



1948-1998

Vol. 20, No. 4/April 1998

VIKING FLYER

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



Staff Sgt. Robert Walz

Surviving bailout

Life support provides training for saving aircrew members' lives in dire straits

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On the cover

Maj. Steve Chapman, 96th Airlift Squadron operations officer, wears his anti-exposure suit and safety gear as unit aircrews receive briefings prior to water survival training in Key West, Fla. For the stories, see Pages 7-9.



Staff Sgt. Robert Walz

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The editorial content is edited, prepared and provided by the 934th Airlift Wing Public Affairs Office, Air Force Reserve Command,

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All photographs are Air Force photographs unless otherwise indicated. The deadline for unsolicited submissions is Friday, one week prior to UTA.

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UTA schedule

May 2-3	▶ UTA pay
June 6-7	should be
July 11-12	deposited by:
August 1-2*	April 15.
Sept. 12-13	

*Unit Compliance Inspection

Commentary

Salute to wing members

Warm reception welcomes new wing commander

Col. Richard Moss
Wing Commander

I would like to extend my personal thanks to everyone in the 934th Airlift Wing for the tremendous job you did for the change of command on March 8. The ceremony was well planned and executed, and everyone looked great. It was definitely an occasion I will remember.

The warm reception my wife, Cathy, and I received from all of you was greatly appreciated also. You made us feel at home, although our initial visit was short. We are looking forward to meeting everyone and becoming part of the 934th family. Based on our initial impressions, we are really going to enjoy Minneapolis and the 934th.

As I stated in my remarks at the change of command, you are the experts in each of your various functions. My job is simply to make sure you can do your job in the most efficient manner. Hopefully, I will be able to make sure you have everything you need to do this. If there are things you need, you have to let me know so I can help you. If I can't help, then I'll accept the



Staff Sgt. Robert Walz

Col. and Mrs. Richard Moss

accountability. However, if you don't make your needs known, then you have to be willing to accept the same accountability.

In the coming months, we will face the challenges of the deployer to Southwest Asia for Operation Southern Watch in June and the Unit Compliance Inspection in August. With the history of this wing, I am confident we will excel in both.

Hopefully, I will get the chance to meet a lot of you during the Unit Training Assembly. I am glad to be a member of the 934th and am looking forward to working with you. □

Year of celebration

Reserve celebrates five decades of service

Maj. Gen. Robert McIntosh
Chief, Air Force Reserve Command,
Commander, Headquarters AFRC

This year is doubly important to Air Force Reserve Command. Not only do we complete our first year as a major command, we celebrate the 50th anniversary of the Reserve as well.

The anniversary of five decades of continuous achievement is a great

opportunity to ring our own bell — to remind the American people and our friends in the active forces that, over the years, our contributions to our nation's military capability have increased significantly.

1998 is the command's year to commemorate the many events marking a half century of reservists' service to America, and it's your moment in the sun. I encourage you to take advantage of the opportunity and to participate in local anniversary activities whenever possible. □

World

Enlisted leadership course set

Air Force Reserve Command is targeting mid- and senior-level noncommissioned officers in an all-out effort to make them better supervisors and managers.

Retooling the two-week NCO Leadership Development Program and developing a two-day Senior NCO Leadership Training Course were steps the command took in strengthening communicative and leadership skills.

Although not professional military education courses required by the command, both pay big dividends for the military and the civilian job sector, according to **Chief Master Sgt. Carol Smits**, AFRC senior enlisted advisor.

"We're not offering just another course to take," she said, "but something that's going to benefit our reservists in their civilian work force and their military jobs."

When reservists complete the NCOLDP, they are accredited with two semester hours of management toward a Community College of the Air Force degree. The course is offered locally at least twice a year, according to **Gerri Theisen** in base training. One class concludes this month with another set for July and August.

The senior NCO course is taught twice a year at Robins Air Force Base, Ga.; Lackland AFB, Texas; and March Air Reserve Base, Calif.

For more information on the NCOLDP, call base training, Ext. 3542. For details on the senior NCO course, call **Chief Master Sgt. Steven Slachta**, 1-800-223-1784, Ext. 70225. (Air Force Reserve Command News Service)

Reserve job placement service offered

The Reserve's job placement service for reservists on the Worldwide Web is getting plenty of volunteers but not enough agencies offering positions. The Office of Air Force Reserve website in the Pentagon went on line Jan. 21.

By pointing a browser to the Volunteer Reserve System at <http://134.205.96.217/vrs>, a reservist can review worldwide opportunities from any location with web access. From a computer at home, reservists can connect to a database of available Reserve temporary duty assignments. When they find a tour of interest, they can input their volunteer information, and the organization posting the requirement will contact them if they are selected.

The command is now seeking major commands and military agencies to post their needs on the website. (AFRCNS)

Active duty 'must runs' announced

▶ To bring deployed airmen and their families closer, the Air Force has been testing **video-conferencing and video-phones**. Video link equipment could eventually be available at most units. Successful video links have been completed at more than 40 locations, including remote sites.

▶ Active-duty captains with five to seven years of commissioned service are eligible to apply for the **Air Force**

Intern Program. The program develops future leaders using a combination of experience at the Department of Defense level with graduate courses in leadership and management.

▶ **The U.S. Soldiers' and Airmen's Home** is a retirement home for enlisted people who served honorably for 20 years or more on active duty, along with certain other veterans. The home, located in Washington, D.C., is a "total life-care community." (AFNS)

Local

New IDs debut locally in June

Beginning June 1, reservists will receive green identification cards instead of red IDs, according to **Tech. Sgt. Steven Robinson**, chief of customer service, 934th Mission Support Flight.

"There will be no mass issue," he said. "The green cards will be issued through attrition — such as reenlistment and promotion."

When a member goes on active duty for 31 days or more, he/she will maintain the "Reserve" green card but also receive an "active-duty" green card for the number of days specified on the active-duty orders. The active-duty green ID can be issued no earlier than the day prior to departure for the duty.

Robinson said the phase-in period for the new IDs will be two to five years. Red IDs will continue to be issued to members of the Retired Reserve entitled to pay at age 60 but who have not reached age 60, called "gray area retirees." Eligible family members will continue to be issued the red ID currently in use.

"There will be no change in privileges," said Robinson. "Only the color of the card will change."

Wing participates in expo

Women from the 934th Airlift Wing participated in a Women's Expo at Concordia University, St. Paul, Minn., Feb. 22. As estimated 300-400 people attended.

Staffing a recruiting and information booth were **Senior Master Sgt. Kay Martin** and **Staff Sgt. Candy Sommers**, recruiting; **Senior Master Sgt. Sharon Lake** and **Master Sgt. Bernadette Koehle**, 934th Aeromedical Evacuation Squadron; and **Staff Sgt. Marty Grimes**, 27th Aerial Port Squadron.

Sommers, project officer for the 934th, said the goal was to attract minorities, concentrating on critical manning areas of aeromedical evacuation and aerial port.

"It was a very impressive event thanks to help from the volunteers and unit participation," she said. "We received a lot of positive feedback from the university coordinator."

Base briefs ...

▶ **Palm Sunday Mass** will be held on Sunday, April 5, at 8 a.m. at the base chapel. The Protestant service will be held at 9 a.m.

▶ Effective March 16, the North Country Inn, Bldg. 711, became a **smoke-free facility**. Smoking in Bldg. 716 will continue to be allowed in designated areas. □

News bytes

Civil engineers surviving downsizing

Staff Sgt. Larry Dean
Public Affairs

Members of the 934th Civil Engineering Squadron faced the daunting challenge of a 50 percent personnel cut with what they call their trademark: team effort.

"Everyone's attitude has remained outstanding here," said Lt. Col. Randy Hoscheid, squadron commander. "We learned in January that our manning for our two Prime BEEF teams was changed from 110 to 55, and our older members stepped up and volunteered to make room for the younger troops."

That voluntary cooperation, said Hoscheid, resulted in only two people being involuntarily separated.

"We have such a super bunch over here," he said. "We really appreciate the help from base personnel in taking good care of our people with information on separation benefits."

Hoscheid noted that the loss of experience due to the retirement of senior members has left a difficult-to-fill void, since training for civil engineers ranges from a minimum of 11 weeks to as long as 28-32 weeks.

"It's going to be a challenge, since we still have the same additional duties to fulfill as with our previous manning," said the commander. "That means people wearing a number of different hats to get the job done. But we're up to the challenge. What happened wasn't the most desirable from our perspective, but we've made it as good as we could."

The reductions will be completed by January 1999.

Southern Watch rotations begin

Mark Davidson
Public Affairs

The 934th Airlift Wing is returning to the heat and sand of Southwest Asia this summer to support Operation Southern Watch.

"The 934th will be flying supply and troop movement missions in the Southwest Asia theater of operations," said Maj. Mark Blalock, 96th Airlift Squadron tactics officer and wing project officer for the deployment.

Two C-130s, three aircrews and approximately 24 support people will leave in early June for a two-week rotation. At that time, a second rotation heads to the area by charter or military air, returning home in mid-July with the wing aircraft. Units sending support members include the 934th Maintenance



Tech. Sgt. Janet Byerly

Hail to the chief

Reservists lined the streets March 8 as Col. and Mrs. Michael Gjede, departing wing commander and his wife, Jeri, left the base after change of command ceremonies.

Squadron, 934th Logistics Support Squadron and 934th Operations Support Flight.

"The 913th Airlift Wing from Willow Grove Air Reserve Station, Pa., will be the lead unit during the two rotations," said Blalock. "The 403rd Wing from Keesler Air Force Base, Miss., will be the other deployed unit."

The 934th will fly several operational missions daily in the theater of operations, according to Blalock, just like the unit's deployment there in 1996, with one exception. "Our base of operations will be out in the middle of nowhere," he said.

U.S. forces were moved to a base in central Southwest Asia following the terrorist bombing of Khobar Towers in 1996.

"The deployed unit members will either be involved with the flying missions or they will be staying on base for security reasons," said Blalock. "There is no town to visit outside of the base." He added that members will carry their chemical warfare protective gear with them at all times.

'98 ball, Family Day plans start

Staff Sgt. Larry Dean
Public Affairs

Although months away, the behind-the-scenes flurry of activity in planning the annual military ball and Family Day is underway. The ball is set for Saturday, Sept. 12, and Family Day on Sunday, Sept. 13, both highlighting the Reserve's 50th anniversary.

The military ball returns to the Hyatt Hotel, Minneapolis, this year. Project officers are Maj. Cam LeBlanc, 934th Logistics Group commander, and Capt. Christine Kiraly Thomas, 934th Logistics Support Squadron.

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"Fund raisers are the key to bringing down ticket prices this year," Kiraly-Thomas said. "Logistics group is doing a fund raiser, and other groups and units are encouraged to do the same to reduce the costs for junior ranking enlisted people. We think this will help us reach our goal of raising attendance to 400 people from last year's 280."

Returning to the stage to perform for this year's ball is the Heartland of America band from Offutt Air Force Base, Neb.

Lt. Col. Craig Peters, 934th Services Squadron commander, traditionally heads the annual Family Day event.

"We hope to bring in more and different static display aircraft and a number of other special displays and activities to make it a great day," he said.

The colonel added that a Reserve 50th anniversary theme will be incorporated into the day's activities.

"If anyone has any suggestions on ways to make this event even better than in previous years, let me know," Peters said. "I welcome all ideas."

Watch for updates in future issues of the "Viking Flyer."

October exercise may involve 400

Tech. Sgt. Janet Byerly

Public Affairs

The readiness exercise planned for October 2-4 will be what the units want it to be, according to **Lt. Col. Rob Spence**, 934th Operations Group deputy commander.

"Instead of a directed, top-down exercise," said Spence, "we're making a large investment of time to get from the units what training they need to accomplish their wartime mission."

The result will be a "broad-based training with a narrow focus," he said.

Approximately 300-400 people will deploy, according to Spence. On Friday prior to the Unit Training Assembly, everything would be set up at Camp Ripley, Minn. The exercise would take place on Saturday, with everything redeployed to home base on Sunday.

"Instead of telling the plans division what they need to do, it will be up to them to determine how many orders they need to process," said Spence. "Each process owner will determine how much they need to do to accomplish their training."

Each unit has submitted a list of training topics to Spence, who will then determine and publicize what training will be held and when.

"We won't be reacting to some war scenario, we'll be following a schedule," said Spence. "We have a lot of new

(Continued on next page) ▶

News bytes



Spence

Viking Search: Services

Clip this for a colleague or family member and assist recruiters in their search for new 934th Airlift Wing reservists.

Air Force Specialty Code/unit: 3MOX1, 934th Services Squadron.

Job description: Duties span a variety of areas, including recreation, fitness and sports programs; food services; lodging; honor guard; mortuary affairs — administrative responsibilities for military remains and surviving family members; and readiness, often called "mobility." Within mobility, the squadron handles many service taskings for deployed members in the field, including operation of a Base Exchange, field laundry and mobile kitchen.

Civilian job equivalent: Broad span of management careers in restaurants, hotels and sports/fitness centers.

Training:

▶ Six weeks and one day, Lackland Air Force Base, Texas.

What's great about the job:

▶ **Great flexibility** in performing either the minimum 15 days of annual training or as many days as desired, worldwide.

Master Sgt. Ron Knutson, squadron air reserve technician, says services members are "the most called upon specialty in the Reserve today." (See related story, "A dream come true," Page 10.)

▶ **Training** helps make members very marketable in related civilian careers. Training may be accepted for college or technical school credits in major areas of study such as culinary science.

▶ **Great facilities.** Construction of a new fitness center starts this summer, and a \$350,000 renovation of lodging should be completed in May.

▶ **Superior recognition programs** available annually at wing, Reserve and Air Force level.

Upcoming travel locations:

England, Germany and Turkey; in past years, members have traveled to Alaska,



Staff Sgt. Robert Walz

Staff Sgt. James Rutz, cook with the 934th Services Squadron, has been a member of the squadron for three months.

Hawaii and many stateside locations.

Contact: 934th Recruiting Office, 612-713-1456. □

News bytes

(Continued from previous page)

going through the process and learning it, too."

Engineers build new facility

The 934th Civil Engineering Squadron has volunteered to lead a pilot program resulting in construction of a \$480,000 combat arms training facility here.

Located behind and west of the headquarters building, the 60-by-70-foot indoor laser firing range has a tentative completion date in mid-June. What makes this project unique is that local Prime BEEF team members will handle it from start to finish, managing assistance from other Reserve teams from Alabama and New York.

"The Reserve hasn't done anything like this in a long time," said **Tech. Sgt. John Kline Jr.**, CES air reserve technician. "Normally, we provide only base support to the active duty, so they do the planning and buy the material, and we just show up and do the work."

For this year's home station annual tour, however, the squadron needed a challenge. They worked up a proposal to take a project "off the shelf" — designed but awaiting funding, which could take at least three to four years. The plan went to Air Force Reserve Command for approval, but the O.K. did not come easy.

"They were afraid this might be too much for a Reserve squadron to take on," said Kline, "and they didn't want us to fail." But after a site visit from the command's top civil engineer, the squadron won approval.

Kline said the valuable talents of **Capt. Les Canarr**, project officer, made the tough undertaking possible. Canarr is also a base civilian engineer handling quality assurance on the project.

"Every craftsman specialty we have will be involved," said Kline. "Heating/ventilation/air conditioning, plumbing, electrical, roads and grounds, structures and engineering assistance — every section will have a part."

Now at work on-site, a Prime BEEF team from the 914th Airlift Wing, Niagara Falls Air Reserve Station, N.Y., will finish their tour in mid-April. The 934th takes over until another team from the 908th AW, Maxwell Air Force Base, Ala., arrives to work on the project, mid-May to mid-June.

Ops passenger lounges redesigned

Tech. Sgt. Janet Byerly

Public Affairs

The chairs in the hallway provide the first clue something has changed in the operations building. Upon entering the building, airline-type waiting room seats are arranged in the entryway and down the hall toward the flightline.

A renovation project, handled by base civil engineers, will cost only \$2,000 but pack a million-dollar punch in efficient use

members since our last exercise, so we should pack our most difficult pallets, fill out the paperwork and get the pallets to the marshalling yard. We need to keep awareness up, making sure the new unit members are

of space.

"We had a passenger holding area used once every two weeks for an hour or so," said **Lt. Col. Rob Spence**, 934th Operations Group deputy commander, "and a VIP lounge that was seldom used. Since everyone tended to wait in the hallway anyway, we put the seating there and converted the lounges to office space."

Also converted was a small flight planning room, formerly located just to the left of the main entrance. Now flight planning is located where the lounges were.

"We improved the office layout," Spence said. "Our standardization and evaluation functions were spread out; now they're together. Our flight commanders now have a work area, too."

First female pilot starts flying

Tech. Sgt. Janet Byerly

Public Affairs

Like anyone who has been in training and schools continually since November 1995, **2nd Lt. Carrie Campbell**, a new pilot with the 96th Airlift Squadron, is anxious to finally start her job.

"I'm ready to see some real stuff instead of training scenarios and the school house," she said.

As a new reservist with no prior service, her path to the military was a little unusual. While she was in college, she tried to apply — but the 934th wasn't hiring.

"When I got out of college in June of '94, I heard a rumor they would be hiring here, and it took until October of '95 when I was selected to go to pilot training," Campbell said.

Campbell, who has a bachelor's in English from the University of Kansas, Lawrence, Kan., doesn't fit the usual pilot profile. She is the 96th's first female pilot, but she downplays that fact.

"No one's really said much about it [being the first female pilot]," she said. "I've been around guys a lot through this whole process. I can tell they're a little hesitant about what they can say around me."

The Mendota Heights, Minn., native and Henry Sibley High School graduate wants to build her experience with the unit so she can upgrade to aircraft commander. Another goal is to possibly work as a pilot for the airlines once she has built up some flying time.

"If it works out with the airlines, fine; if not, I'll find something else," she said.

Now that she's out of school and has a little free time, she also plans to rediscover her hobbies that she has been too busy for, namely running, bicycling and tennis. Her Reserve job should take care of her other hobby: travel.



Campbell

Correction

In last month's "Viking Search" recruiting focus on the 934th Maintenance Squadron C-130 communications/navigation systems career, the technical school information should have been 27 weeks and four days at Keesler Air Force Base, Texas. □

Survival starts here

Huddled together in sub-zero weather and heavy snow, the civilian pilot and his passenger stood near the wreckage of their single-engine Cessna on March 6.

Though neither survivor had been hurt in the crash in the northern Nevada mountains, a blizzard headed their way.

Fortunately, a C-130 from Little Rock Air Force Base, Ark., flying in the area, located the wreckage site. The aircrew dropped a parachute to provide shelter and make it easier for rescue crews to find the two men.

A Marine C-130, also in the area, followed up by dropping survival equipment, including a life raft with flares, an emergency radio, water and anti-exposure suits. Within about four hours, the men were rescued by the local sheriff's department.

"This was one of the most rewarding and amazing experiences of my career," said the Arkansas aircraft commander. "I think the entire crew feels the same way."

Behind-scene heroes

Another group of people probably felt the same way — the Marine life support members. Thanks to their faithfully-maintained survival equipment, this story had a happy ending.

The 96th Airlift Squadron's life support team also is dedicated to that kind of "happy ending."

"Our job is training aircrew members to survive and use survival equipment in a emergency situation," said **Master Sgt. Jamey Caniff**, life support section chief and air reserve technician.

The section has three other ARTs and four traditional reservists assigned. They train nearly 150 aircrew members annually, assigned to the 96th, the 934th Aeromedical Evacuation Squadron, the 934th Operations Support Flight and wing headquarters.

Life support section provides training, equipment for aircraft emergencies

Though requirements to train these members could be as easy as popping a video into a videocassette recorder, Caniff can't live with that. And he doesn't think aircrew members could, either.

"Somebody who just watches a videotape could sleep through it or talk and not pay attention," he said. "With hands-on training in the field, they can see what it's like in the water — their hands so cold they can't tie their shoes. They can see what it's like to be alone in the woods with a compass and map."

Recurring training

There are four major areas of instruction for aircrew members, according to **Tech. Sgt. Dan Knox**, noncommissioned officer in charge of aircrew training.

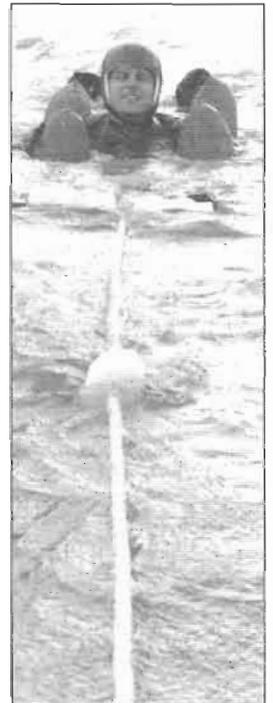
► **Egress training.** Annual requirement, two hours. Usually held on the ground trainer behind the aerial port building. Members learn procedures and survival/emergency equipment use for ground or airborne emergency situations.

► **Chemical warfare training.** Every two years, four hours. In addition to the ground chemical warfare ensemble, aircrew members don a clear plastic suit, enveloping them from head to toe.

► **Water survival training.** Every three years, eight hours. (See cover story, Pages 8-9.)

► **Combat survival training** (not required for aeromedical evacuation people.) Every three years, eight hours. Includes three hours of escape and evasion, or "E and E." Trainees are given a compass and directions to a "safe" location a few miles away

Maj. Michael Bladel, 96th Airlift Squadron pilot, trains in the simulated parachute drag.



Staff Sgt. Robert Walz

while pursued by enemy aggressors. Five hours of training cover map/compass reading, ground navigation, E and E techniques, shelter/fire building, food/water procurement, medical treatment and will to survive.

Equipment maintenance

"Life support people also check and maintain more than 4,000 pieces of survival equipment annually," said Caniff. The NCOIC for quality assurance is **Tech. Sgt. Troy Puckett**.

That equipment includes such items as emergency escape breathing masks, aircrew chemical warfare suits, life preservers and rafts, oxygen masks and helmets, parachutes and survival vests.

"Some of the inspection of equipment items involves a visual check," said Caniff. "But most of the inspection of the equipment is an actual hands-on check, which takes up most of the ARTs' time during the week."

The technicians also invest time in their own refresher training and evaluations, managed by **Tech. Sgt. Darrel Knox**, section training NCOIC.

"A lot of dedication and pride goes into everything we do," Caniff said. "It comes from knowing that someday these aircrews might have to use this equipment in a life-or-death emergency." (Nevada rescue information courtesy **Staff Sgt. Amy Hickey**, Air Mobility Command News Service Editor.) □

Right, a Navy helicopter plucks a 934th student from the water. Below, Maj. Steve Chapman, 934th Airlift Squadron operations officer, joins classmates ready for in-the-sea training.



Master Sgt. Darrell Habisch



Staff Sgt. Robert Walz



Staff Sgt. Robert V.

Maj. Dick Gabe, 934th Operations Support Flight navigator, prepares to hit the water and release the chute.

Bail out!

Hoping to never hear those words, aircrew members train for the worst

Master Sgt. Darrell Habisch
Public Affairs

As the sun rose over the azure Caribbean Sea, 26 winter-weary Minnesotans pulled on their "poopy suits" and prepared to face the wind, salt and heat of a climate 1800 nautical miles south and 45 degrees warmer than where they call home.

The anti-exposure suits would shield these aircrew members, aeromedical technicians and flight nurses from most of the elements as they trained in water survival skills they hope to never use.

During the Feb. 18-21 exercise in Key West, Fla., 934th Airlift Wing reservists joined 40 students from the 731st AW, Colorado Springs, Colo., to swim, parasail, float in rafts, be dragged behind power boats and swing from a cable attached to a gray Navy Chinook Sea Stallion rescue helicopter.

Surviving a bailout

According to **Tech. Sgt. Dan Murphy**, life support specialist with the 96th Airlift Wing, the training is designed to prepare students for a bailout over water. Limited water survival classes are taught in local area lakes.

"We can only talk about this so much in the classroom," he said. "We needed Navy and Coast Guard support,

obviously a warm climate and a base with the facilities to handle this large training scenario. Key West Naval Air Station is perfect. Students need to experience it for real."

"Real" included being dragged through the water by a parachute harness attached to a power boat.

"In windy conditions, the parachute becomes a sail and pulls the crew member like he's water-skiing without the skis," explained Murphy. "He can eat a lot of salt water."

Students are taught to flip over and sit up with their back to the sail creating an overhead wake. This air bubble allows the student to breathe while he detaches the parachute.

"Pilots who can't release the chute drown," commented **Maj. Michael Bladel**, AS pilot. "They just skip, face down, eating ocean. Even though we learn this maneuver in survival school, it's still unnerving when you hit the water. Everyone needs refresher training."

Parachute dangers

The best training for bailing out and landing in the water comes from parasailing, the perfect alternative to full-scale parachuting from aircraft.

Pulled by a speedboat and wearing an open personnel chute, students are reeled out like a kite to a height of about 500 feet from the back of a speeding boat and then



Master Sgt. Darrell Habisch

Reserve instructors, in black wet suits at bottom center, talk to students about features of the 20-person raft — imagine nine more people aboard!



Master Sgt. Darrell Habisch

Maj. Michael Bladel, 96th Airlift Squadron pilot, saw first-hand how strenuous this training can be.

released to float to the water. As the canopy billows over their heads, crew members may become disoriented, according to **Maj. Michael Johnson**, life support officer.

"A person who's never experienced this before can become claustrophobic, and panic sets in," he said. "They're afraid of running out of air under the chute, and there's a real danger of hypothermia."

As the parachute is pushed and pulled by waves, students learn to find a seam in the fabric and follow this in any direction to the edge.

"It's important that everyone who may encounter a survival situation be trained like this," said **Capt. Susan Wurio**, AES flight nurse. "Even though I was scared to death at first, I really enjoyed it. The parasailing was the

greatest. Even though I'll sport a few major bruises from being banged around, I feel great because I did it!"

Extensive planning

This type of major exercise required nearly seven months of planning and coordination, according to **Master Sgt. Jamey Canniff**, chief of aircrew life support. He and his staff had to coordinate with seven agencies, including the Army, Navy and Coast Guard.

"We had to know where the pleasure craft would be sailing and what the water depth is in all the areas of the exercise," he explained. "We needed the Navy for their helicopter and the Coast Guard's cooperation because of the flares and emergency signaling we'd be doing."

Canniff believes that training should be as realistic as possible. "There's nothing that makes the importance of this more real than being underneath the rotors of a giant Chinook helicopter, dangling from a wire," he said.

Three Air Force Academy search and rescue instructors conducted portions of the training, including survival in a 20-person raft. Each student was assigned tasks such as water rationing, signaling, fishing, flares and deploying the sea anchor.

Rescue at last

The final scenario brought a Navy helicopter to fish the weary airmen out of the sea. Lining up on the first raft scheduled for retrieval and just beginning to lower a rescue cable, the helicopter suddenly veered away and went to the last raft scheduled.

"We noticed the other three rafts were just waiting to be picked up according to the schedule," said **Capt. Mike Erickson**, AS navigator. "We decided to send up a couple flares, drop the water dye and use the mirrors to signal the helicopter. He must have gotten the hint because we were the first ones out."

To reach the rescue cable, the students swam from the raft through the turbulent water to attach the cable to their life vest.

"The wash created by the rotors was like having a garden hose sprayed in your face," said **Staff Sgt. Shane Lohmann**, AES aeromedical evacuation technician. "Suddenly, it was like being in the eye of a storm. The water got calm and when you looked up, there's this big hunk of gray metal hovering over you."

After being raised halfway to the helicopter and lowered back into the water, each airman swam to a waiting power boat for transport back to dry land. A 10-hour day of training on, over and under the ocean had come to a close.

Erickson summed up the sentiment of most of the participants. "I'd never want to do this in real life," he said. "Training for it is hard enough." □

A dream come true

**Reservist achieves
18-year dream
of serving
on active duty**

Master Sgt. Tim Turner
Public Affairs



Duffy

Staff Sgt. Robert Walz

Many reservists within shouting distance of 20 good years might be tempted to slide through the last few.

Not **Master Sgt. Ruth Duffy**. With 18 years of Reserve service, she's not about to coast until she reaches "20." Far from it, in fact.

For five years, Duffy, 934th Services Squadron, has spent her summers flipping pancakes, frying eggs and performing similar chores in a field kitchen at Sheppard Air Force Base, Texas. The weather outside is usually in the high '90s, with humidity to match. The temperature inside – with M2 burners and emersion heaters running full blast – is a balmy 130 degrees. The workday begins at 3:30 a.m. and ends around 5 p.m. – seven days a week, plus holidays.

"We serve meals to Reserve medical units who come to Sheppard to perform their three-year field medical training requirement," she explained. "Every week we get a new unit in. We serve breakfast, lunch and dinner to between 120 and 150 medical students every day."

At the 934th, Duffy divides her time between the dining hall and the front desk at base lodging. But Duffy won't be performing those tasks the next two summers – she'll return to the hot confines of the Sheppard field kitchen.

On top of that, Duffy volunteered for a two-year active duty assignment until October 1999. So when she isn't facing the Texas heat at Sheppard, she'll be filling 120-day rotations for services squadrons at other Air Force bases. She will "backfill" for active duty services members deployed overseas or on leave.

"My first tour of duty was working in the fitness center at Randolph AFB, Texas, from October to this March," she said. "So why did I choose to spend my last two years in

the Reserve doing this? I love the military and I love the regiment of the military. When I put the uniform on I'm two inches taller and my shoulders are broader."

For Duffy, this opportunity has been a long time coming.

"When I joined the Air Force 18 years ago I wanted to go active duty," she continued. "Back then, though, I had two small boys and it just wasn't possible. Now that my sons [**Tony**, 23; and **Jeremy**, 22] are grown, I can live my dream."

That dream, however, wouldn't have become a reality without a benevolent civilian employer. Since 1993, Duffy has worked in quality control at Primewood, Inc., Wahpeton, N.D. Primewood makes veneer kitchen cabinet fronts.

Duffy wasn't at Primewood more than five months when she first heard about the temporary duty opportunity at Sheppard. "I asked my supervisor for a three-month leave from June to August," she recalled. "I was skeptical the company would approve it, since I'd only been on the job a few months."

Duffy was surprised, however, when her supervisor not only granted the leave but strongly encouraged her to go. "My boss is very ambitious," Duffy said. "I think she saw the Sheppard trip as a good opportunity to further my career at Primewood."

It was last summer while at Sheppard that Duffy got the idea to finish her Reserve career in a challenging way. "I woke up one morning and said, 'I want to do this. I want to finish my 20 years on active duty.'"

That same morning, she wrote a letter to the vice president of Primewood. "I wrote about the pride I felt in the military," Duffy recalled. "I also told him how good I felt performing backfill duties so active duty services squadron members could go on leave and spend time with their families."

Of course, federal law requires employers to allow absence for military duties, so Duffy's two-year military leave was granted. But along with Primewood, Duffy had another employer she needed "permission" from to go on active duty – the 934th Services Squadron.

Again, no problem.

"Giving Ruth the two-year active duty tour was never an issue," said **Master Sgt. Ron Knutson**, air reserve technician for the squadron. "Yes, it was hard to give her up for two years, but Ruth is a dedicated worker, and her leadership speaks well for our unit."

And what would Duffy's sons think about her staying on in the Reserve?

"When my boys were young, they had a lot of adjusting to do," she said. "I was a single mom, and I had to drive 285 miles one way from Lisbon, N.D., to the base one weekend a month. I missed a lot of my kids' school activities on those weekends. But now that they're adults, my boys think it's cool that I'm in the military. In fact, the other day my oldest son, Tony, said to me, 'Mom, I didn't think you'd stick it out this long.'"

Looking back on 50 years

April saw challenging missions around the world

The Directorate of Historical Services, Headquarters Air Force Reserve Command, prepared the following historical chronology, which will continue throughout this anniversary year.

April

► April 14, 1948:

With the publication of Army Circular 103/Air Force Letter 35-124, the Department of the Air Force established the Air Force Reserve. All officers and enlisted members of the Air Corps Reserve were transferred to the U.S. Air Force Reserve. The Air Corps Reserve functioned as a separate organization, Army of the United States,



1948-1998

was abolished.

► **April 15, 1961:** Headquarters Continental Air Command moved from Mitchell Air Force Base, N.Y., to Robins AFB, Ga.

► **April 30, 1965:** AFRES C-119s, C-123s and C-124s, operated by volunteer crews, began participating in Operation Power Pack, the American intervention in the Dominican Republic.

Operations continued until June 30, 1965.

► **April 1, 1973:** AFRES assumed responsibility for the aerial spray mission from Tactical Air Command.

► **April 7, 1991:** Reservists participated in Provide Comfort, the

operation to deliver relief supplies to Kurdish refugees in southern Turkey and northern Iraq.

► **April 1, 1992:** The first AFRES associate C-17 unit, the 317th Airlift Squadron (Associate), was activated and assigned to the 315th Airlift Wing (Associate), Charleston AFB, S.C.

► **April 10, 1994:** Aircrews from two associate wings, the 315th AW and the 446th AW, McChord AFB, Wash., evacuated 217 American and foreign citizens from Bujumbura, Burundi, after fighting broke out in neighboring Rwanda.

► **April 1, 1997:** Air Force Reserve Command activated two associate units, the 5th Flying Training Flight, Vance AFB, Okla., and the 43rd Flying Training Flight, Columbus AFB, Miss. They were the first reserve units of their kind. □

From flying club to equal partner

People looking for an in-depth history of the Air Force Reserve can check out "Citizen Airman: A History of the Air Force Reserve, 1946-1994."

Recently published by the Air Force History and Museums Program, this 544-page book examines the origins and evolution of the Air Force's citizen-airman component.

The author, **Gerald Cantwell**, drew upon more than 30 years' experience as an Air Force historian to write the most comprehensive treatment to date of this topic. He became an Air Force historian in 1955 and was the director of historical services, Headquarters Air Force Reserve, from 1970 until his retirement in 1989. Cantwell passed away in 1994.

After briefly discussing air reserve policies and programs from 1916-1946, Cantwell focuses on the Reserve's "flying club" days through the implementation of total force policy. Written from the perspective of national political and military policy, he covers the struggles Reserve leaders went through to acquire modern equipment and improve personnel policies. Reserve contributions as a volunteer, mobilization force from the Korean War in the 1950s to the Persian Gulf War of the 1990s and beyond make up a significant portion of the book. The book also includes discussions about the air reserve technician and

New book presents 'Best single introduction' to Reserve's evolution

other critical Reserve programs.

"As the Air Force Reserve Command celebrates its 50th anniversary on April 14, Mr. Cantwell's book provides the best single introduction for those interested in learning how the command grew from a poorly-equipped and underfunded organization to becoming an equal partner in today's Air Force," said **Dr. Charles O'Connell Jr.**, director of historical services, Headquarters AFRC.

This 13-chapter, illustrated study includes 12 appendices and a comprehensive bibliography and index.

The book is available from the U.S. Government Printing Office in a hardcover edition for \$38. The stock number is 008-070-00729-1. A paperback edition will be available soon.

To obtain a copy, contact the Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954, telephone (202) 512-1800, fax (202) 512-2250, or go to the GPO web page at www.access.gpo.gov/su_docs and click on "sales products" and search for the author's name, "Cantwell." (*Air Force Reserve Command News Service*) □

People

Medals

Meritorious Service Medal

Master Sgt. Larry Ferrier (Retired), SFS
 Master Sgt. Robert Kuklok (Retired), SFS
 Senior Master Sgt. Michael Stickney (Retired), SFS

Air Force Commendation Medal

Tech. Sgt. Gerald Bohrer (Retired), SFS
 Staff Sgt. Dale Wood (Retired), CES

Accelerated promotions

The following are Promotion Enhancement Program advances:
 Tech. Sgt. Tony Feigum, CES
 Master Sgt. Sonja Fisher, CF
 Master Sgt. Sally Poindexter, AW
 Tech. Sgt. Christopher Sayre, LSS

Promotions

Staff Sgt. Charles Brynteson, AS
 Senior Airman Deborah Edwall, ASTS
 Senior Airman Rodger Frye Jr., CES
 Senior Airman Shane Graham, MXS
 Staff Sgt. Debra Hanson, SVS
 Tech. Sgt. David Hardy, SFS
 Master Sgt. Kevin Harstad, SFS
 Senior Airman Clifton Horner Jr., APS
 Staff Sgt. Daniel Johnson, ASTS
 Staff Sgt. Peter Klempay, SFS
 Staff Sgt. Keeton Lawson, ASTS
 Staff Sgt. Christopher Manchester, ASTS
 Col. Mary Jo Mazick, AES
 Staff Sgt. Erica Twardy, SVS

Staff Sgt. Daniel Wetsch, APS
 Master Sgt. Naomi Williams, ASTS

Newcomers

Capt. Michael Deselich, APS
 Staff Sgt. Rodney Beck, MXS
 Senior Airman Eric Fisher, SFS
 Airman Basic Brian Hill, SFS
 Senior Airman Ryan Pomeroy, AS
 Senior Airman Ray Probst, MXS
 Staff Sgt. Stefania Strowder, AES
 Senior Airman Erik Wilson, LSS
 Senior Airman Robert Zak, CF

Trainees

The following members completed formal training courses, Feb. 15-March 15:
 ▶ **Capt. Benedicto Bobadilla**, AES, Squadron Officer School, Maxwell Air Force Base, Ala., Jan. 5-Feb. 20.
 ▶ **2nd Lt. Caroline Campbell**, AS, combat survival, Feb. 2-18, and water survival, Feb. 19-20, Fairchild AFB, Wash.
 ▶ **Capt. Barbara Dock**, SFS, squadron commander school, Robins AFB, Ga., March 9-13.
 ▶ **Tech. Sgt. Michael Duffy**, AS, basic flight engineer, Little Rock AFB, Ark., Jan. 5-Feb. 20.
 ▶ **Capt. Drew Hansen**, AS, aircraft commander/copilot mission requalification, Little Rock AFB, Feb. 9-22.
 ▶ **Senior Airman Marcie Huttner**, AES, medical supply, Sheppard AFB, Texas, Jan. 27-March 3.
 ▶ **Airman 1st Class Angela West**, ASTS, second phase medical service, Lackland AFB, Texas, Jan. 2-Feb. 27.

Recycling review:

December/January, February

Building	Area	Items Found
395	Officers Club	Cardboard/None
710	Aerial port	Paper (various types)/None
711	Lodging	None/None
716	Lodging	Cardboard/None
744	Civil engineers	Blueprint paper/None
745	Transportation	None/None
750	Security forces	Newspaper, cans/plastic bottles
755	Base Exchange	None/None
760/761/852	HQ area	None/None
801	Supply/Services	Paper, newspaper/None
807	NCO/Dining hall	Cardboard/None
812	Boiler plant	None/None
821	Hangar, east end	None/None
821	Hangar, west end	None/Plastic bottles
822	Maintenance	None/Plastic bottles
830	Life support	None/None
840	Medical	Cardboard, paper, plastic/None
	Fuel site	Cardboard, paper, cans/None
	Rifle range	Paper/Cardboard□

Certificates of service

20 years
 Darcel Copus-Sabart, LGC
 Judy Molm, LGS
10 years
 Sonja Fisher, SCB
 Chad Kent, SGPB
 Gordon Stransky, MXS

Suggestion awards

\$250 awards
 Joe Bysted, MXS
 Orin Johnson, MXS
 Roger Smith, MXS

Retirees

Master Sgt. Michael Burns, MSF, 28 years

Master Sgt. Robert Kuklok, SFS, 28 years
 Tech. Sgt. Donald Miller, MXS, 25 years
 Master Sgt. Scott Semler, MSF, 21 years
 Tech. Sgt. George Trombley, MXS, 24 years
 Senior Master Sgt. Philip Winkels, CES, 23 years

Taps

Master Sgt. Peter Holstrom, ASTS, who retired in March 1997, passed away last month. He is survived by his wife, Linda, and their sons, Scott and Christopher. Interment was at Fort Snelling National Cemetery on March 12.□

Services Briefs

▶ **Softball sign up** deadline is Sunday, April 5, at the fitness center. Play begins in May.



▶ The **May Fitness Month** schedule will include softball, volleyball, bicycling and walking. Call for details.

▶ Winners of the "Winterfit '98" competition were

"Bernie's Bums": **Bernadette Koehle** and **Alan Lawver**, 934th Aeromedical Evacuation Squadron; **Chuck Super**, 934th Civil Engineering Squadron; and **Mehrdad "Dodd" Sadeghi** and **Leslie Canarr**, Base Civil Engineering.

▶ The fitness center will sponsor a **golf tournament** on Saturday, June 6. Register by Sunday, May 3.□

934th Recreation Services
Bldg. 802, Ext. 1121