



VIKING FLYER

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

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VIKING FLYER

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On the cover



MSgt. Laverne Terwey (left) and SSgt. Gerald Helmken, 934th LSS, pull the war readiness aircraft spare parts out for pickup. See supply story, pages 6-7.

(Photo by SSgt. Niklas Hammarberg)



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Making ends meet

by Col. Michael Gjede, commander

I realize you all are probably tired of hearing how short of money the 934th is for fiscal year 93. The reason you keep hearing about it is because it's real and it's serious. I need to make sure that message gets across to everybody.

It's not just our problem. It's Air Force Reserve-wide, but we must all do what we can to reduce expenses everywhere we can, particularly on the Operation and Maintenance (O&M) budget. This is the pot of money that pays the civilian wages and basically funds the running of the base.

Headquarters AFRES initiated a civilian hiring freeze to try to reduce the major expense of civilian pay. The hurt from this will get larger and larger as people leave and their positions are not filled. Supply and equipment is another major expense. We can all help here by being prudent: do you really need a new

fax machine? Civilian travel is being curtailed where possible. These are just some examples of things being done to ease the pain.

However, we are still a long way from a balanced budget, and we are not allowed to deficit spend. This means more severe methods may have to be invoked in the future. I won't discuss them yet, because that only starts unnecessary rumors.

The bottom line is that managers at all levels are working this issue daily. Like everything else, we are all in this together. We need the ideas and help of every person in the unit to find ways to save money. We are always open to suggestions. If you have an idea, pass it on. Maybe it hasn't been thought of yet.

It's going to take a concerted effort to train our people and keep our unit mission ready. It may get more painful, but I'm counting on your support to become more efficient as we accomplish our mission.

'Closner sends'

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

The Air Force Reserve is coming to grips with a funding shortfall in our unit level Operation and Maintenance budget of at least \$85 million during fiscal year 1993.

While every Air Force major command is facing up to similar challenges, ours is particularly difficult. Unlike some of the other major commands, we don't have alternate areas in the budget to tap into to ease the effects of shortfalls. Ninety percent of the Reserve's

O&M money finances our pay and flying hour programs.

To meet the revised spending targets, we instituted hiring restrictions; reduced unit budget allocations, unit flying hour allocations and headquarters manning; and placed restrictions on the number of overhires we employ.

With your help, we can maintain the highest possible mission readiness and have the least adverse impact on our people programs. It's not easy, but hopefully, by taking these actions now, we can avoid a need for tougher decisions later.

Remember, we don't have a dollar to waste!

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Budget **CRUNCH**

The shortfall will affect all of us, and the operations group is no exception

by Lt. Col. Gerald Von Berge,
commander, 934th Operations Group

The "budget crunch" has definitely been felt in the 934th Operations Group units.

Although at first glance our flying hour allocation is essentially unchanged, almost 10 percent of that time was used during October and November to support Operation Provide Promise in what once was Yugoslavia.

This year's list of challenges is sizable. We have been tasked to train all our crews in Enhanced Station Keeping Equipment (ESKE), equipment enabling formation flying when weather prevents seeing other aircraft in the formation. We are preparing for another round of Operational Readiness Inspection practices, with the actual ORI in June.

All of our tactical flyers will receive a 22nd Air Force Aircrew Standardization/Evaluation Team (ASET) visit in August. We also

have two normal rotations to Panama this year. The 27th Mobile Aerial Port Squadron has several deployments and is equally involved in the ORI preparation. The 47th Aeromedical Evacuation Squadron has a full schedule and is "on tap" for Operation Restore Hope in Somalia. The new 934th Operations Support Flight is preparing to support all of these activities as it works at training and organizing.

We are faced with this significant "do list" with an Operation and Maintenance budget approximately 75 percent less than our original request. To put that in perspective, the O&M budget for the 96th Airlift Squadron is less than half of what it was 10 years ago when the 96th had fewer crews. Or looking at this from another angle, 90 percent of the fiscal year 1993 budget is the amount normally spent for items such as flight suits, boots and jackets. That would leave the other 10 percent for pencils, paper, computer equipment, drop zone equipment and life support supplies and equipment.

Finally, we are currently operating under a Department of Defense hiring freeze, so we'll eventually be doing our jobs with fewer and fewer full-time employees.

Can we do it? Probably so, for now. It won't be easy, however, and some things won't be accomplished as quickly or in the manner we would like.

The real question is whether or not we can operate effectively under these restraints for an extended period of time.

Maintenance challenges

by Lt. Col. John Dunphy,
commander, 934th MS

For the last 20 years, aircraft maintenance throughout the Air Force has led a relatively stable existence under what was known as the "chief of maintenance" structure.

This structure and its variations was capable of supporting virtually any type of aircraft at any location. It has proved itself with the production of safe, airworthy aircraft supporting missions throughout the world. Aircraft accident rates attributed to maintenance and logistics causes reached levels below programmed expectations.

Despite these accomplishments, the maintenance complex was considered expensive, somewhat inefficient and more geared to maintaining aircraft than producing sorties. These problems resulted in several recent changes that are now being experienced here.

The maintenance complex has been divided up to meet the requirements of the

objective wing/group structure. Maintenance personnel are now found in the airlift, maintenance and logistics support squadrons. Others are assigned as members of the group staff and logistics group staff. In a few cases, personnel in work centers are divided up into three different organizations.

Another initiative, "Rivet Workforce," is consolidating career fields. For example, the corrosion and structural fields have merged, and in avionics, five specialties have combined into two.

In addition to these mergers, selected specialties are also expected to develop basic crew chief skills under the "production team maintenance" concept.

Still another concept implemented last October is Depot Level Repairables (DLRs). Under this concept, the unit is now charged for assets normally depot provided and funded. Credits are achieved if the assets can be repaired locally or by contract and returned serviceable to supply. As a result

of DLRs, removed aircraft components are now reviewed for in-house or contract repair.

While still coping with the above changes, two more challenges loom on the horizon. In the immediate future, the familiar field maintenance and avionics maintenance branches, plus the inspections and support equipment section of the old organizational maintenance branch will be combined into component and equipment repair branches.

The second challenge is two-level maintenance, which could affect us here in 1994. This program, now in the test phase, would remove some intermediate maintenance capability from this location with losses of in-shop capability ranging from 60 to 80 percent. If implemented, this move could significantly impact unit manning.

So if you see your favorite maintenance member looking a little bewildered, it's probably because of the many challenges he or she faces.

Reserve briefs

New generals

Six colonels in the Air Force Reserve unit program have been nominated by the president for promotion.

Nominees for brigadier general include Col. **Alan Bruce**, deputy chief of staff for logistics, Headquarters AFRES, Robins AFB, Ga.; **Jim Folsom**, vice commander, 4th Air Force, McClellan AFB, Calif.; **Michael Quarnaccio**, commander, 433rd Airlift Wing, Kelly AFB, Texas; **Keith Reiling**, commander, 349th AW, Travis AFB, Calif.; **James Turner**, commander, 482nd Fighter Wing, Homestead AFB, Fla.; and **Robert Winner**, commander, 514th AW, McGuire AFB, N.J. (AFRESNS)

Rescue goes ACC

The Air Force Reserve's air rescue units have been gained by **Air Combat Command**, effective Feb. 1. The realignment of Air Rescue Service more closely links rescue operations with the combat missions they support, according to officials. The Reserve's rescue assets include the **939th Rescue Wing** and its subordinate **304th Rescue Squadron** at Portland IAP, Ore. The **301st RQS** was at Homestead AFB, Fla., before Hurricane Andrew hit, and it has now relocated to Patrick AFB, Fla. (AFRESNS)

Reserve in space

The Air Force Reserve's new **7th Space Operations Squadron** has been activated as the Reserve's first operational space unit. It will be an associate unit attached to the 1st Space Operations Squadron, 50th Space Wing, at Falcon AFB, Colo.

The 30-person Reserve unit will work with Air Force Space Command. The mission of its members will be to serve as "satellite pilots," ensuring Air Force satellites are flying their intended orbits and are operating properly. (AFRESNS)

Substance abuse down

Despite overall positive trends, a health practices survey revealed moderate-to-heavy and heavy drinkers still make up about 41 percent of the military.

The Pentagon announced preliminary results of the 1992 worldwide survey of substance abuse and health behaviors recently, the fifth such confidential survey conducted since 1980.

The survey asked about 16,000 active duty people questions about excessive drinking, use of illegal drugs, smoking, steroid use, gambling and at-risk sexual behavior.

In 1980, moderate-to-heavy and heavy drinkers comprised more than 50 percent of the active force. Officials define heavy drinking as five or more drinks per occasion, at least once a week. Even with the drop to 41.3 percent, they said there is a need for continued emphasis on the risks of alcohol abuse.

The survey also shows an increase in the number of people who don't drink or who describe themselves as infrequent or light drinkers. Signs of alcohol dependence have gone from 7.7 percent in 1985 to 6.4 in 1988, to

the current level of 5.2 percent.

"While not all categories show a decline, trends emerging from the 1992 survey data are generally positive," said Enrique Mendez Jr., M.D., assistant secretary of defense for health affairs.

When first polled in 1980, 27.6 percent of the active force said they had used illegal drugs in the month before being questioned. In 1992, the number dropped to 3.4 percent.

For the first time, the survey questioned the use of anabolic steroids by service members, finding only 0.3 percent of all active-duty members used them during the past year.

For smokers, 15.4 percent reported an increase in smoking, 4.6 percent resumed smoking and 3 percent started smoking for the first time. Data did show the overall declining trend in smoking is continuing.

Smoking decreased from 40.9 percent of all service members in 1988 to 35 percent in 1992. Heavy smoking, a pack or more of cigarettes a day, dropped over a similar period from 22.7 percent to 18 percent. (AFNS)



New uniform approved

Modeling the newly approved Air Force service dress coat featuring braided sleeve-style rank insignia for officers and bigger, bolder chevrons for enlisted members are, left to right, Capt. Cathy McGinn, Air Force clothing board chief; Air Force Chief of Staff Gen. Merrill McPeak; Maj. Martha Will of the Army and Air Force Exchange Service; and CMSAF Gary Pfingston.

Budget concerns grow

It's a year like no other in terms of shrinking dollars and little hope for relief

by Cherie Huntington

"The sky is falling!" was Chicken Little's frantic warning, and a boy's cry of "Wolf!" sent people and sheep scurrying about even when no wolf was around.

In terms of fairy tales and fables, fiscal year 1993 is one in which both cowardly bird and mischievous boy can finally say, "We told you so!"

It's a year where the difference between the Operation and Maintenance (O&M) budget and money received is so vast that it has "hit us like a sledgehammer," according to the 934th comptroller, Mike Burgess.

"When we received our budget at the start of the fiscal year, we knew immediately that we had a serious shortfall," Burgess said of the \$1 million the base is short. "We only received 55 percent of what we spent last year in supplies and equipment."

Burgess said the shock was a "fire bell in the night" that no one can ignore.

Bottom line

"At our current rate of expenditures, this base can't make it with the money we've received," Burgess pointed out. "With our mission requirements, we will definitely fall short unless there is some kind of relief."

He stressed that the shortfall isn't as simple as just waiting an extra year for a new computer or buying fewer pencils. It's as serious as halting flying operations to have enough money to make the civilian payroll. The longed-for "relief," said Burgess, likely will do little except make it possible to continue the flying mission and pay the civilian work force, too.

A look at O&M

Burgess explained that O&M covers day-to-day operations plus a \$13 million civilian payroll. "It involves utilities, maintenance of facilities, supplies, equipment, communications, travel and so on,"

he said. "It's not just pencils and paper."

What O&M doesn't involve, however, is the military payroll for UTAs and annual tour days, which remains "money in the bank" for unit members.

Where's the relief?

Burgess said that AFRES officials are preparing a proposal for relief "as we speak" to go forward to the new administration for action. "Your guess is as good as mine as to what will happen," he admitted. "Our leaders are certainly fighting hard for relief."

These money concerns are of such proportions, however, that no one will escape their scorch, according to Burgess. "Everyone will be affected," he said. "I've received calls from many people on base who feel uncomfortable about making it through the year. No one is satisfied with the funding they've been given for O&M."

Burgess believes it's everyone's responsibility to be frugal and put more thought into every action. "It's good to

come up with money-saving ideas for the Air Force Suggestion Program and your office, but each of us need to ask ourselves every day, 'Am I wasteful?'"

Aircraft maintenance is one area striving to cut costs, yet it still may not be enough, according to the commander for the 934th Logistics Group, Lt. Col. Thomas Wolff.

"As a result of the Depot Level Repairables initiative (see page 3), aircraft maintenance has made dramatic changes in handling repairable assets," explained Wolff. "Every possible alternative of parts repair is pursued prior to returning an item for repair. An increased reliance on local repair of previously expendable parts is now the new mind-set. Even with these initiatives, our budget may not satisfy our requirements."

In conclusion, Burgess cautioned that the coming years may see still more cuts. "This is 'Year One' of a new age," he said. "Budgets will continue to shrink."

Five-step plan

Air Force Reserve people need to brace themselves for a budget pinch in the coming months, according to Maj. Gen. John Closner, AFRES commander.

"The Air Force Reserve is experiencing a significant budget shortfall that will affect both our people and flying program," said the general. The shortfall is hitting AFRES harder than other commands, because 50 percent of its Operation and Maintenance money is allocated for pay with another 40 percent associated with flying time.

In a five-point plan, the commander outlined how AFRES will operate with an \$85 million shortfall in its annual operations and maintenance budget. Highlights of the plan include:

***A hiring restriction** on civilians and air reserve technicians. This action is designed to set the stage for an overall drawdown in full-time manning and head off a further reduction in force later in the year. If enough money is saved

on the payroll after two or three months, the Reserve will reinstate unit controlled hiring.

***Reduced budget allocations** to units. Budget allocations are greatly reduced compared to fiscal year 1992 and to projected needs for fiscal year 1993. For example, the allocated payroll was reduced by about 5.5 percent below the normal funding level.

***Headquarters AFRES manning.** In addition to the hiring restriction, the headquarters will reduce ART and civilian employee manning by 10 percent through attrition.

***Unit manning document overhire authorizations.** Over the next 24 months, AFRES officials will reduce the overhire-on-board strength by 50 percent.

***Flying time execution reduction.** In the absence of initial guidance, the general targeted a \$30 million reduction in this area or about a 9 percent cut from the original allocation. The actual reduction for each weapon system will vary. (AFRESNS)

PENS, PAPER AND TABLES

THE TEAM WHOSE WORK SURROUNDS US

by SSgt. Larry Dean

The next time you're in your office or work area on base, take a good look around you. Every piece of equipment, every table and chair, every paper clip, pencil and pen has one common denominator. It came from base supply.

Though tucked away behind desks, computer terminals or in the solitude of a warehouse, these are the silent warriors who played a role in the base amassing a total of about \$12 million in equipment and supplies, not counting the mighty Hercules.

This gigantic task was accomplished by a team of 34 civilians and 38 military people, whose role may be taken for granted or misunderstood.

"Some of what we do and get excited about in Supply might seem boring, or even 'weird', to others around the base," explained Renee Dean, chief of the 934th Supply Division. "For example, putting up shelves to make better use of our warehouse storage space might not excite other base agencies, but it means so much to our operations here, it's an exciting addition."

The role of supply may also be clouded in the sea of acronyms, stock numbers and bar codes which are common language for the supply troop but sound like a mathematical formula for a nuclear weapon to others. This language is translated, using volumes of reference manuals, into the unlimited number of products and services supply works with or could potentially work with. For example, if your husband or wife called to ask you to pick up some 8910-00-052-7951 and 8910-00-043-3191 on the way home from work, you might think of sending them to see a doctor. To the supply professional, however, it's a simple code to order milk and eggs for the base and not have someone ship tools; different-sized nuts, bolts and screws; or a plethora of other gadgets instead.

There are four main branches which handle the mountain of tasks within the

supply system: management and systems, operations support, materiel storage and distribution, and fuels.

"Our management and systems branch interprets manuals, checking for things like the legalities of purchasing a piece of equipment, or finding out the required steps to acquire a piece of equipment," Dean said.

She added that the branch is also responsible for training base people in how to use the supply system for meeting their mission requirements. This could be anything from bench stock training to supply custodian training. They also hold the keys to the safe, so to speak, managing stock fund control and the bank roll for depot level repairs, not to mention handling inventory control. They also provide the focal point for audit information, a series of checks and balances to make sure supply actions are done by the book.

The operations support branch has a

**"Honey, pick up some
8910-00-052-7951 and
8910-00-043-3191."**

full load as well. They work directly with demand processing, or unit requests for materials or equipment. They also handle stock control, ensuring customer requests are supported and making sure a happy medium is kept on hand of needed supplies -- not so many that the bins are overflowing and collecting dust, and not so few that they are emptied nearly as fast as they're filled.

If it comes to making a local purchase of materials or services from an approved area vendor, operations support paves the way to get that item or job done. They also obtain MICAP (mission capable) items to keep us prepared for meeting all mission requirements. This includes parts for aircraft, vehicles and more.

Research is another key function of the branch. If you aren't quite sure what stock number that screwdriver you need is, they can help you find out.

The materiel storage and distribution branch includes functions which might be the most familiar to base people. Namely, the base service store and individual equipment utilization, where we get those pens, pencils, cleaning supplies and uniforms.

Some of the branch's lesser known responsibilities include special assets, such as the weapons used to defend the base from hostile threats and pallets of materials ready to be loaded in wartime. The branch also handles the inspection of turn-in items and the pick-up and delivery of unit's equipment.

The fuels branch is an award winner. Although located on the Air National Guard side of the base, they are responsible for storing, tracking and distributing the fuels that keep our C-130's flying and the government vehicles moving from one end of the base to the other.

"That's just a sampling of what we do," Dean said. "If you really want to know about supply, you need to look at the people. They are some of the most dedicated individuals in the 934th."

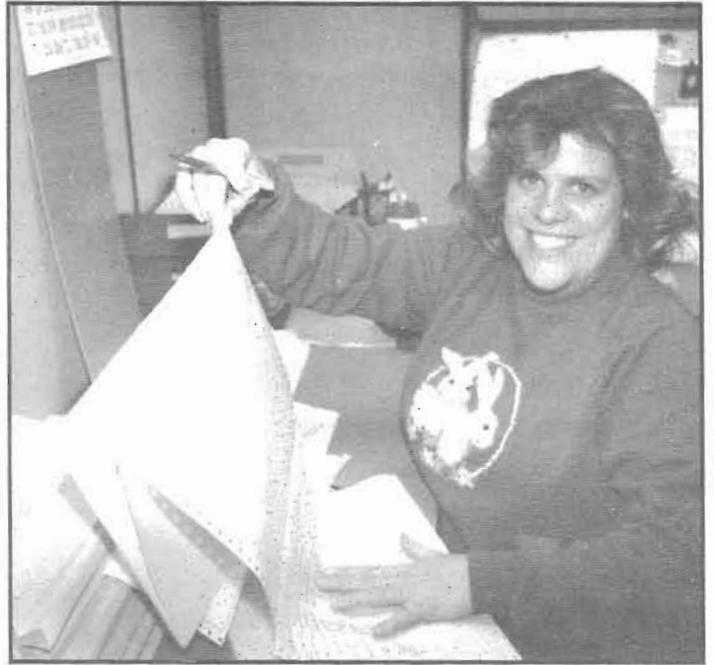
She noted that, during Operation Desert Storm, some of supply's "citizen airmen" noticed that the lights were on late in the evening as they returned from their civilian jobs. These dedicated individuals, realizing something must be going on, drove on to the base and proceeded to help with the work of getting equipment prepared to support those deploying for Desert Storm. They did this voluntarily, without pay.

This is just one example of many that tell the caliber of people working here. They take a lot of pride in what they do and bust their back sides to get the job done," Dean said.

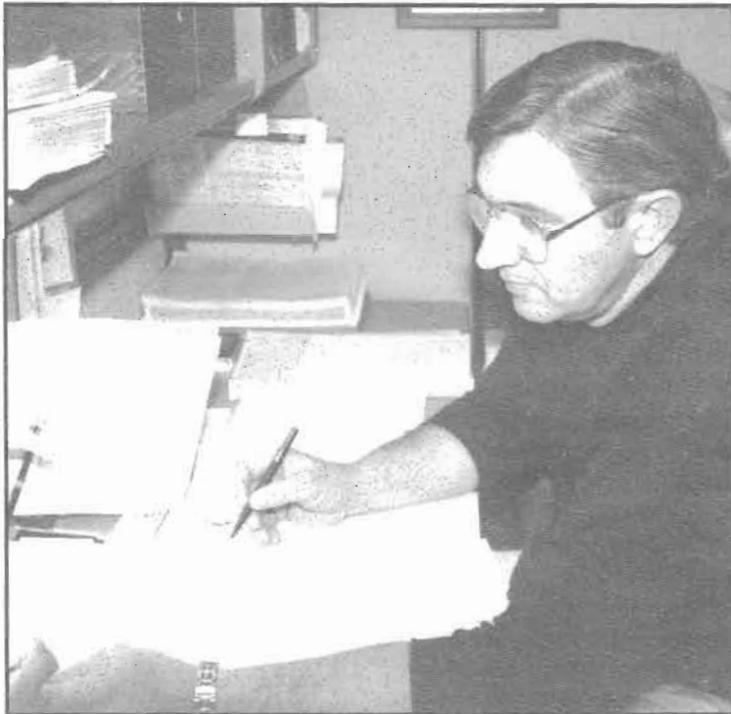
Take another look around your office. If you're not convinced of their importance yet, remember: without the hard work of the base supply team, you might be reading this while standing in an empty room.



Diane Eckstein helps take care of supply's administrative work.



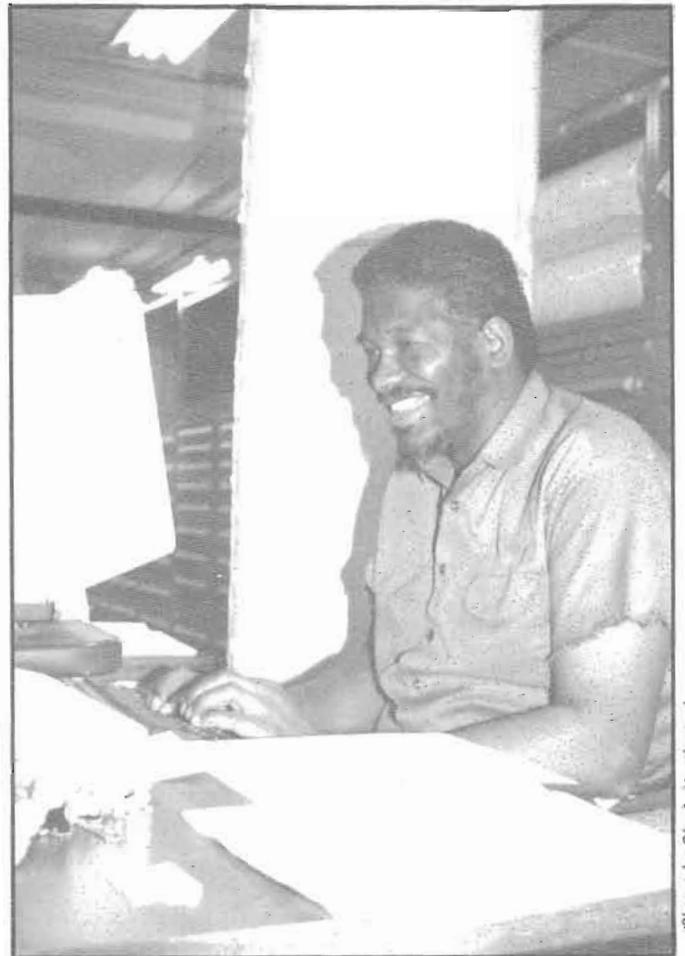
Laurie Juaire reviews one of the many computer print-outs produced by supply.



Gale (Oscar) Johnson checks the MICAP (mission capable) status.



Tom Tilseth stocks incoming supplies in the base service store.



K.D. Steward happily processes a bench stock request.

(Photos by Cherie Huntington)

934th float

by SrA. Shannon Armitage,
934th Group UPAR

Thousands cheered for the 934th globe-orbiting C-130 as it made low-level passes down the highways and byways of Minnesota last year.

This popular hero is no ordinary aircraft, however. It flies thousands of miles on only a few gallons of gas -- probably because it has a wingspan of only two feet. This C-130 sits atop the 934th Airlift Group float that TSgt. Don MacElroy, SMSgt. Kent Erlandson and the late TSgt. Tom Oreskovich stripped, repaired and redecorated for last year's parades.

"I believe we received around 60 invites," said Erlandson, 934th AG. "We accepted 35 and performed 31, covering the metro area from Anoka to Woodbury."

"The only disaster we had last year was during the St. Louis Park parade, when there was a major rainstorm," said TSgt. Charles Cunningham, 934th Maintenance Squadron. "There was literally a downpour, but they didn't make the decision to cancel the parade until an hour after it was scheduled to begin."

MSgt. David Hammer, 934th MS, remembers losing a couple of flags at the Hopkins Raspberry Festival after parking under a

Volunteers enjoy the fun and friends, but now they'll work for free as lack of money threatens program

low-hanging tree. The flags caught in the branches as the float crew departed, ripping them from the float. Fortunately, the damage was repaired quickly before the float reached the starting line.

"The 934th float usually participates in civic functions and festivals, and we also try to make it to the Mankato Air Show," said Erlandson.

"The Delano Fourth of July parade seems to be a favorite with the volunteers," said SMSgt. Karen Wilson, 934th Communications Flight. "The people are great. They will stand up and put their hand on their heart, and it's not just the elderly, either."

The University of Minnesota homecoming parade was another favorite of parade volunteers.

"The kids come up to us and slap our hands, giving us the 'high five,'" said Cunningham. "They give us a rousing cheer. It makes you proud to wear the uniform."

"Right now, the armed services have a good reputation because of Operation Desert Storm, and I think while we have it, we should take advantage of it," he continued. "I'd like to see us do 30 parades every year -- it's a good number."

The unit has done as many as 45 appearances a year, according to float managers. With present budget shortfalls, however, a maximum of 12 major parades are being planned for the float this year -- and participants will be volunteers in every sense of the word, as no more mandays are available for float duty.

"Being in a parade gives you a chance to show who you are and what you stand for," said TSgt. Dan Pekel, 934th MS, who volunteered to participate in parades for the first time last year. "It's fun. You get all kinds of people saluting you."

Other times, however, it's not all fun for the volunteers. "We make most of the repairs to the float ourselves," said MacElroy. "Most parade days take an average of six hours, and we have to arrive early, wait in the parade line-up and put the float together."

The volunteers agreed that good interaction between them and the crowds make the parades fun. A tough parade, on the other hand, is when the weather is bad and the spectators are too cold or wet to enjoy themselves. "But the people on the float have a lot of fun, regardless," said Cunningham.

Erlandson believes the float is a good community investment showing our support in and for the community. "They're not just seeing a generic military float," he pointed out. "They're seeing an Air Force Reserve float."



Photo by Cherie Huntington

The 934th float visited Anoka, Minn., for its annual Halloween parade, one of the largest in the area. Volunteers participating included, left to right, MSgt. David Hammer, SMSgt. Kent Erlandson and TSgt. Charles Cunningham.

SOMALIA

One 934th pilot spent his fall season flying in and out of danger supporting humanitarian relief efforts

by Mark Davidson

Singing, dancing, and clapping usually doesn't go on in the cargo compartment of a C-130 while it's being off-loaded, but that's what Capt. Gary Bray experienced during his part of Operation Provide Relief in Somalia.

Bray, a pilot with the 934th, was the aircraft commander of a C-130 from the 913th Airlift Group, Willow Grove ARF, Penn., from Oct. 25 to Nov. 8, 1992, delivering relief supplies into Somalia.

"We flew out of Mombasa, Kenya," said Bray. "We crossed the equator going north into Somalia. Except for the airport at Baidoa (a former Soviet air base), we landed on dirt runways at villages called Oddur and Beledweyne. There were no air traffic control facilities or towers. We were totally on our own."

Left, a C-130 cargo bay is packed end to end with sacks of wheat. Below left, Bray stands beside a humanitarian relief C-130 marked with a stencil of Africa and an antelope. Below right, a Somali rests atop a load of wheat while he waits to help off-load.



(Photos courtesy Capt. Gary Bray)

Deliveries of Red Cross and CARE relief agency wheat, beans and cooking oil were made at six airports by Bray and his crew. They flew eight missions in four days, according to Bray, with each mission load totaling about 30,000 pounds.

"The native people would come out of small, thatched huts on the side of the runway at each landing strip," said Bray. "The people would be singing, dancing and clapping in joy while they off-loaded the food by hand."

Everyone was not "a happy camper" at the airfield though, according to Bray. The engines were kept running during the off-loading because the people known as the "technicals" (local armed bandits) would monitor the C-130.

"We never were threatened directly," said Bray, "but the presence of a threat was there. The aircrew never left the C-130, and the average off-loading time took only 30 minutes."

The land that Bray and his crew flew over in Somalia was described as "very arid, flat and desert-like" by Bray. "Kenya was very tropical," he said, "and it reminded me of Panama."

Reminders of past training also came to mind for Bray when they were landing at the dirt landing zones in Somalia. "The training that we do at Camp Ripley at austere landing zones prepared me for the landings we did in Somalia," said Bray.

Nothing from his military past reminded Bray of the feeling he got from airlifting the food into the people of Somalia. "It was a very satisfying feeling, personally," said Bray. "The food that we delivered to the people of Somalia was something tangible, something that I could see would help them."

Aside from the mission in Somalia, Bray was the aircraft commander of a 934th C-130 during one of the unit's Operation Provide Promise rotations. He was in Europe Sept. 4-20, airlifting humanitarian supplies into Split, a city on the Adriatic Sea in the former Yugoslavia.

Summing up his fall season of humanitarian relief work, Bray said, "We train and are ready for war, but peacetime operations make you feel good about helping people."

Viking Victors: Supply

Chris Lesniewski



Award: Air Force Reserve Supply Technician of the Year 1992.

Unit: 934th Supply Division.

Job responsibilities: Stock fund management specialist. Monitors special level programs, unserviceable details, local purchase program and reject program; manages excess program and provides assistance to co-workers and customers. Worked for the Army at Fort Greely, Alaska, prior to coming to the 934th.

Education: Thorton Fractional (North) High School, Calumet City, Ill.; undergraduate work, University of Alaska.

Hobbies: Fishing and boating.

Family: Husband, George, is a specialist first class in the U.S. Army with the Readiness Group at Fort Snelling; son, Richard, is a sergeant in the U.S. Army's 82nd Airborne Division; daughter, Kimberly, is a private in the U.S. Army Reserve; and Michael, age 15.

Comments: "I was really surprised to win this award, and I'm proud my supervisor at the time, Steve Smith, thought I deserved it."

John Schille

Award: Air Force Reserve Supply Supervisor of the Year 1992.

Unit: 934th Supply Division.

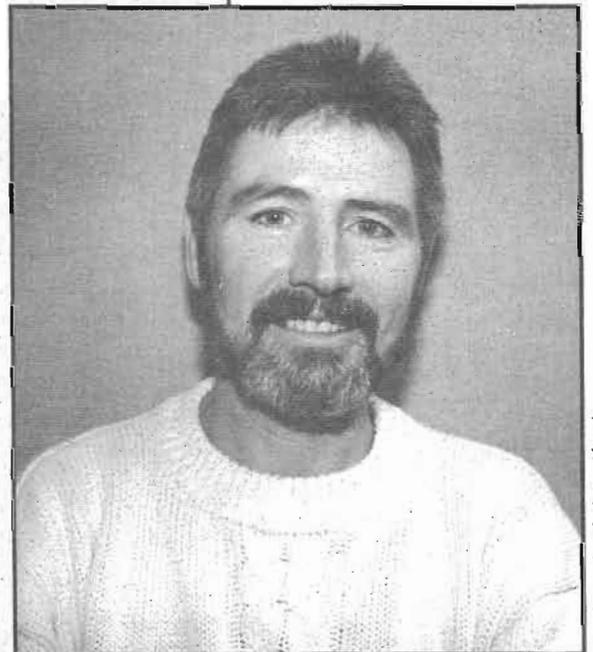
Job responsibilities: "Everything! Ensuring all computer operations operate."

Education: North High School, North St. Paul; undergraduate work, Inver Grove Community College.

Hobbies: Outdoors activities, cross-country skiing, backpacking, woodworking, umpiring and biking.

Family: Wife, Kathy; daughter Sarah and sons, Travis and Grey.

Comments: "It's an honor to have received this award. There are so many good people at all the AFRES bases, I'm truly surprised to receive this. I would like to thank Karen Hoppe, my supervisor, for all the good things she said about me to help me win the award. With two of us winning awards, it's a reflection of the outstanding people we have here in supply."



(Photos by Mark Davidson)

African-American History Month

Two events are set to celebrate African-American History Month at the 934th.

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

Wednesday, Feb. 24: Col. Kenneth Wofford, a retired pilot of the "Tuskegee Airmen," will speak on the topic of "A Heritage of Patriotism." 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

The final count for the 934th's 1992 Santa Anonymous campaign was \$632.57 and 340 toys, according to Dan Knight, Morale, Welfare and Recreation services chief. He reported that the cash total topped last year's \$480 contributed.

SGLI

In an update received on the increased Servicemen's Group Life Insurance, it will be necessary for each servicemember to complete a new SGLI form, even if the current amount of coverage is not changed.

The new form must be completed by March 31, after which it will be necessary to provide a statement of health, regardless of the amount of insurance desired. Changes in beneficiaries may be made at any time without a statement of health.

SGLI premium levels remain at 80 cents a month per \$10,000 coverage, to a maximum of \$200,000 for \$16 per month. (AFNS)

Home loans

Air Force Reserve members who have completed six or more years of service in the Selected Reserve and are not otherwise qualified are now eligible for Veterans Administration home loans.

Public Law 102-547, signed at the start of fiscal year 1993, permits more reservists and national guardsmen to apply for these loans. Previously, reserve force members had to have served on continuous active duty for at least 90 days during the Persian Gulf War or for up to two years

during other periods to attain home loan eligibility.

The six years of service need not have been consecutive. Additional information is available by contacting local VA representatives or calling the VA Hot Line at (800) 827-1000. (AFRESNS)

Educational loans

The Retired Officers Association (TROA) has increased its Educational Assistance Program to provide \$2,000 annual, no-interest loans. They are awarded for up to five years of undergraduate study to unmarried undergraduates, under the age of 24, who are dependent children of active, reserve and retired service personnel and their widows(ers), regardless of rank. All loan recipients are automatically considered for grants.

Applications for 1993-94 are now available and should be requested by Feb. 15. The completed application must be postmarked on or before March 1. For applications or information, call (703) 549-2311.

'Thank you'

The following letter of thanks from the family of the late TSgt. Tom Oreskovich is extended to all members of the 934th. Tom was a member of the 934th Civil Engineering Squadron and was also a civilian employee with base civil engineering (BCE).

"I wanted to take a moment that's long overdue to thank all of you for the love and support you gave Tom and me throughout his illness and his death. The Air Force was Tom's life, and all of you make it what it is.

"There was a benefit in November 1991 for Tom put on by a couple of guys in BCE. At it there was a signature board made that said, 'Best wishes Tom, we all care,' and it was signed by everyone there. Tom brought that home and hung it in the kitchen. He would read it every day, and he said it gave him the strength to face each day.

"The cards, flowers, phone calls, prayers and gifts of money were overwhelming. Through his retirement and still now, the support from all of you has been greatly appreciated.

"Thank you all very much."

-- Sheila and Erica Oreskovich

Essay contest

"The Military Today" is the theme for this year's Freedom Foundation's military essay contest. It is open to all active duty and reserve force members, as well as ROTC and Junior ROTC students.

The first-place winner receives a framed George Washington Honor Medal and a \$100 U.S. savings bond, and second-place winners (no set number) receive the medal and \$50 savings bonds.

The essay should be between 100 and 500 words in length, typed and double-spaced, and postmarked by May 1, 1993. Submissions must include: name, rank, social security number, service, and both military and home addresses. Also needed is the name, rank and address of the individual's commanding officer.

For more information or to mail an essay; write to: Awards Department, Freedoms Foundation, Route 23, Valley Forge, PA 19481. (AFIS)

Thunderbird schedule

The 1993 Thunderbird show sites include the following Midwest stops: July 10-11, Davenport, Iowa; July 24, West Chicago, Ill.; July 25, Minot AFB, N.D.; July 31, Truax Field, Wis.; and Aug. 21-22, Chicago. No Minnesota show is scheduled this year.

MWR schedule

The following activities have been planned by Morale, Welfare and Recreation.

A **karaoke contest** is set for Saturday, Feb. 6, at the NCO Club at 8:30 p.m. Prizes will be awarded in categories of best male, best female and best group singers.

An **Armed Forces Night** with the Minnesota North Stars will be Sunday, Feb. 14, at 7:05 p.m. The Stars play the Toronto Maple Leafs. Cost is \$10.50 per ticket, which includes a free hot dog and pop. There will be open skating after the game.

A **running clinic** is tentatively scheduled for the March UTA on Saturday at noon in the Fitness Center, building 802.

A **5K (3.1 miles) Fun Run/Walk** is being planned for the May UTA. Watch for more information and registration details in the coming months.

For further details on any MWR activities or services, call (612) 725-5316.

Kudos

Newcomers

SSgt. Randal Arnone	LSS
SSgt. Crystal Bell	LSS
Capt. Howard Bell	AS
SrA. Janese Carney	MS
SrA. Shawn Carney	MS
Sgt. Angela Frye	CF
Sgt. Charles Keller	MS
Capt. Kerry Kohler	MS
SrA. Joshua Pangier	MS
1st Lt. David Mattson	MWRS
Capt. Christopher Miller	AS
SrA. Jeffery Spaulding	MS
SrA. Thomas Stephenson	MAPS
TSgt. Samuel Swann	AG
SrA. Randy Tovar	MAPS

Reenlistments

SSgt. Scott Brady	AS
MSgt. Josephier Brown	MSS

MSgt. Lawrence Christiansen	AS
MSgt. David Hammer	MS
TSgt. Kevin Harstad	SPS
TSgt. Jerome Torkelson	CES
Sgt. Romel Eugenio	LSS
Sgt. Donald Fletcher	MS
SrA. Scott Johnston	MAPS
SSgt. Ronald Martin	MAPS
SrA. Joseph Schmitz	SPS
SrA. Jeffrey Wills	MS

Retirements

Lt. Col. Jack Grams, chief of disaster preparedness for the 934th Civil Engineering Squadron, retired recently after a total of 14 years with the 934th. With over 25 years of service, he entered active duty through AFROTC at

Rutgers University, New Brunswick, N.J., working first as a security police officer and then as an intelligence officer. Joining the 934th in 1978, he also became an Air Force Academy liaison officer in 1980. As a civilian, he is an account executive with B.F. Nelson Co. of Minneapolis. Grams lives in Plymouth, Minn., with his wife Sheila. They have three children: Travis, Jarrod and Jessica.

CMsGt. Glenn Shull, chief of the Ft. Snelling Officers Club for the 934th Morale, Welfare, Recreation and Services Squadron, retired Dec. 1 after 35 years of service. He served four years on active duty with the Air Force starting in 1957, he was a member of the 934th for 29 years, the last eight as club manager. As a civilian, he is a principal production engineer with Alliant Techsystems Inc. Defense Systems in Brooklyn Park, Minn. He and his wife Kitty live in Red Wing, Minn., and they have four children: Jim, Terry, Margie and Jennifer.

Wellness program: survey shows interest

by Mark Davidson

Active participation in a wellness program interests over one-third of the base daily work force, according to a recent survey.

The wellness program interest survey was conducted by Richard Tucker, the civilian personnel officer, in the fall of 1992. "Survey forms were distributed to appropriated and nonappropriated civilian employees," said Tucker. "Active duty military personnel and contractor employees also received the survey," he added.

Out of the 450 survey forms sent out, 166 were returned, according to Tucker. Eighty-one percent of those responding, or 134 people, indicated that they would personally participate in a wellness program at the work site, pointed out Tucker.

"The results of the survey revealed that there is a definite interest and need for a planned wellness and health promotion program here at the 934th," commented Tucker.

Some of the more popular health and wellness programs that base personnel would like to attend include weight control techniques, stress reduction, cholesterol reduction tips, nutrition tips and smoking cessation.

"Plans are now underway to develop the base wellness program," said Tucker, "and we need people to volunteer their time, energy and ideas to get it going this year."

Volunteers can contact Tucker at (612) 725-5524 for more information on the 934th wellness program.

Ten tips for successful waist management

1. **Start with a commitment.** (A goal to lose 10 pounds for a class reunion is not a long-term commitment.)
2. **Identify your major problem area.** A food journal logging when, where, what and why you eat would be helpful.
3. **Be realistic.** Don't expect to lose 10 pounds of fat in one week. (This would require a daily deficit of 5,000 calories!)
4. **Fight the "quick-fix" temptation of crash diets.** They usually don't work and result mostly in water-weight loss.
5. **Don't put your lifestyle on hold to "go on a diet;"** it ignores the real challenges such as sweet attacks, eating out, alcohol and exercise.
6. **Choose a plan you could realistically follow for a lifetime.** Be sure it includes foods you like.
7. **Exercise --** but choose an activity you enjoy.
8. **Remember that weight plateaus are normal.** Focus on your progress and remember where you started.



9. **Keep in mind that one food indiscretion does not make or break your weight.** It's what you eat on a regular basis that counts.

10. **Don't skip meals.** Skipping meals can make you hungrier, and you may end up overeating, regardless of your intentions. (Courtesy American Dietetic Association, "Eat Right America")

Getting motivated for fitness

by Cherie Huntington

There seems to be no pat method to the madness of getting fit.

You usually hear it's best to work out with others, not getting too obsessed with the clock or making your goals too ambitious. But in talking to an avid racewalker, Col. DeWayne Walker, commander of the 934th Medical Squadron, it sounds like the best method is "each to his own."

"The only thing that motivates me is making a three-year plan," said Walker. "I

started racewalking two years ago, and this really worked out wondrously for me."

He said he prefers training by himself and does much of his walking where he works. "We have a long set of hallways, with 14 laps equaling one mile. I do three miles."

He always wears his stopwatch. "What drives me is the clock," Walker said. "I don't do it every time to break a record, but I have a minimum standard of my own. Maybe one day I try for a personal best. If I don't make it, I wait a week and try again."

In three years, Walker has progressed from ranking 15th in the state to being the

1992 5K (3.1 miles) state champion and also ranked second, regardless of age, in one mile to 10K (6.2 miles) events. This year, he has high hopes of placing in the national masters rankings.

Since Walker is obviously quite talented in this area, his competitive edge and high goals might overwhelm most people. However, the basis of his training could be the bedrock of even the most recreational walker.

"I have always tried to just keep working and working at it," he said. "I approach improvement in little bits at a time."