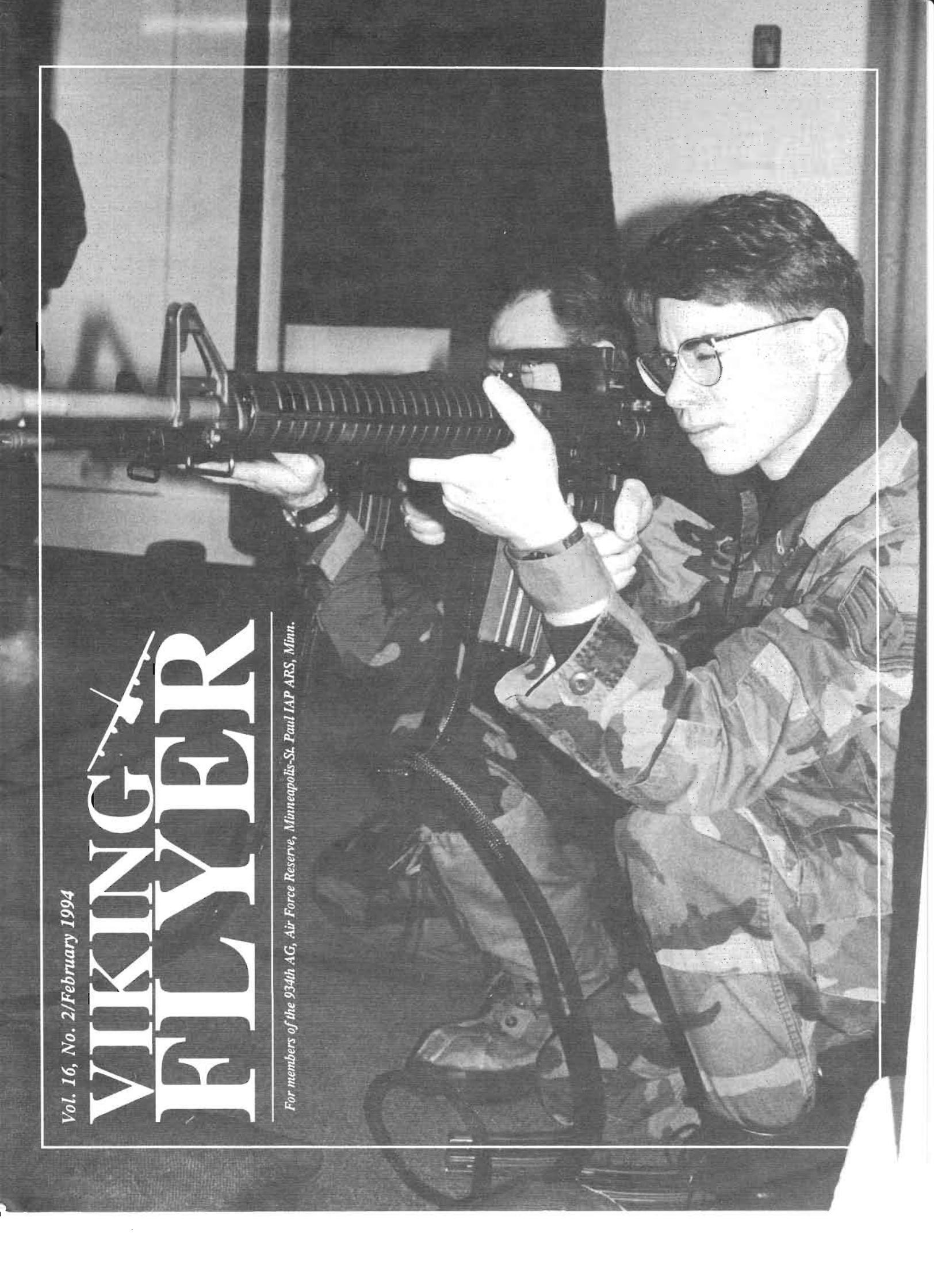


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VIKING FLYER

For members of the 934th AG, Air Force Reserve, Minneapolis-St. Paul IAP ARS, Minn.



VIKING FLYER

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On the cover



SSgt. Leo Moreno, 934th SPS, takes aim with the new arms training simulator for all base security police, military and civilian. For more, see the story on page 5.

(Photo by SSgt. Janet Byerly)



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Proving our preparedness

Inspection focuses on documentation

by Lt. Col. Tim Anderson,
934th vice commander

Everyone on base is well aware of how much time we spend preparing to do our job. We spend so much time in preparation that the Air Force even has a name for how well we are prepared -- "readiness."

In fact, we spend so much time training, studying, exercising and cross-feeding that it's easy to forget the actual mission of the 934th is to provide crews, aircraft and other support to U.S. Air Force efforts worldwide.

In this new era of Quality, we're aware of the importance of measuring our ability to do our mission. In the absence of the opportunity to actually do our job, feedback on our unit readiness comes through two primary means: the Operational Readiness Inspection and the Unit Effectiveness Inspection.

By the way, both these evaluations have had name changes and are now known as a Mission Capability Validation (MCV) and a Quality Air Force Assessment (QAFA).

We successfully completed our MCV recently, and our QAFA will be in August.

In preparation for it, 4th Air Force will conduct a Staff Assistance Visit (SAV) for us in March. That's not much time to ensure we have documented our preparedness. That's what the QAFA checks.

What does it boil down to? We know we can do the job, but the documentation must prove it without us actually doing it. It would be nice if our support of Operation Provide Promise were enough proof of our ability to meet worldwide commitments. But it's not, so the QAFA will assess our readiness by checking our documentation. If it's not written down, it didn't happen.

We can and do take pride in showing everyone that we've got what it takes to do the job in all three phases of the job -- deployment, employment and redeployment. But we must now busy ourselves in proving that fact in the only way we can without launching the fleet.

My advice is to approach our QAFA preparation with the attitude that we're proud of what we do and how well we do it. The paperwork must also demonstrate that confidence. We've done our training; we're prepared. Let's make sure our documents accurately reflect all the hard work we do day after day. □

Year of Readiness

by Maj. Gen. John Closser,
commander, Air Force Reserve

Maintaining readiness during this time of extreme budget cuts is the greatest challenge facing all of us. The Secretary and Chief of Staff designated 1994 as the "Year of Readiness." I need your support to ensure we stay at the peak of readiness.

In order to do this, we will have a couple of significant hurdles to overcome. The first is to ensure that our training program is properly balanced with operational commitments. If 1993 was any indicator, this won't be easy. I'm confident we can employ our equipment and resources to get the most out of them

and still meet our commitments. Training remains the key to readiness.

The second hurdle is to reduce stress and to remove as many irritants as possible that detract from our readiness and retention. I am committed to your well-being and to that of your families. Success here is directly related to our Quality initiatives and your feedback.

With your help and continued commitment, we can make the "Year of Readiness" one that will guarantee a quality force in spite of change and downsizing. We must continue to develop initiatives to ensure our readiness so that our force does not go hollow. □

Briefs in blue . . .

Aspin resignation

Secretary of Defense Les Aspin announced his resignation for personal reasons, effective Jan. 20 -- a year after he took office.

The president nominated retired Navy Adm. Bobby Ray Inman to replace Aspin. As of press time, however, Inman had withdrawn his name from consideration. (AFIS)

Brigadier general nominees

Four unit reservists have been nominated for promotion to brigadier general pending Senate confirmation, including:

***John Bathie Jr.**, commander, 434th Wing, Grissom AFB, Ind.;

***Joseph McNeil**, vice commander, 22nd Air Force, Dobbins ARB, Ga.;

***David Sibley**, assistant vice commander, Headquarters Air Force Reserve, Robins AFB, Ga.; and

***Robert Stephens**, vice commander, 4th Air Force, McClellan AFB, Calif. (AFRNS)

Deadly aircraft accidents

Six Air National Guard members died and a KC-135 aircraft was destroyed Dec. 10 at the 128th Air Refueling Group at General Mitchell International Airport in Milwaukee, Wis. The guardsmen were performing routine maintenance on the aircraft when it exploded and burst into flames, burning for at least 20 minutes. The unit had an accident-free record since acquiring the KC-135 in 1976.

At Nellis AFB, Nev., an airman was killed and another injured when the rear seat of an F-4G aircraft accidentally ejected Dec. 7. The airmen were performing maintenance on the aircraft.

Both accidents are being investigated. (AFNS)

Wilford Hall research

AIDS researchers at Wilford Hall Medical Center, Lackland AFB, Texas, and the National Cancer Institute in

Bethesda, Md., recently developed significant research in AIDS treatment.

Researchers discovered when white blood cells taken from AIDS patients at Wilford Hall were treated in a test tube with interleukin-12, a protein, it restored the cells' ability to fight off infection. The researchers stated that this is the first time a naturally produced substance by the body has been able to recognize the Human Immunodeficiency Virus, commonly known as HIV. (AFNS)

New Reserve commanders

Col. Ernest Webster, commander of the 919th Special Operations Wing, Duke Field, Fla., will become commander of the 403rd Airlift Wing, Keesler AFB, Miss., effective March 2. He will replace **Brig. Gen. Joe Campbell**, who retires effective that date. **Col. Jack Blair**, special assistant to the commander of 22nd Air Force, Dobbins ARB, Ga., will become the 919th SOW commander, effective March 2. (AFRNS)

Brief briefs . . .

The **442nd Fighter Wing**, Richards-Gebaur AFB, Mo., scored the highest number of points ever in an Air Force Reserve Quality Air Force Assessment (QAFA) . . . **Col. Charles Pitts**, former chief of the inspection division, became the Air Force Reserve inspector general at Robins AFB, Ga., in December . . .

Command Sgt. Maj. Douglas Murray, Army Reserve, replaced CMSgt. Charles Joseph as senior enlisted advisor to the assistant secretary of defense for reserve affairs Feb. 1 . . . **The Air Force achieved** its second-best year ever in 1993 for both flying safety and ground safety . . . **The correct number for reservations** at the military hotel at Walt Disney World, Orlando, Fla., is (407) 824-3600 or DSN 221-9500 . . . **Rhein-Main AB, Germany**, isn't closing, but its C-130s and cargo operations are moving to Ramstein AB, Germany, beginning in late 1994. □

BOSNIA

Provide Promise rotations start again for 934th

New Year's Eve saw the start of a third round of rotations in support of Operation Provide Promise for 64 members of the 934th Airlift Group.

Though the first contingent is scheduled to return to Minnesota in mid-January, the unit will be supporting the U.N. humanitarian effort through June of this year. They became part of a new C-130 squadron composed of Air Force reservists and Air National Guard people which started Jan. 4.

"Delta Squadron" handles increased flying missions brought on by the current expansion of the relief mission. The 435th Airlift Wing, Rhein Main AB, Germany, reactivated the squadron.

At present, reserve force members from all over the United States are involved, including Alabama, Colorado, Minnesota, Mississippi and Missouri, according to the squadron's first commander, Lt. Col. F.M. "Max" Hegler from the Reserve's 914th Airlift Group, Niagara Falls IAP ARS, N.Y.

The round-the-clock effort is beefing up for a long, harsh winter, as there has been a commitment to increase the number of relief supplies flown into Bosnia-Herzegovina during the winter months.

The addition of nine C-130 aircraft has resulted in doubling the number of airdrops flown each night, from six to 12. Four large, German "fest tents" added more than 50,000 square feet to the parachute rigger operation, more than doubling capabilities in that area as well.

Airlift operations resumed Jan. 11 into Sarajevo after a week-long suspension. Officials suspended airlift operations Jan. 6, one day after a C-130 parked at the Sarajevo airport was slightly damaged by shrapnel from exploding ordnance.

Airdrop missions over the former Yugoslavia were not affected by the suspension, officials said.

(Information compiled from AFNS and AFRNS releases.) □

UTA schedule

March 5-6	April 9-10	May 14-15
June 4-5	July 30-31	Aug. 13-14
		Sept. 10-11

Personnel reorganization

by SSgt. Janet Byerly,
934th public affairs

Forget about Consolidated Base Personnel Office, Quality Force, and Personnel Utilization -- these and other titles used in personnel's customer service section are a thing of the past.

Get used to titles like Career Enhancement, Personnel Relocations and Military Personnel Flight, which are some of the terms taking their place.

Making the change to the new personnel organization and names one year after their active duty counterparts, the 934th Military Personnel Flight is not only changing titles, but offices as well (see box).

"Quality Force is disbanded and that's a big, big change," said 1st Lt. Troy Vonada, chief of the MPF. "The jobs were moved to two different offices; most went to the Career Enhancement element, with a portion going to the Personnel Relocation element.

"What we have now are three sections, with five elements," he explained. "They are referred to as elements instead of work centers. The Personnel Relocation and Employment section includes Base Training; Personnel Relocations, a new office that is the center for any out-

New elements of MPF

Out with the old and in with the new -- see below for former CBPO designations and their new 934th Military Personnel Flight counterparts. All offices are in Bldg. 760, but many are in new locations.

<p>WAS: CBPO</p> <p>Base Intro Manager Records Unit Customer Service Unit</p> <p>Personal Affairs (Decorations) Base Career Advisor Reenlistment Unit Special Actions Unit Promotions Unit</p> <p>Personnel Utilization Section Manning Control Unit Classification/Training Unit Retraining Request</p> <p>Outbound Assignments Unit Separations/Retirements Unit Voluntary/Involuntary active duty recall</p> <p>Personnel Systems Management PC III System Operator Mobilization/Demobilization Mobility/Contingency Management Strength Accounting Duty Status Status of Resources & Training System Personnel Support of Contingency Operations Team</p>	<p>NOW IS: Military Personnel Flight (MPF) Customer Service Element Room 240, Ext. 5514</p> <p>Career Enhancement Room 240, Ext. 5504</p> <p>Personnel Employment Room 250C, Ext. 5518</p> <p>Personnel Relocations Room 250B, Ext. 5544</p> <p>Personnel Systems & Readiness Room 260, Ext. 5519</p>
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processing; and the Personnel Employment office, handling inprocessing of new people.

"The other two sections are Personnel Systems and Readiness, and Customer Support," said Vonada.

While a few reservists were seen wandering up and down the hallway trying

to figure out which of the new offices might contain the base career advisor, Vonada said they were working extremely hard so service wouldn't be affected in any way.

"We haven't lost any people, and we aren't supposed to," he said. "But our authorized manning will be re-evaluated in the spring, which will ultimately determine the number of people, both full time and reservists, we need in this office.

"The new system forces us to rely on each other more, and not be as specialized as we were," explained Vonada. "Many areas have one person work stations, which means someone else needs to be able to cover that job when that person is on leave or vacation.

"Transition is tough, but everyone is more excited about

these changes than I ever thought they'd be -- the moving and getting a say-so in some of the changes and everything," he said. "We all resist change, but we're finding many of these changes make sense and ultimately should help us provide the very best customer service." □

Military Ball set for April 9

The 934th Military Ball will be Saturday, April 9, at the Embassy Suites Hotel, Bloomington, Minn. Tickets are \$27.50 each, available through unit ticket representatives. Dress for the event will be formal. For more information, contact SSgt. Bernadette Greene, 47th Aeromedical Evacuation Squadron, at Ext. 5328 (weekdays or UTA), or MSgt. Jeanne Enebo, 934th Medical Squadron, at Ext. 5587 (UTA only). This event is open to all military and civilian employees of the 934th. □

'Going gunning' via lasers

by SSgt. Janet Byerly,
934th public affairs

Firing the M-16 while laying on an office floor made it seem less intimidating somehow. The weapon felt lighter, didn't kick as much, and the laser beam I shot at the enemy made a plunking sound like a rock striking a tin can.

The ducking, dodging enemy in the undergrowth was hard to hit because even though he was projected on a huge screen, he moved quickly and seemed so small. Squeezing off a round took precedence over the measured certainty of the usual firing range practice session.

The simulated combat scene was suddenly over, with the results of the "war" displayed on the screen. Then it was time for the instant replay and tips from the Combat Arms Training and Maintenance (CATM) team leader.

The 934th is just starting to use the \$100,000 Combat Arms Training System (CATS), a simulator using laser "ammunition" and a computer-driven target projected on a big screen to affect live firing.

"We will use it as a training tool for the security police squadron and Department of Defense police," said TSgt. Don Gould, a team leader in the CATM shop. "It will give them training in a hands-on situation. It's about as close as you can get to having someone pull a gun on you without actually being in a life-threatening situation.

"It is a training tool, not a replacement for the firing range," he continued. "We have four types of courses, each with a number

of variations: an Air Force qualification course, which is similar to the firing range; the advanced rifle marksmanship, a moving target course; the judgmental pistol course, a shoot/don't shoot scenario with good guys and bad guys; and the defensive combat course, a wartime scenario."

CATS accommodates four shooters at once, using either a modified M-16 A2 or a 9mm pistol, said Gould.

"The weapons were once 'live' weapons that have had the insides taken out and circuit boards and other modifications made to accommodate the laser technology," he explained. "Every time you pull the trigger, it shoots a beam of light, and that is tracked on the screen by an infrared camera, and stored in the computer. When we replay the scenario, you can see exactly where each shot hit."

"The aiming and the sights are realistic, but the weapon feels a little bit different," said A1C Peter Klempay, a CATM member.

"It's more comfortable shooting indoors, but it's somewhat unrealistic practice," said A1C Shawn Moore, another CATM member. "It's hard to get a sense of realism in a classroom when you know it's just an image on a screen."

Future uses envisioned for the system include enhancements to allow training on the M-60, a grenade launcher; and a Squad Assault Weapon (SAW), a fully-automatic, lighter version of the M-60, according to Gould.

"Depending on how much training needs to be done on CATS, we'd also like to be able to use the system as a remedial tool for people who are uncomfortable or have a hard time qualifying with the M-16," Gould concluded. □



A1C Shawn Moore, 934th Security Police Squadron, kneels beside the simulator and fires at the target on the screen before him.

(Photo by SSgt. Janet Byerly)

Let it Snow!

You can sleep soundly as the flakes fall -- your 934th snow crew is hard at work clearing your way from gate to office

by Mark Davidson,
934th public affairs

As the clock in your bedroom strikes 2 a.m., they're getting out of bed. As the snow falls on the unplowed roads at 2:30 a.m., they're driving on them. As the snow has piled up to a foot by 3 a.m., they're plowing it.

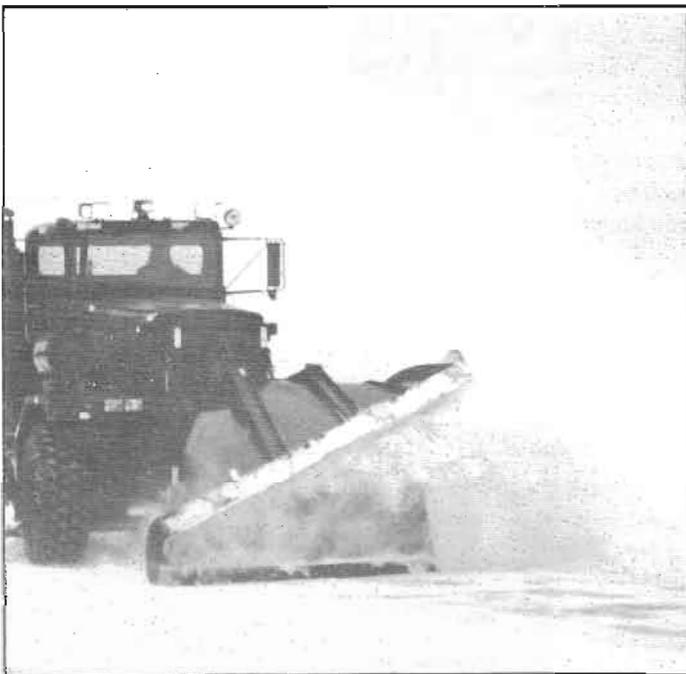
The people we're talking about are the civilian employees assigned to the 934th Base Civil Engineering roads and grounds section. "We keep the base plowed with just eight people -- down from 11 people we used to have," said **Mike Zautner**, chief of the section.

Snowfalls under four inches are cleaned up during normal work hours, he explained. When more than four inches falls, the snow crew are called out to start plowing at 3 a.m., costing about \$650 in overtime pay.

The early start is necessary to get the flightline ramp plowed so the base C-130s can stay ready to fly. Base employees also need access to parking lots and sidewalks.

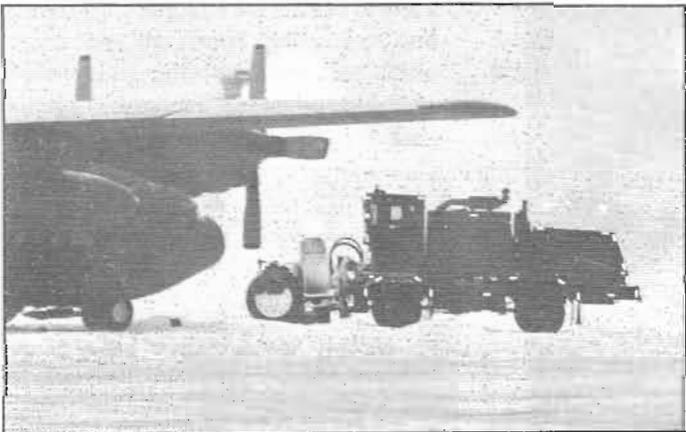
"We have a plan for cleaning," said **Randy Knish**, who drives a snowplow. "We clean the main roads first, then we start on the flightline ramp and taxiway throats. Some of us also plow the fuel tank area and ammo storage area on the Air Guard side. Then we start cleaning base side roads, parking lots and sidewalks, and we sand the intersections."

Over a dozen pieces of snow removal equipment, valued at more than \$900,000, are used for cleaning the base. The three

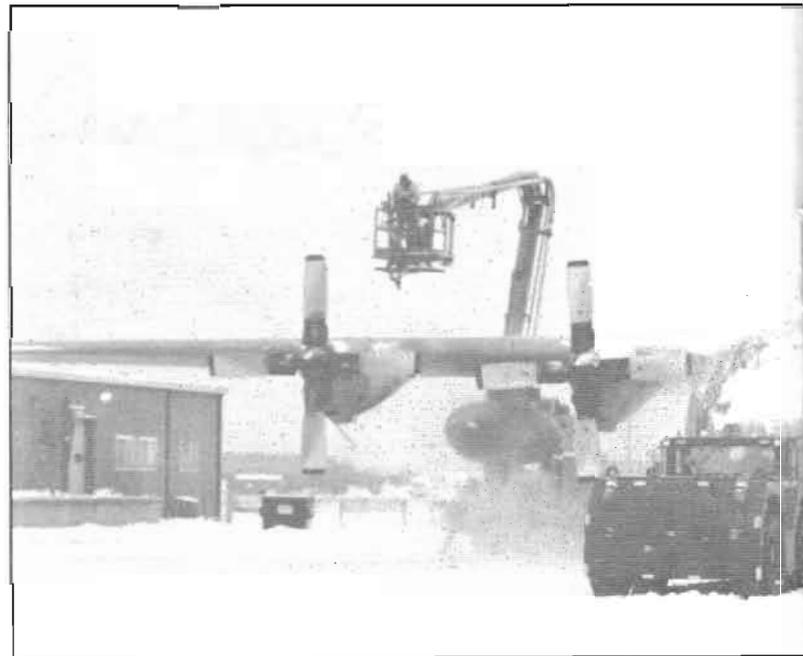


(Photo by Mark Davidson)

Above and below, plows get busy early in the morning on the ramp after a small snowfall. It normally takes a whole day to plow the flightline when all the aircraft are at home station.



(Photo by Mark Davidson)



While snowplows take care of snow on the flightline, maintenance crews use a cherry picker so they can blast snow off the C-130s. The

snowplows cost \$125,000 each, while the sand truck costs \$40,000. But the costs don't stop there.

"We dump 250 to 300 tons of sand on the roads in the winter," said **Mike Dean**, also a snowplow driver. "We sweep up that sand during our spring cleanup." No salt is used on base roads, because it poses an aircraft corrosion hazard when base vehicles drag it onto the flightline, according to Zautner.

The base also keeps a minimum inventory of spare parts such as snowplow blades, brushes, nuts, bolts and undercarriage shoes -- all valued at \$25,000.

The snow removal equipment is stored in five buildings on base. "Some of the vehicles are parked outside at the east end of the base, which makes the diesel burning vehicles very hard to start in the winter," pointed out snowplow driver **Rick Singer**.

A bigger problem the snowplow drivers have to deal with are cars coming too close to the plows. "People are not staying the minimum 50 feet away from our plows," said driver **Jerry Keymes**.

Cleaning the flightline also presents problems. "It's a big area, nearly 200,000 square feet," said **Bill Pieterston**, a driver. "The snow has to be pushed from the hangar south towards the taxiway. There are aircraft on the ramp that we have to avoid, and then we have to wait for them to be moved so we can clean where they were parked."

The snow removal crew is also responsible for cleaning up and properly disposing of the ethylene glycol after a C-130 gets de-iced.

Base reservists help the snow removal crew after big storms, but the civilian crew handles the brunt of the load. "We even had to work this past Thanksgiving," added Zautner. □

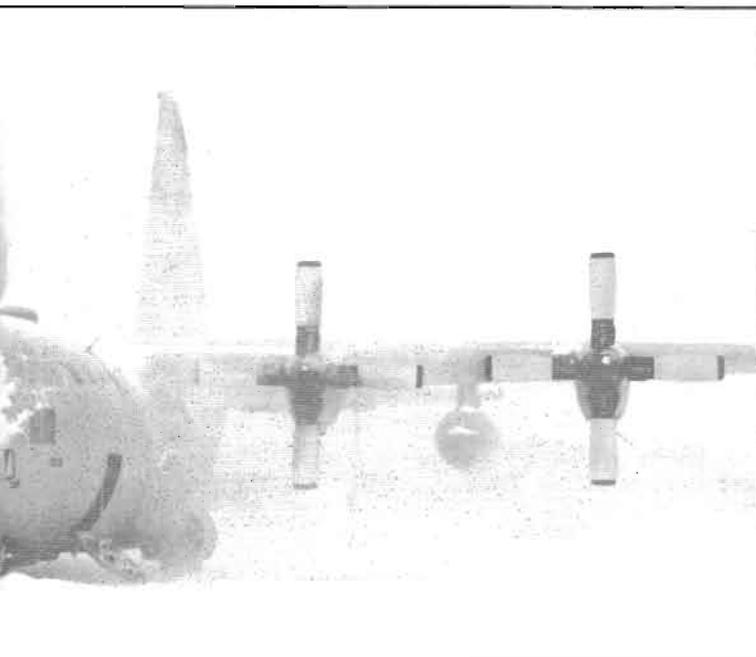


Photo by SSgt. Janet Bjerby

"gun" used to blow off the snow uses 200 pounds of pressure. If necessary, the plane is then de-iced.

Hazardous storage

No green goo found here -- this new building helps base play it safe

by Cherie Huntington,
934th public affairs

The 934th's new hazardous storage building, Bldg. 806, may bring to mind scenes from comic books and B-movies -- sagging barrels oozing green gunk and glowing with radioactivity. According to **John Bialke**, engineer and environmental planner with 934th Base Civil Engineering, nothing could be farther from reality.

"Most of our hazardous materials aren't very hazardous at all," Bialke explained. "But they meet levels of hazardous elements outlined in the regulations." For example, some rags used to wipe aircraft parts are considered hazardous because the aircraft part is coated with cadmium, determined to be a hazardous element.

The trace amount of cadmium removed in a wiping, however, would seem to be safe because it's so "watered down," so to speak. Not so, said Bialke.

"One contaminant makes the whole substance hazardous," he said. "This is to avoid the attitude of 'dilution is the solution to pollution.'"

Even something as innocent as florescent light fixtures or spent flashlight batteries will find a temporary home in the new building, as the base ships out 6,000 of these mercury-bearing "hazards" annually, according to Bialke. He added that though these items aren't considered hazardous waste at home, support of area turn-in efforts for them are encouraged. Other items collected here include paint thinner, fuel filters and even sandblasting sand -- when an aircraft is sandblasted to remove paint, chromium and lead from that paint become mixed with the sand.

"We believe we have a more successful battery collection system than any other base in the Air Force Reserve," he said.

Bialke said the building has an outgoing hazardous waste storage area, a small lab, an area for empty drums, and an incoming hazardous materials storage area used largely by base supply. Supply stores various compressed gasses that aren't compatible with each other, according to Bialke. "For example, oxygen is stored separately from other flammable gasses," he said.

He added that the building also has a number of special features designed to defuse potential problems. "It has fire sprinklers, special ventilation to make sure no fumes accumulate, and all electrical systems are explosion-proof," Bialke said. "It's also designed so that the hazardous storage areas have containment basins underneath to collect any spill."

The \$258,000 building is located west of the avionics building, Bldg. 805, adjacent to the two-story tank bearing a large 934th emblem. Bialke pointed out that the recent refurbishment of the tank, which contains water for fire fighting, is part of a BCE project to upgrade the base fire protection system. □

New base exchange mini-mall

Delays will end soon, resulting in 'an exchange to be proud of'



Photo by MSgt. Darrell Habbsch

Customers exit the aging base exchange, constructed in the 1940s. Demolition started on the far end of the building last summer, stopping short of the area occupied by the BX. Siding was removed from the entire structure at that time.

by MSgt. Darrell Habbsch,
934th public affairs

Stray animals living in the cellar; lack of hot water; fluctuating temperatures; and a leaky roof causing sagging, buckling floorboards and warped shelves are just some of the reasons for the pending demolition of the base exchange here, according to BX manager **Margaret Atzeni**.

These concerns, coupled with the fact that Reserve and Guard members and eligible retirees make up a large percentage of the customers here, have led to the Army and Air Force Exchange Service (AAFES) authorizing construction of a new BX, explained Atzeni.

A ground breaking ceremony is planned for the first week in April in the area adjacent to the present BX parking lot. "We hope to have the doors open on the new BX in time for Christmas," Atzeni said.

She added that blueprints for a new BX were originally proposed in the mid-'70s, sparking debate as to whether an AAFES presence would continue in the Twin Cities once the present structure outlived its usefulness. Originally designed and built for the Navy in the early 1940s, the long, wooden building has slowly lost its major tenants over the years, including the 934th Medical Squadron, 47th Aeromedical Evacuation Squadron, 934th Security Police Squadron, 934th Communications Flight, 96th Airlift Squadron, base operations, base chapel and now the BX.

According to Atzeni, a mini-mall design is in the works for the new BX, including a barber shop, food court and other shops. Non-appropriated funds generated from AAFES profits will be used to build the new facility. Customers can expect to find expanded clothing, appliance, electronics and military uniform departments, according to the manager.

Merchandise sales for the BX broke all records in December, a highlight Atzeni credits to keeping the shelves well stocked. "I believe in having too much instead of not enough," she emphasized. The Deferred Payment Plan, which allows BX customers to receive an immediate credit line up to \$5,000 with an approved application, was a major factor in setting the record. Cigarettes also account for more than 50 percent of BX sales, according to Atzeni. "We're known at the cigarette capital of AAFES, primarily because there's no commissary in the Twin Cities," she explained.

Problems abound in the present building, according to Janet Polk, exchange supervisor. "The ceiling gets wet and crumbles, the stockroom floor is so warped it looks like it has ski moguls, and a family of skunks once called the cellar home," she said. "The smell from those skunks was so bad that when my family picked me up after work, the kids would insist on opening the car windows."

Until the new BX is completed, employees will continue to use pliers for water faucet handles and stock shelves that tip over from water damage. "But when the doors open to the new facility," Atzeni said, "we'll have an exchange to be proud of." □

'Personal docs' to the aircrews

by MSgt. Tim Turner,
934th public affairs

Who flies our C-130s? Ask that question of the average 934th member, and you'll probably get this response -- the pilots.

It's likely no one would add that it's the flight surgeons who keep our pilots and all other aircrew members flying the planes, but in many ways, it's true.

And while keeping aircrews fit for work is important, it's only the tip of the iceberg of a flight surgeon's many tasks, according to **Maj. (Dr.) Kevin O'Connell**, one of the five flight surgeons assigned to the 934th Medical Squadron. "Basically, our responsibilities fall under three main categories: preventive medicine, occupational medicine and aerospace medicine," he explained.

Preventive medicine includes advising units deploying overseas on what immunizations they'll need, according to O'Connell. Flight surgeons also advise deploying units of the steps they should take to prevent food-borne illnesses that can cause hepatitis or dysentery.

"A food-borne illness can ruin a deployment, especially if it's out in the field,"

said **Col. (Dr.) John Rauenhorst**, the 934th's chief flight surgeon. "That's why when our civil engineers go on bivouac, we advise them to make sure their latrines are far enough away from the field kitchen and that food is cooked and refrigerated properly."

Another responsibility of the flight surgeons is occupational medicine, which includes visiting base shops to examine what's being done to ensure health safety. O'Connell listed a few areas a flight surgeon might address during shop visits as ensuring that workers have proper lighting, adequate ventilation and heating/cooling, properly designed tools and work stations, and appropriate hearing and eye protection, to name a few.

The third part of a flight surgeon's responsibilities, aerospace medicine, involves administering to the unique needs of aircrews. "Aircrew members undergo a certain degree of mental and physical stress when they're flying, such as changes in altitude and G-forces (the body's weight times the force of gravity)," explained Rauenhorst. "As flight surgeons, we're required to fly with an aircrew at least once a month to observe their reaction to these job-related stresses."

Like aircrews, flight surgeons also have unique training requirements. In addition to being a medical doctor, flight surgeons must complete a seven-week training program at the Air Force School of Aerospace Medicine at Brooks AFB, Texas.

"The school involves classroom instruction in preventive, occupational and aerospace medicine, as well as hands-on training that helps us empathize with what an aircrew goes through while flying," O'Connell said.

"For example, we're required to ride in an altitude chamber to help us identify how an aircrew member will react to the effects of hypoxia (the lack of oxygen in the body), which results from changes in altitude -- something our aircrews may contend with each time they fly," he added.

Also like aircrews, flight surgeons ride in a centrifuge to evaluate their body's reaction to stress, and go through land and survival training at a remote site near Brooks AFB. "All of this training has one thing in common -- to enable a flight surgeon to better evaluate the aircrew's medical needs," Rauenhorst maintained.

Sometimes these medical evaluations require a flight surgeon to ground an aircrew member whose health might affect or endanger the flying mission. "An example of this would be a pilot with a severe head cold that could be aggravated by changes in altitude, or perhaps it's a vision problem," O'Connell said.

Whatever the medical problem -- whether it falls under the preventive, occupational or aerospace medicine category -- a flight surgeon is there to help solve it.

"It's a proven fact that in the history of all battles fought, disease has killed far more troops than bombs or bullets," Rauenhorst noted. "I think most flight surgeons would agree that it's our job to help maintain a healthy and fit fighting force and to prevent the accident waiting to happen." □



Photo by MSgt. Tim Turner

Col. John Rauenhorst (left), one of the 934th's five flight surgeons, takes a look at a reservist during a routine physical exam.

Aerial achievement

Medal recognizes efforts of airlifters in dangerous relief mission

by MSgt. Tim Turner,
934th public affairs

Imagine you're a 934th aircrew member on a mission to airlift supplies into a war-torn country. The threat of mortar shells fired at your C-130 is a grim reminder of your dangerous task.

Imagine performing that mission nine more times. If you think you're entitled to some sort of formal recognition, you're right -- it's called the Aerial Achievement Medal (AAM).

During the January UTA, 35 base reservists received the AAM for participating in Operation Provide Promise. The U.N.-sponsored mission to airlift food and medical supplies to victims of the civil war in Bosnia-Herzegovina began in July 1992.

Among those receiving the medal was Capt. David Gerken, tactics officer for the 96th Airlift Squadron, who served as a pilot in the relief effort in October 1992. For Gerken, however, it marked the second time he has earned the award. He is one of only two reservists here to hold that distinction.

Gerken received his first AAM in 1990 as a C-130 pilot fighting forest fires in California while assigned to March AFB, Calif. The mental and physical demands Gerken went through during both the fire-fighting mission and Provide Promise were intense, however. "Looking back, I'd have to say the fire-fighting mission was more physically strenuous and Provide Promise, more mentally taxing," he recalled.

During the California mission, each aircrew had to make 15 airdrops of fire retardant into the fire zone, Gerken explained. The

number of missions required to earn the AAM depends on the assignment.

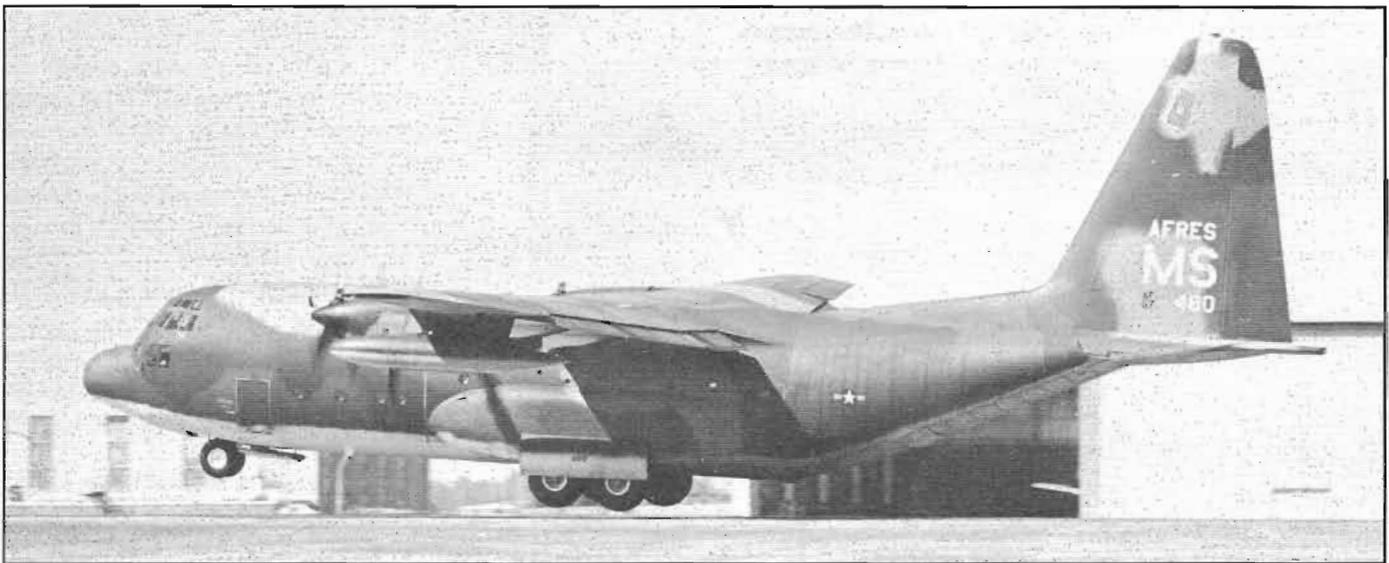
"Those drops required a lot of low-level flying in an aircraft loaded down by 3,000 gallons of fire retardant -- and all done in an airspace crowded with other C-130s and civilian helicopters doing the same thing you are," he said. "That kind of flying -- for 12 hours at a crack sometimes -- is physically tough on an aircrew, especially if you're a loadmaster."

For Provide Promise, Gerken and other 934th crews airlifted food, clothing and medical supplies from Rhein Main AB, Germany, to the Bosnian capital of Sarajevo. "During that mission, the mental strain was heavy, because our lives were in real danger," he said. "I mean, the enemy was out there."

Despite the differences between the two missions, Gerken pointed out that they did share one thing in common: both were humanitarian.

"In California, I was saving homes and property by putting out forest fires," he said. "In Bosnia, I was saving people's lives by giving them food and medicine. It's great to get recognized for both missions, but the important thing is helping people in need."

"Over the next few years, more base members will receive the AAM because of the Air Force Reserve's increasing role in supporting the active duty in missions like Provide Promise," said Lt. Col. Ron Weight, 96th AS commander. "I'm proud of all the 934th reservists who have been participating in the mission -- whether or not they receive an AAM for their efforts." □



(photo courtesy TSgt. Chuck Meyer)

Back to the future?

A 934th C-130A lands at the Minneapolis-St. Paul International Airport on June 12, 1971, showing the old "MS" tail code under Tactical Air Command. The new Air Combat Command code

is similar, lacking the AFRES designator and adding a U.S. flag near the tip of the tail. Tail codes were removed when C-130s went under Military Airlift Command control in December 1974.

Wing Honor

Capt. Jerin McRath, the 934th's Junior Officer of the Year 1993, was selected to represent the 302nd Airlift Wing, Peterson AFB, Colo., in command-level competition. McRath is a member of the 934th Medical Squadron.

Promotions

A1C Jamey Ahlgrim	CES
SSgt. Cheryl Alexanderely	MS
SSgt. Michael Bot	CES
SSgt. David Butler	MS
1st Lt. Leslie Canarr	CES
SSgt. Paul Carpenter	APS
TSgt. Patricia Cox	AS
SSgt. Michael Dvorak	LSS
SrA. Robert Emmers	AS
SSgt. Wendy Henderson	APS
MSgt. Jeffrey Irving	MedSq
MSgt. Paul Jacobsen	MSF
TSgt. Sherri Kennedy	LSS
SSgt. Matthew Peterson	CF
SSgt. Sally Poindexter	AG
SSgt. Brent Smith	AS
SrA. Zachary F.S. Stroud	MedSq
SSgt. John Warner II	AS
MSgt. Mark Welter	LSS
SrA. Daniel Wetsch	APS
SSgt. Jennifer Whorton	AES
SSgt. Dennis Ziebart	MS

Awards**Meritorious Service Medal**

MSgt. Lawrence Christiansen (Ret.)	AS
SMSGt. Eugene Jochum (Ret.)	CES

Aerial Achievement Medal

Capt. Thomas Anderson	AS
Maj. Mark Arnold	AS
Capt. Gary Bray	AS
Capt. Allan Cannamore	AS
Capt. Steven Chapman	AS
SSgt. James Courneya	OPG
TSgt. David Corrow	AS
Capt. Michael Dargen	AS
1st Lt. Michael Erickson	AS
Capt. Robert Fleming	AS
Capt. David Gerken (1 OLC)	AS
TSgt. Michael Gilbert	AS
MSgt. James Hagan	AS
TSgt. Larry Hall	AS
TSgt. Mark Hartnett	AS
SSgt. John Hoffman	AS
TSgt. Steven Hoy	AS
SSgt. Mark Janey	AS
Maj. Barry Johnson	AS
SSgt. Paul Korkowski	AS
Lt. Col. Edwin Loomis	AS
1st Lt. James Mages	AS
MSgt. Gordon Maier	AS
SSgt. Robert McMenoman (1 OLC)	AS
SMSGt. John O'Neal (Ret.)	AS

TSgt. Terry Preusse	AS
TSgt. Gary Scheff	APS
TSgt. James Schmidt	AS
MSgt. Carrol Steffen	AS
Capt. David Tank	AS
Lt. Col. Gerald VonBerge	OPG
Lt. Col. Ronald Weight	AS
SSgt. Wendy Wiens	AS
Maj. Grelon Williams	AS

Air Force Commendation Medal

SSgt. Paul Camp (Ret.)	CES
SSgt. Allen Clausen (Ret.)	AS
MSgt. Jeffrey Hammond (Ret.)	CES
MSgt. Harvey Parrott Jr. (Ret.)	CES
SMSGt. David Wilde (Ret.)	CES

Air Force Achievement Medals

TSgt. Gregory Ahlfs	AS
MSgt. Bradley Binion	AS
TSgt. Scott Brady	AS
Capt. Gary Bray (1 OLC)	GP
Capt. James Carlen	AS
Capt. Robert Connolly	AS
SrA. David Fisher (1 OLC)	AS
SMSGt. Thomas Foss	AS
SSgt. Patrick Fruzyna (1 OLC)	AS
Maj. Richard Gabe (1 OLC)	OSF
SMSGt. Gary Gustafson	OSF
Capt. Toby Hammer	AS
SSgt. Steven Hanson	AS
MSgt. Sean Haran	AS
MSgt. Michael Hartman	AS
Capt. Charles Hayes (1 OLC)	AS
TSgt. Richard Klick	AS
MSgt. Gregory Koury	AS
SSgt. Thomas Martin	AS
Capt. Steven Merriam (1 OLC)	AS
TSgt. Bruce Moin	AS
MSgt. John Nutting (1 OLC)	AS
TSgt. Gene Olsen	AS
MSgt. David Olson	AS
TSgt. Mark Olson	AS
SSgt. Michael Riisager	CES
Maj. John Rudin (1 OLC)	AS
TSgt. Jack Sabin	AS
Lt. Col. Larry Snider	AS
Lt. Col. David Stegmaier (Ret.)	GP
TSgt. Scott Struss	AS
Capt. John Wahl Jr. (2 OLC)	GP
TSgt. John Watts	AS
SSgt. Matthew Welage	AS
SSgt. Larry Zdenek	AS

Newcomers

SrA. Lawrence Ahrendt	MWRS
SSgt. John Byerly	AG
SSgt. Guy Decovich	SPS
Sgt. Eugene Eberhardt	AS
SSgt. August Funaro	CF
Sgt. Randy Harmon	CES

SrA. John Machardy	MS
AB Tina Mason	MSF
SrA. Julie Mills	MedSq
SSgt. William Novak	MedSq
SSgt. Michael Starr	AS
Capt. Timothy Swanson	AS

Reenlistments

SrA. Michael Bier	LSS
A1C Robert Emmers	AS
SSgt. Jeffrey Grates	SPS
MSgt. David Halverson	CES
SSgt. Randall Lenton	AS
SSgt. Charles Nelson	APS
TSgt. Donald Pederson	SPS
SSgt. Scott Rian	APS
Sgt. Gregory Robinson	MS
SSgt. Bradley Rogers	SPS
SMSGt. David Rugg	AS

Retirements

TSgt. Allen Clausen, administrative specialist with the 96th Airlift Squadron, retired Sept. 9 after 21 years of service, the last 17 with the 934th. He also was awarded the Air Force Commendation Medal for meritorious service, August 1989 through September 1993. He started his career with four years in the Air Force, with an assignment tracking missiles and satellites from Diyarbakir, Turkey. In the 934th, he previously served in mobility support and security police. As a civilian, he is employed by the U.S. Postal Service, St. Paul, and he lives in Shoreview, Minn.

Certificates of service

John French	CE	30 years
Robert Gripe	LG	40 years
Roger Hanson	CE	20 years
Dave Swanburg	CE	20 years

Suggestion awards

Mike Duffy	LG	\$25
Debbie Galvin	FM	\$25
Jerry LaLonde	CE	\$25
Bob Olson	LGS	\$25
Phil Winkels	CE	\$25

Births

TSgt. Leon Gilder, chief of customer service for the 934th Military Personnel Flight, and his wife, Heidi, announce the birth of their son, Derek James, on Dec. 1, 1993. Their second child, Derek weighed 8 pounds and was 20 1/2 inches long.

2nd Lt. Carol Romain, ground safety officer for the 934th, and her husband, Louis, announce the birth of their son, Samuel Giovanni, on Dec. 13, 1993. Their second child, Samuel weighed 7 pounds, 11 ounces and was 21 inches long. □

HOME SECURITY

Take action to prevent becoming a victim

by Lt. Larry Wohlk,
base crime prevention manager,
DoD security police

Protecting your home from a break-in calls for making yourself less of an easy target. It's a sad reality that when a "professional" burglar targets your home, there's not much you can do to prevent entry. However, there are many ways to discourage break-ins or at least make them so difficult that an easier target is chosen.

Consider the following suggestions from the Minnesota Crime Prevention Officers Association:

***Trim shrubs** so windows and doors are in full view from the street.

***Maintain adequate lighting**, especially at vulnerable points.

***Don't leave ladders and tools** lying around that burglars can use.

***Keep garage doors locked** as well as doors leading from the garage into the house.

***All exterior doors** should be metal-clad or solid wood construction. If you have hinged exterior doors opening

outward, you need to make it harder to remove the door from its hinges by driving a couple of headless screws or nails into the hinge plates.

***For sliding glass doors**, insert a steel pin or piece of wood snugly in the track.

***Use some type of deadbolt lock** on all exterior doors, including the door from your garage into your home.

***Electronic garage door openers** with automatic locking devices provide good security, but remember to keep the transmitter box that activates these openers in a safe place so it isn't stolen.

***Always keep curtains, blinds or window shades** on garage windows, and try to keep the garage area lighted.

***Use a heavy duty strike plate**, which is the jam fastening that receives the bolt in the locking position. The heavy duty strike plate uses four to six three inch wood screws. These longer screws make it harder for someone to split the door frame when kicking the door.

***Double-hung windows** can be pried open easily, but they can be

MWRS BRIEFS

Ski trip

A minimum of 25 skiers is required for the Afton Alps trip on Saturday, Feb. 5. If you're interested in skiing or updated trip information, call recreation services at Ext. 5316.

Bowling, darts

Bowling is tentatively scheduled for Saturday, March 5, with the place and time to be determined. Also, anyone interested in playing darts should call recreation services or Curt Henke at Ext. 5540 (UTAs only).

secured by drilling a downward hole through the first sash and into -- but not through -- the second sash. Then pin the window by putting a nail into the hole.

For more information on how to help burglar-proof your home, contact either your local police department or base security police, Ext. 5400.

Slippin' and slidin'

Ice and snow looks like fun, smells like trouble,
even for hardy Minnesotans

by Mike Askins,
934th occupational safety and health manager

We folks in Minnesota think we can handle these tough winters. After all, we're used to this sort of thing.

However, we have more minor mishaps in winter than any other time. Maybe we're so accustomed to the bad weather that we think we won't slip on that patch of ice. Well, a lot of us do slip on ice -- or suffer other weather-related mishaps. Most of these are due to hurrying, carrying too much, or not paying attention to conditions.

Here are some true-life examples of what has happened on base here:

***A worker was carrying** an armload of snow shovels and other equipment in front of him, with both arms wrapped around them. While trying to go through a doorway, the door slammed

back against the shovels, pushing them into his face. He had to have several stitches.

***A worker was walking** between two buildings, slipped on the ice and severely sprained his ankle. He also dropped the several loaves of bread he had stuck under each arm, but he saved the hot crock pot full of party food he was also carrying.

***A worker was outside** pushing a heavy piece of equipment. The ground surface was icy. He pushed so hard that his feet shot out from under him, and he landed on his back, suffering contusions.

These are just a few of the cases showing what can happen if we are distracted or trying to carry too much. Let's be careful out there!

