

*Meet the
chiefs
(Pages 6-10)*

Vol. 18, No. 11/November 1996

U.S. AIR FORCE



VIKING FLYER

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



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Vol. 18, No. 11

November 1996

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On the cover



Chief Master Sgts. James Rethwill (left) and Michael Zurn (right), are the two most senior chiefs in the 934th. For a focus on our senior enlisted leaders, see Pages 6-10.

(Photo by Staff Sgt. Robert Walz)

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Commentary

Enter wartime fighting mode

by Col. Michael Gjede
wing commander



Gjede

As we head off to Aviano Air Base, Italy, alias Volk Field, Wis., I want to take this last opportunity to share my thoughts on some little things we all need to do to show we're an outstanding unit. Nothing new here — you've seen and heard it before, but take it as a final reminder:

- 1. Timeliness.** Schedules are set up for a reason. Murphy's Law will apply, but plan your time to be where you have to be, when you have to be there.
- 2. Safety.** We're simulating wartime conditions but not at the expense of damaged equipment or injured people. Wear earplugs, gloves and reflective belts. Watch your speed in the congested play area.
- 3. Security.** Wear your line badge and challenge those without one. Don't be shy — you may be the last line of defense during a terrorist infiltration.
- 4. Sense of urgency.** You must

project yourself into the wartime fighting mode. Act as you would if there really were a chemical attack coming. You may not need to run every time, but at least

move as though you're concerned.

5. Attitude. This is an area where we can excel. Be receptive to Inspector General inputs. They want us to do well and may very well offer a better way to do something.

Show you care about what you're doing. Most of us — and them, too — could think of things we'd rather be doing, but since we're all stuck practicing our wartime job, let's make the most of it. Put on your game face and do the very best you can. Help your teammates along when the going gets tough.

Remember: Fight the fight, not the IG. You've trained with unbelievable intensity and are fully capable of achieving an outstanding grade! □

Inspections, taskings, deployments:

Performing in stressful situations

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

I'm always pleased when I get feedback on how well you are doing your jobs in the Air Force Reserve and how well you continue

to perform in stressful situations.

Whether responding to an Operational Readiness Inspection, contingency operation or a special request from your community, Air Force reservists generally stand out as excellent examples for us all.

When the feedback indicates we have not met Air Force standards, values or ethics, I am always disappointed. I imagine your reactions are similar.

We have a responsibility to our nation and the Air Force to ensure that we have the highest standards, and we adhere to those standards at all times. I think it is a good sign that we spend so much more time being pleased than disappointed. □



UTA schedule

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

World

Defense bill affects reservists

The fiscal year 1997 National Defense Authorization Act, signed by the president Sept. 23, contains several provisions affecting reservists.

A few key items in the bill:

- ♦ Authority to redesignate the Air Force Reserve as a major command.
- ♦ A 3 percent military pay raise and 4.6 percent hike in basic allowance for quarters effective Jan. 1.
- ♦ Exemption of air reserve technicians from reductions in the civilian work force.
- ♦ The ART force will not dip lower than last year's 9,802 end strength.
- ♦ Increased the annual limit on days of inactive duty training creditable towards Reserve retirement from 60 to 75.
- ♦ Delay implementation of the Selected Reserve dental insurance plan until no later than Oct. 1, 1997. (AFRNS)

New CMSAF selected

Air Force Chief of Staff **Gen. Ronald Fogleman** has named **Chief Master Sgt. Eric Benken** to serve as the service's 12th Chief Master Sergeant of the Air Force. Benken will replace **CMSAF David Campanale**, who will retire Nov. 4.

Benken's background is in information management, and he has served in operational, maintenance and support units from squadron to major command level. (AFNS)

'101 Critical Days' sees 22 deaths

Labor Day marked the conclusion of the year's Summer Safety Campaign, which helped produce the lowest fatal mishap rate in the past four years, according to officials.

Twenty-two Air Force people still lost their lives, however. Vehicle accidents accounted for half the deaths — primary causes were lack of attention and excessive speed, with three drivers under the influence of alcohol and two not wearing seat belts — plus five drowned in water-related sports activities, with two of those involving alcohol.

Required shots see changes

AFRES is changing some of its immunizations and their frequency. The "hip shot" immune serum globulin for hepatitis A has been replaced with a new vaccine called "Hep A" requiring an initial dose followed by a booster dose six to 12 months later. It lasts at least four years instead of 90 days for the previous vaccine. Also, meningococcal is required every five years. Members deploying overseas must have the shots first, followed by fliers, medical people and then all other reservists. (AFRNS)

Per diem may see cut

Reservists who like to eat light and pocket the extra per diem when traveling on government orders may see a reduction in their spending allowance.

With the elimination of surcharges at military dining halls starting last month, all military travelers will get less per diem if they travel to and lodge at a military base where they will probably be directed to eat all or most of their meals in a government mess if available.

November 1996

This policy permits officers on temporary duty to eat in most military dining facilities. Although they cannot be ordered to eat in government dining facilities, civilian employee travelers, including air reserve technicians in civilian status, will also be affected if they are allowed and elect to eat in a government mess. (AFRNS)

Around 'blue world' ...

Air Force Reserve unit participation in the **foreign language proficiency pay program** is on hold until after the Air Force completes a study of the active force ... **Minnesota's Gen. E.W. Rawlings Air Force Association Chapter** has won the Aerospace Education Foundation's 1996 **Sam E. Keith Jr. Award** for its three-tier method of promoting aerospace education ... AFRES travelers who let their **American Express travel cards** become 60 days delinquent will automatically have their accounts suspended until they pay the balance — and if it happens twice in 12 months, their accounts will be canceled. (AFRNS)

CWF elects new chairman, makes food shelf donation

The new chairman of the 934th Civilian Welfare Fund is **Morrie Henjum**, base transportation. He was elected following a completed term by **Tim Payton**, maintenance quality assurance.

The CWF's annual corn feed, Aug. 21, brought in donations of 185 pounds of food and \$167 in cash for Hennepin County's Bloomington, Minn., food shelf.

Family ORI activities planned

Operational Readiness Inspection Reunion and 3rd Annual Military Family Appreciation Day will be Sunday, Nov. 3. Activities include workshops at 9 a.m. and 1 p.m., turkey and special gift giveaways and a chili cook-off — bring a crockpot full plus your recipe. Also, volunteers and homemade baked goods are needed.

☎ Call 725-8057 with any questions.

Cookbook needs recipes

The 934th Family Readiness Program is preparing a 934th Airlift Wing and tenants cookbook as a fund-raiser. Recipes will be needed for appetizers, relishes and pickles; soups, salads and sauces; meats and main dishes; vegetables; breads, rolls and pastries; cakes, cookies and desserts; and beverages, microwave and miscellaneous.

Military: Include your name, rank, squadron/unit and phone number.

Family members: Include your name and the above information.

Retirees: List phone number, year retired and unit.

Though not necessary, submission forms will be available from orderly rooms or public affairs. Submit recipes to: **Cherie Huntington**, 934thAW/PA, through base distribution or e-mail through the Local Area Network, or mail to 760 Military Highway, Minneapolis MN 55450-2000.

☎ Call Huntington with questions, Ext 5337 or 5336. □

Local

Approximately 1,500 members from the 911th Airlift Wing, Pittsburgh, and the 934th will deploy for the Operational Readiness Inspection at Volk Field, Wis., the last week of October. A total of 95 inspectors are expected.

The ORI represents several firsts:

- ♦ It is the first joint-deployed, joint inspected ORI. Inspectors from the 934th's gaining numbered air force, 12th Air Force, Davis-Monthan Air Force Base, Ariz., will join inspectors with the 911th's gaining NAF, 9th Air Force, Shaw Air Force Base, S.C. The wings will comprise the 1845th Provisional Wing.

- ♦ For both wings, this will be their first ORI under Air Combat Command.

The overall schedule looks like this:

- ♦ **Saturday, Oct. 26:** Host nation people depart.

- ♦ **Monday, Oct. 28:** Advon departs, aircrew/crew chiefs/maintenance night shift process.

- ♦ **Tuesday, Oct. 29:** Non-deploying cargo and people process; deploying cargo processed and loaded on aircraft.

- ♦ **Wednesday, Oct. 30:** Process deploying people; load and deploy.

- ♦ **Sunday, Nov. 3:** Redeploy.

Be ready

- ♦ Check essential documents prior to deployment: ID card, military driver's license, line badge, dog tags, shot record, emergency data card and expiration of date of enlistment to avoid "dings" against the unit in the processing line.

- ♦ The TB tine test will be given to everyone processing, whether you are a player or not. (Details for people remaining at home station will be announced later.)

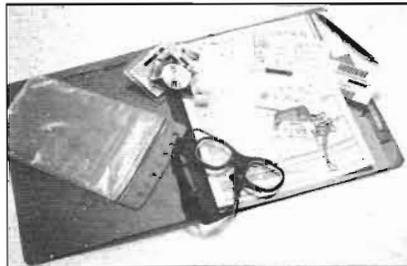
- ♦ Be early! Members will assemble at their unit as required to form each chalk before proceeding to the air passenger terminal/deployment processing unit at the fuel cell hangar. Once people enter the hangar, they are not allowed to leave.

- ♦ In case of emergencies, family members should call the 934th Command Post, 612-725-5367. Also, the 934th Family Readiness Program Office will be available during duty hours, 612-725-8057 or 1-800-231-3517.

- ♦ At Volk, linens are provided, but bring towels, wash cloths and all personal items, including a lock. A tote bag for

ORI roundup

Be ready, be there or be square



bath items is suggested, as showers are separate from barracks.

- ♦ Most quarters will be open-bay. A flashlight and lighted-dial clock will help avoid turning on overhead lights while other people are sleeping.

- ♦ A bottle of water, kept in the refrigerator in the barracks, could save you from a chilly, late-night walk if you get the "thirsties." And a few energy bars to stash in your pocket or locker could help if you have unexpected trouble getting to a meal.

You are there

- ♦ Volk's emergency number is #117.

- ♦ Upon arrival at Volk, members will process through PERSCO, or Personnel Support for Contingency Operations. After an intelligence briefing, members will then be bused to lodging facilities, Bldg. 432, which offers 24-hour service.

- ♦ A daily bulletin, the *Steel Viking Flyer*, will be published by host nation members and distributed at the dining hall and lodging. Inputs must be sent to Bldg. 117 prior to 5 p.m. for next-day publishing.

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

- ♦ Remember: everyone in green is your buddy when it comes to self aid and buddy care, from helping with donning gear to assisting a "casualty."

Services

- ♦ All home-station meals on the UTA will be served at the NCO Club. For those on active duty orders during the week prior to the ORI, meals are pay-as-you-go, wherever you choose.

- ♦ For people receiving box lunches during processing, there are now three new, improved meals, all containing a 12-ounce soda, contracted through the NCO Club. Members probably will not receive their choice this time; however, they are free to "swap out" items with buddies as desired.

- ♦ The Base Exchange will be open during the exercise: Tuesday through Friday, 10:30 a.m.-5:30 p.m.; Saturday, 11 a.m.-2 p.m.; closed Sunday and Monday.

- ♦ Tentative plans by 934th Recreation Services at Volk Field include flag football, darts, horseshoes, board/card games, library, movies and a Halloween party. Details will be posted in the barracks, lodging office, latrines, dining hall and daily bulletin. A limited fitness center is located next to the lodging office.

Safety/security

- ♦ When carrying people in the back of a pickup truck, all passengers must remain seated on the truck bed — no sitting on the wheel wells or standing.

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

- ♦ Always wear seat belts.

- ♦ Everyone should wear a reflective belt or vest when working or walking at dusk or after dark, even prior to deployment at home station. They are required at all times in the play area.

Bug out

- ♦ Lodging check-out time will be no later than 10 a.m., Sunday, Nov. 3.

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

- ♦ The 934th Family Support Program will host a "Welcome home" again for the troops, with all family members invited. Along with the usual refreshments, a chili cook-off will be featured.

- ♦ Pay for active duty days prior to ORI should be deposited by Nov. 22 but will depend on how quickly units get paperwork to the military pay office. □

Living large in war duds

Heed body's danger signs in chemical gear

You have heard it time and time again — drink plenty of water while wearing the chemical warfare ensemble. But just how much is plenty? For that answer and other tips for your physical safety in the ORI, read these suggestions from the 934th Aero-medical Staging Squadron.

- ◆ Drink at least one quart of water per hour.
- ◆ Seek medical attention for dehydration

if you:

- ◆ Have headaches and nausea.
- ◆ No longer perspire or have chills.
- ◆ Feel disoriented.

◆ Keep comfortable in your chemical suit:

- ◆ Make sure your mask and all equipment fit properly.
- ◆ When wearing the mask, keep your breathing slow and controlled to avoid claustrophobia. □

Getting around 'war world'

◆ If you are using a government vehicle or rental car, you must turn it over to other shift personnel, making best use of limited equipment by using it both shifts.

◆ Consider both travel and processing time to and from the Toxic Free Area in order to report to your duty section on time.

◆ Buses may be full to capacity at any stop, with no standing allowed, so you may have to wait for another bus. The schedule is approximate; extenuating circumstances may cause delays. Passengers may board/exit buses only at official bus stops, which will be marked with signs.

◆ There will be no 10-minute wait to/from the OBRA and no clean/dirty buses. You must tell the driver if you are "contaminated" prior to boarding.

◆ You may have to show your military ID prior to boarding buses.

◆ The War Bus Route

will run approximately every 30 minutes during non-peak times and every 20 minutes during peak times. The official stops are:

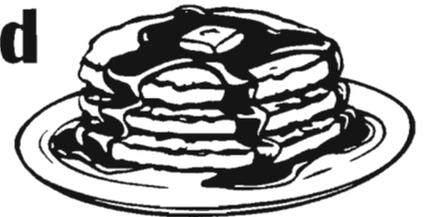
- ◆ Contamination Control Area,
 - ◆ Bldg. 932,
 - ◆ Bldg. 530,
 - ◆ Bldg. 525,
 - ◆ Bldg. 533 and
 - ◆ On Sioux Falls Drive near Bldg. 502.

◆ The Non-War Bus Route will run the same frequency as the War Bus Route, with official stops at:

- ◆ CCA,
- ◆ Bldg. 117,
- ◆ Parking lot, 100-area lodging,
- ◆ Parking lot, Bldg. 448, St Louis Drive (tent city),
- ◆ Parking lot, NCO Club and
- ◆ Dining hall.

◆ See additional transportation information in the Ability to Survive and Operate guide issued to you upon deployment. □

Deployed dining



Volk dining hall

Saturday, Oct. 26

- ◆ Lunch (Noon-1:30 p.m.): Hamburgers/hot dogs
- ◆ Dinner (5-7 p.m.): Spaghetti with meat sauce

Sunday, Oct. 27

- ◆ Breakfast (5:30-7:30 a.m.): Scrambled eggs, bacon
- ◆ Lunch (11 a.m.-1 p.m.): Braised beef cubes and noodles
- ◆ Dinner (5-7 p.m.): Baked chicken

Monday, Oct. 28

- ◆ Breakfast (5:30-7:30 a.m.): Scrambled eggs, sausage
- ◆ Lunch (11 a.m.-1 p.m.): Chicken fillet sandwich/Salisbury steak
- ◆ Dinner (5-7 p.m.): Baked ham

Tuesday, Oct. 29

- ◆ Breakfast (5:30-7:30 a.m.): Scrambled eggs with ham chunks, bacon, pancakes
- ◆ Lunch (11 a.m.-1 p.m.): Beef and bean burrito/stuffed green peppers
- ◆ Dinner (5-7 p.m.): Braised pork chops

Wednesday, Oct. 30

- ◆ Breakfast (4-8 a.m.): Scrambled eggs with green peppers, French toast
- ◆ Lunch (10 a.m.-2 p.m.): Barbeque ham sandwich/chili mac
- ◆ Dinner (4-8 p.m.): Roast beef/southern fried chicken
- ◆ Late (8 p.m.-4 a.m., hot meal 9 p.m.-3 a.m.): Sandwich bar, scrambled eggs, French toast

Thursday, Oct. 31

- ◆ Breakfast (4-9 a.m.): Scrambled eggs with mushrooms and bacon, pancakes
- ◆ Lunch (10 a.m.-2 p.m.): Fried fish sandwich/roasted turkey breast
- ◆ Dinner (4-8 p.m.): Pork roast/Cajun meat loaf
- ◆ Late (8 p.m.-4 p.m., hot meal 9 p.m.-3 p.m.): Sandwich bar, scrambled eggs, pancakes

Friday, Nov. 1

- ◆ Breakfast (4-8 a.m.): Scrambled eggs and cheese, french toast
- ◆ Lunch (10 a.m.-2 p.m.): BLT with cheese/spaghetti with meat sauce
- ◆ Dinner (4-8 p.m.): Grilled strip steak with mushrooms/bake-and-broil fish fillet
- ◆ Late (8 p.m.-4 a.m., hot meal 9 p.m. to 3 a.m.): Sandwich bar, scrambled eggs and bacon, French toast

Saturday, Nov. 2

- ◆ Breakfast (4-8 a.m.): Scrambled eggs with ham chunks, pancakes
- ◆ Lunch (10 a.m.-2 p.m.): Hamburgers/beef stew
- ◆ Dinner (4-8 p.m.): Veal parmesan/roasted ham
- ◆ Late (8 p.m.-4 a.m.): Sandwich bar

Sunday, Nov. 3

- ◆ Breakfast (4-8 a.m., subject to change): Continental
- ◆ Lunch: MRE

Mobile kitchen trailer: Play area (same hours each day)

Thursday, Oct. 31

- ◆ Breakfast, 5-7 a.m.: Scrambled eggs with ham chunks, bacon
- ◆ Dinner, 6-8 p.m.: Braised pork chops

Friday, Nov. 1

- ◆ Breakfast: Scrambled eggs and bacon
- ◆ Dinner: Braised beef cubes

Saturday, Nov. 2

- ◆ Breakfast: Pancakes, bacon
- ◆ Dinner: Beef patty with gravy □

Sweet success

Just 10 chiefs on base – who are they and how did they become top enlisted leaders?

Go-getters, team players, professionals, technical experts, outstanding supervisors – the wing's small cadre of chief master sergeants fits easily into any or all of these categories. Above all, however, they serve as our senior enlisted leadership, beating seemingly unbeatable odds to achieve membership in that fractional percentage of Air Force members: *chiefs*.

Pages 6-10 provide an introduction to the current chiefs. To honor future chiefs, the *Viking Flyer* will publish a "Viking Victor" focus on all who achieve this great career success.

Chief Master Sgt. David Chapman

934th Logistics Support Squadron, maintenance operations superintendent

Date of rank: November 1992.

Years in 934th: 23. **Total military:** 27.

Education: Technical schools.

Civilian position: Airreserve technician.

Hobbies: Music, restoring old cars, soccer, "vegging out" at home.

Reserve career goals: "I've met my personal goal in achieving top enlisted rank, and I'll continue to work hard at helping others achieve their goals."

Family: Wife, Paula; children, Patrick (18), Christina (11) and Samantha (10). **Home:** Plymouth, Minn.

Personal comments: "The 934th has always been the best – and I'm sure will continue to be, because of the high caliber of our Reserve people."



Chapman

Chief Master Sgt. Kent Erlandson

934th Logistics Support Squadron, transportation superintendent.

Date of rank: November 1995.

Years in 934th: 18. **Total military:** 22.

Education: Attending senior year at Metropolitan State University, St. Paul, Minn., and beginning master's program in 1997.

Civilian positions: Courier, U.S. Postal Service; computer operator, Northwest Airlines.

Hobbies: Bicycling, reading, spending every other free moment trying to keep up with the new career field (formerly first sergeant for LSS).

Reserve career goals: "Possibly consider more first sergeant experience, or senior enlisted advisor, or a four-year, active-duty tour."

Family: Wife, Maria. **Home:** Eden Prairie, Minn.



Erlandson

Personal comments: "I'm amazed at how much of the base's functions rely on the transportation division for support! The people in this division have been tremendous with their attitude and level of participation to provide for the base's needs. They continually receive positive feedback for the jobs well done."

Chief Master Sgt. Wayne Emberland

934th Civil Engineer Squadron, engineering manager.

Date of rank: April 1994.

Years in 934th: Nearly 22. **Total military:** Nearly 28.

Education: More than one year college studies, enrolled in Community College of the Air Force.

Civilian position: Power line foreman, Kandiyohi Cooperative Electric Power Association, Willmar, Minn.

Hobbies: Restoration of antique farm tractors, active with American Legion as chairman of the honor/color guard.

Reserve career goals: "To finish my Air Force career with the legacy of doing the best job possible at all times. Also, to set a good example for the younger airmen to aspire to."

Family: Wife, Lynette; adult sons, Mark and Jon. **Home:** Willmar, Minn.

Personal comments: "I believe my squadron and the wing are well-run in a professional manner. As an individual, I have been well-treated during my military career time on this base."



Emberland

Chief Master Sgt. Richard Grewe

934th Airlift Wing, senior enlisted advisor.

Date of rank: September 1995.

Years in 934th: 20. **Total military:** 27.

Education: Associate's in computer technology, Control Data Institute, Minneapolis; associate's in personnel administration, Community College of the Air Force; bachelor's in business administration, Metropolitan State University.

Civilian position: Production manager, Computer Network Technologies, Maple Grove, Minn.

Hobbies: Hunting, fishing.

Reserve career goals: "To continue to serve the people of the 934th as their SEA and, hopefully, to make their commitment to the unit and the Air Force Reserve as a whole go a little smoother."

Family: Single. **Home:** Chanhassen, Minn.

Personal comments: "In my 20 years here at the 934th, I've seen



Grewe

many changes, ranging from organizational to the actual physical makeup of the base. The one constant is the high quality of our people! They are a hard-working group and always exhibit a 'can do' attitude, which is not unknown to our sister units and Headquarters AFRES. Over the years, it has been my pleasure to serve them in many capacities, including currently as the SEA, and I hope this relationship continues into the future. I take my hat off to them for a job well done!"

Chief Master Sgt. Don Hohn

934th Aeromedical Evacuation Squadron, superintendent of nursing service.

Date of rank: May 1996.

Years in 934th: 21. **Total military:** 27.

Education: Bachelor's in economics, South Dakota State University, Brookings, S.D.

Civilian position: Manager, Bridgestone-Firestone Inc., Maplewood, Minn.

Hobby: Hiking.

Reserve career goals: "To help our unit get fully staffed and operational with 10 aerovac crews and a fully-staffed Aeromedical Evacuation Operations Team."

Family: Wife, Jean, master sergeant in AES; adult children, Paul and Jennifer, grandchildren, Samantha (4) and Derek (3).

Home: Lino Lakes, Minn.

Personal comments: "The 934th AES has been a second home for me, and the friends I have made will last forever. It has been a great experience serving here for the last 21 years."



Hohn

Chief Master Sgt. Harold Meyers

934th Civil Engineer Squadron, individual mobilization augmentee.

Chief Meyers has been on an extended temporary duty assignment and was not been available for this issue.

Chief Master Sgt. James Rethwill

27th Aerial Port Squadron, chief/aerial port operations.

Date of rank: May 1991.

Years in 934th: 18. **Total military:** 27.

Education: Two-year accounting certificate, Willmar Area Vocational Technical School, Willmar.

Civilian position: Servicetechnician and warranty administrator, WINCO, Inc., Le Center, Minn.

Hobbies: Hunting, fishing.

Reserve career goals: "Get the 27th APS fully manned and get our mobile mission back."

Family: Wife, Meg; children Mike Johnson (25), Teri Johnson (21), Katie Johnson (17), Matt Rethwill (12), Amanda Rethwill (10) and Cassie Rethwill (8). **Home:** Le Center, Minn.

Personal comments: "After five different active-duty bases in nine years, it was really great to settle here with the 934th. Right from the beginning 18 years ago, everyone here has displayed a great family attitude. We won a few, lost a few — but through it all, everyone on this base has always hung together."



Rethwill

Chief Master Sgt. David Skirka

934th Civil Engineer Squadron, fire chief.

Date of rank: May 1996.

Years in 934th: 24. **Total military:** 29.

Education: Two classes short of Community College of the Air Force associate's in fire science.

Civilian position: Fire captain, Metropolitan Airports Commission.

Hobbies: Fishing, downhill skiing, cooking.

Reserve career goals: "To help with the transition of fire science into the 21st century."

Family: Wife, Pat; children, Ann (19), Andrew (17) and Alexa (14). **Home:** Fridley, Minn.

Personal comments: "It's a can-do Reserve unit!"



Skirka

Chief Master Sgt. Gary Smith

934th Maintenance Squadron, aircraft maintenance superintendent.

Date of rank: March 1995.

Years in 934th: 17. **Total military:** 28.

Education: Three years of college, two at University of Minnesota, Minneapolis, and one at St. Cloud State University, St. Cloud, Minn.

Civilian position: Quality assurance representative, Defense Logistics Agency, Fridley, Minn.

Hobbies: Lake cabin, hunting, exercise.

Reserve career goals: "Use my 28 years of experience to enhance the 934th mission."

Family: Wife, Chadene; children, Julie (23) and Christopher (19). **Home:** Coon Rapids, Minn.

Personal comments: "I've been with the Air Force since 1965 — active duty, Air Guard and Reserve. The 934th is by far the best unit I've ever served with. I'm proud to be a part of this group."



Smith

Chief Master Sgt. Mike Zurn

934th Maintenance Squadron, noncommissioned officer in charge.

Date of rank: May 1991.

Years in 934th: 20. **Total military:** 23.5.

Education: Bachelor's in open studies, Mankato State, Minn.

Civilian position: Air reserve technician.

Hobbies: Fishing, basketball, softball.

Reserve career goals: "My immediate goal is to complete Unit Self Assessment requirements, along with a long-term goal of getting as many years as possible toward retirement."

Family: Wife, Susan; children Stephanie (22) and Christopher (16). **Home:** Blaine, Minn.

Personal comments: "It has been enjoyable to go TDY [on temporary duty/travel status] with the 934th or to represent them. The 934th is highly regarded as a 'can do' unit." □



Zurn

Meet the Chiefs



Emberland

Making chief the toughest impossible way

**Achieving the rank of E-9
is hard enough, but
one current chief made it
the hardest way of all**

by Staff Sgt. Larry Dean
public affairs

Perhaps the most difficult career hurdle, obtaining a Promotion Enhancement Program promotion to chief master sergeant, has been accomplished only twice here.

Chief Master Sgt. Wayne Emberland, 934th Civil Engineer Squadron, is the only member of the base's current chiefs to

earn a PEP to that grade. He assumed his rank in April 1994 and recently shared some insight into this elite promotion process.

"To make it through the group, wing and eventually numbered air force boards, you need to stand out and not just do average work," Emberland said. "That effort has to be continual so you're renominated if you're not selected. When I finally was selected, I'd nearly given up after being passed over so many times.

"Even after I learned of my promotion, it took a year to sink in that I'd been PEPed, especially to this level!" he continued. "Don't give up; it took about five years before I was selected for promotion to chief."

Emberland has served in the Air Force Reserve for nearly 22 years, plus six years with the Army National Guard infantry and combat engineers. He noted that throughout his career, he has worked hard to do the best he could, all the time.

"I think the people who show a positive, 'can do' attitude are prime candidates for PEP," he said. "In my case, I took the required professional development courses and went beyond by completing lateral career development courses to lay good ground work and demonstrate that I cared about the work of the unit."

Since his promotion, the chief has served on both noncommissioned officer and senior NCO PEP boards for the group, wing and numbered air force.

"There is even more to it than just performing above average to be selected," he explained. "What you do in the community when you are not working at the base is also a very important part of the decision to promote someone."

Emberland's nomination package not only highlighted his outstanding accomplishments in uniform, but also pointed out his participation in the community as an American Legion post commander, as well as their chair for color/honor guard details; his membership on the Joint Veterans Council where he chairs the lighting committee for a veteran's park; and is a former deacon of his church.

He said the boards look at "the whole package" to sort out who gets the PEP nod. But he added that everyone nominated is a winner, and it's a tough choice to select the best of the best in any promotion cycle.

"My advice to others hoping for a PEP promotion to chief? Again, don't give up, because only a few get promoted in a cycle," Emberland said. "Keep an upbeat attitude, remembering you need to excel to be nominated. And don't take getting passed over for selection as meaning you've failed." □

Base Rank Distribution

(as of October 1996)

Col.	Lt. Col.	Maj.	Capt.	1st Lt.	2nd Lt.	CMSgt.	SMSgt.	MSgt.	TSgt.	SSgt.	Sgt./SrA	A1C	Amn.	AB
4	22	65	63	18	9	9*	40	136	225	411	138	14	0	3
0.3%	1.9%	5.6%	5.4%	1.6%	0.8%	0.8%	3.5%	11.8%	19.4%	35.5%	11.9%	1.2%	0%	0.3%

*Chart does not include assigned individual mobilization augmentees

Chiefs' challenge *No mere reward, rank represents recognition of potential, dedication*

by Tech. Sgt. Janet Byerly
public affairs

With rank comes privilege, accompanied by increased expectations and responsibilities. For those who have achieved the rank of chief, this part-time job requires much more than 39 days a year.

"My work here takes the place of a hobby," said Chief Master Sgt. Kent Erlandson, transportation superintendent. "Other people might read a book or ride a bike in their spare time, this job takes most of my spare time.

"My wife wishes I'd spend less time on my hobby and more time at home," he said. "You have to force yourself to find time for family."

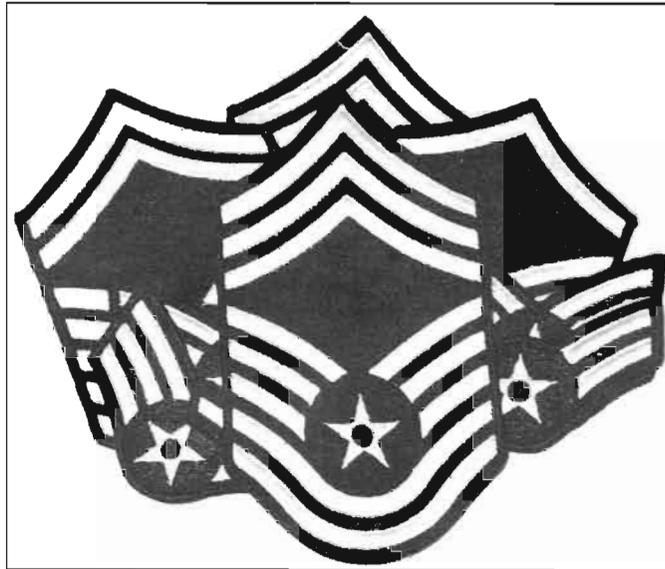
While most reservists have these same conflicts, by the time you reach the rank of chief, those who are traditional reservists find they are always working to keep current on responsibilities and day-to-day information that an air reserve technician keeps up on during the month.

"You're always playing catch-up," said Chief Master Sgt. James Rethwill, aerial port superintendent, and one of eight chiefs who are traditional reservists. "Between mandays and annual tour days I probably average 60-65 days a year. My ARTs do a real good job keeping me informed, but it's still a matter of reading all the paperwork when I get here on Friday night."

For Rethwill, who lives 65 miles south of the base in Le Center, Minn., the commute alone adds to his time commitment.

Chief Master Sgt. Don Hohn, superintendent of nursing services for the 934th Aeromedical Evacuation Squadron, does not know how many hours he has put in since pinning on chief in May.

"On UTAs, I probably work 12-14 hours, and some evenings I'm out here after work for four to six hours," said



Hohn, the first chief ever in the AES. "I really don't want to know how many hours I put in!"

All the chiefs serve on the Promotion Enhancement Program board and meet each Sunday of the UTA with the wing commander, as well as serve in a host of other capacities.

"The greatest difficulty is finding time to come to the base to accomplish the infinite number of tasks I have to work on. If I were an ART, I could keep up on things on a daily basis," said Erlandson.

Erlandson spends two to four hours a week just making phone calls coordinating parades and staffing for the base float from May to August, a public affairs event he has voluntarily handled for five years; and he works on any special projects his division chief may require.

For Hohn, most of his day-to-day responsibilities have remained the same. "It's a continuation of what I've always done within our unit.

"The responsibility of trying to take care of all the enlisted people — their training, promotions and trying to keep everything running smoothly, it can get hectic," continued Hohn. "The pace is intense, but the rewards are great. To see people promoted and accomplishing jobs they've been trained for, it's so gratifying."

For Erlandson, a large part of the job is mentoring, being visible in the squadron and providing leadership to the airmen and junior noncommissioned officers.

"It's amazing how everyone wants to be recognized, to be acknowledged," he said. "Everyone wants to say 'hi' to the chief.

"It's my feeling that as chief you're a role model, your uniform needs to be impeccable, you have a smile on your face, you're an example for others and you're visible to everyone in the squadron," he continued.

"I think as senior NCOs, we've got so many people

looking to us as role models, that we can't spoil that with a bad attitude," Erlandson said. "If I'm having a bad day I keep it to myself."

Hohn admits, "I'm certainly much more severe with myself than I would ever be with anyone else. I feel I need to be picture-perfect yet human, so people know to ask for help if they need it."

With all the expectations and responsibilities, why accept the promotion to chief?

"It just kind of evolved for me," said Rethwill. "I've been in the same career field since I joined the military in 1969. When the job became available, I took it. It wasn't something I set out to do."

Hohn decided early on that he wanted a 30-year military career, but master sergeant was the top rank for the squadron when he joined the 934th. It was not until the unit's manning document changed recently that making chief was even a possibility for Hohn.

For Erlandson, who as a two-striper had aspirations of making it to master sergeant, he became aware of further opportunities and adjusted his goals accordingly.

"It's the highest you can go as an enlisted person," Erlandson explained. "It's like going for gold in the Olympics — I achieved a personal goal I worked toward." □

Bond between buddies

After nearly 40 years, military service remains tie that binds

by Master Sgt. Tim Turner
public affairs

They went to junior high together. In high school, they shared home room, double-dated and were on the track team together. They even enlisted in the Air Force together.

Now they're chiefs together, in the same unit — the 934th.

If familiarity breeds contempt, don't tell that to Chief Master Sgt. Gary Smith, flightline superintendent for the 934th Maintenance Squadron, and Chief Master Sgt. David Skirka, fire chief with the 934th Civil Engineer Squadron.

Their friendship has lasted nearly four decades, despite a long stretch where they didn't see each other for nearly 20 years.

Until fate intervened.

"After high school in 1965, Dave and I joined the Air Force Buddy Program," Smith recalled. The program guaranteed friends would go to basic training together, but there were no guarantees after that. "We both knew we were going in the Air Force, so why not enlist together? This was 1965, and we knew the draft would be hot on our trail with Vietnam going strong. We wanted the option of service and [military] careers, so we signed up before we were drafted."

"We lost touch after boot camp," Skirka said. "Gary went to aircraft mechanics school at Sheppard Air Force Base, Texas; and I was off to fire fighting school at Chanute Air Force Base, Ill." Skirka later did two tours as a fire fighter in Vietnam. Smith was assigned as a C-141 mechanic at Travis Air Force Base, Calif. "C-141 mechanics were scarce during the war," Smith said. "I put in for a transfer to Vietnam, but no one in my squadron was transferred during my entire career there."

The two didn't see each other again until 18 years later.

Then in 1983, during an airport disaster practice here, the stage was set for their reunion. "The entire airport was tasked with an aircraft crash drill, and our C-130 and Reserve people were part of the scenario," Smith indicated.

"I was participating in the scenario in my civilian job as a fire captain for the Metropolitan Airports Commission," said Skirka. "The exercise called for us to evacuate the 'victims' from the crash site. Gary was one of the victims on the stretcher."

Smith picked up the story. "As I was being placed in the ambulance, I looked through my boots and at the other end of the stretcher was Dave," he said. "At the same time, we recognized each other. We started with the 'good old days' stories. We've kept in touch ever since."

"Turns out Gary and I had both been at the 934th for



Skirka

quite a while but had never run into each other," Skirka said. "It was an odd way to get reacquainted after not seeing each other for almost 20 years."

Skirka joined the 934th after four years of active duty. "I was a buck sergeant when I joined the base fire shop in 1971, and I've spent my entire Reserve career here," he said. Skirka made chief in May 1996.



Smith

Smith came to the 934th in 1979 from an Air National Guard unit in northern California. He became the maintenance squadron's flightline superintendent last year after positions as corrosion control specialist, crew chief and flightline supervisor. Smith put on his chief's stripes in March 1995.

Although Smith and Skirka knew each other at Northeast Junior High School in Minneapolis, the two chiefs' friendship really blossomed at Edison

High School in northeast Minneapolis. "Dave was one of the 'good guys,' and we had the same interests," Smith noted. "We'd double-date and hang around together."

Now during every UTA, it's almost as if they're making up for lost time. "Dave and I participate in the chiefs' meetings each month with Colonel Gjede [Col. Michael Gjede, wing commander] on issues affecting the base," Smith said. "We were also involved with the Readiness Assistance Visit and Operational Readiness Inspection planning, and we meet on other committees, such as Promotion Enhancement Program boards."

"We also try to get together for lunch during UTAs and interact a lot during deployments, because our two shops — flightline mechanics and the fire department — work closely together," Skirka said.

As a civilian, Skirka remains a fire captain with MAC, and he and his wife, Patricia, live in Fridley, Minn. They have three children: Ann (19), Andrew (17) and Alexa (14). In his spare time, Skirka enjoys cooking, downhill skiing, fishing and travel.

In civilian life, Smith is a quality assurance representative for the Defense Logistics Agency, New Brighton, Minn. He and his wife, Charlene, live in Coon Rapids, Minn., and have two children, Julie (23) and Christopher (19). Smith lists his leisure activities as fishing and pheasant hunting at the lake cabin he and Charlene built themselves.

"You start something together that's an important part of both your lives, and after more than 30 years, you find out you're still in it together," said Skirka. "It's a nice feeling."

"It's good to see Dave and me progress this far," Smith concluded. "It's a good feeling, 31 years later, to share it with a buddy." □

Medals

Meritorious Service Medal

Senior Master Sgt. Herbert Link (retired), MXS

Master Sgt. Gordon Maier (retired), AS

Aerial Achievement Medal

1st Lt. Bruce Wiskus (medal plus 1 OLC), AS

Air Force Commendation Medal

Tech. Sgt. Lowell Erickson (retired), LSS
Tech. Sgt. Gary Rolli, LSS

PEP promotions

Senior Master Sgt. Mark Davidson, AW

Master Sgt. Charles Epps III, CF

Tech. Sgt. Wendy Johnson, AW

Master Sgt. Richard Klick, AS

Tech. Sgt. Darrel Knox, AS

Honors

Senior Master Sgt. Mike Dressen,

APS, received a letter from the president of Mano a Mano Medical Resources, Minneapolis, in appreciation for reservists' support and assistance with humanitarian shipments of medical supplies to Bolivia in May. The supplies arrived there between mid-July and mid-September.

"We were both impressed and touched by their enthusiastic and competent response in helping us unload the cargo from the trucks, and then palletizing and loading it onto the airplanes," wrote **Segundo Velasquez**. "Your assistance played an invaluable part in the process of moving these materials, which would have been

discarded in the United States, to Bolivian clinics where they quite literally mean the difference between life and death."

♦ **Staff Sgt. Russ Funaro**, SPS, earned his master's with honors in business management from Cardinal Stritch College, Edina, Minn. He is now pursuing his doctorate.

♦ **Sgt. Leo Bosard**, with the base's Department of Defense police force, completed the Traffic Management and Accident Investigation Course at the Security Police Academy, Lackland Air Force Base, Texas, as a distinguished graduate. He is a full-time DoD officer here and a part-time officer for Eagle Lake, Minn.



Bosard

Community College of the Air Force graduate

Staff Sgt. Kurt Herrel, MXS
Avionics Systems Technology

Newcomers

Capt. Benedicto Bobadilla, AES
Senior Airman Jerry Covington, APS
Master Sgt. Richard Dunne, AES
Senior Airman Michael Emo, CES
Master Sgt. Robert Gastel, ASTS
Tech. Sgt. Richard Hansen, ASTS
Maj. James Harris, ASTS

Senior Airman James Hoehn, CES
Senior Airman Leonard Hubbard, MXS
Tech. Sgt. Robert Jacobson, MSF
Capt. Leslie Kirkpatrick, AES
2nd Lt. Joseph Lipczynski, ASTS
Sgt. Bertha Mallon, AW
Master Sgt. Jesus Martinez, AES
Senior Airman Robert Mattern, AS
Lt. Col. Michael Murzyn, ASTS
Staff Sgt. Mark Patrick, ASTS
Staff Sgt. Scott Pawlicki, ASTS
Staff Sgt. Robert Payne, CES
Capt. Phyllis Price, AES
Capt. David Rezutko, ASTS
Master Sgt. Melvin Rhines, MSF
Maj. Larry Roberts, AS
Capt. Theresa Shumard, AES
1st Lt. Gordon Sigl, AES
Maj. Dennis Smith, ASTS
Senior Airman Shawn Speed, APS
Staff Sgt. John Steffen, SVF

Reenlistments

Staff Sgt. Crystal Bell, LSS
Senior Airman Charles Colstrom, LSS
Tech. Sgt. Robert Dittel III, SVF
Senior Airman Lloyd Milton Jr., ASTS
Tech. Sgt. Thomas Overman, CES
Senior Airman Troy Randall, CES
Senior Airman Trevor Seidel, MXS
Tech. Sgt. Jason Velasquez, OSF
Senior Airman Orion Walther, APS

Retirements

Tech. Sgt. Robert Abele, MXS
Senior Master Sgt. Gerald Anderson, MXS
Master Sgt. Francis Dolezal, APS
Staff Sgt. Robert Finnegan, CES
Senior Master Sgt. Herbert Link, MXS
Capt. Craig Louisiana, APS
Lt. Col. James Wahl, ASTS □



Schoolhouse news

♦ One quota is available in each of these fiscal year 1997 **Noncommissioned Officer Academy** in-residence classes:

Feb. 25 - April 3 June 2 - July 10

April 15 - May 22 July 28 - Sept. 4

All classes are conducted at Barksdale Air Force Base, La.

♦ Headquarters Air Force Reserve is accepting applications for the fiscal year 1997 **Reserve Component National Security Course**. Lieutenant colonels and above who have not attended in the past three years are eligible. Two classes are available:

Feb. 3-14: Alexandria, Va.; Jan. 7 application suspense.

July 14-25: Washington, D.C., June 16 application

suspense.

♦ The Air Force Association's Aerospace Education Foundation offers an educational funding program for spouses.

The **1997 AEF Air Force Spouse Scholarship**, with a deadline of **Nov. 4**, is available only to nonmilitary spouses of active or reserve forces. The scholarship is for \$1,000. Undergraduates must be currently enrolled with a minimum of six credit hours; graduates and post-graduates, enrolled with at least three credit hours.

☛ Individuals interested in attending these classes or applying for the spouse scholarship should contact the base education and training office, Ext. 5330. □



Gas + lined truck bed = disaster

Anyone who has a pickup truck with a bed liner installed should know a certain cargo could prove deadly.

According to reports gathered by Mike Askins, ground safety manager for the 934th Safety Office, bed liners and gasoline cans do not mix.

"The bottom line is: never fill a gas can while it's in the bed of your pickup," said Askins. "The gasoline can spontaneously ignite, caused by static electricity buildup from the plastic bed liner."

He said a number of technical bulletins have been published by both fuel and vehicle corporations. While some bulletins say a rubber mat under the bed liner would alleviate the problem, there is evidence this remains dangerous. The danger remains even as gas cans are transported in a plastic bed liner.

"Always fill gas cans after placing them on the ground, away from vehicles," said Askins. "And don't carry gas cans in the back of lined pickups." □

What seemed like harmless diversion ended in jail time for active-duty captain

Computer monkey business

Editor's note: On Aug. 24, Capt. William Hopkins, 88th Communications Group, Wright-Patterson Air Force Base, Ohio, was sentenced to nine months confinement, a \$10,000 fine and a reprimand for conduct unbecoming an officer consisting of wrongfully and dishonorably using Air Force computer and telecommunications equipment to locate, download and store computer graphics, including images depicting naked individuals and individuals engaging in sexual conduct. Hopkins pleaded guilty to the charge and was sentenced by a military judge. During the trial, Hopkins submitted the following article for publication, distributed through Air Force News Service.

To the editor:

As of last year, I had 23 years of impeccable service in the Air Force. I had many awards, medals, firewall Officer Performance Reports, selected for regular commission, the whole nine yards.

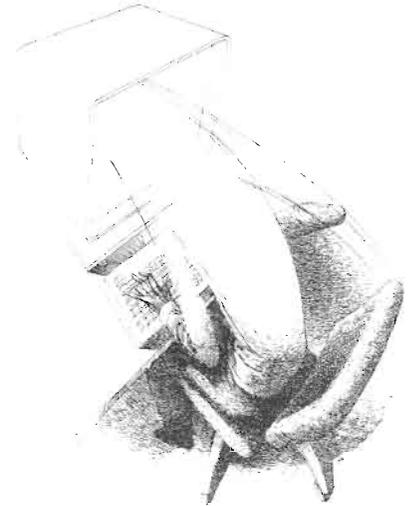
But then I made a terrible mistake. I threw it all away and more. I used my government computer for my own purposes.

The standards of conduct which we must all live by puts the rule in black and white: "Government property can only be used for official business." I violated that rule.

I told myself it was okay because: "I'm only using it after working hours; I'm not causing a loss to the government — the computer won't be 'used up' because the hard drive can be erased and used again and again; I'm not making any money by what I'm doing; and besides, I know other people in my work center are doing it."

Now, months later, I look back and realize that I was obviously lying to myself, but buying into those lies then, I went ahead.

Over time, while using the computer to access large archives of information for work, I became aware of the multitude of nonofficial information. I used my computer to



download erotic pictures. It started out as a brief diversion from my hectic work load.

But over the next several months, I began downloading erotic pictures more frequently. In a sense, I was using my government computer as a screen for my electronic "men's magazine." It was like having the magazine hidden in my desk and, when no one else was around, taking it out to look at the pictures, and then putting it away.

I doubt you can imagine the embarrassment I feel. Thankfully, I'm blessed by a family who loves me enough to forgive me. But it is the loss of trust that is the most painful for me. Essentially, I can't be trusted to continue my career in the Air Force.

Nothing can remove the hideous scar on my lifetime of achievement with the Air Force. I wanted you to know my story and have written it in the hope that if any of you are faced with such temptation — to use government equipment for a private purpose — you will recall my story, find the strength that I lacked, and do the right thing.

— Capt. Bill Hopkins □