

*Rescue at  
1,100 feet*

Vol. 18, No. 6/June 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, Tech. 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  
 Tech. Sgt. Bernadette Greene - 934th AES  
 Staff Sgt. Niklas Hammarberg - 934th SPS  
 Vacant - 934th ASTS  
 Senior Airman Scott Baseler - 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 Staff Sgt. Robert Walz)

TSgts. John Hoffman (left) and Tom Martin, 96th Airlift Squadron, recently received the Airman's Medal for heroism. For more, see Page 10.

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 (fax, Ext. 8015) 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

# Practice makes perfect ...

by Col. Michael Gjede  
 wing commander

As you read this, you're getting ready to deploy to, are deployed to, or have just returned from, our Readiness Assistance Visit. Your perspective of where the 934th is on the road to a top score on the Operational Readiness Inspection depends greatly on where you're sitting as you read this issue of the Viking Flyer.

One thing, however, should be obvious to even the most casual observer. That is: we can't practice our mission

enough. As we continue to plan, respond and react, our process should improve. There's nothing like donning that chem suit one more time to improve proficiency.

The same holds true for launching a six-ship formation, decontaminating a vehicle or even designing a dining hall feeding schedule that most meets our needs. The more times we do it, the better we get.

The old adage, "Practice makes perfect," certainly applies to an ORI. Let's keep that in mind as we fine-tune our sights on that outstanding score. □

## ... but mistakes allowed

### Chief sets record straight on Air Force expectations

by Gen. Ronald Fogleman  
 chief of staff, U.S. Air Force

Lately, there has been a lot of discussion about the renewed emphasis on standards and accountability within our Air Force, to include the concern that we're fast becoming a "one-mistake Air Force."

I want to help set the record straight on these issues by providing you my perspective on what we expect of Air Force people.

It's imperative that Air Force commanders and supervisors ensure their troops understand the requirements of our military profession - and measure up to them. Together, we must insist on disciplined and principled behavior by our troops. When an individual fails to meet the higher standards expected of military professionals, then we must hold him or her accountable, and document the offense in their records.

The vast majority of Air Force people are dedicated professionals who strive to live

up to our service's core values.

They understand that integrity is essential in a military organization where we count on fellow members to do their part, and that honesty is the glue that binds the members of an outfit into a cohesive team.

Air Force professionals place service before self. They willingly subordinate personal interests for the good of their unit, the Air Force and the nation.

Furthermore, professionals in our service strive to excel in all that they do. They understand that our responsibility for America's security carries with it the moral imperative to seek excellence in all our military activities.

I will tell you that those individuals who strive to do it right, who seek to be dedicated Air Force professionals - day in and day out - need not be concerned about a "one-mistake Air Force," because it does not exist for them.

On the other hand, when an individual exhibits personal negligence, misbehavior or disobedience, that is not a mistake - it's a crime. For such an individual, our service may well become a "one-offense Air Force." □

## UTA schedule

July 13-14    Oct. 5-6  
 Aug. 3-4     Nov. 2-3  
 Sept. 7-8    (ORI)

☐ June UTA pay should be deposited by: July 3.

☐ See June's lunch plan, Page 4.





### UTA scheduling rules relax

Unit-assigned reservists are now allowed more freedom to reschedule their UTAs and make up for missed training opportunities.

These changes are part of new procedures included in Air Force Manual 36-8001, now in effect. The changes allow rescheduling a missed UTA for anytime during the same fiscal year, instead of meeting what was known as the "60-day window," 30 days on each side of the scheduled UTA.

The changes also prohibit the use of duty days to travel, ensuring people do not misuse training time to get to and from assignments. (AFRESNS)

### Lackland celebrates 50th

Lackland Air Force Base, Texas, known as the "Gateway to the Air Force," will celebrate 50 years of Basic Military Training, June 26-28.

All former BMT commanders, training officers, supervisors, instructors and their spouses have been invited to attend the celebration. (AFNS)

### Whaley nominated for second star

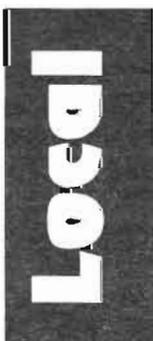
The president has nominated Brig. Gen. Wallace Whaley to the rank of major general, effective upon Senate confirmation. Whaley is commander of the Air Force Reserve's 4th Air Force, McClellan Air Force Base, Calif. (AFRESNS)

### Laptop computers interest thieves

Travelers with laptop computers must take precautions to avoid falling prey to enterprising thieves, according to communications officials at Ramstein Air Base, Germany.

Officials with Ramstein's 786th Communications Squadron have been notified of several cases where travelers had their laptop or notebook computers stolen as the traveler made his or her way through European airports, sometimes from the conveyor belt at the metal detector station.

"I have found the best way to ensure the physical security of your notebook computer is to have it manually inspected by the airport security personnel," suggested Capt. John Pisello, a small computers specialist at Headquarters Air Force Reserve. (AFNS)



### Limited lodging announced

Reservists needing lodging in July, August and September should expect to be placed in off-base quarters, according to 934th lodging officials.

A large number of Air National Guard members from Peoria, Ill., will occupy most available rooms while on temporary duty here during that time, undergoing C-130 conversion training.

### Paint-A-Thon needs help

The 934th Airlift Wing needs volunteers for the 10th Annual Metro Paint-A-Thon.

Aug. 3 is the official date, which conflicts with the UTA, so July 31 will be preparation day and Aug. 7 will be paint day. Work will start both days at 5 p.m. and will last two or three hours.

To sign up or get more information, call Master Sgt. David Cormier, Ext. 5468, or on UTA only, Master Sgt. David Hammer, Ext. 5855.

### 'Two-wheeled vehicles' see new rules

Anyone operating a motorcycle or bicycle on the base now have some regulatory changes to consider.

The 934th Airlift Wing no longer requires completion of the Motorcycle Safety Foundation course in order to register a motorcycle on the base. The wing commander agreed to the local policy change following a waiver granted to the Air Force Reserve on training requirements of Air Force Instruction 91-207, The U.S. Air Force Traffic Safety Program.

Basic rules for operating a motorcycle on base still stand: state registration, base registration except for non-base assigned people, and following requirements from AFI 91-207, paragraph 14, which includes the wear of a protective helmet.

In another recent change, protective helmets are also required now for riding bicycles on base, except when riding on the flightline or industrial areas. When hard hats are required, they may be substituted for helmets. Also, helmets are not required for operators of three-wheeled vehicles.

934th Recreation Services will be providing helmets with their rental bikes, and helmets will be provided for those who ride bikes in the performance of their duties. Helmets have been proven to be of benefit when people were thrown from their bikes, even at low speeds, so the base safety office encourages everyone to wear helmets when biking, on or off base.

As a reminder, headphones are not allowed at any time when walking or running, or riding a bike or motorcycle on the base.

For more information, call the safety office, Ext. 5508.

### Chemical refresher training changes

Refresher chemical warfare defense training has been changed to a two-hour exercise for each unit through the September UTA, according to Claude Schuenemeyer, chief of readiness flight for the 934th Civil Engineer Squadron. Initial CWDT will be the only classroom training held through that time.

Schuenemeyer said the change results from heavy taskings each individual will be subject to during the Ability To Survive and Operate portion of the Readiness Assistance Visit in June and Operational Readiness Inspection in October/November. Each individual completing this training will receive credit for classroom training.

Unit-level training officials will have information on each unit's CWDT exercise participation.

### 'Welcome Back' volunteers needed

The 934th Family Readiness Program needs volunteers for various projects involved in the "Welcome Back" activity on June 22, the conclusion of the Readiness Assistance Visit.

For information, call the FRP office, 725-8057. □

# Final warm-up

## Volk deployment offers last chance to flex muscles, pinpoint problem areas

**A**pproximately 1,500 members from the 934th and the 911th Airlift Wing, Pittsburgh, will deploy for the Readiness Assistance Visit at Volk Field, Wis., June 20-22. A team of 60-70 evaluators will come from Headquarters 10th Air Force, Bergstrom Air Force Base, Texas. The following provides an overview of what reservists can expect.

### Hit the ground running

☐ Everyone is encouraged to check their requirements prior to deployment: currency of ID card and emergency data card, as well as expiration date of enlistment.

☐ Be sure you have the “flip-top” canteen cap to allow drinking tube insertion, and practice using it before deployment.

☐ For the main body, most processing and deployment will take place on Wednesday, June 19, with return on Saturday, June 22.

☐ Members will assemble at their unit as required to form each chalk before proceeding to the air passenger terminal/deployment processing unit at the fuel cell hangar. Once people enter the hangar, they will not be allowed to leave. As a chalk, people will be monitored by a troop commander and kept in the immediate area prior to busing to the aircraft.

☐ In case of emergencies, family members should call the 934th Command Post, 612-725-5367. After duty hours, the emergency contact would be the 934th Security Police desk, 612-725-5402. Also, the 934th Family Readiness Program Office will be available during duty hours, 612-725-8057 or 1-800-231-3517.

☐ Both at home base and deployed locations, remember to use proper telephone procedures for the exercise. Answer unsecure lines by saying, “This is an unsecure line.” Begin and end any information passed on pertaining to the exercise with, “This is an exercise.”

### Volk Field

☐ Upon arrival, members will process through the PERSCO, or the Personnel Support for Contingency Operations team. After an updated intelligence briefing, members will then be bused to lodging facilities, Bldg. 432, which will offer 24-hour service.

☐ The main operating base, or MOB, is Volk Field. Flying operations will be conducted out of Duluth, Minn., as the forward operating base, or FOB, and drops will be at Fort Ripley, Minn.

☐ At Volk, linens are provided, but bring towels, wash cloths and all personal items, including a lock. A tote bag to for bath items is suggested, as the shower facilities are separate from the barracks.

☐ Everyone must return their bed linens to the lodging office Saturday morning.

☐ Most quarters will be open-bay. Since people will be housed with members on different shifts, a flashlight and clock with lighted dial should come in handy to avoid turning on overhead lights while people are sleeping.

☐ If room keys are issued, they keys must be returned to the lodging office upon checkout or a \$25 charge will be incurred. Keys will not be accepted via mail.

☐ Lodging check-out time will be no later than 9 a.m., Saturday, June 22.

☐ Coin-operated laundry facilities are available.

☐ Recreation services will show two movies a day on Thursday and Friday, June 20-21. The fitness center is located in Bldg. 431. Hours will be posted throughout the base.

☐ Sleeping and dining areas will be out of the play area, however, it will be necessary to suit up in chemical gear prior to reentering the play area.

☐ Anyone on the flightline will wear earplugs and a restricted area badge.

☐ Always wear seat belts.

☐ Everyone should wear a reflective belt when working or walking around in the dark, even prior to deployment. Carrying a flashlight is suggested, too.

☐ Shuttle buses will travel to designated pick-up locations, stopping only at marked bus stops, 24 hours a day. The play-area route is approximately a six-minute loop; the route to lodging and other areas, a 23-minute loop. Allow extra time during peak travel, such as during shift changes. At least 45 minutes should be allowed to get to work on time, including processing into the play area. No standing in the aisles is allowed, so full buses will not stop.

☐ Everyone will sign in and out of the play area in the Off-Base Recovery Area, including leaving for rest cycles, meals or the end/beginning of a shift. The OBRA is located a few miles from the play area; everyone must be bused to the OBRA.

☐ When contaminated people go through the OBRA, they will process through the contamination control area located there. Buses will be marked “clean” or “dirty,” as contaminated people must use a “dirty” bus.

☐ Located near the dining facility, the Base Exchange at Volk will be open normal hours during the exercise.

### Dining schedules

☐ All meals at home base in Minneapolis will be served at the NCO Club.

☐ The meal schedule for Volk includes:

**Breakfast**, 6-7 a.m., Wednesday, June 19; 3-10 a.m., (8-10 a.m., continental), Thursday and Friday, June 20-21; and continental only, 4-9 a.m., Saturday, June 22.

**Lunch**, all Meals, Ready to Eat.

**Dinner**, 3:30-7:30 p.m., Wednesday; 3:30-8:30 p.m., Thursday and Friday.

**Light meals**, sandwiches, fruit and juice, 9 p.m.-3 a.m., Wednesday and Thursday; 9 p.m.-1 a.m., Friday.

**Midnight meals**, hot item and sandwiches, 11 p.m.-1 a.m., Wednesday through Friday.

### Redeployment

☐ Complete listings of redeployment times should be posted in the dining hall.

☐ At press time, it was possible that chemical warfare gear might be palletized with personal baggage on the return flight.

☐ The Family Readiness Program will host “Welcome Back” activities all day Saturday, June 22. ☐

# Top Dollar

## Base team wins two titles in successful competition debut

by Master Sgt. Darrell Habisch  
public affairs

**W**orking in chemical warfare gear, firing a 9 mm pistol, administering self-aid/buddy care, avoiding unexploded ordnance and issuing cash to purchase essential items to keep their unit fighting were all in a day's work for the five team members from 934th Financial Management at the Top Dollar competition, held at Camp Swift, Texas, April 21-26.

Though this was the 934th's first time competing, the team earned a couple of first place honors for general military skills and esprit de corps.

Top Dollar prepares reservists in finance and contracting for the roles they will perform during contingencies. Various scenarios were staged for the eight Air Force Reserve units participating to push their abilities to the limit.

"Usually up to four evaluators and role players were in our office all the

time," explained Senior Master Sgt. Tim Donnay, finance supervisor. At any time during the day or night, evaluators would present scenarios and the time limit to solve them. Situations involved financial analysis, military pay, travel and commercial services.

As the participants also slept in the office, it was not unusual to hit the rack at 11 p.m. and be awakened by someone needing emergency funds in the middle of the night.

"I went to the safe many times in my skivvies," said Donnay. On most days, before the office closed at 10 p.m., someone would drop a stack of vouchers for checks needed first thing the next morning. "We'd work half the night getting them cut," said Donnay.

General military skills was a graded area that scored a first-place win for the 934th team. It included scores for the confidence course, disaster preparedness, firing range, first aid and security. It also called for spending considerable time in

the chemical warfare ensemble.

"They hit us with that right away," said Tech. Sgt. Dave Fischer. Talking to each other constantly was a way to make sure that no one forgot to snap a snap or close the mask carrier. "We received some kudos for the verbalization," commented Donnay.

Another first place honor the team earned was for esprit de corps. "We didn't know that was a part of the competition," said Staff Sgt. Jason Burley. The award went to the office that displayed a friendly environment where customers felt comfortable and team members worked together exceptionally well.

Two 934th Services Flight members participated in the support side of the competition, Tech. Sgt. Doug Johnson and Staff Sgt. Larry Arndt. "We couldn't have done it without the cooks," said Staff Sgt. Patrick McCullough, another 934th finance team member. The fifth finance member was Master Sgt. Paul Burnett.

The team will be eligible to participate again in two years. □

## Silver Flag

by Mark Davidson  
public affairs

**T**raining was the key word for 55 members of the 934th Civil Engineer Squadron as they completed the five-day Silver Flag exercise at Tyndall Air Force Base, Fla., April 15-19.

"Silver Flag is a semiannual training exercise that involves classroom and hands-on equipment training," said Senior Master Sgt. Randy Knish, the deployment team first sergeant. "These people represent the critical Air Force Specialty Codes reported in the base combat readiness report."

A core group of people, representing every CES section, must get this

## Both in classrooms and out in the field, engineers faced challenges to technical skills

training and be certified to perform the tasks, said Knish.

During the exercise, unit members stayed in air-conditioned hardback tents and ate a combination of Meals, Ready to Eat, and hot food from the field kitchen. "This adds to the realism of the training," Knish said.

That training was worthwhile, according to Staff Sgt. Chris Rumreich, a CES electrician and a first-time Silver Flag participant.

"The electricians from the 934th, along with the other Reserve electricians, trained and certified on three different electrical systems at Silver Flag," said Rumreich.

The 934th people, along with two other reserve units, went through three exercises: a survival recovery center

exercise, a damage control center exercise and a minimum operating strip exercise for C-130 landings on a repaired runway and forced bed down planning.

The 934th heavy equipment operators got involved in repairing the air strip, according to Staff Sgt. Marty Stevens.

"The cadre personnel set off charges that created a crater four feet deep and six feet in diameter that we had to clean up, fill in, and place a fiberglass mat over," said Stevens. "We had a two-hour time limit and did it in 90 minutes."

The 934th firefighters teamed up with other Reserve firefighters to form the fire department at Silver Flag, with the 934th's Master Sgt. Russ Carnes as the fire chief. □

# DESERT DUTY

**Operation Southern Watch concludes successfully for 934th members**

features by Master Sgt. Tim Turner  
public affairs

**Y**ou name it, they moved it. From March 5 to April 17, more than 120 base members took part in Operation Southern Watch, the massive peacekeeping effort in Southwest Asia.

Two rotations of about 60 people each and three base C-130s participated in the operation, providing transportation of U.S. military people and supplies in various Southwest Asian countries. All told, the 934th flew more than 200 missions and transported nearly 800 Army, Navy and Air Force people.

They also hauled 428 tons of cargo. "A lot of cargo we hauled was the usual stuff - mail, food and equipment," said 1st Lt. Bruce Wiskus, 96th Airlift Squadron pilot and operations planning officer for the mission. The 934th also airlifted the entire Washington, D.C., Air National Guard F-16 fighter unit and their equipment during a joint tactical exercise between the U.S. and in-country air forces.

This was the first time Operation Southern Watch was managed exclusively by the Reserve. Besides the 934th, the 403rd Wing at Keesler Air Force Base, Miss., and the 913th Airlift Wing at Willow Grove Air Reserve Station, Penn., participated in the 45-day rotation.

"Before we participated, the mission had been managed exclusively by the active duty forces," Wiskus said. "It just shows how much more the Reserve and Guard is being called on to support our active duty counterparts."

Wiskus admitted that while the mission was a good opportunity to put the base's training to use in a real world environment, it was not without its challenges (see related story).

"One of our biggest obstacles was the geographical separation," he said. "Two of our aircrews and maintenance teams were stationed in one place, and the other team about 400 miles away. So we had to make sure we kept in close communication with each other."

Despite the obstacles, the 934th got the job done, Wiskus indicated. "We flew a lot of missions and did them safely," he said. "We also completed all our missions, and we never dropped a mission, which is something the entire wing can be proud of. That was a lot of hard work. Plus, the 934th, Willow Grove and Keesler units all came together as one."

Operation Southern Watch is now back in the hands of the active duty. "But it looks like the rotation may eventually be shared again by Reserve and Guard people," Wiskus said, "so the 934th may get another opportunity to participate in the mission."

Wiskus went on to say that AFRES is looking into making the Southern Watch rotation a two-week tour of duty rather than the existing three-week rotation, recognizing civilian employer and family concerns.

"I give a lot of credit to reservists here who sacrificed three weeks from their families and civilian jobs to participate," he emphasized. □

## Stranded

**T**hey called it the "C-5 from Hell."

On Thursday, March 7, 14 members from the 934th Maintenance Squadron were set to take off for Southwest Asia as part of the Operation South Watch rotation. Their mode of travel: the gigantic C-5, which holds the distinction of being the country's largest aircraft.

But not the most reliable, as Master Sgt. Mike Hartman, flightline supervisor, can attest.

"Under normal conditions, the flight takes about two days on a C-5," said Hartman. But thanks to bad weather, aircrew staffing problems and a C-5 with a mind of its own, the 934th maintenance folks didn't feel the desert sand between their toes until 10 days after they were supposed to arrive.

Though scheduled for airlift via 934th C-130 to Willow Grove Air Reserve Station, Pa., to await a Dover Air Force Base C-5 for the flight to Southwest Asia, the ill-fated voyage went something like this:

**Day One, March 7.** 934th C-130 delays departure time by a couple of hours because of a blizzard ravaging the Northeast. The team arrives in Pennsylvania to find out the C-5 was grounded at Dover.

**Day Three, March 9.** The C-5 arrives to pick up the waiting team. The aircrew was grounded for disciplinary reasons, so the 934th team had to wait for another crew from Dover.

## **Battling everything from bad weather to flat tires, this C-5 was going nowhere fast**

**Day Five, March 11.** The team goes out to board the C-5, only to discover that cold weather had flattened three of the plane's tires. A truck and maintenance crew with new tires from Dover headed to Pennsylvania. While enroute, the Dover maintenance team missed the freeway exit to the base. When they finally discovered their error, they got to Willow Grove about two hours later than scheduled.

**Day Seven, March 13.** With the new tires, the C-5—and the maintenance crew—finally headed for RAF Mildenhall, England, enroute to their final destination. They stayed overnight at Mildenhall, and the next morning took off for Southwest Asia—or so they thought.

While taxiing, the C-5 aircrew discovered a malfunction in the instrument that detects vibration in the aircraft. The plane was turned around and placed in a maintenance hangar at Mildenhall to await a maintenance crew to fly in from Dover.

**Day 10, March 16.** The plane and 934th maintenance members were enroute for the second time out of Mildenhall. After two hours in the air, the aircrew had to turn around and head back to Mildenhall because the landing gear was stuck in the lowered position.

When the maintenance members arrived in England, they discovered their clearance to land in Southwest Asia had expired, so they had to wait

three days for a new clearance.

**Day 13, March 19.** At long last, the C-5 left England and touched down at the destination it was supposed to have arrived at a week and-a-half earlier.

Once there, the 934th maintenance team remained in the theater of operation for only 10 days before coming back home—this time, thankfully, on a C-130. “We all worked long and hard once we got there,” Hartman said. “We just all wished we could have been there longer.”

For Hartman and his 13 fellow maintenance members, the 12-day trip was a lesson in patience, tolerance and attitude.

“We had a lot of down time at Willow Grove and Mildenhall,” Hartman said. He said the maintenance crew got to know both bases very well as they tried to figure out how to occupy their time, which included numerous trips to the Base Exchange, watching T.V. and reading countless books and magazines.

“We were at both bases so long that by the time we left, the people in base operations knew us all on a first-name basis,” Hartman said. “The folks at Willow Grove referred to the plane as the ‘C-5 from Hell.’”

When asked what advice Hartman would give to another 934th unit faced with a similar situation, he said, “Try to have a positive attitude, and if you have a choice, always take a C-130.” □

# **Culture shock**

## **934th members trod carefully through customs 'minefield'**

**N**o shorts or tank tops off base ... Consumption of alcoholic beverages strictly prohibited ... Women must not wear clothing revealing their arms.

As with any deployment to a foreign country, host nation sensitivities are a top priority, and Operation Southern Watch was no exception.

Being aware of the various cultural differences between the United States and the Persian Gulf nations was just one of several challenges that confronted the deploying reservists, which also included language barriers, long hours, separation from family and a much-delayed flight of 14 maintenance people (see related story).

“It's an overused phrase, but we always gain an appreciation of how good we have it here when we go overseas,” said Capt. **Gary Bray**, pilot with the 96th Airlift Squadron and aircraft commander during Southern Watch.

“One of the main challenges for our aircrews was communicating with the air traffic control tower,” Bray explained. “Although everyone in the tower spoke English, we had to repeat messages to them—and vice versa—because of our different accents.”

Bray also indicated that radar coverage and aircraft position reports in Southwest Asia are not as sophisticated as in the United States. “And there were times when their patience with us wore thin because of the communication barrier,” he said.

Other challenges Bray's aircrew faced were long days and too much togetherness. “We did spend a lot of time together because of the limited options at our home station there,” Bray admitted. To avoid slipping into a negative attitude, Bray's aircrew created a “Thought for the Day” poster and hung it in plain view.

“We had phrases like, ‘Don't Peak Too early,’ or ‘One Day at a Time,’” he said. “While it sounds corny, it did help our attitude.”

Even tasks as simple as deciding what to wear off-base became a challenge for the aircrew, according to Bray. “The male aircrew members couldn't wear shorts, and long-sleeved, collared shirts were strongly recommended,” he said.

For the three 934th women who deployed to Saudi Arabia, the dress code was even more restrictive, Bray pointed out. U.S. military women stationed in Saudi Arabia were urged to wear long-sleeved clothing that did not accentuate the figure.

Not all challenges during Southern Watch were cultural in nature for the 934th people, according to Bray. “The bulk of our maintenance people came over on the C-5 that was delayed by almost two weeks,” Bray said. “So the few maintenance people

*(Continued on next page)*

# Climbing 'Paper Mountain'

**Base agencies convert  
from hard copies to  
software**

by Master Sgt. Darrell Habisch  
public affairs

In an effort to eliminate the need for paper forms, publications and rosters, and, in turn, the costs of printing, labor, shipping and storage, the 934th Airlift Wing is on the leading edge of electronic publishing.

The wing is one of the first in the Reserve using a new paperless program to provide units the "alpha roster," the wing personnel listing.

Spearheaded by 934th Mission Support Flight's Tech. Sgt. Joe McArthur, the program was loaded on a number of headquarters building computers, starting in late April. "A lot of people were skeptical when I was loading it, but it's really simple and fast," McArthur said.

After a mere five minutes or less in



(Photo by Master Sgt. Darrell Habisch)

**Senior Airman Katrina Smith, information management specialist, holds a compact disk containing hundreds of publications.**

loading the program from a disk, users can access all personnel roster information previously contained in a spreadsheet-sized roster nearly an inch thick.

Only headquarters trusted agent offices will have the program, as was the case with printed copies in the past.

McArthur and the military personnel flight have not been the only ones waging war with mountains of paper, however. Completing a drive started several years ago, the 934th Information Management team has installed on most base computers a new program designed to access all Air Force and Reserve forms and publications.

When the system, called "InfoBase," is fully operational, all paper copies of forms, regulations and publications will be recycled, according to Joan Bolesworth, chief of base information management.

To find the latest on uniform wear, a

reservist will be able to search a database using key words, such as "haircut" or "uniforms." All publications containing those key words will be listed for review and retrieval.

"We're recommending that all regulations and publications be viewed on your computer," Bolesworth commented. "We'll update the system every week, with the only official version being the electronic one. Printed copies will have a disclaimer that they're for reference only."

Initially, forms will be printed from the computer and routed and stored as usual. "All information will be 'read only' and won't be able to be altered by the user," explained Maj. Dennis Small, officer in charge of base information management.

When legal issues concerning signatures and security are ironed out, reservists will send completed forms across a computer data network to the receiving office, whether it is across the base - or the nation.

According to Bolesworth, trimming requirements for printing and postage should save between \$50-\$100 thousand for the wing, and \$8 million for the Air Force Reserve in the first year alone.

Eventually, Bolesworth's staff will be able to copy specific regulations, publications and forms needed during deployment onto a compact disk.

"That's all you'll need to take with you," she said. □

## Culture shock ...

(Continued from previous page)

we brought over with us on the C-130s had to pick up the slack. They worked long shifts, kept the maintenance lines going and ensured that all our missions got off on time. I can't say enough about the herculean effort they made."

Chief Master Sgt. Gary Smith, flightline superintendent, can attest to the challenges faced by the maintenance team. He and six others were based at a smaller field 400 miles away from the rest of the Reserve forces. A DC-10 carrying the rest of his maintenance crew was struck by lightning in Philadelphia, delaying their arrival by one week. "That DC-10 was also carrying a lot of our supplies, as was the C-5 that was delayed at Willow Grove and Mildenhall," he explained.

"We ended up shuttling our maintenance people to the main base to maintain the planes we had there," he said. "We also relied on the Royal Air Force maintenance unit, who helped us with some welding and gave us spare parts. They cooperated fully

with us, and we really developed a strong bond with them."

For Staff Sgt. Connie Henke, avionics guidance and control specialist with the maintenance squadron, one of her challenges was being separated from her nine-year old son, Adam, for five weeks. "It was hard being away from him for so long, but I made sure I told him how long I was going to be gone," she explained. "Before I left, I brought out a map and showed him exactly where I was going to be, and I called home and talked with him every week."

Despite the separation from family and the obstacles she faced from a maintenance standpoint, Henke would participate in Southern Watch again. "I loved it," she said. "The people are very polite, the country is beautiful, and the architecture is wonderful - with lots of monuments."

Perhaps most important from a Minnesotan's perspective, the weather was dry and hot, Henke said. "It was between 90 and 120 degrees," she said. "Just the way I like it." □

# Little prairie on the base

Rather than a 'Little House on the Prairie', base preserves little piece of wilderness on a 21st century defense installation

by Mark Davidson and Cherie Huntington  
public affairs

**A**s Jeff Wiles walked the perimeter of what he sometimes calls the base's "baby prairie," he pointed out a small hawk hovering intently above stubborn, dry stalks still standing from last year's growing season. With a booted toe, he then carefully studied a tiny puff of grey fur, the scant remains of a field mouse, likely discarded by a winged predator. Gopher mounds dot the area.

What started out as an idea to reduce grounds maintenance has become much, much more.

"The 934th is on land that was once part of the prairie," said Wiles, a base civil engineer environment protection assistant, and the base prairie restoration project coordinator. The five-acre restored prairie spans the east side of the base, located in the area on both sides of the road on the hill joining 4th and 5th Streets.

"In the mid-1800s, when the first settlers came here, they couldn't have seen a rider on a horse," said Wiles, "since the prairie grass grew from eight to 12 feet high." He said very little prairie land remains in Minnesota – perhaps only 1 percent of what once existed.

The 934th site features two types of restored prairie, which is basically open grassland in relatively dry climates. The first type is the short, dry prairie, which contains sandy or gravelly soils where grass such as little blue stem thrives. The second kind of restored prairie here is a mixed height "mesic prairie." This contains flowers which bloomed for the first time in 1995, according to Wiles.

The 934th project dates back to 1991, when the unit requested assistance from a civilian company specializing in prairie restoration. The main goal, said Wiles, was to reduce mowing requirements. Though the prairie was originally planted in the fall of 1991, some of the seedlings did not survive because of poor growing conditions.

In May 1993, the contractors reseeded the prairie, but its biggest enemy thus gained a foothold: weeds. "A lot of soil on the present site was brought in from off-base, so it was disturbed soils of unknown composition, including weed seed," said Wiles.

The next year saw more hands-on management of the non-native species, according to the project report. Specific grasses and flowers were mowed or sprayed with the appropriate herbicide to eliminate seed production.

"We started to see many of the flowers last year, like the yellow coneflower, tall blazing star, purple prairie clover and goldenrod, along with five other kinds of flowers and nine kinds of grass," Wiles said.

A controlled burn was conducted in April, a practice followed by early settlers to improve the land for crops. "The burn will get rid of the weed seeds on the prairie, and it will stimulate seed germination and allow the desired warm season grasses to grow," Wiles said. Just weeks after the burn, healthy seedlings rise from the blackened soil.

**John Marchetti**, a general engineer here who served as the original project manager for the prairie restoration, sees practical benefits for grounds maintenance in eliminating mowing in this rolling area. Another plus is less erosion – native prairie plants grow taller and thicker than regular grass, plus they produce more extensive root systems which help anchor the soil.

Wiles sees two other positive outcomes from having a prairie on the base. "It provides habitat for birds, cover for jack rabbits and pocket gophers, and food for raptors, like hawks," he said. "It also gives the base an appreciation of the natural heritage and historical value of the prairie." □

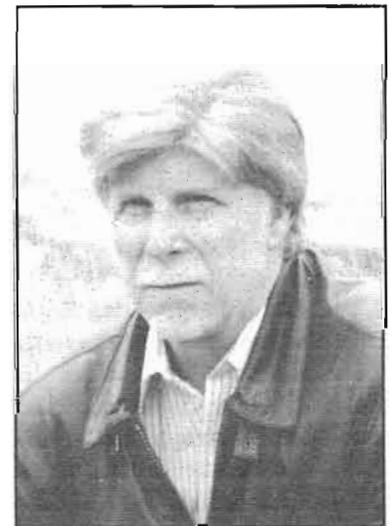


(Photo by Jeff Wiles)



(Photo by Jeff Wiles)

*Top, the base prairie is marked on 4th Street, but this sign on 5th Street was taken out by a snowplow this winter and should be repaired soon. Above, thistle made its blooming debut last year.*



(Photo by Cherie Huntington)

*Jeff Wiles serves as prairie project coordinator.*

# Rescue at 1,100 feet

## Two loadmasters earn Airman's Medal for saving jumpmaster

by Master Sgt. Tim Turner  
public affairs

**B**ecoming a hero sometimes seems as simple as reaching out a hand to someone in need. But for two 934th loadmasters, that outstretched hand was extended to someone clinging for dear life to the jump door of a C-130 – 1,100 feet high at 160 mph.

**Tech. Sgts. Tom Martin and John Hoffman**, 96th Airlift Squadron, were awarded the Airman's Medal in April. This prestigious medal recognizes exemplary courage and heroism in the line of duty, and as far as base historical records indicate, no one here has ever before achieved it.

"John and I are both very honored to get the award, but what it really comes down to is that we got it for doing our job," Martin said.

Some here, however, might argue that the actions of Hoffman and Martin exceeded the boundaries of simply "doing their jobs."

In October 1994, the squadron supported the Advance Airborne Training School with an aircrew and C-130. The school, located at Pope Air Force Base, N.C., prepares jumpmasters for the various aspects of their job.

"Jumpmasters act as the liaison between the Army and Air Force to coordinate paratrooper jumps, making sure they're done safely," Martin said.

"They're the best-of-the-best of paratroopers," Hoffman added.

Hoffman and Martin were both working with one student jumpmaster on a sortie over a drop zone near Pope. "We were making the fifteenth pass over the drop zone, and the jumpmaster was getting ready to exit the plane," Martin continued.

As the jumpmaster was completing his safety checks on the right door of the plane, the airstream caught his rucksack, or backpack, which was harnessed to the front of him in preparation for the jump.

"All of a sudden, the wind caught the rucksack and tried to pull the jumpmaster out the door," Martin explained.

The jumpmaster managed to hook one of his arms and both feet inside the C-130's door; however, the airstream held the rest of his body outside.

"At that point, we had two options: we could release him from the plane or try to get him back in," Hoffman said. "If we released him, there was an excellent chance he'd get tangled up in the parachute static line or hit the underside of the plane, because he wouldn't be going out feet first – he'd be going out head first."

"On the other hand, if we tried to get him back into the plane, there was the chance his parachute would open inside the aircraft," Martin added. Then once the wind caught the opened parachute, it could be sucked out the door – along with anything and anyone in its path.

The two loadmasters had to think fast. The jumpmaster was tiring, losing his grip on the door.

There was some discrepancy between which avenue to take, according to Martin. "The instructor jumpmaster on board thought it was best to release him," he recalled.

Martin and Hoffman overruled the instructor, deciding the best action was to try to get the student jumpmaster back into the plane. They reasoned that on top of all the aforementioned risks, all this was happening six miles from the drop zone, so he could have landed in trees, power wires or water.

Wearing a parachute, Martin grabbed the troop door handle and stepped onto the jump platform, leaning out just far enough to reach the student jumpmaster with his free hand. As he leaned out, both loadmasters noticed the ring to release the jumpmaster's reserve parachute was unsecured.

"If both the reserve and main parachute are released, there's a good chance of them getting tangled, with no air to support either chute," Martin explained. He covered the reserve chute ring with his hand and then latched onto the jumpmaster's harness.

"At that point, I grabbed onto Tom, and the instructor jumpmaster grabbed onto me," Hoffman said. "The three of us then tried to pull the student jumpmaster in. It was a real tug-of-war, with us trying to pull him inside, and the jumpmaster's equipment and the airstream trying to pull him outside."

While the drama in back of the plane was ensuing, the pilot and aircrew on the flightdeck faced their own set of challenges.

"The pilot, Lt. Col. [Jeffrey] Hamiel, was doing his best to keep the plane straight and level, trying to slow it down to reduce the wind speed," Martin noted. "He was also trying to avoid other aircraft in the area and a live firing range near the drop zone."

For Hamiel, it was the most frightening experience in his more than 25 years as a C-130 pilot. "I was trying to communicate with Tom over the headset, and he wasn't responding," he said. "That's when I got scared. I thought Tom had fallen out of the plane." Actually, there was so much noise outside the aircraft that Martin never heard Hamiel's transmissions.

Finally, after what seemed an eternity – but according to Martin, was more like three to four minutes – the jumpmaster was pulled to safety.

"After we got him inside, we took him to the front of the plane and checked him over for injuries," Hoffman said. "He was pretty shook up but wasn't hurt."

Martin indicated that what really counted in the drama that unfolded that October day was the continuous training the 934th's loadmasters receive to handle situations like this.

"What also helped was working with an aircrew you're familiar with," Martin said. "John's a pretty experienced loadmaster, and we've worked together quite a bit – I'm glad he was there with me." □

**Medals**

**Meritorious Service Medal**

Staff Sgt. John Bergeland (Retired), SVF  
Senior Master Sgt. Kirk Hendrickson (Retired), SVF

Maj. Randall Hoscheid, CES

Maj. John Rudin, LSS

**Aerial Achievement Medal**

Maj. Thomas Anderson (3 OLC), AS  
Master Sgt. David Corrow (1 OLC), AS  
Capt. Jeffrey Dyrhaug, AS

Master Sgt. Mark Hartnett (1 OLC), AS

Lt. Col. Richard Huntington, AW

Maj. Tobias Nichols, OSF

Tech. Sgt. James Schmidt (1 OLC), AS

Master Sgt. John Skarhus, AS

Tech. Sgt. Tom Thomas, AS

Lt. Col. Larry Snider, AS

Maj. Grelon Williams (1 OLC), OG

Staff Sgt. Mark Woodson, MXS

**Air Force Commendation Medal**

Staff Sgt. Clair Dagestad (Retired), APS

Tech. Sgt. Franklin Davis (Retired), APS

Master Sgt. Sharon Lake, AES

**Air Force Achievement Medal**

Master Sgt. Sherri Kennedy (1 OLC), LSS

Staff Sgt. Mark Larsen, APS

Master Sgt. LaVonne Wier (2 OLC), AW

**Promotions**

Senior Airman Michael Allen, CF

Tech. Sgt. Suzan Bathhurst, LSS

Tech. Sgt. Bruce Butturff, CES  
Master Sgt. Russell Carnes, CES  
Master Sgt. Linda Davidson, OSF  
Tech. Sgt. Mark Donath, LSS  
Tech. Sgt. Dennis Geyen, CES  
Senior Master Sgt. David Halverson, CES  
Senior Airman Debra Hanson, SVF  
Senior Airman Jerome Hargreaves, MSF  
Staff Sgt. Barry Haukoos, SPS  
Tech. Sgt. Louis Herbes, OSF  
Chief Master Sgt. Donald Hohn, AES  
Senior Master Sgt. Randy Knish, CES  
Tech. Sgt. Thomas Krueger, CES  
Staff Sgt. Todd Moucha, APS  
Tech. Sgt. Harold Naatz, CES  
Senior Master Sgt. John Nirschl, CES  
Master Sgt. Steven Nicolai, CES  
Staff Sgt. Thomas Olson, SPS  
Master Sgt. Curtis Pargman, CES  
Staff Sgt. Thomas Pitzen, LSS  
Tech. Sgt. Debra Pockat, MSF  
Tech. Sgt. Thomas Politte, CES  
Master Sgt. Troy Ranum, CES  
Master Sgt. Colleen Raskob, AS  
Tech. Sgt. Jay Redfield, MXS  
Tech. Sgt. Leroy Rothove Jr., CES  
Tech. Sgt. Robert Schabacker, CES  
Chief Master Sgt. David Skirka, CES  
Master Sgt. David Sowers, CES  
Tech. Sgt. William Steinke, ASTS  
Tech. Sgt. Gregory Tackaberry, APS  
Staff Sgt. Scott Terpening, SPS  
Tech. Sgt. Jason Velasquez, OSF  
Staff Sgt. Robert Walz, CF

Senior Airman Raymond Whitehead, SPS  
Senior Master Sgt. Philip Winkels, CES  
Airman 1st Class Ricky Yegge Jr., APS

**Newcomers**

Staff Sgt. James Gustafson, CES  
Senior Airman Christopher Lee, ASTS  
Staff Sgt. Jack Pegg Jr., APS  
Sgt. Mary Polenik, ASTS  
Senior Airman Michael Strohfus, APS

**Reenlistments**

Tech. Sgt. Joseph Bystedt, MXS  
Chief Master Sgt. David Chapman, LSS  
Staff Sgt. Steven Davis, CES  
Tech. Sgt. Bernadette Greene, AES  
Staff Sgt. Donald Gustafson, APS  
Tech. Sgt. Rebecca Hanson, ASTS  
Staff Sgt. Steven Hanson, MXS  
Senior Airman Ronald Holbeck, ASTS  
Master Sgt. David Hunter, LSS  
Staff Sgt. Dennis Johnson, SPS  
Staff Sgt. Douglas Johnson, LSS  
Master Sgt. Michael King, LSS  
Master Sgt. Ronald Knutson, SVF  
Tech. Sgt. Scott Leclair, CES  
Staff Sgt. Kent Long, APS  
Senior Airman Paul Meier, ASTS  
Staff Sgt. Lowell Olson, APS  
Staff Sgt. Bradley Robb, AES  
Staff Sgt. Jonathan Shelton, MXS  
Tech. Sgt. Robert Swartout, CES  
Senior Airman James Tczap, ASTS  
Staff Sgt. Oris Wegner, APS □



(Photo by Mark Davidson)

**Viking Victors:**

**Lt. Col. Mary Hanson**

**New Position:** Commander, 934th Aeromedical Staging Squadron.

**Previous position:** Chief, nursing services.

**Education:** Graduate of St. Barnabas Hospital School of Nursing and St. Mary's Hospital School of Nurse Anesthesia, attending University of Minnesota Medical School for bachelor's in nurse anesthesia, all in Minneapolis.

**Civilian occupation:** Certified registered nurse anesthetist, Fairview Southdale Hospital, Same Day Surgery Care Center, Edina, Minn.

**Hobbies:** Travel, Scandinavian culture and customs, reading (intrigue/historical).

**Goals:** "Initiate a spirit of team building as we continue to learn the ASTS mission to continue to foster a process of good communication, providing individuals with the knowledge and tools to do the job. My past experience has shown me people will far exceed my expectation."

**Family:** Husband, Ralph; son, Kristopher (20); daughter, Kirsten (15); live in Eden Prairie, Minn. □

## Feelin' Good

If the old choppers aren't what they used to be, open wide for a

# DENTAL DETOUR

by Tech. Sgt. Janet Byerly  
public affairs



A dental checkup isn't required for deployment – yet. But the Air Force is getting tougher, even going so far as disqualifying for worldwide duty people who neglect routine dental care or who have chronic conditions, such as gum disease.

"It's not that we're the bad guys," said Lt. Col. James Schreiner, dentist for the 934th Aeromedical Staging Squadron. "It's just the emphasis now on 'mirror force' – we need the same level of readiness as the active duty."

When it comes to dentistry, readiness is determined by an oral exam, after which you are assigned one of four dental classifications.

"Class One, you need no treatment of your teeth, and your gums are healthy," said Schreiner. "This is only attainable with regular home dental care and periodic professional cleanings.

"Class Two, you'll need some kind of treatment, including routine cleanings," he said. "Relatively minor cavities and bleeding gums are examples. You don't have severe pain, infection, or face a dental emergency.

"Class Three, you have a significant dental condition that needs treatment right away," he said. "Conditions such as tooth decay or cavities, broken teeth, broken fillings, temporary restorations, teeth requiring crowns or caps, gum

disease, teeth requiring treatment such as root canal or extraction, dental implant treatment and generalized jaw pain are examples.

"Class Three status disqualifies you for worldwide duty," said Schreiner. That means no annual tour, special tour days or school tours, and those on flying status are grounded.

"The reservist is referred to their civilian dentist or a specialist to get the dental work completed," he said. "While in Class Three, the reservist has to report to the dental clinic each month until the work is completed. If the reservist doesn't have the work completed within 12 months, they will be placed in Class Four."

While in Class Four, the reservist can't participate for pay or points. "In Class Four, you're beyond any dental class," Schreiner said. "You're 'red lined' until you have a dental exam."

Routine dental exams are performed every three years on flight physicals and every five years for periodic physicals.

"We're finding there can be significant changes between exams," said Schreiner. "Without regular home dental care and periodic professional cleanings, you may develop dental problems before your next exam here."

Dental insurance for reservists was approved in the 1996 Defense Authorization Act and is now under study.

"The military is looking at different options on how to assist the reservist seeking the regular dental care that is a requirement for the mirror force of today," he concluded. □

## SERVICES BRIEFS

### Clubs' contest starts

Every Friday through July 15, the Officers and NCO Clubs will sponsor a contest for club members to win \$50 in club bucks and be eligible for a trip for two to Bermuda, round trip airline tickets or \$500 in free long distance phone service.

Members should have received an entry form in their club card statement or may receive one at a club. The entry form should then be dropped in either club's entry box. The first 100 people to enter receive a free prepaid long

distance card. Those who join a club now are eligible.

Complete contest rules are available at the clubs.

### Golf tourney set

The 934th Annual "Best Ball" Golf Tournament is set for Saturday, July 13, at nearby Rich Acres Golf Course. The first foursome tees off at 3:30 p.m. Cost is \$20 per golfer, and registration deadline is July 3.

### 'Winter Fit' correction made

A name was mistakenly left out of the team listing for the winners of the Winter

Fit competition in last month's *Viking Flyer*. The winning team members were Mike Bier, 934th Security Police Squadron; Debra Hanson and Ronna Puck, 934th Services Flight; and Greg Johnson, 934th Maintenance Squadron.

### More action ...

Call recreation services for information on a June 28 casino trip, equipment rental or discount amusement park tickets. □

934th Recreation Services  
Bldg. 802, Ext. 5316