

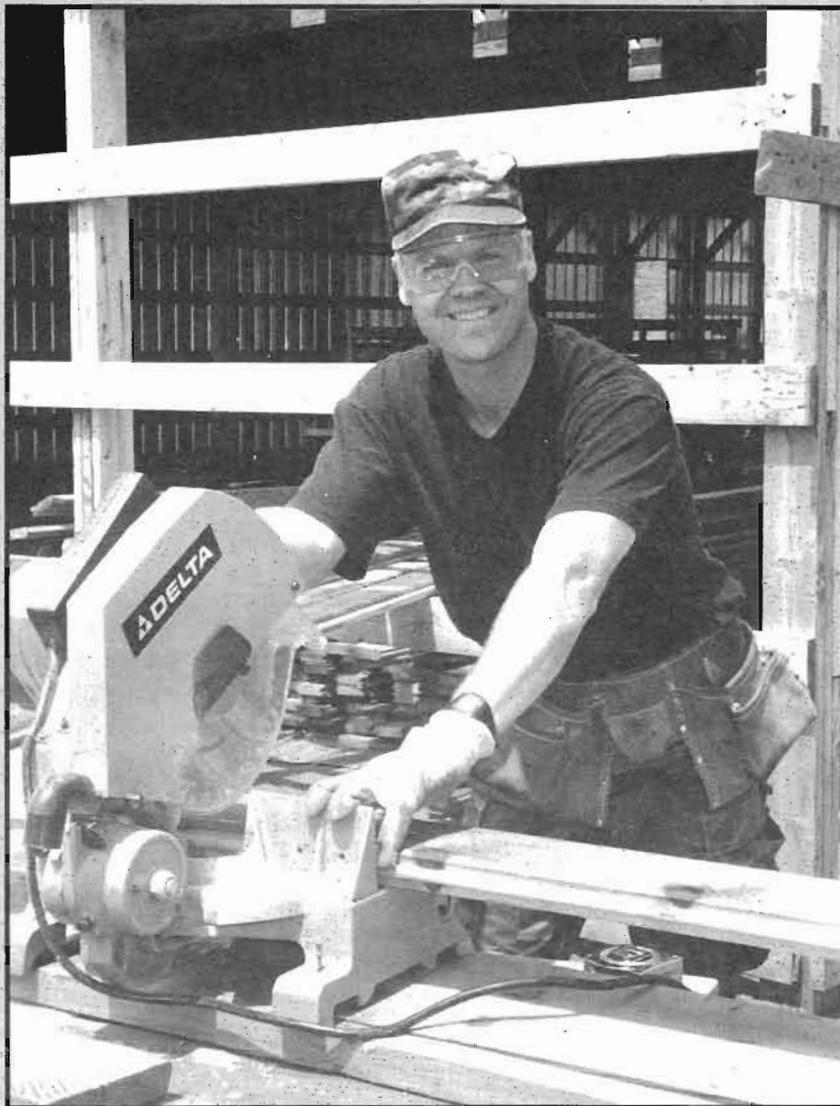
Vol. 19, No. 8/August 1997

U.S. AIR FORCE



VIKING FLYER

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



Staff Sgt. Robert Waiz

Civil engineers' winning streak continues

▶ See Pages 14-15

Col. Michael Gjede,
wing commander
Maj. Steven Hatcher,
public affairs director
Mark Davidson,
chief of PA

Cherie Huntington,
editor/PA specialist
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Staff Sgt. Niklas Hammarberg - 934th SPS
Staff Sgt. Michael Sanford - 934th ASTS
Staff Sgt. Robert Walz - 934th CF,
(UPAR of the Year 1996)
Senior Master Sgt. Timothy Tamlyn -
934th CES
1st Lt. Scott Brady - 96th AS
Staff Sgt. Michael Dvorak - 934th LSS
Master Sgt. Ruth Duffy - 934th SVF
Staff Sgt. Shannon Armitage - 934th AW

On the cover

Master Sgt. Joel Johnson, 934th Civil Engineer Squadron, helps build a pole barn for a non-profit group in Jordan, Minn., this spring. Now the unit has won command honors for their can-do attitude. See Pages 13-14.



Staff Sgt. Robert Walz

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Commentary

Operation Joint Guard

We head to Europe to support Bosnia airlift

Col. Michael Gjede
wing commander

Last year at this time, the 934th Airlift Wing was feverishly preparing for the largest Operational Readiness Inspection in our history. This year, we're preparing to deploy 130 934th members in support of Operation Joint Guard.

The name is certainly appropriate, because it is "joint." Most C-130 Guard and Reserve units throughout the country play a part in this operation, supporting the Bosnia peacekeeper mission.

We had initially agreed to provide 105 people but found many "holes" existed in the deployment. As is usually the case, our folks stepped up to the plate, volunteering to pick up the slack. This was especially true in the support arena.

Although the operation is actually three months long, at this time we are supporting the Aug. 25-Sept. 25 time frame. Deploying a large group like this is another real-world opportunity to practice our mobility process.

Requirements, especially immunizations, continue to increase. This poses a challenge not only to our people deploying, but also to the medical community providing the support necessary to meet our needs.



Gjede

Joint Guard is another example of the high operations tempo we've been maintaining in the Reserve. Recent and future Coronet Oak deployments to Panama and the 934th Aeromedical Evacuation Squadron deployment to the Joint Readiness Center in October are further examples of the taskings that will continue challenging the ability of 934th AW people to balance the needs of employers and families with the needs of the unit.

Although it's extremely important that we support whatever mission we are tasked to do, be sure you take the time to enjoy some well-deserved time with your family. □

Space — final frontier

News on more space operations expected soon

Maj. Gen. Robert McIntosh
chief, Air Force Reserve Command,
commander, Headquarters AFRC

The Air Force is transitioning from an air and space force to a space and air force. To remain a viable and credible part of the total force, we will transition as well. We have been

flying satellites for several years now and are in the process of assuming new missions and standing up a space operations group in the near future. I believe more units and missions will follow.

Last December, we conducted a space summit to explore options which will allow Air Force Reserve Command to execute the missions of tomorrow. In the months ahead, you will hear more about new space activities in AFRC. This new and exciting mission area is another opportunity for AFRC to be on the cutting edge into the 21st century. □

UTA schedule

Sept. 6-7*	*(Military	▶ UTA pay
Oct. 4-5	Ball, Sept. 6;	should be
Nov. 1-2	Family Day,	deposited by:
Dec. 6-7	Sept. 7)	Sept. 3.

World

Dental insurance starts soon

Members of the Selective Reserve with at least 12 months of service remaining will soon be eligible for low-cost dental insurance.

Under a five-year contract beginning Oct. 1, the TRICARE Selected Service Dental Program will cost enrollees \$4.63 a month the first year; the government kicks in \$6.53 a month. Officials expect modest annual increases, but the total contract price is dependent on the number of reservists who enroll. About 889,000 reserve forces members are eligible.

The plan will offer diagnostic, preventive, oral surgical and emergency dental services to reservists, including retired reservists not yet drawing retired pay. It won't cover family members. Enrollees will be charged co-pays for surgical work, ranging from 10-30 percent for E-4s and below, and from 20-40 percent for all others. The maximum annual benefit for all services cannot exceed \$1,000 worth of paid allowable charges per contract year, officials said.

Because many reservists don't routinely draw monthly drill pay, all new enrollees will be charged the first four months' premiums up front and must enroll for a full year. After the first year, they will be able to enroll month to month. Reservists in "pay" billets will have their premiums withheld from their monthly drill pay. When drill pay isn't available, they will make payments directly to the contractor, Humana Military Healthcare Services of Louisville, Ky.

Enrollees subsequently called to active duty for more than 30 days will lose the coverage but will be refunded unused premiums. If otherwise eligible, they may re-enroll after the active duty period ends.

Eligible reservists should hear from the contractor by Sept. 1. They should ensure their address is correct in the Defense Enrollment Eligibility Reporting System, because the contractor will use addresses in the DEERS database to notify them.

A similar program for retirees and their dependents also is slated to begin as early as Oct. 1, but a contract has not been let. *(American Forces Press Service)*

SGLI premiums lowered July 1

The Department of Veterans Affairs has lowered the Servicemembers' Group Life Insurance premium rates effective July 1. The rates have changed from .90 cents to .85 cents per \$10,000 of coverage. For the full \$200,00 in coverage, the monthly premium is now \$17.

The reduction is the result of program management efficiency and the continuing low fatality rate. *(Headquarters Air Force Personnel Center)*

Flyover eligibility changes for reservists

Air Force Reserve Command rated and nonrated aviators are now eligible for funeral flyover honors they were previously denied.

Under expanded funeral flyover eligibility criteria announced in June, all rated and nonrated career aviators

regardless of duty status at the time of death are eligible for funeral flyovers. This includes air battle management officers, enlisted flight engineers, loadmasters and boom operators in traditional reservist status.

The expanded eligibility also includes noncareer aviators, such as nurses, medical technicians and intelligence officers, but only when they die in the line of duty while performing aviation duties. In the past, the only reservists eligible for flyovers were rated officers on active-duty status at the time of their death. *(Air Force Reserve Command News Service)*

Brief briefs ...

All Air Force security police adopted the name, "Security Forces" as of July 1, with the local unit now called **934th Security Forces Squadron** ... The Senate approved immediate pin-on of a second star for **Maj. Gen. Wallace Whaley**, commander of 4th Air Force, Air Force Reserve Command ... **Jimmy Stewart**, 89, died July 2. He retired from the Air Force Reserve in 1968 as a brigadier general and had flown 20 combat missions in B-17 bombers in World War II ... A blue ribbon commission expects to issue guidance soon on **inspections, evaluations and awards**, including Operational Readiness Inspections. New validations replacing Quality Air Force Assessments are set to begin in January 1998 ... The second chief master sergeant of the Air Force, **Donald L. Harlow**, 76, died June 18. He served as the Air Forces senior enlisted person 1969-71 and was the only enlisted person to receive the Order of the Sword. *(AFNS, staff reports)*

Local

Vehicle registration required

All motor vehicles belonging to people who perform duty, are employed on or frequent the base, are required to be registered within 60 days of employment/enlistment, according to **Michael Edwards**, chief of the base Department of Defense Security Force.

Effective Oct. 1, anyone without a vehicle decal whose ID card shows he/she has been attached to the base for more than 60 days will be required to register their vehicle immediately. This includes retirees and members of other branches of military service.

Vehicle registration service is available 24 hours a day, every day of the year, at Bldg. 750. The Pass and ID section will also offer extended office hours through 30 September: 7-11 a.m. and noon-3:30 p.m. Items required for registration include proof of ownership, driver's license and a military/civilian government ID card.

(Continued on next page)

Surfin' the VF

- 7** Family Day '97 gears up
- 8-12** Worldwide missions keep wing busy
- 14-16** Two units win command honors

Global attack

Go far, go fast: sustained, worldwide combat capabilities remain crucial

(This is the fifth installment of a nine-part series on core values/competencies.)

From its early days as a separate service, the Air Force has continually stretched its combat arms as fast as its aircraft can fly.

Air Force leaders reaffirmed global attack as one of the service's core competencies in its new strategic vision, "Global Engagement: A Vision for the 21st Century Air Force." The other Air Force core competencies are air and space superiority, rapid global mobility, precision engagement, information superiority and agile combat support.

One aspect of global attack is the ability of the Air Force to use stateside bases and forces to attack anywhere. In the Cold War, Air Force long-range bombers and, later intercontinental ballistic missiles, shouldered the nation's first priority of deterring nuclear war.

"Although nuclear weapons no longer play as central a role in America's national security strategy as they did during the Cold War, we recognize the dangers posed by the efforts of rogue states and others to acquire them," said Secretary of the Air Force **Sheila Widnall**.

She said the Air Force will sustain its work in the nuclear area and strengthen its response to the growing risk of proliferation. Meanwhile, she said, the Air Force will use global attack as the basis to maintain the bomber and land-based ballistic missile legs of the triad even as it prepares for any force reductions.

The Air Force will also keep its commitment through global attack to support nuclear requirements of theater

commanders, said Air Force Chief of Staff **Gen. Ronald Fogleman**. "The Air Force is absolutely determined to maintain its record of excellence as the custodian of nuclear weapons by ensuring the safe and secure operation of those weapons."

In addition, the general emphasized that long-range attack forces have increased their conventional abilities and are able to "provide versatile, responsive combat power able to intervene decisively when necessary."

According to Fogleman, "The ability of the Air Force to engage globally, using both lethal and nonlethal means, is vital to today's national security strategy of engagement and enlargement."

The other aspect of global attack is providing expeditionary forces with sustained combat power. The Air Force has developed and demonstrated the concept of using rapidly deployable air expeditionary force from the United States. This expeditionary force, Fogleman said, can be tailored to meet the needs of the joint force commander, both for lethal and nonlethal applications and can launch and be ready to fight in less than three days.

"We will develop new ways to do mobility, force deployment, protection and sustainability in support of expeditionary concept," the chief of staff said.

The Air Force is increasing the role of expeditionary forces to maintain its global engagement capability. But in the future, Fogleman said, "Capabilities based in the continental United States will likely become the primary means for crisis response and power projection. At the same time, long-range air and space-based assets increasingly fill the requirements of the global attack core competency." (AFNS, "Must Run") □

Briefs in blue ... *(Continued from previous page)*

Summer Fest raises food, funds

The 934th Civilian Welfare Council reported the June 25 Summer Fest cookout and fitness/fun events raised 130 pounds of food and nearly \$90 for Volunteers Enlisted to Assist People, Bloomington, Minn. The council sponsors three events annually to support the morale and well being of full-time employees and tenant units.

Beetle traps posted on base

The Minnesota Department of Agriculture has set seven beetle traps on the base to track the Japanese beetle. The green and yellow traps are placed primarily around the periphery of the base. They are baited with nontoxic scent lures. Traps will be checked by MDA people and removed after Oct. 1. The first Japanese beetle for the statewide season in a base trap July 30.

① Brochures are available from **Jeff Wiles**, 934th Base Civil Engineering, Ext. 1929.

Retiree Day set for Sept. 19

The Twin Cities Area Army Retiree Council is sponsoring its annual information day for all military retirees on Friday, Sept. 19, 9 a.m.-3:30 p.m., at the Fort Snelling Historical Site auditorium, Minneapolis. A pay-as-you-go lunch will be served at the Fort Snelling Officers Club.

① For information/reservations, call **Lt. Col. John Nowicki**, (612) 894-1857.

School supplies needed

KD Steward, Base Supply, asked as president of the Rice Marion Residents' Association, St. Paul, Minn., for donations of school supplies to be handed out to children, Aug. 25-Sept. 6. Needed items include paper, pencils, erasers, rulers, backpacks, calculators, notebooks, tables, double-sided tape, pencils, crayons, three-ring binders, colored pencils, glue, scissors and small tissues.

① Call Steward at Ext. 1535 for details. □

Fogleman announces retirement

Air Force Chief of Staff Gen. Ronald Fogleman sent his request to retire from active duty by Sept. 1 to Air Force Secretary Sheila Widnall July 28. The secretary stated that it was with regret that she was forwarding Fogleman's retirement request to the secretary of defense.

"General Fogleman has served with enormous distinction as the chief of staff of the Air Force since October 1994," Widnall said. "His service as chief of staff capped 34 years of extraordinary service to this nation as a military officer, leader and combat warrior. His life has been dedicated to the core values of integrity, service before self and excellence in all we do.

"As chief of staff, he accomplished what he set out to do," the secretary continued. "Recognizing the need for a stabilized post Cold War force, he began to take care of the troops and their families and to set a course for modernization. He inspired a visionary strategy of global engagement for the U.S. Air Force. While global engagement provided overall direction, General Fogleman made this vision a reality through his strong commitment to a long-range plan. This commitment helped launch the Air Force on an evolutionary path to becoming a Space and Air Force.

"I know that I speak for the men and women of the entire U.S. Air Force as I thank both General Fogleman and Miss Jane [preferred nickname of the general's wife] for their many years of faithful and dedicated service," said Widnall. "General Fogleman leaves as his legacy the greatest air and space force in the world. He will be greatly missed." (*Air Force News Service*)

President's salute to Fogleman

"It has been a great privilege for me to work closely with General Fogleman over the last three years. I want to take this opportunity to commend this extraordinary officer for his dedicated service to our nation. For more than three decades, in war and peace, General Fogleman has demonstrated his inspirational leadership and dedication to the men and women of the Air Force. As chief of staff, his clear vision and tireless championship of air and space power have shaped the U.S. Air Force for the challenges of the twenty-first century. These are his legacies.

"General Fogleman's leadership and wise counsel will truly be missed in the senior decision-making ranks of our national security structure. Hillary and I wish him and Miss Jane the very best."

Fogleman's letter of farewell to the troops

"Dear Men and Women of the U.S. Air Force:

As my tenure as your chief of staff ends, I want to tell you what an honor and a privilege it has been to represent everyone in the U.S. Air Force.

The timing of my announcement was driven by a desire to defuse the perceived confrontation between myself and Secretary of Defense William Cohen over his impending decision on the Khobar Towers terrorist attack. The decision to retire was made after considerable deliberation over the past several weeks.

"On one level, I've always said my serving as the chief of staff was a 'tour,' not a 'sentence,' and that I would leave when I had made all the contributions I could. After I accepted this position in October 1994, I met with the other senior leaders of the Air Force to discuss our goals for my tenure. We wanted to take care of the troops and their families, to stabilize the force, to set a course for modernization and to develop a new strategic vision. During some difficult and challenging times, we have worked hard to accomplish that and more. Certainly there is more to be done, but the framework of the plan and the leadership is in place to move forward with the support and efforts of the magnificent men and women of our Air Force.

"On another level, military service is the only life I have ever known. My stock in trade after 34 years of service, to include the last seven years in joint duty, is my military judgment and advice. After serving as chief of staff for almost three years, my values and sense of loyalty to the troops led me to the

conclusion that I may be out of step with the times and some of the thinking of the establishment. This puts me in an awkward position. If I were to continue to serve as chief of staff of the Air Force and speak out, I could be

seen as a divisive force and not a team player. I do not want the Air Force to suffer for my judgment and convictions. In my view, this would happen if I continue as your chief. For these reasons, I have decided to retire and devote more time to personal interests and my family — but the Air Force will always be in my thoughts.

"Miss Jane and I have met a lot of wonderful American service men and women — active duty, Guard, Reserve, civilians and family members, and they will always be a part of our lives. We have been proud to represent the men and women of the U.S. Air Force around the globe and to serve in the finest Air Force in the world. God bless you and keep you all as you continue to serve this great nation."

Tribute from Gen. John Shalikashvili, chairman, Joint Chiefs of Staff

"Gen. Ron Fogleman has had a superb career of service to this country and an outstanding tenure as Air Force chief of staff. As a member of the Joint Chiefs of Staff, General Fogleman was a strong supporter of programs to maintain the readiness of our armed forces and to take care of our people. His vast operational experience, keen insights and big-picture perspective made him an important part of the joint chiefs team.

"General Fogleman has enriched our military and our nation with his 34 years of faithful service. He will be missed. Joannie and I wish Ron and Miss Jane all the best in their future endeavors." □



Fogleman

Trimming the force – again

Air Force acts to put Quadrennial Defense Review findings into motion

In the wake of last month's Quadrennial Defense Review release, the Air Force is preparing to meet manpower reductions outlined in the report.

The service will work to maintain its combat force while cutting back mission support and services functions. Senior leaders hope to do this through gradual voluntary manpower reductions extending over the next six years.

Air Force Chief of Staff **Gen. Ronald Fogleman** said he wants to pass along details of the plan of attack to every Air Force member so everyone can understand how the service will make the "smartest possible resource decisions" to continue modernization, sustain readiness and preserve forces needed to execute missions.

"We will take great care to avoid hollowing out our forces by reducing work load as we reduce manpower," he said. "Additionally, we plan to meet work load in designated support functions by outsourcing to the private sector where it makes sense and gains efficiencies."

Fogleman and the Air Force can expect adjustments in the number of military members and civilians over the next six years once Congress enacts legislation based on the QDR. "Throughout this process," he said, "we are committed to taking care of our people."

The general said that Air Force senior leaders know military and civilian members are concerned with how the latest round of proposed adjustments will affect the total force. Because of that, he has asked the Air Staff to analyze all actions already in the fiscal 1998 defense budget along with proposed QDR actions. This will reveal career-field impacts, and that analysis will be made public.

In the last nine years, the Air Force has reduced its numbers by 227,000 military members and 87,000 civilians. Voluntary attrition programs and incentives, Fogleman noted, reduced the

impact of the military strength reduction. As a result, 95 percent of those people losses were voluntary.

Similarly, the Air Force has had success with voluntary separation programs to minimize involuntary civilian losses.

"We plan to capitalize on what we learned from the past and use incentive programs to encourage voluntary separations for the upcoming reductions," Fogleman said.

QDR reductions from fiscal 1998 through 2003 include 26,900 active military members, 700 Air Reserve Component people and 18,300 civilians. These reductions are added to reductions already programmed in the fiscal 1998 budget, which includes 15,500 active military members; 2,900 ARC members; and 13,800 civilians.

These reductions will not be across the board, according to the chief of staff.

"We plan to place a high priority on protecting career fields that directly contribute to our core competencies," Fogleman said. "We will target drawdown programs to career fields directly affected by the programmed and QDR decisions."

The chief of staff said that, as in the past, the Air Force will rely on voluntary programs to meet reduction goals, turning to involuntary programs only "as a last resort."

"People are the most valuable and the most expensive resource we have in the Air Force," he said. "Every analysis shows us that our combat force structure cannot be cut if we expect to execute the QDR strategy."

"Therefore, to maintain that force structure, the majority of these reductions are programmed to occur in the mission support and services support sides of the house."

These drawdowns will occur between fiscal 1998 and 2001, depending on when Congress passes legislation tied to some form of base closings.

Just like during the larger recent manpower cutbacks, Fogleman explained, the Air Force will still hire thousands of new airmen every year.

"We plan to preserve accession levels to sustain the Air Force of the future," he said. "Further, we intend to avoid free-flow losses from career fields that are undermanned. By carefully managing losses from specific career fields and skill levels, we will reduce the need for retraining and avoid undermanning the force. Additionally, we will continue today's high-year-of-tenure points."

The Air Force has already sought congressional approval to continue all voluntary separation incentives for military members and civilians throughout the drawdown period.

"We plan to provide robust transition programs and ample time to transition our people who will be asked to leave," Fogleman said. "For those people who remain, quality of life and continued career development will continue as top Air Force priorities."

Following up on his promise for details, the chief of staff offered a detailed proposal for cutbacks. The listing, printed in every active duty base newspaper as well as the Air Force Times, showed the exact cuts in every affected specialty in the Air Force. Cuts ranged from a 68 percent cut in the ground radio specialty down to just a 1 percent cut in the fire protection skill.

"Everyone must remember that the QDR submission was the beginning of a process, not the end," Fogleman said. "Congress, the National Defense Panel and the defense intellectuals across the nation will discuss and debate the QDR proposal throughout the coming months."

He added that airmen should begin to see more specific actual impact by the end of this year when the secretary of defense presents his proposal for the fiscal 1999 budget. (*Air Force News Service, "Must Run"*) □

Family Day '97

After a two-year wait, wing's favorite event returns Sunday, Sept. 7

Family Day regains its place on the wing calendar, Sunday, Sept. 7. Last year's event was cancelled after the Operational Readiness Inspection drained wing resources.

This year, there will be no employers' day on Saturday, Sept. 6, and a Military Ball is scheduled on Saturday night. Here is news available at press time:

► **Parking:** The street by the ball field will be closed. Additional parking will be in the field across from Bldg. 760, directed by the full-time police force, but if it's muddy, plans may change.

► **Lunch:** 11 a.m.-1:30 p.m., catered by NCO Club, ball field. **Cost:** \$1.50 per meat item. **Menu:** Hamburgers, brats, hot dogs, potato salad, coleslaw, baked beans.

► **934th Family Readiness Workshop** with panel of experts available: 11 a.m.-3 p.m., NCO Club.

► **Children's games/activities:** Noon-3 p.m., ball field. Prizes in all games: Ball crawl, bass fishing, bean bag toss, fish pond, golf, mallet high striker, milk can toss, mini golf and shooting gallery.

► **Air Guard Museum:** Shuttle bus hourly, starting at noon, Bldg. 852.

► **Sales items:**

Friends of Family Readiness: Air Force 50th Anniversary mint tins, historical 934th posters, bead flag pins. Silent auction of teddy bear baskets. Rummage/Craft Fair and return of the Book Fair, 1 p.m., fuel cell; \$10 for rummage/craft table plus 10 percent of profits to Friends of Family Readiness; sign up by Aug. 30 by leaving a message for **Jeff Williams**/rummage or **Ruth Rothnow**/crafts, Ext. 1516.

Sergeants Association: Snow cones, popcorn.

Services: Golf shirts, T-shirts.

► **Unit displays, noon-3 p.m.:**

934th Aerial Port Squadron: Flight deck photos on "hulk" trainer, Bldg. 710.

934th Airlift Squadron/ 934th Maintenance Squadron: C-130 for touring.

934th Civil Engineer Squadron: Fire truck, fire fighting equipment demonstrations, specialized tool display.

934th Communications Flight: VHF, UHF and HF radios; photos of antennas, radios and radio operations; (MARS) communications van.

934th Security Forces Squadron: Equipment, weapons, tents, night vision goggles, all-terrain vehicles, Bldg. 865.

934th Services Flight: Camping/rental items on display.

► **Family Health Fair:** 1 p.m., fuel cell hangar. □

Military Ball set

Tickets are still available for the wing's 50th Anniversary of the Air Force Military Ball.

Planned by the 934th Operations Group, the ball is set for the Hyatt Hotel, Minneapolis. Music will be provided by "Looking Glass," Offutt Air Force Base, Neb. Entree choices are roast sirloin of beef or Minnesota walleye. A commemorative glass and bottled beverage will be provided.

The uniform is mess dress, with optional service dress for enlisted members; suit and tie for civilian/retired men; and evening wear for civilian/retired women. Ticket prices are: officers/retirees, \$35; master sergeants through chiefs, \$30; and technical sergeants and below, \$25. Unit first sergeants have tickets.

◉ For more details, contact the project officer, **Maj. Tom Hueg**, 934th Operations Support flight, Ext. 3536. □



Viking Victors:

Lt. Col. Jeff Hamiel

New Position: Commander, 96th Airlift Squadron.

Education: Bachelor's in geography, University of Minnesota, Duluth, Minn.; master's in public administration, Northern Michigan University, Marquette, Mich.

Hobbies: Skiing, sports.

Civilian occupation: Executive director, Metropolitan Airports Commission.

Goals: "Provide solid leadership maintaining the outstanding

reputation of the 96th and prepare the squadron for the upcoming Aircrew Standardization Evaluation Visit."

Family: Wife, **Joan**; children, **David** (24, Air Force first lieutenant stationed at Langley Air Force Base, Va.), **Julie** (22) and **Matthew** (18); live in Mendota Heights, Minn.

Comments: "I'm extremely proud to serve as commander of the 96th. It's an organization of highly-skilled professionals who perform in an outstanding manner." □

Soggy saga: Coronet Oak

Sultry weather didn't dampen wing's productivity in Panama

Mark Davidson
public affairs

Heat, humidity and the occasional downpour of heavy rain were the highlights of the recent 934th deployment to Operation Coronet Oak, according to participants.

Five 934th units sent a total of 53 people to Howard Air Force Base, Panama, May 31-June 14. The units were the 96th Airlift Squadron, 934th Maintenance Squadron, 934th Operations Support Flight, 934th Logistics Support Squadron and the 934th Aeromedical Evacuation Squadron.

Though AES members worked and flew on the deployment, they were sent to Panama primarily to support Operation Southern Spirit.

"Everyone in maintenance did an excellent job in keeping the aircraft fixed and ready to fly," said **Tech. Sgt. Gene Olson**, maintenance crew chief. "It was very hot there, with temperatures usually over 90 degrees every day, and it was very humid."

Maintenance members had to repair aircraft several times during heavy rain, Olson said. "We were lucky that no one got sick, since they would get drenched on the flightline and then would go inside air-conditioned buildings to get parts and tools," he said.

Aircrew members flew 32 sorties over a 13-day period. A total of 103 tons of cargo and 119 troops were moved by 934th aircraft throughout Central and South America.

"It was good training to fly into unfamiliar airfields," said **1st Lt. Mark Von Berge**, AS pilot. "I flew an aeromed mission that took an Army soldier with a critical cardiac problem to

Kelly Air Force Base, Texas."

The 403rd Wing, Keesler AFB, Miss., provided the other half of the rotation with the 934th. Some aircrew members flew 403rd aircraft, and maintenance people worked on them.

"I worked on 403rd and 934th C-130s," said **Staff Sgt. Tim Stansbury**, propulsion shop.

Stansbury also participated in a mission to Peru during the rotation. "We dropped off supplies at a ground radar site way out in the jungle," he said.

The 934th returns to Panama in November and December to support Operation Coronet Oak. □

Flying squadron heads to Chile

Though "deployment for training" is the dry-sounding designation for the Aug. 7-17 mission in Chile, **Capt. Tom O'Reilly**, 96th Airlift Squadron flight scheduler, said the trip promises plenty of interesting training opportunities.

"We'll send one aircrew and one aircraft on this State Department-sponsored mission," he said. "We'll

interfly with the Chilean air force and exchange tactics information."

Local officials think this is the first time the unit has participated in this ongoing program. "We'll be doing the flying we normally do," O'Reilly said, "but we'll observe each others' operations, too."

He said he had plenty of volunteers for the mission. "We can't wait," he said. □

Operational Risk Management

New buzzword reflects traditional safety assessments

ORM: *Common-sense way of accomplishing the mission with the least possible risk; method of getting the job done by identifying areas that present the highest risk and taking action to eliminate, reduce or control the risk.*

— Air Force Pamphlet 91-214

Operational Risk Management resembles quality with a twist, according to **Lt. Col. Rich Huntington**, 934th safety director.

"Emphasis on ORM started this year with the Air Force chief of staff asking all units to have a program in place by 1998,"

said Huntington. "**Maj. Gen. Robert McIntosh**, chief of Air Force Reserve Command, challenged his units to implement ORM by the end of 1997."

McIntosh specifically emphasized the need for ORM in flying operations, in view of the number of recent mishaps involving supervisory, operational and human factors, said Huntington. "So the C-130 commanders in 22nd Air Force tasked chiefs of safety to come up with a checklist for ORM in C-130 units."

The chiefs of safety designed a generic checklist each unit can modify to suit local situations. The checklist,

now in the hands of 96th Airlift Squadron leadership, should be in use by the end of the year.

Various publications explain ORM, including AFPAM 91-214, and these are available on the shared G-drive, **G:\Riskmgmt**. Huntington said the next step toward ORM will be for squadron/flight-level commanders and training managers to study these resources. They should then begin designing a program specific to their unit, aiming for 1998 implementation.

Next month: See a basic program outline for squadron/flight-level units. □

Operation Joint Guard

Reserve, Guard team up to handle continuing Bosnia airlift support

Cherie Huntington
public affairs

What started as a possible half-dozen people package as late as June now represents the largest wing support deployment since Operation Desert Storm.

Operation Joint Guard, July 25-Oct. 25, combines forces of the Air Force Reserve Command and the Air National Guard for a composite, active-duty mission overseas for the first time since June 1994 — a first for the 934th. The two reserve components are providing airlift from Ramstein Air Base, Germany, to peacekeeper troops in the Balkans.

The 934th's main force will participate for four weeks, Aug. 20-Sept. 27, with **Maj. Mark Arnold**, 96th Airlift Squadron, as the mission commander.

Overall lead unit for the 90-day deployment is the 133rd Airlift Wing, the 934th's ANG tenant. The 133rd is also ANG lead unit, with the 914th AW, Niagara Falls, N.Y., lead for the Reserve.

Funding for the deployment came from Air Mobility Command, which also provided a schedule of KC-135 tankers for airlift. The tankers rotated in and out of Minneapolis several times weekly along with contract aircraft for additional passenger airlift, all handled from the 133rd ramp and "support cell," or control center.

Major deployment

"We never thought it would be this big when we started," said **Master Sgt. Larry Schyma**, 934th logistics plans technician. He said around 30 reserve forces C-130 units are participating with eight aircraft and nearly 1,600 people.

Taskings span the 934th's units, with approximately 130 people and two aircraft set to deploy. Schyma said the 934th has the largest number of people in AFRC deploying and the third largest overall, with the 133rd and another ANG unit deploying around 150 people each.

"We were lucky enough to get our

Busy calendar ahead

Operation Joint Guard has hit the 934th at a particularly busy time — just take a look at the major events ahead:

- ▶ **Aug. 22-24:** 934th Aeromedical Staging Squadron Health Services Inspection.
- ▶ **Oct. 4-5:** 934th Airlift Wing mobility exercise.
- ▶ **Oct. 7-12:** 934th Aeromedical Evacuation Squadron Joint Reserve Training Center exercise.
- ▶ **Late October-early November:** 96th Airlift Squadron/934th AES Aircrew Standardization/Evaluation Visit.
- ▶ **November-December:** 934th Airlift Wing Coronet Oak, Panama rotation. □

names in first," explained **Master Sgt. Pat Olson**, programs and mobility technician for 934th Logistics Support Squadron. "There's a lot of interest, that's for sure. We filled a lot of positions over and above what we were given. Plus as others positions open up, other people here get the opportunity to go."

Schyma said the 934th stands as the top unit overall in numbers of "back shop" people deploying.

Back shops who will see Joint Guard action include fuel cell, metal technology, structural repair, accessories equipment, aerospace ground equipment, non-destructive inspection, wheel and tire, and survival, according to Olson.

"This is a great opportunity for people to deploy who normally don't get a chance," she said. "Usually it's only the crew chiefs who deploy."

Chief Master Sgt. Mike Zurn, superintendent of maintenance, said his people are responding to the taskings enthusiastically.

"We've had no negative responses at all, other than more people wanting to go," he said.

Most reservists are deploying for around 17 days on annual tour, but others will perform several rotations.

A late tasking materialized for the 27th Aerial Port Squadron as well, said Schyma.

"Small teams of aerial port people had to be added for some downloading and redeployment work," he said, "including load planners and forklift drivers."

Great support

Medical support remained critical throughout the month and a half spent preparing for the deployment, as members had to have current shots and physicals. Members of the 934th Aeromedical Staging Squadron were open for business nearly every weekend.

The 934th Military Personnel Flight's Personnel Support for Contingency Operations team ensured smooth processing and deployment of wing members. Two 934th PERSCO people will deploy to Germany as well.

Maintenance experts here helped the 133rd put together the overall Joint Guard equipment package, particularly Zurn and Olson, according to Schyma. He said at least 10 units contributed items needed for the package, including engines, propellers and support equipment.

Reservists found continuing support from their employers, too, said Schyma. "Most people are experiencing pretty good employer support," he said. "We've seen very few problems."

Operation Deliberate Guard was the last joint air reserve mission in support of the Balkans. The 934th flew Bosnia support February-June 1994, with airlift missions based out of Rhein-Main AB, Germany. □

See Joint Guard

"news you can use,"
Pages 10-11.

News: Joint Guard

Though some 934th members have already deployed for Operation Joint Guard, with some already returned from a rotation, the following information gathered from the Ramstein Air Base, Germany, web page and Joint Guard messages could be of help. Also, the mission commander compiled a useful booklet, "Ramstein Information," to be given to each 934th deploying member.

Orders

▶ Ensure variations authorized and member authorized excess baggage, four pieces/75 pounds each.

▶ Since most 934th members will be lodged at Sembach Air Base, Germany, government meals are not available.

▶ Military orders authorize commissary access; however, any nonflying air reserve technicians on special civilian orders may want to get a commissary card from their orderly room before deploying. At press time, there is no confirmation regarding Contingency Exercise and Mobility Orders authorizing commissary usage.

▶ If electronic equipment such as computers or printers will be hand-carried by a member, the following information should be included on the orders to expedite customs processing: description, and model/serial numbers for each detachable component.

Uniform

▶ Battle Dress Uniform or flight suit will be worn on deploying C-130s. Civilian clothing will be worn on commercial airlines, contract flights and Air Mobility Command rotator flights on KC-135s.

▶ On duty: BDU, flight suit or whites.

Individual items:

▶ Be sure you get the shots you need prior to deployment, and remember Hepatitis A has to be taken at least 14 days prior to departure. People from other units have been sent home because they did not have necessary shots.

▶ DNA testing is required prior to deployment.

▶ Bring plenty of personal checks.

▶ Bring your ID card; two ID tags; updated shot record; two copies of your pay order; current leave and earnings statement; Air Force Form 522, Weapons Qualification Card, for the 9 mm for aircrew; AF Form 1480, Summary of Health Care; copy of Department of Defense Form 93,

Emergency Data Card; and Service-members' Group Life Insurance, AF Form 245, Employment Locator and Processing Checklist; AF Form 1199, Restricted Area Badge; government driver's license; AF Form 483, Flightline Competency Card, for drivers on the flightline; decoration printout; training records for anyone in upgrade training who is deploying for more than 30 days; training records for all maintenance members; and passports for all flying members.

▶ Bring towels, name labels, net laundry bag and padlock. Electricity is 220 volts, 50 cycles, compared to 110 volts, 60 cycles for American appliances. European and American radio band widths are different. If you have a digital tuner on your stereo, you should ensure it is equipped for both standards. Bringing a personal stereo with headset is suggested.

Finances

▶ When groups of people departing Minneapolis go through a 934th processing line, documents will be signed to ensure a "prepaid tour," a special authorization attained by the wing comptroller, **Michael Burgess**. For people leaving solo or in smaller groups, a checklist designed by the 934th Plans Division will be provided by your squadron which features a stop at finance to sign prepaid tour paperwork. Upon return, military pay should be deposited on the next Reserve payday, which is normally two days a week.

▶ For people billeted at Sembach Air Base, Germany, with the main body, the daily per diem will be \$52.50 plus \$10 for lodging. Military shuttle buses will take care of base transportation needs, on and off duty.

▶ Most flying members will see a tax refund sometime after redeployment. The monthly exclusion is authorized upon any flight that month into the combat zone: Tazsar, Hungary, and the Former Republic of Yugoslavia. The FRY consists of Slovenia, Croatia (Zagreb and Split), Bosnia-Herzegovina (including Sarajevo, Mostar, Tuzla and Banja Luka), Serbia, Macedonia (Skopje) and Montenegro.

▶ The monetary unit in Germany is the Deutsche mark, or DM. Exchange rates between the American dollar and DM change daily. Just as the dollar is divided into 100 cents, the DM is divided into 100 pfennings. Coin denominations come in



Joint Guard: Check out these tidbits of come in handy as you head

1-, 2-, 5-, 10- and 50-pfenning pieces and 1-, 2- and 5-DM coins. Paper denominations begin at DM 5.

▶ At Ramstein, 208th Finance is authorized to process travel advances. All advances require payment by electronic fund transfer, so EFT documents must be presented. The following automatic teller machine card access is available at five base locations: Cirrus, Plus, Master Card/Visa, Discover, The Exchange, Diners' Club International and American Express.

▶ Merchants Bank has two facilities at Ramstein. The larger, full-service bank is in the BX complex. A smaller branch is in the community complex, Bldg. 2163, on the south side. Each branch offers an ATM. There is also a Service Federal Credit Union branch in Bldg. 2410 with an ATM.

▶ Other locations for further travel may not offer convenient cash, which primarily will affect aircrews. **Sembach** has two ATMs — one in the Sembach Club and another in front of Merchants Bank, open 24 hours. **Aviano Air Base, Italy**, does not



Cherie Huntington

Information you can use

Information that could cross 'the big pond'

accept American Express, but AMEX can be used at ATM machines at the Base Exchange and flightline shoppette. For **Jacotennente, Italy**, ATMs are available to support the AMEX card. At **Pisa, Italy**, the AMEX card is accepted. **San Vito Air Station, Italy**, does not accept AMEX and does not have ATM machines; however, checks may be cashed at finance. At **Vicenza, Italy**, check cashing and advances are available at Camp Ederly; an ATM is available for lira purchases.

At **Istres, France**, AMEX is accepted; check cashing and money exchange services are available. Credit card machines are off base. At **Taszar, Hungary**, AMEX cards cannot be used and ATMs are not available, but there are check cashing facilities. At **Sarajevo**, no credit cards are accepted and there are no ATMs, but the Defense Finance Office can handle most types of financial actions except electronic funds transfers. **Tuzla** has no ATMs.

Processing

▶ One duty day following arrival in

Germany, members will be in-processed by the PERSCO, or Personnel Support for Contingency Operations. This will be a training day.

▶ An APO postal mailbox will be assigned at in-processing.

Medical

▶ The clinic at Ramstein, Bldg. 2114, provides a wide range of medical services, 7 a.m.-4 p.m. on weekdays. Military sick call is conducted weekdays, 6:45-7:30 a.m., on a walk-in basis. Afternoon sick call is also conducted in the afternoon, by appointment, from 12:45-1:15 p.m.*

▶ The flight surgeon's office is in Bldg. 2183, adjacent to the main clinic.

▶ The Sembach Clinic hours 7:30 a.m.-4:30, with sick call from 7:30-8:45 a.m. and 1-2 p.m.*

▶ The dental clinics at Ramstein, Bldg. 301, and Sembach, Bldg. 151 (base clinic), has sick call on weekdays, 7-11 a.m. The flight dental office is in the main dental clinic at Ramstein.*

*Note: Double check hours upon arrival.

Mail

▶ Ramstein operates a number of U.S. military postal centers, of which four may prove handy to 934th members. The **north side postal service center**, Bldg. 426, handles APO 09012. It has complete postal/financial services available. The **south side postal center**, Bldg. 2110, services APO 09009. Post office boxes are located in this facility, which provides limited postal service. Stamp sales, parcel and other services are available in the center's **finance section**, across the street in back of Bldg. 2410. The **Sembach annex**, Bldg. 222, services APO 09142 and also offers full postal services.

News outlets

▶ Newspapers such as "The Stars and Stripes," "Kaiserslautern American" community newspaper plus American Forces Network's radio and television stations are available. "The S&S" is published daily, and the "KA" is distributed weekly in high-traffic areas.

▶ AFN television is broadcast on Channel 26, but reception may be weak outside the immediate area of the base. AFN radio airs both AM and FM stations 24 hours a day. AFN Kaiserslautern broadcasts on 100.2 FM and 1107 AM,

and AFN Frankfurt can be received on 98.7 FM and 873 AM.

Commissary

▶ The Ramstein commissary in Bldg. 1200 is the largest in Europe. It is open 8 a.m.-9 p.m. seven days a week but is closed on American holidays. It features a bakery, delicatessen and fresh pizza concession.

BX

▶ Ramstein's BX in Bldg. 1101 is the fourth largest in sales in the world. It features several concessionaires and a food court. Hours: 10 a.m.-9 p.m., Monday through Saturday, and 11 a.m.-6 p.m., Sunday.

▶ Sembach's BX/Shoppette offers a bookstore, military clothing, laundry/dry cleaners, Class VI and video rental.

Dining

▶ There are two dining facilities and a flight kitchen at Ramstein. Rheinland Inn, Bldg. 2107, serves three meals a day, plus midnight meals to members in uniform. The Jawbone Inn, Bldg. 2398, serves breakfast and lunch only. Starlight Inn flight kitchen provides ground support meals 4 a.m.-midnight throughout the week.

▶ Other dining locations on Ramstein include a 24-hour shoppette, Officers and Enlisted Clubs, chicken and hamburger fast-food establishments, Community Activities Center and the bowling alley.

▶ On Sembach, places to eat include the bowling center, Sembach Club, commissary, BX/Shoppette, Community Activities Center and Anthony's Pizza. □

Visit Ramstein via Internet

Check out the Internet site for the 86th Airlift Wing at Ramstein:

www.usafe.af.mil/bases/ramstein/ramstein.htm

To go straight to newcomer's information on the Ramstein site:

www.usafe.af.mil/bases/ramstein/newinfo.htm

This site explains in detail many of the subject areas mentioned in these pages. Though much of the information pertains to active-duty newcomers, much of it is generic. □

Patriot Medstar

Massive medical exercise met Gulf War levels of people, action

Master Sgt. Tim Turner
public affairs

With temperatures outside in the sultry '90s, the air-conditioned hospital tent felt as chilly as a walk-in cooler.

But with hundreds of "wounded" patients arriving for treatment, it was the hottest place around.

June 7-27, a dozen flight nurses and technicians from the 934th Aeromedical Evacuation Squadron and the 934th Aeromedical Staging Squadron headed to Westover Air Reserve Base, Mass., for Patriot Medstar. There they joined more than 2,000 active-duty and Reserve airmen, soldiers, sailors and Marines in the largest joint medical deployment since Operations Desert Shield/Storm.

"It was the most important training opportunity we get," said **Capt. Dan Anderson**, AES operations officer. "We had all the elements to do our job — and the opportunity to train with joint forces was invaluable."

The 934th flight nurses and medical technicians practiced assessing, treating, staging and evacuating "wounded" soldiers from a fictional Southwest Asia battleground — similar to the Persian Gulf War.

"Desert Storm really altered the way

aeromed and ASTS folks do business," Anderson said. "The policy was to treat patients, get them as well as possible and return them to the front. Now if a person is injured and can't immediately go back to duty, we evacuate them and put someone in their place."

At Medstar, more than 1,000 patients were moved from those simulated front lines via 60 missions using C-141s, C-9s and C-130s as flying ambulances. "Then the wounded were flown to one of three aeromedical staging facilities — 'hold and load' tent areas, each capable of accommodating 160 patients," said **Staff Sgt. Melissa Wright**, aeromedical technician.

Some patients arrived with wounds they were not expected to survive, so chaplains were brought in for them. **Chaplain (1st Lt.) John Echert**, 934th Catholic chaplain, served as on the chapel staff during the exercise.

Medstar combined the best of classroom instruction with actual field training, according to Anderson. The exercise also included a one-week summer school at Amherst College in Massachusetts to learn emergency trauma support — inserting catheters, suturing wounds and administering intravenous fluids.

"These practical skills were then transferred to the field during Medstar,"

Anderson said. More than 500 active-duty and Reserve doctors, nurses and technicians went through the school.

While Westover was the "heartbeat" of Patriot Medstar, the exercise actually took place in several locations in East Coast states.

"We had Air Force aeromedical evacuation elements, and Air Force and Army hospitals in Massachusetts, Pennsylvania, New York and Washington, D.C.," said **Tech. Sgt. Sondra Boneno**, AES medical technician, who was stationed at the Capital City, Pa., locale during Medstar.

For Boneno, the exercise could be summed up in three words: "Hot, dirty and wet. The heat index reached dangerous levels, and we averaged 16- to 20-hour work days," she said. "We did have one 12-hour day, but only because there were lightning strikes in the area and we had to shut down early."

Patriot Medstar offered invaluable training experiences, according to Boneno. "Most important, joint forces earned equal respect for each other — and helped us better understand each other," she said. "It showed me that the hard work and training has paid off for the people in AES and ASTS."

Participants said a highlight of Medstar was a visit by **Deborah Lee**, undersecretary of defense for reserve affairs, and **Maj. Gen. Robert McIntosh**, chief, Air Force Reserve Command, and commander, Headquarters AFRC. The two dignitaries were flown by a 96th Airlift Squadron crew to observe the exercise.

"Both Ms. Lee and General McIntosh were impressed with the caliber of people and the reality of the exercise — and with our 934th aircrew, who also flew many of the aeromedical missions during Medstar," Anderson said. "I don't think aircrews realize what an important role they play in our air-evac mission. They're a vital part of what we do." □

Staff Sgt. Thomas Kim (left), loadmaster with the 96th Airlift Squadron, briefs Maj. Gen. Robert McIntosh, chief of Air Force Reserve Command and commander, Headquarters AFRC, prior to his flight with 934th aircrew and aeromedical members to observe Patriot Medstar.



Capt. Dan Anderson

Software conversion

August Unit Training Assembly will be reservists' last chance to salvage saved electronic mail as the wing converts from Banyon Vines Network to Windows NT 4.0 software. Conversion takes place Sept. 3-17, with the base No. 16 in the Reserve's command-wide switch.

The new e-mail software, Microsoft Exchange, replaces the current mail program. According to **Glenn Groskreutz**, assistant manager for Rothe Communications, this will be the most noticeable change for base customers.

"Microsoft Exchange is much more comprehensive than Mailman," he said. "But it's a no-brainer, it's so easy."

The small installation team, composed of command and contractor people, will personally set up every

Move to new system promises faster communications

computer on the base.

"Most current print-sharing devices won't work with this software," Groskreutz said, "but we've purchased the new equipment necessary and have it on hand, ready to install." He added that the only inconvenience base users might encounter is that all shared drives may not be accessible every day during con-version.

Groskreutz said continuous familiarization classes for Exchange are planned for the week of Sept. 7. Classes will be 60-90 minutes long, and more details will be available soon. □

Site surfin' savvy

June winners of the Air Force Five Star Web Site Award have been announced.

First place, Mountain Home Air Force Base, Idaho, www.mountainhome.af.mil. Second place, McConnell AFB, Kansas, www.mcconnell.af.mil. Third place, Air Force Contracting, www.safaq.hq.af.mil/contracting.

Other sites of interest:

► www.winternet.com/~mbc/ New page for the Fort Snelling Officers Club, eventually to include the NCO Club.

► www.ncesgr.osd.mil Employer Support of the Guard and Reserve. This is a correction from a July "Viking Flyer" listing.

► www.afcqmi.randolph.af.mil Homepage for "Innovator," the first manpower and quality publication. □

'Falconview' soars

Reserve forces software earns local rave reviews, worldwide honor

Master Sgt. Tim Turner
public affairs

The future of 934th navigation technology leapt into the 21st century recently.

This spring, all base navigators began using a state-of-the-art software program that visually plans flying missions. Called Falconview, the Microsoft Windows-driven program allows navigators to plan a mission on their personal computer at the click of a mouse.

The program, designed by and for the Air Force Reserve Command and Air National Guard, recently became one of five finalists in a worldwide software competition, with winners announced by **Bill Gates**, chief executive officer for Microsoft Corporation.

"Before Falconview, it was much more cumbersome," explained **Maj. Grelon Williams**, standardization/evaluation navigator for the 934th Operations Group. "Our old system, called the M-Plan, never gave us a visual display of our flight plan. It was basically a spreadsheet with a bunch of numbers telling us what our coordinates — fuel consumption, latitude/longitude, flight time, things like that — should be.

"With Falconview, we still get all of that," Williams continued. "The bonus is we gain a visual presentation on our computer screen — a digital map showing all the coordinates we've entered."

Falconview is part of a "suite" of mission-planning programs under the Portable Flight Planning System. "Fighter pilots have been using PFPS for a number of years to plan their missions," Williams indicated. "But it has only been the last couple of months that the Department of Defense authorized C-130 navigators to use the system. Now it's the Air Force-approved software for planning all flights."

Williams said all 934th navigators have been trained in using Falconview. "The response has been very positive," he emphasized. "It's a big-time improvement over the M-Plan."

He went on to say plans call for all 934th planes to have laptop computers on board that will allow navigators to use Falconview to plan and change flights right from the cockpit. "We'll integrate the software with the Global Positioning System — the satellite navigation complex. That way navigators can monitor the position of their plane while it's flying, make last-minute changes to their route and immediately see those changes on their computer screen."

Williams said all aircraft under Air Mobility Command except C-130s already have laptops on board with the Falconview software. "C-5s, C-17s and C-141s have it, but C-130 bases in AMC don't have the budget for it yet," he indicated. "The technology is there — we just need the laptops." □

Civil engineers chalk up fourth win

Squadron achieves command honors as top CE unit

Master Sgt. Tim Turner
public affairs

If the Super Bowl champion Green Bay Packers are "three-peat" winners, then the 934th Civil Engineer Squadron members are "four-peat" champs.

For the fourth time, CES won the Air Force Reserve Command Outstanding Civil Engineer Unit Award. They also took top individual honors in three of four categories: fire fighter, civil engineer manager and Prime BEEF officer.

"One reason we won is we're a unit that doesn't know the meaning of the word 'no,'" said **Capt. Leslie Canarr**, engineering officer and the Reserve's Prime BEEF officer of the year. "The list of projects we did for this base, the local community and during annual tours last year is awfully impressive when you tally it all up."

That tally sheet includes building the retaining wall and foundation for the C-130 training aircraft behind the aerial port building, and remodeling Bldg. 853 for the 934th Aeromedical Evacuation Squadron.

And the squadron's long-standing reputation for completing a myriad of projects during annual tour is the stuff of

legends. "Last year, we sent 100 people to Davis-Monthan Air Force Base, Ariz., for a number of improvement projects," said **Maj. J.D. Larson**, operations and maintenance officer.

"We ended up saving that base nearly \$200,000 because of our efforts," said **Senior Master Sgt. Philip Winkels**, electrical shop superintendent. "In fact, every time we deploy to an active-duty base, we end up running out of material because we do more than they expected us to."

Also contributing greatly to the squadron's earning top honors was its excellent rating in last November's Operational Readiness Inspection. ORI inspectors recognized four CES teams as superior performers during the inspection: Damage Assessment Repair, Airfield Damage Assessment, Minimum Operating Strip and Mobile Aircraft Arresting System. (For a feature on the MAAS, see Page 18.)

But perhaps the most impressive activities compiled on that CES tally sheet last year involved community and charitable projects, said **Tech. Sgt. Charles Super**, operations noncommissioned officer for the squadron.

"One of those projects was building a storage barn for Common Ground," said

Super. "They're a Native-American organization that teaches inner-city youth how to garden and till the soil. The Minnesota Zoo in Apple Valley donated land for the barn, and we donated the labor."

Other community activities CES achieved last year — and every year, in fact — included supporting the nearby Nokomis Days celebration with fire engines and fire fighters, and organizing blood drives here and at other bases during annual tours. The squadron is also a major benefactor for the 934th's annual drive for Toys for Tots, accounting for 50 percent of the base's entire contribution in 1996.

"The spirit of all we do is reflected in the outstanding civil engineers award," Larson said. "I think everyone in this squadron sees their main mission as helping others, whether it's at the 934th another base or in the community."

According to Winkels, that spirit also comes across in the way CES members interact with one another.

"We do a great job recruiting people to the unit and keeping them here once they join," he said. "There are a lot of guys here with 20-plus years; that's a reflection of how much people enjoy what they do here and who they're working with." □

In memoriam

Tech. Sgt. Brian C. Constans, 42, 934th Civil Engineer Squadron, of St. Paul, Minn., died in an auto accident, June 26. He is survived by his wife, **Charlotte**; their children, **Cora** (14) and **Colton** (9); his mother, **Virginia**; brother **Jeffrey**; and two sisters, **Tish** and **Mary**. A youth softball coach, Constans was named Coach of the Year 1996. He was interred at Resurrection Cemetery, Mendota Heights, Minn. His mother sent her thanks to 934th members for their consideration and sympathy.

Senior Master Sgt. Patrick Kennedy
HVAC/934th CES shop supervisor

At the last Unit Training Assembly meeting in the heating/ventilation/air conditioning shop, a lonely thought

traveled through my mind. It was evident that one chair was vacant. Brian wasn't there. At our job briefing, we missed his words, comments and wisdom — also a vast reference of information and a close friendship.

Brian was always at hand to share his expertise and safety concerns. He was there to listen to others' concerns and gripes and would counsel and console.

Brian was involved within the squadron, and as an extra duty, he helped with SORTS statistics. Within the section, he evaluated training records and the job evaluations for the younger HVAC people.

It seems odd he isn't here, but in many ways, he has left his mark within the shop and the unit — and certainly in our hearts and in the manner we carry on in our business.

We certainly do miss Brian, and we're proud to have known him. He is sadly missed in HVAC and CES. □

Master Sgt. Eugene Kirk

Honor: Air Force Reserve Command Outstanding Civil Engineer Manager.

Job responsibilities:

Production supervisor, Prime BEEF section. Manage operations/maintenance for electrical power generating plants, generator switchgear and aircraft arresting barrier systems.

Education: Attended Normandale Community College, Bloomington, Minn., in business and finance; enrolled in Community College of the Air Force in electrical mechanical technologies.

Hobbies: Flying single-engine aircraft, fishing, golfing.

Civilian occupation: Fleet maintenance coordinator, General Electric fleets (GE aircraft engines, Cub Foods North America), Eden Prairie, Minn.

Professional organizations: Aircraft Owners and Pilots Association, American Legion and Local 49 Teamsters.

Goals: "For both sons to graduate from college, and to take a year off from work and go sailing."

Family: Wife, **Carol**; sons, **Eugene Jr.** (19) and **Timothy** (14); live in Burnsville, Minn.

Comments: "It's a very prestigious award, and I'm honored to receive it. It's really a reflection on the terrific staff and resources I have in the Prime BEEF section."



Kirk

Engineers nail three of four individual Reserve honors

Staff Sgt. Ken Boelter

Honor: Air Force Reserve Command Outstanding Fire Fighter.

Job responsibilities:

Fire fighting and rescue.

Education: Enrolled in Community College of the Air Force in fire science.

Hobbies: Lifting weights/working out, yard work. Won a silver medal in bench pressing in the 1997 Police and Fire Midwest Games, Milwaukee, Wis.

Civilian occupation: Full-time fire fighter for City of Coon Rapids, Minn.

Professional organizations: International Association of Fire Fighters Local 1935.

Goals: "Always trying to reflect well on the Air Force as well as the U.S. military."

Family: Wife, **Lisa**; live in Coon Rapids.

Comments: "I thank my fellow members of the fire department for nominating me for this award. I was very surprised to hear I won. I've been in the unit since 1988, and I wouldn't work anywhere else!"



Boelter

Capt. Leslie Canarr

Honor: Air Force Reserve Command Outstanding Prime BEEF Officer.

Education:

Bachelor's in mechanical engineering, North Dakota State University, Fargo, N.D.; working on master's in mechanical engineering, National Technology University, Fort Collins, Colo.

Hobbies: "I like to spend my free time with my family, and doing the landscaping/yard work on the new house we just built."

Civilian occupation: Project engineer, 934th Base Civil Engineering.

Professional organizations: Secretary for Flying Viking Chapter, Reserve Officer Association; junior vice president of the Air Force, state chapter, ROA; life member of Tau Beta Pi, engineering education honor society.

Goals: "To weather the storm of our second reorganization in the last four years. Last time, we lost 50-55 slots, and now we're going from 110 slots to 55. This year-long process starts Oct. 1."

Family: Wife, **Annette**; children, **Joshua** (8) and **Amie** (6); live in Farmington, Minn.

Comments: "It's an honor to go up against your peers in the Reserve and win. Also, the fact that we had multiple winners in the competition demonstrates how sharp this squadron is." □



Canarr

Communicators win Reserve honor

From ground-breaking performances in two inspections to a number of individual honors, the 934th Communications Flight excelled to win the Air Force Reserve Outstanding Communications-Computer Systems Element of the Year 1996.

"I'm so proud of this unit," said **Capt. Doug Kveene**, former commander, 1993-96, and now the wing executive officer. "They're ready, willing and able to meet any mission challenge."

Some of the flight's most notable

achievements last year include:

▸ **Outstanding performance** in the Quality Air Force Assessment, setting the benchmark in 20 of 28 measured categories for the wing.

▸ **Double success** in the Readiness Assistance Visit and Operational Readiness Inspection. Both involved laying more than 15,000 feet of field wire, wiring more than 150 phones, programming more than 150 Land Mobile Radios, providing 24-hour HF radio operations and maintaining all

communications equipment throughout the wing.

▸ **Special achievement** in a first-time "experiment" — locating HF radio operations on a bluff outside the play area of the ORI. This resulted in the best HF reception/transmission ever achieved by the wing.

Members earned individual recognition for participation in such community events as the wing Friends of Family Readiness Spring Festival, Nokomis Days and Airport Days. □

Viking Victors: New boss, command award

Capt. Kirby Bauer

New Position: Commander, 934th Communications Flight.

Education: Bachelor's in physics, University of Minnesota Institute of Technology, Twin Cities campus.

Hobbies: Flying, computers, movies, cars.

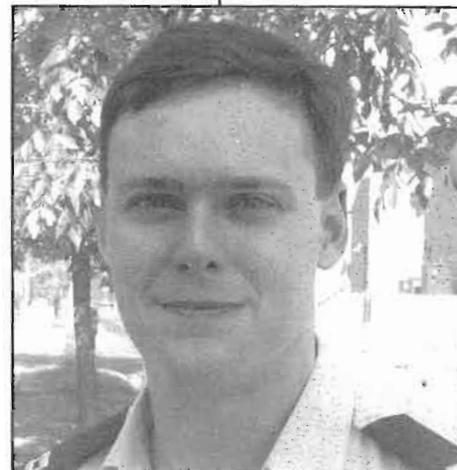
Civilian occupation: Computer consultant/systems analyst, ESP Software Services, Minneapolis.

Professional organizations: Civil Air Patrol reserve liaison officer, Air

Force Association life member, Microsoft Certified Professional, Air National Guard historian, Reserve Officers Association.

Family: Live in Edina, Minn. Family also in Edina: mother, **Josephine**; father, **Ben**; brother, **Todd**.

Comments: "I'm very happy to be involved with such an outstanding group of people, and I look forward to the future with the 934th." □



Master Sgt. Charles Epps III

Honor: Air Force Reserve Command Communications/Computer Senior Noncommissioned Officer of the Year 1996.

Education: More than 3,000 hours of military and civilian electronic training; enrolled at University of Minnesota, Minneapolis, and Community College of the Air Force.

Hobbies: Camping, fishing, woodworking.

Civilian occupation: Self-employed electronics consultant.

Professional organizations: Air Force Association.

Goals: "To earn my bachelor's degree by 1999 in computer systems management."

Family: Two children, **Chuck** (10) and **Leah** (9); live in Coon Rapids, Minn.

Comments: "Thank you to all on the base/in the wing for enabling me to accomplish the mission of the 934th Airlift Wing, and my command and flight personnel for working with me and helping in every way." □

Life-saving team

Base trio acts quickly in tragedy

Master Sgt. Tim Turner
public affairs

It was one of the most uncomfortable situations they'd ever been in. But that was hardly the issue – a man's life was at stake.

On the morning of June 3, three 934th members had the discomfiting but rewarding experience of helping save the life of a contract laborer here.

"We've hired civilian contractors to repair our ramp this summer," recalled **Master Sgt. Dave Pudney**, fabrication flight chief. "On the day of the accident, they were using small trucks called tugs to remove the rubber expansion material between the concrete blocks."

As three contractors were refueling a tug, another one behind them unexpectedly shifted from neutral to reverse, backing into the unsuspecting workers. Two of the laborers were knocked to the ramp. One, a woman, sustained a back strain. The other worker suffered a deep gash to his forehead requiring 21 stitches.

The third worker, was pinned between the two tugs; the tug's trailer hitch had cut his left leg down to the bone, from groin to mid-calf. "It severed his femoral artery," Pudney said. "I'd never seen so much blood in my life. He was literally bleeding to death."

Pudney was on the ramp chatting with **Jim Valentine**, maintenance specialist with Base Civil Engineering, when the accident occurred. The two didn't witness the accident, but they did notice the woman limping. Then they saw a man holding his forehead and another man on the ground between the tugs.

"We rushed over," Valentine recalled. "When we saw all the blood, I ran into the metal shop and grabbed a first-aid kit and as many rags as I could find. Dave went to his office and got a first-aid kit and some rags."

Rushing back to the accident scene, Pudney and Valentine went to work. Valentine placed a wraparound bandage on the wound and braced it with rags. Then he removed the victim's belt and tied it just above the wound. "I didn't use the belt to make a tourniquet," Valentine pointed out. "I was afraid too much pressure would cut off his blood supply and he'd lose the leg."

While Valentine stopped the bleeding, Pudney treated the victim for shock. "He kept drifting in and out of consciousness," Pudney explained. "I knew it was important to keep him talking, so I fired questions at him like, 'What's your favorite baseball team?' 'What's your favorite football team?' Anything to keep him talking."

Meanwhile, **Bryan Dykstra**, Department of Defense Security Police specialist, was patrolling the ramp. He drove to the accident site, radioed Metropolitan Airports Commission rescue and hopped out of his car – a first-aid kit clutched in one hand, a box of oversized,

heavy-duty tissues in the other.

"The first thing I noticed was the blood," he recalled. "There was a pool of it on the ramp the size of a car."

Along with Pudney, Dykstra treated the injured contractor for shock. "I put the tissues on the wound," he said. "The poor guy was in so much pain. He was moaning a lot – I really felt sorry for him."

At last, after what seemed an eternity – but was actually no more than five minutes – a MAC rescue ambulance and paramedics arrived.



Dykstra

Working with the MAC paramedics, Dykstra put on a pair of gloves and applied direct pressure to the injured worker's severed artery. Meanwhile, Pudney placed an oxygen mask over the victim's mouth. The ambulance then rushed the injured laborer off to Hennepin County Medical Center, with all the life support systems up and running.

Shortly after the accident, Pudney heard the worker's lower left leg and knee had to be amputated. "Even though his femoral artery was severed near his groin, he'd lost so much blood to his lower leg that it couldn't be saved," he said.

Saving a life, however, was most important. "This is the second time I've helped save someone's life," Pudney said. "The first was a man who suffered a heart attack while jogging. I administered cardiopulmonary resuscitation until the medics arrived. When I saw that runaway repair worker lying on our ramp in a pool of blood, I thought, 'No, not again.' I give all the credit to the maintenance squadron for giving me the training I needed to help save his life."

Valentine also credits his CPR and first aid training for helping him through the rescue. Everything happened so fast you didn't have time to think, just to react," he explained. "I spent seven years as a paramedic with the pararescue unit at Portland, Oregon. That kind of training is invaluable, along with the self-aid and buddy care they teach here."

After the incident, Pudney, Valentine and Dykstra were tested for hepatitis and HIV contamination. "It's a normal procedure at any DoD installation to be tested for blood-borne pathogen exposure,"

explained **Master Sgt. Jim Gustafson**, manager of health systems management at the 934th Aeromedical Staging Squadron.

Gustafson also attested to the severity of the ramp worker's injury and applauded the quick reaction of 934th members. "The femoral is one of the largest arteries in your body," he explained. "It's the primary artery for carrying blood to your legs. If they had hesitated at all, it would have been the difference between a happy ending or a tragedy."



Valentine

Several weeks after the accident, Pudney asked the injured laborer's supervisor how he was progressing. "His supervisor told me he went home to Oklahoma to recuperate," Pudney said. "He also said he had a positive attitude and would be returning to work once his prosthesis was fitted. That's an amazing recovery considering his injury." □



Pudney

Muscle with hustle

Civil engineers' experts helped lead joint team through inspection

Staff Sgt. Larry Dean
public affairs

Great things happen when you work together as a team, and teamwork is what lead the Mobile Aircraft Arresting System team to the "honor roll" of superior performers during the Operational Readiness Inspection.

The team of 10, working on both the MAAS and barrier teams, were singled out for their effort to quickly set up the arresting system vital to wartime flying operations. The arresting system enables all military aircraft to use a field for missions, making it a critical element to wartime operations.

Two of the 10 were members of the 934th Civil Engineer Squadron, **Master Sgt. Eugene Kirk** and **Tech. Sgt. Robert**

Swartout. The balance came from the 911th CES, Pittsburgh.

"Of the members from Pittsburgh, only one knew how to set up the barrier," said Kirk. "We quickly looked over our plans we

brought with us and worked to-gether to set it up. They have a great crew from Pittsburgh who, once they had the directions, the technical order and the right tools, worked quickly and smartly to assemble the system."

Kirk pointed out that 934th civil engineers are tasked with this duty as part of the power production specialty, since the barriers are a combination of



Kirk



Swartout

electrical and mechanical parts. He added, however, that the specialists do not have the luxury of an arresting system to work with at the base — so they take every opportunity to train on this part

of their job whenever they deploy. In fact, Kirk schedules some of their Unit Training Assemblies at Volk Field, Wis., to do exactly that.

"The award was earned thanks to a great bunch from Pittsburgh joining us in saying, 'Let's get out there and just get it done,'" said Kirk. "We set it up quickly — in under two hours — and professionally." □

Viking Search:

Air transportation specialist

Assist 934th recruiters in their "Viking Search" for new recruits! Clip this for a friend, colleague or family member.

Air Force Specialty Code/unit: 2T2X1, 27th Aerial Port Squadron.

Basic job description: Responsible for preparation, loading and unloading of passengers and cargo on many types of aircraft. Air transportation specialists are needed at points of origin and destinations around the world. There are many different aspects of the unit to get involved in, such as driving the loading equipment, load planning the cargo, passenger services or rigging parachutes for cargo drops.

Testing:

▶ Pass the Armed Services Vocational Aptitude Battery with scores of at

least 51 in mechanical and 32 in administrative areas.

▶ Pass the Air Force physical exam.

Training:

▶ For prior service candidates with no air transportation experience, there is a two-week Transportation Proficiency Course, Dobbins Air Reserve Base, Ga., followed by local hands-on training.

▶ For non-prior service candidates, Basic Military Training is followed by a six-week air transportation school, Lackland Air Force Base, Texas.

Bonus career field: If you have six to 10 years of service for pay purposes and are cross-training into aerial port, or if you are a new recruit to the career field, you may be eligible for a three-year, \$2,500 bonus or a six-year, \$5,000 bonus. The bonus is paid in increments over the enlistment time at the completion of

each "good" year of service.

Commitment: Travel is the major commitment, as all annual tours are conducted off-station. The unit generally has four to six different annual tours annually at various times. Sites are located throughout the United States, Europe, Asia and South America. Past tours have included England, Germany, Japan, Korea, Panama, Spain, Italy, Alaska, Hawaii, California, Washington and South Carolina. Once trained, there are opportunities to support active-duty units around the world during exercises, deployments and airlift operations.

You heard it here: "Virtually any interest you have has a position in the 27th APS that will match." **Tech. Sgt. Don Johnson**, career advisor, 27th APS. **Contact:** 934th Recruiting Office, 612-713-1456. □



Medals

Meritorious Service Medal

Maj. Paul Beasley (Retired), AS
 Senior Master Sgt. Michael Dressen, APS
 Senior Master Sgt. Ronald Holmgren (Retired), SVF
 Master Sgt. Genel Kampf, OSF
 Capt. Douglas Kveene, AW (1 Oak Leaf Cluster)
 Lt. Col. Douglas Pederson, AW (1 OLC)
 Chief Master Sgt. James Rethwill, APS
 Maj. Craig Peters, SVF

Promotions

Senior Airman Matthew Dunn, AES
 Senior Airman Tamara Friestad, CES
 Tech. Sgt. Jose Gonzalez-Rocha, CES
 Airman 1st Class Shane Graham, MXS
 Senior Airman Kelley Hammersla, AES
 Staff Sgt. Angela House, ASTS
 Senior Master Sgt. Martin Ignatowicz, CES
 Senior Airman Christopher Johnson, ASTS
 Tech. Sgt. Vicky Kuntz, AW
 Maj. Mark Link, AS
 Tech. Sgt. Bernadette Lunde, MXS
 Tech. Sgt. Terrance Peltzer, CES
 Tech. Sgt. Robert Rivard Jr., SPS
 Tech. Sgt. Steven Robinson, MSF
 Master Sgt. Robert Senst, CES
 Staff Sgt. Richard Wilkins, MXS
 Senior Airman Jeffrey Williams, CF
 Senior Master Sgt. Gregory Wright, CES

Newcomers

Air reserve technicians:

Senior Airman Richard Wilkins, MXS

Civilians:

Lawrence Ryan, SP
 Mary Schoenleber, DOTM

Honors



Weight



Breeding

Col. Ron Weight, formerly the 934th Operations Group commander, has been selected as wing vice commander, along with current wing

vice commander, **Col. Tim Anderson**. **Col. Curt Breeding**, formerly the flying squadron commander, was selected as the new OG commander. (See Page 7 for new AS commander announcement.)

► **Lt. Col. John Dunphy Jr.**, MXS aircraft maintenance manager, has been selected as logistics management officer for the 932nd Airlift Wing, Scott Air Force Base, Ill.
 ► **Lt. Col. Robert Spence**, 403rd Wing, Keesler AFB, Miss., has been selected as the new OG assistant aircraft operations officer, replacing **Lt. Col. Wade Farris**, who has departed for Air War College, Maxwell AFB, Ala.
 ► The 934th Security Forces Squadron provided a four-member color guard for opening ceremonies of the Twin Cities Children's Grand Prix, July 6. Members were **Staff Sgts. Barry Haukoos, Anthony Orr, Sean Phillips** and **Thomas Robelia**.

Reenlistments

Senior Airman Jason Brinkman, MXS
 Senior Airman Howard Deaton, APS
 Staff Sgt. Anthony Feigum, CES
 Staff Sgt. Gerald Helmken, LSS
 Master Sgt. Joel Johnson, CES
 Senior Master Sgt. Randy Knish, CES
 Staff Sgt. Martin Miller, APS
 Tech. Sgt. Daniel Murphy, AS
 Master Sgt. Karen Patnaude, MSF
 Tech. Sgt. Donald Roach, SFS
 Master Sgt. Steve Smith, CES
 Senior Airman Gregory Teslow, CF
 Senior Airman Scott Vertanen, ASTS
 Staff Sgt. Scott Wheeler, APS

New arrivals

Joanne Bentley, CEV, and her husband, **John**, are the parents of a new baby daughter, **Rachel Marie**, born June 19, weighing 8 pounds, 1 ounce.

Taps

► **Master Sgt. Paul G. "Pete" Peterson**, 67, of Minneapolis, a former member of the 934th Maintenance Squadron, passed away in June. He served as an air reserve technician and then as a traditional reservist after his civil service retirement. He was interred at Fort Snelling National Cemetery. □

Family readiness selects volunteer of the month

Patricia Botkins
 family readiness program director

Our 934th Family Readiness Program August volunteer is **Nancy Linster**, wife of **Lt. Col. Thomas Linster**, 934th Logistics Group commander.

Nancy is a native of Cebu, Philippines, and she made her first trip to the United States in 1982. She is still learning different customs here and the way of life in being a spouse of a reservist.



Linster

She joined our community three years ago. Nancy immediately became involved in learning about her Air Force Reserve community. She attended a family readiness workshop designed to help families adapt to the demands of military life.

Nancy began volunteering for the FRP in 1995. Although she works full-time for a health care insurance company in the managed care department, Nancy found time to help at the Operational Readiness Exercise, Readiness Assistance Visit and Operational Readiness Inspection. She is our expert in decorating the fuel cell hangar when we have our welcome back get-togethers! Also, she designs the beautiful balloon arches for all the events we've had in the past three years.

Nancy, who has two daughters, says she has been keeping very busy this summer but enjoys helping the FRP with her limited spare time.

We thank Nancy for all her support and volunteer time she has contributed to our community. □

Walk test returns

Reserve turns to three-mile walk to handle backlog

Air Force Reserve Command wants unit reservists to take a walk — a three-mile walk to complete annual physical fitness testing. In July, Air Force approved use of the walk for reservists as an alternative to the cycle ergometry test, according to the command's directorate of health services.

Maj. Gen. James Sherrard III, AFRC vice commander, announced the new program July 14. He tasked commanders to test all unit members by Dec. 31, unless they complete cycle ergometry testing earlier this year.

Officials said reservists don't have to pass the test by the end of the year, they have to complete it. "Failure of the fitness test is not a reason to discharge a reservist, said **Lt. Col. (Dr.) Alan Berg**, chief of the aerospace medicine branch. "However, reassigning a reservist to inactive status is an option for commanders."

Before making the walk, reservists will complete a fitness test screening questionnaire that will be reviewed by the unit fitness program manager.

Berg said benefits of the walk are that it allows testing of large groups

Walk standards

Age	Men	Women
17-29	40:54	43:52
30-34	42:04	45:10
35-39	43:15	46:29
40-44	44:25	47:44
45-49	45:34	48:55
50+	48:19	52:02



and nearly everyone can do it.

"There are fewer reasons for waivers than there is for the cycle test," he said. There are provisions for short-term waivers such as injuries or pregnancy, however. Also, commanders still have the option to use cycle ergometry as an alternative testing method for reservists.

The Air Force started using the cycle test in 1994. "Ensuring unit reservists received annual cycle testing was a scheduling nightmare," Berg said. "There just wasn't enough equipment or time to get everyone through the test, so we worked with the Air Force to find a suitable alternative."

Details are in AFRC Instruction 40-501, scheduled for publication early this month. (AFRC News Service) □

Recycling Review: June/July

Building	Area	Items Found
395	Officers Club	None/None
710	Aerial port	Paper, pop cans, pallets/Newspapers, magazines
711	Lodging	Cardboard, pop cans, glass bottles/Cardboard
716	Lodging	None/None
744	Civil engineers	None/None
745	Transportation	None/None
755	Base Exchange	Cardboard, paper/None
760/761/852	HQ area	None/Boxes, office paper, diskettes
801	Supply/Services	None/None
807	NCO/Dining hall	None/None
812	Boiler plant	Cardboard/Office paper, newspapers
821	Hangar, east end	None/Newspapers
821	Hangar, west end	None/Newspapers
822	Maintenance	None/None
830	Life support	Newspaper, pop cans/None
840	Medical	Cardboard/Cardboard, paper, cans, plastic bottles
	Fuel site	None/Cardboard
	Rifle range	None/Pallets
	Softball fields	Cardboard, paper, pop cans, plastic bottles/Office paper, glass, plastic bottles □

Services Briefs

Service clubs

► Officers Club

The **Ivory Keys Band** plays every Friday night, 8 p.m.

☉For Officers Club reservations, call 713-FORT.

► NCO Club

"**Back to the '50s**" night will be Saturday, Aug. 23, drill weekend, from 8:30 p.m.-12:30 a.m. Featured will be the D.C. Drifters.

☉For NCO Club reservations, call 713-1655.

Recreation services

► Softball

The August drill weekend schedule follows. There were no games on July drill:

Coed-recreational: APS Ramp Raiders play SVF Food Fighters, 5 p.m., Field 1; LSS Bud Bunch plays MSF Wingers, 5 p.m., Air Guard field. Loser of first game plays winner of second game, 6 p.m., Field 1.

Men's: LSS Bud Bunch plays Avionics at 6 p.m., Air Guard field, with the loser playing CE at 7 p.m., same field.

► Recreation Services offers discount **Renaissance Festival** tickets. Adult tickets are \$11.95 compared to a \$13.95 gate price; kids tickets are \$4.50 compared to \$4.95, ages 5-12 (under 5, free). The festival, located in Shakopee, Minn., runs every weekend through September.

► **Wednesday Walks** continue through Sept. 24 for lunch-break walkers. There are incentive awards for completing at least 60 kilometers, approximately 40 miles. □

☉ **934th Recreation Services Bldg. 802, Ext. 1128 or 1665**