

VIKING FLYER

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

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VIKING FLYER

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On the cover



SSgt. Jeffrey Anderson, 27th Mobile Aerial Port Squadron, helps recover cargo parachutes at the Jordan drop zone. For more on this port function, see page 9.

(Photo by MSgt. Tim Turner)



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Pride in appearance

by Col. Michael Gjede, commander

Happy New Year! As I've mentioned in numerous meetings and commander's calls, 1993 is going to be a year of challenges for all of us as a cohesive unit. Together, I think we will find a way to do the job and do it well. It won't be easy, but with your great attitude and expertise, the challenge will be met.

I would like also to challenge each of you personally. I know you all have a tremendous amount of pride in the 934th. You demonstrate it daily in the job you do. But another way of demonstrating pride in the unit is your personal appearance and the way you wear the uniform.

Air Force Regulation 35-10 tells us how we are supposed to look, and I know you're all familiar with it. After

being here two whole months, I am impressed with the appearance of 934th members. However, there are always the borderline cases -- the hair that's almost touching the collar, the mustache that's in limits only when you smile and the various jewelry combinations that don't quite fall within the constraints of the regs.

So my challenge to you is to make a New Year's resolution to improve your own appearance when you put on the uniform. Force yourself to set the example and be the sharpest looking person in your unit. Looking good can be contagious. I guarantee you will feel better and will hold your head just a bit higher when you know you are groomed correctly and your uniform looks sharp.

It's really an easy challenge to meet, an easy resolution to keep and the best way I know to reflect the pride you have in the 934th.

TQM: Improving the best

by Lt. Col. Robert Kermes, commander, 934th MWRS

We're hearing more and more about Total Quality Management and quality improvement programs. We also frequently see members and units here recognized for high levels of excellence and quality performance.

I'm sure we're all heard the phrase, "If it's not broken, don't fix it." So if the 934th works so well, is there really anything to fix? The Model T Ford was a great vehicle in the early 1900s; it got people from place to place and was easy to operate and maintain. So why should there have

been any reason to fix it?

Well, it wasn't fixed, but the improvements developed over the years changed that vehicle into the cars we drive today. There may be a few things we could think about during the next few months that could help each of us clarify the TQM concept and see what could be improved here.

If we think about the way we do things and the equipment we use, we may not identify any major fixes to the systems we have. We may be able to identify a number of things, however, to improve what we do. A couple of things to think about while you're developing improvements in your (Continued, next page)

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STAYING SAFE IN WINTER

by Mike Askins,
occupational safety and health manager

Most of us manage to enjoy winter weather with activities such as ice fishing, skating, hockey, cross-country skiing or just watching the ballgames on television. But winter creates many hazards if we're not careful.

These hazards exist at work, at home and even while enjoying winter recreational activities. We need to know how to recognize these dangers and protect ourselves.

Frostbite

Frostbite is the most common injury relating to cold weather, and it's a hazard both at work and at home. You need to know how to recognize and treat it.

Frostbite occurs when ice crystals form in the fluid and underlying soft tissues of the skin. Frightening thought, isn't it? Wind and humidity speed up the process. A person who has had it once is more likely to have it again than someone who has never had frostbite.

A sign of impending frostbite is a slight reddening of the skin. Later the skin becomes white or grayish yellow. You may feel pain early, but it disappears. The Red Cross recommends this treatment:

- *Cover the frozen area to protect it from further injury.
- *Try to provide extra clothing or blankets.
- *Bring the victim indoors.
- *Give the victim something warm to drink, but NO alcohol.
- *Re-warm the frozen part quickly by immersing it in warm water, never hot water. Don't rub it, as that can cause gangrene.
- *Get medical attention as soon as possible.

The best treatment of all, however, is prevention. Pay attention to wind chill temperatures, and keep your skin covered via proper clothing.

'Slip-sliding away'

Another major winter hazard is slipping on icy surfaces. This has been a problem especially here at the 934th. Most of our mishaps in fiscal year 1992 were due to slips, trips and falls in wintery conditions.

Our base civil engineers do the best they can to keep the sidewalks and parking lots free of ice, but we as individuals must be vigilant. Be especially cautious when walking on icy surfaces, especially after a fresh snowfall.

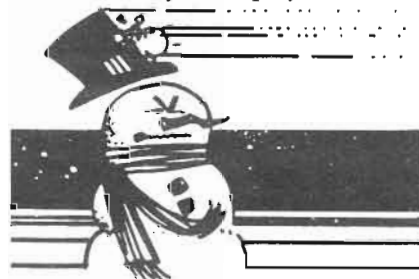
Ice fishing

This is a popular activity here, but you must always be certain the ice is strong enough to hold you and/or your vehicle. Even snowmobiles have fallen through thin ice. Don't take any chances unless you are sure the ice is safe!

Even at home . . .

Don't let winter hazards scare you into becoming a couch potato, however. Sitting in front of the television all winter can be a hazard to your health if you don't get any exercise and eat fatty foods!

Take advantage of the great opportunities here for sports and recreation. Play -- but play it safe.



TQM . . . (Continued from page 1)

work station should include why you want to improve things and what kind of tools you have available to implement those improvements.

One of the major reasons for improving the quality of our efforts and products is to provide better customer service. Each of us has different customers who may be difficult to identify as customers. For the base personnel office, the customer may be the person across the counter. For civil engineers, the customer may be the office that needs some space renovated. For operations, the customer may be the base

that needs airlift support.

The tools and expertise available to develop and implement improvements will be as diverse as our imaginations. Our primary sources of expertise will be the experts on the "line" who produce and deliver the product or service. Each of us must be willing to contribute suggestions and listen to the ideas offered, as well as be willing to commit the effort to achieve results.

Formal training has already started to develop the TQM process for the 934th and throughout the Air Force Reserve. Initial

facilitator training was conducted last October, commanders will attend training this month and cascade training begins shortly thereafter. The Air Force Reserve is committed to the TQM process to ensure that the reserve forces will provide fully qualified personnel and deliver the highest possible quality performance for any tasking that may be assigned.

The 934th is an excellent organization that doesn't need to be fixed. However, we all must develop the improvements needed to deliver quality goods and services whenever and wherever they're needed.

Billeting woes

by SSgt. Janet Byerly

When the Mall of America was built in nearby Bloomington, it's likely few reservists gave it much thought. Except, of course, that the huge mecca for shoppers might be a nice place to visit. Little did they know that the mall would draw literally millions of shoppers from all over the world, leaving every hotel and motel within 20 miles of the base booked solid for months in advance.

That is not a problem unless you are a reservist arriving for the UTA, and instead of checking into base billeting or a nearby hotel, you are sent on a 20-minute drive to a Burnsville motel.

"We have no magic wand," said Dan Knight, MWR Services Chief. "We can't create new facilities. The area hotels are all booked. We're trying to work out reservations a month or two out, but we usually don't know until just before the UTA how many rooms we've got. It's also absolutely critical that reservists cancel reservations that won't be used so that all rooms can be filled."

Since the number of reservists needing rooms fluctuates from month to month, the billeting staff has been scrambling to provide enough rooms.

"We don't have enough rooms on base for everyone," said Knight. "People have to be receptive to going off base, even if it's a 20-minute drive, because if they don't make use of the rooms, no reservations will be made. We would be reduced to the 186 beds on base without these contract quarters."

Much discussion and work is going into working out the best solution. At present, the group commander favors allowing individual units to handle billeting arrangements for their own people.

An earlier suggestion deemed unacceptable was that all enlisted members E-6 and below would be sent to off-base contract quarters until the reserved rooms were filled, according to Knight. Then the on-base quarters would be filled.

Once all on-base and contract rooms

are full, billeting will call area hotels trying to find rooms, but the reservist must pay for the accommodations and is no longer reimbursed for the expense.

The changes and uncertainty of the situation has strained relations between reservists and the billeting staff.

"I think the problem came about because people don't know what to expect," said MSgt. Mary Schmidt, first sergeant for the 47th Aeromedical Evacuation Squadron. "They don't know whether they'll have a room on base, a room off base, or whether they'll have a room at all, and whether it's done fairly."

Serious billeting challenge whipped by Reserve

Billeting challenges arising from the "mega-mall challenge" may have been the last of 1992, but they certainly weren't the first.

Last spring, the Air Force Reserve entered the ring fighting to protect its policy of providing billeting at no charge for reservists on inactive duty training (IDT).

The Reserve's billeting policy has been in effect for many years, and more recently, it was adopted by the Air National Guard. The policy dates from the inception of the Total Force concept during the 1970s. At that time, the Reserve took on more highly-specialized missions and was forced to abandon the "local militia" posture and recruit a highly-skilled force from much wider areas.

Air Force Reserve officials stated that providing free billeting was a necessary cost of doing business, since the required personnel couldn't have been recruited without these services.

According to Maj. Gen. John Closner, Reserve commander, "The success of the Reserve in fulfilling even the most difficult types of missions justifies the policy."

Closner stated that the Army and Navy do not provide free billeting for individuals or units during IDT.

"People work all day, then drive several hours to get here, only to be thrown into an unknown situation," she continued.

Possible solutions mentioned include the return to a system prohibiting visiting aircrews on UTAs and establishing better communication between the units and billeting.

"It's a problem that's not going to go away," said Knight. "If you have suggestions or comments, bring them to your first sergeant. I have been meeting regularly with the first sergeants to try to find solutions."

"This inequity captured the attention of the comptroller of the Department of Defense, who has questioned our policy," the general said. He added that it is not the first time the legal basis for the Reserve's policy has been questioned.

The general stated the corporate thinking of the Reserve is that the billeting policy is necessary to accomplish wartime taskings. Closner said the Reserve appropriations are intended to do just that.

"Both the Reserve and the Air National Guard have always been confident concerning our policy despite the absence of specific legal authority directing such a policy," he said.

In an effort to remove all doubt and to achieve consistency among all branches of the reserve forces, a legislative proposal was drafted and passed last summer to resolve the issue. For the present, however, the Reserve will continue its present policy of providing quarters for their members who reside outside the designated commuting area while on IDT.

"I wanted...(reservists) to know about this situation and to be assured of the resolve to fight for every quality of life issue," said Closner. (Courtesy "Southern Flyer," Maxwell AFB, Ala.)

Meet the new group commander

by MSgt. Darrell Habisch

Col. Michael Gjede, group commander for the 934th Airlift Group, was interviewed recently by the Viking Flyer to help introduce his objectives and goals for the future to the members of the group. Following are excerpts from that interview.

VF: What are some of the challenges you see facing the 934th in the immediate future?

Gjede: We have some real-world situations we'll have to be very fluid and responsive to. We'll address those questions as they arise. Closer to home, the 27th Mobile Aerial Port Squadron will have their Operational Readiness Inspection, and we'll be supporting that. Even though we're a little bit short of money, we'll be taking advantage of the situation to exercise the entire unit during that ORI.

VF: Speaking of money, how do you envision the budget constraints affecting us?

Gjede: The Air Force Reserve in general is short about \$80 million, and we're going to have to take our share of the hurt. The biggest portions of our budget are civilian payroll and flying hour programs. We'll skim savings from smaller programs under these where we can, but the largest savings will come through a civilian hiring freeze, including the Air Reserve Technician program. By not filling positions, we'll be saving payroll. Of course, we have the ability to hire key personnel in special positions.

The flying hour program may see a reduction of about nine percent. That's going to affect training and our customers for whom we traditionally provide airlift for. We obviously want to maintain readiness and our safe flying record. They're both top priorities.

VF: Do you see the 934th getting involved with the Somalian relief efforts?

Gjede: I don't think it will impact us, especially if the U.S. involvement is as short as Washington predicts. We've pulled our share of the load during the last six months in Sarajevo. That has been a tremendous effort and a feather in our cap, especially since our people were all volunteers. With 14 aircrews assigned and rotating every two weeks, some people were there more than once. We have a lot of people to thank for that effort, including families and employers. However, we've asked the question and have volunteers for this latest relief effort, should our presence be required.

VF: What concerns do you have for the unit?

Gjede: The flying mishap rate in the Air Force has been on the rise for the past year, and that's not a good trend. Headquarters Air Force is looking at everyone, including the Guard and Reserve, to see what may be causing this.

We all need to get back to the basics of what we're doing. When you're flying that aircraft, you must be totally focused. When you're doing your job at the office or in the field, don't compromise safety. Everyone needs to pay attention to detail, including the little things like 35-10 and haircuts. Whatever you're doing, stay focused on the job at hand. I'm not pointing fingers at our operation in particular. We have a tremendous flying record, and I intend to do everything I can to keep it that way.

VF: If you could speak to every person individually, what would you tell them?

Gjede: I would reiterate to each individual that we have a first-class operation here. We must continue to do our best to ensure a safe work environment. Our focus must also be on keeping our combat readiness at its peak, protecting our environment and conserving resources and money. We must strive to meet the requirements of our customers. We have a lot to be proud of, but we all have a lot of responsibility, too. Most of all, look out for each other, because in the the final analysis, our people are our most important resource.

Viking Victor: Lt. Col. Shu-Mei Hwang

Position: New commander, 934th Civil Engineering Squadron.

Job responsibilities: Command 100-member Prime BEEF team, fire department and disaster preparedness.

Born: Sept. 21, 1945.

Education: B.S., chemical engineering, Iowa State University, Ames, Iowa; M.A., public administration, University of North Dakota.

Hobbies: Golf, tennis, sailing and skiing.

Civilian occupation: Product manager, 3M, St. Paul, Minn.

Goals: "To implement Total Quality Management, become the 1993 outstanding civil engineering squadron, complete reorganization and personnel consolidation, and construct a Rapid Runway Repair (Triple R) training site here."

Family: Wife, Sally; son, Matthew; and daughter, Mandy.

Comments: "Our squadron has been active in the Air Force Civil Engineering Rodeo and took first place in 1990. Mobility is the name of the game for us, and we have to be ready on extremely short notice to fly anywhere in the world to support the Air Force mission."



by MSgt. Tim Turner

Here's the latest information on the 934th office in charge of information: they've got a big job.

Just ask any base department that needs orders cut, mail distributed, copies made, Air Force forms and publications circulated, and office records managed. These are just some of the responsibilities of the 934th Information Management Office (IM), located on the first floor of the headquarters building.

The two Air Reserve Technicians, four reservists and three civilians who run the department don't take their jobs lightly, according to SSgt. Tim Szvetcz, assistant chief of information management. "In a nutshell, we're charged with all administrative support for the 934th and its tenant units," he said. "Frankly, I don't think this base would function as well without our help."

Szvetcz said that his office constantly explores ways to make base departments function better. For example, a few months ago, they purchased a software package to help many offices here complete their administrative forms more efficiently.

"The system is called PerFORMS, and it allows us to custom design a form on computer and give it on disk to the appropriate office," Szvetcz explained.

He used the following example to illustrate his point: "The base billeting office uses a special form to compile certain information on its guests. Using PerFORMS, I designed a form to specifically fit their needs. They fill out the form on computer and then print a hard copy of it. Before PerFORMS, the old form was completed by hand, which took more time and allowed for more errors."

Left, Sonya Fisher checks the paperwork on documents going into storage in the staging area. Below, SSgt. Tim Szvetcz uses a desktop publishing program to prepare an operating instruction.

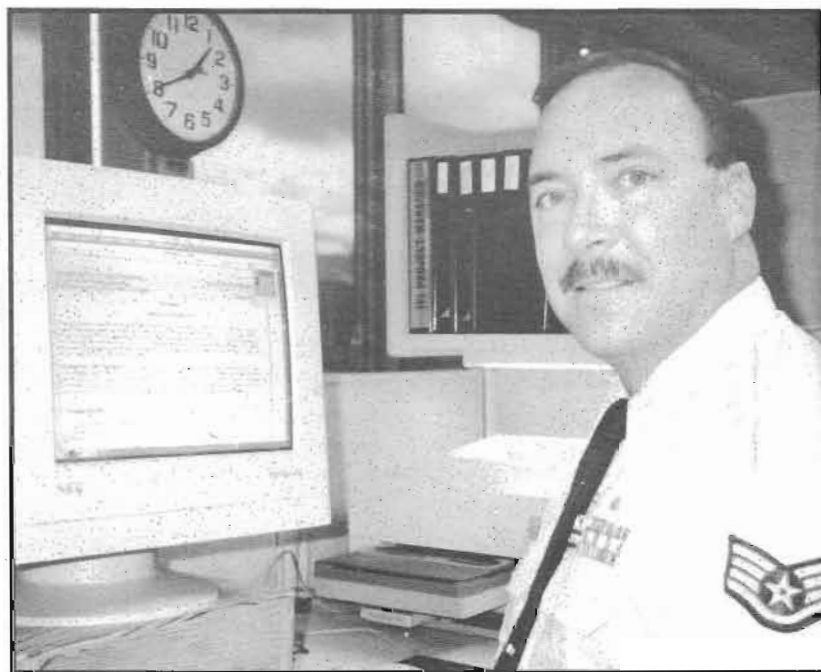


Photos by SrA. Shannon Acmitage

Managing Info

*They swim in an ocean of paperwork
with Olympic style and help
keep the rest of us from drowning*

by MSgt. Tim Turner



Another responsibility of IM is helping over 55 base offices get their records and filing systems in shape before staff assistance visits. "We regularly visit each department here and refresh them on the Air Force policies and procedures governing records management," Szvetcz indicated. "That way, when the SAV inspectors come through their shop, there are few, if any, surprises -- at least from a records management standpoint."

One surprise all reservists here don't like is delays in receiving their military orders -- another task of IM.

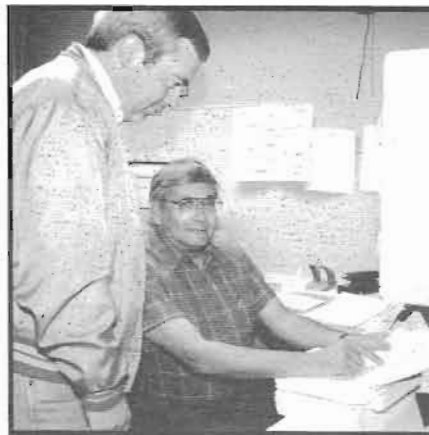
"Fortunately, we have few delays in getting orders cut because all the information needed to prepare them is computerized," Bill Ellis, IM's orders clerk, said. "We prepare, authenticate and distribute all the military and civilian orders here, such as those for training, annual tour and mandays," he added.

Duplicating orders kept many people in IM busy during Desert Shield and Desert Storm, according to Joan Bolesworth, chief of IM. "We were very busy drafting orders for deploying 934th reservists during both the buildup and the war," she said. "Naturally, our main concern was ensuring that no one left this base without copies of orders in their hands, and that those orders were accurate."

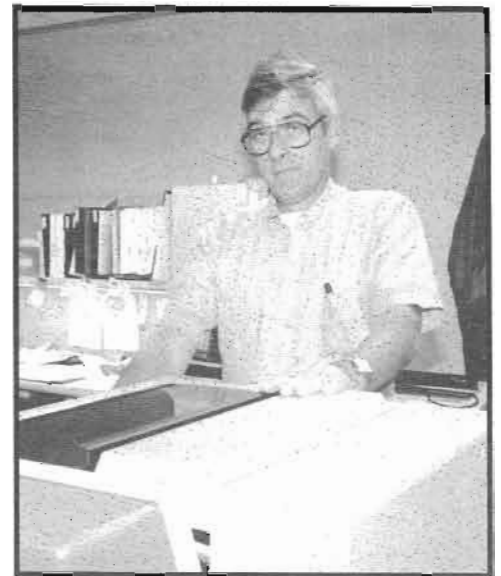
Copying orders is just a small part of the vast number of copying IM handles on its large, high-speed copier. Dan Headman is the printing manager in IM. "My job involves all of the copying requests for everyone on base -- including the Navy and Coast Guard tenants here," he explained.

Headman admits his job can be hectic -- particularly right before the UTA. "A lot of units will need extra copies of certain document or form, especially if its needed for an exercise or inspection," he indicated.

Earlier this year, the print management section was asked by Headquarters AFRES to test a portable copier that 934th units can take with them on deployments, Bolesworth said. The copier, which is designed to work in a bare base environment, was used by the 96th Airlift Squadron during the July Volant Oak rotation. The 934th is the only Air Force Reserve base currently testing the new copier.



Ready to assist their customers with tasks in duplicating, orders or mail are, clockwise from below: Dan Headman, Bill Ellis and Dave Theisen.



Yet another responsibility of IM is logging and distributing the hundreds of supplements to Air Force publications and booklets that arrive on base every week. That's the job of SSgt. Randy Kline and Sonja Fisher of IM's publication distribution section. "Each office has its own manuals that spell out the policies and procedures for managing that office," Kline explained.

Training those offices to properly document and post those manuals is another responsibility of the publication distribution section. "I like to go around the base offices to make sure they're trained, inspect their publications and answer any questions," Fisher said. "That way, I get to know everyone on base and find out what their needs are."

The supplements and manuals handled by Kline and Fisher are distributed through the base mail, also part of IM. "We handle all internal and external mail for the 934th and its tenant units," said Dave Theisen, IM's mail clerk. "We also have to make sure that mail going off-base is metered

and, depending on the type of mail, sorted by zip code."

The responsibility for training IM's staff falls on the shoulders of MSgt. Tanya Maxson, the office's NCOIC.

But the department also conducts training sessions for all 934th administrative personnel. "All base administrative clerks are required to attend a nine-part course every year that covers different facets of administrative management, such as record keeping and the correct way to draft an administrative memo or letter," Maxson said. "The course helps guarantee that all 934th clerks are working as a team and following the proper Air Force rules governing administrative management."

Working as a team is one philosophy that Bolesworth and Maj. Dennis Small, Reserve officer-in-charge, stress in their department. "We're in the customer service business -- the 'customer' being every member of the 934th," Bolesworth pointed out. "The more Information Management can work as a unit, the better that service is going to be."

Photo by MSgt. Tim Turney

Sarajevo

934th
participants

TSgt. Gregory Ahlfs
SrA. Peter Alt *
Capt. Thomas Anderson
Lt. Col. Timothy Anderson
Maj. Mark Arnold
MSgt. Bradley Binion
SrA. Brian Bluhm
SSgt. Scott Brady
Capt. Gary Bray
MSgt. Dave Brownlee
Capt. Allan Cannamore
Capt. James Carlen
Capt. Steven Chapman
Capt. Robert Connolly
TSgt. David Corrow
SSgt. James Courneys
1st Lt. Michael Dargen
1st Lt. Michael Erickson
TSgt. Rory Ernst
SrA. David Fisher *
Capt. Robert Fleming
MSgt. Thomas Foss
SSgt. Patrick Fruzya *
Maj. Richard Gabe
Capt. David Gerken
TSgt. Michael Gilbert *
TSgt. Bruce Goetsch
TSgt. Jeff Gorman
SMSgt. Gary Gustafson
MSgt. James Hagan
TSgt. Larry Hall
1st Lt. Toby Hammer
SrA. Clifford Hanson
SSgt. Steven Hanson
MSgt. Sean Haran
TSgt. Michael Hartman
SSgt. Mark Hartnett
Capt. Charles Hayes
SSgt. John Hoffman *
TSgt. Steven Hoy
Capt. Thomas Iverson *
SSgt. Mark Janey
Maj. Barry Johnson
Capt. Michael Johnson
SSgt. Orin Johnson
TSgt. Richard Kliek
SSgt. Paul Korkowski
MSgt. Gregory Koury
Lt. Col. Edwin Loomis
1st Lt. James Magee Jr.
MSgt. Gordon Maier
SSgt. Thomas Martin
SSgt. Robert McMenoman
Capt. Stephen Merriam
TSgt. Bruce Moin
TSgt. Craig Molm
MSgt. John Nutting
TSgt. Gene Olsen
TSgt. David Olson
TSgt. Mark Olson
SMSgt. John O'Neal
MSgt. Timothy Payton
TSgt. Terry Preusae
Maj. John Rudin
TSgt. Jack Sabin
TSgt. Gary Scheff
TSgt. James Schmidt *
Lt. Col. Larry Snider
MSgt. Carrol Steffen
Lt. Col. David Stegmaier
TSgt. Scott Struss
Capt. David Tank
Lt. Col. Gerald Von Berge
Capt. John Wahl Jr.
SSgt. Peter Wasako
TSgt. John Watts
Lt. Col. Ronald Weight
SSgt. Matthew Welage
SSgt. Wendy Wiens
Maj. Grelon Williams
SSgt. Larry Zdenek

* Member served more than one tour.

by SSgt. Larry Dean

When you're close enough to hear the mortar shells sizzle out of their launching tubes and the unmistakable thunderclap of explosions, the 15 to 45 minutes it takes to unload cargo from a C-130 can seem like years.

That's just one of the many memories of the war in what used to be Yugoslavia that SrA. Pete Alt, crew chief with the 96th Airlift Squadron, will keep with him. Alt was among the last of 934th people to return from Yugoslavia, and he spent the longest time of anyone from the 934th participating in Operation Provide Promise -- 66 days, from Aug. 13 to Oct. 18.

"We were based at Rhein-Main AB, Germany, which is about a two-hour flight to Sarajevo, and then another hour and a half flight to Zagreb," Alt said. "Taking part in Operation Provide Promise helped me gain confidence and experience. I know who to coordinate with while I'm on any future deployments to get the information that is vital to each mission, and I met a lot of good people while I was away. I met and became friends with a United Nations observer from the Netherlands who I write to now, a U.N. observer from Canada and a lot of other people."

Alt said other crews praised the 934th's aircraft because it was in excellent condition, yet it was the oldest in the fleet for Operation Provide Promise. "No one could believe me when I told them our C-130 was a 1962 model," he said. "The next oldest was a 1972 model."

At 22 years old, Alt said he has seen places and things most of us will never see except in pictures. "I've been to Panama, Germany, Sarajevo and Zagreb, all in the same year," he said. "It has been great. A lot of people my age haven't even been outside of the state, let alone traveling to South America and Europe."

A business student at the University of Minnesota at night and printing machine mechanic by day, Alt is moved each time he sees news reports on the war. "After you've been there and seen it first-hand, you know a little more about what's happening there," he said. "But many Americans and many friends of mine don't understand it."

Alt noted that of the many memories gained during his assignment, there are some he would rather forget. "I remember this 80-year-old couple in Sarajevo who needed to get

to Zagreb," he said. "They were dragging this huge trunk that held their only belongings as they were fleeing to find a home. You could tell by the look in their eyes they had never been aboard a C-130, and to see them scared, getting into the dark hulk of this aircraft was unbelievable. As we flew, the woman was cold, so we gave her a jacket to wear."

On other missions, however, the crew were the ones facing scary situations. "On one mission, we were told there were unidentified fixed-wing aircraft coming up behind us," said Alt. "On another mission, we took part briefly in a search and recovery effort for an Italian aircraft that was shot down, knowing that straying from our normal route might risk our being shot at. The mortar shells are something you get used to, I guess."

He added that his trainer, TSgt. Gene Olson, also with the 96th AS, gave him advice about the shelling: "It's not worth worrying about. If a shell has your name on it, there's nothing you can do about it."

Sixty-six days may not seem long, but for Alt, it was long enough for the learning experience of a lifetime.

Mission
wrap-up

The 934th's duty in support of Operation Provide Promise ended with the return of the final crew, Nov. 29.

Beginning July 13, 934th crews began two-week rotations to Rhein-Main AB, Germany, to provide airlift support alongside active duty crews from Pope AFB, N.C., and Air National Guard crews from Charleston, W.Va.

A total of nine "waves" went to Europe from the 934th, with the first group a double crew delivering the Minneapolis C-130, and the last crew tasked with returning the aircraft home. Seven people served more than one tour, and 81 people served.

Final statistics for the 934th aircraft were: 525.6 hours of flying, 233 sorties flown, 197 passengers airlifted and 901 tons of cargo delivered.

A day at the drop zone can be exciting, for man and beast alike

Ponies and parachutes

by SSgt. David Mattson, 27th MAPS UPAR,
and MSgt. Tim Turner

It could be a scene straight out of one of those Walt Disney animal movies -- you know, like "Black Beauty" or "My Friend Flicka": A brisk winter's day greets the horses frolicking in the snow-blanketed field. The only other sounds apparent are the wind whistling through the pine trees and the distant hum of C-130s approaching.

Wait a second. How did C-130s get in this scene?

Well, this isn't a Disney movie, much as it may look like one. The field in question is really the Jordan drop zone, located about 25 miles west of the base near the town it's named after.

For the past 15 years or so -- on an average of twice a week and also during UTAs -- members of the 96th Airlift Squadron and 27th Mobile Aerial Port Squadron have used the drop zone to practice airdropping and recovering rigged airdrop platforms and container delivery system (CDS) loads.

One of the many challenges facing the folks in MAPS who recover those loads is working around the horses that call the drop zone home.

"Actually, the Jordan drop zone is part of a horse ranch that both the 934th and 133rd Airlift Wing, Air National Guard, jointly use for training," said SMSgt. Mike Dressen, air transportation superintendent for 27th MAPS. "The government leases the drop zone from the ranch owner so that both the 934th and the 133rd can use the field to drop loads."

In addition to serving as a military training area and horse ranch, a portion of the drop zone is subleased to a farmer who grows corn and soybeans. "It's definitely one busy little field," Dressen pointed out.

The field isn't the only thing that's busy during a drop, however -- so are the people in MAPS. The aerial delivery section is responsible for preparing the loads that are dropped. "Riggers," as they're commonly called, not only work at the drop zone but also prepare the rigged airdrop platforms and CDS loads for airdrop.

During a war, "live" airdrop platforms will include military vehicles, food, water, ammunition or medical supplies for the ground troops. "But at the Jordan drop zone, we usually simulate live loads by rigging items such as barrels of sand or heavy timbers," Dressen explained.

The typical scenario during a drop zone exercise begins at the 934th, where the cargo and parachutes are rigged on airdrop platforms and then loaded onto the C-130s.

The "drop zone team" usually arrives at the drop zone at least one hour before the planes are scheduled to fly over to ensure that all of the equipment and vehicles used to recover the airdrop loads are working properly.

Usually the arrival of the planes is immediately preceded by

the swift departure of the horses. Smoke flares are then ignited so that the aircrew can spot the target, usually an orange flag, to drop their cargo. The drop zone team then witnesses the almost poetic sight of the loads being dropped under a canopy of parachutes.

The object of every drop is for the load to come as close to hitting the target as possible, which is the responsibility of the whole aircrew working together on the C-130, as well as the drop zone officer on the ground.

But in spite of their best efforts, the loads don't always come down gently, gracefully or in the designated target area, primarily because of high or varying wind conditions that carry the parachutes. "We've had loads that have had to be retrieved from the water, trees and even roads," recalled MSgt. Phil Smith, MAPS first sergeant. "But we're always ready to retrieve them, even in the most unlikely places."

Dressen added that the drop zone teams are always striving for perfection and constantly have safety in mind. "It's an additional duty that's fraught with potential dangers, so we're always careful," he said. "As far as the drop itself, a pinpoint drop -- that is, one that arrives at the proper time over target (TOT) and the hits the target exactly -- is what it's all about."



SSgt. Steven Lyneis (right) and SSgt. Randy Hanson (left) field pack cargo parachutes after the drops are completed. Each line must be untangled, laid out straight then carefully "daisy chained" before the parachutes go back to MAPS for repacking.

(Photo by MSgt. Tim Turner)

Dreaming for dollars

Your ideas could save the Air Force money -- and make some for you

by SSgt. Larry Dean

Three 934th base civil engineering employees put their heads together to save the base \$43,660 and picked up a cash award of \$647 each through the Air Force Suggestion Program.

Chuck Conroy, Jerry Lalonde and Philip Winkels envisioned a solution to problems associated with base security alarms being hard-wired to telephone lines. They took that vision and put pen to paper on an Air Force Form 1000 (the suggestion form), submitting their idea in November 1991.

Months later, their idea was adopted locally, and they were each presented a check awarding their ingenuity.

"Weather and a number of other things were causing interruptions in the security system," Lalonde explained. "Part of the problem had to do with the age of the lines, which have probably been there since the 1960s. Our idea was to change to a wireless alarm system using excess materials we already had."

Conroy added that the work hours saved with the new system are considerable. "With the old hard wires, we were called in almost daily for system failures, and in many instances the failures happened more than once in the same day."

The manufacturer provided a quote to do the work for \$41,418, not including labor, but our engineering trio solved that problem by coming up with a way to use existing resources on base to change the security system for substantially less.

"Once we got the go-ahead for the work, it cost us a mere \$3,000 to change over, and we haven't had a problem with it since," Conroy said. "Our base fire alarm systems are activated by

radio transmitters to security police, so we thought the ideal solution would be to connect the security alarms to the fire alarm system using the same transmitter."

The three noted that using the suggestion program is easy, and they encourage others to do the same.

"The form is self-explanatory," Lalonde said. "There are plenty of people who have great ideas who could help get a job done better or cheaper, and all they need to do is fill out this form. They might not only fix an existing problem but also get a cash award for their idea. There's really nothing to lose except the few minutes it takes to fill out the form."

The three have enjoyed their cash award in their own ways, from money for school for their children to replacing a home furnace. They earned it, however, for putting the idea on paper.

"I highly encourage everyone to participate in the Air Force Suggestion Program, whether they are civilian employees or reservists," said Beverly Foster, suggestion program manager for the base. "Many reservists might think they are only here one weekend a month, so why bother. Their ideas could help us all do our jobs better and also result in substantial cash awards for them."

Although some people might think it takes too long for a suggestion to be evaluated, that isn't necessarily the case. "It depends on how far the idea extends -- whether it's a Department of Defense or Air Force change or just local. Most local evaluations are completed within 30 days, but higher reviews require a little longer," Foster explained.

She pointed out that the Air Force has an overall 28 percent adoption rate for suggestions, and the base paid out a total of \$2,581 to suggesters in 1992.

Viking Victor: SSgt. Alice Tillman



Award: AFRES Prime RIBS NCO of the Year, Runner-Up.

Unit: 934th Morale, Welfare, Recreation and Services Squadron.

Job responsibilities: Food service specialist.

Born: Nov. 4, 1965.

Education: Cambridge High School, 3.70 GPA; two years at University of Minnesota.

Hobbies: Reading, alpine skiing, cooking.

Civilian occupation: Personnel director/customer service coordinator, LBM Corp., Minneapolis.

Goals: "To do the best possible job I can do in the dining hall."

Family: Husband, Steven; first child due April 1993.

Comments: "I feel very honored to have been chosen for this award. A special thanks to those who nominated me."

News Briefs

Restore Hope

As of press time, 14 Air Force Reserve units have been tasked to support Operation Restore Hope in Somalia: 907th Airlift Group, Rickenbacker ANGB, Ohio; 434th Air Refueling Wing, Grissom AFB, Ind.; 452 ARW, March AFB, Calif.; 940th Air Refueling Group and Airlift Wing, Mather AFB, Calif.; 433rd AW, Kelly AFB, Texas; 512th AW, Dover AFB, Del.; 349th AW, Travis AFB, Calif.; 315th AW, Charleston AFB, S.C.; 445th AW, Norton AFB, Calif.; 514th AW, McGuire AFB, N.J.; 439th AW, Westover AFB, Mass.; 446th AW, McChord AFB, Wash.; and 910th AW, Youngstown, Ohio.

During the first phase of this United Nation's humanitarian mission, called Operation Provide Relief, a number of Reserve airlift units participated. Four C-130 units, including the 934th's parent wing, the 302nd AW, Peterson AFB, Colo., will continue to support the operation, rotating aircrews into Mombasa. The other C-130 units are the 913th AG, Willow Grove ARS, Pa.; 914th AG, Niagara Falls IAP ARS, N.Y.; and 403rd AW, Keesler AFB, Miss. (AFRNS)

SGLI Hike

Service members can apply now for additional Servicemen's Group Life Insurance coverage up to \$200,000. Cost for the new coverage remains at 80 cents per \$1,000, for a maximum of \$16 per month for \$200,000. A 120-day conversion period began Dec. 1 and ends March 31. After that, a statement of health will be required.

Those wishing to continue their present coverage need not take further action at this time. Contact personnel customer assistance at (612) 725-5514. (AFNS)

GI Bill Change

Effective April 1, basic educational assistance rates for the Montgomery GI Bill program will increase.

Rates will increase to \$190 per month for full-time participants in the GI Bill Selected Reserve Program. Also for the selected reserve, there is a tutorial assistance allowance authorized. Contact the training office at (612) 725-5330. (AFNS)

King Luncheon

A Dr. Martin Luther King Commemoration will be held on Wednesday, Jan. 13, at 2 p.m. in the all purpose room, Building 760. The speaker will be Chaplain (Col.) Robert Jemerson from Barksdale AFB, La. For more information, contact M. Lavern Ginigeme at (612) 725-5351.

African-American History Month

Three events are set to celebrate African American History Month at the 934th, with one during the UTA.

Saturday, Feb. 6 (UTA): Col. Kenneth Wofford, a retired pilot of the "Tuskegee Airmen," will speak on the topic of "The Lonely Eagle." The event will begin at 1:30 p.m. in the all purpose room of Building 760.

Thursday, Feb. 18: A luncheon will be held at the NCO Club. Further details will be available at a later date.

Thursday, Feb. 25: Ahmad Mahdi will speak on the national theme, "African-American Scholars: Leaders, Activists and Writers." The speech starts at 1:30 p.m. in the all purpose room of Building 760.

Call M. Lavern Ginigeme at (612) 725-5351 for more details.

Santa Anonymous

At press time, Annette Spindler with Morale, Welfare and Recreation reported that approximately \$360 and 225 toys had been collected through the UTA.

The final total will be available in the next issue.

Army Education Center

The Army Education Center at Fort Snelling is now being operated as a joint venture between the 88th U.S. Army Reserve Command and the Army Materiel Command.

For questions on tests available, sample tests or other services, call the center at (612) 725-5255. The center is located on the first floor of Building 57 on Taylor Avenue near the Fort Snelling Golf Course.

AFRES Support Fund

The AFRES Support Fund donated over \$48,000 to the men and women of the 482nd Fighter Wing, 302st Air Rescue Squadron and 70th Aerial Port Squadron for Hurricane Andrew relief. These contributions came from fellow reservists and Reserve organizations, including the 934th, which donated just over \$900.

According to fund officials, "The assistance given to our units at Homestead and Tamiami was the result of the dedicated, unselfish efforts and the extraordinary generosity of the Air Force Reserve family. Your response to the misfortune of your colleagues exemplifies the commitment and concern we the Reserve family have for each other. Thank you once again for your donations."

The Fort Snelling Officer's Wives Club donated \$325 last month to the fund for Air Force victims at Homestead.

Armed Forces Night

A U.S. Armed Forces night with the Minnesota North Stars is set for Sunday evening, Feb. 14, at 7:05. The Stars will play the Toronto Maple Leafs. Cost is \$10.50 per ticket, which includes a free hot dog and soft drink. Open skating follows the game. For tickets, call Morale, Welfare and Recreation at (612) 725-5316.

Kudos

Promotions

TSgt. Gary Athey	AS
SSgt. Christopher Brake	MAPS
TSgt. Gregory Busta	SPF
CMSgt. David Chapman	MS
SSgt. James Doolittle	MSS
TSgt. Jeffrey Duncan	MSS
SSgt. Patrick Garvey	SPF
TSgt. David Hall II	MS
MSgt. Michael Harnish	SPF
TSgt. Kevin Harstad	SPF
SSgt. Charles Hill	CES
SSgt. Anne Huhtala	CF
MSgt. Eugene Kirk	CES
Lt. Col. David Klis	AS
SSgt. Christopher Knowles	AES
SSgt. Gary Larson	AS
SSgt. Martin Liserio	SPF
TSgt. Dan Loftus	LSS
Lt. Col. Robert Luttio	AS
TSgt. Germaine Matheny	AG
SSgt. Richard Mathies	MS
MSgt. Timothy McGuire	AG
Maj. Christopher McKinnie	AES
TSgt. Aaron Mikonowicz	MS

SSgt. David Ohrt	MS
SSgt. Paul Oven	AS
TSgt. Morris Pochardt	CES
SSgt. Douglas Schaller	MAPS
SSgt. Michael Schultek	MAPS
A1C Jeffrey Schumacher	MAPS
TSgt. Thomas Solarz	MWRS
TSgt. Lory Ann Stangler	LSS
SSgt. Jennifer Starke	MSS
SSgt. Mark Syvertson	MAPS
SSgt. Stephen Tainter	AS
TSgt. John Tolmie	LSS
SrA. Jeffrey Waldorf	MS
A1C Matthew Young	MS

Awards

Meritorious Service Medal
Lt. Col. Kenneth Johnson Ret.

Air Force Commendation Medal
SSgt. Mark Hesse LSS
TSgt. Jean Hohn AES
TSgt. Scott Kjellvik SPF
SSgt. Randall Lenton MAPS

TSgt. Craig Molm	AG
SSgt. Edmond Omelia	Ret.
MSgt. Harlan Overson	Ret.
1st Lt. Susan Radtke	AES
TSgt. DeWight Reck	Ret.
MSgt. Marvin Skov	Ret.
SSgt. Thomas Strigel	MAPS

Air Force Achievement Medal

TSgt. David Corrow	AS
TSgt. Douglas Himango	CES
SSgt. Bradley Johnson	CES
SSgt. Joel Johnson	CES
SSgt. Dean Ostlund	CES
SSgt. Paul Oven	AS

Newcomers

SrA. Daniel Anderson	MAPS
SrA. Chad Asleson	SPF
TSgt. Faye Imke-Witte	MSQ
SrA. Eric Johnson	MAPS
SSgt. Gary Kegel	MAPS
SrA. Darrin Kirby	MAPS
SrA. Scott Lindell	MAPS
SrA. Daniel Roth	MS
A1C Jason Wagner	MSQ
SSgt. Sherry Walker	MS

Key to success: "Aim low!"

by Col. DeWayne Walker,
commander, 934th MSQ

It's rare to be encouraged to shoot low when it comes to goals or objectives. Weight control and physical fitness are exceptional cases, however, given the complexity of the human mind and body.

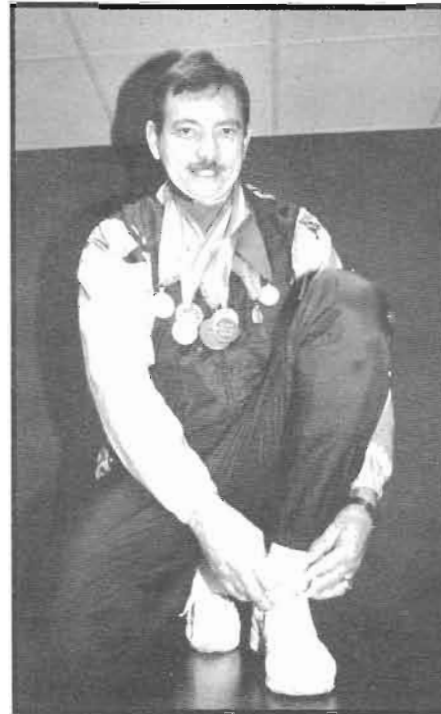
We're entering that time of year when the mind and body go out of "synch." The mind tends to get way ahead of the body. The mind, via perennial New Year's resolutions, typically has high hopes for a Schwarzenegger physique or Cindy Crawford figure. But there's also the usual struggle and guilt resulting from seasonal inactivity and excess weight gain from holiday gluttony.

The sudden appearance of rippling muscles and/or the shedding of 20 pounds in a month or two are admirable goals. Unfortunately, they are highly improbable goals to achieve -- and perhaps even dangerous to attempt.

Goals, when set unreasonably high, can become extremely frustrating and demoralizing. Commonly, they backfire. Health clubs, weight control centers and sports equipment shops do very well this time of year as they feed off the overzealous enthusiasm of well-meaning but unrealistic resolutions.

The key to success is not the quick fix but rather the little victories or goals that eventually lead to the ultimate objective. The body views drastic weight loss as a warning to hoard fat stores by lowering body metabolism, making it very difficult to permanently shed those excess pounds.

If dropping 20 pounds is a goal, try looking at it as two pounds per month for 10 months. Gradual weight loss through moderate dieting, coupled with moderately increased physical exercise, will result in a better probability of permanent weight loss.



(Photo by SSGT. Janet Byerly)

Walker displays a few of the many awards he has earned in his young but successful racewalking career, which he based on "aiming low."

Building your fitness level throughout the coming year, gradually increasing frequency of events and duration of activity, promises more success than jumping in with twice-a-day workouts in the weight room or entering your first marathon. Excessive fitness training leads to not only muscle pains and potential body injury, but historically high results in dropout rate. Just ask any health club about member attrition after the first month or two of each year.

By gradually increasing the amount of exercise you choose to do and allowing your body time to adapt, you can improve your fitness level in eight to 12 weeks. You can achieve this success with a minimum of pain and the satisfaction of having met incremental, meaningful goals.

Remember that weight control and fitness is a lifelong endeavor, so don't be too impatient. Aim low -- but for your personal health and mental well-being, at least aim.

Starting a fitness program

(Or: Some Compelling Reasons to Start Your Exercise Program Now,
From the President's Council on Physical Fitness & Sports)

FACT: Stress Management: Exercisers are 100% more likely to find ways to relax and are 300% more likely to be able to relax under stress. (Joel Gurin, T. George Harris, "Taking Charge, The Happy Health Confidants," American Health, March 1987).

FACT: Cognitive Ability: Exercisers perform significantly better on measures of reasoning, working memory, reaction time and vocabulary than non-exercisers. (Louis Clarkson-Smith, Scripps College, "Relationship Between Physical Exercise and Cognitive Abilities in Older Adults," Psychology and Aging, 1989).

FACT: Arthritis: Regular exercise helps keep joints flexible, helps build and preserve muscle strength, and helps protect joints from further stress. (Arthritis Basic Facts, Arthritis Foundation, June 1989).

FACT: Cardiovascular Disease: Men and women who are physically fit are 8 times less likely to die from cardiovascular disease than unfit persons. (Dr. Steven Blair, Dr. Harold W. Kohl, et al, "Physical Fitness and All-Cause Mortality," Journal of the American Medical Association, November 3, 1989).

FACT: Cancer: Physically fit men die four times less often from cancer, and physically fit women die sixteen times less often from cancer than unfit men and women. (American Medical Association, November 3, 1989).

New fitness center

The new base fitness center is now open on the second floor of Building 802. The center has two rowing machines, two stairmasters, two exercise bikes, a cross-country ski machine and weight training equipment for your use.

During UTA, the center is open on Saturday, 11 a.m. to 1 p.m. and from 4 to 10 p.m.; and on Sunday, 11 a.m. to 1 p.m. The center is open Monday through Friday, 11 a.m. to 1 p.m. and 3:30 to 4:30 p.m.

For more information, call Morale, Welfare and Recreation at (612) 725-5316.