

Vol. 16, No. 1, March 1994

VIKING FLYER



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



VIKING FLYER

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On the cover



SSgt. Bill Rudgers, 96th AS, is ready for action with his flak vest and helmet while on duty for Operation Provide Promise. For stories on this round of rotations, see pages 8-10.

(Photo courtesy SSgt. Bill Rudgers)



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The editorial content is edited, prepared and provided by the Minneapolis-St. Paul International Airport Air Reserve Station Public Affairs Office, 934th Airlift Group, 760 Military Highway, Minneapolis, MN 55450-2000, DSN 825-5337 or commercial (612) 725-5337.

Commentary

Quality update

by Col. Michael Gjede,
 934th group commander

"When am I going to receive my Quality training?"

I've been asked that question often since we kicked off the Quality initiative here at the 934th. That's great, because it shows me that our unit people are eager to get involved in the Quality process. But while the slow pace of the Quality "cascade" may be frustrating for some, it is necessary to ensure each person receives the best training he or she can get, including a thorough, hands-on project using Quality processes.

As of February, about 23 percent of the 934th's people have received their training. This includes all commanders, over 50 unit Quality specialists and a number of "first family groups" in each unit. Twenty-three percent may seem like a low number, but at this stage, we're right on schedule.

Because training is done in the cascade fashion, not all levels in your unit will receive training at the same time. The 934th Quality Office won't be conducting your Quality training, but certain members of your unit will, once they have been trained. This is a

very time-consuming process, but it's a thorough one. And one of the important messages of Quality is planning ahead and doing things right the first time.

Our goal is to have everyone trained and using Quality processes by the year 1996, so you can see that we're certainly not rushing it. The 934th's Quality Implementation Plan has established a goal for each year between 1993 and 1996. Last year's goal was: "Start of Quality training, infrastructure built and Quality awareness." I believe we achieved that goal in an admirable fashion.

This year's goal has deemed 1994 the year of "training, learning and implementation of the Quality initiative." It's going to be a big year for us, with many units seeing nearly all people trained. The Quality way of life will be evident - units will have an established Quality infrastructure, concentrating on achieving total customer satisfaction, the most important by-product of Quality.

So if you haven't received your Quality training yet, don't worry - it's coming. And when it does, I hope you'll become an active participant in the future of the Air Force Reserve -- a Quality future! □

Off-station training

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

A Year of Training initiative requires formal 3-skill-level training for enlisted maintenance specialists whose units convert to different weapon systems -- if a 3-level school exists for the new system.

Commanders of units undergoing conversion have expressed concerns about this requirement. Why should people who have been working on the flightline 15-20 years return to entry-level training? This could affect mission capability and impact our part-timers, who would be taken away from their primary jobs for the duration of the school.

If the training is necessary, it should be attended. If it's not necessary -- and you can document this -- requests for waivers of the formal school requirement

can be granted on a case-by-case -- and unit-by-unit -- basis.

Ultimate decision authority rests with Air Staff functional managers. They are responsible for ensuring consistency in Air Force career field skill levels. Our functional experts will work the issue diligently with them to avoid training if it isn't needed. □

UTA schedule

March 5-6 (Staff Assistance Visit)
 April 9-10 (Mobility exercise)
 May 14-15
 June 4-5
 July 30-31
 Aug. 13-14 (Quality Air Force Assessment)
 Sept. 10-11

Briefs in blue . . .

Heroism honors

Air Force Chief of Staff Gen. Merrill McPeak presented two of the Air Force's highest decorations for heroism to three airmen for their actions in Mogadishu, Somalia, Jan. 31.

McPeak awarded the Air Force Cross for extraordinary heroism to TSgt. Timothy Wilkinson, and Silver Stars for gallantry to MSgt. Scott Fales and SSgt. Jeffrey Bray. They are assigned to the 24th Special Tactics Squadron, Pope AFB, N.C., composed of combat controllers and pararescuemen.

They were cited for heroic actions during an Oct. 3-4 battle determined to be the longest firefight involving U.S. troops in 20 years. Eighteen Americans were killed, 84 wounded, with civilian news agencies reporting 312 Somalis killed, 814 wounded. (AFNS)

New commander

An Air National Guard general has become the first Guard officer to command a numbered air force. Maj. Gen. Philip Killey, who had been ANG director, assumed command of 1st Air Force at Tyndall AFB, Fla., responsible for air defense under Air Combat Command. Officials said the selection was part of the Pentagon's effort to more fully integrate the Guard and Reserve into the overall mission of the Air Force. (AFNS)

Women in combat

Former Secretary of Defense Les Aspin announced policy changes that

could open thousands of combat support jobs to military women. He announced a new standard definition for direct ground combat and the elimination of the Department of Defense's "Risk Rule."

Direct ground combat is now defined as "engaging an enemy on the ground with individual or crew-served weapons while being exposed to hostile fire and a high probability of direct physical contact with personnel of a hostile force." The "Risk Rule" will be rescinded Oct. 1, Aspin said.

The military services have until May 1 to evaluate jobs now closed to women. (AFNS)

New photo pose

Officers getting an official photo now have a new pose, changing from a head-and-shoulder view to a head-and-torso view.

The change allows officers wearing the new uniform to display the rank on their sleeves, said officials. The new pose applies to active-duty and reserve component officers wearing either the old or new uniform. There is no requirement for everyone to get a new official photo; however, officials encourage new photos for officers whose current photo is outdated because of a promotion or new decoration. (AFNS)

Essay contest

The 1994 Freedoms Foundation military essay contest topic is "Prepared and proud." The contest is open to

individuals serving on active duty and in reserve components or enrolled in ROTC or Junior ROTC. Entries must be between 100 and 500 words, typed and double-spaced. Included should be: name, rank, branch of service, Social Security number, military address, home telephone number, permanent home address, plus the unit commander's name, rank and address.

Essays must be postmarked by May 1. The first-place award is a framed George Washington honor medal and a \$100 U.S. Savings Bond. Each second-place winner receives an honor medal and a \$50 bond, and there can be as many people selected as the panel sees fit.

Send entries to: Awards Department, Freedoms Foundation, Route 23, Valley Forge, PA 19481. (AFIS)

Last C-130A

The last C-130A Hercules transport aircraft in the Air Force made its final flight from Duke Field Dec. 22.

The aircraft from the Reserve's 919th Special Operations Wing, Duke Field, Fla., was flown to Kelly AFB, Texas, where it will be used as a ground trainer facility for medical personnel. Some specially-configured Herks still remain in the inventory, however, as the 919th SOW owns 10 AC-130A gunships and Eglin AFB, Fla., has a specially-configured NC-130A. (AFRESNS) □

New rules on homosexual conduct

The Department of Defense has new regulations on homosexual conduct in the armed forces. The regulations were released Dec. 22 by the secretary of defense and implement the "Don't ask, don't tell, don't pursue" policy outlined by President Clinton last summer.

The policy ends the military's 50-year ban against homosexuals, but it writes into

law a strict ban against homosexual conduct.

No individual will be asked about his or her sexual orientation as part of the accession or security clearance processes. Sexual orientation is considered a personal and private matter, and homosexual orientation is not a bar to service entry or continued service unless manifested by homosexual conduct.

Also, the suitability of people to serve in the armed forces will be based on conduct, not sexual orientation. The three bases for separation are homosexual acts, same-sex marriages and statements by an individual that he or she is a homosexual or bisexual.

The services are in the process of developing regulations to implement the new policy. (AFNEWS) □

Pyramid recall

When that hot phone call goes out, this logical system shows the way to reach everyone quickly

by Maj. Steve Hatcher,
934th public affairs

It's 6 p.m., and you're leaving your house to go to dinner with your family when the phone rings.

The voice on the other end says: "This is the 934th Command Post calling. We're initiating a pyramid recall."

This type of call can happen anytime, and it will probably happen more often this spring and summer as the 934th prepares to prove its readiness during this year's inspections. Each member must know how to react when this type of call comes in, according to **Maj. Toby Nichols**, duty controller at the command post.

"Recall procedures establish the process for notification of all unit members during potential emergency situations,"

said Nichols. "The basic premise of the system relies on each member's understanding and follow-through of their responsibility relating to the alert system."

The alert rosters used during recalls have been set up in a logical manner to allow each unit to respond in an effective and timely manner. "The information on the rosters must be kept current," Nichols said. "Knowing how to respond to each message during an alert/recall is each member's responsibility."

The three types of alert/recall messages -- communications test, alert notification and actual recall -- indicate the level of response required. The communication test requires no assembly of troops and alert notification places unit members on alert for possible short-notice recall to active duty. An actual recall is followed by special instructions for the individual to follow in reporting to the unit.

"The command post initiates the first call to the first member on each of the recall rosters," explained Nichols. "Once the first

member is contacted, the effectiveness of the pyramid system is dependent on each member's follow-through."

The requirements of the alert system dictate that no one outside of the command post knows when the alert is to kick off. This so-called "no-notice" requirement is taken seriously, and calls can come at any time.

The results of the recall determine the manning capabilities of the unit and verify whether or not it can meet taskings. Members must be able to be reached within 12 hours and assemble within 24 hours. "We typically have 90 percent contacted within the first six hours of the alert," said Nichols, "and then we work really hard in the last six hours to track down the last 10 percent to meet our requirements."

"Preparation for upcoming inspections will mean that dinners, family time and business may be interrupted," said Nichols, "but everyone must take the time to follow through on this important requirement." □

Training goes high-tech

Satellites will help train more for less

Training enters the satellite age for the 934th as Reserve units complete linking this month with a satellite system enabling reservists to learn new skills without leaving their unit.

Teletraining Network, or TNET, is a state-of-the-art communications and teletraining system currently being leased by the U.S. Army. In addition to training, TNET also allows users to hold teleconferences and broadcast videotape productions.

"This system has tremendous potential," said **SMSgt. Robert Behnken**, chief of training for the 934th. "We're looking at several months from now before we actually have the system operating, and there are no training programs on their way yet. But once programs are developed, TNET will be effective in reducing training costs -- we'll spend a fraction of what we do now in sending someone away to training."

Using digitized two-way audio and video signals, training instructors and students can interact with each other even if they are thousands of miles apart. Instructors can display videos, slides, charts, maps and live computer-generated automation graphics while leading a discussion.

The standard system permits students to see their instructor and hold a discussion. They can also interact visually and audibly with all locations.

TNET components include 2.4-meter satellite dishes and connectivity through a commercial satellite system. They allow large numbers of reservists to train at home station.

The Defense Language Institute demonstrated the advantages of the system during the Persian Gulf crisis when it taught large numbers of soldiers Arabic and local customs. (AFRESNS) □



Money talks

Travel vouchers mean big bucks for reservists -- and big mountains of work for travel specialists

by SSgt. Larry Dean,
934th public affairs

Stacks of paper turn into fists full of money in the confines of the 934th Airlift Group Financial Management travel pay section. Within those walls are the hallowed grounds from which come reservists' checks following TDY to places such as Panama and Sarajevo, or just finishing those remaining annual tour days.

According to SSgt. Gary Dorr, financial services specialist, the travel pay team processes up to 11,000 travel vouchers annually for reservists and civilians. This includes travel vouchers for TDY, local travel, annual tour, school tour, mandays and support for Individual Mobilization Augmentees (IMAs). It all adds up to more than a million dollars in payments annually.

"On UTA weekends, we're staffed by two full-time civilians and five reservists who spread their time between the UTA customer service functions and the large quantity of vouchers we receive," Dorr said. "The people working in travel have a vast amount of experience in processing travel vouchers, so everything is accurate and money gets to those filing the vouchers as quickly as possible."

In addition to serving the reservists and civilians of the 934th, the travel section also supports the Minnesota Air National Guard, transient military members, area recruiters, ROTC detachments, IMAs and active duty travelers.

When it comes to processing "extended trip" vouchers, the travel section not only is faced with a mountain of vouchers, but the other mountain beside them -- regulations that outline which allowances apply to each destination.

"The rules vary from place to place, which means we need to match claims to what we are allowed to pay," Dorr said. "This is an important step in our own audits to ensure errors are not made on claims, and that all of the information is correct. Extended trip

vouchers, in particular, are reviewed by headquarters for accuracy, and that is part of the grades we get in our 'report card' for how well we do the job."

This attention to detail is essential but, unfortunately, it can cause occasional delays in members receiving their travel pay. "We're aware of the slowdowns of reservists getting their travel pay reimbursed at this point in time," said TSgt. Paul Burnett, NCO in charge of financial management and services. "The travelers' military pay entitlements are going through on a timely basis, but the travel portion generally takes longer to process.

"The reason is the travel payment process is significantly more involved," Burnett continued. "While computerization has made the military pay process more streamlined, the travel pay process is yet to be computerized at the 934th. We anticipate

installing a computerized travel pay system later this fiscal year, and once the system is on-line and functioning properly, it should speed up a good share of the travel pay process."

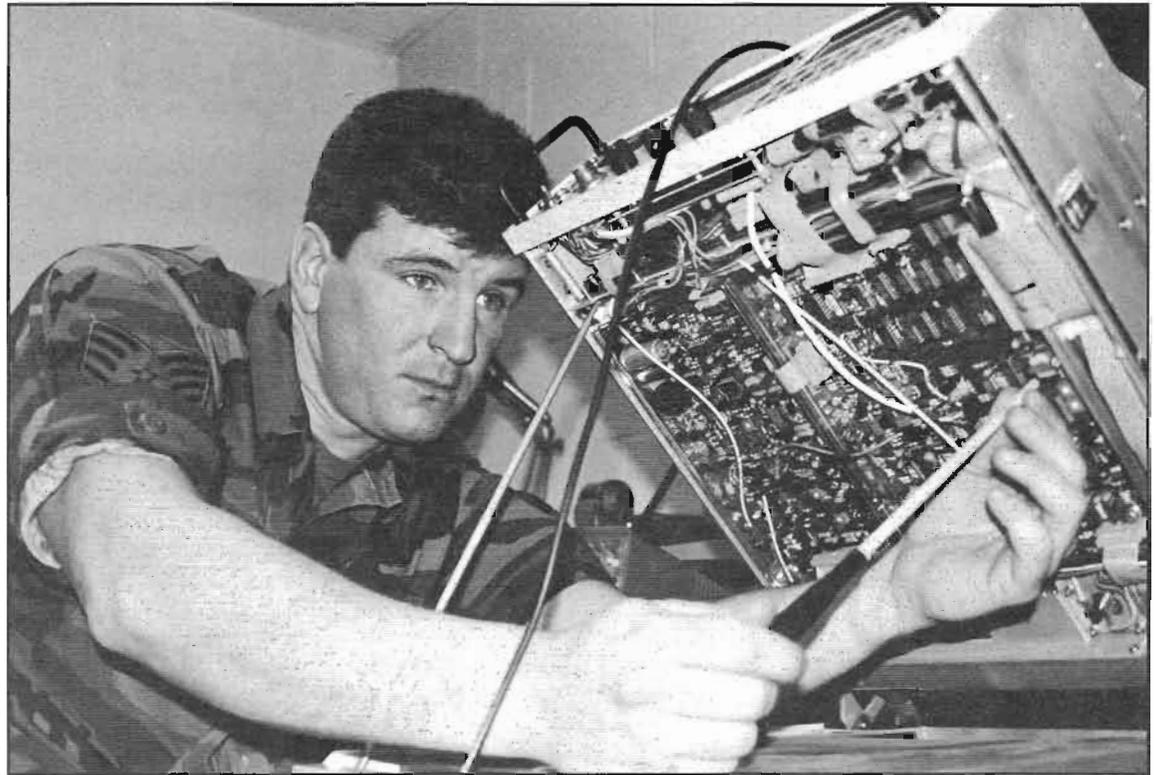
Until automated systems are in place, however, there are some things travel pay customers can do to keep the process smooth.

"When someone is filing an extensive travel voucher, it doesn't hurt to ask one of our people to take a quick look at it to be sure they are filling it out right," said David Cornehl, accounting technician. "Also, include receipts when filing. If they aren't included, we have to send them back to the individual to correct the problem, and this can cause delays."

Cornehl also mentioned that a common problem occurs when customers attach copies of their orders but forget to copy both the front and back of those orders. "There sometimes are additional entitlement instructions referred to

on the back of orders which we need to process the claim," he said. "Also, another step which could speed things up when processing travel vouchers is filling out vouchers and turning them in as a group when you are in a group travel situation."

Overall, travel section technicians say they try to do the best job they can for their customers, not only to move that mountain of travel vouchers, but to get those dollars into the pockets of the members who earned them. □



SSgt. Richard Loesch, ground radio maintenance technician, works on a high-frequency radio.

(Photo by SSgt. Janet Byerly)

From switchboards to satellites

SSgt. Penny Weber, radio operations supervisor, talks on the radio.



(Photo by SSgt. Janet Byerly)

by SSgt. Janet Byerly,
934th public affairs

As a result of lessons learned during Operation Desert Shield/Storm, missions changed and units were reorganized throughout the Air Force.

In turn, one unit experiencing their share of such changes recently is the 934th Communications Flight. Over the past several years, they have changed from a flight to a squadron and back to a flight again; they no longer have field switchboard equipment, which was formerly a large part of their job; and they recently obtained computerized digital electronics, allowing their radios to "talk" to each other.

"One thing we learned from Desert Shield/Storm was that because of the remote location of the war site, we were forced to rely on high-frequency and satellite communications more than ever," said TSgt. Mike Thorner, NCO in charge of the ground radio shop.

"In the middle of the desert, you're thousands of miles from phone lines, so the challenge is to transmit messages worldwide from a remote site," he continued.

The flight uses two main sources of communication: radio frequencies or satellites, and telephone lines. Each area is handled by a different section of the unit -- radio operations and record communications.

'In the middle of the desert, you're thousands of miles from phone lines, so the challenge is to transmit messages worldwide from a remote site.'



CMSgt. Herbert Scheitel, an Individual Mobilization Augmentee with the flight, performs radio maintenance during the UTA.



(Photo by SSgt. Tom Dyer)

SSgt. Donald Blashill, radio operator, makes transmissions with one of the unit's radios.



(Photo by SSgt. Janet Berth)

SSgt. Heidi Schmidt takes her turn working with the radio.

"The other section relies on good communications through telephone lines, and we rely on good frequencies and atmospheric conditions to transmit our messages," explained Thorner. "They are susceptible to damaged phone lines in the event of a terrorist attack, while we have variables such as sun spots and time of day that can affect the transmission of our messages."

Another integral part of the radio/satellite section is utilizing the Military Affiliated Radio System, or MARS.

"MARS is a nationwide, long-range, high-frequency communications system manned by military and civilian ham radio operators," said MSgt. Peter Pearson, maintenance supervisor. "MARS helps us send our messages more efficiently."

"The MARS regional control station is located at Scott AFB, Ill., and they are in charge of the radio network," explained TSgt. Penny Weber, radio operations supervisor. "They tell us what

frequency and network to use, and they give us the capability to use computers to send our message traffic."

According to SMSgt. Karen Wilson, air reserve technician for the flight, more changes in how the unit performs its mission are expected within the month. "These changes include supporting the 934th with a base support element, or base communications center," she said, "and a small, deployable mobility team for radio communications and maintenance." □

BOSNIA

Third round of rotations scheduled through June for 934th aircraft, people

by Mark Davidson,
934th public affairs

The 934th has entered a short "break in the action" from Operation Provide Promise, the United Nations humanitarian relief effort into Bosnia.

One of the unit's three C-130s on duty there returned Feb. 7, and at press time, another was due back Feb. 13, while the third remains in Europe with its crew. The next rotational duty begins this month, lasting four weeks. The last rotation will be two weeks in June.

Based out of Rhein Main AB, Germany, the reservists airdropped 193 tons of supplies and airdropped 69 tons of supplies through the end of January. Three of the reservists who were on the first deployment wave to Germany talked about their airdrop experiences over Bosnia.

Maj. Grelon Williams, 96th AS navigator: "I was on one airland and three airdrop missions over Bosnia. The first airdrop mission, during the first week I was there, was the most interesting one.

"We were in a formation that is usually lead by an active-duty AWADS-equipped C-130 [adverse weather aerial delivery system]. We had to drop out of the formation because we had problems with some of our radar equipment, and we were about five minutes behind the formation.

"We used our global positioning system equipment to update our position, and made the airdrops on our own. We

dropped 20,000 pounds of food from 16,000 feet."

MSgt. John Skarhus, 96th AS flight engineer: "I flew in one six-ship C-130 formation using station keeping equipment. This is a special radar that enables the aircrew to keep track of other aircraft in formation in bad weather.

"We dropped 16 bundles of food from 15,000 feet. The crew was on oxygen during the mission, which I think was a first for many of us.

"The seriousness of the whole situation over there was brought home to me after a C-130 ahead of our aircraft was hit. It's definitely a combat environment."

Maj. Richard Gabe, 96th AS navigator: "The days and nights over there are very long. Airland missions into Sarajevo, which involve resupplying at Split, are 14-hour missions. Airdrop missions over Bosnia are 12 hours in duration." □

Supplying the relief effort

934th supply people worked behind the scenes

by MSgt. LaVonne Wier,
934th LSS UPAR

It wasn't a routine annual tour deployment for six 934th Logistics Support Squadron members who deployed to Rhein Main AB, Germany, in January and February to Operation Provide Promise.

"This was a first for us in that we worked side-by-side with our active-duty Air Force and Air National Guard counterparts to meet aircraft supply needs," said **MSgt. LaVerne Terwey**, NCO in charge of mobilization.

Supply people from the 934th worked with 11 other military units to supply parts for C-130s airlifting supplies into Bosnia for the United Nations relief effort.

"When we got to Rhein Main, the mobility supply unit (MSU) was in a small room with two countertops," said **SSgt. Tom Stratton**, NCO in charge of demand processing. "Later we got moved into our own offices."

The additional space was needed in the MSU because the workload increased following more C-130 missions, paperwork requirements and a new way of getting parts, according to Stratton.

"Being an independent, satellite unit, we didn't just issue parts straight from our war reserve kit or integrate into the host base supply function," explained **TSgt. Terry Sturlaugson**, NCO in charge of the warehouse. "Maintenance would request the parts from the MSU. We would do the research, paperwork and computer input to issue the parts or backorder them. We requisitioned, received and released all items that had been back ordered to base supply. Parts were also turned in from maintenance to the MSU," he said.

A new way of doing things, coupled with 12-hour shifts in a confined area, might have seemed like enough challenges for the reservists. But there were some new paperwork challenges, too.

"Certain parts of a C-130 need to be tracked under the depot level reparable program so the right unit is charged for parts," said Terwey. "We used our daily supply listings to monitor and track the funds expended. We also made sure that we got a part in return for handing out a part for an aircraft."

The unique challenges presented to the 934th supply people didn't seem to phase them at all, according to Stratton.

"Everyone in the MSU had to work to take care of all the accounts and know all the different procedures," he said. "This new and unique way of providing support for our aircraft presents us with a new challenge in our unit training program to ensure our people can do it all."

(Note: Other LSS members deploying were **SMSgt. Andy Berg**, **MSgt. LaVonne Wier** and **TSgt. Sherri Kennedy**.) □

Hot, heavy maintenance action fills long days with Delta Squadron

by MSgt. David Hammer,
934th MS UPAR

Starting the current deployment of the 934th to Rhein Main AB, Germany, in support of Operation Provide Promise, the Air Force Reserve and Air National Guard formed their own squadron.

On Jan. 4, the 934th's first day on duty, the Delta Squadron was reactivated for reserve forces. The action included increasing the number of C-130s from six to 15 and tripling the number of people to approximately 200.

The build-up of people proved to be a challenging task for the 934th Maintenance Squadron's first sergeant, SMSgt. Thomas Anderson, who helped arrange billeting for arriving people.

"We had people staying at six different locations around Frankfurt," said Anderson. "This was due to some large fairs being held in Frankfurt during this part of the year, which left a real shortage of rooms. Transportation between billeting and the work place was another challenge, since some people were down the autobahn about 30 to 40 minutes travel time."

Once at work, however, everyone seemed to find the work interesting and valuable. According to maintenance members, it involved more work and hours than the unit's regular rotations to Coronet Oak at Howard AFB, Panama. "We had more write-ups on the aircraft than we usually do for a typical annual tour, since we had more aircraft," said avionics technician SSgt. Steven Pittman, 934th MS. "It was great to work alongside technicians from other units."

There were two, 12-hour shifts, with AFRES on one shift and ANG on the other. "We worked along with people from the 302nd Airlift Wing from Peterson AFB, Colo., and the 928th Airlift Group from Chicago," said Pittman. "We got along well, and you

couldn't tell we were from different units. The other important part of the work was that any mission missed because the aircraft was broken meant that food and supplies weren't going to be delivered to Bosnia. That was important to me."

SSgt. Mike Duffy, a propulsion shop technician with the 934th MS, agreed with Pittman that the units meshed together well. "While we were there, we changed two engines and three propellers," he said. "We mixed our shift together with individuals from all of the units, and everyone worked well together. It was a little tough at first, during the build-up of personnel, figuring out the work schedule, but then everything settled down and worked real smoothly."

Not everything was business as usual, however. A crew chief with the 96th Airlift Squadron, TSgt. Gene Olsen, was on a mission when shells landed at the airport.

"We had picked up a load of two, 11,000-pound generators in Zagreb and had landed in Sarajevo to unload them," said Olson. "As one pallet was unloaded, it became jammed in the tracks that help unload pallets. After working on the load for quite a while, they had just gotten it loose when a round hit the runway."

Olson said the forklift operators left, so the crew had to re-secure the pallets for takeoff. "Due to the weight and size of the loads, securing the (Continued on page 10)

BOSNIA



(Photo by SMSgt. Tom Anderson)

Load 'em up

SSgt. John Hoffman (left) and SSgt. Bill Rudgers, loadmasters with the 96th Airlift Squadron, sit in the C-130 on a load of cargo ready for airlift to Sarajevo. Once the aircrews actually head for that airport, however, it's time for flak vests and helmets.

BOSNIA



*These 934th members
put their heads
together to come up
with 'a better
mousetrap' for the
C-130 -- for mere
pocket change*

by Mark Davidson,
934th public affairs

The successful linkage between billion-dollar satellites and multi-million dollar aircraft are only as good as parts worth about \$50. Or so was the case here at the 934th Airlift Group recently for some "inventors" who weren't satisfied with a special antenna's performance.

The two 96th Airlift Squadron members, who deployed for Operation Provide Promise in January, planned to try out their invention on the trip.

"The Global Positioning System (GPS) receiver antenna wasn't providing us the needed coverage to communicate with the

Department of Defense satellites," said Maj. Grelon Williams, an air reserve technician navigator.

"The original GPS antenna was affixed by suction cups to the cockpit window in an area where the signals being received weren't accurate," said MSgt. Gordie Maier, an air reserve technician flight engineer and builder of the "modified" GPS antenna.

Maier and Williams started designing a modified GPS antenna in the fall of 1993 using old-fashioned American ingenuity. "I used a \$150 marine RV antenna on the top part for the antenna," said Maier. "Then we attached that to a six-inch PVC [polyvinyl chloride] drain pipe that we bought for a couple of bucks."

Maier worked with several base agencies for some more of the parts. "John French and John O'Neal of civil engineering helped with the electrical conduit part," said Maier. "MSgt. Darryl Radford and Doug Wold of avionics helped with the attaching of the power cord to the antenna."

"The first area on the aircraft we tried our modified GPS device was through the sextant port," said Williams. "This didn't work out because it tied up a tool we use for celestial navigation. It was not removable during flight because it mounted from outside the aircraft."

The next area they tried was in the cockpit ceiling over the navigator's position.

"We added an inexpensive clamp, pin and bolt to hold it in place, and it worked," said Maier.

It more than just worked, according to Williams. "We improved our GPS coverage immensely," he said. "This modification greatly improved our mission effectiveness because we save more fuel and time when flying our missions."

Maier has now built six modified antennas for the base C-130s to use. Aside from the antennas, the parts for the rest of the modified device cost less than \$50.

"General Closner said he was impressed by what we did for the low cost," said Williams, explaining that the chief of the Air Force Reserve saw the antenna during a visit to Reserve operations at Rhein Main AB, Germany, in January. "All we are trying to do is not waste time or gas," he added. □

Maintenance action . . .

(Continued from page 9)

pallets required 18 chains," Olson said. "We had the last chain secured as the nose wheel left the ground, and we took off. We were told later that after we took off, another round hit the runway."

Aircraft damage provided the 934th MS's fabrication shop some interesting work, according to SSgt. Orin Johnson. "We usually don't get battle damage around

the Minneapolis-St. Paul International Airport," he quipped.

One U.S. C-130 returned from a mission with a new challenge -- four bullet holes. "The damage was only to the metal and not to any fuel or electrical lines," said Johnson. "We were able to make permanent repairs to the aircraft and get it back in service. We also had to repair another aircraft that was hit in the rudder by lightning."

While all this work was progressing, Delta Squadron moved into its own building, which was previously used as a warehouse. So in the free time between working on aircraft, the building had to be painted inside, rooms cleaned up and furniture moved from the old building.

Overall, everyone agreed it was quite an interesting trip, in more ways than one. But for most, the work was great, and working with different units was fun. □

Military Ball

"Looking Glass," a combo from the Air Combat Command Heartland of America Band, Offutt AFB, Neb., will play at the military ball on Saturday, April 9, at the Embassy Suites, Bloomington, Minn.

Meal selections are either chicken Kiev or beef Bordelaise, including wine and a commemorative wine glass. Military members and civilians are invited. Tickets are \$27.50 each, available from representatives in each unit. For more information, contact **SSgt. Bernadette Greene**, 47th Aeromedical Evacuation Squadron, Ext. 5328 (weekdays or UTA), or **MSgt. Jeanne Enebo**, 934th Medical Squadron, Ext. 5587 (UTA only).

Social actions slot

The 934th Social Actions Office will be seeking a new NCO in charge of

substance abuse orientation to start in late 1994. The office is recruiting for a base person highly-qualified in counseling or substance abuse in the civilian field. The position rank is technical sergeant. If interested, call **Lt. Col. Gus Granger**, Ext. 5327 or 5322.

Name changes

The 27th Mobile Aerial Port Squadron is now the 27th Aerial Port Squadron (APS). Also, the 934th Morale, Welfare, Recreation and Services Squadron has become the 934th Services Squadron (SVS).

The 934th Medical Squadron will soon be changing their name also, becoming an aeromedical patient staging squadron, or APSS. Next month's *Viking Flyer* focuses on both the 934th MS and 47th Aeromedical Evacuation Squadron as they undergo mission changes.

AFAF campaign

The 1994 Air Force Assistance Fund Campaign seeks cash donations this UTA for a fund drive ending March 31. Active-duty members are the primary beneficiaries of AFAF help, but reservists on extended active duty are eligible as well.

Contributions support four AFAF affiliates: Air Force Village Foundation, Inc.; the Air Force Aid Society; the Air Force Enlisted Men's Widows and Dependents Home Foundation, Inc.; and the General and Mrs. Curtis E. LeMay Foundation.

Unit orderly rooms have donation forms. For additional information, contact project officer **Steve Maytan**, chief of casualty assistance, Ext. 5516. □

Kudos

Promotions		SrA. Travis Anderson	CF	TSgt. Elden Lonneman	MS
Lt. Col. Ross DeKraay	AS	SSgt. Rodney Bledsoe	APS	SSgt. David Mattson	APS
Newcomers		SSgt. Lisa Bond	MedSq	SSgt. Donald Miller	MS
SrA. Michael Borgschatz	MS	SSgt. Janet Byerly	AG	SSgt. Michael Pierson	SPS
SrA. William Caulley	CES	TSgt. David Corrow	AS	SSgt. Sally Poindexter	AG
SrA. Bradley Cooper	AS	SSgt. Cheryl Costello	APS	SSgt. Michael Schultek	APS
Capt. Maureen McCarthy	AES	SSgt. Debra Crawford	MedSq	MSgt. Treasa Severson	MedSq
A1C Robert Nickerson	APS	SrA. John Dittrich	APS	CMSgt. Bryant Tate	MedSq
Sgt. Christopher Reese	AES	SSgt. Keith Eisenschenk	CES	TSgt. Brian Torma	MS
Reenlistments		TSgt. Curtis Henke	APS	SSgt. Michael Vosen	APS
SSgt. Scott Alewine	SPS	SSgt. Jeffrey Kellington	APS	SSgt. Richard Waldoch	SPS
SSgt. Christopher Alsip	LSS			SSgt. Brett Weisser	CES □

Viking Victors: Col. John Rauenhorst



New position: Commander, 934th Medical Squadron; formerly flight surgeon.
Education: Bachelor's, human biology; M.D., Johns Hopkins University, Baltimore, Md.; rotating intern, St. Paul Ramsey Hospital, St. Paul, Minn.; resident in psychiatry, University of Minnesota, Minneapolis.
Civilian occupation: Psychiatrist, Health Span, Minneapolis.
Hobbies: Fly fishing, raising trees.
Professional organizations: Minnesota Medical Association, American Medical Association, Ramsey County Medical Society, Minnesota Psychiatric Association, American Psychiatric Association, Association of U.S. Air Force Flight Surgeons.
Other honors: Selected as one of state's top physicians for 1993 by *Mpls.-St. Paul* magazine.
Goals: "Carry out [former commander] Col. Dewayne Walker's plans, transition to the new mission as an aeromedical patient staging squadron (APSS), and help our squadron members achieve their full potential."
Family: Wife, Kathleen; three children; live in Shoreview, Minn. □

Mammograms

Reserve has new requirement

by SrA. Shannon L. Armitage,
934th AG UPAR

Female reservists age 40 and over are now required to receive mammograms as part of their complete physicals, according to CMSgt. Bryant Tate, manager of health services management for the 934th Medical Squadron. Females must have a baseline mammogram accomplished at age 40, with the exams to follow at three-year intervals.

Since the test is required by AFR 160-43, Medical Examinations and Standards, the 934th will offer them through a contractor, according to Tate. He said the unit recently contracted Suburban Radiological Consultants to do the mammograms at the Southdale Medical Building on Saturdays of the UTA. All appointments must be coordinated through the medical squadron.

"Like the rest of the gynecological exam, it can be done by the member's personal physician," he explained, "but at the member's own expense. A copy of the results must be included in the member's military health record.

"The gynecological exam and the mammogram for those 40 and older are part of the physical," he continued, "and if not completed, the individual could lose her worldwide duty status." Tate said losing worldwide duty status means no pay and no retirement points. □

SERVICES BRIEFS

Fitness Info

Interested in losing that winter weight? Microfit physical fitness evaluations can help by providing complete fitness profiles, including cardiovascular condition. Testing is free and can be scheduled through 934th Recreation Services at Ext. 5316.

The Fitness Center, located upstairs over the fire department in Bldg. 802, is open 11 a.m. to 1 p.m., Monday through Friday and on UTA weekends, plus the following hours:

Monday-Friday	3:30 - 5:30 p.m.
UTA Saturday	4 - 7 p.m.

Softball planning meeting

Softball managers should have someone attend the sports representative meeting this UTA, 10 a.m., Saturday, March 5, at the Fitness Center. Plans will be made for the 1994 softball season. If your unit will be gone during any summer UTA, contact recreation services. □

Tips for safe trips

Even U.S. travel can
be hazardous to
your health



by TSgt. David Masko,
Air Force News Service

The first thing I saw as I flew into Miami's International Airport, even before its world-famous beach, was a string of police cars speeding down the highway after a red car.

Miami, like many other cities in the United States, is experiencing an increase in urban crime. Miami, in particular, has the highest violent-crime rate of any American city. So the following are some safety reminders from the Miami police when traveling in South Florida or any part of the United States:

□ **At the airport** or while at a rental car facility, don't leave bags or luggage unattended.

□ **Prior to departure** from an airport, take the time to know the route to your destination.

□ **Place all valuables** in your trunk or glove compartment. Don't leave valuable items openly visible in your car.

□ **Ask directions** only from police or at a well-lit business area or service station. If you

need to stop for any reason, do so at well-lit or populated areas.

□ **If you are told** by passing motorists that something is wrong with your vehicle, don't stop. Drive to the nearest service station or populated area.

□ **Always keep doors** and windows locked. If driving a convertible, keep the top down only during daylight and only after arrival at your hotel or final destination.

□ **Don't pull over** to assist what may appear to be a disabled car, even if someone tries to wave you down for help.

□ **If your vehicle** is bumped from behind, don't stop until reaching a service station or well-populated area.

□ **At night, park your car** in a well-lit area, especially at shopping malls. Check the interior of the vehicle and surrounding area before entering the vehicle. Be sure to have your keys ready to unlock car doors prior to entering a parking lot.

□ **Don't pick up hitchhikers** under any circumstances.

□ **Don't stop** for flashing white lights or flashing headlights. These aren't police procedures. Lights on emergency vehicles are red or both red and blue.

Police officials say these and other safety tips will help prevent crime on the road. Unfortunately, they say, many people's confidence in a safe society has been shaken by the reality of urban warfare. □