

*Behind-the-scenes  
warriors*

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# VIKING FLYER

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

MARTY MAHER  
SSGT  
USAF

# VIKING FLYER

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 934th MSP (934th UPAR of the Year 1994)

## On the cover



Staff Sgt. Marty Maher, 934th LSS, represents the many members of his unit providing behind-the-scenes support. For this mission focus, see Pages 6-8.

(Photo by Staff Sgt. Michael Dvorak)

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## Commentary

# Quality, step one

*It's time to look at our work in a new way*

by Col. Michael Gjede  
 wing commander

If you happened to come out to the base Nov. 4-5, you might have been shocked by the lack of "hustle and bustle" usually associated with a UTA weekend.

Granted, many folks had performed the November UTA in conjunction with our Patriot Viking exercise in October. Many folks, however, were still out during the first weekend doing something a bit different from normal UTA training activities.

They were out here trying to figure out what they really do. They were engaged in the first, major step of the Unit Self Assessment, called Process Identification, or PID.

It's at this step people in a functional work area boil down

everything they do into four to six key processes. One definition of a key process is, "a process that produces a product or service for an external customer that, if changed, would affect the entire organization to some extent."

Talk to anybody who has done this - and most of you will get the opportunity - and you'll find it's hard work. Hopefully, you'll also find it's very rewarding. It should help you lay out on paper how you spend your valuable time and make obvious to you ways to improve the processes for which you have ownership.

You've all spent a lot of time in Quality training. Now, we'll start to see how we do business and - more importantly - how to be more efficient.

I hope the light comes on for each and every one of you as we continue on the road to continuous improvement. □



## UTA schedule

Jan. 6-7	May 4-5	Aug. 3-4	December UTA pay should be deposited by: Dec. 13.
Feb. 3-4	June 22-23 (RAV)**	Sept. 7-8	** Stay alert for schedule changes!
March 2-3	July 13-14	ORI: Oct. 28- Nov. 6**	
April 13-14			

**World**

**Guard officers lose jobs**

Two Air National Guard commanders have lost their jobs because of sexual discrimination within their unit, the 174th Fighter Wing at Syracuse, N.Y.

Col. David Hamlin, commander, and Col. Thomas Webster, vice commander and air commander, were relieved of duty following an investigation that began when the Guard's first female fighter pilot, Maj. Jacquelyn Parker, asked to be relieved from flying status.

The investigation showed that Hamlin and Webster did not provide fair and equal training opportunities to all members and failed to correct inappropriate behavior by some unit members. (AFNS)

**Priorities set by new enlisted advisor**

When Chief Master Sgt. Carol Smits became the Air Force Reserve senior enlisted advisor recently, she cited three priorities she wanted to tackle first.

Those priorities are to increase two-way communication up and down the chain of command among commanders and their staffs and the enlisted force; raise issues at the right place and time so they get to the key executive staff members to be worked; and clarify policies to include explaining the wing mission to new people so they know the mission and what is expected of them.

"A senior enlisted advisor should and must take care of all enlisted members's needs and concerns," said the former SEA for the 302nd Airlift Wing, Peterson Air Force Base, Colo. "The only thing that changes from being an SEA at the wing level and one at the command level is the number of people. With any increased number, you increase the taskings, and it takes balancing and juggling limited time versus priority. It's going to be difficult, but it can be done." (AFRESNS)

**Members urged to check insurance**

Some members who have elected for higher coverage under the Serviceman's Group Life Insurance plan have only been paying for coverage up to \$100,000, say officials. All military members are being urged to review their level of coverage and monthly premium.

Deductions for the insurance come from the first pay received each month. Premiums are 90 cents for each \$10,000 of coverage desired, ranging from \$18 a month for full coverage of \$200,000, to no cost for no coverage desired. Delay in payment of insurance proceeds to beneficiaries could arise if there is a discrepancy between the level of coverage elected and the monthly premium being deducted.

Anyone needing a change or believing there is an error should bring a leave and earnings statement to the 934th Military Personnel Flight's customer service desk, or call Ext. 5514. (AFNS)

**Scholarship application date set**

Eight hundred students will receive \$2,500 interest-free loans from the Retired Officers Association's Educational Assistance

Program during the 1996-97 school year.

The loans will be awarded annually for up to five years of undergraduate study to unmarried students, under 24, who are dependent children of active, reserve and retired service members and their surviving spouses. Applications for the 1996-97 school year are now available and should be requested by Feb. 15. Completed applications must be postmarked by March 1.

For applications, write to TROA Educational Assistance Program Administrator (09D), 201 N. Washington St., Alexandria, VA 22314-2539; call 1-800-245-TROA(8762) Ext. 169; or electronic mail SCHOL@TROA.ORG. (AFNS)

**Local**

**Winter rules kick in on base**

From Nov. 1 through April 15, overnight parking on the base is prohibited except in lots designated for extended-period parking. Vehicles parked overnight in any other space will be ticketed and towed if snow removal is necessary.

Extended-period parking areas include the entire lot east of the tennis court, the west side of Earhart Street between Military Highway and Sixth Street, and the south side of Bldg. 865.

Also, the 934th uses the services of radio station WCCO-AM 830 to announce base closure or work hour changes during severe winter weather. If no announcement is made specifically for the 934th, normal work schedules apply.

**Red ribbons distributed to units**

The 934th Social Actions Office has distributed red ribbons promoting a "Tie One On" campaign to all base units.

The ribbons can be tied onto car antennas or wherever they will serve as a visual reminder to never drink and drive.

**Senator scheduled to speak**

Senator Rod Grams will speak at the quarterly Reserve Officers Association general membership meeting on Saturday, Dec. 3, at 11:30 a.m. in the Officers Club ballroom. All Flying Viking Chapter members are encouraged to attend.

For more details, call Capt. Deb Buonassisi, Ext. 5335.

**Family readiness programs set**

December UTA will feature two special programs from the 934th Family Readiness Program.

On both Saturday and Sunday, 10 a.m. to 2 p.m. at the NCO Club, the second annual Family Health Fair will offer a number of health care professionals representing areas such as nutrition, stress management, fitness and parenting skills.

Also on Saturday, the Family Readiness Volunteer Program and Friends of Family Readiness will celebrate National Military Family Day at the health fair. There will be children's activities and a special visitor from the North Pole. At 2 p.m., free drawings will be held for two resort weekend getaways, turkeys and holiday baskets.

For more details, call the FRP at Ext. 8057, or 1-800-231-3517. □

# Scenario for war

*Behind every exercise, a skilled 'author' designs an elaborate script, based in fact*

by Master Sgt. Tim Turner  
public affairs

If the idea of writing an adventure novel during your UTA sounds like fun, then a career in military intelligence may be right up your alley.

Writing an adventure yarn is exactly what Lt. Col. Lewis Luyster, special assistant to the 934th Operations Group commander, did for two weeks before the recent Operational Readiness Exercise at Alpena Combat Readiness Training Center, Mich. "My challenge was to come up with a real-world scenario for the exercise, so I put myself in the mind-set of an adventure novelist," he explained.



**Luyster**

The scenario Luyster created would make even well-known spy novelist John LeCarre green with envy: mass starvation in North Korea has caused large-scale rebellions throughout the poverty-stricken country. A group of citizens, unhappy with the current regime's failure to resolve the crisis, stages a coup and overtakes the capital of Pyongyang.

"Several North Korean military units loyal to the coup leaders invade their longtime enemy – the South Koreans," Luyster said, continuing the scenario. "The North Koreans cross the demilitarized zone separating the two countries. Other than a few skirmishes, they march south to the city of Pusan, which is located along the Sea of Japan."

Members of the 934th based at the Pusan International Airport are resupplying U.S. and South Korean Army troops stationed near the South Korean capital of Seoul, which has also come under attack by the North Koreans.

On Friday of the exercise, Luyster's "adventure novel" then called for the Pusan Airport to be attacked via artillery shelling by the North Koreans.

"Under this conventional attack, 934th members were supposed to don their helmets and take cover while simulated bombs went off," Luyster indicated. "What we discovered, however, is that many ORE participants put on their chem suits instead, thinking it was a chemical warfare attack. But that's exactly why you have exercises like this: to learn from your mistakes."

Luyster used a number of sources to configure his scenario for the ORE, including publications from Jane's – a British-based publisher that produces a variety of books, magazines and periodicals on worldwide military intelligence.

"The point of intelligence, whether it's the real thing or an ORE like Alpena, is to gather, interpret and bring information to the people who need it," he said.

From an intelligence standpoint, Luyster said the ORE was successful.

"In any intelligence scenario, the goal to make the exercise as realistic, immediate and involving as possible. I think we accomplished that at Alpena." □

## 'By the book'

War rules play role in real-world situations, upcoming inspection

by Lt. Col. Donald Anderson  
staff judge advocate

We all have to play by the rules, even when at war. The "war rules," known as the Law of Armed Conflict, explain what military members can and cannot do in wartime.

Recognizing and correctly responding to LOAC issues, especially during Operational Readiness Inspections, can make the difference between a great score and a mediocre one.

All military members – active, Reserve and Guard – are responsible for understanding the LOAC. In fact, violating the LOAC can be punished under the Uniform Code of Military Justice.

The following are some LOAC violations:

- Misusing a Red Cross emblem,
- Mutilating dead bodies,
- Deliberately injuring medical staff, chaplains or prisoners of war, or
- Damaging protected buildings.

In several recent Operational Readiness Inspections, LOAC violations have been regularly woven into exercise scenarios. In one exercise, a grenade exploded on a dead body. In another, a POW attacked hospital staffers.

Reserve members must report violations such as these to the base staff judge advocates. They, in turn, must quickly investigate each one within strict time guidelines.

☞ The base legal office can provide unit briefings on the LOAC. To schedule one, call Staff Sgt. Shannon Armitage, Ext. 5385. □

# Unique recruiting challenges

*Year ahead promises careful targeting of dwindling resources*

by Mark Davidson  
public affairs

**C**hange and flexibility will be key words for the 934th recruiters in 1996, according to the senior recruiter.

"We're facing a unique year with the base closings and unit realignments in the Air Force Reserve," said Senior Master Sgt. Sheldon Sandmann. "Recruiting is being flexible in responding first to requests from reservists who are losing their positions at other bases. In cooperation with the personnel office, we want to help these people find positions here."

All indications are that the active-duty drawdown of people is nearing an end, which means fewer prior-service people with experience are joining the Reserve.

"The prior-service people pool is drying up, which was our primary resource," said Sandmann. "Prior-service people who might want to join the Reserve don't want to give up their separation incentive money, or they don't want to

join because they may feel like they've been unable to attain their goal - through no fault of their own.

The 934th and the entire Reserve, according to Sandmann, is competing with active-duty recruiters for the 18-26 year old age group nationwide. "And our office is competing with six active-duty Air Force recruiting offices in the Twin Cities area alone," he added.

The targeting of this new group has made the recruiters change the way they advertise to reach these people. "Instead of advertising in major weekly newspapers in the Twin Cities area, we spent 90 percent of our advertising budget for 1996 with radio ads on the two major FM radio stations that young people listen to," he said. Reserve ads will also appear in four major minority newspapers in the Twin Cities area.

"We're trying new ways to recruit young people, since we have to replace 15 percent of our unit every year, which is approximately 187 people," he said.

Unit reservists are also a key element in the recruiting program. "The 'Lead the Way - Recruit Today' program this year

resulted in 25 referrals for the recruiters to contact," said Sandmann. "The result was six people who joined, which indicates the willingness of unit members to be successful in their efforts."

All reservists who referred someone to recruiting received a prize, according to Sandmann, and the program will run again for the first eight months in 1996.

Reservists can also help by getting involved with recruiting. "The need for help in recruiting with events like job fairs, career days and trade shows is usually announced at commander's calls," he said. "Recruiting or the public affairs office will help people sign up for the event and earn pay at the same time."

Letting recruiting know well in advance about community events that might merit a recruiting booth is another good way for reservists to get involved, added Sandmann.

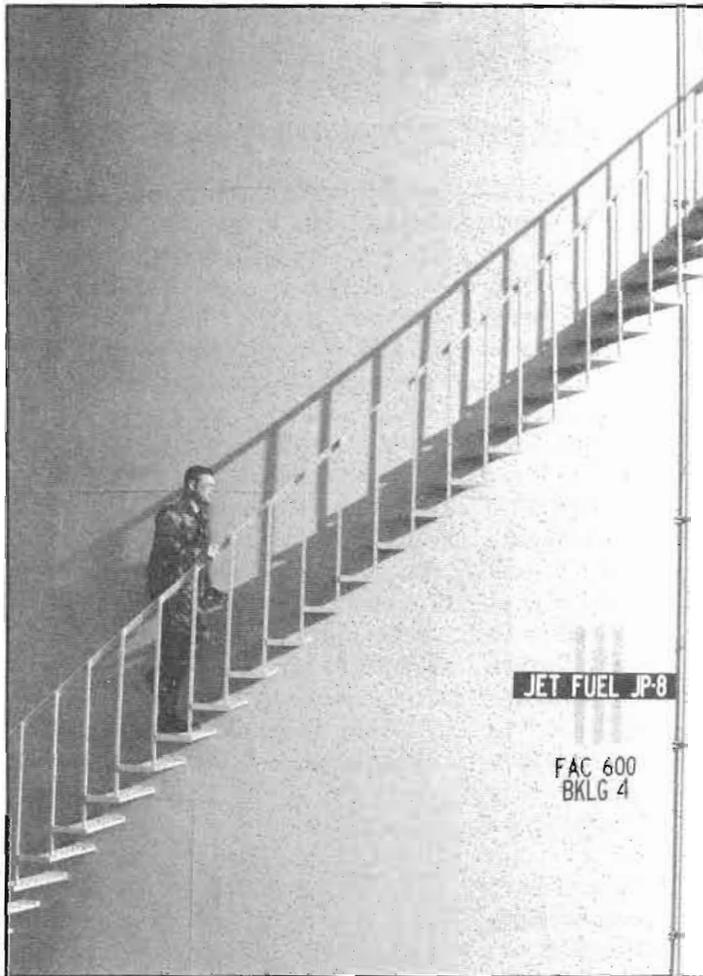
"The Air Force Reserve offers people good training and benefits, and it's the only part-time job that offers a pension plan," said Sandmann. "Everyone on base has a responsibility to get involved with recruiting." □



(Photo by Cherie Huntington)

## *Honk, honk -- Herk coming through*

*The wing's new C-130 ground trainer was towed recently from the flightline to its new spot behind aerial port. With no wings, engines or tail, the lightweight fuselage was pulled effortlessly by a tug and put in place in only 10 minutes or so. Here it is seen crossing 8th Street between aerial port and lodging.* □



(Photo by Staff Sgt. Michael Dvorak)

**Staff Sgt. Marty Maher heads to the top of one of the base's fuel tanks.**

## Behind-the-scenes

As each C-130 rumbles into the sky for the day, it is the expertise of the 934th Logistics Support Squadron that keeps the mission on track.

By Master Sgt. Tim Turner  
public affairs

It is a given that all units here support the 934th's flying mission at one level or another. But one could make a good argument that without one unit, the C-130s might never leave the flightline.

That unit is the 86-member 934th Logistics Support Squadron. "LSS directs all aircraft maintenance operations and assists the 934th Logistics Group with critical refueling, transportation and supply capabilities," explained Maj. John Rudin, LSS commander.

Rudin continued by saying that LSS was created about three years ago to help provide combat support functions for these critical areas. Portions of LSS contain segments from the former 934th Mobility Support Flight and Consolidated Aircraft Maintenance Squadron.

The four main LSS sections – maintenance, fuels, transportation and supply – all work together to help accomplish the 934th's combat support capabilities.

### Maintenance operations

"Maintenance operations handles all job control, training, plans and scheduling for the 934th's aircraft mechanics and nine C-130s," said Chief Master Sgt. Dave Chapman, superintendent of maintenance operations.

While the 934th Maintenance Squadron handles the nuts and bolts of fixing the aircraft, the 13 members of maintenance operations handle the planning and budgeting side of the picture, Chapman said.

"We also make sure the mechanics in the maintenance squadron are properly trained to do their job," he continued. "They fix them, and we provide the resources and monies to get the planes where they're supposed to be."

### Fuels

Even the best maintained C-130 would sit idle without fuel, however. Enter the LSS fuels section, whose 15 members refuel not only the 934th's aircraft but all planes that fly into the 934th – including Air Force One during presidential visits. "On top of that, we receive and store fuel for the Air Guard's 133rd Airlift Wing," said Master Sgt. Dave Hunter, fuels section superintendent.

The fuels section, located on the 133rd AW side of the base, houses two, massive storage tanks. Each of the tan-colored tanks is higher than a three-story building and holds more than 250,000 gallons of fuel.

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# warriors

## Parts unknown, it owes a quiet debt Support Squadron

"When you're working with that much aircraft fuel, you take your job very seriously," Hunter emphasized. "Even the static electricity from a parka could create a spark that could spell disaster."

Hunter indicated that the fuels section takes a lot of pride in their job, and that attitude has paid off. The section already has several coveted Golden Derrick Awards, given annually to the best fuels section in the Air Force Reserve. "Since 1988, we've won the award three times and placed second two other years," Hunter said. "The award means a lot to us, because it says we're doing a good job," he added.

The fuels section stresses safety at every point – from hooking and unhooking the aircraft refueling hose to transporting fuel in the 6,000-gallon R-11 refueling trucks.

### Transportation

Making sure those trucks are fit to move the fuel is the responsibility of the LSS transportation section. "We maintain and repair every vehicle on base, including fire trucks, 40,000 pound K-loaders that transport cargo onto the C-130, snowplows and even lawn mowers," said Tech. Sgt. Gary Rolli, noncommissioned officer in charge of the transportation section's vehicle maintenance shop. "The civilians in the section schedule all base vehicles for an annual preventative maintenance checkup, even Colonel Gjede's [the wing commander's] staff vehicle. Without their support, we couldn't do our job."

The 12-member transportation section works with every unit needing a vehicle to get from point A to point B, including those that get aircrews to the planes, Rolli continued.

### Supply

To ensure base vehicles and planes have the parts necessary to work properly is the responsibility of the LSS supply section.

The 30-member supply section also handles the Mobility Readiness Spares Package, which contains emergency aircraft parts for C-130s deploying to remote locations. "We always send someone from supply on these types of missions to maintain the MRSP," said Senior Master Sgt. Andrew Berg, supply superintendent.

Another function of the supply section is managing the hazardous material "haz-mat" pharmacy, located in the old 934th paint shop near the NCO Club. (See story, next page.) "The haz-mat pharmacy consolidates all hazardous materials – such as paints, oil and solvents – at one location," said Steve Smith, civilian chief of supply. "We then track the distribution of these chemicals from cradle to grave – even if it's a can of spray paint."

Smith said the haz-mat pharmacy was put in place by the Air Force to reduce waste of hazardous chemicals, and for environmental concerns. "Before the haz-mat pharmacy, each shop here stored and maintained its own hazardous chemicals," he said. "A lot of shops hung onto chemicals past their shelf life and then threw them away. The haz-mat pharmacy helps eliminate this waste."

No matter what the need, the LSS supply section practices the one-stop shopping concept and puts the customer first. "We really take a lot of pride in our job, and that goes for all the sections in LSS," Berg emphasized.

"LSS is a good bunch of people," said Staff Sgt. Michelle Szydel, supply specialist. "We really are on the front lines of customer service, and that attitude comes through, not only in how LSS serves the 934th Logistics Group but the entire base." □

‘ We really  
are on the  
front lines  
of customer  
service ... ’

# *Pill-less pharmacy*

## Aiming for a safer, cleaner world, this shop corrals environmental 'bad boys'

By Staff Sgt. Larry Dean  
public affairs

**W**hen it comes to keeping the environment safe and saving valuable taxpayer dollars, base "doctors" have the perfect prescription.

Base supply is the new home of the base's hazardous material "haz-mat" pharmacy, a one-stop shop for environmentally hazardous items used in normal base operations such as spray paints, cleaning solvents and lubricants.

"The pharmacy is here to stay and has the full support of our commanders," said **Bob Olson**, haz-mat pharmacy manager. "We ask our customers to work with us as they receive the procedures for using the pharmacy. We'll follow procedures in our current operations for distributing and collecting hazardous materials, but I expect that we'll be fine-tuning those to make sure we're best serving our customers while protecting our environment."

Brigadier General **Alan Bruce**, Air Force Reserve director of

**These days, there are more and more laws on handling hazardous materials with extreme care from cradle to grave of their shelf life ...**

logistics told attendees at a recent haz-mat pharmacy workshop, "I certainly don't have to tell you that concern for our environment is among the top priorities for the country. We in the Air Force are just coming to grips with pollution issues. For years we have not paid enough attention to our waste stream. Now we must."

He added that the Reserve's commitment to have pharmacies up and running by the end of calendar year 1995 is an ambitious one, but many bases are well along that path.

The local pharmacy is charged with storing, tracking and distributing needed amounts of hazardous substances which once could be found collecting dust on shelves around the base, sometimes aging to the point of needing to be recycled, costing big bucks for special handling by contractors.

"For example, a 16-ounce can of spray paint could cost a few dollars to buy for use, but when it hasn't been completely used at the end of its shelf life, it needs to be disposed of at a cost of up to \$25 per can," Olson said.

The haz-mat team on base includes supply, civil engineering, contracting and bioenvironmental engineering:

- **Supply** is responsible for entering product tracking information into the database of materials used on base, plus requisitioning, receiving, storing and issuing those products.

- **Civil engineering** manages the collection, disposal and recycling of these products, and trains users on chemical release and spill control procedures. They also are responsible for emergency planning and community right-to-know tracking, analysis and reporting.

- **Contracting** purchases minimum quantities needed, ensures approved waivers are submitted with requests, requests safety data from vendors and establishes blanket purchase agreements for non-stocked local purchase items when warranted.

- **Bioenvironmental engineering** monitors the haz-mat program, extracts and updates data in the database, recommends less-hazardous substitutes for products used on base, maintains the base haz-mat inventory and provides the proper procedures and disposal methods for the products.

Olson explained that customers also have responsibilities to make the pharmacy work. He said customers should fill out proper documentation, coordinate training requirements, store hazardous items properly, and either return unused materials or the empty containers to the pharmacy.

"These days, there are more and more laws on handling hazardous materials with extreme care from cradle to grave of their shelf life," Olson said. "The pharmacy is our solution to make sure we on base are doing everything we can to keep the environment safe. And the benefits? A healthy environment - and we save money in the process." □

# Quality 'boogeyman' turns friendly

## *In Process Identification, that scary first step is the hardest*

by Cherie Huntington  
public affairs

**T**oss your Quality notebook in the air and celebrate. Process Identification, or PID, is like the feeling of finishing 12 long years of school then finally going to work – at a job you really enjoy.

That is the feeling some participants in the wing experience as they begin PID. Some organizations are either finished or nearly finished identifying their key processes, including the 934th Communications Flight, 934th Staff Judge Advocate Office and the wing commander.

"Ours went well – really smooth, like clockwork," said Tech. Sgt. Michelle Klingenschmitt, paralegal. The legal office, with two lawyers and two paralegals, has no full-time support. "It was interesting, and we went right down the list and agreed on everything."

She said the work took most of two days, which was scheduled on two different UTAs. "I was apprehensive when I first heard about this," Klingenschmitt said. "I didn't realize how involved everyone would be – the whole office was anxious to sit down and do this. We were surprised to see how much we do!"

The original, week-long Quality training left Klingenschmitt with a rather negative attitude. "This has changed my opinion," she said. "You can apply this more to what you're doing, and it's more beneficial."

Senior Master Sgt. Karen Wilson, air reserve technician with the communications flight, also saw her people triumph over negative notions. "They have more of a positive attitude toward this than they did for initial training," she said. "They see something at the end here."

The nearly 30 members of the flight have been able to keep the work within the UTA so far, according to Wilson. After splitting into eight working groups, they started listing all their processes.

"It wasn't boring, that's for sure,"

commented Wilson. "They got through the first list, which was hardest, and then they were on a roll. We told them to take their time, be as complete as possible and don't rush through it."

After a day and a half during the October UTA, since most of the unit did not deploy during Patriot Viking, the group decided to spend an additional two and a half hours each UTA on their Quality work.

"What will be nice is that this is like a continuity book," said Wilson. "The

reservists need a place to go to see what the flow is, rather than going to one person because it's easier, and never really understanding the process. It's going to take a long time, but this is really great."

As for Col. Michael Gjede, wing commander, the work for his two-person area took two full days. "I won't say it wasn't a struggle, because it was," he said. "I think we're making it more difficult than it should be! But hopefully, our efforts will pay off." □

## *Process Identification*

**With classroom basics complete, the first rung of a big ladder waits straight ahead**

**W**hether reservists see it as a pilgrimage to enlightenment or just a chain gang going where the boss-man says, the Process Identification train has left the station.

"Up to now, this has been sort of like going to school and learning how things are supposed to work, theoretically," said Lt. Col. Doug Pederson, chief of the 934th Mission Enhancement Office, formerly known as the quality office. "We've learned the academics, but now, it's time to go to work in the real world to help the 934th work more efficiently."

Pederson said the catalyst for this work will be Process Identification, called PID. "This will impact every person here," he said. "Every job will be identified and, where possible, there will be some impact on the way it's done."

With a February UTA deadline, PID will be done primarily by sections within a unit, rather than by the unit as a whole. Pederson said some units may shut down to take a look at their work, which is actually the preferred way to complete the project.

"It's not going to be hard, but it's going to be time consuming," Pederson said. "It's like hockey – we've got to do it

on the fly. None of us is so busy we don't have time to do this. We simply have to have the will to do it."

Pederson said the first thing reservists will be asked to do is write down everything they do. "This is the only way to do it," he said, "just sit down and take stock. You've got to start someplace."

He said PID will help identify what is important and what is not. "We'll set priorities in getting the mission of the 934th done so we can focus our energies where they need to go," he said. "This will bring us back to team building, communications, talking to each other up and down the chain – and to the customers."

The end result, after approximately two "sequestered" days of work, will be four to six key processes – "the real jobs that make this unit work," Pederson said. Each of those processes will then be evaluated against the Quality Air Force criteria to establish a starting point for measuring continuous improvement.

Pederson does not mislead anyone into thinking this process will be effortless, however. "I think, for any of us, it's easier to come in and just do what we did yesterday rather than to come in and think about it," he said. □

# Turbo-powered career hits 40

By Staff Sgt. Larry Dean  
public affairs

**T**en presidents and more than 40 World Series champions have been determined since the day when base fixture **Master Sgt. Glen Polinder** first joined the military in 1953. Now the turbo prop mechanic with the 934th is looking back on a long career and ahead to the unknown as retirement edges closer.



Polinder

Polinder is the longest-serving member on the base with his more than 40 years of experience, not including a two-year break in service from 1964-66. "I joined the military in 1953 when I was 17 and growing up near Mille Lacs Lake [Minn.]," Polinder said. "Because of my age, my parents had to sign an approval form so I could join. It was near the time of the Korean conflict.

"I stayed in the active duty Air Force through 1964, reenlisting because I had the chance to go to Madrid, Spain. It just continued from there," he said.

Polinder added he originally planned to join for only four years but found he enjoyed it so much he kept with it. "My only break in service was due to medical reasons with one of my children," he noted. "I worked some odds and ends jobs for a couple of years and then was hired as an ART [air reserve technician] at Milwaukee and soon after got the job I hoped for as an ART in the Twin Cities.

"They were flying the C-119 here, a cargo plane with twin engines and twin tails," he continued, "and then we switched to the C-130 in 1970. I was here when the first one arrived, and I've worked with them ever since."



Polinder at  
Lackland Air  
Force Base,  
1954

Polinder turns 60 in May, which means retirement time – something he does not particularly look forward to after working a lifetime on the base. "It's a scary thought, because I've worked all

of my life," he said. "There will be a lot of idle time. I own the farm I grew up on near Mille Lacs and may move back on the farm and take up a part-time job or pursue some hobbies.

"I've seen both good and bad times in the military – reductions in force, the way people looked at Vietnam-era soldiers, new buildings, new faces, the base getting the C-130,"

## A dying breed, this mechanic served enough years to finish two careers

Polinder recounted. "For an old mechanic like me, it's scary to see technology playing such a strong part in a mechanic's life. We used to have to rely on our own abilities in fixing engines, but now books tell you how to do everything. To be a good mechanic nowadays, it's almost as if you only need to be able to read and do things by the book.

"I've seen a lot of good people come and go, and with them goes a lot of knowledge which our younger troops could use to get the job done well, but they'll make it okay," Polinder said.

He added that he owes his 40-year career to his wife and his family. "Over those 40 years, there were days, weeks, even months of time away for temporary duty and they were always supportive," he said.

With over 40 years of his life dedicated to serving his country, the uncertainty of retirement remains a scary thought. But Polinder is certain the history of the base and its people will continue to read as a success story of past accomplishments and successes of future generations of mechanics who will work in the hangar he called home for so many years. □

## Reeling in the years

**T**hough a 20-year career maybe the modest goal of the average reservist, check the years invested by these senior-in-years enlisted and

officers, as of Nov. 1. (Time listed does not consider the Retirement and Retention update. For example, Polinder actually "hit 40" in April 1995.)

### Enlisted

1. Master Sgt. Glen Polinder, MXS (ART) 39/08
2. Tech. Sgt. Robert Abele, MXS (ART) 33/11
3. Senior Master Sgt. Herbert Link, MXS (ART) 32/11
4. Senior Master Sgt. Gerald Anderson, MXS (ART) 32/09
5. Master Sgt. Gordon Maier, AS (ART) 32/04
6. Master Sgt. David Vaillancourt, MXS 30/00 \*
7. Master Sgt. Jerrol Halvorson, AS (ART) 28/11
8. Master Sgt. Roy Shives, MXS (ART) 28/08
9. Tech. Sgt. John Johnson, AS (ART) 28/05
10. Senior Master Sgt. Thomas Peters, AES 28/00 (tie) \*
10. Master Sgt. David Pudney, MXS (ART) 28/00 (tie)

### Officers

1. Lt. Col. James Wahl, ASTS 32/00 \*
2. Lt. Col. Paul Groskreutz, SPTG (ART) 27/02
3. Lt. Col. Robert Kermes, SPTG 27/00 (tie) \*
3. Lt. Col. Donald Stokton, MXS 27/09 (tie) \*
4. Lt. Col. Thomas Linster, LG (ART) 26/16
5. Col. Michael Gjede, CC (ART) 26/02
6. Lt. Col. Shumei Hwang, CES 26/02 \*
7. Maj. Dennis Small, MSF 26/00 \*
8. Col. Tim Anderson, CV 25/97 \*
9. Lt. Col. Jeff Hamiel, AS 25/00 (tie) \*
9. Lt. Col. Doug Pederson, AW (ART) 25/00 (tie)
10. (Ma.) Jerry Langer, OSP (ART) 24/02

\* Indicates traditional reservists □

**Medals**

**Air Force Commendation Medal**

Staff Sgt. David Fisher, AS\*

(\*This was listed in error last month as a Meritorious Service Medal.)

**Promotions**

Senior Airman Jamal Ahmed, MXS  
Senior Airman Anthony Ashwill, LSS

Senior Airman Paul Chadha, MSF  
Staff Sgt. Randall Chesick, SPS  
Senior Airman Ryan Dunphy, ASTS

Tech. Sgt. Kenneth Engle, SVF  
Master Sgt. Leon Gilder, MSF  
Staff Sgt. Sean Gillam, AW

Tech. Sgt. Daniel Headman, LSS  
Senior Airman Ross Hillukka, SPS  
Staff Sgt. Annette Honebrink, MSF  
Senior Airman Jeremy Jasperson, AES

Tech. Sgt. Clifford Keyes Jr., MXS  
Staff Sgt. John MacHardy, MXS  
Master Sgt. Sterling Meyer, LSS

Staff Sgt. Donald Mickelborough, APS

Airman 1st Class Christopher Mitchell, AW

Tech. Sgt. Pamela Peck, SVF

Master Sgt. Dan Pekel, MXS

Senior Airman Eric Podolan, SPS

Tech. Sgt. Sally Poindexter, AW

Tech. Sgt. Ronna Puck, SVF

Senior Airman Angelia Rose, MSF

Staff Sgt. Shirley Smith, MSF

Master Sgt. Randolph Stark, ASTS

Staff Sgt. Timothy Stoner, SPS

Staff Sgt. Jana Thieke, ASTS

Senior Airman Jeremy Weber, SPS

Staff Sgt. Russel Willbanks, APS

Senior Airman Christian Hodges, SPS  
Senior Airman Brian Howard, ASTS

Master Sgt. Russell Ingalls, LSS

Senior Airman Charles Klinkner, LSS

Senior Airman Gregory McGowan, MXS

Staff Sgt. Donald Mickelborough, APS

Staff Sgt. Robert Pitts, AS

Staff Sgt. Daniel Roth, MXS

Senior Airman Jamie Swartzler, APS

Senior Airman Brenda Taylor-Cassidy, APS

Senior Airman Scott Terpening, SPS

Senior Airman Daniel Wetsch, APS

**Reenlistments/  
Extensions**

Senior Airman Andrew Ashwill, MXS

Sgt. Scott Brown, LSS

Senior Airman Nancy Etzler, APS

Sgt. Timothy Hlavac, LSS

**Community College  
of the Air Force**

Master Sgt. Randy Knish, CES  
Maintenance Production  
Management

**Speak up:**

**Looking back at 1995, what are you most thankful for?**



**Staff Sergeant  
Martha Grimes**  
27th APS

"I'm thankful for the opportunity to train in neat places, like the Alaska trip last April. I got to know people in my unit through that exercise."



**Senior Airman  
Brad Bergman**  
934th SPS

"I'm thankful I got the opportunity to travel to Patriot Warrior in Texas."



**Staff Sergeant  
Jeff Sonsalla**  
934th CF

"I'm most thankful for the efforts of all the people on the base to keep the base open. The income and the jobs are important to people."



**Staff Sergeant  
Frank Feldt**  
96th AS

"I'm thankful to have good supervisors and to be able to crosstrain into another job within the 96th."



**Staff Sergeant  
Dennis Forbush**  
934th MXS

"I'm thankful for this opportunity to finish out my career to retire. I was on active duty for 12 years in the same job I have now in the Reserve."



**Staff Sergeant  
Shari McKenna**  
934th LSS

"I see some real improvement in the squadron as a result of our new unit commander [Maj. John Rudin]. He's a real people person."

# Getting suicide 'out of the closet'

by Staff Sgt. Janet Byerly  
public affairs

**W**hen someone commits suicide, we have a tendency to blame ourselves. We wonder why we didn't go out of our way to help that person. We wonder what we could have done differently.

Though we may feel uncomfortable talking about suicide, if we understood the causes, the indicators, and when to intervene, maybe there would be one less casualty – someone who got through a difficult time in their life with the help of family and friends, rather than resorting to suicide.

"These are stressful times we're living in," said Col. John Rauenhorst, a psychiatrist with Allina Health System in St. Paul, Minn., and commander of the 934th Aeromedical Staging Squadron. "There are certainly plenty of changes going on in the military and in civilian life as well. Change is stressful. It's expected you'll have stress."

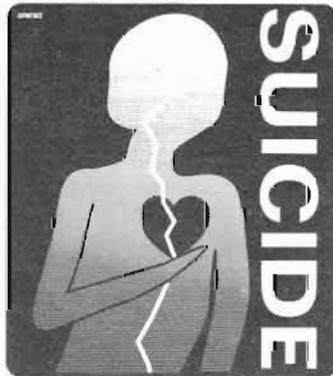
But how do you know whether this is ordinary stress or something that is becoming a problem?

"Two of the more common indicators that something is wrong is, one, a consistent pattern of having more trouble going to sleep than usual, or waking up in the night and being unable to get back to sleep, and two, a sudden gain or loss of weight that was not deliberate," said Rauenhorst.

He pointed out that while everyone has trouble sleeping occasionally, it's when the problem occurs consistently over the course of a week or more that it may be an indicator something is wrong.

"Look at changes in your life," said Rauenhorst. "If someone you know has a new job on base, is going through a divorce or possibly experiencing problems at their civilian job, some red flags should go up. Be particularly alert to that

## Overcoming uneasiness, becoming aware could save a life



person's behavior.

"Often the person will begin taking risks with things that are potentially lethal," he continued. "Driving faster than they normally would in poor driving conditions is a fairly common risk. They take the risk with the attitude that if it were lethal, it would be okay.

"They'll jokingly make reference to suicide," he said. "Take it seriously. Some people worry about talking about suicide, that it will make that person more likely to do it. That virtually never happens. If you ask them if they are feeling down or had thoughts of suicide, and they say "yes," and you ask them if they have thoughts of how they would do it and they say "yes," those are the crushing heart pain of psychiatry: that person needs help immediately."

"Keep in mind that the propensity to commit suicide encompasses a fairly brief span of time," he said, "so that if that person can get through that period of crisis, the prognosis is very good."

A strong support system of family and friends can help a person make it through a difficult time, according to Rauenhorst. Many people feel that there is a stigma, however, especially in the military, about admitting you need help.

"We don't expect people to have completely stress-free lives," he said. "We can deal with it now rather than later. Seeking help is not a disqualifier [for military duty]. Even being in therapy is not a disqualifier."

While awareness of the problem may help, not all suicides are preventable, and the survivors should not blame themselves, said Rauenhorst.

"It's not useful for the survivors to blame themselves or one another," he said. "It's useful to examine the incident to see if there are things we could have done differently, but assigning blame is not constructive." □

### SERVICES BRIEFS

#### Toy drive concludes

Toys for Tots donations must be made this UTA! Drop a new, unwrapped toy in one of the drop boxes on base or call recreation services.

#### Super Bowl party set

Recreation services will host a Super Bowl party, Saturday, Jan. 6, at the NCO Club. Bring your Super Bowl collector mug for beverage specials, door prizes, football trivia and more.

#### Fitness workshop planned

A free physical fitness workshop will be held at 4 p.m. on Wednesday, Jan. 10, at the fitness center. Learn to set up a

good workout plan and become familiar with exercise equipment.

#### Casino trip scheduled

A trip to Treasure Island Casino will be held Friday, Jan. 26. Free transportation will leave the base at 4:30 p.m. and return at midnight. Family and guests are welcome. □

934th Recreation Services  
Ext. 5316