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# VIKING FLYER



934th Airlift Wing, Air Force Reserve  
Minneapolis-St. Paul International Airport Air Reserve Station, Minn.

***Meet the  
'business-end  
bunch'***



# VIKING FLYER

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## On the cover



Staff Sgt. Jeanette Weber, loadmaster with the 96th AS, represents the "business-end bunch" - people in charge of the C-130 load, whether it is cargo, passengers or patients. For more, see Pages 5-7.

(Photo by Staff Sgt. Michael Dvorak)

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## Base Closures

# Base dodges bullet

by Col. Michael Gjede  
wing commander

**F**or the second time this year, the 934th Airlift Wing has dodged the "BRAC bullet."

We were added to the list for closure consideration by the Defense Base Closure and Realignment Commission, I believe, to give them a larger data base to make comparisons. The folks at Pittsburgh had cried foul, so the commission believed the data given to them by the Air Force was flawed.

I really believed the threat to our continued existence was low, but a threat is still a threat - and it had to be treated seriously. With a lot of effort and long hours from Capt. Deb Buonassisi, wing executive officer, and Mark Davidson, chief of public affairs, we assembled a pretty extensive - though not elaborate - package of briefings to show our visiting commissioner just what we're all about and substantiate our military value. We also

lined up a fairly extensive list of leaders from our surrounding communities to provide insight on the economic impact the 934th has on the metro area.

Again, it was a lot of hard work with short suspenses, but a lot of people came forward to help, and I guess we can say it paid off. Speaking for the entire 934th, I want to thank everybody who contributed to this outstanding effort. Hopefully, we won't ever have to deal with this again.

A side benefit to all this was the media coverage. The television stories weren't always totally accurate, but the coverage certainly went a long way in letting people know we exist. We sometimes have an identity problem and have worked very hard at trying to correct it, and we need to continue in that effort.

That requires each of you to take time, whenever you can, to tell our story. As we demonstrated to the BRAC: we are important to the state of Minnesota - and the nation. □

## Two Reserve stations face axe

**M**inneapolis was spared as the Defense Base Closure and Realignment Commission recommended closing two Air Force Reserve air reserve stations, closing one active-duty base and realigning another where Reserve units are tenants.

On June 22, the eight-member commission concurred with the Department of Defense to close Bergstrom Air Reserve Station, Texas, and voted to close O'Hare International Airport Air Reserve Station, Ill. The BRAC recommended closing or realigning 26 military bases during the first day of final deliberations in Washington, D.C. They voted for Pittsburgh International Airport Air Reserve Station, Pa., to remain open, among others, including Carswell Field and Brooks Air Force Base, Texas.

Once approved by the president and congress, Bergstrom's F-16s will be redistributed or retired. O'Hare's C-130s will be redistributed to Dobbins Air Reserve

Base, Ga., and Peterson Air Force Base, Colo., or as appropriate.

The BRAC voted to close the San Antonio Air Logistics Center at Kelly Air Force Base, Texas. The Reserve's 433rd Airlift Wing will remain in place and become part of Lackland Air Force Base.

The commission also placed McClellan Air Force Base, Calif., on the closure list. The Reserve's 940th Air Refueling Wing will transfer to Beale Air Force Base, Calif., as part of a previously approved realignment decision. A relocation site for the Reserve's 4th Air Force headquarters will be determined at a later date. □

## UTA schedule

Aug. 12-13 Sept. 9-10 Oct. 12-15

NO NOVEMBER UTA

July UTA pay should be deposited by:

Aug. 9



**World**

**Vintage aircraft plan visits**

Hundreds of vintage aircraft this summer will form an aerial armada crossing the country to mark the end of World War II. Organizers of "Freedom Flight America" said they expect upwards of 300 aging warbirds to make the two-week, cross-country trek from Long Beach, Calif., to New York City in August, visiting nine locations en route.

Following is the Freedom Flight America itinerary:

- July 31-Aug. 1 Glendale, Ariz.
- Aug. 1-2 Biggs Field, El Paso, Texas
- Aug. 3-4 New Century Air Center, Kansas City, Mo.
- Aug. 4-7 Municipal Airport, Aurora, Ill.
- Aug. 7-9 Wright-Patterson Air Force Base, Ohio
- Aug. 9-11 Andrews Air Force Base, Md.
- Aug. 11-14 McGuire Air Force Base, N.J. (AFNS)

**Reserve budget holds steady**

The Air Force Reserve portion of the proposed fiscal years 1996-1997 Department of Defense budget calls for moderate price increases in the reserve personnel account, and operation and maintenance funding with a hefty cut in military construction.

The proposed defense budget includes requests for a 2.4 percent pay raise in fiscal 1996 and a 3.1 percent hike the next year in the reserve personnel appropriation.

Despite a slight upswing in funding due to price increases, the Selected Reserve's end strength - what Congress authorizes and funds - will drop dramatically, from 78,706 in fiscal 1995 to 73,969 in 1996. (AFRESNS)

**Officer submits to Article 15**

An officer assigned to the 440th Airlift Wing, an Air Force Reserve unit in Milwaukee, Wis., has received a severe reprimand and will forfeit the sum of \$1,716 per month for two months resulting from the filing of a fraudulent travel voucher.

The officer had attempted to collect \$300 more than expended by altering a lodging receipt and submitting it with a signed travel voucher. When confronted with the evidence, the officer did not dispute the attempt to defraud the government and said in a signed statement, "There is no excuse for my actions." (*The Flying Badger*, 440th AW)

**Southern Command moves**

Southern Command headquarters is moving from Panama to Miami. The Department of Defense had recommended the city from more than 120 possible sites in the United States and Puerto Rico. About 700 military and civilian staff and 1,500 family members will relocate from the present headquarters at Quarry Heights near Panama City.

Under provisions of the Panama Canal Treaty of 1977, the command must leave Panama by the end of 1999. The treaty calls for the phased withdrawal of all U.S. service members from

Panama and the turnover of U.S. military-controlled installations to the government of Panama. (AFIS)

**Local**

**Family Day action set**

Family Day festivities will be held Sunday, Sept. 10. Activities will include kids' games, picnic lunch, aircraft displays and squadron projects. Also, the Air National Guard museum will present a mission reenactment.

Volunteers are needed to assist with kids' games and pop wagon. Those interested should contact their unit sports representative or call the 934th Recreation Services office, Ext. 5316.

**Memorial fund established**

Anyone wishing to donate to a memorial fund for the families of the crewmembers killed in the May C-130 crash should make checks payable to the "302nd Airlift Wing," and write "Memorial Fund" in the memo section. Send to: 302nd AW, 860 Mitchell St., Suite 104, Peterson Air Force Base, CO 80915-8010.

**Hangar dance deemed success**

The 1995 Annual Hangar Dance, sponsored by the Civilian Welfare Fund, was a "tremendous success," according to CWF officials. Comments received indicated there was good food and Sir Brothers provided excellent music. More than \$200 in food items were donated to the Minnesota Food Shelves, for which representatives offer their thanks.

The CWF requests feedback on the event so next year's can be even better. Also, anyone may volunteer for next year's committee.

Call Gerri Theisen (612) 725-5381, or LaRae Koopman (612) 725-8137.

**Meal claims clarified**

Reservists residing outside Minneapolis corporate limits but within the local commuting area reports for duty may claim up to two meals, with the following requirements:

☐ Bona fide receipt from the eating establishment listing itemized cost of meal, date and time meal was purchased and name of restaurant,

☐ One meal may be claimed while en route to the base on the first day of duty, and one meal en route home on the last day of duty,

☐ Claim the meal(s) in the reimbursable section of the travel voucher.

Anyone with questions should call the 934th Financial Management travel section, Ext. 5314.

**Chaplains hold food drive**

The 934th Airlift Wing chaplains will be conducting a food drive during August and September UTAs for Twin Cities-area food shelf organizations. Unit members are asked to make cash or non-perishable food donations to their unit first sergeant.

All donations will be turned in to the chaplain's office. For more details, call Ext. 5188. ☐

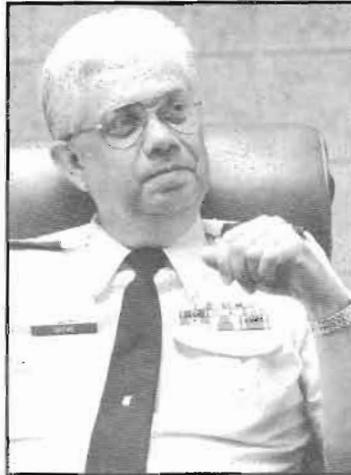
# Meet the senior enlisted advisor

Only the third SEA in the 934th's history, this 20-year man has climbed to the top

by Maj. Steve Hatcher  
public affairs

**T**wenty years ago, Senior Master Sgt. Dick Grewe joined the 934th with modest hopes of making it through his first enlistment.

Now, he holds the top enlisted position for the wing – only the third senior enlisted advisor in the unit's 32 years of existence. Formerly first sergeant for the 934th Mission Support Flight, Grewe knows his position is vital, as he serves as the voice of the enlisted force. Here are some of his thoughts as he assumes his new position:



Grewe

**Viking Flyer:** What is your primary role as senior enlisted advisor?

**Grewe:** My primary role will be aiding the growth of the individual enlisted member in the unit. Everyone must know my door is open to them. I'm their representative to the commander. The commander places a tremendous amount of faith in the open lines of communications between the unit members and the SEA. We can all work together to improve the areas needing attention.

**VF:** Retention is a major concern. With the amount of extra

time everyone is asked to contribute, how do we retain people?

**Grewe:** Recognition of the contribution each person makes is the key to keeping good people. The awards and decorations program is a way to show individuals that their work and effort is appreciated. Also, making sure the experience reservists have when they're at the base be a positive one, from training and education to meals at the dining hall to lodging, on- or off-base. Continually, we must provide meaningful training, keeping them informed about opportunities – and we also need to understand, times are changing in the civilian community which affect their status in the unit. The more we can provide a positive experience, the better it will be for everyone.

**VF:** Recruiting has also become a focus of every unit member. What can we do to enhance our recruiting efforts?

**Grewe:** Identifying good quality enlistment candidates is everyone's responsibility. Recruiting and retention go hand-in-hand; when we lose a member for whatever reason, we must go to the marketplace and find a good-quality replacement. We've got to talk straight with the new candidates about the time commitments. I believe we have a wonderful opportunity for the right people. We must start right from the beginning talking about how the Reserve has changed ... We have to do a better job in retention and that will help our recruiting efforts. We must all be aware of our needs and all do our part to get our numbers to where they should be.

**VF:** Approaching the next step in our Quality Journey, how do you see yourself assisting?

**Grewe:** My focus will be to help communicate how effective the Quality program can be if we all use the tools and ensure training is carried on. One of my greatest concerns is maintaining the momentum we've got going in the program. I've seen how it has worked in this short time, and I believe we can continue making strides if we keep putting in the effort we did in the early stages. □

## All ears

*Jennifer Kaye, senior director of marketing for Group Health Cooperative, Eau Claire, Wis., dons her headset on the C-130 flight deck during flight. She and 27 other invited community representatives traveled to Charleston Air Force Base, S.C., on the 934th's 1995 Civic Leader Tour, June 26-27. Hosted by the wing commander, Col. Michael Gjede, the annual, two-day trip to another Air Force Reserve location highlights both Reserve and active duty Air Force contributions to the nation's defense. At Charleston, the group toured the C-17 aircraft, simulator and maintenance areas.*



(Photo courtesy Dan McDowell)

## Loadmasters, aeromedics take care of precious cargo in C-130s -- they're the **'Business-end bunch'**

by Staff Sgt. Shannon Armitage  
934th AW/MSF UPAR

**M**ost people might think flying around the world in the back of a C-130 sounds like a leisurely way to make a living.

But leisurely is not how Staff Sgt. Tom Thomas and Tech. Sgt. James Schmidt, loadmasters with the 96th Airlift Squadron, described their jobs. "Sometimes I wonder if we're the hardest-working people on the crew," said Thomas.

The loadmaster acts as the aircraft commander's representative in dealing with everything that happens in the back of the aircraft. "We're the eyes, ears and nose back here for the front-end crew," explained Schmidt. "We can sometimes tell when something is wrong before the [flight] engineer can."

The loadmaster is already hard at work prior to the other crew members and passengers arriving at the airplane. They inspect all the emergency items on the plane, such as oxygen and emergency lights, and they configure the seats needed for the number of passengers expected. While helping to load the cargo onto the airplane, they also complete a weight and balance form, which, according to Thomas, is one of the most critical aspects of his job.

If the load is not balanced properly, he said, the airplane might not get off the ground, or it might even "crash and burn."

"We're looking after the safety of the passengers and the airplane, so it's very important the load is balanced and tied down security," Thomas said.

During the flight, the loadmaster takes care of the passengers. He or she briefs them on the emergency exits, relays messages to them from the aircraft commander and informs the front-end crew the heating and air conditioning requirements. They also keep an eye out

for any technical problems or emergency situations that may happen in the back of the aircraft.

Thomas said dealing with passengers can sometimes be the hardest part of his job. "You have to be tactful," he said. "And even if you're having a bad day, you still have to act your best."

But when the passengers are safely off the plane, the loadmaster still has work to do.

After landing, Schmidt said it is his job to safely download all the equipment and to make sure the airplane is clean and ready to go for next mission. "When we get back on the ground safely, we feel pretty good, though," he said. "We know we did our job well, and we know we have something to do with those 142,000 safe flying hours." □



For an aeromedical viewpoint, plus more on loadmasters, see Pages 6-7.



(U.S. Air Force photo)

Above, Staff Sgt. Tom Thomas, loadmaster with the 96th Airlift Squadron, and left, Staff Sgt. Becky VonBank, 934th Aeromedical Evacuation Squadron, are part of the "business-end bunch" during a C-130 cross-country training mission to Kelly Air Force Base, Texas.

*Learn, train, practice, train, fly, train ... it's the life of an*

# Aeromed

by Staff Sgt. Shannon Armitage  
934 AW/MSF UPAR

**M**embers of the 934th Aero-medical Squadron know that when called to active duty for a mission or contingency, they will not have time for more training. They must be proficient at all times – 'souls' may be at stake.

So even after completing technical school and initial upgrade training, members of the 934th AES, often called 'aeromed,' must still undergo evaluations and continuing education.

They fly every 60 days, at a minimum; preferably, 30. And according to Tech. Sgt. Chris Vandenberg, NCO in charge of training for the squadron, "That's all we ever do is train, train, train ... You really have to love this job to want to do it."

What they train for is to safely transport patients in the back of a C-130. Staff Sgt. Cal Lehna, aeromedical technician, said this is done primarily by providing patient care, knowing what to do in an aircraft emergency and being familiar with the aircraft, including knowing how to configure it properly.

"The aeromedical crews must constantly practice these things," Lehna said, "so in case something goes wrong, they automatically know what to do."

Vandenberg said aeromedical crews are routinely tested on patient care. They must be able to use various types of medical



(Photo by Staff Sgt. Shannon Armitage)

**Senior Airman Melissa Wright, 934th Aeromedical Evacuation Squadron, cares for a simulated patient during a cross-country training flight to Texas and Florida.**

equipment, such as the Lifepac 10, an item that shocks or "jump starts" the cardiovascular system; a manual resuscitator consisting of an air bag that can be used instead of doing cardio-pulmonary resuscitation; the "impact suction," an item that clears airways; and the PT/LOX, an oxygen mask.

"Learning the medical equipment during initial training can sometimes be a big obstacle," said Vandenberg, "but know the equipment is probably one of the most important parts of our job."

For aircraft emergencies, the crews practice a few simulated exercises each flight. Lehna said there are five basic aircraft emergencies: crash landings; ditching, which is landing in the water; rapid decompression; fire; and an open door. "The main responsibility of the aeromed's in an emergency is taking care of the patients," he said.

“That’s all we ever do is train, train, train ... You really have to love this job to want to do it.”

The crew must also be familiar with the C-130 and know how to set up litters in the back. They spend an hour or two before and after each flight training on this, even during long flights.

"We spend a lot of time configuring the airplane ... so we can make the most out of every training flight we get," explained Vandenberg.

Senior Airman Melissa Wright, aeromedical technician, said besides having to keep up with individual training, members of the 934th AES are also responsible to train others. "Members do this by taking turns being patients on various flights," she said. "It helps fulfill flying requirements, too."

Wright, who lives in Fargo, N.D., and has an infant son at home, said it takes a lot of effort sometimes to stay mission qualified. "It's worth it, though," she said. "I love it." □

**For a rookie loadmaster, it's not easy being green -- or 'shiver-me-timbers' blue, either**

by Master Sgt. Tim Turner  
public affairs

**A**s the saying goes, there's a first time for everything. For Staff Sgt. Jeanette Weber, one of five 96th Airlift Squadron loadmasters on hand during this spring's Arctic Saber II exercise in Canada, those words hold special meaning.

"It was my first experience working as a loadmaster," she said.

Although Weber officially has been assigned to the 96th Airlift Squadron for about a year, she just graduated from loadmaster training school at Little Rock Air Force Base, Ark., in February. "Because I just got out of school, I hadn't had the opportunity to really test my new skills until Arctic Saber II," she said.

Weber spoke fondly of the 10-day Air Force Reserve, Army and Canadian National Defense Forces exercise. "I loved it," she said. "I mean, how many people do you know who can say they've been inside the Arctic Circle?"

Weber said she learned a lot on the exercise, primarily because her fellow loadmasters let her handle a variety of responsibilities. "They let me do a lot of things on my own," she said. "To me, that's the best way to learn."

She went on to say the exercise was a learning experience not only for her, but for all the loadmasters who participated. "For one thing, it was the first time we'd ever loaded snowmobiles onto a C-130," she said. "They were odd loads, and the exhaust fumes they left behind after being driven off the planes were powerful."

She admits the life of a loadmaster was not tops on her list of military careers when she joined the Air Force six years ago. "I started out as an administrative specialist at Loring Air Force Base, Maine, then left the Air Force entirely after my active-duty stint was up in 1993," she said.

Then last year, Weber enjoyed her first flight aboard a 934th C-130. "I watched the loadmasters doing their job and thought, 'Gee, I think I'd like to do something like that,'" she said. "After the trip, I talked to a base recruiter about becoming a loadmaster, and the rest is history."

Weber said she is not at all intimidated by being the only female loadmaster in the 96th. "The other aircrew members treat me like any other loadmaster," she said. "I don't want or expect any special treatment, and they don't give me any. Plus, I grew up with four brothers, so it's familiar territory."

Her future plans include learning as much as she can about her new Reserve career. "I quit my civilian job to do this," she said. "Right now, I'm trying to get as many hours

**TRIAL**

**BY**

**ICE**



(Photo by Master Sgt. Tim Turner)

**Staff Sgt. Jeanette Weber, loadmaster, braved wind chills in Canada in excess of 100 degrees below zero.**

in as a loadmaster as I can. Hopefully, I can do this full-time for a while and not have to look for a civilian job right away."

In the March exercise, Weber experienced biting wind chills of northern Canada. But in a few months, she will travel to the opposite end of the continent. "In September, I'll go to Panama with the Coronet Oak rotation," she said. "It should be quite a contrast -- the Arctic Circle in the spring and the equator in the fall." □

# Night shift, C-130 style

*Not everyone heads for the gate at 3:45 p.m.*

by Master Sgt. Tim Turner  
public affairs

While many 934th people spend their evenings tucking in the kids and waiting for "The Late Show with David Letterman" to come on, other base members are putting on their own late show.

They are the four people on the flightline maintenance night shift, and it is their job to ensure the C-130 flying mission during weekday evenings runs smoothly.

"That's often easier said than done, since half of all the 934th's flying occurs in the evening," said Tech. Sgt. Mark Sidla, crew chief. "There's always something to keep you busy on nights."

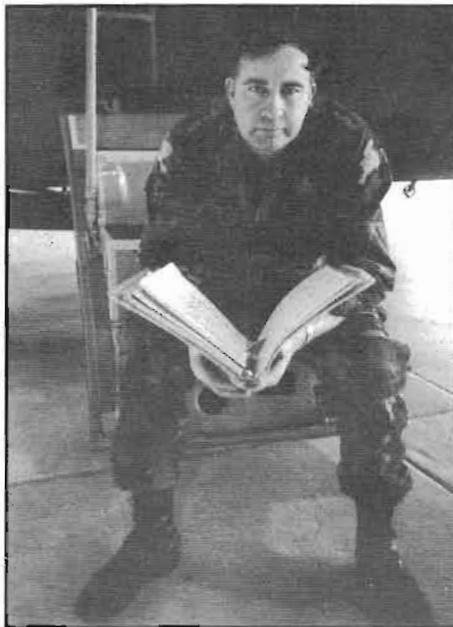
Three of the four night crew people are crew chiefs assigned to the overall supervision of the C-130s, with two of the three also maintenance specialists.

"The fourth person is the aerospace ground equipment technician, who's assigned to the 934th Maintenance Squadron," explained Tech. Sgt. Elden Lonneman, AGE technician. "The AGE technician is in charge of all equipment needed to support the planes, such as refueling, generators, heaters and de-icing trucks. We also have to repair all the equipment if it breaks."

The night shift starts at 2:30 p.m. and ends at 11 p.m. – too late to catch Letterman – except on Friday, when the crew works from 9:30 a.m. to 6 p.m., since the unit rarely flies then.

All 14 people assigned to flightline maintenance during the week rotate on the night shift, usually pulling a one-month stint two or three times a year. They are all air reserve technicians who join their 44 fellow reservists during UTAs.

According to Tech. Sgt. Richard Klick, crew chief, the night shift allows all flightline maintenance people to experience the special challenges that are part of fixing C-130s in the evenings.



(U.S. Air Force photo)

**Tech. Sgt. Richard Klick, 934th Maintenance Squadron, knows the challenges of night shift.**

"One of the biggest is making sure the planes keep their evening flying schedule, while at the same time operating as a skeleton maintenance crew," Klick said.

There are usually two flying missions at night, Klick explained. Two planes depart at 4:30 p.m. and return at 6:30 p.m., then another two leave at 7:30 p.m. and get back at 10 p.m. Missions flown in the evening include airdrops, aeromedical missions, formation flying and short-field landings.

"In between those missions, flightline maintenance people have to get the planes ready for launch, which means refueling, inspecting and checking all systems," said Staff Sgt. Dave Fisher, crew chief. "When the planes return, we concentrate on recovery, which includes checking all systems, parking and refueling the planes for the next morning's flights."

Another challenge in working the night shift is relying on your own experience to fix the plane, Klick said. "If something breaks

on the aircraft that you're not familiar with, such as the avionics system, you may not have any specialist support like you do on the day shift," he explained. "So you have to use your own experience and ingenuity to get the problem fixed and the plane flying."

Another obvious challenge to the night shift is simply working in the dark. "It's much harder to repair a C-130 at night, because your depth perception is off," Sidla indicated. "Also, safety is even more important at night, because it's harder to see obstacles – you have to be twice as careful as during the day."

While there are many challenges during the night shift, there are also advantages, according to Staff Sgt. Frank Helseth, maintenance specialist. "I like nights because it's more structured than days," he said. "On nights, you usually know what you're going to be doing ahead of time, but on days, you don't know what's going to happen. If an airplane breaks, you may get pulled away from an assigned job to go help fix the broken aircraft."

Another advantage to nights is getting involved in VIP visits, such as when the president comes to town.

"When the president's here, his advance party will arrive a week before to drop off personnel and limousines," Lonneman said. "We'll help the advance team unload the limos, park their planes or move our planes out of the way. The Secret Service is good to work with, as long as you follow the rules and stay out of their way!"

Whether it is assisting with presidential visits or launching and recovering aircraft, the four-person night crew stresses Quality and teamwork to get the job done.

"We solve every problem as a group, and we get everyone's opinion, whether someone has 20 years of experience working on C-130s or two years," Sidla emphasized. "We all have the same goal in mind: fixing the aircraft as safely and efficiently as possible to meet the flying schedule – and the needs of our customers, the aircrews." □

# On the road again

Some reservists rack up the miles in pursuit of an Air Force Reserve career

by Master Sgt. Darrell Habisch  
public affairs

**M**ost reservists make sacrifices to get to the base on time every UTA. Some people roll out of bed early; some have to drive 30 minutes; others have to take the kids to day care.

Others sacrifice even more to get here, leaving on Thursday to fly thousands of miles, driving through blinding snowstorms for hours or abandoning their farms during the prime planting season to make the long trek.

These people are long distance commuters, 934th reservists who live in Florida, Tennessee, Iowa, the Dakotas, Wisconsin, Texas, California, Ohio and other faraway points.

## Leaving the farm behind

One such commuter is **Bray**  
Tech. Sgt. Dean Andersen, a heavy equipment operator with the 934th Civil Engineer Squadron.

Andersen drives from Rake, Iowa, every Friday before the UTA. "With no cops, good weather and a good road, I can make it in about two hours," he said. A member of the unit for eight years, Andersen said, "The drive is well worth it. I've been really fortunate. Sometimes when I've left the unit to go home, the snow was falling so hard, you couldn't see the aircraft on the flightline. But I've never had a problem."

A farmer by trade, Andersen has had to make some

*Sometimes it's tough to come to Minneapolis for the weekend when I could stay home and get the soybeans in.*



(Photo by Tech. Sgt. Tom Dyer)

difficult decisions. "Sometimes it's tough to come to Minneapolis for the weekend when I could stay home and get the soybeans in," he said. "Especially when the weather's been wet, and it's the first dry weekend for planting. Since I commute, I can't do both. But I've always been here, and like I said, it's well worth it."

## Traveling 22 years

Marshfield, Mo., is home to Lt. Col. Donald Stockton, 934th Maintenance Squadron commander.



(Photo by Mark Davidson)

"I've been commuting since 1973 to various locations," he said. "It's natural for me to go where the job is. I've flown from Missouri to California, Colorado and Minnesota. It's easier for me to commute since I'm self-employed and don't really have to clear it with a boss."

Why does Stockton do it? "For God, country and retirement," he said.

## Andersen

### Hates city, loves Reserve

Even bad weather never deterred Senior Airman Aaron Bray, fuels apprentice with the 934th Logistics Support Squadron, from making the four-hour drive from Hibbing, Minn. "I take some Fridays off to make sure I get here for the UTA," he explained. Bray's employer, Shubat Transportation, has been "very good about working with me," he said. "They back me up 100 percent when it comes to my military duty. They've been great."

For Bray, the long trip is his best alternative. "I don't want to move down here," he said. "I don't like the city; it's too big, and the traffic is terrible. But I'll stay at the 934th until I retire."

Almost every reservist makes some sort of sacrifice to attend the UTA. Some use all their UTA pay - and then some - to attend; others leave the crops waiting or say good-bye to the family two days early to get here.

But most commuters agreed with Andersen's comment: it's well worth it. □



**Dock**

*Straight from the heart:  
wing members helping others*

## Dock's Diary

**Christmas in Costa Rica?  
This reservist said 'yes'**

**C**apt. Barb Dock, deployment officer for the 27th Aerial Port Squadron, is a reservist deeply involved in community service projects. Last July, she centered her Christmas holidays around serving as a volunteer in Costa Rica.

"It was a blast," Dock said. "I'd do it again in a heartbeat." From diary entries, here is her account of her experiences.

 I don't know about you, but when Target puts up their Christmas trees and starts playing those tinny Christmas carols in July, I'm pretty much of a Scrooge by the time Christmas finally rolls around.

Last year, I decided I couldn't take it anymore, so I joined nine other "Scrooges" and spent two weeks working as a Global Volunteer in Costa Rica. Global Volunteers is a non-profit organization with a unique philosophy called "servant-learner," which means we do what our host country asks us, even if we feel we have a better way – our way isn't necessarily the right way.

We worked under the direction of the Costa Ricans in the remote village of Miramar on the Osa Peninsula. "Remote" translates into: no electricity, no running water, sleeping on cots in a classroom with creepy crawlies, a tin outhouse, showering with shower bags, and most wonderful of all, no faxes, phones or pagers!

For two weeks, we assisted our hosts in building a water catch supply tank to bring drinking water to the village.

Our day began at 5 a.m. with reveille blown by the neighborhood roosters. Each morning, we gazed silently as the changing colors of dawn greeted the jungle – and instantly increased the temperature by 20 degrees.

A cup of coffee – strained through what looked like a sock – and a bowl of rice and beans, and we were ready for anything. Our hosts came by with shouts of, "Buenos Dias," and after much hand-shaking, gave us our assignments for the day through our translator.

By 6 a.m., the temperature was well into the 90's with the humidity about the same. We filled our water bottles, and set out on our three mile, 1 1/2 hour, hilly trek through the jungle to our work site.

Our trek was sometimes better than "National

Geographic" as we saw toucans, macaws, parrots, monkeys, a wide variety of bugs, and yes, a few snakes.

About all we gringos could do when we got to the work site was fall face-first into the stream and gulp water – our Costa Rican amigos didn't even break a sweat.

As life began coursing through our bodies again, we began our various tasks of digging a basin around the spring, chopping sand out of a hill, breaking rocks and taking down an old house for lumber. We mixed cement, built a wooden frame for the catch tank and were putting the finishing touches on the catch tank when we left.

When our translators weren't present, we received instructions and attempted to ask questions, solely with gestures. Work stoppages were common as both parties often found the charades humorous – smiles and laughter are universal.

My limited Spanish improved some, but obviously not enough, judging from the laughter of the Costa Ricans. I think I must have bought a farm or agreed to marry the president's son.

Our work day ended at noon as we gringos, accustomed to sitting behind desks instead of hoisting shovels, couldn't take the heat and had to save enough energy for the trek home.

Afternoons were spent recovering, reading, playing with the neighborhood kids and performing our additional duties, of which mine was filling the shower bags. Evening descended quickly because of our close proximity to the equator. Our patio was illuminated with candles and flashlights, and those of us who could stay awake gambled the evening away using beans for money, played cockroach tag or stargazed.

A few evenings I opted for stargazing and slept under the canopy of stars, although sleep was elusive as the skies were so beautiful and the jungle sounds so different from the sounds of I-94 back home.

On December 24, someone remembered it was Christmas Eve day, so we drew names for gifts and agreed the presents would be constructed from our natural surroundings to eventually be returned from where they came. On Christmas, we opened our gifts, headed to the beach for our only day off and wrapped up the day by hiking back to our quarters singing Christmas carols. Was this a great Christmas, or what?

The next day, while most people back home were standing in gift exchange lines, we gave our biodegradable gifts back to the jungle and headed off to work.

The end came too soon and the good-byes too hard. I received more for Christmas last year than ever could be wrapped in a box.

I wonder where the July Christmas trees and the tinny Christmas carols will lure me to this year? 

*Do you know a 934th member who gives "straight from the heart" to the local, state or world community? Call public affairs, Ext. 5337, to tell us their story for a future issue. □*

## Awards

### Meritorious Service Medal

Capt. Barbara Dock, APS  
Maj. Barry Johnson, AS  
Tech. Sgt. Elden Lonneman (Retired), MXS

### Air Force Commendation Medal

1st Lt. Daniel Anderson, AES  
Staff Sgt. Shannon Armitage, AW  
Capt. Kelly Bankole (2 OLC), AS  
1st Lt. Craig Bogan, APS  
Capt. Maureen Chevalier, AES  
Maj. William Flanagan (1OLC), AW  
Tech. Sgt. Michelle Klingenschmitt (1OLC), AW  
Tech. Sgt. John Otremba, AS

### Air Force Achievement Medal

Capt. Richard Boyce, AES  
Staff Sgt. John Kline Jr., CES  
Tech. Sgt. Dale Klossner, CES

## Newcomers

Senior Airman Thomas Brown, CES  
Maj. Christopher Clay, AES  
Staff Sgt. Kevin Dahlen, AES  
Staff Sgt. Michael Ginapp, MSF  
Senior Airman Brian Howard, ASTS  
Capt. Edna Langenfeld, ASTS  
Staff Sgt. Lawrence Little, SPS  
Senior Airman David Lunde, AS  
Staff Sgt. Michael Lytle, LSS  
Sgt. Casey Morrissette, ASTS  
Senior Airman Shannon Polk, SPS  
Senior Airman Anthony Price, MXS  
Senior Airman Rebecca Rodriguez, AW  
2nd Lt. Randall Rydberg, AES  
Staff Sgt. Steven Stahl, SPS  
Senior Airman Scott Terpening, SPS  
Airman 1st Class Jeremy Weber, SPS  
Staff Sgt. Lorn Werner, MXS

## Retirements

Tech. Sgt. Elden Lonneman, MXS  
Lt. Col. Mildred Young, AES

## Civilian service certificates

**30 years**  
Rosemary O'Neal, OSA

**20 years**  
Charles Conroy, DE  
Lt. Col. Wade Farris Jr., OG

**10 years**  
LaRae Koopman, LGC  
Christine Lesniewski, LGS

## Suggestion awards

Donald Miller, MXS, \$75  
Thomas Christian, DE, \$38  
Charles Conroy, DE, \$38 □

# Speak up:

## What community activities are you involved with?



**Master Sgt. Paul Burnett**  
934th AW/FM

"I volunteer at the Fire Fighters Memorial Museum in North Minneapolis, helping staff the gift shop and working at open houses and parades. My wife's parents are original members of the museum."



**Master Sgt. Pat Olson**  
934th LSS

"I've participated in the multiple sclerosis Super Cities Walk in Minneapolis for the past five years. I have friends who have MS and had a neighbor in Winona, Minn., who died of MS."



**Staff Sgt. John Telschow**  
934th APS

"I'm involved with fund raising for the Somerset Youth Hockey Program in Somerset, Wis. Recently I organized a crew of 17 volunteers from the 27th Aerial Port Squadron to man one of our beer tents at Edgefest II in Somerset, raising \$15,666 for the hockey arena fund."



**Staff Sgt. Scott Novak**  
934th CES

"I'm a volunteer fire fighter for Osakis, Minn.; member of the Eagles Club, a national fraternity of firemen and police officers; on the fire awareness board for the fire department, going out to the schools every year; on the fireworks committee for Osakis Festival; and I just received my three-gallon pin for blood donations."



**Master Sgt. Steven Odegard**  
934th CF

"I'm a scout master for Troop 188, Pine City, Minn.; Sunday school teacher at Zion Lutheran Church; volunteer teacher in sewing for home economics at Pine City High School; secretary of the church district youth committee in Brainerd, Minn.; and I'm on the committee for the first annual golf classic, St. Mary's Parochial School."



**Senior Master Sgt. Miriam Ross**  
934th AW/FM

"I volunteer as a support person at the Jasper and Polk County Rape Crisis Line in Iowa. I'm a rape survivor and am willing to talk to any woman who has been physically or sexually abused or attacked." □

## UTA eating habits: good, bad, ugly

by Cherie Huntington  
public affairs

**S**omehow, the UTA weighs heavier on you this Saturday morning. What should be an enjoyable job just seems like a chore.

Could it be that sausage omelet swimming in cheese and those crispy, deep-fried hashbrowns you had for breakfast are slowing you down?

Could be, according to **Janelle Lawler**, dietitian at Fairview Southdale Hospital, Edina, Minn., who analyzed a food habit survey taken during June UTA. "Avoid cheesy eggs," she said. "Such choices can make you feel sluggish because they're high in fat."

Seventy-two people were surveyed by public affairs staffers on what they ate on Saturday for breakfast, lunch and dinner. Lawler then reviewed the findings on reservists' food choices to point out the best food "game plan" for UTA – and every day.

### Breakfast

**Biggest breakfast:** Eggs, potatoes, bacon, French toast, bananas, grape juice. **Smallest:** Soft drink.

"It looks like, for the most part, there were really good choices for breakfast," said Lawler. Of 26 people surveyed, milk or yogurt were chosen by 38 percent and fruit, by 35 percent. Others opted for oatmeal, grain cereal or bread such as a muffin, toast or bagel. Only one person had a fast-food breakfast sandwich, and four had a soft drink or coffee only. The typical eggs-and-bacon breakfast, however, was selected by 31 percent.

"For a quick breakfast, try a breakfast fruit bar and skim milk, or fruit and yogurt," Lawler suggested. "If you have time, make a shake, adding fruit, one cup of skim milk and eight to 10 ice cubes in a blender."

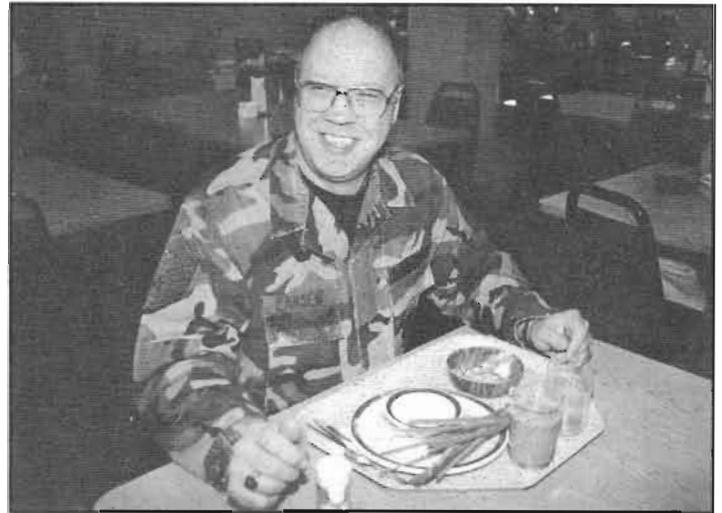
She added that breakfast is a critical meal, especially for hit-the-ground-running reservists. "You want to try to have breakfast, especially if you didn't have a meal the night before," she said. "Your body is in a starving phase, and if you're going to do physical work, you need breakfast."

### Lunch

**Biggest lunch:** Steak, baked potato, salad, milk, strawberry shortcake. **Smallest:** Potatoes, peas, cream puff.

Twenty-one people were surveyed, with 86 percent having some sort of meat for lunch: chicken, turkey, burgers, roast beef, tuna or steak. Salad was included for 24 percent, and other vegetables for 48 percent. Milk was on the menu for 38 percent, but sweets were included by 29 percent. Finally, two people had a beer.

"Again, you want your lunch to be low in fat or you won't be as alert," Lawler said. "Avoid cream soups – and



(Photo by Mark Davidson)

**Master Sgt. Scott Larsen, 27th Aerial Port Squadron, finishes his lunch at the dining hall.**

cream puffs – which might slow you down a little bit." She said the "biggest lunch" was actually a good, balanced one, as long as the steak weighed only three to four ounces.

### Dinner

**Biggest dinner:** Three hamburgers, salad, milk. **Smallest:** Carrot, "lots of beer."

Twenty-five people were surveyed, and some had attended Saturday night's hangar dance. A whopping 52 percent had alcohol, indicating Saturday night may be more popular for socializing than making wise food choices. Pizza or chicken/turkey were chosen by 20 percent each, and 32 percent had a vegetable or salad. Three people skipped dinner.

"Pizza isn't a bad choice, but watch out for sausage and pepperoni; vegetable pizzas are good," commented Lawler. "You want to watch out for dressings, even though salad is an overall good choice. With dressings, you can add 300-400 extra calories and up to 15 grams of fat."

Alcohol, too, can add a lot of surprise calories. "Six cans of beer can have 900 calories, adding up a lot of excess calories quickly, with no nutrients," Lawler pointed out.

For the busy reservist, she suggested going to the grocery store and planning ahead by stocking up on "tortable," healthy snacks: string cheese, sports drinks, pretzels, dried fruits and low fat breakfast/snack bars.

She discouraged skipping meals, in any case. "Your body needs fuel, just as a car needs gas," Lawler said. "Fuel your body with food instead of empty calories. Always try to get in five fruits and vegetables per day. Just trying to get these in, your diet will automatically be better – you'll be eating something better for you." □