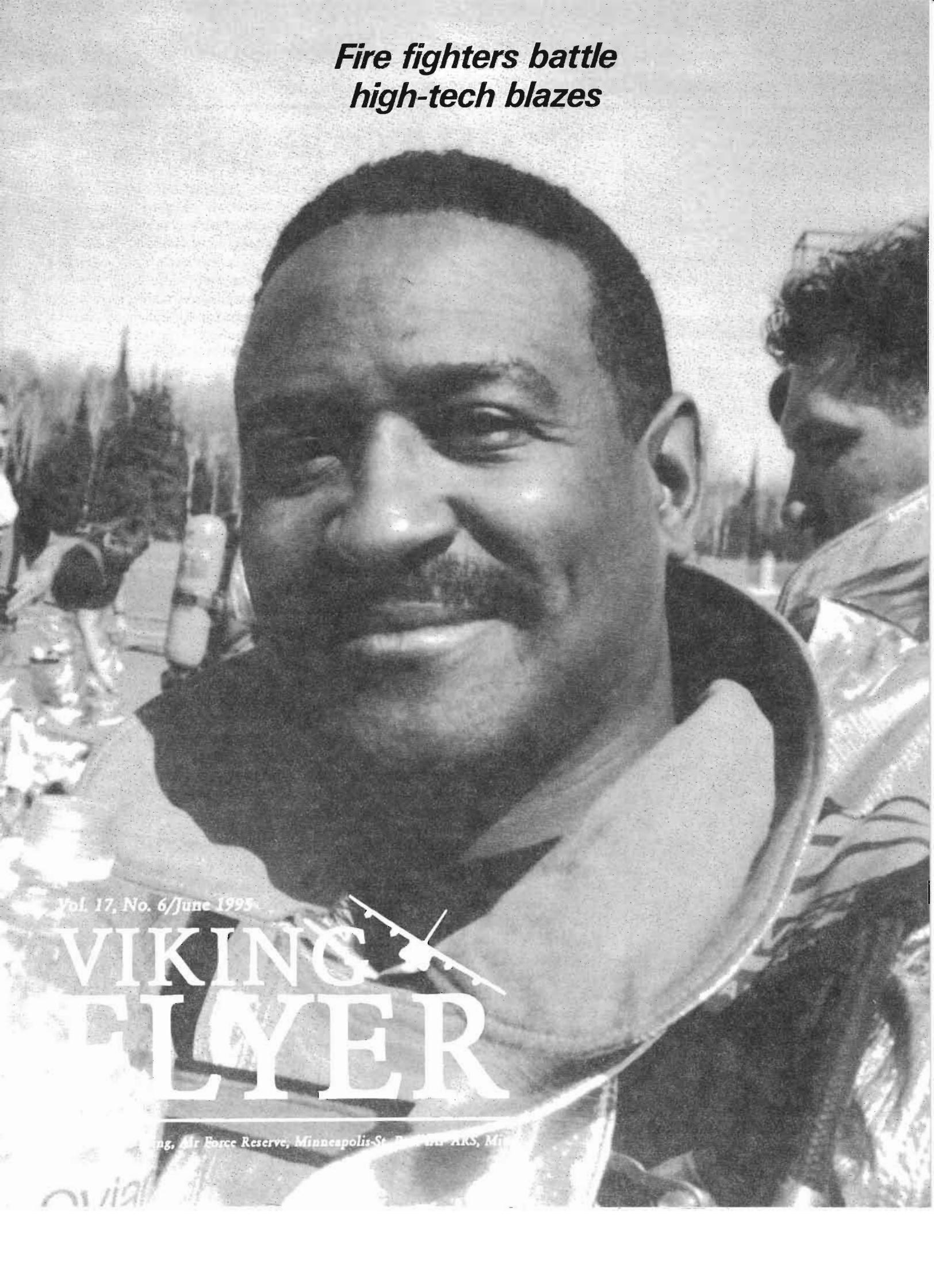


*Fire fighters battle  
high-tech blazes*



Vol. 17, No. 6/June 1995

# VIKING FLYER

1st Air Force Reserve, Minneapolis-St. Paul Air ARS, Minn.

# VIKING FLYER

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\* Indicates this month's contributors.

## On the cover



TSgt. Duane Whittaker, 934th CES, takes a water break while attending state-of-the-art fire fighter training in Duluth, Minn. For more, see Pages 6-7.

(Photo by MSgt. Darrell Habisch)

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## Base Closures

# BRAC is back

by Col. Michael Gjede  
wing commander

The announcement that our base was added to the Base Closure and Realignment Commission list for review (see story below) came as a shock to all of us. I'll try to give you my analysis of what this means to us.

During the past year, all bases ran what we called, "the BRAC Checklist," a document used to gather all kinds of data about every facet of how the base operates. This data was provided through channels to the Pentagon and subsequently used in the decision-making process for their recommendations to the BRAC.

The way I understand it, the only data the BRAC gets is the data on the "recommended for closure" bases. So what I believe happened on May 10 was the commission decided, in order to fairly evaluate the original recommendation, they would have to look at a broader data base. In order to do that, additional, similar bases

would have to be added to the list.

Although we may be concerned about being on the list, we should applaud the fact that the commission is doing everything possible to make a fair and accurate assessment of closure candidates. Whatever decision is made will be fully supportable by accurate, verifiable data.

Here at the 934th Airlift Wing, we'll get a chance to make our case to a member of the commission. They will also conduct regional community hearings to discuss the impact on the surrounding communities. Finally, our elected congressmen and senators will get a chance to make presentations to the commission in Washington, D.C., in mid-June.

We should approach all this with a confident, positive attitude that we've proven our position as a necessary, efficient, economical military operation. We'll be compared fairly and accurately with all the other closure candidates, and the outcome will be the right one for the taxpayers of this country. □

## Seven Reserve bases added to list

Minneapolis-St. Paul International Airport Air Reserve Station, home of the 934th Airlift Wing and numerous tenant organizations, has been added to the list of bases for review by the Defense Base Closure and Realignment Commission.

A total of seven more Air Force Reserve installations were added May 10 to the list to review for realignment or closure, as well as all five air logistics center depots where Reserve units are tenants.

The expanded list includes five additional AFRES C-130 bases, including Minneapolis: Gen. Mitchell IAPARS, Wis.; Niagara Falls IAP ARS, N.Y.; O'Hare IAP ARS, Ill.; and Youngstown-Warren Regional Airport ARS, Ohio.

Homestead ARB, Fla., home to a Reserve F-16 unit, went on the list along with a Reserve F-16 unit's portion of NAS Fort Worth JRB, Texas.

Reserve bases already on the list are

Bergstrom ARS, Texas (F-16s), and Pittsburgh IAP ARS, Pa. (C-130s).

The commissioners will visit the added bases through June 11 and will conduct regional hearings at which the affected communities will be able to testify.

Members of Congress will testify before the commission June 12-13. The commissioners will begin their final deliberations June 22 in Washington. They have until July 1 to formulate and submit their report to the president.

By July 15, the president either approves the list and sends it to Congress or disapproves the list and returns it to the commission. (AFRESNS) □

### UTA schedule

July 29-30 Aug. 12-13 Sept. 9-10

June UTA pay should be deposited by: June 13





**Colorado C-130 crashes**

A 302nd Airlift Wing C-130E transport aircraft crashed at about 3:15 p.m. (Mountain Time) May 13 in remote Bliss Canyon, Idaho, killing all six aircrew members on board. The 302nd is located at Peterson AFB, Colo.

The aircraft and crew were returning from a Modular Airborne Firefighting support mission in Boise, Idaho. The crew members were: Lt. Col. Robert Buckhout, director of safety and pilot in command; 2nd Lt. Lance Dougherty, copilot; Capt. Geoffrey Boyd, navigator; CMSgt. Jimmie Vail, flight engineer; MSgt. Jay Kemp, loadmaster instructor; and SSgt. Michael Scheideman, loadmaster.

The aircraft went down about 12 miles north of the town of Bliss, which is 80 miles southeast of Boise. It was returning from Boise after taking other unit members and equipment there for training.

Air traffic controllers at Mountain Home AFB, Idaho, some 30 miles west of the crash site, said they were contacted by the aircraft with a report of an in-flight emergency with an engine on fire. At about 3:16 p.m., communications were lost with the aircraft and it dropped from the air traffic control radar scope.

A board of officers will investigate the accident. At press time, 934th AW members were scheduled to attend a memorial service in Colorado on May 17. (AFRESNS from a 302nd AW news release)

**Big Drop II seen as success**

An armada of Air Force airlifters and Army paratroops recently completed the largest airborne invasion since World War II at Fort Bragg, just outside Pope AFB, N.C.

About 2,500 paratroopers and 587 tons of equipment were airdropped and airlanded during exercise "Big Drop II," May 6-7. The exercise tested a large force's ability to perform a joint operation at night under different weather conditions.

Aircraft from 27 Air Force active, Reserve and Guard flying wings flew in the operation. Augmentees from various bases brought the total units participating to 40. Additionally, 40 Army helicopters took part. Missions started at midnight May 5, ending around 8:30 a.m., May 6. The exercise was planned around testing lessons learned from Big Drop I and the aborted invasion of Haiti.

Paratroops were dropped by 19 C-141 aircraft, then 44 C-130s airdropped their equipment. Six C-130s then flew the airland mission. An EC-135 also took part, and one C-130 served as a joint airborne command and control center. (AFNS)

**Assessments take on two roles**

When Air Force Reserve inspectors start conducting Quality Air Force Assessments this month, they will validate the Unit Self Assessment plus evaluate functional area processes.

Earlier this year, senior AFRES leaders decided the QAFA team will have two roles: an eight-person assessment group to validate the USA and a 20- to 40-person functional improvement group to look at processes.

Before a QAFA, the unit will conduct a USA. During the visit, members of the assessment group will verify the USA using 1995 Quality Air Force criteria. They will then provide strengths and areas for improvement by item, in addition to a numerical score.

June 1995

Inspectors in the functional improvement group will look at special interest items, commander's programs and regulatory and statutory items. These functional area experts will assess functional areas from a process perspective. These items and areas will receive a five-tier rating.

AFRES officials said the assessment group will deal primarily with a unit's senior leadership, and the functional improvement group will review processes at the work center level. (AFRESNS)

**New medal honors volunteers**

Members of the armed forces and reserve components may now earn the Military Outstanding Volunteer Service Medal for exceptional community service performed after Dec. 31, 1992.

This new medal recognizes exceptional and direct community support over time, not a single act or achievement. It is worn immediately after the Humanitarian Service Medal, with service stars marking subsequent awarding of the medal.

An individual should normally be considered for only one award during an assignment. Specific eligibility criteria and other rules will appear in the upcoming Air Force Instruction 36-2803, covering awards and decorations. (AFNS)



**Viking Flyer wins award**

The 934th's *Viking Flyer* special edition, "Family First," won second place in Air Force competition in the special achievement category. The issue, published in September 1994, previously won first place in that category for the Air Force Reserve. This represents the highest honor earned by the paper in its 17 years of publication.

**'Juneteenth' activities set**

The 934th and the Federal Executive Board will both be involved with "Juneteenth Day," June 17, at Wirth Park, Minneapolis. Activities that day include a parade, a 5K run/walk, tennis tournament, food and music. "The Army has issued a challenge to the Air Force in the 5K run," said LaVerne Ginigeme, 934th black program manager.

Activities throughout the month include art exhibits, poetry readings, story telling, an African American film festival, a youth showcase, an Underground Railroad reenactment and various other programs.

For more information, call Ginigeme, Ext. 5351, or Hernub Sekenti, 377-0904 or 377-7000.

**Brief briefs ...**

Don't forget Saturday's hangar dance, June 3, from 7 p.m. to midnight in the fuel cell hangar. Sponsored by the Civilian Welfare Fund, the event is free for 934th members, military and civilian, and their guests. Attendees are asked to bring a non-perishable food item for Minnesota Food Shelves.

Military pay, civilian pay and travel voucher payments can now be sent to different bank accounts as desired. Call the appropriate pay section for more details.

June 1 was the mandatory wear date for the highly-polished U.S. insignia without the circle, for both officers and enlisted, on all service dress jackets. □

# Hands-on patient care

## Local aeromedics become first C-130 crews handling patient airlift in Panama

by SSgt. Janet Byerly  
public affairs

If not for a runway undergoing repairs, the 934th Aeromedical Evacuation Squadron might not have gotten a chance for a mission to Panama recently.

"Normally, a C-141 aircraft and crew would fly this mission, but they needed a C-130 because the runway was too short for a C-141 to land there," said SMSgt. Tom Peters, medical technician and superintendent of nursing services. "We were selected to be the first C-130 aeromedical crew to fly this mission, and we felt fortunate and proud to have the opportunity to participate."

The mission, supported by four nurses and seven medical technicians from the 934th, involved aeromedical evacuation of two groups of patients: the first group from Kelly AFB, Texas, to Howard AFB, Panama, and the second group on the return flight from Howard to Kelly.

For many of the crewmembers, this mission was the first time they had provided care for actual patients on an operational aeromedical mission.

"Many of us had not had operational mission experience," said Peters. "It was

a great opportunity for hands-on patient care.

"The problem we have is that 99 percent of what we do is simulated patient care," he continued. "You can get so hung up on simulated care that you lose track of what real patient care is like."

"It's so much easier taking care of real patients, because you're responding to real issues, not training scenarios," said SSgt. Scott Redinger, medical technician.

Problems may be encountered on an actual mission that even the most creative training scenario might not take into consideration.

"We had to deal with issues as they came up, things like the number of life preservers we needed on board and the configuration of the aircraft," said Peters. "It's the real thing; we had to use teamwork and work through it."

Despite a busy schedule preventing them from seeing much of Panama, crewmembers said the mission was a positive experience.

"I felt the mission went well," said SSgt. Calvin Lehna, medical technician. "We were able to adapt and overcome problems through creativity and ingenuity. It was hard work but a lot of fun." □

## Aerial port excels on Alaska annual tour

by Mark Davidson  
public affairs

The largest deployment in the 27th Aerial Port Squadron's history took place in early April as 84 "ramp rats" took over the active duty aerial port at Elmendorf AFB, Alaska, for two weeks during exercise "Patriot Partner."

"We typically have five annual tour deployments a year consisting of 25 people per deployment," said Maj. Jim Kirchoff, 27th APS commander. "A deployment of this size enabled us to work and train together as a unit, and to get to know more about the skills of each unit member."

Their mission included taking over one aerial port shift and augmenting the other two shifts, but they did more, according to Kirchoff.

"We were ahead of the takeover time in the cargo processing area by two to three days," he said. "We learned new skills in the areas of fleet service and the passenger terminal." □



(Photo by TSgt. Tom Dyer)

## Earth Day fun

### Unique power source makes debut here

The 934th celebrated the 25th anniversary of Earth Day with a dedication of the PC-25 fuel cell power plant, the only one of its kind in the Air Force Reserve.

Flowers were planted around the new power cell by elementary students from Minneapolis and Edina, Minn., pictured here with Dennis Schulstad, Minneapolis councilman and Reserve individual mobilization augmentee.

"The power cell is virtually emissions-free and has none of the polluting by-products normally associated with electrical productions," said "Dodd" Sadeghi, base engineer in charge of the project.

The fuel cell, approximately the size of a large, tall trailer, is located behind the boiler plant. □

# INFERNO!

by MSgt. Darrell Habisch  
public affairs

In the early-morning hours, in a quiet clearing in forests near Duluth, Minn, 80-foot flames devoured an aircraft just before a blast of super-heated air washed over the area.

Rescue calls were quickly made. "934th Fire Department, we have a C-130 aircraft in flames, eight souls aboard!"

Moments later, 13 fire fighters in three crash/fire fighting vehicles arrived, spraying flame-retardant foam at a wall of destruction larger than most had ever seen. "I could just see the nose of the aircraft sticking out of the fire," said SrA. Jamey Ahlgrim, fire protection specialist. "We had to roll up the windows because of the heat."

At the Duluth Technical College Aircraft Fire Fighting and Rescue School during May UTA, 13 members of the 934th Civil Engineer Squadron Fire Department experienced training so real that some lost their eyebrows and eyelashes to the flames.

"I felt like I got a sunburn," said SSgt. Michael Moldrem, fire protection technician. "Sweat poured off my face, and I felt the heat through my turnout gear [a flame-retardant, aluminized suit]. When you're wet, the heat seems more intense."

One of only two such facilities in the United States, the rescue school provides aircraft fire fighting techniques to professionals from around the world. A large, steel mockup aircraft sits within a

"fire pit" made of thousands of computer controlled propane gas jets, sensors and a fire-suppressing safety system.

According to Steve Hartsock, coordinator of fire and safety services for the school and a Duluth Fire Department captain, the \$18 million facility is environmentally-friendly and provides the best training available. "Fire fighters can't train on real fire anymore, due to environmental hazards," he said. "But here, they experience the real thing."

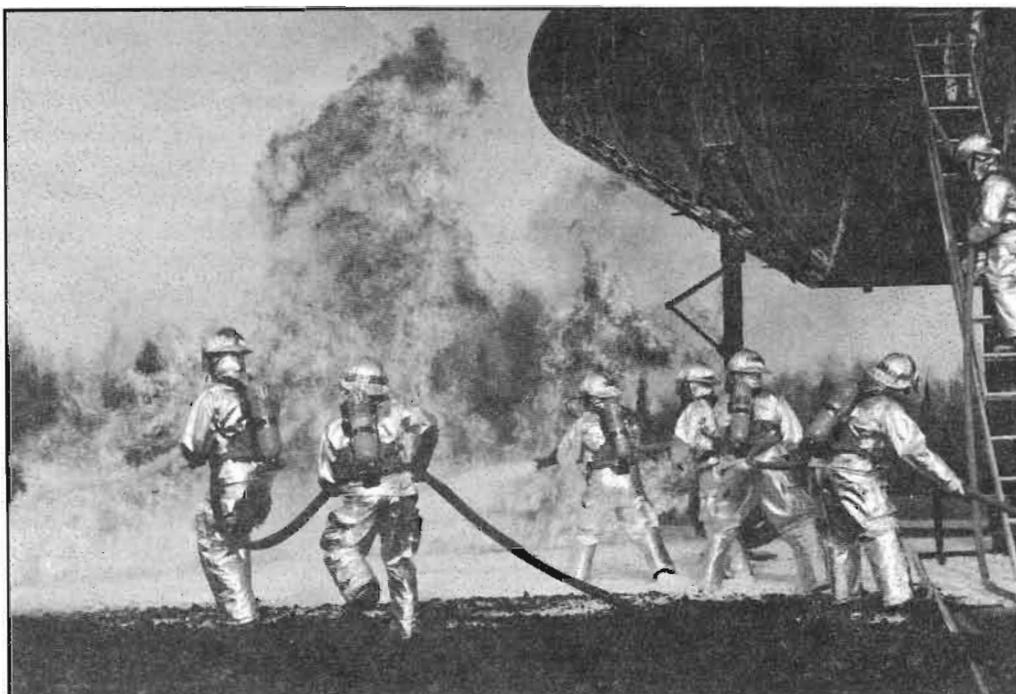
"The real thing" can send clean-burning propane flames shooting to the sky or turn the inside of the aircraft into

## 934th fire fighters train at one of the nation's best 'hot spots'

a choking barbecue pit. "Most of our people are also civilian fire fighters," explained TSgt. Russell Carnes, training facilitator. "But fighting a house fire isn't the same as an aircraft fire."

SrA. Brent Saba, fire protection specialist, agreed. "The fire reacts very much like a JP-4 [jet fuel] fire," he said. "Nothing compares to burning jet fuel,

(Continued, next page)



(Photos by MSgt. Darrell Habisch)  
Above, 934th fire fighters attack propane flames. Far left, SSgt. Daniel Schaefer, SSgt. Michael Lein and SrA. Brent Saba prepare for another scenario. Left, full "turnout gear" lends an eerie look.

*Don a helmet, hunker down -- it's time to fight the*

# FOG OF WAR

by **SSgt. Larry Dean**  
public affairs

**S**even members of the 934th Services Flight's Prime Readiness in Base Services teamed up with Scott AFB, Ill., civil engineers and Prime BEEF people to form a smorgasbord of talent for Readiness Challenge. The team assembled in the Tyndall AFB, Fla., sun to do battle with the best U.S. Air Force major commands and a Canadian team in this civil engineer and services annual competition.

**MSgts. Ron Knutson and Ruth Duffy, SSgts. Ken Engle, Doug Johnson, Ken Kruger and Mike Morth; and SrA. Larry Ahrendt** represented the base and the entire Air Force Reserve.

The seven-day April event pitted a total of 13 teams in competition with each other and the clock in activities ranging from rapid runway repair, commonly called "triple R," to setting up an MKT - mobile kitchen trailer.

"We basically went to an empty area and built a base from the ground up," said Knutson, services air reserve technician. "It's a wartime environment, which meant our team could be asked to do a number of things. For example, in wartime, our people in Prime RIBS could focus on cooking, billeting, recreation services, mortuary affairs, linen exchange and base

exchange troop issue in the field. This includes setting up these facilities and operating them to support our troops."

Possibly the biggest event in the competition was called the "Fog of War," according to Knutson. Participants had no idea when this event would start or what activities would be included. "Our tasking was to set up and operate a linen exchange facility," he said. "We were given our scenarios and then had a half hour of preparation time before they brought us to the site. We then were given an hour and 10 minutes to accomplish as much as we could. It really tested our priority setting, ability to organize and good, old-fashioned hustle."

He explained they were tasked in this scenario to supply linen from their facility to a hospital five miles away. Also, they were responsible for providing fresh water for a refugee camp. "This meant we had to purify water for the camp, set up a field laundry unit and an MKT," Knutson said. "They added a plane crash scenario to the exercise, which meant we also had to do our best to recover those injured and any casualties from the crash site. Extra points could be earned by recovering the plane's black box."

He noted the group excelled in team events. "We had a week at Dobbins AFB, Ga., to practice for this competition,"

Knutson said. "With so little practice time, I think we did extremely well in the team events, finishing with third- and fourth-place times."

Other team and individual events for Readiness Challenge included live fire of the M-16 while decked out in full chemical warfare gear, triple R, an MKT confidence course, timed assembly and disassembly of the M-2 burner used for cooking, pallet building with items used in the field, temper tent building, camouflaging a pickup truck used for troop and trailer transport, building a sandbag wall around a generator, and a 14-obstacle confidence course.

"It was a stiff competition, especially since we had only one week to prepare as a team, while the active-duty teams have much more time to get ready," said Kruger, shift leader. "You really need to know your technical orders if you want to do well in the competition, and although we took a few penalties for items in technical orders we weren't aware of, we worked well together as a team."

Morth, team participant, added that despite tough competition, camaraderie was keen. "There were some long days at Readiness Challenge, but the teams really rooted for one another to do well," he said. "It was a learning experience that I think went very well." □

## Firefighters ...

(Continued from Page 5)

but since our training doesn't include any real 'burns' anymore, this is the closest I've seen."

The high-tech inferno vividly demonstrates the hazards and hardships of an aircraft fire. After suppressing the fire on the outside, the rescue team must fight the fire on the inside. They crack the doors open with a pointed steel bar and spray foam at the fire and super-heated air rushing to escape.

Through the choking smoke and orange flames, the rescuers search for "victims," stuffed dummies scattered throughout the aircraft. "It's all hands - touch and feel," said Moldrem. "Thank God for flashlights and air packs."

"Inside was the most demanding," added Saba. "The heat was incredible while pulling those hoses through the cargo and passenger areas. I was covered in sweat."

The facility is being evaluated by the

Air Force Reserve for possible use by all its fire fighters unable to receive this type of realistic training elsewhere. "In the old days, we used to burn JP-4 fuel and other material for the guys and really show them a fire," said **MSgt. Randy Polanski**, assistant chief of operations. "How do we prepare for an accident or for augmenting active-duty fire fighters? This is it. Here, we learn to respect the fire and to fight the big ones. This teaches us to do the right thing." □

Reserve vice commander visits 934th with

## *Straight talk in tough times*

by MSgt. Tim Turner  
public affairs



**M**aj. Gen. James Sherrard III, vice commander of the Air Force Reserve, visited the 934th in conjunction with the dining-in during the May UTA. The *Viking Flyer* interviewed Sherrard to gain his insight and perspective on AFRES.

**VF:** It is troubling to read and hear Secretary of Defense William Perry and Congress saying there will be an ever-growing reliance on reserve forces, yet as a unit, the 934th is suffering from a serious man-day shortage. How can we be expected to do more with less?

**Sherrard:** We just have to figure out how we can best utilize the very limited resources we have available, both in terms of dollars and people. Secretary Perry's comments are the absolute truth. There's going to be more and more reliance on the Guard and Reserve to assist the active force. Realizing again he and his administration has a very limited amount of dollar availability, we have to manage that as best we can. Where we have some limitations or deficiencies, we've got to make sure we articulate those back [to Congress] ... saying, "Yes, we can afford this," or "No, we can't."

**VF:** Recently, we've heard Congress expressing full support of the Reserve yet at the same time calling for the elimination of more than 5,000 Reserve positions over the next two years. How do we meet this challenge?

**Sherrard:** Well, it's really painful. Those positions are driven by wartime requirements, and it's easy to talk authorizations and spaces. Where we get into a dilemma is if the reduction to us as a unit not only results in the loss of a space, but the loss of a face, too. Those become the most difficult of all when you drive it down to the 934th level, for example, because everybody is an important part of the process. They work very hard in making things happen, and if their job goes away ... We've got to provide our members as much time and information as possible for them to make the right decisions as to what is the right career move. Should they be looking for other organizations and positions to go to? Will they have the opportunity for Reserve transition benefits? ... It's incumbent upon us to make sure we do our dead-level best to take maximum advantage of all opportunities available for us to help our people.

**VF:** How do we ensure we retain our experienced reservists while still attracting a talented pool of younger people?

**Sherrard:** That's a real challenge for us. Our lifeblood has been the retention of experienced individuals ... If that should ever reach the point where it starts to wane or decrease, we've got some real challenges facing us, because then we start to drive our training costs up ... We need to continue to attract the young kids. We've got to make sure we have adequate numbers coming into our force who are going to replace our older members who may be departing our organizations. But in the middle in there, we've got to have the real battle ... What type of incentives can you talk about that can protect employers and families? [We have to] provide that reservist the ability to say, "Yes, I can still continue to participate and not have to give away literally every opportunity of either advancement in my civilian job or time with my family." Reservists have three balls they're juggling ... One of them is in the air all the time; in some cases, two are in the air; and it's that fine balance among civilian job, family and Reserve requirements. How do you manage all of those and still not walk in one day and find someone who's a basket case over in the corner? We've got to make sure we don't let that happen.

**VF:** It seems one of the main reasons people leave the Reserve program is conflict with their civilian employers. How can the Reserve improve relations with employers to ensure we continue retaining good, quality people?

**Sherrard:** The most obvious [action] is to communicate with them. I do believe, knock on wood, that AFRES is pretty darn successful in the things we're doing. In recent years, we've had two major national employers' support meetings at headquarters AFRES where we brought in 30 to 40 employers from various companies across the country and talked about the Air Force Reserve. We said, "Tell us what impact we're having on you. How can we help you? Here's how you can help us." It was a two-and-a-half day event that was wonderful ... We need that civilian employer to understand when we need our reservists. But on the other hand, we need that civilian employer to be supportive of the things we must do as a reserve component to support our national defense needs. That's only going to come through communication and education.

**VF:** Are there any other issues you would like to address here?

**Sherrard:** We have a responsibility and a need to make sure our story is communicated across the spectrum - and that people really understand the things we in the reserve component do for this nation, the values and capabilities we bring to the table. That becomes the responsibility of each one of us to make sure that happens. We've got to make certain, likewise, that we remember those who are in leadership positions set the example and the tone of the way we're going to do things. Train the young folks to have them prepared to accept the leadership positions, because that day will most assuredly come. Accountability and responsibility are two things we don't ever want to lose sight of. We're all accountable, and we're all responsible for various pieces of the big picture. We've got to make darn sure everyone understands the pivotal role they play in the orchestration of that process. □

# New club cards, at your service

## Added value seen as primary purpose

**A** racy, new club card showcasing an airborne U.S. Air Force Thunderbird makes its debut soon in a wallet near you.

The Air Force Reserve mailed applications for a new Air Force-wide club card to current AFRES club members, and some have already received their cards. Eventually, all major commands will participate in the program, which offers a MasterCard or proprietary card based on qualifications.

Anyone with questions can contact either **Dave LaPack**, club complex manager, Ext. 5403, or **Dave Lilja**, services director, Ext. 8049. Following are some of the most commonly-asked questions:

**Q: What is the primary member benefit of the new club card?**

**A:** Members may revolve balances on their accounts. With the new club card, you have the option of making a minimum payment on your account and paying the remaining balance over time at a low, competitive interest rate.

**Q: Will I still be able to enter any military club worldwide?**

**A:** Yes.

**Q: Under the new program, will I be required to charge all my club purchases?**

**A:** No. Clubs will continue to accept cash as they have in the past. Members who do not wish to use their charge card for goods and services should continue to carry their card for membership identification.

**Q: What are the differences in the appearance of the MasterCard and the**

**proprietary card?**

**A:** The proprietary card will not have the MasterCard hologram on the face of the card. Otherwise, the two cards are identical in appearance.

**Q: What happens when club members overextend themselves? Does the commander have authority to revoke club membership?**

**A:** Yes. There is no change in the commander's authority regarding club membership termination under such conditions.

**Q: What do we do when somebody doesn't qualify for the club card because of previous credit problems?**

**A:** Club membership eligibility is determined by the club, not the bank. All applicants approved by the club will be issued a club card.

**Q: What is the interest rate charge on revolving member account balances with the new club card?**

**A:** The annual percentage rate charged on revolving member account balances will be five percentage points above the prime lending rate, as published quarterly in the money market section of the *Wall Street Journal*. No interest will be charged if member accounts are paid in full within 25 days of the billing date shown on the statement.

**Q: If I have another commercial credit card, may I use it at the club?**

**A:** Club members may continue to use commercial credit cards of their choice for credit purchases in both services business activities or any commercial outlet accepting such charges. However, monthly club membership dues will be billed to each member's new club card account.

**Q: How will the bank determine which of the new club cards to issue to members?**

**A:** The MasterCard is issued to members who qualify for a universally accepted credit card under the contractor's normal credit criteria. The proprietary or private label card is issued to members who do not receive the MasterCard.

**Q: What are the credit limitations of the new club cards?**

**A:** For the MasterCard, approved credit will be established individually, based on the member's resources and credit worthiness established over time. Members being issued

a proprietary card will initially have a credit line of \$500.

**Q: How will monthly club dues be paid?**

**A:** Monthly club dues will be charged to members' club card accounts and be specifically identified on the monthly club card statement from the bank.

**Q: If I'm currently a member and have a valid club card, will I be required to fill out an application for the new club card?**

**A:** Yes. The current base-specific club cards will be phased out after the new services club card program is implemented.

**Q: I have always paid my enlisted club dues in advance and received a discount for doing so. Will I be able to continue this practice?**

**A:** Special discounts for advance dues payment will be discontinued when the new club card program is implemented. For those members who have paid advance dues under the old system, services will track prepaid dues credits until they expire. After that time, monthly dues will be billed to the new club card.

**Q: I pay my club dues in advance so I don't have to be bothered writing a monthly check. Is there an alternative method under the new program?**

**A:** Members may elect automated payments which provide the option of having payments deducted automatically from the members' personal checking accounts.

**Q: If someone is issued a proprietary card versus a MasterCard, does that mean the member being issued a proprietary card has poor credit?**

**A:** No. There are a number of reasons other than poor credit worthiness that could result in the issuance of the proprietary card. Through no fault of their own, many young Air Force people have not established the type of credit history needed to judge their personal credit worthiness.

**Q: May I continue to pay my club bill to the club directly?**

**A:** No.

**Q: Will I still be able to cash checks at the club with the new club card?**

**A:** Yes. Equally important, with the new club card, members will also have access to automatic teller machines at more than 15,000 locations. The latter feature only applies to members with the MasterCard. □

# In search of a vision

## *Basic objectives seem obvious -- until it's time to express them in written words*

by SSgt. Larry Dean  
public affairs

**T**he 934th Airlift Wing reached another milestone in its Quality journey recently when the Senior Leadership Council established the wing mission and vision statements. The group, formerly the Quality Executive Council, includes the base's top military and labor union representatives.

Lt. Col. Doug Pederson, wing Quality officer, worked as a consultant and facilitator to help the council use the needed tools to create these statements. "It was a painful process, because it was a new challenge for the council," he said.

"Although the process was painful initially, I think we all walked away feeling really good about the end product," said Col. Michael Gjede, wing commander.

Pederson said everyone worked hard to come up with a "great first project," showing how the wing's mission and vision supports those of 10th Air Force, the Air Force Reserve and the Air Force. "In the future,

**Mission:** "The 934th Airlift Wing will ensure the highest level of readiness to rapidly mobilize and accomplish assigned missions in support of command objectives."

**Vision:** "A world class airlift wing, always ready to respond with the best people, equipment and facilities."

units will follow suit in building their own mission and vision statements relating how their specific unit's mission supports the base mission," he said.

Pederson noted that although the statement may appear very broad based, "the thought process and planning are very specific in what we'll do and how we'll go about doing our tasks," he said. "What we

will or won't be doing five years down the road is all included in that thought process.

"In the past, mission and vision statements have been given to us," he continued, "rather than our own leadership sitting down and planning how we, as a base, will support others," Pederson said. "It's a conversion from simple compliance to developing our own means of accomplishing the mission. It gives us a measurable target we can look at throughout the year and see if we're meeting the charter we've established. As mission and vision statements are revisited at higher headquarters each year, we'll also look again at what we do and how we do it."

One step involved council members expressing how they viewed their section's roles and responsibilities. "When we were done, I believe the council had gained a much clearer picture of what the base does," Pederson said.

"One of the hard lessons learned in this effort is that 'metrics' - or measurements - are difficult," he continued. "These statements and future revisions of the statement will help us to answer the question, 'How do we know we're doing what we said we would?'"

Both the 934th Aeromedical Evacuation Squadron and 96th Airlift Squadron have also completed their vision/mission statements. □

## *Calling all junior officers*

by Cherie Huntington  
public affairs

### **Starting out as a training program advertised by word of mouth, these leadership seminars are now catching on like wildfire**

**T**he Junior Officers Leadership Development Seminar started on a premise that could raise gasps of shock from butter bars and star-studded generals alike: "We need something to enrich our careers, not just fill the squares."

In what often seems like a square-filling Air Force, JOLDS represents a unique opportunity for junior officers, according to 1st Lt. Chris Kiraly-Thomas, supply officer with the 934th Logistics Support Squadron.

"We're really pumped up," she said. Kiraly-Thomas and a handful of junior base leaders have managed to capture one of the three-day, across-the-country sessions for Minneapolis, Nov. 10-12. "We put together a team. Things started to fall together - and whoa! What an explosion of ideas," she said.

From this month through November, a total of 11 seminars will

be held, each focusing on a specific interest item, according to Kiraly-Thomas. The Minneapolis focus: budget. But part of her enthusiasm for the project seems rooted in the fact that just putting it together provides valuable learning. There is no guidance, no structured curriculum, no funding - and no "adult supervision."

"Junior officers come together and make this a success," she explained. "Quality oriented? You bet! Empowerment is in our hands."

For local lieutenants, captains and majors from all services, active or reserve - the seminar's "target group" - the Minneapolis program offers a chance for inexpensive training, but only 50 slots are available.

To receive more information on the local seminar, contact Kiraly-Thomas, Ext. 8168, or Capt. Deborah Buonassisi, Ext. 5335. To sign up for the seminar or receive details on other locations, call 1-800-223-1784, Ext. 70376. □

## *Viking Victors: new place, new face*

### **Maj. John Floersch**

**New position:** Commander, 934th Operations Support Flight; formerly chief, command post.

**Education:** Bachelor's in business management, U.S. Air Force Academy, Colorado Springs, Colo.; master's in administration, Central Michigan University, Mich.

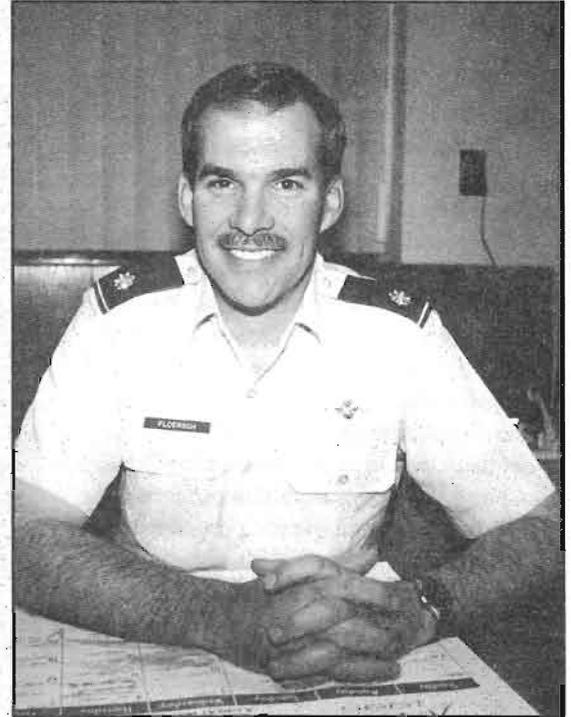
**Civilian occupation:** Pilot, Northwest Airlines.

**Hobbies:** Attending my children's sporting and extracurricular activities, boating with my family, hunting and fishing.

**Professional organizations:** Reserve Officers Association, U.S. Air Force Academy Association of Graduates, Airline Pilots Association.

**Goals:** "To maintain a team-oriented environment in the OSF promoting community, professionalism and success for our unit - and everyone in it."

**Family:** Wife, **Becky**; children, **Christine** (16), **Shaun** (11) and **Nicole** (4); live in Rosemount, Minn.



### **SSgt. Pamela Perkins**

**New position:** Recruiter, 934th Airlift Wing (succeeding TSgt. Mark Benefiel, who transferred to recruiting offices near Wright-Patterson AFB, Ohio).

**Former position:** Health services journeyman, 452nd Medical Squadron, March AFB, Calif.

**Education:** Certified paralegal; working on associate's in business.

**Hobbies:** Snow skiing, bike riding, writing, reading.

**Professional organizations:** Gelende Ski Club, Minneapolis.

**Goals:** "To make Rookie Recruiter of the Year and Century Club before this tour is over."

**Family:** Single, lives in Eagan, Minn.

**Comments:** "Coming from southern California, this has been quite a climatic change. Everyone has been really nice and helpful. I really enjoy my co-workers and am sure I'll adjust - eventually!" □

## Awards

### Meritorious Service Medal

TSgt. Anne Brost (Ret.), AES  
Maj. James Kirchoff, APS  
Lt. Col. Mildred Young, AES

### Air Force Commendation Medal

MSgt. Kent Emerson (Ret., 1 OLC), ASTS

## Promotions

A1C Taj Alexander, OSF  
SrA. Kermit Anstine, AS  
SSgt. Michael Borgschatz, ASTS  
TSgt. John Byerly, AW  
MSgt. James Courneya, AS  
SSgt. John Kline Jr., CES  
SSgt. Kristina Koran, LSS  
SrA. Shawn Legried, AS  
TSgt. Wayne Nelson, LSS  
SSgt. Lynette Petsinger, AW  
SrA. Ray Probst, AS  
SrA. Christopher Rieland, AS  
TSgt. Douglas Roden, MXS  
TSgt. Gary Rolli, LSS

SSgt. Michael Thimm, AES  
TSgt. Peter Welter, MXS

## Newcomers

SrA. John Brask, MXS  
SrA. Daniel Boyer, AES  
SrA. Thomas Brown, CES  
2nd Lt. Robert Brundige, AES  
Sgt. Randall Chesick, SPS  
SrA. Gerald Fairall, ASTS  
2nd Lt. Edward Hawkins, AES  
SSgt. Janice Johnson, AW  
SSgt. Roger Latterell, CES  
Capt. Vincent Lupo, LSS  
SrA. Mary Miller-Huff, SVF  
SrA. Daniel Olson, CES  
SSgt. Anthony Osborne, CES  
SSgt. Ian Owen, AS  
A1C Eric Podolan, SPS  
SrA. Rebecca Rodrigues, AW  
1st Lt. George Rohrich, ASTS  
SrA. Rory Schmidt, LSS  
SSgt. Danford Young, CES

## Reenlistments

SrA. Tracy Anderson, CF  
SSgt. Robert Arkulary, MXS  
A1C Andrew Ashwill, MXS  
TSgt. Gerald Bohrer, SPS  
TSgt. Terrance Carr, MXS  
SSgt. Kyle Keiner, AS  
SSgt. Paul Long, CES  
SSgt. Richard Mathies, MXS  
SrA. Anton Mighty, ASTS  
TSgt. Jeffrey Parenteau, MXS  
SrA. Patrick Parrucci, MXS  
SSgt. James Risler, MXS  
SSgt. Wayne Stierlen, CES  
Sgt. Timothy Stoner, SPS  
TSgt. Paul Torgesen, MXS  
SrA. Jeffrey Ziebol, MXS

## Retirements

TSgt. Anne Brost, AES  
CMSgt. Wellington Davis, ASTS  
Lt. Col. Edwin Loomis, AS  
MSgt. Philip Smith, APS □

# Speak up: What's your favorite Reserve benefit?



**SSgt. Jeffrey Bartsch**  
934th CF  
"Education - getting the \$6,000 for serving my country, plus I'll have just nine more years to go before retirement. I'm a student at the University of Minnesota in electrical engineering."



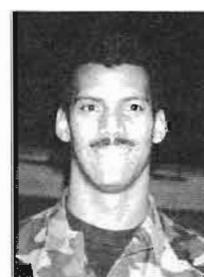
**SSgt. Kenneth Stang**  
934th ASTS  
"The camaraderie. Basically, that's the reason I joined this unit. I have 10 years of active duty, so 10 years or more in the Reserve will give me a retirement, too."



**MSgt. Rosie O'Neal**  
934th OSF  
"Travel. That's a good benefit - being able to travel. I've been to Nevada, Arizona, Germany, Panama and Spain."



**TSgt. Glen Spotto**  
934th SVF  
"Retirement benefits. You put in 20 years of hard work, and that's good incentive."



**SSgt. Mark Woodson**  
934th MXS  
"Travel. You get to see many different places around the world, like Panama, South America and Europe. Also other places here in the states and Hawaii, too."



**SrA. Barry Haukoos**  
934th SPS  
"Education. The G.I. Bill is paying for me to go back to school and make a career change. I'm attending Normandale Community College, majoring in law enforcement." □

# Carbon monoxide: a silent killer

by SSgt. Janet Byerly  
public affairs

When the carbon monoxide detector at Patricia Botkin's home began its BEEP, BEEP, BEEP at 5:30 a.m. recently, her husband thought it was malfunctioning and told her to turn off the squawking appliance.

But as Botkins hurried to her son's room to turn off the detector, and fling open windows and doors in the home, she knew this was the real thing.

A short time later, as the inspector from the gas company plastered a bright-red "hazardous" sign across the heater and declared it unsafe, there was no doubt the family had been fortunate to get out alive.

"I'm so thankful we got those detectors," said Botkins, director of family readiness for the 934th. "My husband, Randy, had a fit when I bought them because they were \$70 apiece. Now I know he's glad we had them."

Although Botkins, her husband, their 19-year-old son, Ryan, and 25-year-old daughter, Bridgette, escaped from their Eagan, Minn., home that morning, and went about their usual routine, they could not shake the headaches, nausea and total exhaustion they had been feeling for some time.

"We thought we were feeling poorly because of all the dust and debris in the air from the construction being done on our home the last few months," she explained. "It wasn't

## A simple monitor helped save four lives



until the day after the incident, when I was still feeling so weak, that I decided to get tested for carbon monoxide poisoning. I had a three-hour test and felt so much better after the 100 percent oxygen they administered to me. Thank God I hadn't suffered any internal damage."

Health experts recommend immediate treatment for carbon monoxide poisoning, something the Botkins' were not told. They were not told to vacate their house either, which would have alleviated some of the lingering symptoms.

"When the inspectors came to look at our house, they determined that when

the new roof was put on above our existing roof, the vents were not extended to the outside," she explained. "Because we had various parts of the house open to the outside, it wasn't until the house was totally closed up again that the problem was discovered."

Botkins saw firsthand why this danger is often called a "silent killer."

"You can't tell carbon monoxide is present without a detector of some kind," Botkins continued. "It's a colorless, odorless gas. Most people would guess they had the flu and think nothing of it. I think most people don't think there's a need for a carbon monoxide detector, but it's something every home should have. It saved our lives, and we're thankful." □

### SERVICES BRIEFS



#### Golf tournament planned

The annual golf tournament will be held Saturday, July 29, at the Rich Acres Golf Course. The tournament will be nine holes/best ball, followed by a picnic.

Cost is \$18 per person, with a limit of 10 teams. The sign up deadline is July 10 at recreation services.

#### June schedule announced

The June 3 softball schedule follows:

Men's: CES vs. 96th Brawlers  
Field 3, 4:50 p.m.

MXS #1 vs. 27th APS  
Field 3, 5:50 p.m.

MXS #2 vs. Loser of first game  
Field #3, 6:50 p.m.

#### Coed-Recreational:

27th APS vs. 96th Flying Vikings  
Field #1, 4:50 p.m.

934th CF vs. Avionics  
Field #2, 4:50 p.m.

934th AES vs. Loser of first game  
Field #1, 5:50 p.m. □

**934th Recreation Services  
Ext. 5316**