

*High-tech training via
C-130 regional simulator*

Vol. 17, No. 4/April 1995

VIKING FLYER

934th Airlift Wing, Air Force Reserve, Minneapolis-St. Paul IAP AFB, Minn.

VIKING FLYER

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On the cover



SSgt. Brian McCullagh, 96th AS flight engineer, trained recently in the base's C-130 regional simulator. See stories, Pages 6-8.

(Photo by SSgt. Michael Dvorak)

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Commentary

Take time to listen

by Col. Michael Gjede
wing commander

Whether you talk to an inspector general, labor mediator or marriage counselor, they'll all agree the root of most problems is communication.

Most of us have no problem with the "transmission" portion of communication. However, we run into trouble with the "receive" portion. We tend not to listen well. Even though we go through the motions of listening, we tend to mentally start formulating a response before we have processed the entire transmission.

Most disputes between a supervisor

and his/her workers are because either the worker didn't communicate the problem well or the supervisor wasn't really interested in listening.

By the same token, when given a reasonable response to an issue, the worker didn't want to hear the answer, because it wasn't the answer he/she wanted.

The point of all this is: take time to listen to what people are saying to you. It has been said we were given two ears and one mouth for a reason. That is, we should spend twice as much time listening as talking. In many cases, a third party who becomes a listener points out the solution that was there all the time - if we had taken the time to listen. □

Love's meaning

Reflecting on love, faith this Easter

by Chaplain (Maj.) Charles Peters
staff chaplain

John 3:16 "For God so loved the world that He gave His one and only Son, that whoever believes in Him shall not perish but have eternal life."

When Richard Nixon ran for president in 1968, the Vietnam War was at its height. One of Nixon's television commercials showed a photo of an American soldier in Vietnam with the word "love" written on his helmet. The image bothered one of Nixon's media men.

"It reminds (people) of hippies," he said. "They don't think it's the sort of thing soldiers should be writing on their helmets."

About a week later, however, a letter arrived from the mother of the soldier. She said how thrilled she was to see the photo of her son in Nixon's television commercial. She wondered if she could obtain a copy of the photo. The letter was signed, "Mrs. William Love."

The soldier was not making a statement about his feelings at all. He was simply putting his name, Love, on his helmet.

Go with me now, back in history, 2,000 years. Jesus of Nazareth hangs on a cross.

He wears no helmet, only a crown of thorns. Above his head is written neither his name nor his ultimate purpose, though there is a sign that reads, "King of the Jews."

Yet on that cross, a statement is made - the most radical statement ever made about the nature of love. What is love? Love is Jesus Christ giving his life for a sinful world. That is love in its purest sense.

Easter is a time to reflect on just how much God loves us, and faith should be our response to God's love. Faith is not a response to the fear of God. Faith is not a response to an intellectual acknowledgment of God. Faith is a response to God's love.

This Easter, as the love of God stands out above all else, think about how your relationship should be because of his love for you. □

UTA schedule

May 6-7 July 29-30 Sept. 9-10
June 3-4 Aug. 12-13

April UTA pay should be
deposited by:

April 12



Briefs in blue . . .

Closure list announced

Two Air Force Reserve bases have been recommended for closing by the Defense Base Closure and Realignment Commission, announced Feb. 28. Units selected to inactivate are the 924th Fighter Wing, Bergstrom ARS, Texas, and the 911th Airlift Wing, Pittsburgh IAP ARS, Pa. The 924th's F-16s will be redirected or retired, and the 911th's C-130s will be distributed to Dobbins ARB, Ga., and Peterson AFB, Colo.

Tenth Air Force headquarters at Bergstrom will move to Naval Air Station Fort Worth Joint Reserve Base, Texas, and be collocated with one of its major subordinate units, the 301st FW.

Air Force bases on the list were Brooks AFB, Texas, slated for closure, and Kirtland AFB, N.M., for realignment. The Reserve's 701st Intelligence Flight at Brooks will relocate to Lackland AFB, Texas, and AFRES activities at Kirtland will remain in existing facilities. A total 146 bases were tagged for either closing or realignment. (AFRESNS)

C-17 unit becomes operational

The first C-17 squadron is now part of the Air Mobility Command fleet, declared operational in mid-January. The 17th

Airlift Squadron, assigned to the 437th Airlift Wing, Charleston AFB, S.C., and the 317th AS, assigned to the Air Force Reserve's 315th AW, use the 12 C-17 aircraft.

The C-17 will replace the aging C-141 fleet. The size of the C-141, the C-17 carries twice its payload, can carry oversized equipment long distances like the C-5 and can land on short airstrips like the C-130. (AFIS)

Hearing loss prevention program starts

Thousands of traditional reservists who work on non-flying jobs under potentially hazardous noise conditions may have their hearing checked on an annual basis starting next year.

Reserve officials initially identified nearly 30,000 reservists in some 400 units potentially exposed to hazardous noise. Career fields on that list included aerial port, aeromedical, various aircraft maintenance, civil engineer and security police. Full-time Department of Defense civilians and air reserve technicians have always been included in this program as well.

More details will be available from the 934th Aeromedical Staging Squadron, Ext. 5587. (AFRESNS) □

Commentary

Speak up: *What was your favorite TDY or deployment location and why?*



TSgt. Sherri Kennedy
934th LSS
"Participating in Operation Provide Promise at Rhein-Main AB, Germany. It was the most accurate hands-on experience in my Reserve capacity."



SSgt. Tom Jorgensen
27th APS
"McChord AFB, Wash. The annual tour went smoothly and efficiently. The billeting, chow and facilities were good, and the people were friendly."



SMSgt. Jerry Belle-Isle
934th CES
"Serving as a team member of the Readiness Challenge competition at Robins AFB, Ga., in 1990. Our unit succeeded in capturing first place in the Air Force Reserve that year."



SSgt. DeWayne Schneider
934th SVF
"Annual tour to Hawaii. I had only seen it from the air, going to and from Vietnam. We enjoyed getting a chance to experience life in the islands and tour the U.S.S. Arizona at Pearl Harbor."



TSgt. Gary Wallenhorst
934th MXS
"Deployment to Rhein-Main AB, Germany, in support of the Bosnian airlift. We were there for a good cause and could see a positive outcome while operating in a different culture and society."



SSgt. John Parenteau
27th APS
"RAF Mildenhall, England. I enjoyed the historical places, castles – and I was able to communicate with the local people." □

ORI countdown begins

by Mark Davidson
public affairs

The first of three major practices for the Operational Readiness Inspection in 1996 takes place this UTA.

"This is a tune-up for the October Operational Readiness Exercise," said Maj. Robert Hibbard, director of plans. Around 269 people and 31 increments of cargo will be processed at the unit level April 1 before going to the air passenger terminal/cargo deployment function, he said.

"We're loading two C-130s with cargo and passengers this month," said MSgt. Anthony Zacheretti, logistics plans manager. "This will be good training for the work centers, the ramp coordinators, load teams and our units."

Units have been preparing for the ORE and ORI since last year, according to MSgt. Larry Schyma, logistics plans manager. "We have held a meeting on Sunday of every UTA since last November, with a representative from every base unit, to prepare for the exercise and then the inspection," he said.

October's ORE will be a "big practice and self-evaluation which will affect every base unit," said Hibbard. Approximately 850 unit members will deploy to Alpena ANGB, Mich. The tentative dates of the exercise are Oct. 12-15.

"Most of the unit's C-130s, along with C-141 aircraft support and possibly a C-5 aircraft, will get personnel and equipment over to and back from Michigan," said Schyma.

While deployed to Alpena, 96th Airlift Squadron aircrews will be performing airdrop missions at the nearby Grayling Range.

After the winter of 1995-1996 passes, there likely will be one more practice in the spring of 1996, according to Hibbard. "We'll get a Readiness Assistance Visit from 10th Air Force, which will involve another major deployment," he said.

The ORI, according to Hibbard, will be conducted by 12th Air Force, Air Combat Command's numbered air force located at Davis-Monthan AFB, Ariz. The ORI is tentatively scheduled for sometime during the last half of 1996, with the deployment site to be determined by the inspectors. □

Another 'workhorse' in the stable

The 934th gains another green machine, boosting the number back up to nine

by Maj. Steve Hatcher
public affairs

Though the 934th lost one of its nine C-130s when one was "retired" to become a ground trainer, another operational aircraft was delivered in February.

"An additional aircraft will mean a higher probability of having an aircraft available to support our mission requirements," said Lt. Col. Wade Farris, 934th Operations Group commander. "We also can plan our training schedules more effectively by having another aircraft available."

The aircraft's previous home was the 302nd Airlift Wing, Peterson AFB, Colo. "The configuration is much the same as the aircraft we have here, with only a few minor modifications needed before we put it into service," explained Lt. Col. John Dunphy, 934th Logistics Group maintenance supervisor. "Having this additional resource will mean more 'hands-on' training time available. I also hope it will mean we'll be able to support our flying mission much better."

As with any addition of any equipment, from a new office computer to a C-130, space always seems to be a concern. "Having an additional aircraft will present some interesting challenges," Farris admitted, in light of the fact that the ground trainer currently remains parked on the ramp near the fuel cell



(Photo by SSGT Scott McBurney)

hangar. "Our ramp space is limited, so we'll have to plan a little more when we start positioning the aircraft. The real key will be the ability to plan our training schedules and support requirements, and we'll have to work around the logistics and funding challenges that come with this type of addition." □

Double gold

For the 934th Military Personnel Flight, it seems like 'deja vu' as they win two major Reserve awards -- again

by MSgt. Tim Turner
public affairs

If the 934th Airlift Wing's Military Personnel Flight wins any more plaques for outstanding achievement, they will soon run out of wall space.

In February, Headquarters Air Force Reserve selected the 934th MPF as the Outstanding MPF of the Year for 1994. "This award recognizes the outstanding performance and significant achievements," explained SMSgt. Gerald Yasgar, chief of customer support and acting chief from October 1994 to January 1995, "such as excellence during inspections, devising innovative approaches for enhancing customer service and resolving internal MPF challenges quickly and accurately through superior efforts, especially when MPF total team effort is required."

Yasgar added that the MPF is also the Headquarters Air Force Reserve nominee for the U.S. Air Force Gerrit D. Foster Jr. Outstanding MPF Achievement Award.

"We received word after our selection that we had a very strong nomination," said Yasgar. "We worked on this

nomination as a focused team, using Quality principles to ensure everyone had input, then refining the raw data into short, measurable, factual statements due to the one-page, bullet-format requirement."

A heritage of excellence

"The MPF was previously awarded the Gerrit D. Foster award in 1990, as well as the AFRES Class II MPF of the Year Awards in 1976, 1977 and 1990," Yasgar pointed out. He added that no single individual or section in the flight is responsible for winning the awards. "It really was a total team effort," he said.

Military personnel units competing for the AFRES award must compile a list of accomplishments achieved in the past year, providing the most noteworthy successes for award consideration. "It was a real challenge selecting which achievements to include," said MSgt. Brad Kimble, chief of base education and training. "We had quite a lot of accomplishments in 1994."

Kimble said one accomplishment in particular included in the listing was the flight's superior rating received during

the August 1994 Quality Air Force Assessment.

Other award-winning MPF accomplishments included the best Leadership Development Program in AFRES, according to QAFA inspectors, noted Ardith Peterson, education technician in the base education and training office. According to Peterson, nearly 500 staff and technical sergeants have graduated from the class since its beginning here in 1990.

Also, a 100 percent audit of the entire publications library was accomplished by Tamara Davis, chief of MPF information management, and SSgt. Sally Poindexter, which has eliminated duplication, streamlined the entire library and made the program both efficient and user-friendly.

Many more achievements

Other major achievements in 1994 included auditing all base reservists for election to change their Servicemen's Group Life Insurance coverage from \$100,000 to \$200,000; developing a base-wide survey to solicit customer input for improved services; and establishing the Family Readiness Program, making it fully operational in just four months.

"What's really impressive is how much the MPF accomplished last year, given the fact our entire department underwent a major restructuring in 1994," said TSgt. Bill Davis, retention program monitor. "It just proves how much our department works as a group to get the job done."

"While awards are good morale boosters and look impressive hanging on a wall, they are only the end result of what the MPF does every day, according to SrA. Annette Honebrink, customer service specialist. "Our mission is to serve our customers the best way we can. I'd say based on winning these awards, we're serving our customers well." □

SrA. Annette Honebrink, customer service specialist, helps a reservist take care of some paperwork.



(Photo by TSgt. Tom Dyer)



Aircrew members encounter the flight simulator's action annually. Pictured from left are SSgt. Brian McCullagh, flight engineer; Capt. Mark Vijums, pilot; and Capt. John O'Connor, pilot, all of the 96th Airlift Squadron.

(Photo by SSgt. Michael Dvorak)

Dial-a-disaster

by SSgt. Shannon L. Armitage
934 AW/MSF UPAR

Not long after take-off from Little Rock AFB, Ark., Capt. Mark Vijums, 96th Airlift Squadron pilot, attempted to speed up the aircraft. An air current grabbed hold of the left wing, giving it too much lift and stalling out the right. The tail started to shake and rise above the flight deck, and the aircraft began descending, entering a sickening, slow roll.

People on board could see first the sky, then the ground, then the sky again. No one moved or made a sound while Vijums struggled with the controls. It appeared a crash was inevitable until he pulled the aircraft back under his command just in time.

Called a "Rapid Wing Over," this is just one aircraft mishap instructors threw at Vijums, fellow-pilot Capt. John O'Connor and flight engineer SSgt. Brian McCullagh during their recent annual simulator training. They completed the required training at the regional C-130 simulator, located on the Air National Guard side of the base.

Down the hall, Capt. "Ollie" Larson, 96th AS navigator, experienced his own training in a simulated navigation station. Larson needed to use the stars and moon instead of the sun to determine the aircraft's position, something navigators rarely get to do in real life.

The flight simulator is one rockin' and rollin' box where there's always a whole lotta sweatin' goin' on

"If we make a mistake in the simulator, the instructors can say really bad things would have happened to us," said Larson. "You can't do that in the air."

Entering "the box"

"For four days, the crew received rigorous academic review of the many possible aircraft emergencies and practiced reacting to one potential disaster after another in the simulator - which aircrew members call "the box." According to civilian engineer instructor Mark Hartnett, who is also a 934th flight engineer, "We call it [flying in the simulator] dial-a-disaster."

This \$33 million "box" arrived at the base in the summer of 1993, and 934th aircrews have been using it for training ever since. Inside, it looks exactly like a C-130 flight deck, and it also moves and sounds like the real thing.

Heads hit the back of the seats during take-off, and aircrew members need headsets to communicate. Instructors act as the tower and missing members of the crew, such as the loadmaster and the navigator. Crew members don't see the inside of the simulator building from the front windows, however. They see computer displays of 95 different airfields, bases and what the crew would normally encounter in the air.

Around-the-clock classes

Hughes Training Inc., a civilian contractor, operates the simulator. The staff includes five instructor pilots, five instructor engineers, three instructor navigators and nine maintenance people. A total of four crews from the Air Force, Reserve and Guard attend the training each week, with the first class meeting at 4 a.m. and the last class leaving at midnight.

Civilian instructor pilot Carl Rubner said, "We're almost an around-the-clock operation. Quite frankly, they have more crews than we have slots."

According to Rubner, his training for the crew members include crew resource management and confidence maneuvers, as well as reacting to stalls, falls and aircraft mishaps.

"We can show them things they can't do in the air legally," he said. "The theory is that if they get into any of these situations, it will stick in their head how to react. If the training we do in the simulator really happened to me all in one day, though, I'd quit flying."

In Hartnett's engineering part of the class, students review the systems of the aircraft and how to solve problems if these systems fail. They discuss such areas as turbine overheats, engine failure and loss of the essential "AC bus," which is the main electrical power source for the airplane.

This "problem solving" training represents the bread-and-butter of McCullagh, since as an aircraft engineer, monitoring the aircraft's malfunctions is mostly his responsibility. "I enjoy the simulator," he said. "What we do in the box is practice abnormal procedures. We don't [need to] practice normal procedures because we do that in the air every day."

"Fatal error"

Each day begins with four hours of class and ends with four hours of flying. The students practice in the simulator what they discussed in class. While practicing, Hartnett said the machine knows when the crew exceeds the limitations of a real aircraft and it will display a red, fatal error sign when a mistake is made.

O'Connor said, "You don't want to see that fatal error sign. If you're in there when we crash, you'll feel it. You'll feel like the pilots let you down."

Sometimes the crew members forget the simulation isn't real. Hartnett said he's seen his share of them breathing heavy and getting queasy. "I bet if you felt the seat when those guys got done, it would be wet. There was an awful lot of sweating going on in there," he said. □

'Junior birdman' slips surly bonds of Earth via C-130 simulator

by SSgt. Shannon Armitage
934 AW/MSF UPAR

Right about the time the aircraft started rolling and descending at high speed is about the time I almost lost my lunch. For a second there, I really thought we were going to die.

"Are you OK?" the flight engineer asked me.

"What?" I came back to Earth and pried my fingernails out my seat. The co-pilot then asked me if I wanted to try to fly.

"Tomorrow," I responded, thinking I'd had enough of flight simulator training. I wondered how I could write a story on this experience, when only two words could come to mind. Two words I knew an official military publication wouldn't publish.

But the next day, when I stopped shaking, I arrived at the simulator for my first flying lesson. Mark Hartnett, civilian simulator instructor and 96th Airlift Squadron flight engineer, was to be my teacher. "I have no idea what I'm doing," I warned him.

Hartnett explained to me that the pedals help steer the airplane by moving the rudder, located on the vertical portion of the tail. And he said to turn the plane, I would need to turn the yoke and push the pedal to go the way I wanted. He pointed to a dial that shows how much the plane is banking.

He said try and keep the plane banking around 30 degrees or we would roll. As I had experienced rolling the day before, I decided to memorize where this dial was located.

Hartnett said once we were in the air he would teach more, so I began looking for the gas pedal. "No, it's not a car," he said, and he increased engine power with the throttle, located between the pilots' seats. The yoke was extremely heavy, so I pulled it as hard as I could.

"Do you notice that we seem to be climbing at a 35-degree angle?" Hartnett asked.

After letting the yoke down gently, we seemed to float through the air. I wanted to shout, "Hey, I'm flying! I'm flying!" Of course, I didn't want Hartnett to think I was a big dweeb, so instead I just grinned quietly in my harness.

Hartnett pointed out more dials and other instruments, important things such as the altimeter and compass. It seemed to be too much to think about while trying to keep the plane moving in a straight line.

I would have been happy to stay in the air forever, but Hartnett insisted I practice landing a few times. This made me nervous, since I couldn't get the aircraft anywhere near the runway. However, he pulled the power off and we began descending at an exceptional speed. We hit the

(Continued, next page)

Employer awards, 1994

by SSgt. Larry Dean
public affairs

Two civilian employers of 934th members will be honored at a March 30 banquet for their commitment to support the Air Force Reserve mission.

Marilyn Rogers, Northwest Airlines director of station operations, and **Julian Dittmer**, McGraw-Hill manager, will receive the State Chairman's Award for the "My Boss is a Patriot" program (formerly My Boss is a Pro) sponsored by the National Committee for Employer Support of the Guard and Reserve.

The award, NCESGR's second highest employer award, is given to the top employers who have gone above and beyond in supporting their people's commitment to serve in a reserve component.

Supportive boss: Northwest Airlines

Rogers is the employer for **MSgt. Mark Reins**, 934th Operations Support Flight. "Marilyn is a knowledgeable leader in the airline industry," Reins said, "and she strongly and enthusiastically supports my involvement with the Air Force Reserve."

"During March and April of 1994," he continued, "I performed my annual tour at Rhein-Main AB, Germany, supporting Operation Provide Promise. Marilyn displayed genuine concern for

my safety and extended assistance to my family in my absence."

Reins mentioned that his employer learned about his Reserve duties by taking part in the base's annual Employers' Day.

"Marilyn had the opportunity to see what my Reserve job responsibilities and tasks are in my current operations position," he said. "From that visit, she felt those skills from my Reserve job could be used by Northwest Airlines, and I was moved into a critical staffing/administrative position."

"She emphasizes my Reserve skills and longevity in my annual management review," he continued, "and believes my Reserve involvement and experience is a key component to future career enhancements."

McGraw-Hill: going the extra mile

MSgt. Tim Tamlyn, 934th Civil Engineer Squadron, echoed many of the same themes in the support he receives from Dittmer. "There's never a hassle about the time I need to take away from my civilian job to serve in the Air Force Reserve," Tamlyn said. "My boss lets me take time off for mandays and overall is very supportive of what I do here."

Tamlyn added, "Julian is an Army veteran, and I think that helps in his understanding of the commitment I have to serve my country in the Air Force Reserve and serve as the best employee I can be in my civilian job. McGraw-Hill,

These annual honors recognize civilian employers who make it possible for reservists to continue in their efforts as citizen-airmen

as a company, is very supportive of its military people. I know of another reservist who needed to be away from his McGraw-Hill job for six months during Operation Desert Storm and had no problem returning to his original job when he got back home."

Competition details

The judging period for the My Boss is a Patriot program is on a government fiscal year schedule from Oct. 1 to Sept. 31. The top entry or entries are selected to compete for other prestigious awards, such as the State Chairman's Award or the top national honor, the Pro Patria Award.

These programs are designed to show appreciation to employers for the sacrifices they make in support of our nation's defense. For more information or nomination forms, call public affairs, Ext. 5337. □

'Junior birdman' ...

(Continued from Page 7)

ramp and bounced back in the air a couple of times, taking out a few trees as we went.

"Keep the nose down," Hartnett told me.

I did, but the wings started flailing, and WHAM, one of them hit the runway. The red,

fatal error sign flashed across the window. "Wow," I said kind of stunned. "We're dead."

"Well, we'll try it again" Hartnett said. He seemed undaunted by the crash.

So up in the air this junior birdman went again and circled the airport for a second attempt at landing. This time,

I approached the runway even faster. "I think we're running out of pavement," I almost shouted, forgetting once again that I wasn't flying a real plane. "I'm gonna put her back in the air."

On my third attempt, I actually landed the plane fairly smoothly; we didn't even drive

over the grass this time.

"That was pretty darn good," I told Hartnett, exceptionally pleased with myself. "I think I want to be a C-130 pilot."

Hartnett, however, did not award me with the silver wings I was hoping for upon my departure. □

Open for business -- lots of it

by SSgt. Larry Dean
public affairs

Base recruiters have started a campaign offering reservists chances to win prizes by helping sign up new members for the 934th.

The campaign, "Lead the Way by Recruiting Today," is an effort to overcome personnel shortages in spite of military downsizing. "Downsizing in the military is a fact; however, it has created a myth," said TSgt. Mark Benefiel, 934th recruiter. "The myth is that the Air Force Reserve is no longer recruiting because of downsizing. In fact, we're recruiting as usual and have also experienced a slight increase in slots we need to fill within the 934th."

Benefiel added recruiters are always working to backfill positions vacated through normal attrition as members retire or leave their active Reserve slot. "Whether there's downsizing or not, we still need to keep new troops coming in so we can meet staffing requirements for the base - ideally, keeping

Recruiting offers super incentives to 934th members bringing in new people

our numbers at 110 percent," he said.

"The incentives we're offering people during this campaign, which concludes Aug. 31, are some of the best we've ever offered," said Benefiel, "thanks to donations from base organizations."

The unit member who obtains the most enlistments or assignments wins first prize, and those with the next four highest totals will earn second through fifth place awards respectively. First prize is a \$50 gift certificate for the Base Exchange. Other prizes include dinners for two at the NCO Club and Officers Club, a one-night stay in the distinguished visitor suite and a \$25 BX gift certificate.

A letter was sent to all base members in February announcing the campaign and inviting people to find friends, relatives or other qualified people to fill unit vacancies. "Enclosed with that letter

was a referral form to list the name and address of anyone who might be interested in joining the Air Force Reserve," Benefiel said. "If individuals provide us with a phone number for potential recruits, we'll follow up our mailing with a phone call to make sure the person received our information packet."

He explained that unit members can anonymously refer an individual's name for the recruiters to contact, and each unit orderly room has boxes for dropping off referral slips. Base career advisors have additional referral forms for those who need them.

"The campaign is already off to a good start," Benefiel said. "We've received about 15-20 referrals during the March UTA alone. Thanks to the help of people in the 934th, this will be a very successful recruiting campaign." □

by Mark Davidson
public affairs

Local reservists helped people thousands of miles south of Minnesota in February by loading or transporting humanitarian supplies bound for those warmer climates.

The first relief effort involved an airlift to Paraguay, a country in South America located between Bolivia, Argentina and Brazil.

A group from Avon, Minn., called "Project for the People of Paraguay," gathered 44,000 pounds of donated goods, consisting of medical supplies, food and clothing.

The group then worked with the U.S. State Department to get the goods to Paraguay through the Denton Amendment program. This program allows Department of Defense transport of humanitarian relief supplies on a space-available basis without charge after following a comprehensive application and review process.

"The relief supplies were delivered to the base on three consecutive days by truck," said SMSgt. Michael Dressen,

27th Aerial Port Squadron air transportation superintendent. "Aerial port personnel downloaded the goods off the trucks, weighed the goods and then palletized them."

A Reserve C-5 Galaxy transport aircraft from the 433rd Airlift Wing, Kelly AFB, Texas, picked up the cargo on Feb. 14. "Six reservists and I loaded the cargo on that cold day," said Dressen. The cargo was delivered to Paraguay on Feb. 16.

The second relief mission involved 10 aircrew members and maintenance support people transporting textbooks into Belize, a country in Central America on the eastern side of Mexico and Guatemala.

"We flew into Kirtland AFB, N.M., on Feb. 22," said Capt. James "Jake" Hayes, 96th Airlift Squadron pilot and aircraft commander of the mission. "We loaded 39,000 pounds of textbooks, gathered for donation by the Rotary Club of Albuquerque, onto our C-130 and took off for Belize the next day."

Transportation of the textbooks, Hayes pointed out, were also under the auspices of the Denton Amendment program and were destined for a technical college in Belize. □

**Helping
hands**
Humanitarian
missions get
boost from
934th

Putting aside boxing gloves

The old ways -- with management and labor 'at each other's throat' -- are fast disappearing, thanks to Partnership

by Cherie Huntington
public affairs

Though stumbling along – for all practical purposes, blind in the dark – members of the 934th Airlift Wing and the American Federation of Government Employees Local 1997 appear to be making headway in a slow, deliberate battle for saner relations.

“Everyone wants things to flow smoothly,” said **Steve Wickham**, president of Local 1997 and employee in 934th Transportation. “Most people don’t like conflict.”

Wickham’s research and initiative in the area of management and union relations have resulted in the 934th taking the lead in the Reserve with an innovative group called the Labor Management Partnership Council. This 12-person group, with six members each from management and union, now has a formative year under its belt. Wickham credits both **Col. Michael Gjede**, wing commander, and **Maj. Paul Groskreutz**, support operations officer, for fully supporting Partnership, a mandate in Vice President Al Gore’s “reinventing government” campaign.

“I think we would have gone this route even if it hadn’t come down by presidential order,” said Gjede. “Communication is the key – we get down to what we need to fix and say, ‘Let’s fix it.’”

“The challenge with Partnership is for us to overcome the way we used to deal with issues and people,” said Groskreutz. “Both Quality and Partnership place a high value on the individual in as much as we start from a point that people are good, and they want to do the best job we’ll permit them to do. Therefore, we want to change procedures so they can accomplish that goal.”

According to Groskreutz, the group was trained by the Federal Mediation and Conciliation Service, which involved 2 1/2 days of study. “Many of the basic tenets they were teaching us were almost right out of our Quality notebooks,” he said, “including respect for the individual, how to deal with issues in a non-adversarial manner, and focusing on issues, not people and personalities.”



Gjede



Fox



Wickham

relationship, and those are hard walls to break down.”

Issues discussed at the group’s monthly meetings, according to Groskreutz, include anything seeming to separate labor and management. “In each case,” he said, “we seek out the specific facts and then try to build a better solution to the issue or improve the communications and understanding of the parties involved.”

He pointed out that an early effort included a survey on the Alternate Work Schedule, revealing widespread misunderstanding of AWS goals. “Once we communicated those objectives to a more complete degree,” Groskreutz said, “our conflicts disappeared.”

Conflicts remain, however, with those who do not yet understand the LMPC’s purpose.

“Unfamiliar people believe labor and management are supposed to disagree,” Groskreutz said. “Supervisors may feel we’re ‘giving away the store’; union members may feel their representatives are ‘in bed with management’, mostly because we’re able to get along and find solutions.”

“Locally, we’ve made great accomplishments in the past year,” said Fox. “Communications lines and cooperation have improved considerably.”

He added that he heard an Army general discuss his feelings on Partnership at a recent training session. “He said, ‘Finally, the reason behind all this, is that everybody knows it’s the right thing to do, the moral thing to do – now go move ahead and put all that wasted effort to good use,’” recalled Fox.

Though the group feels successful where all similar Reserve base efforts have failed, there is still much to be done. “We’ve got a long way to go,” said Wickham. “This doesn’t prevent us from having grievances or disputes. But it creates an environment in which we’re accessible – and approachable.”

Editor’s note: Minutes of each meeting are published in the weekly bulletin. Anyone with issues they want addressed should see any of the 12 members of the group or send the idea anonymously through base distribution to 934th LMPC.

Computer training offered

The 934th Communications Flight's small computers section now offers computer software training for reservists on Sunday afternoon of most UTAs. Classes in MS-DOS and Windows, MS Word, MS Excel and PowerPoint are available for four students at a time.

Anyone who can show up on ten minute's notice may be scheduled as an alternate. Also, booklets containing summarized information from the class are available, and video/disk training aids are on order for future loaning. Individual tutoring or presentations on any of the new software programs are also offered.

To sign up for a training class, send a memo to **Vern Holmberg**, computer software trainer, at 934th CF/SC. You will be notified by memo prior to the class.

☛For additional information, contact Holmberg, Ext. 8204.

Family Readiness moves to new office

The 934th Family Readiness Program office will be located in Bldg. 760, Room 150, as of April 1.

☛The telephone number will remain Ext. 8057.

Hangar dance set for June

The Civilian Welfare Fund's annual 934th Hangar Dance is set for Saturday, June 3, from 7 p.m. to midnight. A dance band will be featured, and the event is free of charge for 934th members, military and civilian, and their guests. There will be food and assorted beverages.

Volunteers are needed to set up and decorate for the dance on Friday evening, June 2, and prior to the event. Clean-up volunteers are needed on Sunday.

☛To volunteer or get more information, call **MSgt. Tim Payton**, Ext. 5323. ☐

Kudos

Awards

Meritorious Service Medal

MSgt. Raymong Duquenne (Ret.) CES

Air Force Commendation Medal

SSgt. Alfred Behling (Ret.) CES

CM Sgt. Larry Brown (Ret.) CES

Capt. Michael Dargen AS

SMSgt. Robert Peterson (Ret., 2 OLC) CES

MSgt. Sandra Strom (Ret., 1 OLC) CES

TSgt. Jerome Torkelson (Ret.) CES

Promotions

A1C Ryan Dunphy ASTS

SMSgt. Prentiss Foster CES

TSgt. Sandra Gilbert AES

SSgt. Jeffrey Guest MXS

SSgt. Angela Hendrickson APS

TSgt. Barbara Heusinkveld AES

MSgt. Peter Holstrom ASTS

TSgt. Christopher Knowles AES

MSgt. Arthur Komomua MSF

TSgt. David Kramer LSS

SrA. Dennis Maddox AS

SSgt. Helen Meldrum AES

SSgt. Joseph Mohlis AS

TSgt. Timothy Mutch MXS

SMSgt. Joseph Ockwig SPS

CM Sgt. Joseph Sacco Jr. LSS

SSgt. Orrin Schmidtbauer LSS

CM Sgt. Gary Smith AS

SSgt. Kenneth Stang ASTS

SrA. Greg Thaemert CES

SSgt. Holly Thiede LSS

SMSgt. Tracy Tratar APS

SSgt. Bradley Weis SPS

Individual honors

SSgt. **Randy Schauer**, 27th APS "Porter of the Quarter," January-March 1995.

Newcomers

A1C Andrew Ahswill MXS

Maj. Deborah Asselanis OSF

A1C Wesley Brenning ASTS

SSgt. Stephen Faltus SPS

Sgt. Ronald Guttman AS

TSgt. Hector Hermosilla AS

SSgt. Anne Huhtala AW

SrA. Melinda Koukol AW

SSgt. Michael Lytle LSS

SrA. Sean McCoy LSS

SSgt. Lynn McGourty AS

A1C Gregory McQuinn AES

SrA. Patrick Parucci MXS

SrA. Lynette Petsinger AW

SrA. James Sharpless ASTS

Sgt. Timothy Stoner SPS

TSgt. Dean Werner CES

2nd Lt. Bruce Wiskus AS

Reenlistments/extensions

TSgt. Dean Andersen CES

A1C Kermit Anstine AS

SSgt. Richard Boudreau Jr SPS

SSgt. John Dinning MXS

MSgt. Bradley Erickson MXS

SSgt. Michael Finstrom AW

SSgt. Donald Fletcher MXS

TSgt. David Hall II MXS

SSgt. Edd Hansen Jr. ASTS

TSgt. Elizabeth Johnston LSS

SSgt. Ross Knutson LG

SrA. Dennis Maddox AS

SSgt. Michael McGuire AES

TSgt. Wade Priest MXS

SrA. Gregory Sundholm SPS

Sgt. Gerald Vonruden SPS

Retirements

MSgt. Raymond Duquenne MXS

MSgt. Douglas Schmick AW

Civilian achievements

Capt. Barb Dock (APS) has returned from a two-week project with volunteers assisting in a community development project in a remote Costa Rican village. She lived in the village of Miramar on the Osa Peninsula, helping local people build a water supply catch tank to bring drinking water to homes and schools. The trip was sponsored by Global Volunteers, a private, non-profit, nonsectarian organization founded in Minnesota in 1984. ☐



Spring's folly



by SSgt. Janet Byerly
public affairs

When spring finally arrives, most of us are more than ready to get out and enjoy it. We may take a walk around the lakes or think about getting the gang together for a softball game.

In our enthusiasm to get going, we often charge into spring activities with little forethought and preparation. But usually a few days after that first rush into exercise, our bodies remind us it has been a long time since we last used some of these muscles.

With a little preparation and a few tips from Sgt. Zak Stroud, health promotions coordinator for the 934th Aeromedical Staging Squadron, you can be on your way to a spring fitness plan without the pulled muscles.

"As people start to get more active in the spring, it's important to begin slowly," said Stroud. "If you haven't exercised much over the winter months, you should start with light exercise one or two days a week, then add an additional day every three to four weeks.



After months of snow and arctic winds, the urge to overdo it with spring fun can mean problems -- sending you to the sidelines

"Start out with a non-strenuous sport like golf, light aerobics or non-competitive tennis," he continued. "The key to this is to gradually get into it. Start with walking rather than running, for example. A golfer may want to start by playing nine holes of golf rather than 18."

Essential parts of any exercise program include proper equipment in good shape, a thorough stretching and warmup session before you get started, and a good mental outlook, according to Stroud.

"You want to exercise for the right reasons, which means you should have an exercise plan," he said. "Take up sports you'll enjoy and that will complement your program."

Just because you are exercising does not mean you can fuel up on burgers and candy bars, however.

"The most important point when following an exercise program is to eat healthy foods - watch your caloric intake, watch your fat intake," Stroud said. "When you combine an exercise program with a healthy diet, it makes for a healthier person. Giving up bad habits such as smoking and excessive alcohol usage is a good complement to any exercise program too," he added.

"And always, always, always drink plenty of fluids when doing any exercise," he stressed. "Whether it's mild or strenuous exercise, it's important to keep the body well-hydrated." □

SERVICES BRIEFS

"Herk Hustle" set for May

Services will sponsor a 5K Fun Run/Walk on Saturday, May 6, at 5 p.m. The start and finish lines will be at the softball fields, with an on-base route. Family members are welcome, and the event is free of charge.

Registration

forms are available now at the 934th Recreation Services office, Bldg. 802.

Softball teams near deadline

The softball team registration deadline is April 1. Schedules will be available April 2, with play beginning in May. Any softball managers with questions should call recreation services.

Bowling results announced

Congratulations to the winners at the annual bowling night on March UTA:

High series/men: First place, Eddie Johnson (MSF), score of 536

Second place, Steve Odegard (CF), score of 495

High series/women: First place, LeeAnn Clark (MSF), score of 441

Second place, Sharon Lehmeyer (CF), score of 436

A prize was also given to the lowest scorer, Beverly Funaro, wife of August Funaro (CF), with a score of 88. A total of 34 people participated, 16 of those from the 934th Communications Flight. (Information contributed by SSgt. August Funaro, 934th CF UPAR) □

934th Recreation Services
Ext. 5316