventory, only 166 are active duty and the rest, Reserve and Guard. "The bulk of the C-130 mission is flown by the Guard and Reserve," he said, "so therefore I'm very interested in making sure that we're an integrated force -- not just a total force -- working together. That's one of the reasons that here it is the fifth of October and I'm speaking to you in Minneapolis, because I recognize the

importance and value of the Guard and Reserve contribution."

He said that the C-130 mission has a big future in ACC, adding, "I can't think of a group of people associated with a piece of equipment or system who have been challenged more and done more for our Air Force in the past two-and-a-half years than the C-130 team."

He went on to say that even with the downsizing of the military, the "standard of success" is the capability to decisively win two conflicts the equal of Operation Desert Storm, at the same time and in different places. He said that meeting that level of excellence is expected to be done on a budget equating to less than what the country will spend on the interest on the national deficit this year.

Overall, the general stated that the transition into ACC should result in no significant changes in conducting day-to-day business. "Hopefully, we'll just get better," he said. "We'll take care of you better and work harder to get upgraded equipment."

With headquarters at Langley AFB, Va., ACC includes more than 185,000 active military and civilian personnel stationed at 300 separate locations in 20 different countries, operating 300 different kinds of aircraft. It is the gaining organization for 87,000 Reserve and Guard personnel throughout the United States. □

General Loh toured 934th facilities and an aircraft with the group commander, Col. Michael Gjøde (right), and chief of standardization/evaluation for navigators with the 96th Airlift Squadron, Maj. Grelon Williams (left).



Photo by Mark Davidson

Major facelift

by Cherle Huntington,
934th public affairs

A "big move into a little house" describes the plight of residents of Bldg. 852 as they relocate into trailers for a year during a \$1.3 million building renovation.

Reserve offices pack up this UTA in preparation for the move, which will begin immediately, according to Dave Swanburg, base civil engineer.

"Almost everybody in the building will move into a trailer," Swanburg said. "There will be five single-wide and one double-wide trailer, which will cost \$40,000." He added that they will have temporary phones and power, but no restrooms.

The "trailer town" will be located in the parking lot between the headquarters and communications buildings. "We'll lose 26

Bldg. 852 'goes down' for year, offices move into trailer town

of the approximately 1,200 parking spaces on the base," said Swanburg.

The renovation of the 1943-vintage building, which has undergone a number of minor remodeling projects, includes a new brick veneer exterior, carpeting, new wall finishings, lights, heating and central air, handicapped access features and fire protection systems.

Another major portion of the renovation is preparing for the relocation of Information Management, currently in Bldg. 760, into the area formerly used by the Civilian Personnel Office, Swanburg pointed out.

"This will be a very energy-efficient building," said Swanburg. "This renovation will be comprehensive, what is called the 'whole house concept,' where we do the whole thing in one shot. We're sorry for the inconvenience, but there's no way around it."

The project is scheduled for completion in December 1994. □

Typhoon versus aerial port

by SrA Shannon L. Armltage, 934th AG UPAR,
& SSgt. David Mattson, 27th MAPS UPAR

There were the usual briefings, the bag drags, and the scurrying from airplane to airplane, but encountering the angry winds and harsh rains of Typhoon Yancy made this annual tour one the 27th Mobile Aerial Port Squadron would never forget.

According to MSgt. Philip Smith, MAPS first sergeant, the typhoon occurred during the last days of the squadron's annual tour at Kadena AB, Okinawa, in late August. As part of their annual training requirement, the unit was augmenting the 603rd Aerial Port Squadron.

Smith said the unit had plenty of warning prior to the storm and were told to stay in their quarters throughout the worst part, which lasted 24 hours. He said the eye of the typhoon passed 50 miles west of Kadena, but there were still 95 mph winds on base.

"The storm eventually moved northward up to Japan, and it killed quite a few people," he explained. "Fortunately, no one on Kadena was injured."

"The buildings we were in were designed to take storms like that," he continued, "and it was obvious that the Kadena personnel had been through this before, because they had the base cleaned up in a couple of hours."

TSgt. Steven Priebe of MAPS said he saw the people of Kadena AB as well prepared. He said, "Nobody made a big deal about it... There was no power lost. Everyone knew what to do." □

Viking Victors: 1st Lt. Barbara Sullivan



New position: 47th Aeromedical Evacuation Squadron administration officer, senior Air Reserve Technician. Formerly with the 45th AES, Selfridge ANGB, Mich.

Education: B.A., research psychology, Pomona College, Claremont, Calif.

Hobbies: Snow skiing, walking, reading.

Professional organizations: Reserve Officers Association, Presidential Classroom for Young Americans.

Goals: "Contribute fully to the successful completion of initial Quality training in the 47th and 934th. Assist reservists with employer relations as Reserve requirements continue to increase."

Family: Husband, Jon Ellsworth, and two children, Laura (13) and Jeffrey (5); recently transferred from Michigan and now living in Hastings, Minn.

Comments: "I've seen the requirements of aeromedical evacuation units in the Reserve and Guard increase dramatically since Operation Just Cause in Panama in 1989. These units are unique in that they must maintain both their flying requirements and their medical expertise. As civilian medical professionals, family members and often as students, these personnel maintain demanding schedules and are truly dedicated to assisting our military members in time of need. I'm very proud to be the senior ART for this organization." □

*These are keys to success
as inspection time nears*

Self-inspection, crossfeed

by Mark Davidson,
934th public affairs

Looming ahead only nine UTAs from now, the September '94 Quality Air Force Assessment (QAFA, called "Cafe") may already have people wondering, "Are we ready for this inspection?"

You should always be ready for an inspection, according to Capt. Deborah Besselaar, the 934th Airlift Group executive officer and group self-inspection/crossfeed monitor.

"The crossfeed and self-inspection program is an ongoing process to help keep your unit running properly," said Besselaar. "It's like preventative medicine -- always maintain the body properly and you'll avoid major surgery."

There is a difference between self-inspection and crossfeed, but the two are related, emphasized Besselaar. "Self-inspection is the semiannual review of your inspection criteria checklists, along with other items, that you have from your higher headquarters," she said. "The crossfeed program is your review of other unit's inspection results, and then making sure the same discrepancies don't exist in your unit or division."

Besselaar pointed out that these two programs are "tools you can use to identify

and solve problems before the inspectors come in."

There have been some changes to those tools, according to Besselaar. "The 934th reorganization called for a restructuring of the way self-inspection and crossfeed reports are tracked and accounted for," she explained.

The 934th Form 14 now provides a standardized tracking system for reporting discrepancies to the base crossfeed monitor. Also, the forms will now be consolidated at the group commander level before going to the base monitor, according to Besselaar.

"In the past, the different group commanders would get one to two crossfeed reports daily from a unit under them," she said. "They would sign off on the reports and forward them to me."

Now each of the three group commanders will get a Form 14 for each crossfeed discrepancy, Besselaar pointed out. "Each of the three group commanders will send me a consolidated reply for each crossfeed report with a single cover letter," she said.

The consolidation of reports will save on paperwork, pointed out Besselaar. "It will also ensure that the group commander and the subordinate unit commanders have a handle on their self-inspection/crossfeed program, and know what's going on in their unit," she added.

There are two more changes to the process, Besselaar continued. "Each military

unit and civilian division will get a copy of an off-base unit's inspection report for their review and action," said Besselaar. She added that only Reserve QAFA and Operational Readiness Inspection reports will be sent out, meaning fewer reports for units and divisions to review. Gaining command reports will only be distributed if they relate directly to the 934th mission.

All in all, the changes are strictly administrative, because unit monitors, division chiefs, unit commanders and group commanders must still closely monitor their programs, Besselaar pointed out.

"A member of the Headquarters Air Force Reserve inspection team told me the following information during a recent telephone conversation," she recalled. "He said, 'We've found that units who pencil whip their crossfeed and self-inspection programs have a significantly higher number of findings during their inspections.'"

Col. Gjede, 934th commander, couldn't agree more. "I've been out with the inspection team many times in my career," said Gjede, "and I'm totally convinced that a quality crossfeed program and an honest self-inspection is the key to a successful inspection. I support Capt. Besselaar's efforts, and strongly encourage everybody to take these programs seriously." □

Viking Victors: Capt. Deborah Besselaar

New position: Group executive officer, Air Reserve Technician.

Job responsibilities: Group crossfeed and self inspection monitor, point of contact for VIP visits and a multitude of other administrative tasks.

Former duty: Spent almost five years on active duty as a personnel officer.

Education: B.A., sociology, University of Delaware, Newark, Del.; M.A., political science/history, Midwestern State University, Wichita Falls, Texas.

Hobbies: Reading, skiing, outdoor activities.

Goals: "One of my goals is to enhance the understanding of the crossfeed/self-inspection program through two-way communication. I'd like to see everyone realize its usefulness and not see it as a 'war against paperwork.'"

Family: Daughter, Olivia, age 2; live in Eden Prairie, Minn. □



Successful medical inspection

by Cherle Huntington,
934th public affairs

Nursing service lead the way for the 934th Medical Squadron's highly successful Health Services Inspection, Sept. 29-Oct. 3. The unit's last inspection was five years ago.

CMSgt. Bryant Tate, the unit's Air Reserve Technician, said that the team looks at 25 different areas, with medical readiness as the most important area.

"This is comparable to a Unit Effectiveness Inspection," explained Tate. "It's the biggest inspection that we have." He added that twelve of the 25 graded areas earned extremely high scores, but nursing service received a special laudatory.

"They were recognized for making the most improvement," said Tate.

"Nursing service is the core of the clinic that deals directly with patient care. The people in there deserve a lot of credit. These are accomplishments that would never be evident to anyone outside the clinic -- in fact, most of the clinic's accomplishments are like that."

The clinic overcame two challenges to excel in the inspection, according to Tate. First, there were two critical staffing changes only four months prior to the inspection: chief nurse and self-inspection monitor.

"Both areas received high scores, so that shows a lot of hard work and extra hours," said Tate. He said that the second challenge was the dual mission of the clinic: a peacetime mission of conducting physical exams, plus a wartime mission to train for combat readiness as a second echelon aid station.

"We only have one day each UTA to do our medical readiness training," said Tate. "The same people are involved in both missions, and we'll never have the luxury to be fully staffed in both areas."

Tate said there's no breathing room for the squadron to enjoy its "win," however. Quality training starting this month plus far-reaching mission changes expected in January will require unit members to match that inspection-type pace for the foreseeable future.

"From my 18 years of experience and travels to other units, this is the finest medical unit I've ever known," concluded Tate. "They're hardworking and cohesive. Even though we've gone from 25 people to 70 since I've been here, they still maintain that family cohesiveness. As busy as they are, they still care about the customer. I'm very proud of them." □

On patrol in Germany

Security police complete annual tour at Bitburg AB

by SSgt. Niklas Hammarberg, 934th SPS UPAR,
and MSgt. Tim Turner, 934th public affairs

From Sept. 11-25, 49 members of the 934th Security Police Squadron performed their 1993 annual tour at Bitburg AB, Germany.

The squadron deployed to Bitburg to support the base's active duty security police members and gain training in how to protect a foreign military installation.

While the security police members were at Bitburg, the base underwent a mission transfer in which their F-15 fighter planes were reassigned to another base.

"As a result, the base had an overabundance of security police, and some of us were reassigned from guarding aircraft to patrolling the base," recalled TSgt. Kevin Harstad, 934th security specialist.

Harstad recalled one patrol that he and a fellow 934th security police specialist, SSgt. Frank McKay, conducted one evening at Bitburg. "Sergeant McKay and I were doing a perimeter check when we noticed a woman standing on a bridge looking like she was going to jump," Harstad said.

"I quickly went over to where the woman was and grabbed her before she could jump," Harstad continued. "As it turned out, she was a German citizen, so we turned her over to the German police. It really makes you feel good when you have the opportunity to do something positive.

Although we don't know what became of the woman we saved, just knowing that we helped is enough."

Besides patrolling duties, many of the 934th SPS members were involved in training exercises involving unauthorized intrusion onto the flightline.

When they weren't training or patrolling, many security police members took short tours to Holland, Belgium, Austria, Switzerland and numerous cities in Germany. Some reservists visited the site of the World War II Battle of the Bulge, where the United States is building a memorial to commemorate the 50th anniversary of the conflict.

For some security police members, such as SSgt. Jeff Grates, the trip to Germany was the first time they had ever been out of the United States. "For me it was interesting to see how people in a different culture live, as well as to learn the German history," Grates said.

There was also plenty of history right on the base, according to Grates. "For example, the security police building at Bitburg was the headquarters for Hitler's tank division, and it was later occupied by the French after World War II," he recalled.

When it was time to head home, the squadron left Germany with a sense of accomplishment; they also left a strong impression on their active duty counterparts at Bitburg.

"I think they had a newfound respect for Reserve security police forces and also discovered that we can do the job as efficiently as they can," said SSgt. David Hardy. □

'Best of the best'

(See news in next month's issue)

Junior Officer of the Year

Capt. Jerin McRath

MedSq

Senior NCO of the Year

MSgt. Philip Winkels

CES

NCO of the Year

TSgt. Joseph Brinza

AES

Airman of the Year

SrA. Jennifer Nill

AES

PEP promotions

TSgt. Cara Anderson

OSF

TSgt. Maria Deforrest

MedSq

Promotions

TSgt. David Angerman

CES

SrA. Marc Christensen

MWRS

Maj. Daniel Fredenburg

AES

TSgt. Joel Johnson

CES

SSgt. Melody Schalesky

CES

TSgt. Steven Smith

CES

Awards

Meritorious Service Medal

TSgt. Glen Bellefulil (Ret.)

MWRS

Lt. Col. David Stegmaier (Ret.)

AG

Lt. Col. Thomas Thibedeau (Ret.)

MAPS

Air Force Commendation Medal

SSgt. Russell Carnes

CES

TSgt. Constance Gastonguay

MedSq

TSgt. Robert Jones

MS

SSgt. LeRoy Miller (Ret.)

MWRS

MSgt. Julie Perry

MedSq

SSgt. Benita Verdugo

MedSq

Air Force Achievement Medal

TSgt. Rebecca Bean

CF

SSgt. Shawn Ferrin

MWRS

TSgt. Lisa Goetsch

AG

SSgt. Douglas Johnson

MWRS

SSgt. Roger Stanford

MAPS

SSgt. Gregory Tackaberry

MAPS

Newcomers

SrA. Cheryl Alexander-Ely

MS

SSgt. John Babcock

CES

SSgt. Steven Billington

CES

SrA. Craig Blomgren
 SSgt. John Boheman
 SrA. Trent Champion
 SrA. William Chelmowski
 SrA. Patrick Church
 Sgt. John Daily
 SrA. Rickey Dunn
 A1C Robert Emmers
 Sgt. Jodie Eversman
 SSgt. Michael Garney
 Sgt. Jose Gonzalez
 SrA. Jeffrey Guest
 SSgt. Mark Hazel
 MSgt. Donald Kimble
 SrA. Jeffrey Kraus
 SrA. William Larrimore
 SSgt. Michael Lein
 SrA. Joel Oeltjenbruns
 SSgt. Perry Ojutkangas
 Sgt. Steven Pishler
 SrA. Thomas Pitzen
 Sgt. Sally Poindexter
 SrA. Leslie Rhoades Jr.
 AB Christopher Rieland
 SSgt. Michael Riisager
 Sgt. John Ritter
 SSgt. Earl Robinson
 Sgt. Gregory Robinson
 MSgt. Mirian Ross
 SrA. Brian Shupe
 Sgt. Karin Slagle
 1st Lt. Barbara Sullivan
 SrA. Allan Teich
 Sgt. Timothy Thompson
 Amn. Jeffrey Watt
 SSgt. Anres Waszcenko
 A1C Brian Zelazny

MS
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 LSS
 AG
 MedSq
 AS
 CES
 SPS
 CES
 MS
 AG
 MS
 MSF
 AES
 CF
 MAPS
 OSF
 MS
 AES

Sgt. Curtis Hochstetler
 MSgt. Laurence Larson
 Sgt. Mark Nistler
 A1C Scott Severson
 SrA. Michael Simon
 SrA. Michael Weinberger
 SSgt. Michael Zimm

AS
 LSS
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 MS

Retirements

MSgt. Steven Burmeister, an air transportation manager with the 27th Mobile Aerial Port Squadron, has retired after over 22 years of service, the last 20 with the aerial port. He was awarded the Air Force Commendation Medal upon retirement. Burmeister started his career on active duty in 1970 at Grand Forks AFB, N.D., and joined the 934th aerial port in January 1973. As a civilian, he is a senior programmer analyst with HealthSpan Health Care Systems in Minneapolis. He and his wife Jacqueline live in North St. Paul and have two children, Heather and Jonathan.

Lt. Col. Ray Yokiel, a pilot and flight commander with the 96th Airlift Squadron, has retired with over 24 years of service, with nearly the last 17 in the Air Force Reserve. He started his career with the active-duty Air Force in 1969, and he served in Vietnam, Operation Just Cause in Panama and Operation Desert Shield. He accumulated approximately 5,000 flying hours in the C-130. As a civilian, he is an organic farmer in Wells, Minn. He and his wife Marti have four children: Laura, Matt, Karen and Beth.

Community College of the Air Force

MSgt. Patricia Boettner SPTG
 Administrative Management
SSgt. James Clausen CES
 Fire Science
SSgt. James Edvenson MS
 Aircraft Systems Maintenance Technology
TSgt. Michael Sabaka MS
 Aircraft Systems Maintenance Technology
SSgt. Heidi Schmidt CF
 Information Systems Technology
MSgt. Carroll Steffen AS
 Aircrew Operations
SSgt. Michael Vosen MAPS
 Logistics

Reenlistments

SSgt. James Bixby
 SSgt. James Brausen
 SSgt. John Byerly
 SSgt. Brian Constans
 SSgt. Lawrence Corrigan
 SrA. Rick Cortez
 SSgt. Toivo Fleck
 SSgt. Dennis Forbush
 SMSgt. Thomas Foss

MS
 MedSq
 CES
 CES
 CES
 CES
 CES
 MS
 AS

In memoriam

(Editor's note: **TSgt. Jennifer Backholm**, 934th historian and 16-year reservist here, passed away Oct. 6. She was a resident of Spring Lake Park, Minn. The 934th Information Management Office is handling donations in her name for the American Cancer Society.)

Jennifer was a very special person. She was a kind, intelligent, hard-working person who took on responsibilities, giving 150 percent. Jennifer has touched so many people with her kindness and caring ways. She never had a bad thought or word about anyone, always finding their good points. She was and always will be a special friend and caring person. She was always concerned about people and would do whatever she could to help others. She was always ready to brighten your day with her beautiful smile and soft-spoken voice. Jennifer will always be remembered and truly missed by her friends at the 934th Airlift Group.

-- From Jennifer's past and present friends at the 934th Information Management Office. □



Thanksgiving blessings

by Chaplain (Capt.) Charles Peters,
Installation chaplain

Psalm 95:2 "Let us come before him with thanksgiving . . ."

The first Thanksgiving was held in the autumn of 1621. It was held in gratitude for the colonists' first harvest in the New World. It is said that the pilgrims and the Indians sat down together and ate wild turkey and venison.

In 1784, Congress designated a day of national thanksgiving to commemorate the end of the Revolutionary War with the British. President George Washington issued the first proclamation for Thanksgiving Day, Thursday, Nov. 26, 1789. In 1815, President James Madison set aside a day in November for giving thanks for the end of the War of 1812.

For the pilgrims, it was after a harsh winter in the New World. For the nation, it was after each of two, separate wars had ended, that a day of thanksgiving was honored. When difficulties, hard times and adversity are overcome, there is a heart full of thanksgiving.

Each year of our lives, we go through some form and degree of adversity and difficulty. Thanksgiving Day is a time to thank God for his mercy, grace and provisions enabling us to overcome the hard times.

"Let us come before him with thanksgiving . . ." May you have a wonderful Thanksgiving Day as you give thanks for your personal victories in this past year. □

MWRS BRIEFS

Softball final standings

The final standings for the season's coed recreational softball teams are as follows:

MWRS	4	0
CF	2	2
MS	2	2
LSS	2	2
AES	0	4

Movie night

The 934th Morale, Welfare, Recreation and Services Squadron will offer a free movie on Saturday, Nov. 6, at 7 p.m. at the newly-relocated Recreation Services Office on the second floor of Bldg. 802 (fire barn).

Santa Anonymous

Remember that the holiday season is fast approaching, so next month, bring a contribution for Santa Anonymous. You may leave a new, unwrapped toy at one of the drop-off sites located around the base. For more information, call recreation services at ext. 5316.



Smokeout

Health risks decline dramatically once you 'kick the habit'

Quitters never win, unless what they're quitting is smoking, said Surgeon General Antonia Novello. Nov. 18 is the 16th annual Great American Smokeout, when smokers receive extra encouragement to kick the nicotine habit.

For the undecided who wonder if this might be the right time, there's good news for people who quit smoking:

After five to 15 years, the risk of stroke drops to the same for those who never smoked. Smokers have about twice the risk of dying from stroke as non-smokers.

After five years, the risk of cancer of the mouth, throat and esophagus is half that of those who still smoke.

After only one year, the risk of heart disease is half that of those who keep smoking. After 15 years, the risk is equal to that of those who have never smoked.

The risk of dying from lung cancer is 22 times higher for male smokers and 12

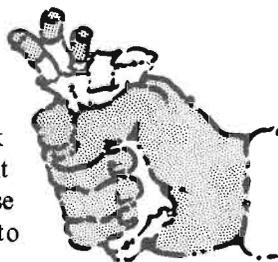
times higher for female smokers compared with persons who have never smoked.

Within a few years, the risk of bladder cancer becomes half that of those who keep smoking.

People who quit smoking before age 50 have half the risk of dying in the next 15 years as do those who continue to smoke.

While studies have shown people gain an average of five pounds after quitting smoking, the health benefits of quitting still exceed the risks of the slight weight gain.

If a woman quits smoking as late as the third or fourth month of pregnancy, the risk of a low-weight baby drops to the same as if she had never smoked.



Smokers have double the rate of low-weight babies as that of non-smokers and a 25 to 50 percent higher rate of fetal and infant deaths. One-fourth of American women continue to smoke throughout pregnancy.

Although no study has looked at rates of illness in children whose parents have quit smoking, the surgeon general proposed that lack of exposure to smoke would result in less frequent illness. Smokers' children have higher rates of respiratory diseases and middle ear infections than do children whose parents don't smoke.

"Passive smoking-induced infections in infants and young children can cause serious and even fatal illness," Novello said.

"Moreover, children whose parents smoke are much more likely to become smokers themselves." (AFIS) □