

*The fog of
war: ORI*

(Pages 6-9)

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On the cover



When the smoke cleared, the 1845th Provisional Wing came out the victor. For a wrap-up of the Operational Readiness Inspection, see Pages 6-9.

(Photo by Staff Sgt. Robert Walz)

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Commentary

ORI brought out our best

by Col. Michael Gjede
wing commander

Finally, the Operational Readiness Inspection is behind us. Patriot Steel Viking is probably something most of us would say, without hesitation, is a once-in-a-lifetime experience — right up there with survival school or a root canal.

Reflecting back, I'd like to share some thoughts. First, we talked about attitude and its role in a successful inspection for the past 18 months. Your attitude and spirit were outstanding. Integrating with another wing is not easy on a good day, but you folks were up to the challenge.

Even when you may have thought the taskings were out of balance, you sucked it up and applied a "whatever it takes" attitude. We set some rules that may have been a bit unpopular, but you held the line. You worked hard and did it with a smile.

Secondly, your total-force effort was outstanding, from start to finish. You were all relentless in not only preparation but in execution. Everybody was working at 110 percent. You knew what had to be done and did it.

Never before have two, independent wings been combined to be inspected by two Inspector General teams. Add in

our extreme and ever-changing weather conditions, throw in a presidential visit — and you have successfully positioned yourself into a very challenging situation. As a combined 1845th Airlift Wing (Provisional), we met the challenge and met it well.

In my book, our score under those conditions translates into a superior score in a single-unit ORI. The grade is important because that's what the military world will see. They will compare our grade to either a grade they've received or what they perceive is the standard.

But what is far more important is the fact that you people, each and every member of the 934th and 911th, know you did your very best. You know you can do your job and do it well under some very trying conditions. You put on your game face and made things happen.

For the civilian work force, you were awesome. I never met a harder-working group — you're truly team players. We could never get out of town without you.

Nobody in this wing should feel disappointed in our scores. This is merely a snapshot in time. In my mind, you are outstanding people who make up an outstanding team — and you did an outstanding job in our ORI. □

Reserve becomes major command

by Maj. Gen. Robert McIntosh
chief, Air Force Reserve and
AFRES commander

With the new fiscal year comes another change for the Air Force Reserve as a separate command. Actually, the Air Force has

treated the Reserve as a major command for years. This latest action formalizes our role as proud partners in the total force.

The establishment of an Air Force Reserve command is a tribute to everyone who has served as a citizen airman and is recognition of the strides we have made in becoming a viable part of the Air Force.

This is not something that will happen overnight. As plans become finalized, we will get the word out to you.

The creation of an Air Force Reserve command will be a fitting opening to the observance of our 50th anniversary and a new chapter in Air Force Reserve history. □



UTA schedule

1997:	May 3-4	● December
Jan. 4-5	June 7-8	UTA pay
Feb. 1-2	July 12-13	should be
March 1-2	Aug. 23-24	deposited
April 5-6	Sept. 6-7	by:
		Dec. 18.

World

College scholarships available to Reservists' children

Applications are now available for scholarships through the Airmen Memorial Foundation. The awards range from \$500 to \$3,000 to students attending accredited academic or trade/technical institutions. Applicants must be an unmarried child of an enlisted member serving in the U.S. Air Force, Air Force Reserve or Air National Guard, or in retired status, who has not attained their 25th birthday as of Aug. 31 of the award year.



Applications and all supporting documents must be postmarked no later than April 15. Items required include Scholastic Aptitude Test results; letter of admission from the college of acceptance; most recent transcript; letter of recommendation; statement of educational objective and a two-page, handwritten essay on one of eight listed topics.

A detailed brochure explaining these requirements is available from the base education and training office, Bldg. 760, Room 250B. Interested people may call Master Sgt. Bob Keldson or Staff Sgt. Frank Hicks, Ext. 5330. For an application, send a self-addressed, stamped (75 cents) No. 10 envelope to: AFSA/AMF Scholarship Program, P.O. Box 50, Temple Hills, MD 20748.

New sweater guidance announced

The new, optional Air Force blue cardigan sweater should be available for purchase this month, most likely through active-duty clothing sales stores first. The sweater is worn by both men and women, with sleeves either cuffed or uncuffed. It is 50 percent acrylic, 50 percent non-irritation wool and is washable. Shirt collars may be worn inside or outside the sweater, and the sweater will not be visible when wearing another outer garment. The following guidance applies:

- May be worn with or without tie/tab at local commander's discretion, indoors or outdoors.
- May be buttoned or unbuttoned indoors; must be buttoned if worn outdoors. When buttoned, must be completely buttoned.
- May be worn with all available blue service uniforms, including maternity garments.
- Will not be worn by hospital or food service workers in lieu of the white cardigan sweater.
- Officers and senior noncommissioned officers wear shoulder mark insignia. All other enlisted members wear metal rank, centered horizontally on the epaulet with bottom of insignia one inch from the shoulder seam.

Reservists gain new duty category

Air Force reservists can use a new category of paid training to accomplish special projects such as getting ready for training and administrative support. Reservists have had the option to use four-hour Readiness Management Periods since Oct. 1.

In a policy letter on the new category, Maj. Gen. James Sherrard III, Air Force Reserve vice commander, said RMPs

are available to conduct training preparation, maintenance training or support, unit administrative support and other related training activities. These activities are not authorized during aircrew ground training periods, but RMPs can be used to perform them.

Commanders must authorize the RMPs in advance and include the specific training requirements on the reservist's Air Force Form 40A. Performing RMPs is strictly voluntary and permitted in any status — officer, enlisted, air reserve technician and non-ART.

Reservists can use a maximum of 24 RMPs per fiscal year, but they cannot use them on the same calendar day as any type of inactive duty for training, such as UTAs or active-duty days. Reservists can only take one RMP per day with one point authorized for pay and points only. They will not receive travel pay for RMPs.

In line with this change, reservists also gained an increase in the annual limit on days of inactive duty training creditable towards Reserve retirement from 60 points to 75. The average reservist earns 48 points for UTA and 15 membership points annually, which meant three points could not count toward retirement as well as any Extension Course Institute points earned. These changes were contained in the Fiscal Year 1997 National Defense Authorization Act. (AFRESNS)

Local BX cigarette prices not affected

Tobacco prices rose Nov. 1 in base commissaries, but not in Army Air Force Exchange Service facilities such as main exchanges and shoppettes. Commissary prices were between 30 and 60 percent lower than in retail facilities.

AAFES is not taxpayer-subsidized, however, so the prices are not affected by this new Department of Defense policy, according to local officials. Commissaries are taxpayer-subsidized. AAFES will now provide tobacco items to base commissaries to sell at BX prices. AAFES returns a percentage of its annual profits to base services organizations.

Proportional per diem will impact many

New proportional per diem rates for Reserve temporary travelers went into effect Oct. 1. This change may have a significant impact on reservists performing duty at locations with government mess available.

Rates travelers are paid will be determined by their orders-approving official, based on the availability of government meals and mission requirements of the traveler. The new rules apply only to the meal portion of per diem; lodging and incidental expense portions are not affected. There are now three per diem options: government rate, locality rate or the

(Continued on next page)

Surfin' the VF

- 4** Local news briefs: good info for this month
- 7** ORI party details: Saturday, Dec. 7 — be there!
- 10** Base construction update: winter's not slowing down action

Briefs in Blue

(Continued from previous page)

new proportional meal rate — the average, rounded to the nearest dollar, of the government meal and the locality meal rates.

TDY travelers billeted off base will continue to be authorized the full locality meal rate. However, if they eat a meal provided at no expense to them, or have a meal included as part of a registration fee, then they will be reimbursed at the proportional rate for that day.

Civilian travelers will always be authorized the locality rate. The proportional rate would apply only if they eat one or two meals per day in a dining facility.

For more information on this policy, talk to your unit first sergeant or call the travel section, Ext. 5313 or 5314. (AFNS, local reports)

ARTs receive new military leave status

Air reserve technicians can now use up to 44 days in addition to the traditional 15 days of military leave to participate in non-combat operations outside the United States, its territories and possessions. Though the qualification was included in the 1996 defense act, implementation was not available until September.

While in this military leave status, ARTs are in active-duty status without military pay. They receive their civilian paychecks and accrue points toward a Reserve retirement. The new leave category differs from normal military leave in that leftover balances cannot be carried over, the 44 days are converted into hours and used like annual leave, and it is charged for workdays only. (AFRNS)

Around 'blue world' ...

Retired Chief Master Sgt. of the Air Force Arthur "Bud" Andrews died from complications following heart bypass surgery Oct. 26 in Marietta, Ga. He was 62.

The Reserve's flight safety record finished fiscal year 1996 with no Class A mishaps, but the ground safety record was not as sterling with one death. A reservist in Florida was killed instantly when he fell from an aircraft maintenance platform in May.

Air Force Reserve communications and information management functions will merge into one "SC" organization by March 1997.

Air Education and Training Command has signed a memorandum of understanding with AFRES to establish two associate flights of instructor pilots. The Reserve plans to hire 25 pilots and one enlisted administrative person at both Columbus Air Force Base, Miss., and Vance AFB, Okla. Each flight will have a lieutenant colonel commander, a lieutenant colonel operations officer and 23 major and captain pilots. Nearly half will be full time; the others, traditional. Applications and details are available from Maj. Tim Cahoon, HQ AFRES/DOOM, at DSN 497-1373, (912) 327-1373 or 1-800-223-1784, Ext. 71373. (AFRESNS)

The 4100th Group (Provisional) men and women deployed to Tuzla Air Base, Bosnia-Herzegovina, handled the 2,000th U.S. C-130 to arrive at Operation Joint Endeavor's main airfield Oct. 21. (AFNS)

LOCAL

Airmen boards delayed

The 934th's Airmen of the Year boards, normally conducted in October, have been postponed until January UTA, according to the wing senior enlisted advisor, Chief Master Sgt. Dick Grewe. Conflicts with Operational Readiness Inspection activity prompted the delay.

Pass & ID sets UTA hours

The security police pass and ID section will now be open on UTAs on Saturday only. Hours of operation are 8-11 a.m. and noon-3:30 p.m.

Base decals with the year date "96" expire Dec. 31. To renew, people must bring in their driver's license and government ID.

Excess MREs accepted this month

Anyone wishing to return unused, unopened Meals, Ready to Eat from the Operational Readiness Inspection may bring them to the 934th Services Flight, Bldg. 852, Room 121, during December UTA.

Cookbook needs recipes

The 934th Family Readiness Program is preparing a cookbook as a fund-raiser. Anyone can submit recipes — military, civilians, family members and retirees.

Submit recipes to: Cherie Huntington, 934thAW/PA, through base distribution or e-mail through the Local Area Network, or mail to 760 Military Highway, Minneapolis MN 55450-2000.

Call Huntington with questions, Ext 5337 or 5336.

Recycling program sees expansion

An expanded base recycling program now includes paper, cardboard, plastic, glass, and aluminum and tin cans, according to Doug Yocum, recycling program manager. Here are a few tips he stresses:

Recycling bins for paper and corrugated cardboard are small, black dumpsters located next to the large dumpsters at these buildings: 710, 711, 745, 750, 760, 801 and 822. The recycling dumpsters are marked, "Cardboard Plus."

Cardboard must be flattened. Larger quantities or large pieces may still be placed in the large, green bin behind the supply building, Bldg. 801.

Bagged, shredded paper must still be dropped off at Bldg. 865, the former storage area for the blue bins.

Plastic and glass bottles and steel cans, such as coffee cans, should now be placed with aluminum cans. These may be collected in the smaller can carts located in each building or in the black, two-wheeled carts near dumpsters at Bldgs. 711, 716, 745, 750, 760, 801 and 822. □

So long, Air Combat Command

The U.S. Air Force has announced initiatives to streamline air mobility forces by realigning continental United States C-130 and C-21 fleets under Air Mobility Command, Scott Air Force Base, Ill. Theater mobility assets, including KC-135s, theater airlift C-130s and operational support airlift fleets, will continue to be assigned to Pacific Air Forces and U.S. Air Force Europe. No basing changes are planned.

The changes are the first in a series of actions decided at the recent "Fall Corona" senior leadership meeting in Colorado Springs, Colo. Officials said no implementation date has been set.

"We place a very high premium on rapid, global mobility — in fact, that is one of our core competencies as a service. So the shift of operational command over our airlift forces to a single agency enables us to create a seamless mobility system,"

C-130s head 'home' to AMC

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

In explaining why this move is being made only three years after stateside theater airlift C-130 units had been assigned to Air Combat Command, Fogleman said, "As we look to the future, it is clear air mobility assets will be in great demand around the world. When we splice the continental U.S.-based theater forces, we created seams in our training and deployment capabilities by spreading aerial port, tanker airlift control elements and operations among two commands. This has generated a requirement for more resources to man two headquarters staffs in order to provide the necessary command and

control."

The Air Force will:

- ◆ Designate AMC as the command responsible for establishing Air Force airlift standards.

- ◆ Realign stateside theater airlift C-130s from ACC to AMC.

- ◆ Improve theater command and control functions for theater airlift.

Additionally, the Air Force will realign all of its stateside C-21 aircraft operations under AMC. Currently, these aircraft are assigned to the various major commands.

The final implementation of these actions will result in the realignment of Little Rock AFB, Ark., from ACC to Air Education and Training Command, and Pope AFB, N.C., from ACC to AMC.

The sum of these changes will further improve the Air Force's ability to execute its global mobility mission. (Secretary of the Air Force Public Affairs) □

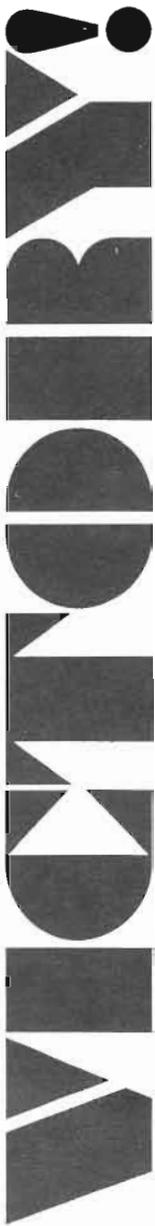


All's quiet on the northeastern front at Volk Field, Wis., but appearances are deceiving. Don your chemical gear, web belt and helmet, too — then turn the page. You're now entering the

**DIRT
ZONE**



(Photo by Staff Sgt. Robert Walz)



Fog of war — plus the rain, wind, frost, snow flurries — they're outta here, leaving sunny success behind

War. A story of teamwork, airplanes rumbling skyward to deliver beans and bullets, magnificent work by talented people.

It was also a vision of tumbling tents and toilets in the wind, frosty fingers and soggy socks — Nature came to the game with all its nastiest cards in play.

Being hearty midwesterners, ponchos, parkas and pluck at the ready, we prevailed.



(Graphic by Staff Sgt. Larry Dean)



(Photo by Staff Sgt. Robert Walz)

Rain, flurries, 30-knot winds — you name it, the troops survived Nature's worst.

"9-1-1 rings here, so be prepared."

Those were the closing words of **Maj. Gen. Nels Running**, 12th Air Force vice commander, at the Operational Readiness Inspection outbriefing, Tuesday, Nov. 5.

Thus another ORI goes "under the belt" with a solid performance. "If you were there, you know we earned this," said **Col. Michael Gjede**, 934th Airlift Wing commander.

Out of 151 graded items under four major graded areas, 57 percent achieved superior scores, with 12 percent earning the highest score possible.

One item was noted as "Best Seen to Date": engine running on-loads and off-loads performed by aerial port members.

A special interest item handled by information management also earned the highest grade, "Policy and Guidance Review Validation."

Superior performers

Ten members of the 934th were selected as superior performers as well (see names and photos at far right). Three 934th groups were also selected as superior performance teams:

- ♦ Mobile aircraft arresting team,
- ♦ Minimum operating strip team and
- ♦ Night shift damage repair assessment team.

Col. Ron Caspers, director of inspections for 12th Air Force, thanked a number of people responsible for special support:

♦ Inspection team support: **Capt. Deb Buonassisi**, AW; **Lt. Col. Doug Pederson**, AW; **Tech. Sgt. Sally Poindexter**, AW; and **Lt. Col. Larry Snider**, 96th Airlift Squadron.

♦ Mouflage team: **Staff Sgt. August Funaro**, 934th Security Police Squadron; **Master Sgt. Robert Grabinski**, 934th Civil Engineer Squadron; **Master Sgt. Ann Hawkins**, 934th Aeromedical Staging Squadron; **Staff Sgt. Jan Johnson**, AW; **Senior Airman Peter Klempay**, SPS; **Staff Sgt. Scott Terpening**, SPS; and **Senior Airman Raymond Whitehead**, SPS.

♦ Photographers from the 934th Communications Flight: **Tech. Sgt. Greg Krajewski** and **Staff Sgt. Robert Walz**, and

♦ Administrative support team: **Tech. Sgt. Sally Poindexter**, **Tech. Sgt.**

(Continued on Page 8)



(Photo by Tech. Sgt. Janet Byerly)

Capt. Mark Link, 96th Airlift Squadron, helps welcome back the troops with his daughter, Lindee, who is nearly 2. Link's wife, Sonya, is an active volunteer with the Family Readiness Program.

Ya-hoo!

Celebration set for this UTA

The 934th will celebrate successful completion of the Operational Readiness Inspection on Saturday, Dec. 7, from 1-4:30 p.m. in the base fuel cell hangar.

The event is open to reservists, base civilian employees and their families. Food and refreshments will be provided. There will be a special children's area with games and events planned for kids. Also, Santa will be visiting, so please bring a special gift with your child's name on it so Santa can present it to your child.

Also, there will be another book sale taking place in the hangar hosted by the Family Readiness Program, with a percentage of profits going to the FRP. In September's book sale, nearly \$500 came back to the FRP for use in ORI send-off and welcome activities.

Collection boxes for the wing's Toys for Tots drive will also be located in the hangar. □

Superior performers

Eleven individuals, three teams earn kudos

Superior performers (pictured below)

Capt. Daniel Anderson, 934th Aeromedical Evacuation Squadron
 Staff Sgt. Kenneth Boelter, 934th Civil Engineer Squadron
 Tech. Sgt. Karen Carlin, AES
 Staff Sgt. David Hardy, 934th Security Police Squadron
 Tech. Sgt. John Hoffmann, 96th Airlift Squadron
 Tech. Sgt. Darrel Knox, AS
 Tech. Sgt. Tom Martin, AS
 Staff Sgt. Sean McCoy, 934th Logistics Support Squadron
 Tech. Sgt. William Rudgers, AS
 Capt. Susan Sedivec, AES
 Staff Sgt. Melissa Wright, AES

Superior performance teams

Mobile Aircraft Arresting Team
 Minimum Operating Strip Team
 Night Shift Damage Repair Assessment Team □



Anderson



Boelter



Carlin



Hardy



Hoffmann



Knox



Martin



McCoy



Rudgers



Sedivec



Wright

Keeping warm in the war

Though both wings hail from 'winter wonderlands,' experience failed in round-the-clock cold

The *Steel Viking Daily* served as the 1845th Airlift Wing (Provisional) daily bulletin during the Operational Readiness Inspection. Produced by a joint staff from both the Pittsburgh and Minneapolis public affairs offices, the Nov. 1 edition published the following "tips" on how the troops were keeping warm in the frigid temperatures:

♦ "We ain't! Just kidding, you have to dress warm to keep warm." **Tech. Sgt. Pat Wysocki**, 911th.

♦ "Wearing my Gortex jacket, stocking cap and running around and staying in different buildings when I have a chance." **Staff Sgt. Danny Stockman**, 911th.

♦ "Sleeping in my room a lot. I am one of the lucky ones. I have a room, not a tent - you know, one of those long ones with about 100 beds." **Staff Sgt. Richard Hardenbrook**, 96th Airlift Squadron.

♦ "Working. I haven't had a chance

to be outside. I walk to my bed and back to work, basically." **Maj. Dick Gabe**, 934th Operations Support Flight.

♦ "I wore every bit of military clothing I had and curled up in the fetal position." **1st Lt. Bill Estright**, 911th.

♦ "We piled body bags around us and anything that was cloth while in the tent." **1st Lt. Kris Kiraly-Thomas**, 934th Logistics Squadron.

♦ "I put on sweat clothes." **Staff Sgt. John St. John**, 911th.

♦ "I turned up the heat and got all of my clothes on my body." **Tech. Sgt. Laurie Fisher**, 911th.

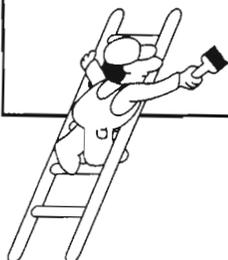
♦ "We put a lot of heaters outside of the airplanes, and everyone wore their stocking caps and long underwear, etc. We also rotated people on and off of the flightline." **Maj. Ralph Smith**, 934th Maintenance Squadron commander.

♦ "I kept closing the *%#@ door that wouldn't stay shut, and I wore my cold weather parka and long johns outside." **Lt. Col. Rocco Maffei**, 934th Staff Judge Advocate's Office. □



934th ORI Sortie Scoreboard

Tail #	Sorties	Hours
A1806	13	23.9
A1807	3	5.2
A1823	17	26.5
A1834	8	11.2
A1835	10	17
A1844	8	12.4
A1847	16	25.1
A1848	17	28
A1852	8	8.1
Total	100	157.4



(Graphic by Staff Sgt. Larry Dean)

Victory ...

(Continued from Page 6)

Sonja Fisher, Staff Sgt. Ed Johnson and Staff Sgt. Vicky Kuntz.

Best of the best

The following 13 specific, graded areas earned perfect scores:

Initial response

- ♦ 934th Command Post.
- ♦ Timing. All eight tasked aircraft deployed extremely quickly.
- ♦ Number of aircraft successfully deployed. In addition to the tasked fleet, a spare aircraft was also deployed.

Combat employment

♦ Sortie generation. Of the 142 aircraft sorties tasked "at the war," a 97.2 percent effectiveness rate was accomplished, a credit to professional avionics technicians providing superior maintenance support.

♦ Chaff and flare. These aircraft defensive systems responded to 500 trials with 100 percent reliability.

♦ Aerial delivery. Forty-three events were graded for a 95.3 percent effectiveness rate.

♦ Airdrop accuracy. Thirty-three events, 95.9 percent effectiveness rate.

♦ Heavy equipment drops. Thirteen events, 100 percent effective.

♦ Personnel drops. Five events, 100 percent effective.

Mission support

♦ Generator reliability. Civil engineers deployed electrical power generators which performed approximately 60 hours with a 100 percent success rate.

♦ Strength accountability. This was achieved and maintained with 100 percent effectiveness.

♦ Law of Armed Conflict.

♦ Electronic warfare reprogramming.

This area's success was credited to the 911th AW. □

'Weather war'

What came in like a lamb went out like a grouchy polar bear

by Master Sgt. Darrell Habisch
public affairs

Staring the enemy squarely in the eyes and not being the first to blink is what military members train for. However, that is not always possible when the enemy is 30 knot winds and below zero wind chill.

While combating the inclement weather, various units from the 1845th Airlift Wing (Provisional) have faced challenging situations.

High winds blew down a tent at the toxic free area Oct. 30, according to **Senior Master Sgt. Bob Simonette**, 911th Information Management chief and noncommissioned officer in charge of the TFA.

"Overnight winds blew the tent down and several port-a-johns over," he said. "The crew from Minneapolis dealt with the tent and had to move the johns against the fence to keep them upright."

Those billeted in tents, such as the security police, fought the enemy harder than most. "Our water supply froze overnight," said **Senior Master Sgt. Dave Caputo**, 911th Security Police Squadron superintendent and 1845th flight sergeant.

Water was thawed in five-gallon cans in the few heated tents. "This is much colder than we expected," Caputo said. "Thank God we brought our arctic gear."

While coffee was brewed using portable generators, host nation people delivered several hundred chemical foot and hand warmers. "That really helped the folks standing in four-foot deep fighting positions, better known as foxholes," Caputo continued. Monitoring people for physical and emotional distress was paramount. "We're very thankful for the hot chow delivered to us in the field," he said.

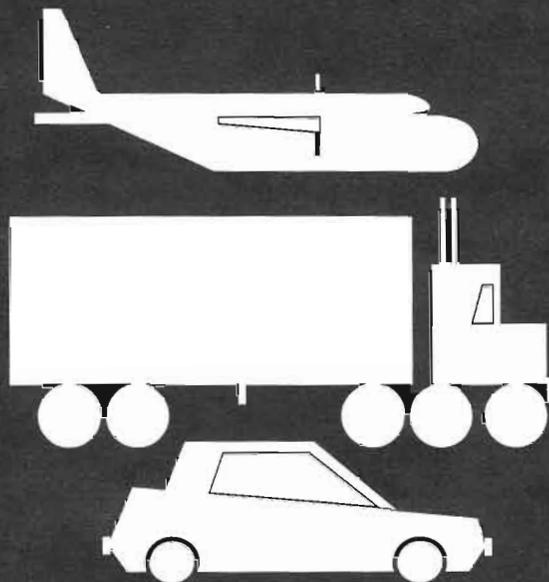
Vehicles had almost as hard a time operating in cold weather as people did. According to **Roger Hanson**, supervisor of 934th Vehicle Maintenance Operations and host nation vehicle support, only one rental car needed to be jump started.

"A couple of vehicles we received from the Army went down and had to be replaced, but other than that, it's not as bad as we thought it might be," Hanson said. (Courtesy *The Steel Viking*) □

Lows in the 20s with wind chill near zero, highs only in the thirties or lower forties, 30 knot winds, heavy rains early in the week.

— "War week" weather forecast

Vehicle Requirements for 934th ORI



327 vehicles used for the ORI:

- 94 from Volk Field
- 35 from 934th AW
- 3 from 911th AW
- 17 from the Air National Guard
- 62 from the U.S. Army
- 18 from other military units
- 77 commercial rentals
- 4 commercial buses
- 17 GSA vehicles

(Graphic by Staff Sgt. Larry Dean)



(Photo by Staff Sgt. Robert Walz)

By the book

Long hours and dedication to the mission carried members to a successful inspection.

Looking good

Base infrastructure sees its own style of continuous quality improvement

by Mark Davidson
public affairs

Four major projects, using 1.6 million dollars of 1996 fiscal year money, will keep contractors busy over this winter and into the spring of 1997.

"The most visible project is the renovation of Bldg. 752 into the new family readiness center and new offices for Omega Travel," said **Dodd Sadeghi**, Base Civil Engineering chief engineer for design and construction.

The 1,800 square foot facility will cost about \$345,000 when completed in the spring of 1997. "Family readiness will have about 1,050 square feet for

their working space," said Sadeghi.

The plans call for the 934th Family Readiness Program to have a children's area, one office, a conference room, a reception area, two bathrooms and a break area with countertops and sink.

"Omega Travel will get about 550 square feet of space for two offices and one storage room," he said.

The other major project involves general repairs on the aircraft parking ramp, costing about \$355,000.

"Contractors will repair cracks and seal joints on the aircraft ramp starting in the spring of 1997," said Sadeghi.

Two other projects using last year's fiscal year money may not be noticeable to the general populace, but are still very important to the base, according to **Les Canarr**, project engineer.

"The bulk fuel farm in the Air National Guard area, used by both the 934th and Guard, will see some major renovations," said Canarr. "Fuel pipes will be dug up and put above ground for better corrosion control." Single pipes will also be converted to a double wall piping system at that time.

The fuel farm pump house and storage room will also receive renovations, including the installation of catwalks, said Canarr. Fuel farm renovation costs are \$400,000.

The base firing range will have a

new look at the end of the summer of 1997, too. The civil engineers designed a project which uses a triangle-shaped target, made out of steel, called an 'action target trap system,' which is a projectile collection system.

Canarr explained that the inclined steel triangle, about 17 feet high and 22 feet deep at the base, will absorb the impact energy of the bullets. Bullets will stop and slide down into a collection pan at the base of the steel triangle. This project costs about \$500,000.

The following 1997 projects have been completely designed and are awaiting \$2.5 million in funding:

- Construct a clothing sales building across from BX,
- Renovation both sides of the medical building, Bldg. 840, adding 1,700 square feet of storage space,
- Repairs to lodging, Bldg. 711,
- Demolition of one storage facility, Bldg. 834, constructing a military vehicle wash in that area,
- Leveling the hill in the prairie restoration area on the east end of the base to construct two storage buildings,
- Install a new drainage line in the Officers Club,
- Construct a new combat arms training building on the west side of the base, and
- Replace 14 water valves on base. □

Services Briefs

New fitness program starts

The "12 Days of Fitness" program will run for 12 regular working days, Dec. 4-19. The purpose of the program is to keep active during the feasting season between Thanksgiving and Christmas.

The goal is to work out for at least 30 minutes on each of the cardiovascular machines in the fitness center during the 12 days. Each participant who reaches their goal will receive an award.

☎ Sign up at the fitness center any time before Dec. 4. For details, call recreation services, Ext. 5316.

Last chance for toy donations

Toys for Tots collection boxes are in place around the base. A collection box will also be located at the ORI/holiday party, Saturday, Dec. 7.

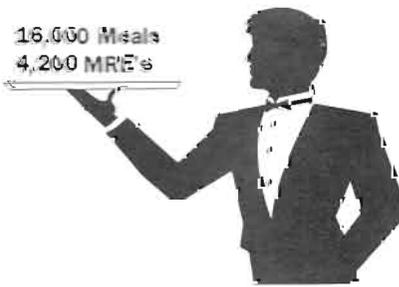
Football party planned

The annual recreation services Super Bowl party will be held Saturday, Jan. 4.

☎ For details, call Ext. 5316.

Food Served during the 934th ORI...

16,000 Meals
4,200 MRE's



(Graphic by Staff Sgt. Larry Dean)

Family readiness volunteer of the month selected

by Patricia Botkins
family readiness program director

In an effort to recognize volunteers in the 934th community who donate time to the FRP, the wing is



Kvamme

proud to announce its first volunteer of the month, **Becky Kvamme**.

Becky's husband, **Staff Sgt. Phillip Kvamme**, has been in the 934th Maintenance Squadron since March 1987. They were our first couple to volunteer. They live in Andover, Minn., and have four children: **Amanda** (11), **Erik** (10), **Amber** (7) and **Elliott** (6).

They joined the FRP volunteer program in September 1995. The Kvammes helped establish the foundation of the FRP and the "telephone tree" communications system. "We believe the FRP is a terrific program and an important communication link for reservists' families to keep them informed of important information, activities," they said, "especially if their spouse is deployed."

Not only did Phillip and Becky, who were high school sweethearts, volunteer to establish the FRP, they generated a true, family volunteer spirit. Becky's parents, **Don and Ginny Bowles**, owners of a resort in LaPorte, Minn., donated two family weekend trips for our first National Family Appreciation Day in 1995.

Thank you to our first Reserve "family" — we appreciate you! □

Medals

Meritorious Service Medal

Capt. Craig Louisiana, APS
Master Sgt. Randolph Stark (Retired), ASTS

Air Force Commendation Medal

Lt. Col. Mary Hanson (1 OLC), ASTS

Air Force Achievement Medal

Senior Master Sergeant Thomas Anderson, MXS
Staff Sgt. Randall Kenowski (1 OLC), MXS

Tech. Sgt. Lorraine Klein, MXS
Staff Sergeant Mitchell Shores, MXS
Staff Sgt. Allan Teich (1 OLC), CF
Staff Sgt. Gary Vick (1 OLC), MXS

Promotions

Staff Sgt. Michael Bluntson, ASTS
Tech. Sgt. Bradley Cooper, AS
Master Sgt. Daniel Forcier, SPS
Staff Sgt. Samuel Garbow, MSF
Tech. Sgt. Thomas Hanley, APS
Staff Sgt. Devin Heldman, MXS
Staff Sgt. Scott Hellzen, AS
Master Sgt. Faye Imker-Witte, ASTS
Master Sgt. Joel Johnson, CES
Staff Sgt. Christopher Lee, ASTS
Master Sgt. Robert Linder, CES
Tech. Sgt. Daniel Murphy, AS
Chief Master Sgt. Julie Perry, ASTS*
Master Sgt. Kenneth Plummer, AES
Staff Sgt. Mary Polenik, ASTS
Tech. Sgt. William Rudgers, AS
Staff Sgt. Rory Schmidt, LSS
Master Sgt. Steven Smith, CES

Staff Sgt. Orion Walther, APS
Senior Airman Christopher Woodhall, LSS
Master Sgt. John Wulfing, ASTS
(*Wing's first female chief, see next month's *Viking Flyer*)

♦Two 934th first lieutenants were selected for promotion to captain in the fiscal 1997 line and health professions board, Oct. 16:

Leslie Canaar, CES
Michael Johnson, AES (unit vacancy)

The mandatory board had a 52 percent promotion rate; unit vacancy board, 91 percent. (AFNS)

Reenlistments

Staff Sgt. Orion Walther, APS
Senior Airman Nathan Behrends, CF
Staff Sgt. Crystal Bell, LSS
Staff Sgt. Frederick Carlson, APS
Tech. Sgt. Robert Dittel III, SVF
Senior Airman Daniel Dobrava, LSS
Senior Airman John Hengen, CES
Senior Airman Scott Johnston, APS
Staff Sgt. John Kline Jr., CES
Staff Sgt. Thomas Lohman, CES
Senior Airman Lloyd Milton Jr., ASTS
Tech. Sgt. Thomas Overman, CES
Staff Sgt. Terrance Peltzer, CES
Staff Sgt. Mark Quinlan, APS
Senior Airman Troy Randall, CES
Master Sgt. Scott Semler, MSF
Tech. Sgt. Thomas Solarz, SVF
Tech. Sgt. Jason Velasquez, OSF □

Car give up the ghost?

In Minnesota, even the most faithful chariot needs a little boost every now and then

by Roger Hanson
vehicle maintenance/operations supervisor

Most drivers assume they know how to jump a dead battery safely, but many do it incorrectly, risking injury from a battery explosion. Follow these steps:

1. Connect the red, positive jumper cable clamp to the positive (+) post of the dead battery.
2. Connect the other positive cable clamp to the negative (-) post of the live battery.

For help starting your car on base this winter, call base transportation, Ext. 5577.

3. Connect the negative cable clamp to a solid metal part on the dead car, at least a foot away from the battery. Never make your final connection to the dead battery; it could cause a spark and ignite hydrogen gas that may have accumulated in the battery, resulting in a battery explosion. Every year, many eye injuries and blindness are caused this way, so wear safety goggles.

In newer vehicles, it may be difficult to reach the battery, so some manufacturers add an external post somewhere in the engine compartment for easier access. Check your owners manual! □

On-the-job stress: silent killer

by Maj. Jack Anslinger
health promotions officer,
128th Air Refueling Wing,
Air National Guard

High-stress work is suspected of increasing the risk of developing several types of illnesses. It is no surprise to find that high blood pressure or hypertension, and coronary heart disease are among these illnesses. Chronic stress may also weaken the body's ability to defend itself against infectious disease and cancer.

Avoiding or minimizing stress is obviously a healthy thing. But how are we to know what to avoid? These questions will require some thought and insight to answer. There are four factors that combine to produce your level of stress.

The first is partly subjective. It is your own personal susceptibility to stress. For example, some people are afraid to get up and speak in front of a group of people. Others enjoy it so much you can't make them stop.

The second factor is pressure or demands. Maybe you have been assigned an excessive amount of work or have not been given enough time to get your work finished. Pressure is not always bad. If the demands are not unreasonable, they may stimulate your creativity — challenge you to find better ways of doing your work.

The third factor is the amount of control you have over how and when you do your work. Control and pressure are interrelated. Someone with a very demanding job and a lot of freedom to decide how and when the work is done may face less stress than someone with lower job demands and less control over how the work is done. The most stressful jobs are those with high demands and low control.

The last factor is social support. Working with friendly, supportive co-workers and supervisors who are helpful and take a personal interest in you will ease job stress. Working with

people who have no concern for you can create stress.

Hopefully, you are beginning to recognize some of the sources of stress in your job and can place them in one of these four categories. Now the trick is to know what to do about them.

If you personally have a high susceptibility to stress, then you must learn to relax. This is much easier said than done. One activity that anyone can do is aerobic exercise. People feel calmer and react less strongly to stress for several hours after a session of aerobic exercise. You will see the greatest benefits from an ongoing, regular program of exercise. But even taking a short walk will help to reduce stress.

Seeking more social support from your co-workers and supervisors will reduce stress for anyone but can be especially helpful to those with a high personal susceptibility to stress. You should try to be friendly and share some pleasant conversation with others during breaks — you'll feel calmer and more relaxed.

If you have determined that your job is too demanding, then try to find a

way to lighten your work load. Talk to your supervisor about this, but try to offer some thoughtful solutions instead of just presenting a complaint. You might keep a log of how you spend your work time for a week. This may help you see if certain activities are slowing you down. You may find that some activities can be combined or even eliminated. Also, you should have some faith in your co-workers and in those you supervise. Learn to delegate responsibilities and don't waste time micro-managing.

If you feel you have too little control over your work, then talk to your supervisor. But again, try to offer some specific solutions. Show your supervisor you are mature enough to exercise control responsibly. Point out that increased control will increase your efficiency and will reduce some of the demands on your supervisor.

Whatever the source, job stress can cause physical and psychological harm. Taking steps to reduce stress will not only improve your health but will also improve your job performance and satisfaction. □

Why do it?

Why do Americans exercise? Here are the reasons they give:

- ♦80% say it makes them feel better.
- ♦50% say it helps them relax.
- ♦50% say they sleep better.
- ♦40% say it makes them more alert.
- ♦40% say it makes them look better.
- ♦40% say it helps them live longer.
- ♦33% say it enhances their ability to cope with pressure.
- ♦33% say it makes them more productive.
- ♦33% say it improves their outlook on life.
- ♦33% say it boosts their self-image.
- ♦25% say it makes them more creative.
- ♦20% say it improves their sex life. □

(Courtesy "USAF Sports & Fitness," from "American Averages" by Mike Feinsilber.)