

*Life with
Herk*

Vol. 18, No. 1/January 1996

VIKING FLYER

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

VIKING FLYER

Editorial Staff

Wing Commander: Col. Michael Gjede
 Public Affairs Director: Maj. Steven Hatcher
 Civilian Chief of PA: Mark Davidson
 PA Specialist/Editor: Cherie Huntington
 PA Superintendent: Master Sgt. Mark Davidson
 NCOIC: Master Sgt. Darrell Habisch
 Staff: Capt. David Winter, Master Sgt. Tim Turner, Staff Sgt. Janet Byerly, Staff Sgt. Larry Dean
 Photographers: Tech. Sgt. Greg Krajewski, Senior Airman Robert Walz

Unit Public Affairs Representatives

Staff Sgt. David Mattson - 27th APS
 Senior Airman Laura Taylor - 934th MXS
 Tech. Sgt. Genel Kampf - 934th OSF
 Master Sgt. Kathryn Peters - 934th AES
 Staff Sgt. Niklas Hammarberg - 934th SPS
 Staff Sgt. William Steinke - 934th ASTS
 Senior Airman Robert Walz - 934th CF
 Master Sgt. Timothy Tamlyn - 934th CES
 2nd Lt. Scott Brady - 96th AS
 Staff Sgt. Michael Dvorak - 934th LSS (UPAR of the Year 1995)
 Master Sgt. Ruth Duffy - 934th SVF
 Staff Sgt. Shannon Armitage - 934th AW/934th MSF (UPAR of the Year 1995)

On the cover



(Photo by Capt. David Winter)

The Herks have seen a lot of action since the first A-models arrived here in 1970. For more on what it was like as to welcome C-130s to the Twin Cities, see Pages 5-7.

This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the *Viking Flyer* are not necessarily the views of, or endorsed by, the U.S. Government, the Department of Defense or the Department of the Air Force. The editorial content is edited, prepared and provided by the 934th Airlift Wing Public Affairs Office, Minneapolis-St. Paul International Airport Air Reserve Station, 760 Military Highway, Minneapolis, MN 55450-2000, DSN 825-5337 or commercial 612-725-5337. All photographs are U.S. Air Force photographs unless otherwise indicated. The deadline for unsolicited submissions is Friday, one week prior to UTA.

Commentary

Professional support

Military associations provide added value

by Col. Michael Gjede
 wing commander

You're juggling your Reserve commitment and your civilian job, trying to schedule your annual tour without taking away from your family's vacation time and trying to squeeze in a few mandays this month.

What more could your unit ask of you?

Then your commander or first sergeant calls you in and wants to know why you haven't renewed your Air Force Sergeants Association membership.

Before you go through the roof, I'd like to share some thoughts with you. With today's shrinking force and increasing operations tempo, it's more important than ever to support your professional organization, whether it's AFSA, the Reserve Officers Association or Air Force Association. Because of our positions as members of the military, we are limited in the contact we can make with our legislative branch. Professional organizations serve as our "legislative arm," enabling us to provide information to members of Congress in defense matters directly affecting us.

These are just some of the ways these organizations have helped us:

■ Thanks to ROA efforts, reservists now have 365-days-a-year access to our military exchanges.

■ AFSA is lobbying hard to prevent a Department of Defense cut in the per diem rate by more than half for TDY enlisted people only!



Gjede

■ ROA is lobbying support for the Reserve Revitalization Act of 1995, a crucial piece of legislation currently pending in the House, which includes tax benefits for employers of reservists, income protection insurance for mobilized reservists and a Reserve dental plan.

This is just a sampling of some of the ways these important professional organizations affect you directly. And if you can't be an active member of your local chapter, that's okay - at least renew your membership.

My personal feeling is that we all have a certain obligation to support the professional organizations that work so hard in Washington on our behalf. Your personal involvement would be fantastic, but your monetary support will go a long way in making it easier for us to do our job.

Your paid membership in AFSA, ROA or AFA *does work for you!* □

UTA schedule

Feb. 3-4

March 2-3

April 13-14

May 4-5

June 22-23

(RAV)**

July 13-14

Aug. 3-4

Sept. 7-8

ORI: Oct. 28-

Nov. 6**

** Stay alert for schedule changes!

January UTA pay should be deposited by: Jan. 17.



by Col. Tim Anderson
vice wing commander

As we begin a new year, I think it would be useful and appropriate for all of us to take some time and reflect upon the past year and all that has taken place.

It does us no good as an organization to congratulate ourselves for having made it through another busy year if we don't reflect upon those things that made us busy and learn from the experience. What were the positives? What were the "deltas"? How can we create more of the former and fewer of the latter? Were we busy doing the right things, or did we just do things right? How much of our time was productive? How much time did we spend getting things accomplished that didn't enhance the mission of the 934th?

If you see where this message is going, then you're probably already

Mapping out a course

Process Identification guides us through 'unfamiliar skies'

involved in your office's Process Identification efforts. Please think about this: when an organization is downsizing or facing that threat, how well its members do their work and how that work has focus and meaning becomes extremely important.

Our Quality effort over the past three years hasn't been for the simple purpose of learning new terms and skills. It has

been for the complicated and tedious process of improving how we accomplish our mission by applying those skills on a daily basis. In order to apply those skills meaningfully, we need to know what work is and is not important to the unit.

The goal of PID is to identify which processes in our units are "key" to that unit's role in mission accomplishment, which processes support the key process and what tasks have little or no meaning. With this knowledge, we can focus our efforts much more meaningfully.

From what I've heard about people's task saturation levels, PID should be welcomed by all of us. Having said that, the 934th has a Feb. 1 deadline for all functional workings to accomplish PID for each key process. Please take this responsibility and suspense date seriously.

It will prove beneficial to you and the wing - and will help make this new year less trying and even more productive. □

Briefs in Blue

World

Defense bill signed

The president has accepted the 1996 Defense Appropriations Bill, which includes a 2.4 percent military pay raise and \$2.66 billion funding for the Air Force Reserve. The companion Defense Authorization Bill is awaiting approval at press time.

The appropriations bill funds a Selected Reserve end strength of 74,007 in fiscal year 1996, a reduction of 4,699 positions from 1995. (AFRNS)

New names set for three bases

Three Air Force Reserve locations officially changed their names in late November.

Grissom Air Reserve Base, Ind., formerly part of Grissom Air Force Base, became a Reserve installation after the active-duty base closed. Homestead Air Reserve Station, Fla., gave up its status as a base by giving control of the airfield to Dade County. The Reserve's 301st Fighter Wing at Naval Air Station Fort Worth Joint Reserve Base, Texas, regained its Air Force identity with a new installation name, Carswell Air Reserve Station, for its portion of the base. (AFRNS)

Beach getaway made available

The Fort Eustis, Va., recreation services office now offers a beach-front resort for military members and their families.

The Cape Henry Inn at Fort Story, Va., is open to active duty, reservists, retired military, Department of Defense civilians and

their families. Year-round rates are \$40 to \$65, and reservations may be taken up to a year in advance. The hotel consists of a 50-room main lodge unit and 18 cottages.

For reservations, call 1-800-540-3709. (AFIS)

12001

Food drive nears finish

The 934th and the Federal Executive Board's African-American Affairs Council is sponsoring a food drive through Jan. 10 for two Minneapolis food banks: St. Ann's Place and the Second Harvest Food Bank.

Bring non-perishable food items to LaVern Callum, Bldg. 744, or call Ext. 5351.

Charity events wrap up

Members of the 934th, both military and civilian, participated in two recent charity drives.

The annual Combined Federal Campaign concluded with \$17,177.60 raised from full-time employees. The effort was chaired this year by Maj. Gerard Langer, 934th Operations Support Flight intelligence section. Also, the annual Toys for Tots drive, conducted by 934th Recreation Services, collected 327 toys this year. The Dec. 18 toy delivery by unit members was featured on the 5 p.m. KARE-11 news broadcast.

In a related event, the annual Family Health Fair, sponsored by the 934th Family Support Program, welcomed 280 people to the fair in its three days, Nov. 30 and Dec. 2-3, plus 40 children on Dec. 3 for special activities and a visit from Santa. □

Space-age communications

934th catches up with the world in terms of 'talk'

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

The base Local Area Network is officially up and running, but that does not mean the employees of Rothe Development, Inc., the contractors who set up the network, will get a rest.

There is still plenty to do to reach the Air Force goal of "paperless offices."

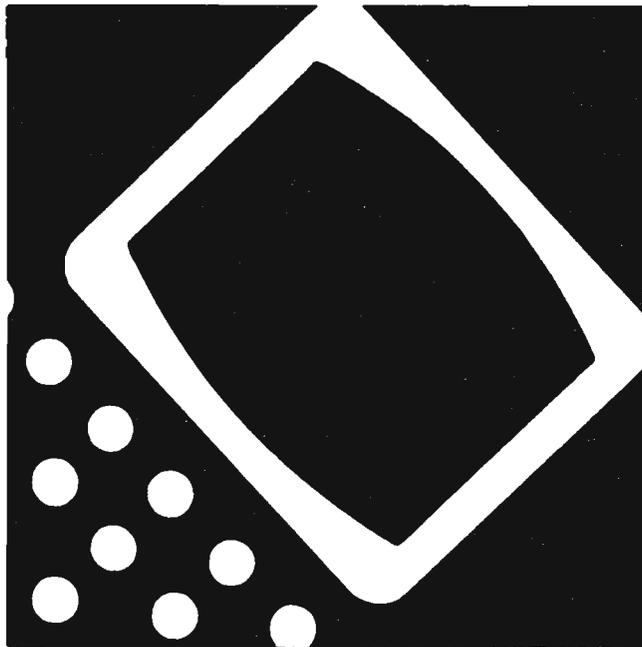
Rothe employees celebrated the final LAN installation when the NCO Club hooked up to the network in early December. According to Rick Ensenbach, Rothe assistant manager, it took more than three years to hook up the more than 400 computers on base.

With the LAN, 934th reservists and civilians can communicate and share files with almost anyone in the Air Force. And as the installation of the network is now finished, Ensenbach said, the contractors are now working on ways for members who have a legitimate need to hook up to the Internet, access their electronic mail from off-base computers and share software without offices having to buy individual copies.

Much more than mail

Doug Kveene, Rothe manager, said most people only think of the LAN as electronic mail. "That's just a small part of what it can do," he said, adding that Vern Holmberg, Rothe software instructor, started teaching 934th members how to use the LAN last summer and will continue to do so until everyone is trained.

In order to "talk" to people throughout the Air Force, Rothe's base network control center manager, Norm Shaw, said the LAN is connected to F.E. Warren Air Force Base, Wyo., by one small cable. There, messages



are sent all over the world. When something goes wrong with the circuit, Shaw said, that does not mean the LAN is down. "Only outside access is affected," he said. "Local services are still available."

Critical test

But before the base allows members to talk to the outside world through the Internet or a remote site, the LAN will go through a Headquarters Air Force Reserve network certification process in May.

"Everyone connected to the LAN will be an important part of this [security] process," said Ensenbach. "The LAN is the heart of this base; for that matter, it's connected to the heart of the Air Force, and we don't want unauthorized people getting into the heart and destroying it."

As part of the certification, a team of Air Force "hackers," located at Maxwell Air Force Base, Ala., will try to break into the LAN. According to Shaw, if the team breaks in, they will give the 934th tips on how to make the network more secure.

Rothe's information security protection shop will monitor the LAN in search of

these hackers, as well as watch for real-world intruders. Shaw said the LAN will also be checked periodically to ensure members are not abusing their LAN privileges. "It will be just like the base telephones," he said. "People tend to forget that these aren't their own personal computers; they are government computers."

Once the 934th LAN is secure and certified by AFRES, Ensenbach said, "That will be our first big step towards transitioning to the Defense Message System. Once DMS is fully implemented, the traditional communications center will vanish, probably by fiscal year 2000."

There will still be plenty to do, though. "We'll always be updating," he said. "We'll always be adding new users. It's a living LAN."

Instant publications library

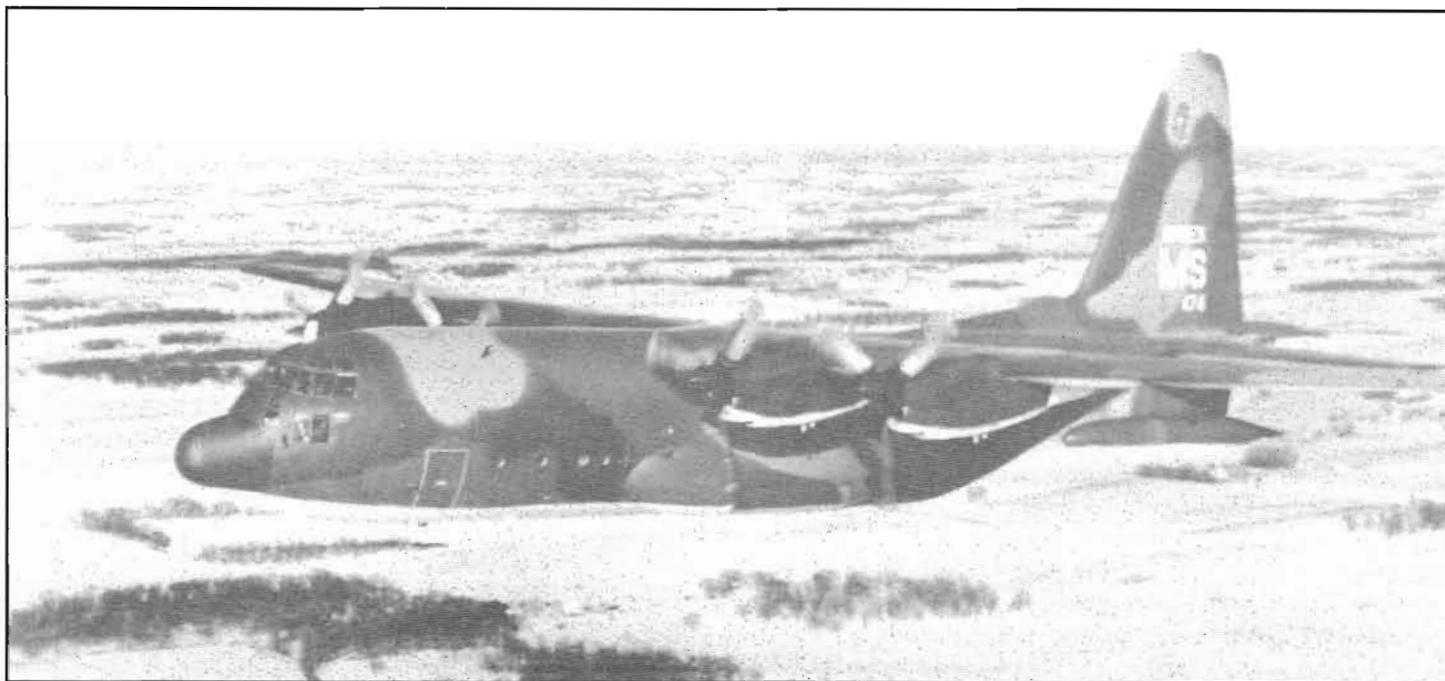
Another change arriving with the LAN, welcomed by most, will be the end of posting publications. The 934th Information Management staff will operate a large server with current versions of all Air Force regulations on it. "It'll save a lot of time and paper," said Ensenbach.

He said much of the credit for getting the 934th network up belongs to LAN administrator Scott Renegar.

"No one here ever installed a LAN from scratch, so Scott had to learn a lot from doing and a lot from reading books," said Ensenbach. "It was real tough training, especially since he had to teach others as he went. That added a lot of customer frustration out there about the LAN, making his job really hard."

At your service

When frustration sets in with all the new technology and new equipment, Kveene said customers should call the small computer help desk, Ext. 5441. He said calls will be logged in, and problems will be taken care of in the order they are received. □



(Photo courtesy Master Sgt. David Hammer/934th Historian's Office)

"Ain't she a beaut?" Those words spoken by a 934th retiree remembering first days with the C-130A probably says it

all for the aircraft's loyal admirers, both past and present. This photo was taken Feb. 13, 1975.

Quarter-century of C-130 business

Flying Viking, 'Herk' partnership surpasses special milestone

by Master Sgt. Tim Turner
public affairs

Every rivet, every drop of hydraulic fluid, every inch of rugged skin making up the airplane surely suffered culture shock as it winged its way from the baking heat of Texas to the Minnesota deep-freeze.

Adios, siestas in the sun. It was January 17, 1970, and the 934th welcomed its first C-130A Hercules to a snow-covered flightline.

More than 25 years later, although the 1957 A-models made way 20 years ago for 1962 E-models, the 934th now continues in a great partnership with the C-130, known as the "workhorse of the Air Force."

Welcome, Herk

Many active and retired members of the 934th still remember that winter day in 1970 when the first of six C-130s arrived.

Some of these "old timers" also recalled the many adjustments needed to transition the base from the C-119 "Flying Boxcars," which were assigned prior to the C-130, to the more advanced Herks.

For example, maintenance people found that working on the

C-130 in the dead of winter presented a much bigger problem than did the comparatively "little" C-119: more engines, four instead of two; larger surfaces to be deiced; propeller and hydraulic system leaks; engine oil leaks and a more thorough pre- and post-flight inspections all made for many more hours spent outside in the cold.

'Breaking in' Texas Herks

Despite the challenges, the C-130 was still the "Grand Dame" of planes, according to 934th members who welcomed the transition.

One of those C-130 supporters is **John Quinlan**, who retired from the 934th in 1982 as a senior master sergeant with 33 years of service. In 1970, Quinlan was the flightline chief assigned to the maintenance squadron.

"I remember standing on the flightline with the crew chief, **Don Dufresne**, a few days after the planes arrived," Quinlan said. "We were watching one of them take off to perform a test flight. Don and his maintenance crew had just spent a lot of long hours getting the planes ready to fly and accustomed to the cold Minnesota winters."

Before coming here, the planes had sat idle at Ellington Air
(Continued, next page)

Life with 'Herk'

Norm Lester, who retired in 1980, marshalled the first C-130A to its parking spot on Jan. 17, 1970.

Herks ...

(Continued from previous page)

Force Base, Texas, for several months, according to Quinlan. "As Don and I are watching the plane take off, he turns to me and says, 'Well, there she goes. Ain't she a beaut?' No sooner had it taken off, it circles the airport and lands.

"Don and I looked at each other with puzzled expressions: something terrible has happened, we're thinking," Quinlan continued. "An engine's on fire, or it's leaking fuel. All sorts of bad thoughts are running through our head. We dash out to meet the plane. It turned out that the pilot was just doing a practice landing and takeoff, and nothing at all was wrong with the aircraft. We had worried ourselves sick over nothing."

Quinlan also remembers the transition between the C-119 and the C-130. While the C-119 had a sound, reliable engine, it still burned a lot of oil and had a poor heating system. "The 119 also wasn't pressurized, so whenever you took it above 10,000 feet, you had to put on your oxygen mask," Quinlan explained. "When the C-130s arrived, which were pressurized, the aircrews loved the fact that they didn't have to put on those d*** oxygen masks anymore."

Herk hospital

Senior Master Sgt. Tom Peters, superintendent of nursing services with the 934th Aeromedical Staging Squadron, was a flight technician here when the C-130s first arrived. Before that, his mission included training to transport patients in the C-119.

From an aeromedical viewpoint, the differences between the two aircraft were quite apparent, Peters indicated. "I remember being impressed with how much more room there was in the C-130," he said. "In addition, the electrical systems in the C-130 are more advanced than the C-119. There's more electrical hookups to connect life saving and other medical equipment."

But the most noticeable difference, according to Peters, was in the speed of the two planes. The C-130 is faster than the C-119," he noted. "When you're transporting patients, every minute is precious. The C-119 never gave us that extra time, while the 130 does."

Maintenance blessing

For Ken Dunkel, who retired in 1982 as the maintenance squadron's first sergeant after 42 years of service, the C-130 was a godsend when it first arrived. "Every time I saw that plane, I could have kissed it," he recalled.

Dunkel recalls the advances that came with the C-130 compared to the C-119 and how admired the new aircraft was. "I supervised 156 people in maintenance then; as far as I know, all



156 of them respected that plane," he added

Norm Lester, who retired in 1980 after 18 years here, has the distinction of marshalling in the first C-130 that arrived at the base 25 years ago.

Lester, a crew chief then, was also one of the first 934th members to fly in the newly assigned aircraft. "I remember thinking how much faster the C-130 was compared to the C-119 – and how much warmer. The C-119 was never known for its terrific heating system," he said.

Like Quinlan, Lester remembers how much work it took to get the C-130s acclimated to the harsh Minnesota winters, after sitting idle in the warm Texas sun. "They definitely didn't like the cold weather, but we gradually got them used to it," he said.

Lester also indicated that before the six C-130s were assigned to Ellington, many of them had seen action in Vietnam. "Some of the planes really took a beating over there," he pointed out.

In the eyes of many 934th aircrew and maintenance members, retired Master Sgt. Bob Otto – like the Herk – seems to be a living legend. Otto, who retired in 1985 as chief flight engineer, flew with the 96th Airlift Squadron for 31 years. And like his fellow 934th retirees, Otto emphasized the adjustment from C-119s to C-130s.

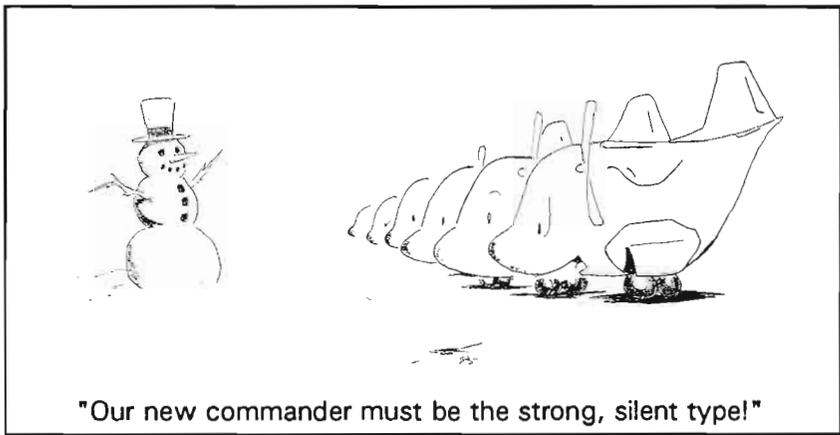
"We had some growing pains," he admitted. "When we first got the C-130, we had trouble with the propellers leaking hydraulic fluid. There's an Air Force regulation that says if the propellers are leaking more than three drops per minute, you had to ground the plane. We grounded more than a few planes back then until we got the problem fixed."



(Photo courtesy Master Sgt. David Hammer/934th Historian's Office)

C-130 milestones

- **Jan. 17, 1970:** First C-130A arrives, believed to be Tail No. 57-0482.
- **March 29, 1970:** Last C-119, Tail No. 850, departs for Chicago. After 13 years in the C-119 business, the 934th accrued nearly 65,000 accident-free flying hours.
- **June 1971:** 934th becomes the first C-130-equipped Air Force Reserve unit to pass a Tactical Air Command Operational Readiness Inspection.
- **April 1972:** 934th passes a second ORI in the C-130.
- **Summer 1979:** 934th first Panama rotation.
- **Feb. 26, 1986:** First C-130E arrives, Tail No. 1852
- **April 17, 1986:** First C-130E flight, Tail No. 1835.
- **Jan. 22, 1990:** 934th accrues 125,000 accident-free hours.
- **Jan. 17, 1995:** 934th completes 25 years with the C-130.



(Art by Master Sgt. Scott Semler)

Tech. Sgt. Robert Abele, who's assigned to the 934th Maintenance Squadron, joined the unit in 1969 as a C-119 mechanic. He recalls the dependability of the C-130 in those early days.

"Before working on C-130s and C-119s, I worked on B-52s and KC-135s on active duty," he recalled. "Of all the planes I've fixed, the C-130 is still the most fun and challenging one to work on."

Abele recalled a C-130 mission to Alaska he participated in shortly after the planes arrived here. "The pilots were performing low-level missions and other maneuvers to test the aircraft in mountainous conditions," he said. "We were all impressed with what a workhorse the C-130 was; no matter what you threw at it, it always came back for more."

Legacy of safety

Abele also remembers how impressed chief flight engineer Otto was with the aircraft.

"Every time Bob came back from a mission, he made a point of telling the maintenance squadron how safe he felt in the C-130 and that he always knew he'd come back in one piece," said Abele. "I guess you could say that for everyone here who's flown in one of our C-130s the past 26 years; they've always come back in one piece." □

(Editor's note: Thanks to **Bill Ellis**, 934th Information Management, for saving these historical aircraft photos as they were being bagged for destruction in the early 1980s. At the time, Ellis was a staff sergeant assigned as the 934th historian.)

Airmen of the Year 1995

Airman of the Year

Senior Airman

Tara Tveitbakk



Unit: Civil Engineer Squadron.
Job responsibilities: Install, maintain, troubleshoot, repair and test piping systems. Operate, maintain and

repair water and waste water supply and distribution systems. Perform field potable water treatment. Construct and maintain field sanitation units.

Education: Enrolled at Inver Hills Community College, Inver Grove Heights, Minn., studying computers and business.

Hobbies: Crafts, crocheting, sewing, bicycling, in-line skating, cooking and reading.

Civilian occupation: Equipment division coordinator for Lofton Label, Inc., Inver Grove Heights.

Goals: "To retire from the Air Force Reserve as a chief master sergeant."

Family: Son, David (2 1/2); live in South St. Paul, Minn.



Tara and son, David, enjoying a day at the zoo



Shannon and one of her furry 'children,' Chloe

NCO of the Year

Staff Sgt.

Shannon Armitage



Unit: 934th Airlift Wing, staff judge advocate's office.

Job responsibilities: Paralegal.

Education: Bachelor's in written communications, Metropolitan State University, St. Paul, Minn.

Hobbies: Reading, writing, music, traveling and shopping. "Otherwise,

my interests change daily!"

Civilian occupation: Editor-in-chief, *The Alley* community newspaper, Minneapolis.

Professional organizations: Board member, Twin Cities Neighborhood and Community Press Association; Society of Professional Journalists; Air Force Sergeants Association.

Goals: "Attend graduate school and/or law school, get a private pilot's license and become a better golfer."

Family: Parents, Joe and Marlene Armitage; sister, Erin; dog, Chloe; "kitties," Joe, Jasper and M & M; live in Minneapolis.

Comments: "When the 934th was put on the Base Closure and Realignment Commission list this year, it scared the you-know-what out of me. This is the unit I grew up with and the unit I want to retire out of. I care about all of you. Thanks!"

Senior NCO of the Year:

Senior Master Sgt.

Gerald Yasgar



Unit: 934th Mission Support Flight.

Job responsibilities: Chief, customer support, 934th Military Personnel Flight (air reserve technician). Provide technical and administrative supervision to the customer service and career enhancement element of the MPF.

Education: Working on Community College of the Air

Force degree in human resource management; attended St. Cloud State University, St. Cloud, Minn.

Hobbies: Music appreciation, in-line skating, real estate, camping, motorcycling, travel.

Professional organizations: Toastmasters; American Legion; three term, elected, board president of the Armed Forces Service Center, Minneapolis-St. Paul International Airport, Minneapolis.

Goals: "To go as far as I can in the field of management and to someday vacation travel, travel, travel."

Family: Wife, Mary Jo; sons, Matthew (8), Aaron (6); live in Lakeville, Minn.

Comments: "The 934th has a number of outstanding, dedicated people, and I feel extremely fortunate to be on the receiving end. Thank you to everyone who provided support throughout the years and to those individuals - past and present - within the MPF whose guidance, supporting contributions and dedication made this award possible."



From left, Gerry and his family: Matthew, Aaron and Mary Jo



The Kveene family, from left: Andrew, Julie, Jeanne, Doug and Kristina

Junior Officer of the Year:

Capt.

Douglas Kveene



Unit: Commander, 934th Communications Flight.

Education: Bachelor's in business/management, University of Maryland; master's in information resource management, Air Force Institute of Technology; master's in management, Webster University, St. Louis, Mo.

Civilian occupation: Contract manager, Rothe Development, Inc., communications center on base.

Professional organizations: Reserve Officers Association, Air Force Communications and Electronics Association.

Goals: "To obtain an amateur radio operator license, also to author my family history book."

Family: Wife, Julie; children, Jeanne (14), Kristina (13) and Andrew (10); live near Holloway, Minn., on the farm where wife was raised.

Comments: "I'd like to extend my thanks and appreciation to the men and women of the 934th Communications Flight, the 934th Support Group and the 934th Airlift Wing for providing the opportunity to work in such a fun and rewarding job. Thanks to my civilian employer, Rothe Development, I'm allowed the flexibility to perform my military duties when necessary. A big thanks to my family, who must live with my frequent absence. None of this would be possible without their support." □

Salute to 'Nation's Air Force'

Blue-suit leaders commend team for continued outstanding service

by Sheila Widnall,
secretary of the Air Force, and
Gen. Ronald Fogleman,
Air Force chief of staff

As we close out another successful year for our service, we want to express our sincere appreciation to the dedicated men and women who make up our total force Air Force – active, Guard, Reserve and civilian.

We are extremely fortunate to have you on our team. You are the most intelligent, most talented, most motivated and most innovative individuals we've ever had in our Air Force. You stayed with us through the turbulent times of the drawdown, reorganization, mission realignments, base closures and such.

As a result, we're well postured to deal with the challenges of the post-cold war world.

Like most large and diverse organizations, we've had to address some serious problems within the past year. We realize that these problems are not characteristic of the entire force.

However, when problems occur, we will act swiftly to address them and to minimize their adverse impact on our people and our service. In that process, the Air Force leadership has reaffirmed its commitment to high standards, discipline, accountability, equal opportunity and treatment, and professional relationships.

In the final analysis, we realize that you are the reason our Air Force is the most respected air and space force in the

world today. While we have some of the most advanced weapon systems ever developed, they would be little more than pieces of scrap without high-quality people such as you to operate, maintain and support them.

We are fortunate to have you out there in the field and in the headquarters, striving to improve our day-to-day activities and to strengthen the warfighting capability we provide the nation.

You understand that the purpose of our Air Force is to fight and win America's wars when called upon to do so. And you are committed to provide the combat-ready capability to do just that. You realize that our unique air and space capabilities make us extremely valuable to theater commanders who must respond to fast-breaking crises in an unstable world.

You have demonstrated time and time again that you are prepared to deploy around the globe to meet the needs of these commanders to safeguard our nation's regional security interests.

Today, 82,000 Air Force professionals are forward-deployed full-time in support of U.S. interests in Europe, the Pacific and Southern Command. An additional 10,000 are taking part in contingency operations around the globe. We continue to maintain an air occupation of Iraq from bases in Turkey and Southwest Asia.

We have deployed an air expeditionary force to Bahrain [group of islands in the Persian Gulf] to cover an extended gap in Navy carrier presence in the Persian Gulf. We've continued Deny Flight operations in Southern Europe while preparing to implement the Bosnia Peace Accord – negotiated at Wright-Patterson Air Force Base, Ohio, and made possible by the precise application of air power during Operation Deliberate Force.

We're also conducting counterdrug operations in the western hemisphere to stem the flow of illegal drugs into the United States. And we continue to participate in humanitarian, disaster relief and military-to-military activities around the globe on an almost daily basis.

For our part, the Air Force leadership is striving to ensure what you're doing is important, that you receive adequate recognition for your efforts, and that we take care of your families while you're away. We're championing quality of life programs because we realize they directly impact force readiness; and we've won valuable allies in the Department of Defense and Congress.

We've also made progress in spreading deployment taskings across the entire Air Force team. And we're also re-doubling our efforts to provide much-needed stability for our people.

In the final analysis, we are the "Nation's Air Force" – a full-service Air Force dedicated to the development and use of airpower for the defense of America. We do so better than anyone else in the world because of you ... our outstanding people. Thank you for your service, and best wishes for a happy holiday season and continued success in the new year. □



Medals

Meritorious Service Medal

Master Sgt. Michele Bateson (Retired), LSS
Lt. Col. Peter Esterka (1 OLC, Retired), AW
Maj. John Floersch, OSF

Air Force Commendation Medal

Tech. Sgt. Peter DeSanctis (1 OLC), MXS
Tech. Sgt. Thomas Martin (1 OLC), AS
Tech. Sgt. James Mueller, LSS
Master Sgt. Phillip Sells (1 OLC), SPS
Master Sgt. Larry Sherwood (Retired), LSS
Staff Sgt. Kevan Swenson (Retired), APS

Air Force Achievement Medal

Staff Sgt. Loren Schlaak (1 OLC), SPS

Honors

Staff Sgt. Shannon Armitage, AW, and Staff Sgt. Michael Dvorak, LSS, were selected as 934th Airlift Wing Unit Public Affairs Representatives of the Year 1995.

Newcomers

Staff Sgt. James Blackburn, CES
Staff Sgt. Ilonka Chaussee, APS
1st Lt. Richard Crespo, AES
Staff Sgt. Paul Estes, LSS

Senior Airman Jon Fremstad, SPS
Airman 1st Class Michelle Gourdine, CES
Airman 1st Class Debra Hanson, SVF
Capt. Thomas Harrison, AS
Staff Sgt. Thomas Hillan, AS
Tech. Sgt. John Hoffman, AS
Staff Sgt. Kenneth Jackson, CF
Staff Sgt. Brady Kiel, APS
Capt. Mark Link, AS
2nd Lt. Wanda Lorsung, AES
Staff Sgt. Bryan Nill, MXS
Senior Airman Thomas Pitzen, LSS
Staff Sgt. Jonathan Simpson, AS
Staff Sgt. Steve Skiles, AES
Tech. Sgt. Robert Swartout, CES
Airman 1st Class Raymond Whitehead, SPS
Senior Airman Robert Yaatenen, ASTS

Retirements

Maj. Edward Connelly, OSF
Chief Master Sgt. James Schmidt, AW
Staff Sgt. Kevan Swenson, APS
Lt. Col. Michael Waage, CES

Service certificates

30 years
Doug Wold, LG

20 years

Mark Davidson, PA
Dan Forcier, SP
Gordon Maier, DO
Darryl Radford, LG

10 years

Dave Dudash, LG
Amy Dunphy, LGS
Bill Trossen, LGS
Karen Wilson, CF

Suggestion awards

Chuck Conroy, CE	\$25
Henry Coyle, LGS	\$175
Jeff Dentz, MA	\$125/125/50
Diane Eckstein, LGS	\$25
John Enstad, LGS	\$88
Jeff Gorman, MA	\$200/200/125
Kayla Slovic, SGPB	Certificate
Donald Vandavelde, LGS	\$125
Grelon Williams, DO	\$25

Civilian honors

The Gen. E. W. Rawlings Chapter of the Air Force Association presented its Exceptional Service Award 1995 to the 934th Information Management staff: Joan Bolesworth, division chief; William Ellis; Sonja Fisher; Daniel Headman; and David Theisen. □

Speak up:

What are your top goals in the Reserve for the new year ahead?



Master Sgt. Mark Hartnett
96th AS
"My first goal is to increase my participation in the unit because of the increased workload."



Senior Airman Paul Meier
934th ASTS
"I'll be working on getting a commission in the aeromedical staging squadron."



Staff Sgt. David Hardy
934th SPS
"I want to make technical sergeant and improve our unit's training program through more hands-on training events."



Staff Sgt. Pam Russell
934th CF
"My first goal is to get out of this overage slot into a regular slot; next, to work on my Community College of the Air Force degree; and last, to complete NCO Academy Course 6."



Staff Sgt. Lynn McGourty
934th OSF
"My first goal is to get promoted, and my second goal is to go to the NCO Academy."



Staff Sgt. Rodney Bledsoe
27th APS
"My goals are to help the 27th Aerial Port Squadron pass the Operational Readiness Inspection and to be more proficient in my job." □

Avoiding 'cramps' in computer style

Don't let your time at the screen, keyboard tie your health up in knots

Have you ever had headaches from long hours spent staring at a computer screen? Have your wrists and forearms ached after tapping on the keyboard or clicking on the mouse for an extended period of time? Most of us have experienced these and other computer-related ailments but perhaps did not realize there are a few things we can do to prevent or alleviate these injuries.

Staff Sgt. Zak Stroud, health promotions coordinator for the 934th Aeromedical Staging Squadron, offered these tips to make your time spent at the computer a little more comfortable:

For your eyes: "It's important to adjust your work setting so you are looking at your screen at eye level," said Stroud. "If you are looking up or down rather than straight ahead, that can cause eye stress. Change your screen saver, change the color of the type, and if you can't change any of those things, see if you can get a screen mounted on the front of your terminal. The screen reduces the glare from outside sources such as windows but also eliminates the glare from the terminal and allows your eyes to relax. Be sure to take frequent breaks from the screen; look around the office, out the window - have your eyes focus on something other than the screen for a few minutes."

Wrist and arms: "A lot of people keep their arms and wrists in a locked position, which causes problems. You need

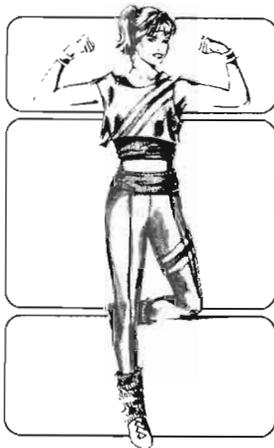


to change the angle of the hands and wrists. You can use a wrist pad to help support the weight, but I don't recommend wearing wrist braces because they don't allow your hands and arms to move freely."

Posture and back pain: "Bad posture creates back pain. Adjust your chair height, the arm rests, the seat back. If the seat back can't be adjusted, get a seat pad. The chair needs to fit your back, so if others in the office use the chair, you'll need to adjust it each time."

Circulation: "If you are sitting for an extended period of time, you're cutting off circulation to the lower extremities. You need to stand up periodically, stretch and take short walks around the office. Also, switching your leg position and sitting position will help." □

SERVICES BRIEFS



'Winter Fit' starts

The Winter Fit Physical Fitness competition runs from Jan. 1 through March 31.

Coed teams of four earn points by exercising. Points can be earned for both aerobic activities and weight training.

Pick up a list of Winter Fit rules at the 934th Recreation Services office, Bldg. 802.

Workshop set

A free workshop, "Introduction to Physical Fitness," will be held Jan. 10 at the fitness center.

Topics will include the basics of fitness training and an orientation on equipment. Class size is limited; advance sign-up is requested.

Hockey players needed

The 934th hockey team needs additional players. Games are played in

St. Paul, Minn., on Sunday nights at 7:30 p.m. or 8:40 p.m.

Any reservists interested in playing should call **Tom Anderson**, 222-2320, or recreation services.

Casino trip scheduled

A trip to Treasure Island Casino will be hosted Friday, Jan. 26. Play games or try the all-you-can-eat prime rib buffet. Free transportation will leave the base at 4:30 p.m. and return at midnight.

The trip is open to reservists, Department of Defense civilians, family members and guests. Pre-registration is required by Jan. 12. □

934th Recreation Services
Bldg. 802, Ext. 5316