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# VIKING FLYER

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



# VIKING FLYER

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UPAR of the Year 1993) \*

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## On the cover



MSgt. Sharon Lake, 47th AES, explains the aeromedical mission of the C-130 to American Indian children touring a static display in North Dakota last month. See story, page 4.

(Photo by SSgt. Shannon Armitage)



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## Commentary

# Gearing up for QAFA

by Col. Michael Gjede,  
934th group commander

With only two UTAs left, we're heading into the homestretch in preparation for the August Quality Air Force Assessment. Now is the time to really fine-tune our operations. Using the tools we have -- the 4th Air Force Staff Assistance Visit report, crossfeed materials and unit self-inspection -- I'm confident we'll do very well.

The 4th AF SAV identified strengths and weaknesses. We should be using that information to enhance those strengths and to improve our areas of weakness. Any discrepancies should be given your full attention until they're closed out.

The review of crossfeed materials, particularly Air Force Reserve QAFAs, is crucial to our preparation. It's like studying for an open-book test -- these reports tell us what areas the inspectors are concentrating on. Your unit crossfeed/self-inspection monitors should be breaking down the latest report, which is from Barksdale AFB, La. I urge each of you to get your hands on this report and review it thoroughly.

A third, critical tool is the unit self-inspection. All units should be in the process of conducting their semiannual self-inspections, due at the end of this month. Using the Common Assessment

Criteria checklist, functional area checklists and any unit-developed checklists, we should be able to get a good idea where we stand. I encourage all functional areas to take this self-inspection very seriously -- this one counts!

There are some areas in which we, as individuals, can contribute to the success of our unit. I ask that each of you do your best to exhibit the highest standards of dress, personal appearance and military courtesy. Simple things such as a good haircut, a sharply-ironed uniform and properly-rendered salutes go a long way in contributing to a unit's success. It not only shows pride in our unit, but gives the Inspector General team a positive first impression.

Finally, I ask that each unit use the study guide provided to us by Headquarters AFRES, Air Force Regulation 123-1, The Inspection System, AFRES Supplement 2. This supplement lists the criteria used by the IG team for evaluating units in various areas. Col. Don Schell, the 4th AF SAV team chief, encouraged its use to prepare for our QAFA. Search out the "salmon pages" of AFR 123-1 to give yourself a general idea of what the inspectors will be looking at.

I truly believe each one of us can contribute to a successful QAFA. Only by effectively utilizing the tools we are given can we achieve the top rating we deserve. □

## Empowerment

### Critical tool provides edge in tough times

by Maj. Gen. John Clossner,  
chief, Air Force Reserve

A key aspect of Quality is "empowerment."

Empowerment is the method by which we should conduct our day-to-day business, for maximum effectiveness and productivity. It means providing you, our trained professionals, with the tools and the decision-making authority to get the job done correctly the first time.

Empowerment makes you "trusted agents." It sends the message that you have our complete confidence to make sound decisions that will benefit the organization.

In this time of budget cutbacks, restructuring, base closures and realignments, we must use every tool available to maintain our readiness and combat capability. Empowerment is one of the most important of these tools. □

✂ UTA schedule	
July	30-31
Aug.	13-14 (Quality Air Force Assessment)
Sept.	10-11 (Employers' Day, Family Day)
Oct.	1-2
Nov.	5-6
Dec.	3-4

## Briefs in blue . . .

### C-130s realign under 10th AF

The Air Force Reserve's C-130s will realign from 4th and 22nd Air Force to 10th Air Force. A July 1 alignment date is set for 4th AF, which includes the 934th Airlift Group. On Oct. 1, 22nd AF will realign.

"The transfer of Air Force Reserve C-130 units to 10th AF is a welcome addition to our war-fighting capability," said Maj. Gen. David Smith, 10th AF commander. "This realignment will place all Air Combat Command-gained forces under the same numbered air force, thus providing better continuity between AFRES and ACC. We are implementing the realignment in phases to better support our C-130 overseas commitments." (AFRESNS)

### C-141s boost Bosnia effort

The Air Force dispatched five C-141 Starlifters from Charleston AFB, S.C., to Germany in May to boost delivery of humanitarian cargo into Bosnia. Nearly 150 people, including reservists from the 315th Airlift Wing (Associate) deployed to Rhein-Main AB, Germany.

C-141s carry twice the capacity of the C-130 Hercules airlift, which have been airlifting relief materials into Bosnia off and on since 1992. The Starlifters will remain in Germany, and other units will likely replace the Charleston personnel on a rotational basis. (AFRESNS)

### Firing requirements change

Some Air Force reservists will fire more often since the Air Force Reserve has adopted the active-duty firearms policy. Resulting schedules follow for these local specialties:

☐ Group A: (Including combat arms training and maintenance specialties and security police) Requirements remain largely unchanged for semiannual and annual weapons qualifications.

☐ Group B: (Including Prime BEEF, mobile aerial port, aircrew members armed for air operations security, command post entry controllers, couriers, weapons custodians and combat communications) Firing will be every year instead of every other year.

☐ Group C: (Including all other people with a mobility position and an assigned weapon in storage) People must qualify every other year instead of upon mobilization. (AFRESNS)

### Clothing rules relaxed

Individual Air Force travelers on all Air Force or commercial contract aircraft may now wear civilian clothing, regardless of duty status or destination. People wearing civilian clothing must ensure their clothing is neat, clean, warm enough for in-flight operations and appropriate for the mode of travel and destination, said officials.

If wearing a uniform, members should choose one of the blue service uniform combinations. The battle dress uniform is acceptable for people traveling on Air Force aircraft between military bases. (AFRESNS)

### Reserve triples commissioning training

Beginning this October, Air Force Reserve airmen selected for commissioning soon will receive three times as much training before earning second lieutenant gold bars. Deserving Airman

Commissioning Program participants will attend classes for six weeks at the Air National Guard Academy of Military Science at McGhee Tyson ANGB, Tenn., instead of the previous two-week orientation. The last two-week course ended in May. (AFRESNS)

### Acceptable family terms change

Recognizing the negative connotations associated with the word "dependent" when referring to members of a military family, the Under Secretary of Defense for Personnel and Readiness has asked for changes.

Under Secretary Edwin Dorn issued a memorandum to all military services, recommending the use of "family member," "spouse," "parent" or "unmarried child" rather than "dependent," except where legally required regarding areas such as benefits or privileges. (*Military Family*)

### Tips issued for new uniform fit

The new service dress uniform was built with comfort in mind, from the fabrics used to the design and fit of the garments. Here are some tips to keep in mind when buying the new uniform.

☐ The coat fits much differently, with larger armholes, more room in the chest and lower front openings. The coat has a looser fit; at the waist, you should be able to pinch two inches of fabric on each side.

☐ Men should fit the trousers first on their hips, making sure the pockets don't gap. Then the waist can be fitted accordingly.

☐ The women's skirt should have at least a thumb's width of material on each side of the hips, and the pleats should hang straight from the waist. If the skirt fits too snugly in the hips, women may want to try a "women's size," which has more fullness in that area, instead of the "misses size." Both the coat and skirt are available in misses and women's sizes. (AFNEWS)

### Burial policy revised

Reservists who serve 20 "good" years toward retirement pay, either solely or primarily in a reserve component, can now be buried in one of 114 national cemeteries operated by the federal government.

As previously, reservists with at least two years of active-duty service, along with their spouses and certain family members, are entitled to burial and headstones. Reservists who die on active duty also have been eligible for burial in the national cemeteries. (AFRESNS)

### Frequent Flyer perks reviewed

Air Force members and civilian employees enrolled in Frequent Flyer programs should know the restrictions on accumulating "bonus" or mileage credits and other benefits while performing official travel.

Members and employees are obligated to turn in to the government any gift, gratuity or benefit received from private sources while performing official duty. A bonus or discount ticket received is also the property of the government. Mileage credits may be accrued on a voluntary basis, but they may not be used for personal travel, even after retirement or separation from the service.

Travelers with questions about Frequent Flyer points accumulated during official travel should contact the 934th Staff Judge Advocate Office, Ext. 5385. (AFRESNS) ☐

# Rodeo '94

*It's time to head west, old C-130*

**F**or the third year in a row, the 934th Airlift Group will represent its gaining wing in Rodeo competition, June 25-July 2.

Reserve units from across the country are preparing for the U.S. Transportation Command's international airdrop and aerial refueling competition, Rodeo '94, at McChord AFB, Wash.

Reservists from 18 units will compete with members of active-duty Air Force, Air National Guard, Marine Corps and 12 allied nation teams. More than 1,800 people will vie for awards in flying, maintenance, combat control, aerial port and security police events.

This year's team chief for the 934th is Lt. Col. Ross DeKraay, 96th Airlift Squadron.

Other Reserve C-130 units competing include the 403rd Airlift Wing, Keesler AFB, Miss.; 911th AG, Pittsburgh IAP ARS, Pa.; and the 928th AG, O'Hare IAP ARS, Ill.



Aircrew events consist of airdrops, tactical navigation, cargo loading and short-field landings. Maintenance events include preflight and postflight inspections, aircraft refueling and daily observations, such as launching and recovering aircraft, maintenance activity and flightline safety. Aerial port competition includes engines running on- and off-load, static airdrop load inspection and a combat endurance course.

This is the first year McChord AFB is hosting the competition. Last year's contest

was at Little Rock AFB, Ark., and previous Rodeos were held at Pope AFB, N.C.

Rodeo '94 is a readiness training exercise emphasizing the ability to use aerial refueling operations and airdrop delivery methods to resupply ground forces when landing is not feasible. Aircrews compete for best scores when air refueling cargo aircraft and when airdropping U.S. Army soldiers, container delivery system loads and heavy equipment onto drop zones.

This year's Rodeo is the 14th in a series that began in 1979, with no competition held in 1988 and 1991. Last year, the Reserve's 440th AW, General Mitchell IAP ARS, Wis., won best air mobility wing and landed the best C-130 aircrew, airdrop, airdrop wing and wing awards. Also, McChord AFB's 446th AW took best C-141 maintenance, wing, aircrew, airdrop and preflight awards. That Reserve unit won the top wing award in 1992. (AFRESNS) □

by Mark Davidson,  
public affairs

**T**he C-130, its troop doors and cargo bay open, stood out against the flat, dusty North Dakota plains. In the distance, the aircrew could see waves of buses approaching the aircraft, and they were ready for them.

Army troops coming out to board the aircraft? Civilians being whisked away from a disaster area? No to both.

Aircrew and support people from the 934th Airlift Group were tour hosts on May 5 at the Devils Lake, N.D., airport for over 600 American Indian children from the Four Winds reservation school.

"The static display was requested by a teacher at the reservation," said SSgt. Shannon Armitage, a unit public affairs representative who went on the flight. "We had television, radio and newspaper interviews of the aircrew members who went on the flight. Plus the main event was touring through the C-130 for the kids."

## Devil's Lake

**A static display  
C-130 brought joy to  
600 little angels in  
North Dakota**

The school teacher Armitage mentioned is Bill Peyton, a former Air Force and Reserve member.

"This was a field trip for us," said Peyton. "Touring the aircraft and talking to the reservists will result in educational spin-off activities in the areas of science, physics, math, geography and American and world history."

Peyton added that two more important things happened for the students with the reserve visit. "First of all, the visit of a big airplane to a small school builds a positive self-concept for these children," he said. "Secondly, the visit of your plane and people shows there are numerous career possibilities for the children. And it was fun."

TSgt. Mark Benefiel of recruiting passed out hundreds of posters, pocket calendars, pencils and postcards to the children. "I loved it," said Benefiel, "because I have five kids of my own, and it's nice to do something for them."

The aircrew member making sure the kids toured the cargo compartment safely was SMSgt. Tom Foss, 96th AS chief loadmaster. "You could tell it was a new experience for these kids seeing a big airplane," said Foss. "I've done plenty of static displays but never with little kids. I loved seeing their eyes light up when they saw our plane. I'd do this again in a heartbeat for these kids." □

by Cherle Huntington  
public affairs

**B**ad weather may have put a damper on this "Viking's" plans, but in true Minnesota fashion, the more than 170 participants made the best of the situation.

Patriot Viking 94-01 was a joint-service flying and aerial port exercise, April 28-May 1. Participants came from the 934th Airlift Group; the 302nd Airlift Wing, Peterson AFB, Colo.; and the local U.S. Army Reserve's 13th Psychological Operations Battalion at Fort Snelling.

"The main purpose of the exercise was to give hands-on training to our newer people," said SMSgt. Mike Dressen, air transportation superintendent for the 27th Aerial Port Squadron. "For those who had never been team chiefs before, this gave them the opportunity to run a team."

He added that the exercise also provided engines-running onload and offload (ERO) training. "We took along some experienced people as trainers," Dressen said. "They were able to stand back and observe what was going on, offering technical expertise."

"What was going on" included both deployment and redeployment of 100 Army Reserve people and approximately 70 934th members, including aircrews, aerial porters, maintenance people, services members and firefighters, according to Dressen. Deployed locations were Volk Field and Fort McCoy, Wis. All in all, flying hours totalled nearly 36, with seven-and-a-half tons of cargo airdropped and 98 tons airlanded.

Before bad weather became a player, Dressen said, more airdrops were planned, as well as paratroop drops. Also, a C-141 was scheduled to come in for airdrop and loading exercises at Volk Field, but it, too, had to be cancelled due to other last-minute commitments. In fact, the exercise started following an unexpected snowfall of approximately three inches.

#### On the 'flying side of the house'

As for flying operations, Maj. Dick Gabe served as the planner and mission commander at home station. "We wanted to get aircrews over to a different drop zone, in a different area than we fly day-to-day," he said. "Also, we've had increases in our semi-annual requirements, so now we have to drop even more, including heavy equipment, Container Delivery System and actual personnel."

Two 934th C-130s and three from the 302nd participated, completing 22 sorties. According to Gabe, even the abbreviated schedule provided training to be thankful for.

"We can never practice enough," he said. "We want to try to keep this going, a minimum of once a year and maybe once every six months, depending on flying hour availability."

#### Good training

Dressen, too, said the exercise was very worthwhile. "It was good to go off station," he said. "To go to another location and to set up operations provides good hands-on training, and working with another service is outstanding training. When some activities

# Patriot Viking

**Aerial port, aircrews get a good workout with the Army Reserve, greasing lines of communication**



*The Army's oversized equipment, such as five-ton trucks, provided valuable loading training to aerial port members and loadmasters.*

*(Photo by Mark Davidson)*

were cancelled, we were disappointed, but nature rules. However, the unexpected arrival of a C-5 at Volk Field allowed our people to download that aircraft."

He said the Army couldn't praise the exercise enough. "They felt we had gone out of our way to train with them," Dressen said. "Many of their people hadn't flown in a military aircraft before."

Dressen added that from the start of planning back in August 1993, one of the goals of key players was to develop checklists in order to make it easier to set up similar exercises in the future. "The planning process should go much smoother next year," he said. "This was an exercise where costs were kept to a minimum. We did our best to keep expenditures down and still gain the most from the training.

"The aerial port thanks everybody who supported us in this endeavor," he concluded. "We're looking forward to doing it again." □

# Thanks to reserve forces

## USAFE commander extends praise, gratitude . . .

**T**his past year, U.S. Air Forces in Europe (USAFE) has been challenged by a combination of unprecedented organizational changes, dramatic reductions in our force strength and increasing operational commitments. Our ability to sustain our high operational tempo and maintain quality of life standards for our people would not have been possible without the help of the Air Force Reserve and Air National Guard. The Air Reserve Component (ARC) seamlessly augmented our forces with a combination of skilled volunteers, superb aircraft and dedication to mission that exemplifies the value of our Total Force. We deeply appreciate the ARC contributions to our on-going operations and the sacrifices this support requires.

"Over the skies of the former Yugoslavia, the ARC has been a major player in delivering humanitarian relief and enforcing U.N. resolutions. As part of Operation Provide Promise, ARC C-130s have flown over 5,203 sorties, compiled 9,180 flying hours and delivered 34,500 tons of much-needed supplies to those suffering in war-torn Bosnia. ARC aircrews routinely fly in a high-threat environment, often at night in some of Europe's worst weather. Equally impressive are the AFRES and ANG A-10s and F-16s of Operation Deny Flight that deployed to Italy. These premier units have showcased their professionalism to the other U.N. fighter forces and highlighted the stature and uniqueness of our experienced, well-trained reserve forces. Never before have AFRES and ANG fighter forces combined operations, personnel and equipment to deploy as a unit to fight. Together this impressive cadre flew 3,257 hours and 851 sorties providing a protective aerial umbrella in the former Yugoslavia.

"The ARC has also made a significant contribution to Operation Provide Comfort, where our forces are helping protect Kurdish refugees in Iraq. For over nine months, AFRES Special Operations MH-60Gs have maintained a continuous presence in Turkey -- unprecedented for a single Reserve squadron in "peacetime." They have amassed 934 hours and 315 sorties, standing alert in the day and training mostly at night. They've been ready 24 hours a day to penetrate enemy territory in the worst of all scenarios: night, low altitude, night vision goggles-equipped, combat search and rescue. Theirs is a remarkable story. ARC fighters are, once again, recent additions to Provide Comfort. ANG F-16s arrived at Incirlik in December to patrol the no-fly zone in northern Iraq. This rainbow squadron of four different units and aircraft combined to fly 1,262 hours and 419 combat employment sorties. The experience and superb training of the Guard have enabled these augmentees to smoothly blend into the large, multi-national packages that typify our Provide Comfort II operations.

"For some time, Reserve and Guard tankers have proven themselves in USAFE; 1993 was no exception. With minimum notice, 24 KC-135s deployed to Spain to complete the tanker bridge for the enormous airlift to Mogadishu as part of Operation

Provide Hope. ANG tankers remain deployed today in Germany providing full-time support for the NATO AWACS. Throughout the year, the ARC has been an integral part of the European Tanker Task Force, flying missions in support of every major exercise and operation in our theater. Their participation has been completely transparent to USAFE, to NATO and to the United Nations.

"I am acutely aware of the important contributions reservists make in accomplishing USAFE's diverse mission. For the future, the significance of this contribution is likely to increase as we meet new realities and uncertainties. Though ANG and AFRES personnel are highly trained and motivated, we recognize there are finite limits on peacetime reservists' availability. Numerous volunteer tours stress not only the individual guardsmen and reservists, but just as importantly, their service impacts their units, their families and their employers, too. This is especially true for those who were asked to serve during the traditional holiday season.

"You can be justifiably proud of the performance of the men and women of the Air National Guard and Air Force Reserve in USAFE. I assure you, their superb showing has not gone unnoticed by our allies. The caliber, prestige and credibility of our reserve combat forces is a testament to the viability of the Total Force. Please extend my heartfelt thanks to the men and women of these fine units as well as their employers and families who have also sacrificed so that they might serve. We in USAFE are grateful for their continued support."

**Gen. Robert Oaks,**  
commander-in-chief, USAFE

## . . . as does the Reserve chief . . .

"As General Oaks attests, the Air Reserve Component played a major role in air operations in Eastern Europe, Western Asia and Africa. To receive such strong words of praise from the senior Air Force commander there makes me proud.

"I know the sacrifices you make to meet worldwide mission requirements aren't easy -- for yourselves, your families or your employers. That you continuously and consistently put service to nation on par with your personal needs is inspiring. I, too, am grateful."

**Maj. Gen. John Clossner,**  
chief of Air Force Reserve

## . . . and his vice commander

"Our personnel have been performing in an outstanding manner, and to have their contributions recognized by senior U.S. Air Force leadership is most gratifying . . . We have great people who provide us with outstanding capability to meet America's defense needs. Thanks to all for a JOB WELL DONE!!"

**Maj. Gen. James Sherrard III,**  
vice commander, Air Force Reserve

□

## Civil engineers annual tour:

# Ellsworth AFB facelift, Minnesota style

by MSgt. Timothy Tamlyn,  
CES UPAR

From roofs to pavement, 90 members of the 934th Civil Engineer Squadron helped Ellsworth AFB, S.D., take care of a number of construction and maintenance projects during its annual tour, April 9-23.

The squadron also coordinated arrangements for seven members of the 934th Services Squadron to perform annual tour at Ellsworth. All were transported via two local C-130s and 96th Airlift Squadron crews.

Some of the projects completed by CES included: re-shingling and extending the gables of the waste water treatment plant building, remodeling restrooms and a

shower area in two buildings, constructing two new gravel-surfaced parking lots, and several major air-conditioning projects.

Electricians installed fire alarm systems and worked on a backlog of base work and job orders. Pavements and equipment shop members demolished and salvaged a steel structure. Also, the engineering assistance section performed a high-tech legal boundary surveying project for a tract of land for railroad access, requiring them to research historical land records dating back to the 1860's. The disaster preparedness section provided training to support an upcoming major inspection at Ellsworth.

"Our firefighters integrated with the department and covered regular shifts," said MSgt. Randy Polansky. They were involved in several aircraft egress training

exercises, too. "These exercises were conducted during the day and at night," he said. "The aircraft included the KC-135 tanker, B-1 and B-52 bombers and both F-15 and F-16 fighters. Firefighters performed automobile and structural egress exercises, as well as responding to several real-world alarms and fires."

The unit also found time for charity, a CES tradition for annual tour. "As in previous deployments, CES elected to participate in a local community project," said MSgt. David Rau, first sergeant and organizer of a blood drive for the American Red Cross in Rapid City, S.D. "The unit contributed 23 pints of blood," said Rau. "It's always good for the Reserve to show its appreciation by doing something extra for the community." □

## Viking Victor: Capt. Donald Kom

**Honor:** AFRES Outstanding Civil Engineering Officer 1993.

**Education:** Bachelor's in electrical engineering, University of Minnesota, Minneapolis.

**Hobbies:** Various activities at Christ Lutheran Church, a soon-to-be 1965 Mustang fastback, vocal music and theater performing, art collecting ("Yes, baseball cards are a form of art!").

**Civilian occupation:** Account manager at Northern States Power, buying and selling electricity and energy services to municipals, cooperatives and investor-owned utilities.

**Professional organizations:** Vice president, Air Force Reserve Officers Association, Department of Minnesota (life member); president, Flying Viking Chapter, ROA; Air Force Association (life member); president of the Bullionaires Investment Club; Fort Snelling Officers Club.

**Goals:** "To spend more time with my family and be more a part of my kids' 'growing up' years; short term: beat Chuck Super's wally ball team on annual tour; long term: continue having fun in civil engineering."

**Family:** Wife, Carolyn; children: Jennifer (7) and Andrew (4); live in Oakdale, Minn.

**Comments:** "It has been said that an officer is only as good as the people who serve with them. This award is more of a result of their efforts, hard work and support than anything else. One other word of wisdom comes to mind. My father, a former Navy petty officer, once told me, 'Learn from and listen to the NCOs you work with. There's a wealth of knowledge in those people.'" □



# Military Quality in the spotlight: Major corporation studies ACC's efforts . . .

**G**eneral Electric executives recently visited Air Combat Command Headquarters, Langley AFB, Va., to learn firsthand how the command conducts business using Quality principles.

Gen. John Michael Loh, ACC commander, invited GE during an earlier visit with the company's chief executive officer. Loh said he felt ACC and GE share a similar Quality philosophy that includes emphasis on decentralization, empowerment, training and measurement.

"Paramount is our goal to produce more output with less input," said Loh. "That's part of the competitive world that in the future both GE and ACC will have to function in, and sharing Quality initiatives will help us get there."

David Calhoun, vice president of GE's audit staff, and Gary Reiner, vice president of business development, were especially interested in ACC's Quality survey, Quality performance measures, Quality schoolhouses and benchmarking.

"We're searching for best practices, and we understand that ACC has focused extensively on (Quality) over the last few years," said Calhoun. "We thought it would be a great place to learn how to do our job better."

GE reviewed how the ACC inspector general program evolved from compliance-oriented to validation of unit self assessments and dissemination of best practices.

The executives were also interested in the command's Quality culture leadership survey and Quality Performance Measures.

"The thing we were most impressed with was the extent in which you benchmark," said Reiner. "You have 162 QPMs that you're benchmarking all of your various squadrons on. You measure them, you publicize them. You publicize the best with the laggards and the average. It is a wonderful way for the individuals to learn where they are and to know who to go to in order to get better."

GE also wanted information on ACC's instructor training and wing-level Quality office set up; and both organizations discussed cross-training opportunities between ACC's Quality programs and GE's Quality schoolhouse, the Crotonville Management Development School in Croton-on-Hudson, N.Y.

"ACC has focused on two things that we're going to be focusing on -- measurement and training," said Reiner. "Clearly ACC had dedicated a lot of energy and good thinking to these, and hopefully that's what we'll be doing as well."

According to Reiner, one of GE's Quality challenges is also one ACC is

familiar with -- how to motivate more than 200,000 people to behave differently today than they did yesterday.

The executives said they have traveled the country looking for the best practices to meet this and other Quality challenges.

"This whole idea of looking for best practices no matter where they exist, and then try to pull them across all your operations, is what GE seeks every day all day -- at the extent we can find other people who can do it better or do it differently -- we're all for it. It's obvious that this command treats that as a very high priority," said Calhoun. (ACCNS) □

## . . . and Reserve chief teaches Quality at the White House

**A**ir Force Reserve Quality training reached a higher level of government when Maj. Gen. John Closner taught meeting dynamics to more than 120 White House staffers recently.

The chief of Air Force Reserve presented special training sessions at the request of Patsy Thomasson, director of the Office of Administration in the Executive Office of the President.

"We knew of the Air Force Reserve's success in taking a Quality approach to meetings," Thomasson said. "Everyone can benefit from such training, so we asked." The Air Force Reserve has used structured meeting dynamics for meetings since 1990.

Closner received the request through the secretary of the Air Force. "This was one of those great opportunities to share out experience," he said. "We have saved the taxpayer

thousands of dollars through proper managing of meetings."

The payback is in saved time and cutting out rework, the general said. All taskings and requirements are clearly understood at the end of each meeting with persons responsible and completion dates assigned. Average meeting length for the general's staff has been cut in half.

The White House training was part of an on-going professional development program. Participants included staff members from the Office of Administration, Office of Management and Budget, and other agencies which directly serve the White House and the Executive Office of the President.

"General Closner brought us a productivity tool that we can immediately implement with success," Thomasson said. "The benefits go to the American taxpayer." (AFRESNS) □

## 934th Senior Recruiter: *Fifteen years of change*

by Cherle Huntington,  
public affairs

**M**Sgt. Ray Brown, senior recruiter for the 934th Airlift Group, soon "hangs it up" after more than 24 years of service. A recruiter for 15 years, he has seen tremendous changes, both in the Reserve as well as in recruiting.

**Q: How have you seen the Reserve change over the years from a recruiting viewpoint?**

**A:** The quality of the Reserve is so much better than what it was back then. The Air Force is a lot more technical now -- in just 15 years, the jobs have changed dramatically. I've been here 10 years now, and I've seen a lot of changes here, too. Not in the people, though. The people here have always been so darned nice. These have been the best years of my career. This is a special unit. But I've seen a lot of changes in what the Reserve expects of people. Now, it's critical for recruiters to impress upon people that the Reserve's no longer just a one-weekend-a-month, 15-days-a-year job.

**Q: When you tell them about the demands of the Reserve today, does that scare people away?**

**A:** Most people who come here want to be here. About 70 percent are prior service, so they already know what the military's like. They come back because there's something they miss -- something they're searching for. It was the same for me. After I got off active duty, I'd see aircraft contrails and it would remind me of my B-52 days.

**Q: So you started out on active duty?**

**A:** I did six years with Strategic Air Command, and in 1966-1967, I served in Vietnam as a B-52 crew chief on an Operation ARC LIGHT tour (B-52 operations in Vietnam). I was out of the military for seven years then joined the Air Force Reserve in Chicago as an air cargo specialist. Then a recruiting job opened up at McCord AFB, Wash. I'd done a few annual tours there and loved it, and I saw it mostly as an opportunity for me to relocate out there. I had no plans to retire in recruiting. I just thought I'd do a two-year tour and get a free move to Washington State. But I fell in love with recruiting and stayed with it.

**Q: What was the draw for you?**

**A:** I really liked working with people. When I first got out of recruiting school, I was given an attache case; Regulation 33-1, Recruiting and Enlistment Procedures for the U.S. Air Force Reserve; and was told I'd have a desk sometime when they got one. We physically had to get out on the street, beating the bushes for recruits. Then the economy changed, and people were beating a path to our door. Of course, we've always had a great product to offer with the Air Force Reserve. That was the neat thing -- we've never had to sell the Reserve. It sells itself.

**Q: What's the attraction?**

**A:** Kids now are looking at the military as an alternate career. With all the high-tech areas we have to offer now, people are



*Brown*

looking at us as a real training ground for civilian employment. And the benefits are a big part, too, particularly the educational benefits. The Montgomery GI Bill is a great tool for us. All in all, I think we're dealing with a more informed youth coming into the military today. When people come in, they know the right questions to ask. Actually, recruiters are now more closely aligned with the corporate world's job placement people.

**Q: Is the future rosy for recruiting?**

**A:** Recruiting is becoming more difficult. The supply of that younger, recruitable force is shrinking. Recruiters are having to be more resourceful in their ways of reaching people. With the drawdown, we've been accepting a lot of people coming off active duty, but after this year, that source will dry up. I anticipate a really tough time in prior-service recruiting after this. Also, with the money crunch, it's becoming more difficult to retrain people.

**Q: So there's trouble ahead?**

**A:** Recruiting is never going to fall apart in AFRES. We're always going to be able to do our mission. We still have that quality product, and as long as we have that product, we can continue to fill positions with quality people. But recruiting is going to have to start looking more and more to the non-prior service side of the house. That equates to more dollars being spent on training -- dollars we don't have. These are some interesting times.

**Q: Does that make you feel uneasy about retiring now?**

**A:** I'm leaving with the feeling I've done my job, and I'm looking forward to other jobs, other things. I'm reassured that there are some younger people coming up in this program with a lot of talent who'll help make this an even better place than it is now. What I'll really miss, though, are the intangibles, seeing some of these bright young people I've put in who each have become such a vibrant, key part of this unit. And the highlight of my whole career was enlisting my own son, Eric. He's now in the AFROTC program at the University of Minnesota, Duluth, and the good Lord willing, I'll live to pin him. My other son, Aaron, is in his junior year in college. I have to say, without family support, I would never have gotten this far. My wife, Kay, is a good lady, and she's been through some tough times with me in this business!

*(Brown starts terminal leave June 30 and retires Sept. 30.)* □

## Viking Victors: New key civilian, recruiting honor recipient

### *Ann Cordes*

**New position:** Civilian Personnel Officer (CPO), 934th Support Group.

**Job responsibilities:** Direct civilian personnel programs; provide advice and counsel to commanders, managers and employees on personnel issues in a satellite civilian personnel office.

**Experience:** Five years in Germany; last year as CPO of Sembach AB, Germany.

**Hobbies:** Fishing, remodeling, cooking and traveling.

**Goals:** "To keep improving the service we provide employees and supervisors."

**Family:** Single, will settle in Edina, Minn.

**Comments:** Favorite quote, "Disagree without being disagreeable." Most interesting experience: "Being in East Germany on the day of economic unity."



### *MSgt. Melvin Rhines*

**Honor:** Century Club Award (enlisting over 100 people into the Air Force Reserve in one fiscal year).

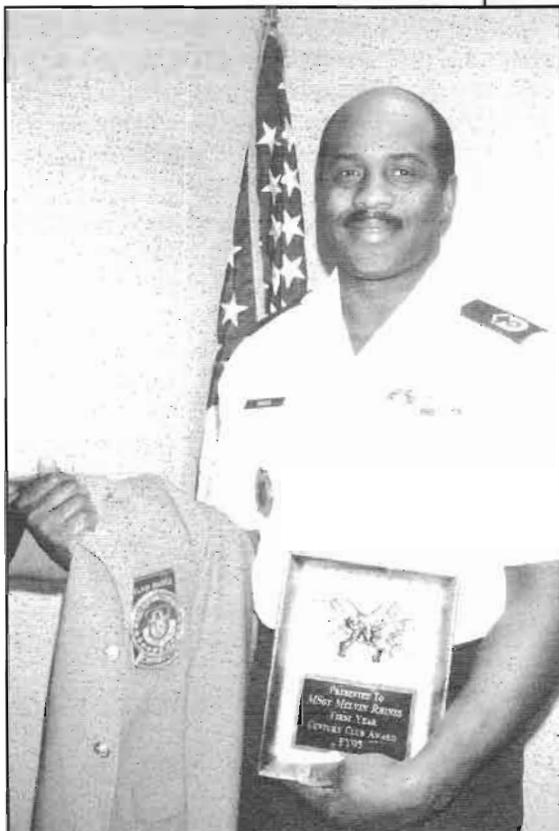
**Position:** In-service recruiter.

**Hobbies:** Flying, scuba diving.

**Goals:** "Finishing my 20 years of active duty service and opening my own business."

**Family:** Wife, Andrea; three children, Joe, Melvin Jr. and Andre; live in Burnsville, Minn.

**Comments:** "It took a lot of work and teamwork to accomplish this honor, reaching one of the highest awards in recruiting. My next goal will be the master recruiting badge, which is awarded after making Century Club three times, achieving 300 accessions over a three-year period." □



**Employers' Day**

Employers' Day nominations are due in to public affairs by **Sunday, July 31**. Activities are set for Saturday, Sept. 10, starting with a light breakfast and briefings, a C-130 orientation flight and visit to your unit. Guidelines are as follows:

- ☐ Only one employer may be invited.
- ☐ No one who has flown with the 934th previously is eligible for nomination.
- ☐ Family members may not be nominated, even if they are your employers.
- ☐ Federal civil service employees of a military organization are not eligible.

☐ No substitutions may be made, even if the nominee cannot attend.

☐ Nomination forms must be received by public affairs by the end of the July UTA.

Nominees should receive invitations by Aug. 12. Forms are available in unit orderly rooms. For more information, call public affairs at Ext. 5337.

**Long distance policy**

Base switchboard operators here no longer offnet incoming DSN callers who are calling from a stateside location to a credit card, collect or third party billing call. The caller should dial 1-800-CALL

ATT (225-5288). This policy streamlines telephone service and avoids calls being billed back to the base.

**Paint-A-Thon**

The 934th Airlift Group needs volunteers for the Metro Paint-A-Thon, Saturday, Aug. 6. Teams are matched with elderly or handicapped people who are unable to financially or physically maintain a home exterior.

Volunteers are needed from 8-10 a.m. Sign up by Monday, July 11, with either **MSgt. David Cormier** or **MSgt. David Hammer**, Ext. 5466 or 5468. ☐

**Kudos**

**Promotions**

A1C Donald Albee	SPS
SSgt. Steven Allen	AS
SSgt. Shannon Armitage	AG
SSgt. William Caulley	CES
SSgt. Michael Cleveland	CES
TSgt. Debra Crawford	MedSq
TSgt. Theresa Diamond-Powers	MedSq
SSgt. Lorne Eshelman	MS
TSgt. David Fischer	AG
SSgt. Randy Harmon	CES
A1C Barry Haukoos	SPS
SSgt. Curtis Hochstetler	AG
SSgt. Thomas Lee	LSS
SSgt. Shane Lohmann	AES
TSgt. Craig Moore	MS
MSgt. Thomas Peters	AES
SSgt. Thomas Reinardy	AS
SSgt. Christopher Reese	AES
SSgt. Jared Roettjer	AES
SMSgt. Miriam Ross	AG
TSgt. Dennis Swanson	AES

**Awards**

<b>Meritorious Service Medal</b>	
MSgt. Mary Schmidt (Ret.)	AES
<b>Air Force Commendation Medal</b>	
CMSgt. James Schmidt	AG
<b>Air Force Achievement Medal</b>	
Maj. Vicki Allen	AES
Capt. Thomas Anderson	AG
Capt. Gary Bray	AG
SSgt. Cheryl Costello	APS
TSgt. Melanie Kuzma	LSS
TSgt. Steven Nicolai	CES
TSgt. David Sowers	CES

**Newcomers**

SSgt. Shawn Fischer	AES
SSgt. Jeffrey Heintl	MS
Sgt. James Hoffman	AG
SrA. Gregory Kasper	AS
SrA. Anton Mighty	MedSq
SrA. Jill Shepard	AES
SSgt. Michelle Szdel	LSS
Amn. Greg Thaemert	CES
Sgt. Holly Thiede	LSS
SSgt. Kent Troyer	MS
Capt. Mark Vijums	AS
SrA. Jeanette Weber	AS

**Reenlistments**

SSgt. Cheryl Alexander-Ely	MS
Sgt. Steven Allen	AS
TSgt. Rebecca Bean	CF
MSgt. David Cormier	MS
SSgt. Patrick Fruzyna	AS
SSgt. Timothy Danks	MS
SSgt. Lawrence Dean	AG
TSgt. Peter DeSanctis	MS
SSgt. Christopher DeWitt	AES
SMSgt. Michael Dressen	APS
MSgt. Timothy Duscher	CES
SrA. Anthony Gramse	SPS
SSgt. Orin Johnson	MS
SSgt. Wendy Johnson	AS
SSgt. Kevin Ley	MS
SrA. Shane Lohman	CES
SSgt. Richard Mogard	MS
SSgt. Kenneth Olson	SPS
SrA. Michael Placzek	OSF
SSgt. Thomas Politte	CES
TSgt. Terry Preusse	AS
SSgt. Bradley Robb	AES

SSgt. Douglas Roden	MS
SSgt. Christopher Rumreich	CES
SSgt. Jay Redfield	MS
SSgt. Brent Smith	AS
TSgt. Gordon Stransky	MS
MSgt. Philip Winkels	CES

**Retirements**

**Lt. Col. Michael Askins**, disaster preparedness officer for the 934th Civil Engineer Squadron, has retired after 21 years of military service. He was commissioned through the ROTC program at North Texas State University in 1969 and entered active duty as a missile maintenance officer at Grand Forks AFB, N.D. He later served as a missile safety officer before leaving active duty in 1981. He joined the 934th in 1985, first serving as a safety officer then a training officer. As a civilian, he is safety manager for the 934th Safety Office. He lives in Apple Valley, Minn.

**Certificates of service**

<b>20 years:</b>	
Richard Huntington	AG
Robert Olson	LGS
<b>10 years:</b>	
Steven Chapman	MS
John Schille	LGS

**Suggestion awards**

Richard Klick (AS)	\$100, \$25
Donald Vandeveld (LGS)	\$100
Robert Olson (LGS)	\$50
Gregory Koury (AS)	\$25
Russell Rondeau (CE)	\$25 ☐

# In-line skating

## Speedy sport calls for precautions

by Maj. Rich Huntington,  
934th director of safety

Summer has nearly made its way north to Minnesota, and with it comes the urge to get in shape.

One of the latest "in" forms of activity is in-line skating. People enjoy it because it causes less stress on the leg joints and feet than running, and you can go really fast.

You'll see these people on the streets skating after work -- with and against the traffic. They share the road shoulders with bicycles, joggers and drivers who can't wait for the car in front of them to make a left turn, so they pass on the right. The street can be a dangerous place, especially when people are in a hurry to get home after work.

At least one 934th member has had a close encounter with a bicycle while in-line skating. Even with all the protective equipment, he still came away with major road rash on his arms and legs. A good skater approaches the same speed as cars on suburban streets, and a fall can cause a

lot of skin to be scraped off by the asphalt. This particular person said he was going about 40 mph and rounded a corner, losing his balance trying to avoid running into a bicycle. He didn't miss any work, but he had a lot of pain for several weeks.

Here are some skating safety tips:

- Wear full protective gear, including knee and elbow pads, wrist guards and an approved helmet.
- Master the basics of moving, stopping and turning.
- Choose the proper terrain and speed for your level of skating ability.
- Keep equipment in safe condition.
- Avoid water, oil, sand and road hazards.
- Stay in low-traffic areas.
- Carry identification and necessary medical information.
- Don't wear headset radios or tape players. They inhibit your ability to hear danger approaching.

Safety will only enhance the enjoyment of your choice of fitness activities, helping you on the road to fun and better health.

# SERVICES BRIEFS

## Beach party

Wear your Hawaiian shirts and swim trunks to the ball fields after work on Saturday, June 4! There will be volleyball, hula hoop and limbo contests. For details, call recreation services, Ext. 5316.

## Volleyball tournament

Sign up for the volleyball tournament planned for July UTA. Call recreation services, Ext. 5316.

## Softball scores

The following scores and standings are reported from play on Saturday, May 14:

Men's: APS #1 6, LSS 4

MS #1 22, APS #2, 1

CE 14, Crew Dogs 8

CE, MS #2 (forfeit)

Co-Recreational: AS 20, AES 9

MS 7, LSS 6

APS, CF (forfeit)

SVS 22, AS 4

Men's Standings: Wins/Losses

CE 2/0

APS #2 0/1

MS #1 1/0

Crew Dogs 0/1

APS #1 1/0

LSS 0/1

MS #2 0/1

Co-Rec Standings: Wins/Losses

AS 1/1

SVS 1/0

AES 0/1

CF 0/1

MS 1/0

APS 1/0

LSS 0/1



# Play it safe this summer

by Jim Miller,  
Headquarters AFRES/PA

Here's a sobering thought to consider as we enter the summer months: The annual, off-duty fatality rate for

reservists is almost as high per capita as the active force.

The Air Force Reserve annually averages about four ground mishap deaths involving reservists signed out during training periods, according to AFRES safety

officials. The active force, with six times as many people, has about 33 off-duty deaths per year.

Experts agree the most dangerous time of year is the summer -- the 101 Critical Days -- from Memorial Day weekend to Labor Day weekend.

Most deaths occur in privately-owned vehicles, and they involve drinking, excessive speed and failure to use seat belts, according to Air Force Safety Agency officials at Kirtland AFB, N.M. They say drownings due to alcohol consumption, exceeding personal capabilities and failure to wear personal flotation devices are the second leading cause of deaths.

When it comes to getting the job done, reservists are noted for making high marks. Let's be safe and shoot for an off-duty mishap record of zero. (AFRESNS)

