

*Vol. 16, No. 5/May 1994*

# VIKING FLYER

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

# VIKING FLYER

## EDITORIAL STAFF

Commander: Col. Michael Gjede  
Reserve Public Affairs Officer:

Maj. Steven Hatcher

Civilian Chief of PA: Mark Davidson  
PA Specialist/Editor: Cherie Huntington  
NCOIC: MSgt. Darrell Habisch  
Staff: MSgt. Mark Davidson, MSgt. Tim  
Turner, TSgt. Tom Dyer, SSgt. Janet  
Byerly, SSgt. Larry Dean

## Unit Public Affairs Representatives

SSgt. David Mattson - 27th APS  
MSgt. David Hammer - 934th MS  
SSgt. Genel Kampf - 934th OSF  
MSgt. Kathryn Peters - 47th AES  
SSgt. Niklas Hammarberg - 934th SPS  
SSgt. William Steinke - 934th MedSq  
SSgt. Dennis Swanson - 934th CF  
MSgt. Timothy Tamlyn - 934th CES  
Capt. John O'Connor - 96th AS  
MSgt. LaVonne Wier - 934th LSS  
MSgt. Paul Jacobsen - 934th MSF  
MSgt. Ruth Duffy - 934th SVS  
SrA. Shannon Armitage - 934th Group (934th  
UPAR of the Year 1993) \*

\* Indicates this month's contributors.

## On the cover



Maj. Rich Huntington, 934th AG, prepares for take-off in Split, Croatia, to deliver humanitarian cargo to Sarajevo. For more on this ongoing rotation, see pages 6-7.

(Photo by Lt. Col. Larry Snyder)



This funded Air Force Reserve magazine is an authorized publication for members of the U.S. military services, such as SrA. Shannon Polk, 934th SPS. Contents of the Viking Flyer are not necessarily the views of, or endorsed by, the U.S. Government, the Department of

Defense or the Department of the Air Force. All photos are U.S. Air Force photos unless otherwise indicated. Deadline for submission of unsolicited information is one week prior to the UTA for the next issue.

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

# Playing fair with employers

*Civilian bosses deserve our loyalty, honesty*

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

**W**e hear a lot about the important role a civilian employer plays in a reservist's overall ability to accomplish our mission. There's no question regarding this commitment of time required for each of us to meet all the demands of our military responsibilities.

The actual time commitment varies, of course, depending upon an individual's position and job function, but there is a minimum amount of time that each of us has to spend in uniform. Much of that time comes directly out of the hide of our civilian employers.

The Air Force Reserve takes pains to show civilian employers its appreciation for their forbearance and cooperation. Although these Employers' Day-type efforts are important and helpful, there is something each of us can do that will mean a lot more to our civilian bosses. In short, don't abuse the privilege.

Telling your employer you have required duty when the work is optional, for example, is one sure way of losing the trust of your employer. Openness and candor are much better tools for creating a cooperative civilian work environment than deceit or cunning.

## *Easing impact of restructure*

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

**T**he latest round of force structure changes is symbolic of what's been going on since the end of the Cold War.

Designed to streamline the Total Force into a more effective -- and cost-effective -- fighting machine, these are changes those of us in uniform can step up to. But inevitably, some of the changes adversely impact people, and this concerns me.

One way of helping our reservists is by filling unit vacancies with people "displaced" by closings and restructuring in other Reserve units. For example, we may

I don't mean to imply that we must have active duty orders in hand before we ask for time off from our regular jobs. I'm sure most bosses understand that there are levels of "required participation" and that the 934th doesn't have to be activated for war before he or she grants you time off.

I believe it's obvious even to the uninitiated civilian manager that a strong need for your presence in uniform can exist without an "official" call from Uncle Sam. I also believe that most employers are not only willing to do their part but take pride in facilitating their Reserve employees' commitment to the military. What I'm getting at is flagrant abuse of our employers' good intentions in meeting requirements of federal law.

Our civilian employers sacrifice dearly in support of the military, especially in support of the Reserve and Guard commitment to national defense. In exchange, they deserve to be dealt an honest hand. Don't abuse the privilege and overuse your rights as a reservist at the expense of those to whom we also owe loyalty, honesty and dedication.

After all, we couldn't do our job as reservists without them, and we wouldn't want them to think they could do theirs without us. □

be able to recruit fighter weapons specialists for C-130 defensive systems. We also may be able to recruit trained people from the other services -- for example, those serving in medical specialties at Army Reserve units shut down by force structure changes.

The structural changes we face are inevitable and ongoing. Creative recruitment and staffing, however, can lessen the impact on our people.

*Editor's note: Effective April 7, the Air Force Reserve imposed an AFRES-wide hiring freeze on all new, permanent hires outside of the command, so it can offer jobs to its displaced people. Internal actions won't be affected, and it will last at least through October. □*

## Briefs in blue . . .

### SGLI rates rise slightly

For the first time ever, Servicemen's Group Life Insurance premiums are going up, but only by one penny per \$1,000 of coverage. Beginning July 1, \$1,000 worth of coverage will cost 9 cents instead of 8 cents. The maximum level of coverage, or \$200,000, rises from \$16 to \$18 per month. As a reminder, SGLI deductions are made from the first military pay received by reservists each month, which may or may not be UTA pay. (AFNS)

### Policy nears completion

All 1,510 Air Force regulations will soon be history as the Air Force's initiative to streamline policy nears completion.

The project, directed by Air Force Chief of Staff Gen. Merrill McPeak, replaces the regulations with 165 policy directives and roughly 690 instructions. The number of pages drops from 46,000 to about 19,000. The directives state the "what" aspects of policies, and instructions explain "how" the policies should be carried out. Officials say plans call for all of them to be produced in a compact disk format as well. (AFNS)

### BX briefs . . .

**New uniforms hit stores** -- The new Air Force uniform is available in limited quantities and sizes at selected military clothing sales stores.

Officials say that by May, most stores will have at least one shipment of the new uniform, but initial supply will be in regular sizes. A free pamphlet and a new video about the uniform are available at the stores as well.

Local officials remind customers that ordering items from bigger stores via telephone with a credit card normally gets

prompt service, with delivery directly to the individual. The DSN phone numbers for the closest military clothing departments are: Fort McCoy, Wis., 280-3220; and Grand Forks AFB, N.D., 362-4867. (AFNS)

**Name tags get speedy service** -- Engraved plastic nameplates are now available by mail through the Army and Air Force Exchange Service. The Fort Knox, Ky., exchange processes orders on a "same-day" basis. Forms are available at the local BX. (AFNS)

### VA briefs . . .

**VA scholarships offered** -- May 31 is the application deadline for full scholarships and stipends for the 1994-95 school year from the Department of Veterans Affairs.

In an effort to fill critical health professional shortages, the funding is available to students in specific medical fields in their final year of associate degrees, final two years of some other programs and master's studies in still other programs. There is also a Reserve Member Stipend Program providing a \$400 monthly stipend. No obligations to government service are incurred.

Contact your nearest VA office for information. (AFIS)

**VA home loan refinancing urged** -- The Department of Veterans Affairs is stepping up its campaign encouraging veterans to refinance their home loans. Letters are being sent to veterans with high-interest rate loans informing them of VA's streamlined program for converting loans to lower interest rates at little or no cost. The program is called Interest Rate Reduction Refinancing Loan, also known as "Streamline," "VA to VA" and "VA Fast Track."

For help in finding a lender who makes such loans without requiring a property appraisal or a credit check, call VA at 1-800-827-1000. □

# Quality Air Force Assessment

As the August inspection approaches,  
it's time to fine-tune the machine

by Maj. Steve Hatcher,  
934th public affairs

"Dotted the i's and crossed the t's" is a common phrase describing preparation for inspections. It describes exactly what is occurring as the 934th looks forward to its Quality Air Force Assessment (QAFA) in August.

"The QAFA will focus on organization and management of our programs and measure how well we've been paying attention to the regulations," said Col. Michael Gjede, group commander.

It has been four years since the last inspection evaluating management of the 934th. Since that time, the base has proven its mission capabilities in Operation Desert Shield/Storm, Operation Provide Hope in Somalia, and most recently, Operation Provide Promise in Bosnia, said Gjede.

"It's now time to confirm our ongoing readiness, with a thorough investigation of the documentation," said Maj. Paul Groskreutz, support operations officer for the 934th Support Group. "Everyone should use their crossfeed/crosstell program as a benchmark in their preparation for the QAFA."

(Continued, next page)



## UTA schedule

June 4-5

July 30-31

Aug. 13-14 (Quality Air Force Assessment)

Sept. 10-11 (Employers' Day, Family Day)

# Automated travel pay

## Payments speed up as new program computes vouchers

by Cherle Huntington,  
public affairs

Reservists here have already started benefiting from a technology "revolution" taking place in the travel pay section.

A new computer system, the Automated Computation Travel System (ACTS), now computes most travel vouchers within minutes -- a task that can up to an hour manually.

"Once we become proficient, it's really going to speed things up," said **David Cornehl**, accounting technician. "In this transition period, we're still working out the bugs and getting hands-on training."

He explained that ACTS computes and gives advances automatically once the member's itinerary is input. The only slowdown, however, comes in the form of a temporarily missing link -- the Local Area Network (LAN).

"The LAN system will connect all the computers in here," said Cornehl. "Right now, they stand alone. That means the user has to input travel voucher information on one day, and then I audit that computer the next day. It's a game of musical chairs."

That also means that while Cornehl is auditing information, the person normally working at that computer has to find other work to do. "It's eating up a lot of extra time," he said. "But once we have the LAN, boom! Things will get done in no time."



Use of the LAN should begin soon after financial management, including travel pay, moves into offices formerly used by the Civilian Personnel Office in Bldg. 852. **Sheldon Hage**, LAN manager for Rothe Communications, said finance should be on-line in the August time frame. "That area is one of our top priorities," Hage added.

In the meantime, travel pay specialists are striving to complete necessary familiarization and training. Several civilians have completed formal training off-station, while others received a three-day "crash course" conducted by instructors from Dobbins AFB, Ga.

**SSgt. David Fischer**, who received the three-day training, said the system is pretty simple to learn.

"If you know travel, you can do this," he said. "We're saving time doing the actual vouchers, but getting the computers to talk to each other is taking time. By June UTA, people should be able to notice a difference in turn-around times."

Some vouchers, however, require manual computation, including trips to Howard AFB, Panama, and vouchers for duty in support of Operation Provide Promise, according to Cornehl. In any case, he said there are simple ways reservists can speed up the travel voucher process:

• Include four copies of the orders and any amendments,

• Include the original and one copy of billeting receipts, plus any other required receipts, and

• Submit the voucher along with the certified, initialed order for military pay, or it will be returned to the unit.

**Michael Burgess**, comptroller, sees a great future for ACTS.

"I'm optimistic that once we get into the new building and the LAN hookup is there, ACTS will revolutionize the travel voucher system," he said. "I've been told by other bases that they can produce 180 vouchers in one day with this system. Why can't Minneapolis do that? Well, soon there'll be no reason why we can't."

He asks for customers' patience until the final pieces fall into place, however. "There's a learning curve here, and having no LAN is killing us," he said. "We're trying to use a new system within an old system, so there's a big clash." □

## Q.A.F.A . . . (Continued from previous page)

As with any inspection, the inspectors will be looking at the full range of requirements. "It's important that we take care of the easy compliance requirements first," Gjede explained. "Areas like weight management, 35-10 and self-inspections checklists must be without errors. Identifying strong management practices of the basic commanders' programs will set a good tone for the rest of the assessment."

The inspectors also look for a positive attitude relating to the accomplishments of 934th individuals and the unit as a whole.

"One thing to remember is that these inspectors have talked to hundreds of people," said **Capt. Deborah Buonassisi**, 934th executive officer, "so we should be able to use the crossfeed/crosstell programs as a primer to what areas they will focus on."

"During real-life missions, we have to react to the situation at that given

moment," Gjede maintained. "The Q.A.F.A has been planned for quite a while, so we have the time to fix the areas that need work."

"We have the test in our hands, and the inspectors have told us what they expect," he said. "I feel confident about the impression we'll give. Our management practices are sound, as they've stood the test of real-life situations." □

## *They win again:*

# Civil engineers make it three

by SSgt. Larry Dean,  
public affairs

For the third time since the award was created in 1987, the 934th Civil Engineer Squadron has won the Air Force Reserve Outstanding Civil Engineering Unit Readiness Award. The civil engineers competed with 53 units for the honor.

Lt. Col. Shumei Hwang, squadron commander, credits his people with winning the award, pointing out that the unit won the award in 1987 and 1990 as well. "We have an excellent bunch of skilled, experienced people," said Hwang. "Most work in the trade outside of the Reserve, and the average

experience level of our people is about 15 years in the Reserve. That's a real plus."

CMSgt. Larry Hanson, CES readiness chief, added that last year's annual tour at Eielson AFB, Alaska, was an example of the work CES people do. "We completed 35 projects and numerous shop work orders, many of which had been backlogged for more than five years," Hanson said. "It saved the base and the Air Force more than \$125,000 in direct labor costs."

Hwang noted that civil engineering saved more than \$250,000 here by using Reserve equipment rather than contracting the job out. "We planned and coordinated the demolition of a major base structure,

which served as an excellent training program for our heavy equipment operators," he said. "I can't say enough about our people, though. They get into a job and get it done. We have 137 people currently and a very high retention rate -- 92 percent!"

Hanson pointed to the teamwork commonplace among members of CES. "When we were faced with downsizing about a year ago, people who had been around a long time stepped aside to make room for our younger troops," he said. "It's an example of the thoughtfulness of our people and overall concern for the unit. They knew the future of the squadron rests with our younger people." □

## *Base road construction*

### Spring brings concrete galore as roads, parking lots see big improvements

by SSgt. Larry Dean,  
934th public affairs

Driving around base this spring might resemble the challenge a mouse faces looking for the cheese at the end of a maze. The three- to four-month maze of road construction will lead to an ultimate good, however, with the reward being new roads and better parking lots.

Base civil engineer John Marchetti pointed out that commuters should be flexible, as this \$1.1 million project will bring road closures that could change with little notice.

"All roads will be affected by the work except Fourth Street (fronted by Base Civil Engineering/934th Civil Engineer Squadron and Transportation)," Marchetti said, "which will only receive sidewalk work and won't need to be closed."

"All of Fifth Street (fronted by Lodging, Base Supply and the NCO Club) will close for work," added Marchetti, "which includes sewer replacement between contracting (Bldg. 852) and the aerial port squadron. Also, the two north-south roads next to the NCO Club will be taken out, and Earhart Street, running from the front of the Base Exchange to the flightline, will be replaced."

The two-story mountain of gravel deposited west of the Four Seasons store will be used in the road and parking lot repair work. The engineers noted that the base operations and aeromedical squadron parking lots will be closed for major renovation/replacement and work on sewer lines, and that grading work will be done on all other base roads.

"Closures may last only a week in places," said Marchetti, "but the reason people need to be flexible is that roads may close

when the surface is removed, temporarily reopen as bumpy gravel sections of road, and then close again for the final surface work. This process could mean temporary closures of roads for up to three weeks, depending upon weather conditions."

The project started in late April and should be completed by June or July. Many other construction projects are on the horizon as well, leaving record amounts of plans to complete.

Some of these projects include:

- ☐ Replacing the gate guard building to make sure its designs meet security needs for protecting the base,
- ☐ Making alterations to the command post, possibly causing temporary relocation of people,
- ☐ Improving heating and ventilation in Bldg. 760,
- ☐ Renovating interiors of the medical and aeromedical squadrons to provide more office space,
- ☐ Renovating interiors and exterior of the communications center,
- ☐ Remodeling the main floor and moving the ramp at Bldg. 801 (Base Supply), which could close the dock,
- ☐ Making an addition to the corrosion control shop in Bldg. 813,
- ☐ Resurfacing the north aircraft ramp and apron between Bldgs. 802 and 821,
- ☐ Installing a fuel service station for base vehicles,
- ☐ Installing aircraft ramp lighting, and
- ☐ Installing closed-circuit television system for aircraft ramp and finance. □

# BOSNIA

by SrA. Shannon Armitage,  
934th AG UPAR

**T**he 934th keeps pushing on in support of Operation Provide Promise, the United Nations humanitarian relief effort into Bosnia-Herzegovina. Since January, group members have already airlifted over 1,000 tons and airdropped over 300 tons of cargo.

## *Flying Vikings continue supporting relief efforts with aircraft, people*

According to Lt. Col. Larry Snider, navigation officer for the 96th Airlift Squadron, 934th members participated in four rotations this year that included two aircrews each. He said five maintenance "packages" were also sent, which include an average of 25 members. Some members participated in a "plus up" package -- a 120-day tour ending in late April. He said one more rotation will be sent before the end of the fiscal year.

**Capt. David Gerken**, 96th AS tactics officer who flew in the last rotation, said the flying into Sarajevo slows down when the weather gets warmer. "They're able to truck the supplies to those towns and guarantee that it will get there," he said, "but if they airdrop the loads in, they can't be sure who gets them."

According to Gerken, a tentative 1995 schedule shows the 934th back on the road next winter for its fourth round of rotations in four years. □



A 934th C-130 takes on a load at Split, Croatia.

Photo by Col. Dan Hesselton



Photo by Lt. Col. Larry Snider

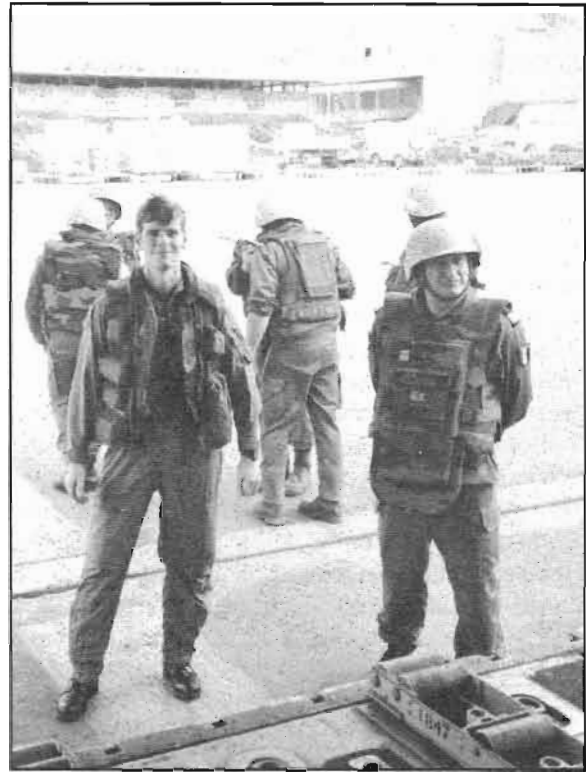


Photo by Col. Dan Hesselton

Left, a 934th aircrew includes (left to right) Capt. John Wahl Jr., Capt. James Carlen, SSgt. Brad Lalim and TSgt. Jim Schmidt. Above, SSgt. Brian McCullagh, loadmaster, waits with French U.N. troops for offloading at the Sarajevo airport.



A 934



TSgt. engine German



... crew takes a break near the end of the runway in Split, Croatia.



Photo by Lt. Col. Larry Snider

Photo by TSgt. Jim Schmidt

Lt. Col. Larry Snider, navigator, is seen here with a C-130 with a full load prior takeoff for airdrops.



Perraine Klein, 934th Maintenance Squadron, stands by during an inspection on one of the Delta Squadron's C-130s based at Rhein-Main AB, Germany.



Photo by Lt. Col. Larry Snider

Photo by Lt. Col. Larry Snider

TSgt. Jim Schmidt, loadmaster with the 96th Airlift Squadron, holds one of 4,000 hard-boiled eggs flown into Sarajevo before Easter.

# Bird strikes

## *Even little birds can make big trouble for C-130s and their crews*

by Cherle Huntington,  
934th public affairs

**A** starling, eyeing flightline action from the tail of a C-130, seems innocent enough to the average observer. To someone from maintenance, operations or safety, however, it brings to mind expensive damage, extra work and possible threat to life.

It brings to mind bird strikes, where bird meets "bird" and the result can be "total chaos," according to TSgt. **Glen Dahn**, structural repair specialist in the 934th Maintenance Squadron.

### *Lots of work*

"It's amazing what a little bird can do," said Dahn. "A lot of work goes into one simple bird strike. A duck or goose can put a good hole a foot in diameter in the leading edge."

The leading edge, or the curved, front portion of each wing from tip to tip, is one of the areas most vulnerable to strikes, according to Dahn. "It's mostly the leading edge and the tail section," he said. "Once in a great while, an engine or prop is involved, but there's normally not much damage there."

He said that repair on a worse strike can take a full 40 hours of work from the structural repair section alone. SMSgt. **Dave Brownlee**, 934th MS quality assurance supervisor, said it's his shop's job to track all bird strikes, recording the extent of damage and repair that was needed.

"We average about one strike a year with reparable damage," Brownlee said. During the migratory seasons in the spring and fall, he said there's an average of one or two strikes per month, but most result in little or no damage.

"A one-pound bird could go all the way through an airplane," said Maj. **Rich Huntington**, director of safety. "Five years ago, a four-inch hole in the leading edge was caused by a four-and-a-half ounce bird -- a yellow shafted flicker."

### *'Name that bird'*

Huntington knows his bird I.D. since he had to send feathers from the victim to the Bird-Aircraft Strike Hazard (BASH) center at Tyndall AFB, Fla. The BASH team there tracks all strikes, compiling statistics for analysis.

"Two years ago, we saw a migration of snow geese and Canada geese at 4,000 feet," Huntington said. The C-130 and crew were at 1,000 feet near Sioux Falls, S.D. "We were under a low-cloud deck and kept popping up out of the clouds, and there were the geese, every time, wave after wave after wave. Finally, we decided it was too dangerous, so we headed back."

He added that just last month, he and a crew received a warning from air traffic control that another aircraft was in their immediate area. They altered their route, but their "company" turned out to be snow geese in a formation large enough to show up on radar as an unidentified aircraft.

Huntington said there's not much a crew can do to avoid strikes, however. A single bird is next to impossible to see until it's too late, he explained, and most of the time, the bird is never seen or felt. It usually hits the leading edge or body of the aircraft and bounces clear.

The 934th hosts a Bird Hazard Working Group, however, helping keep awareness high to avoid what Huntington calls "a bump in the night."

"All our routes cross the Minnesota River one, two or even three times," he said, "plus the Mississippi and other rivers, too. Wetlands attract birds, but no place is exempt from migratory birds. Everybody's got them. But we want to keep records so we can make decisions on when and where to fly or not fly."

### *Pesky critters, too*






Birds pose a hazard in the air, but they also create a nuisance on the ground with quickly-built nests in the nooks and crannies of the C-130, according to crew chiefs. They say it's a constant seek-and-destroy mission.

"They sit on the tail and watch us until we walk away," said crew chief TSgt. **Dale Ingersoll**. "Then they zip down and build another nest. If the airplane sits long enough, you'll see them going back and forth, carrying grass to the airplane."

"We have bird plugs to put in the engines," said TSgt. **Gene Olsen**. "But some birds are getting smart enough to go in the clamshell doors in the back of the engines."

During preflight checks, the exhaust and intake areas are checked for tell-tale signs which include not only grass and twigs, but paper, cigarette butts and "anything else loose out there," said Ingersoll. □

### *Feathery facts*

-  The first recorded bird strike accident occurred in 1910. A seagull got caught in the aircraft control cables. In the resulting crash, the pilot was killed.
-  The impact force of a two-pound bird at 250 knots, or about 280 mph, is over 178 thousand foot pounds.
-  The highest recorded bird strike occurred at 37,000 feet.
-  Since 1980, eight aircraft have been destroyed by bird strikes.
-  In the past 10 years, there were 2,352 mishaps involving bird strikes.

*(Courtesy Flying Safety magazine)*



# A winning team

## The 934th Plans Directorate earns command 'feather in their cap' for 1993

**F**or the first time, the 934th Plans Directorate has earned honors as the Air Force Reserve Outstanding Military Logistics Plans and Programs Unit of the Year 1993.

Logistics planners in the division include **Capt. Gerald Vowell**, director, and **MSgts. Larry Schyma** and **Anthony "Zack" Zacheretti**, all air reserve technicians. The operations planner is reservist **Maj. Jeffrey Foster**.

The year's highlights included:

- ▣ Serving as a test base for an innovative mobility processing system, eliminating the mobility processing line,

- ▣ Handling two major deployments in support of an exercise and inspection for the 27th Aerial Port Squadron, designing the first-ever, unit-planned inspector general scenario, and

- ▣ Setting the benchmark for the Reserve in the area of Host-Tenant Support Agreements, following an Air Force move to convert to a new format.

He attributes much of the division's success to the full-time NCOs, Schyma and Zacheretti. "I'm pretty lucky," he said.

"Those guys are probably the best logistics planners in the Reserve. They're willing to give extra effort to get the job done, and they really care about accomplishing the mission."

The division presses on with new projects, however, including a Handbook for Mobility which should be available sometime in June or July.

"We've put a lot of work into this," he said. "It's designed for the person on mobility, giving them guidance on everything they need to know on mobility and deployment." □



*Directorate members include (back row from left) MSgt. Larry Schyma, MSgt. Anthony "Zack" Zacheretti, Maj. Jeffrey Foster and Capt. Gerald Vowell; and seated, administrative specialists SSgt. Vicky Kuntz (left) and AB Kelly Savage.*

Photo by TSgt. Iann Dyer

## Viking Victor: Capt. Gerald Vowell

**Award:** Outstanding Air Force Reserve Military Logistics Plans and Programs Manager of the Year 1993.

**Job responsibilities:** Director of plans; responsible for logistics and operations planning, mobility operations, and support agreements for the 934th Airlift Group.

**Education:** Bachelor's degree, management, Central Washington University, Ellensburg, Wash.; master's degree, business administration, Golden Gate University, San Francisco; Squadron Officer School in residence.

**Hobbies:** Golf, coaching.

**Professional organizations:** Reserve Officers Association, Air Force Association.

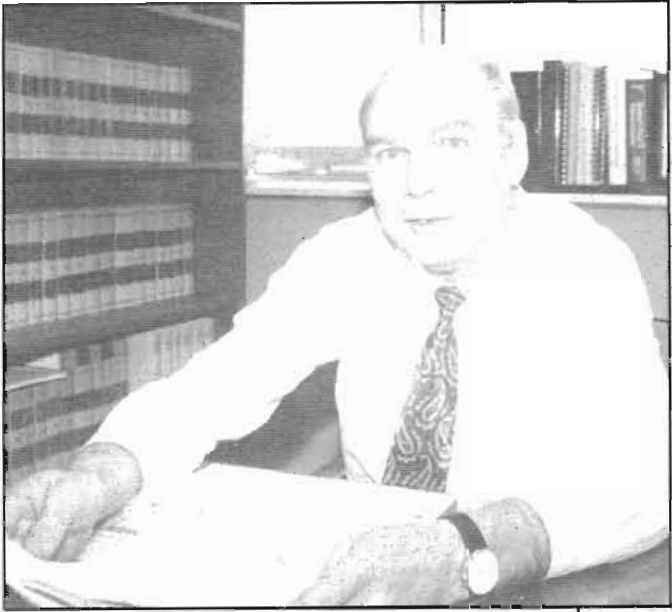
**Family:** Wife, Bonnie; daughter, Kory (6); sons Jake (10), Joey (8) and Ryan (2); live in Rosemount, Minn.

**Comments:** "We must continuously look for more efficient and effective methods to accomplish our jobs. If we don't, someday we may discover our services are no longer required." □



# Viking Victors: Civil Servants of the Year

## Chuck Frans



**Unit:** 934th Airlift Group, financial management division.  
**Job responsibilities:** Administer, plan and conduct all cost, economic and management analysis programs on base; financial management oversight for nonappropriated funds.  
**Education:** Attended St. Cloud State College, St. Cloud, Minn.  
**Hobbies:** "Golf, when I have time!"  
**Professional organizations:** American Legion; block leader, Richfield "Crime Watch" program; retired chief warrant officer, U.S. Army Reserve.  
**Goals:** "To perform my job responsibilities in an effective manner, which will result in a more cost-effective organization; retirement; and restore my wife's 1965 Mustang convertible."  
**Family:** Wife, Bobbi; daughter, Jenny, in college at University of Minnesota, Duluth; cats Dusty and Bobby Mo.  
**Comments:** "Receiving this award was quite a surprise, and I'm honored. My job enables me to meet and talk to a majority of people on base. Without their cooperation when I'm digging for data and information, my job couldn't get completed. Thanks to all on base." □

## Steven Lerbakken

**Unit:** 934th Maintenance Squadron, avionics section.  
**Job responsibilities:** Electronic integrated systems mechanic (air reserve technician); maintain and service all C-130E communication and navigation equipment, both on the aircraft and in the shop.  
**Education:** Currently working toward a degree in avionics system technology.  
**Hobbies:** Hunting, fishing and gardening.  
**Goals:** "To further my education and receive my Federal Communications Commission license.  
**Family:** Wife, Robin; son, Justin (3); live in Farmington, Minn.  
**Comments:** "Being selected as a Civil Servant of the Year is quite an honor for me. Special thanks to my co-workers, both in the maintenance organization and other areas on base that helped make my job run so smoothly the past year." □



**Bond drive**

The U.S. Savings Bond annual drive goes through the end of May. The Series EE Bond's purchase price is 50 percent of its face amount, and payroll savings can be used for bonds of \$100 or more. The current interest rate is 4 percent for bonds purchased now and held at

least five years. Contact your unit representative or this year's 934th project officer, **Mike Edwards**, at Ext. 5431.

**AFA membership**

The Air Force Association's membership drive continues through May. Membership supports a valued voice in Washington for U.S.

air power. Other benefits include *Air Force Magazine*, reduced rate insurance, low-rate credit cards and much more. The one year membership rate is \$25. For more details, contact your unit representative or **Maj. Rich Huntington**, 934th project officer, at Ext. 5508. □

**Kudos**

**PEP promotions**

TSgt. Connie Ammala	CF
TSgt. James Clausen	CES
CMSgt. Wayne Emberland	CES
TSgt. Shawn Ferrin	SVS
MSGt. Robert Jones	MS
TSgt. Keith Krause	MS
TSgt. Thomas Overman	CES

**Promotions**

MSGt. Debra Wanous	MedSq
--------------------	-------

**Awards**

**Air Force Commendation Medal**

Maj. Richard Huntington	AG
SMSGt. David Olson (Ret.)	CES

**Newcomers**

SSgt. Suzan Bathurst	LSS
SSgt. James Cullum	APS
SrA. James Endres	CES
SSgt. Jeffrey Floyd	APS
SrA. Richard Franks	SPS
TSgt. James Gonyer	MS
SrA. Richard Halloran	MS
SrA. Donald Head Jr.	SVS
2nd Lt. Christine Kiraly-Thomas	MSF
SrA. Robert Nelson	CES
Sgt. David Redepenning	MS

**Reenlistments**

SrA. Craig Blomgren	MS
SSgt. Bradley Cooper	AS
TSgt. James Courneya	OG

SSgt. Christopher DeWitt	AES
SSgt. Randy Hanson	APS
SSgt. Kenneth Holson	SPS
TSgt. Genel Kampf	OSF
SSgt. Michael Lein	CES
SrA. Lance Lenarz	CES
TSgt. Paula Lovelady	AG
SSgt. Timothy Mutch	AS
SSgt. Paul Oven	AS
SrA. Thomas Pitzen	LSS
TSgt. Robert Priest	MS
MSGt. Mark Reins	OSF
SSgt. Douglas Roden	MS
SSgt. Pamela Russell	CF
MSGt. John Skarhus	AS
SSgt. Kevan Swenson	APS
TSgt. Lee Traxler	SVS
SMSGt. Thomas Willis	OSF □

# Computer requirements

by Joe Armitage,  
contract manager,  
Rothe Communications

**F**or all Air Force computers, there are requirements that must be met to comply with regulations. Two of the most critical requirements are the risk analysis and software inventory.

These requirements apply to all computers and have become key inspection items in Quality Air Force Assessments, which the 934th will receive in August. Take a close look at what these requirements entail, especially if you've received a new computer recently.

**Risk analysis**

Each computer must have a valid risk analysis. In particular, this form is a key inspection item. It's especially important that you have a complete, accurate and approved risk analysis for every computer in your unit. To see if your personal computer has an acceptable risk analysis, review the following:

☐ You must use AFRES Form 46a for each computer processing classified and an

AFRES Form 46b for each computer processing unclassified material.

☐ You must accomplish a risk analysis every three years.

☐ If your system is modified or moved, you must do a new risk analysis.

☐ Every item on the form must be addressed. If an item is marked "no," an explanation must be given on the back side.

☐ Your risk analysis is only valid if the Base Computer Systems Security Officer (BCSSO) and the designated approving authority have signed it.

**Software inventory**

A current software inventory must be kept for each computer. Yet another inspection item, the software inventory is often overlooked.

While it may seem taxing to maintain, this requirement is an important one. By keeping track of the software belonging to your computer, you will know what software is legal for use on your system.

Probably the most important function of the inventory is control of commercial

copyrighted software. The legal implications for misuse of software licensing agreements are simple: Bootlegging software results in large fines and/or jail time. The Software Publishers Association is especially aggressive with legal action against suspected violators and has even established a 24-hour toll-free hotline for reporting claims.

During a QAFA, an inspector will look for the following:

☐ A software inventory for each computer,

☐ All software possessed by your unit is accounted for both physically and on the inventory, and

☐ The software listed on your inventory matches the software loaded on your computer.

Units should keep these inventories in a central database or paper file. Once established, the file should require only a small amount of attention.

Remember, the key to managing your computers and software inventory is education. By telling others in your unit of these requirements, you'll save much grief. □

# Civilian Welfare Fund

Working to keep morale high,  
show appreciation

by Cherle Huntington,  
public affairs

When you stop by a base vending machine for a quick snack or pop, you're supporting the 934th Civilian Welfare Fund and the many activities it sponsors.

The CWF committee has found, however, that most people know little or nothing about what they do.

"We recently sent out 200 surveys to both civilians and reservists," said **Gerri Theisen**, CWF custodian. Her position as the support group commander's secretary traditionally handles this function. "Results showed that people weren't aware of what the council is or what it does. Though about 15 percent had some idea, the majority didn't understand."

## Primary function

Theisen explained that few bases have a CWF. "It's primarily designed to provide a morale booster in appreciation of the work done by civilians," she said. She listed CWF's past activities as the annual brat fry, corn feed, hangar dance, steak fry and Christmas party. She said they have also supported the military ball.

"The only event geared toward reservists is the hangar dance," she said. "Everything else is mostly for the betterment of morale of the civilians. We always have reservists working, however, and of course they're welcome to participate."

The organization also sends flowers to families of civilians who have deaths, births or extended hospitalization, according to Theisen. "There's also a civilian loan program for emergency situations," she added.

## Where's the funding

Though the CWF has an annual budget handled by the NCO Club, much of the funding for the group's activities comes from vending machine profits and event donations. "We earn 10 percent of the monthly income

from the vending machines," she said. "That adds up to about \$300 a month."

An "event" is budgeted at \$900, stated Theisen. "If it ends up costing \$1,300, we make up the difference in concession profits and event donations," she said. "We're not out to make money. We're non-profit and just want to promote the health and welfare of civilians."

The council should be comprised of a representative from each unit, according to Theisen. Present membership sits at eight people, chaired by **Tim Payton** in aircraft maintenance. Each event has its own separate committee of volunteers.

"It's not a time-consuming thing to be a member of the council or an event committee," Theisen explained. "The council meets once a month, if required, for 30 minutes to an hour. Then an event committee works one event." She said that for a brat fry, for example, people would be needed for work including collecting money, cooking or cleaning up.

"The ideal thing is to rotate people," she said. "Like for our next event, the 'Spring Fling' on May 19, our second annual health awareness day, we'd like to get enough volunteers so they could rotate each hour."

## Volunteers welcome

She said anyone is invited to attend a meeting to see how it works, plus suggestions and comments are always welcome. Anyone interested in serving on the council can call Payton, Ext. 5323, or to volunteer for an event committee, contact **LaRae Koopman** in contracting, Ext. 8137.

"The more participation we have and the more people who support concessions and events, the more events we'll be able to have," Theisen stressed, adding that the lack of such support already resulted in losing one event, last year's Christmas party. "Every, single person on this base is a member of the CWF, from the group commander on down. Just remember: no support, no CWF." □

# SERVICES BRIEFS

## Herk Hustle cancelled

Recreation Services apologizes for the cancellation of the Herk Hustle 5K Fun Run/Walk because of road construction in progress along the race route. The event may be rescheduled in the fall.

## Beach party planned

Jump into summer with a "Beach Party" on Saturday, June 4. There will be music, refreshments, games, limbo contest and more. "See you there, dude!"

## Golf tourney scheduled

The 934th's Annual Nine Hole, Best Ball Golf Tournament is set for Saturday, July 30 at Rich Acres Golf Course in Richfield, Minn. Cost will be \$19 per person for golf, with a picnic following the tournament. The deadline for sign-up is Sunday, June 5.

## Volleyball tournament set

For all those who don't play golf, a volleyball tournament will be held Saturday, July 30. The deadline to sign up for this event is Sunday, June 5. □

Recreation Services  
Ext. 5316, Bldg. 802

MAY IS NATIONAL  
PHYSICAL FITNESS  
& SPORTS  
MONTH

