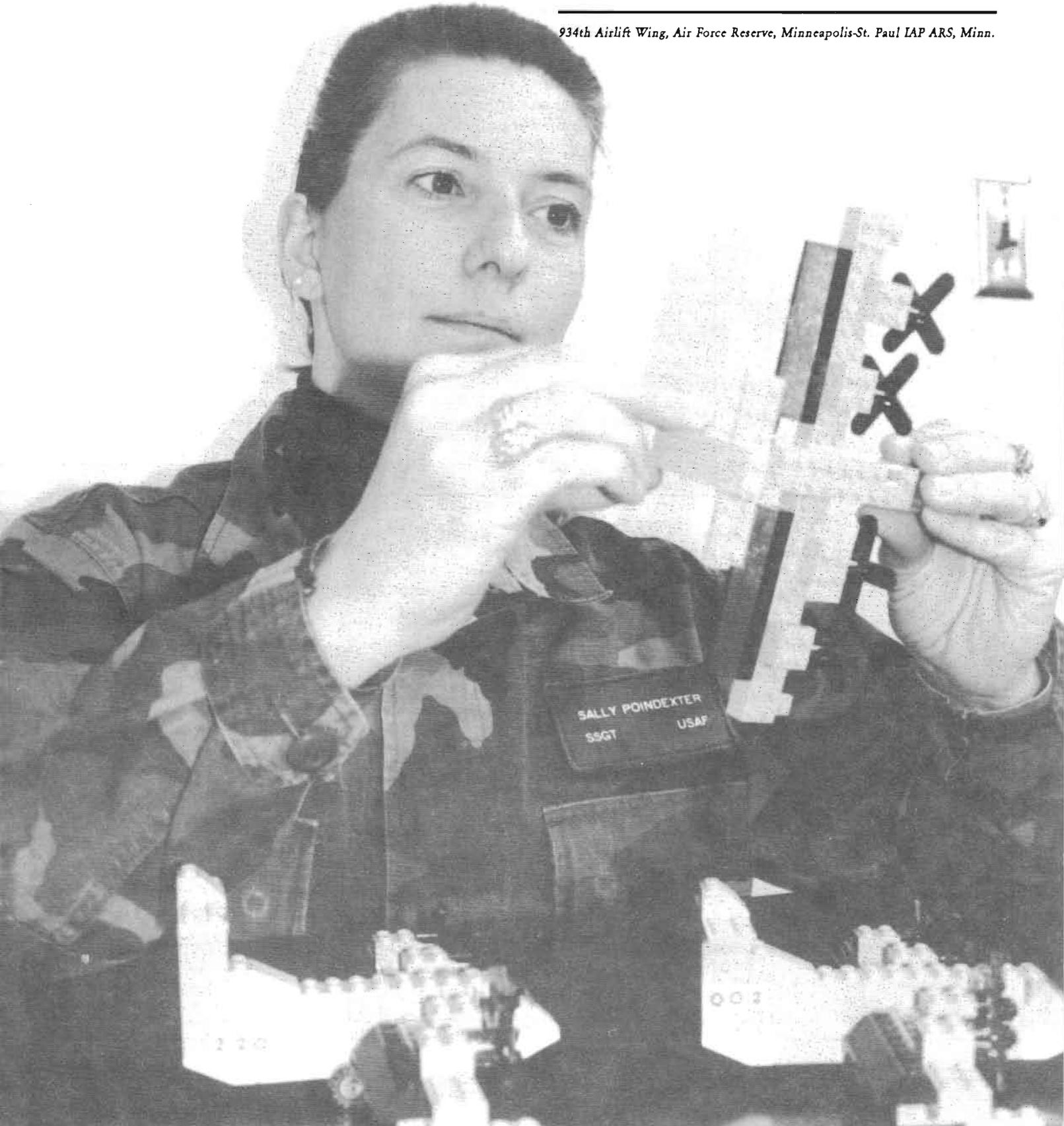


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VIKING FLYER



934th Airlift Wing, Air Force Reserve, Minneapolis-St. Paul IAP ARS, Minn.



VIKING FLYER

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934th MSF (934th UPAR of the Year 1994) *

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On the cover



SSgt. Sally Poindexter, 934th MSF, checks out C-130s constructed in quality cascade training classes. For more on quality action, see Page 8.

(Photo by SSgt. Janet Byerly)

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Commentary

Assessment, not inspection: next step in our quality journey

by Col. Michael Gjede
wing commander

Some of you have seen the crossfeed reports on the "new" Quality Air Force Assessments done on our three numbered air forces. Gone forever are the days of the compliance-oriented Unit Effectiveness Inspections.

Today's inspector general looks at quality, not inspection checklists. It's really a whole new, *better* way of doing business.

Here's how it works: Each unit will prepare its own Unit Self Assessment, or USA, a term you'll hear a lot of in the near future. The USA will be facilitated by members of the unit who have been specially trained to help each unit prepare an honest, candid self-assessment. It is then sent to the IG 60 days prior to the QAFA. The IG will validate the self-assessment during the QAFA and score it based on a maximum of 1,000 points.

Points are awarded using the Secretary of the Air Force Quality Award Criteria. This validation will identify the strengths and weaknesses of the unit and help us measure how well we meet our own standards. It will also identify areas for potential improvement that can be tracked over time and reevaluated.

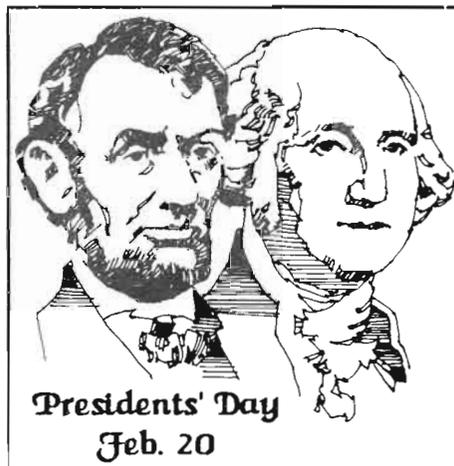
Although the main purpose of this new format is to get away from compliance,



Gjede

there are some areas where compliance in the military is a must. These include time and attendance; environmental and safety issues; UTA sign-in; commanders' programs such as fraud, waste and abuse; dress and appearance; and finally, any current special interest items.

I firmly believe that in today's Quality Air Force Reserve, this beats the old system any day. Because quality is the focus of the new QAFA's, units will receive more help from the IG than ever before. And although it will be tough at first, units will soon be able to take a thorough, constructive look at the way they do business. This is truly the next step in the quality journey. □



Presidents' Day
Feb. 20

UTA schedule



March 4-5

April 1-2

May 6-7

June 3-4

July 29-30

Aug. 12-13

Sept. 9-10

February UTA pay should
be deposited by:

Feb. 15

Briefs in blue . . .

New-style assessment

Headquarters Air Force Reserve will conduct its first new-style Quality Air Force Assessment at the 512th Airlift Wing, Dover AFB, Del., in June.

Under the revised QAFA, assessors will use Secretary of the Air Force Criteria and Unit Self Assessment and Compliance to evaluate a unit. Future QAFA teams will probably have eight people focusing on the USA and another 15-25 people looking at processes and compliance items. (AFRESNS)

Bye-bye, official photos

As of Jan. 1, colonels and below no longer need a photograph in their official personnel records. The requirement to maintain official photos on general officers, including brigadier general selectees, remains unchanged.

Local 934th photographs have been turned over to public affairs for filing and use. (AFRESNS)

Accident update

♣ A three-pound marker flare that got stuck and exploded in the barrel of a 105mm howitzer cannon was found to have caused the crash of an AC-130H gunship in the Indian Ocean in March 1994. Seven of the 14 crew members survived, and one was never found. The new findings were released in an addendum to the initial accident investigation report.

♣ The Air Force plans to court-martial the mission crew

senior director of the Airborne Warning and Control System involved in the accidental shoot down of two U.S. Army helicopters in northern Iraq last April. All 26 people aboard were killed. Capt. Jim Wang is charged with three counts of dereliction of duty. Criminal charges against others involved, including the F-15C fighter pilots who downed the helicopters, have been dropped.

♣ The former commander of the 92nd Operations Group at Fairchild AFB, Wash., Col. William Pellerin, will face a general court-martial for three counts of dereliction of duty. The charges arose from events associated with the June crash of a B-52 at Fairchild, in which the pilot and three crew members died. (AFNS)

Brief briefs ...

Operation Provide Promise humanitarian airlift missions into Sarajevo began operating out of Ramstein AB, Germany, Dec. 22 as Rhein-Main AB proceeds toward drawdown ... The Pope AFB, N.C., commissary is one of four stores closing this fiscal year as a fund-saving measure ... Air Force Reserve civilians won't face this year's reduction in force because of other cuts already taking effect, but fiscal year 1996 may be a different story ... A centralized enlisted "678" statutory tour office is now on line at Headquarters Air Force Reserve, with vacancy information available at 1-800-223-1784, Ext. 71232; commercial 912-327-1232 or DSN 497-1232. (AFRESNS) □

Viking Victors: Maj. Kent Thomas

New position: Commander, 934th Mission Support Flight.

Education: Bachelor's in religious education, Carson-Newman College, Jefferson City, Tenn.; master's in instructional technology, Utah State University, Logan, Utah.

Hobbies: Fishing, camping, softball, reading, restoring old Volkswagens, computers and gardening.

Civilian occupation: Director of training, Clear With Computers, Mankato, Minn.

Goals: "To use quality methods to continually improve the already excellent customer service provided. Our baseline is high, so this will be a challenge! I'm confident that as a team, we can meet it."

Family: Wife, 1st Lt. Chris Kiraly-Thomas, 934th Logistics Support Squadron; daughter Andrea; sons Marc, Josh, Justin, Gabriel and Elijah. Live in Mankato.

Comments: "I'd like to thank everyone who was involved in giving me this opportunity. I'm honored and excited by this privilege - and committed to meeting all expectations. Most of all, I'm proud to be added to your fine team." □



Aerial port reorganization

No more 'business as usual' for the 27th as it tries out a dramatic new team concept

by SSgt. David Mattson
27th APS UPAR

Reorganization became more than an active-duty fact-of-life for the 27th Aerial Port Squadron on the November 1994 UTA. The squadron reorganized into four Mission Support Teams, or MSTs.

According to CMSgt. James Rethwell, NCO in charge of mobility operations, the MST concept came about through activities at Hill AFB, Utah, a pilot unit for the concept, and because of manpower reductions. "The idea of the MSTs has been floating around for years as the terminal services concept," said Rethwell.

These self-contained, self-supporting teams reflect a dramatic change in the way Air Force Reserve aerial ports will perform their mission, according to Rethwell.

The 27th APS commander, his staff and senior NCOs began discussing MSTs about a year ago, according to MSgt. Michael Webster, NCOIC of the air transportation operations center.

"We had a few discussions regarding the MSTs," said Webster. "Because of their short period of existence, there are still some bugs in the system that need to be worked out."

Placing people on the teams required evaluating each person's level of training and experience, according to Rethwell. Feedback from each of the various section leaders also helped place members on each team to maintain a balance of training and team knowledge.

MSTs promise to give the aerial port squadron commander more flexibility. "I can task a team and know the team can supply any aerial port service to the customer," said Maj. James Kirchoff, squadron commander. "I won't have to worry about assembling teams at the last minute to meet taskings."

With MSTs, each member of the team will know each other's qualifications. "There are a number of very well qualified squadron members," said Kirchoff. "Many can do most of the tasks required. They will be combined with some less-qualified members who will then be trained in all areas of expertise needed by the team."

The 27th APS appears to be adjusting well to this round of reorganization, according to Kirchoff. "We're moving from stumbling and walking at first to smoothly running along," he said. □

Have plastic, will travel

Need for government credit card gains emphasis

by Cherie Huntington
public affairs

"The window of opportunity is narrowing," said Mike Burgess, 934th comptroller, addressing the subject of the American Express government credit card.

For more than two months now, cash advances from finance are a thing of the past – only a cash withdrawal using the credit card provides bucks needed for official travel expenses, in most cases.

"This changes the way we're all used to getting our travel advances," said Burgess. "This is a monumental change for us, but the federal government has been phasing out cash payments for 10 years now."

Of approximately 1,300 reservists and civilians here, 650 have already gotten the card, according to Burgess. Since October 1994, Reserve policy has been that all employees within the Reserve are card-

eligible, with no grade or rank requirement and no minimum times of travel required.

"Several times over the course of last summer, I heard people saying, 'I never travel; I don't need a card,'" said Burgess. "Then those same people were traveling a month or two later, saying it was the first time they had traveled in years!"

Burgess stressed that the card is for official government travel expenses only, such as airline tickets, lodging, rental cars, cash advances and meals. And if the card bearer decides to go on a shopping spree at the mall, he or she should think again.

"We receive printouts listing every transaction made on these cards," Burgess said. "I look at these printouts personally, and if I see something out of line – something fishy – I do some checking. I see if the person was on travel orders at the time and go from there."

Burgess said the commanders here

want to know when anyone abuses the card, and he is happy to oblige them. "Ninety-five percent of our people use the card for government business only," he said, adding that, overall, base members have been notably responsible in using the card.

He urged those who do not yet have the card yet, however, to pick up an application to avoid future problems, explaining that it takes approximately two to three weeks to receive a card.

"If people's fear in getting the card is that travel vouchers are too slow, that's not an excuse," Burgess said. "In travel, we're 21st century now. We're on the Local Area Network, all our computers are hooked up using Automated Computation Travel System software and everything works. The trouble with vouchers is history. For most vouchers, they're computed and paid within three to five working days." □

Aim high

Achieving a commission gets tougher -- and a whole month longer, too

by MSgt. Tim Turner
public affairs

Scott Brady, new second lieutenant and executive officer for the 96th Airlift Squadron, is sure to have his name recorded in base historical records.

Last November, Brady was one of 21 reservists graduating from the Air National Guard's Academy of Military Science Officer Training School at McGhee Tyson ANGB, Knoxville, Tenn.

It was the first time since the school opened its doors in 1971 that Air Force Reserve members were among the officer candidates of a graduating class.

"In fact, the honor graduate and four of the eight distinguished graduates from the entire 79-person class were Air Force reservists," Brady pointed out.

Two-week course replaced

Last fall, the six-week ANG course replaced the two-week school previously conducted by the Air Force Officer Training Squadron at Maxwell AFB, Ala. The Air Force began working on the idea of involving reservists in the ANG course over a year ago, hoping to enhance the training new Reserve officers receive.

"The AMS is a very valuable experience for new Reserve officers," said Brig. Gen.

John Bradley, deputy to the chief of AFRES and one of the proponents of sending reservists to the Guard school, in a recent AFRES News Service story.

"I think we sold people short by not providing them with adequate training in the past," Bradley continued. "The AMS school now gives Reserve officer candidates leadership skills and management tools as they return to their units as second lieutenants."

Aiming for a commission

Brady's journey to commissioning began more than 10 years ago, when he became a loadmaster with the 96th. "But after earning my bachelor's in business administration from Mankato State University in 1989, I decided to explore officer positions," he explained.

Age requirements prevented Brady from pursuing a pilot position. After investigating several other avenues and coming up short, the 96th's executive officer position opened up. "I applied for it, was turned down once, applied for it again and got it," Brady said.

On Oct. 9, Brady arrived at McGhee Tyson to begin the officer school. He described the six-weeks in a word - tough.

"It's a lot like basic training - extremely regimented, marching everywhere, rarely

out of uniform, attending classes on military history and leadership, lots of physical training and, of course, very little sleep," he said. "Our day usually began at 5:30 in the morning and ended about midnight."

While the days were long and the physical hardships tough, Brady said his biggest challenge during the course was interpreting the mind games the instructors continually threw at students.

"They would intentionally give you a vague order subject to wide interpretation and expect you to figure it out," he said. "The whole point was that they wanted you to be able to think on your own and be self-sufficient - not rely 100 percent on other people to get the job done."

After graduating Nov. 17, Brady is convinced his experience will help him in the future.

"I'm sure I'm going to be a better officer because I went through the school," he said. □



Brady

Viking Victors: Maj. John Rudin

New position: Commander, 934th Logistics Support Squadron.

Education: Bachelor's in education and psychology, St. Olaf College, Northfield, Minn.

Hobbies: Skiing, running, golf and reading Tom Clancy novels.

Civilian occupation: Commercial airline pilot with American Airlines.

Professional organizations: Reserve Officers Association and Allied Pilot Association.

Goals: "To promote the welfare of the people in LSS and improve the way we meet our customer needs."

Family: Wife, Maj. Kris Rudin, also with the Reserve in Denver, Colo.; children Chris, Jenny and Sean. Live in Aurora, Colo. □



Uniform's latest changes

Epaulets and ranks will return to the shoulders of Air Force officers' service dress uniform coats in the latest changes announced Dec. 29.

Also approved by Air Force Chief of Staff Gen. Ronald Fogleman is the addition of a new polyester pants for men and women.

Enlisted members will continue to use the uniform without epaulets, officials said. As previously announced, officers and enlisted will wear the U.S. insignia on the lapels. The new officer coat with epaulets will be available for sale in limited quantities in military clothing sales stores by September 1995, said Maj. Patty Marksteiner, business manager for the Army and Air Force Exchange Service military clothing sales.

"It will take that long for the uniform manufacturers to incorporate the epaulets into the manufacturing of the new shade 1620 officer uniform," she said.

Retrofit program starts

In March, AAFES will offer a retrofit program for officers who want to convert their new wool blend service coat rather than wait to purchase the modified coat in

the fall. An epaulet will be sewn to the top of the coat at the shoulder and fastened at the neck with a button in a method similar to the old polyester service coat. The sleeve rank insignia braids will also be removed as part of the change.

The retrofit cost will range from \$39.94 to \$42.94, depending on the number of rank insignia braids to be removed from the sleeve at the time epaulets are added. The cost includes shipping and handling fees.

"Because the conversion is complex, it must be done at the manufacturer's factory," Marksteiner said. "Turn-around time will be approximately six to eight weeks."

When the program begins in March, officers should take their current coat to their local military clothing sales store to request a conversion.

New ideas surface

Suggestions have been received that a braid of some width be considered for all officers. These suggestions were scheduled to be considered by the last month's uniform board. Initial estimates indicate the addition of a braid would add

approximately \$10 to the coat's cost.

Additionally, Fogleman approved new polyester "washable" pants for men and women. In shade 1625, these pants are intended for daily wear without the service coat and should be available as an optional uniform purchase item in sales stores by late spring 1995.

Changes keep coming

In other changes, the shade 1625 fabric was recently approved for the Air Force maternity uniform. Also, a requirement for a new polyester skirt was to have been considered at last month's board. Finally, Fogleman approved a policy change expanding eligibility criteria for wear of the brown A-2 leather flight jacket.

Those now eligible to wear the jacket include nonrated mission crew members, as authorized in Air Force Instruction 65-503, U.S. Air Force Cost and Planning Factors, and all rated aircrews not previously eligible, such as pilots or navigators in staff positions.

Specific criteria must be met, however, such as obtaining an aeronautical rating and being permanently awarded the aircrew member badge. (AFNS) □

Viking Victor: TSgt. Connie Ammala

Award: Air Force Reserve Information Management Enlisted Technician of the Year 1994.

Unit: 934th Communications Flight.

Job responsibilities: Management of publications, records and forms; administration and general office management.

Education: Bachelor's in medical technology, St. Cloud State University, St. Cloud, Minn.

Hobbies: Reading, dancing, cross-country skiing and cross-stitching.

Civilian occupation: Medical technologist, Cambridge Memorial Hospital, Cambridge, Minn.

Professional organizations: American Society of Clinical Pathologists and American Society for Clinical Laboratory Science.

Goals: "To ensure continuing effective and efficient management of unit orderly room/information management at the 934th CF - and to still be dancing when I'm 90."

Family: Single, lives in Cambridge. □



New name, familiar rules for '35-10'

by SSgt. Shannon Armitage
934th AW/MSF UPAR

The next time you mention "35-10" to a young airman new to the Air Force, you might witness some confusion. He or she may look at you in a daze, wondering, "What the heck is 35-10?"

Air Force Regulation 35-10, the regulation on dress and personal appearance, was laid to rest last fall after being superseded by Air Force Instruction 36-2903. Although the new title doesn't roll off the tongue quite so easily, many of the rules and standards remain the same.

According to SMSgt. Gerald Yasgar, 934th Military Personnel Flight customer support chief, "Just like with the old regulation, following the standards set in the new AFI shows pride in the uniform and dedication to discipline," he said. "To visitors, it helps show our professionalism."

TSgt. Joseph McArthur, customer service chief, added, "We found out at my previous base that if you work on everything all the time, like uniform standards, then you don't have to go crazy before an inspection."

Yasgar pointed out that prior to last September's Quality Air Force Assessment, a team of base people inspected dress and appearance of unit members to identify common problems. "What we saw most often were buttons on BDUs unbuttoned and zippers on jackets not zipped at least half-way," he said.

During winter, there are another set of common errors, according to Yasgar. "For one thing, we have a problem with people who don't know they need to wear their headgear with their parka, even under the hood," he explained. "When no one's wearing a hat, people forget to look for grade and rank, and they

forget to salute."

McArthur said the biggest violation he notices during winter is people having ornamentation on their outerwear, such as boots and gloves. He stressed that making a pair of black or grey gloves or mittens meet the Air Force standard is often as easy as cutting tags off.

Another common mistake, according to McArthur, is wearing the light-weight jacket indoors. "The jacket may be worn over the sweater, however," he said.

"It can also be worn with a pair of gloves and a scarf, but you can't wear gloves and a scarf with just the sweater," Yasgar added.

Though much of the regulation contains familiar restrictions, some changes have been implemented. "One change is that green T-shirts may no longer be worn with the BDUs," Yasgar said. "And we occasionally still see white crew neck T-shirts with the blue service shirt on the men. They should be athletic or v-neck style."

Another change takes effect in October 1995, when all members must wear the leather BDU patch. McArthur said the patch replaces all other accouterments, including local, major command and Air Force patches. "Currently, members shouldn't have obsolete unit and MAJCOM patches on their pockets unless taking them off will ruin their BDUs," he said.

For women, Yasgar pointed out that hair holders such as pins or barrettes must be similar in color to the individual's hair, and hair must not extend in length past the bottom of the collar.

With all the changes taking place, even Yasgar said he has a hard time remembering the new regulations. "It's important, though," he said. "When you leave this base, you're representing the pride of the 934th Airlift Wing, the Air Force Reserve and, ultimately, the United States Air Force." □

Look Sharp Award: high payoff in pride

by MSgt. Darrell Habisch
public affairs

Low investment, high return – that's obviously an excellent investment policy in anyone's portfolio.

That's also the approach of the 934th Communications Flight in encouraging members to meet and exceed requirements of military customs, courtesies and appearance. Spearheaded by Capt. Doug Kveene, squadron commander, and MSgt. Steve Odegard, first sergeant, the Look Sharp Award is presented each UTA to the member chosen as head and shoulders above the rest in regard to Air Force Instruction 36-2903, Dress and Appearance of Air Force Personnel.

The award was a brainchild of a squadron-level Quality Air Force Assessment task force, which found appearance,

customs and courtesies needed attention. "As we prepared for the inspection, we realized we had to encourage everyone to be their best," explained Kveene. "We needed more than just inspections – we needed positive reinforcement."

Thus the Look Sharp Award was created. "It doesn't cost a penny, but the award pays tremendous dividends," said Odegard. "The troops want open ranks inspections every July, and this approach helps us stay sharp all year. Supervisors observe and recognize their troops. They also explain how any reservist can diplomatically point out shortcomings to any other reservist, including senior NCOs and officers."

The program was praised in the QAFA, and according to Kveene, it's here to stay. "This is not a band-aid fix, not to be repeated until the next inspection," he said. "It's a long-term approach to keep us strong in military appearance, customs and courtesies." □

Quality pioneers *934th members venture into 'unknown territory' to try out quality tools in solving problems*

by **Cherie Huntington**
public affairs

Early benefits from quality cascade training are surfacing, though normally it takes five to seven years for true success to emerge, according to **Lt. Col. Doug Pederson**, 934th quality officer.

"We're seeing certain groups trying it," Pederson said. "It's almost a laboratory experiment."

A number of Process Action Teams are tackling everything from simple fact-finding missions to sticky problems requiring difficult decisions. Many team members come from the 50 percent of 934th reservists and civilians who have completed cascade training, according to Pederson. He hesitates, however, to say, "We've arrived."

"When we're really working in a total quality culture, we won't be doing articles like this," Pederson said. "Five years from now, groups of people working together will be an automatic way of doing business. Groups will be forming and disbanding all the time."

One successful PAT started by choosing a real-world class project for cascade training, and it turned out to be of interest to the much of the base.

Team member **Morrie Henjum**, a heavy mobile equipment mechanic in base transportation, said the other five members of the group came from maintenance. They decided to study the economics of a routine maintenance tasking - changing D-cell batteries in C-130 impact lights.

"The batteries have to be changed every 45 days," Henjum explained. "Transportation was sort of using the old batteries unofficially, so this seemed like a good project to us."

The group found that more than 2,000 batteries are used in the impact lights annually, and if approximately 95 percent were still usable, more than \$1,000 a year could be saved. The group identified 13 users on the base to receive the "recycled" batteries.

With the solution now being submitted through the Air Force Suggestion Program, the solid results seem to have won over Henjum, a 22-year base veteran.

"If there's any one big, positive thing in quality, it's that everyone's ideas are extracted," Henjum said. "It forces the guy to interact who normally just sits there. It gives you some tools - you throw something on the board, and there's no personal slam. It gets everybody involved. And a lot of it is just common sense."

In another area, military personnel's career enhancement section decided to take on continuing errors and inconsistencies with Officer Performance Reports.

"This was definitely a project we needed to work on," **Sharon Schwegel**, team leader. "We're hoping to reduce the number of times OPRs are sent back for corrections."

To both Schwegel and **TSgt. Leon Gilder**, section element leader, everyone seemed tired of playing a "blame game" and just wanted to fine-tune the entire process.

Schwegel found quality tools helpful in problem solving. "Everyone's able to express their hopes and concerns in a non-hostile environment, in general," she said. "The actual meetings are kind of fun, but the preparation - well, it's just another tax on your time."

"This isn't necessarily hard work, but it's very different - which is difficult for many of us," commented Pederson. "It's especially time-consuming in the beginning, but that's improving, too. My hat's off to commanders and supervisors empowering their people, giving them the time they need to do this important work."

(See future issues for more on PAT action. Next month, loadmaster SMSgt. Tom Foss takes on a 40-ton challenge.) □

Homefront aircraft assembly line

They're little, cute and fun, too -- but they're not just toys

by **SSgt. Shannon L. Armitage**
934 AW/MSF UPAIR

More than 400 military and civilian members of the 934th qualified to fly the C-130 in 1994 - mini-C-130s, that is.

According to **Lt. Col. Doug Pederson**, 934th quality officer, building and flying tiny C-130s made of the currently popular plastic building blocks for kids is part of an exercise to teach quality students the nine steps of the Quality Initiative Process. He said the 934th is the first unit in the Air Force to do this using regular C-130s.

Pederson said the unit got the idea in October 1993 from the 919th Special Operations Wing at Duke Field, Fla., where students build C-130 gunships in their quality classes. "We benchmarked on their ideas and improved on them where we thought we could," he

said. By January 1994, the 934th started its own "production line."

After the students build the airplanes, they must take them for a test flight - holding them up in the air, of course. "All the students are yelling and cheering as those little planes take off," Pederson said. "And if they fall apart, the pilots are considered either grounded or dead. You should hear how the other students gripe at them [the pilots]."

Pederson said the students seemed to like the C-130s so much that **Sandy Trossen**, a civilian in base supply, suggested the 934th sell them. He said the command section is currently considering this idea.

The main point of the exercise, though, is showing students how simple the quality process is, Pederson added. He said since people learn by doing, the lesson seems to work. □

Flying the weekend cross-country

It may sound glamorous, but it's hard work -- and dead serious

by Mark Davidson
public affairs

More time to train plus more focused training are key parts of a 934th Aeromedical Evacuation Squadron weekend cross-country training mission, according to unit members.

"Weekend cross-countries give us the opportunity to do a lot more training over a 10-12 hour period in three days," said SMSgt. Donald Hohn, NCO in charge of medical aircrew training.

"These trips aren't as glamorous as people think," said Hohn. "The missions, in general, usually get in late on a Friday night at a base after most restaurants shut down. We try to get something to eat and then get some sleep. We get up early the next day to fly, then do the same routine on Sunday when we come home."

TSgt. Karen Jones, medical technician and NCOIC of staff development, said she flies a cross-country every month unless she is deployed.

"Real-world contingencies or exercises are where you see the results of training, particularly training received and performed on cross-countries," said Jones. "You get more time to train people on medical procedures and learn more about the C-130 on cross-countries. "During the two hour weekly flight, you get one hour and 30 minutes of training time. Students upgrading to their crew position need this extra time."

Focusing on training on a cross-country trip, which keeps readiness levels high, is a critical element, according to Capt. Dan Anderson, operations officer.

"I have seen and experienced situations where the training performed and learned on a cross-country mission has been used in real-world situations," said Anderson. "I relied on past training when I was involved as an operations officer for the return of a high-profile hostage to Germany in 1991. It sure paid off for me there."

Worldwide reliance on reserve aeromedical people is a critical factor in making every training minute count on a cross-country, said Capt. B.J. Sullivan, AES senior air reserve technician. "Our crewmembers and new operations team must be ready to do their mission anytime. I see the dedication and time away from their civilian jobs and families, and I'm always amazed - and sometimes concerned - at how our unit members juggle their lives to include UTAs, local flights and their cross-country flight every month."

More time to train on medical procedures is a big factor for TSgt. Ann Brost, medical technician. "It also helps to deploy to warm weather locations, because we don't have to worry about snow and ice when we work outside loading and unloading litters."

Even though he lives 100 miles away in Rochester, Minn.,

1st Lt. Mike Johnson, flight nurse, finds the time to fly at least four cross-country flights a year.

"My hospital employers in Rochester are very supportive," said Johnson. "I don't mind the drive, because the longer flying hours help me learn new things about my job."

A medical technician newcomer to the unit, SrA. Helen Meldrum, says she receives full support from her family and civilian employer for the cross-country missions. "With this support, I can thoroughly learn and enjoy the training and experiences I gain from these flights," she said.

The new commander of the unit, Lt. Col. Mary Jo Mazick, sees two sides of the cross-country mission.

"First of all, these flights are critical to practicing for our wartime mission," said Mazick. "We're also getting ready for the upcoming Operational Readiness Inspection from Air Combat Command, so we'll use this precious flight time to become proficient and learn to work effectively as a team." □



(Photo by SSgt. Michael Dvorak)

SSgt. SSgt. Robert Daily plays patient during a recent aeromedical cross-country training flight. He is tended by (from front) SSgt. Sean Egginton, Capt. Maureen McCarthy, SSgt. Christopher Reese and SSgt. Chris Vandenberg.

Command post controllers

by SSgt. Shannon Armitage
934th AW/MSF UPAR

Being on call 24 hours a day. Giving 100 percent, 100 percent of the time. Knowing over 1,000 individuals depend on you. Going to jail for making a mistake.

Sound a bit too stressful for just a paycheck?

Actually, not everyone would answer with a "yes." A few individuals at the 934th said they consider being a command post technician "one of the best jobs on base."

'Hub of the universe'

The command post functions as the nucleus of the 934th, with the people who work there having to know everything going on - and to be ready to react in case of any emergency situation.

'I've talked to fake hijackers before [in exercises]. It was so real, it gave me the willies.'

-- SSgt. Lisa Hedman, command post technician

According to TSgt. Clark Johnson, air reserve technician and command post NCO in charge, their mission is to be ready and able to mobilize, deploy, employ and redeploy the base when called to do so.

"Our jobs are sometimes stressful, and sometimes we're too busy to have fun," he said. "But what we do is so varied and so demanding that we get satisfaction out of it ... The fun is trying to work together."

SSgt. Lisa Hedman, command post ART, said what makes the job so exciting is dealing with all kinds of different situations. For example, she said during the

last Quality Air Force Assessment, while the command post was being graded on their reactions to simulated situations, the White House staff called on Thursday night, saying the president would arrive at 11 a.m. the next day. "It was interesting," she said, "especially since they had a lot more security than usual that time."

"And with the recent Haiti situation," Hedman continued, "TSgt. Johnson had to pull a plane out of Panama ... In less than 72 hours, we had done the coordination with the 934th Operations Group and the command section, and we had crews ready to go."

Variety of responsibilities

Johnson said there are six more reservists who help staff the command post during UTA. He explained that for mobilization, two members will deploy early and set up a place to work. "We're usually manned all the time," he said, "with each of us working 12 or more hours, and we stay until the very end."

Locked away behind thick walls and windowless rooms, they live by checklists covering everything from A to Z

On a day-to-day basis, he and Hedman track all the 934th flying missions, doing all formal reporting to higher headquarters. Johnson said they also do a lot of simulation exercises to practice reacting to emergency situations.

Since most 934th flights take place during the month, he explained that most likely, an emergency situation would happen with only he and Hedman around. "And when something happens when there's only the two of us on duty," he said, "we stick around till the end."

In the event of an aircraft accident, according to Hedman, she and Johnson would complete a checklist that eight to 10 people would do on an active-duty base. She said other operations ARTs stand prepared to drop what they are doing and help out.

Another situation the staff practices is dealing with a hijacking. Hedman said members of the 934th playact at taking a plane full of hostages, and the command post must be the single point of contact with the hijacker until the wing commander arrives. "I've talked to fake hijackers before," she said. "It was so real, it gave me the willies."

Odd situations

But command post technicians could not possibly rehearse every situation, so there are books and books of checklists available to them.

Hedman said she and other staff members happened to be in the command post doing some training late at night when they received a phone call from a drop zone officer in Jordan, Minn., who had a flare that wouldn't light. "It turned out that a malfunctioning flare is considered an unexploded bomb," she said. "We had to figure out how to get it down the highway and what to do with it once it was on base."

"If it's an odd thing where people don't know what to do, they call the command post," she said. "Sure enough, we have a checklist for it."

Hedman said although the command post is the focal point for much of the activities on the base, it can still be a lonely job. They work inside a secured area and even have their own bathroom.

"It seems that no one here knows we exist until something goes wrong," she commented.

They will soon have company, however. Following a recent, major remodeling project, the command post will soon be joined by maintenance control. □

Officers' call set

On Saturday, Feb. 4, a wing officers' call is set for 3:30 p.m. at the Officers Club. All 934th officers are expected to attend.

☎For questions, call Ext. 5335.

Family Readiness plans seminars

The 934th Family Readiness Program will host "Building a Financial Plan" for reservists and family members on Saturday, Feb. 5, at 3 p.m. at the NCO club. The speaker will be Jonathan Guyton, president of Retirement Solutions. National Military Spouse Day will be celebrated, so spouses are especially welcome.

Guyton will address "Planning for a Successful Retirement" on Thursday, Feb. 23, at 10 a.m., also at the club.

☎Call Ext. 8057 for more information.

Project Noel wraps up

The 27th Aerial Port Squadron raised \$800 in December for Project Noel, a program of the West Seventh Community Center, Inc., of St. Paul, Minn. Project Noel provides Christmas food baskets and toys to needy families, children and senior citizens.

Special program planned

In honor of African-American History Month, Professor Mahmoud El-Kati will speak on Wednesday, Feb. 15, at 2 p.m. at the NCO Club. Also, ethnic lunches will be served weekly.

☎Call LaVern Ginigeme, Ext. 5351, for details. □

Kudos

Awards

Meritorious Service Medal

Lt. Col. Richard Brown (Ret.) LSS
 Capt. Steven Chapman OG

Air Force Commendation Medal

MSgt. Patricia Boettner (1 OLC) CES
 MSgt. Michael Burns (1 OLC) MSF
 TSgt. Leann Clarke (1 OLC) MXS
 MSgt. David Hammer AW
 Capt. Mark Johnson MSF
 MSgt. Peter Pearson (Ret.) CF

Promotions

SrA. Donald Albee SPS
 TSgt. Michael Bouchard LSS
 TSgt. James Brausen ASTS
 SrA. Dean Cooke CES
 SSgt. John Dinning MXS
 Lt. Col. Wade Farris OG
 MSgt. Paul Fischer ASTS
 SrA. Bradley Fradette APS
 SrA. Samuel Garbow MSF
 TSgt. Rebecca Hanson ASTS
 SrA. Barry Haukoos SPS
 TSgt. Francis Huppert LSS
 TSgt. Larry Kuehl CES
 SSgt. Lance Lenarz CES
 SSgt. Michael Lien CES
 SrA. Chad McCabe MXS
 TSgt. Frank McKay SPS
 SSgt. David Molls SPS
 TSgt. Paige Pieteron MSF
 MSgt. Kenneth Riebel CF
 SSgt. Marian Smith AES
 TSgt. Christopher Vandenberg AES
 SSgt. Philip Vanzuilen MXS

Honor graduate

Henry Coyle, 934th Supply, earned an academic excellence award in the NCO

Academy Correspondence Course, Maxwell AFB, Ala. Coyle is also a member of the Minnesota Air National Guard in Duluth, Minn.

Newcomers

A1C Jamal Ahmed MXS
 TSgt. Brant Baker AES
 SSgt. David Belanger AW
 SSgt. James Beltz CES
 2nd Lt. Terry Egesdal ASTS
 SrA. Angela Hendrickson APS
 SSgt. Corrie Herringer LSS
 TSgt. Joseph McArthur MSF
 SSgt. Robb Pauling AS
 SSgt. Robert Pitts AS
 A1C Ray Probst AS
 SrA. Rebecca Rodriguez AW
 SrA. Cory Teff CES
 Maj. Kent Thomas MSF
 SrA. Gregory Uken MXS
 SrA. Gerald VonRuden SPS
 SrA. Robert Walz CF
 SSgt. Steven Wheeler CES

Reenlistments/extensions

SSgt. Randy Anderson MXS
 SrA. Aaron Bray LSS
 SSgt. Gregory Duncan MXS
 SMSgt. Kent Erlandson AW
 MSgt. Paul Fischer ASTS
 SSgt. Daniel Hagen CF
 SSgt. Hector Hernandez APS
 TSgt. Edward Johnson MSF
 SSgt. Kent Johnson LSS
 TSgt. Michelle Klingenschmitt AW
 SSgt. Larry Kuehl CES
 SSgt. Matthew Lokensgard AS
 Sgt. Sean Nestler MSF
 SSgt. Daniel Schaefer CES

SSgt. Becky VonBank AES
 SSgt. Scott Wilson MXS

Individual honors

The 96th Airlift Squadron selected its quarterly awards for October-December 1994:
 NCO of the Quarter
TSgt. John Otremba
 Officer of the Quarter
Maj. Mark Arnold

MSgt. David Hammer, 934th Airlift Wing historian, was awarded the annual American Legion's Military Achievement Award of Excellence from its Department of Minnesota national security/foreign affairs committee.

Lt. Col. John Dunphy Jr., formerly commander of the 934th Maintenance Squadron, became the assistant logistics group officer in December. Assuming command of the 934th MXS was **Lt. Col. Donald Stockton**, formerly commander of the 934th Mission Support Flight.

Certificates of service

20 years
 Michael Barrera LGT*
 Mike Koch MXS
10 years
 LeRoy Voight LGT
 Stephen Wickham LGT

*Correction from January issue.

Suggestion awards

Dale Klein MXS \$75
 Richard Klick MXS \$75
 Donald VanDevelde MXS \$25 □

96th's 'smoke-free' pledge

Could the flying squadron someday be the Air Force's first smoke-free squadron? The flight surgeon -- as well as a number of new 'quitters' -- think that's a distinct possibility

by SSgt. Janet Byerly
public affairs

Col. (Dr.) Brian Younge hasn't gotten everyone in the 96th Airlift Squadron to give up smoking yet, but he's working on it.

"I would like to be able to say we have a smoke-free squadron, but we haven't quite attained that," said Younge. "We're going to keep pressing toward that goal."

Smokers unite

After meeting with the smokers, giving them information on the benefits of quitting, and getting each to agree to a quit date of Jan. 1, 1995, or before, Younge wrote prescriptions for nicotine patches for anyone who wanted them.

"The patches are designed to reduce the craving for nicotine," he said. "One new patch is worn daily for six weeks. The first two weeks, each patch gives 21 milligrams of nicotine, then the dose drops to 14 milligrams for two weeks, and to seven milligrams for the last two weeks.

"During this period they should modify habits and patterns of behavior," said Younge, an ophthalmologist at the Mayo Clinic in Rochester, Minn. "I make sure to maintain contact with them as they go through the process."

A smoking cessation program with classroom instruction, such as the class offered by the 934th Wellness Committee,

helps reinforce the message and works for some people, according to Younge.

"Head games"

"I think a lot of giving up smoking is psychological," said SMSgt. Tom Foss, chief loadmaster for the 96th, who used the patch to help quit smoking. "There are certain triggers that make me want to smoke - drinking coffee, having a beer, or doing something in my garage, where I used to smoke.

"I watched my Dad die of lung cancer 12 years ago," Foss continued. "He suffered for 18 months as the cancer spread from his lungs to his brain, and into his bones. I think Dr. Younge was really focusing on the older guys in the squadron when he talked to us about the effects of smoking. I gave Dr. Younge my word to give it a shot and quit smoking by Jan. 1."

TSgt. Brad Lalim, instructor loadmaster for the 96th, also used the nicotine patch to help kick the habit.

"What Dr. Younge said about smoking and cancer got to me," said Lalim. "My family, particularly my kids, convinced me to quit."

TSgt. Tom Martin, flight examiner loadmaster for the 96th, wanted to quit smoking so he wouldn't get winded playing sports. "I quit smoking because I wanted to, but also because I wanted to be able to play sports, such as softball, better," said Martin. "This is the first time I've tried to quit."

Formula for success

"Most smoking cessation programs have a 40-60 percent success rate," said Younge. "It depends on the support structure for counseling available to the person quitting. We need to get each section involved, working toward the objective of a smoke-free Air Force by the turn of the century."

Younge plans to target the medical squadron as the next smoke-free base unit. "We need to get the smokers involved," he said. "We need to appeal to them so it's a matter of choice, teach them the advantages of quitting smoking - and get them on the bandwagon." □

SERVICES BRIEFS

Self-defense clinic

A lunchtime self-defense clinic will be led by Tom Jorgensen, 27th Aerial Port Squadron, who has a blue belt in karate. The clinic starts at 11 a.m.,

Saturday, Feb. 4, in the fitness center, Bldg. 802.

March skiing, bowling

Sign up now if interested in night skiing at Afton Alps on Saturday, March 4. A minimum of 25 skiers is needed to receive the discount price.

Also, a bowling event is set for Saturday, March 4, with the location

to be announced at a later date.

Volunteers needed

Services will host an Armed Forces Hockey Tournament, Friday through Sunday, March 10-12, and volunteers are needed to help with various jobs.

For information on any of these activities, call 934th Recreation Services, Ext. 5316. □