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Surviving 'war'

VIKING FLYER

*934th Airlift Wing, Air Force Reserve
Minneapolis-St. Paul International Airport Air Reserve Station, Minn.*

VIKING FLYER

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

On the cover



Senior Airman Krystal Urman, 934th AW, takes a break after completing an obstacle course at exercise Patriot Viking. See Pages 5-10.

(Photo by Master Sgt. Darrell Habisch)

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Commentary

Warfighting mode

Successful exercise achieved major goals

by Col. Michael Gjede
 wing commander

Iwould have to say our first major deployment in a couple of years was very successful.

Patriot Viking 96-01 was the largest deployment exercise in the history of the wing, and although it wasn't flawless, it did achieve two major objectives:

■ It reminded us about Operational Readiness Inspections. They take lots of pre-planning and hard work; they never go as planned, and you'll be tired when they're over. This put us in the "warfighting mode."

■ We found out exactly where we stand in demonstrating our ability to execute our wartime taskings.

As many of you know firsthand, we have some serious work ahead of us for the next 12 months. We did lots of

things well, but we left plenty of room to improve. And improve we will.

One outstanding aspect was the attitude of the people. Very little complaining was heard. Teamwork was great, and the sense of urgency displayed was commendable.

Yes, we have a lot to do. But because of all the excellent inputs of not only Lt. Col. Larry Snider and his Exercise Evaluation Team but by you, the people doing the job, I'm confident that with plenty of hard work, we will demonstrate just how outstanding we really are. □



Gjede

Teamwork comes first

by Maj. Gen. Robert McIntosh
 chief, Air Force Reserve and
 AFRES commander

In the last several months, I've talked about the importance of leadership in this time of turbulence and change. I'd like to now expand that to teamwork.

Gen. Ronald Fogleman, chief of staff of the Air Force, has made no secret of his goal of building a "team within a team." A significant part of this team is the Air Force Reserve. Our job is to ensure that we remain a force of choice by the Department of Defense and the Air Force.

I want all Reserve leaders to be receptive to Air Force needs and to support mission changes, reorganization and functional area cuts. I've often said a leader must remain true to his or her institution, and for us, that institution is the Air Force. We must be careful that we don't squander the trust that true customer satisfaction produces.

If our people use their influence as citizens to support the Air Force through the Reserve, we will prosper. As citizen airmen, we all are responsible to help the total Air Force execute the difficult - and sometimes painful - aspect of changing missions and structures. □

UTA schedule

Remainder of 1995:

Dec. 2-3

November UTA pay, for those drilling Nov. 4-5, should be deposited by: **Nov. 15.**

Year ahead, 1996:

Jan. 6-7	June 22-23 (RAV)**
Feb. 3-4	July 13-14
March 2-3	Aug. 3-4
April 13-14	Sept. 7-8
May 4-5	ORI: Oct. 28-Nov. 6**

** Stay alert for schedule changes!

World

Finance changes take effect

Several changes affecting per diem, taxes and filing a travel voucher are now effective:

§ A systems change was made to more accurately withhold state income taxes, starting Oct. 1. Under the old system, the number of days involved in the pay period were not used when taxes were computed. Also, one-time payments, such as bonuses, could not be taxed at the one-time rate for the state involved. Now that these shortcomings have been corrected, reservists should see a more accurate

withholding of state taxes. (AFRES/FMFQ)

§ Starting Nov. 1, government travelers will receive 75 percent of the per diem rate on their first and last days of travel, regardless of when they start travel. Travelers were previously paid according to their travel times. For example, if a person left home prior to 6 a.m. and arrived back home after 6 p.m., they received 100 percent of the per diem entitlement for that day. (AFRESNS)

§ Nonavailability statements bit the dust Oct. 1. However, people will still receive a nonavailability certificate number to use to complete travel vouchers. (AFNS)

ROPMA affects officer promotions

Air Force Reserve officers should learn early next year what the minimum and maximum time-in-trade requirements will be for promotion as a result of the Reserve Officer Personnel Management Act. The military services are now writing policies to implement new rules under ROPMA, which takes effect Oct. 1, 1996.

"The minimum times established in the new law are less than current minimums," said Lt. Col. Ron See, chief of the plans, programs and analysis division in the Headquarters Air Force Reserve Directorate of Personnel. "However, I don't think we will adjust the promotion opportunities for all grades at minimum allowed... Our working group's goal is to have leadership approval and new proposals to present during the mid-winter commanders conference in January."

Other key changes include eliminating time-in-service requirements, promoting the "best qualified" rather than those "fully qualified" and allowing reservists to request delaying promotions for up to three years.

The "best qualified" standard means the Reserve will set a

promotion quota by category. For example, if the Reserve sets a quota of 40 majors in a certain category, only 40 captains would advance to that rank. Under current law, everyone who is fully qualified is eligible for promotion. However, unit vacancy promotions will continue under ROPMA.

The new law provides for "hip pocket" promotions for up to three years. That means reservists can apply to voluntarily delay accepting their promotion until they find a position in their new grade. If they cannot locate a job in the Selected Reserve, they will be forced to join the Individual Ready Reserve. If they decline the promotion, it is the same as being passed over. Two pass-overs for officers seeking promotion to lieutenant colonel or below mean automatic transfer to the IRR.

The act clamps down on last-minute promotions just before retirement. Officers would have to serve three years in a rank to retire at that grade. If their retirement is mandatory because of age or years of service, they would have to be promoted six months or more before retirement to retire at the higher rank.

ROPMA is the first major revision of statutes governing reserve officer personnel management in 40 years. (AFRESNS)

Bosses urged to speak up for safety

Commanders can and should speak up when the pace of operational taskings begins to create unsafe conditions for their people or equipment. That was the message Air Force Chief of Staff Gen. Ronald Fogleman recently sent to commanders.

Acknowledging how tough it is for Air Force people to tell someone when they are being overly taxed, Fogleman told commanders to count on his support.

"I give you my personal guarantee that, if your professional judgment leads you to ask for relief from a tasking, you'll get it. I'd rather spend a busy night shuffling priorities and taskings than grieving the loss of a member of the team," Fogleman said.

Fogleman also told commanders in the message not to expect "any breaks in the action" in the near future. "Because of the inherent capabilities of our Air Force, I predict a long-term, continuing need for our forces on virtually every continent," he said.

"Listen to your safety staffs, work with your health professionals and chaplains, but remember: you have the authority and responsibility to make the 'knock it off' call," Fogleman said. (AFNS) □



In memoriam

Staff Sgt. James W. Trent
March 15, 1969 - Sept. 25, 1995

Trent served with the 27th Aerial Port Squadron his full seven years in the military. He was single and lived in Coon Rapids, Minn.

To Jim:

You were one of ours - a true "Mapper." Thank you for your dedication and the shared good times during your years here. Good luck to you forever on your journey, and we hope to meet up with you again someday. We will miss you greatly.

- The troops of 27th APS □

Double jeopardy

Flying squadrons face hectic year with two major challenges

by Staff Sgt. Shannon Armitage
934th AW/MSF UPAR

While the rest of the 934th prepares for the 1996 Operational Readiness Inspection, the 96th Airlift Squadron and the 934th Aeromedical Evacuation Squadron also will concentrate on their August 1996 Standardized Evaluation Formal Visit.

During the SEFV, formally the Aircrew Standardization Evaluation Visit, 12th Air Force inspectors will evaluate the two squadrons' "stan/eval" program. A cross-section of crew members will receive check rides, and inspectors will scrutinize paperwork.

"This is the big one for us," said Capt. Dave Gerken, 934th Operations Group

stan/eval officer. "Everything we do, we're always looking at it through the eyes of an evaluator during a formal visit.

"The reserve aircrew members, though, are going to feel a little pressure," he added. "They get to look forward to two thorough evaluations next fall: one for the stan/eval visit and one for the ORI."

The last SEFV occurred two years ago, while the 934th was under Air Mobility Command. According to Gerken, flying squadrons only need an evaluation every four years; however, 12th AF wants to complete all their visits by the end of 1996.

This will be the first Air Combat Command stan/eval visit for the two flying squadrons. Gerken said ACC concentrates more on tactical mission procedures than AMC. He said ACC also does a lot of

paperwork differently, so the squadrons are refining everything. "We're new to ACC and ACC is new to C-130s," he explained. "They're learning how to work with us as much as we're learning to work with them."

The big difference, however, is that the 96th AS and 934th AES will be evaluated on how well they work together. Previously, according to Gerken, the two units were always considered separate.

Preparations for the SEFV start this month. Gerken said aircrew members can expect short tests almost every time they fly, as well as more systems tests. More training events will also be scheduled.

"If the team came in and did this tomorrow, though, we'd pass," he said. "There are just little things we want to tweak to make everything look really good." □

Survey says ...

Employer support remains critical to Reserve mission

by Col. Ralph Francis
director of public affairs
(Continued from last month)

In an effort to reduce duty time, the Reserve is attempting to combine training requirements with operational commitments whenever possible.

For example, in December 1994, the 419th Fighter Wing, Hill Air Force Base, Utah, received an Operational Readiness Inspection in conjunction with its deployment to Turkey in support of Operation Provide Comfort. This was the first time an active-duty inspection team evaluated a Reserve unit during a real-world deployment.

Despite the increased operations tempo, most reservists are highly supportive of both their Reserve and civilian jobs. More than 75 percent of the respondents said they are satisfied with their Reserve jobs, while 77 percent are satisfied with their civilian jobs. Reservists are also a stable force within the civilian sector, with 41 percent never having changed civilian employers since joining the Reserve program, and another 36 percent having less than two civilian moves.

All is not well, though. Nearly 36 percent of unit-assigned reservists and 24 percent of IMAs said their current Reserve obligation is causing some problems at their civilian job. Nearly 13 percent of the respondents believe they were denied a civilian promotion because of their Reserve status. In addition, more than

11 percent of unit reservists and nearly 6 percent of the augmentees said they are considering leaving the Reserve because of employer problems.

"As the Air Force makes heavier use of reserve forces, disruption to the civilian employer caused by participation could be an impediment to using reservists more often," said Maj. Gen. Robert McIntosh, commander of the Air Force Reserve. "That's why we support two congressional initiatives now being worked: a tax incentive for employers and mobility insurance for reservists."

Many of the reservists responding to the survey felt their employers were primarily concerned about tour length and notification lead time.

Reservists' reemployment rights were strengthened with the passage of the Uniformed Services Employment and Reemployment Rights Act of 1994, a new law which also requires reservists to give their civilian employers advanced notice on all types of training.

Although 31 percent of all reservists reported some degree of employer support problems, less than 5 percent have ever filed a grievance. When filed, the grievance was twice as likely to be resolved in favor of the reservist.

"Grievances should not be necessary, though," said McIntosh. "We need open communication between the reservist and employer. We consider employers an integral part of the Reserve triad - reservists, their families and their employers. Each is needed if we are to have a sturdy foundation for the Reserve program." □

ORE 'in the bag'

Problems can now be cleaned up prior to the June 1996 exercise

by Cherie Huntington
public affairs

Wing leaders are satisfied their goals for the Operational Readiness Exercise were fulfilled Oct. 12-15, namely that the 934th entered a "warfighting mode" and established a starting point for improvement. It was the wing's largest deployment in its history, and its first ORE under Air Combat Command.

A total of 653 members of the 934th deployed, for a final tally of 755, including support people from other locations.

"We covered a lot of ground," said Col. Michael Gjede, wing commander. "There are many new requirements under ACC, and there are a lot of ragged edges, but we have the capability to fix that."

Gjede addressed a group of approximately 50 representatives from all base units at a "hot wash" debriefing on the ORE, Oct. 25.

"This was a learning experience—more training and critiquing that anything," said Lt. Col. Larry Snider, chief of the Exercise Evaluation Team and project officer for the ORE, the Readiness Assistance Visit in June 1996 and the Operational Readiness Inspection in October 1996. "The key to our success will be Ability To Survive and Operate. Even I didn't realize how big of an operation this is – it's giant."

Snider explained that the final score on an ORI can be only one grade above the ATSO score, even if everything else is perfect. "This is key to our success," he said.

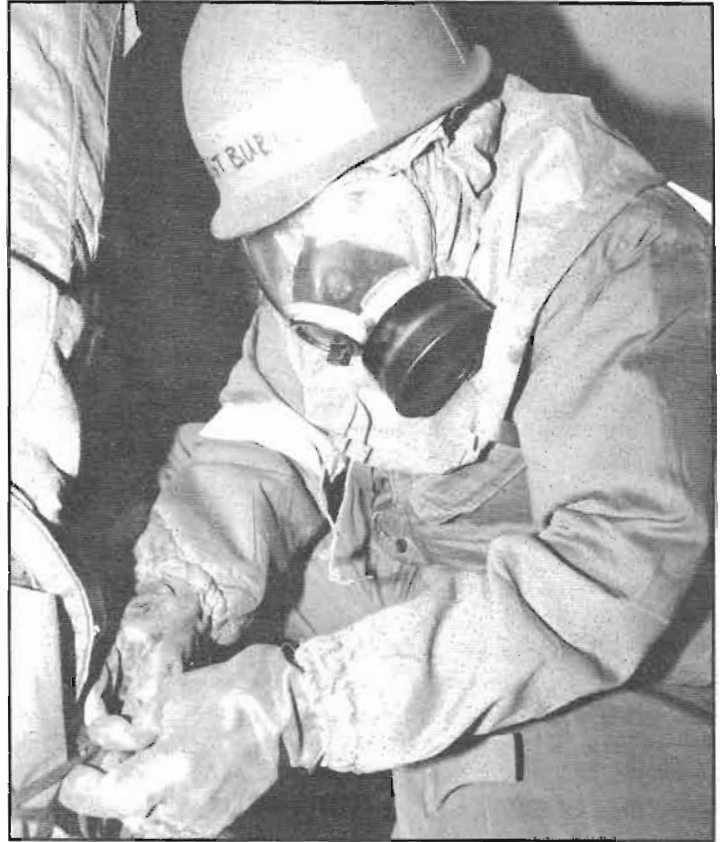
Overall, hot wash attendees brainstormed problem areas in each phase of the exercise, as well as overall planning needs for the RAV and ORI. In addition, the 934th Quality Office had compiled results from 40 suggestion cards and a successful base survey on the ORE. According to Gjede, all these suggestions and findings will be presented to the wing's senior leadership. They will, in turn, put teams or study groups together to deal with the issues.

"As far as the EET was concerned, we met our objectives," said Snider. "There were a lot of problems across the board, small ones and big ones, but we found out where we stand. Some of the problems will take a lot of work to fix, and others will be easy."

Gjede presented "food for thought" for unit commanders, however, suggesting the RAV run from Wednesday through Saturday rather than Thursday through Sunday. "This would give us a day out here to get everything put away, plus give us more latitude to move – but it's another day of duty."

Gjede said that the ORI will definitely run from Wednesday through Saturday, but units have been directed that all members will be on annual training status for the week prior, which would be Oct. 28-Nov. 1, 1996, followed by UTA, Nov. 2-3.

He added that units are encouraged to do the same for the RAV, which would be June 17-21, 1996, with UTA, June 22-23. □



(Photo by Master Sgt. Tim Turner)

Staff Sgt. Jason Burley, finance apprentice with the 934th Airlift Wing, helps a buddy lace up the chemical protective overboot during action at Alpena Air National Guard Base, Mich., October UTA.

Down in the trenches at Patriot Viking

- 6 PERSCO: people trackers
- 7 Survival Recovery Center, the 'hot spot'
- 8 Buses and loaders and trucks, oh my
- 9 Feeding the army steak and tarts
- 10 Chaplains ala M.A.S.H.



Percolating PERSCO

Have laptop, will travel -- this team scrambles to keep tabs on a never-sit-still force

by Master Sgt. Tim Turner
public affairs

By Saturday morning of the Operational Readiness Exercise, eight 934th people had been killed in action and nine others seriously wounded. If this had been the real thing, the first priority would have been to notify family members of the tragedy.

Though it may sound impersonal, a nearly equal priority would be finding a reservist with the same skills as the dead or injured 934th member they are replacing.

The job of keeping track of vital statistics on all 653 wing members who took part in the October ORE -- including the dead and wounded -- fell on the shoulders of the 934th's PERSCO section.

"PERSCO stands for Personnel Support for Contingency Operations," explained Senior Airman Annette Honebrink, 934th career enhancement specialist and one of four individuals on the PERSCO team that deployed to Alpena Air National Guard Base, Mich.

The PERSCO team kept statistics of every member who deployed to Alpena, according to Honebrink. "These statistics included their name, grade, Social Security number, Air Force



(Photo by Master Sgt. Tim Turner)

Senior Airman Annette Honebrink helped track critical information on each deployed reservist during Patriot Viking.

Specialty Code and where they were billeted -- all the strength and manning requirements for the ORE," she said. "All of this vital data was kept on a laptop computer we brought along to the deployment."

During the ORE, the morgue, casualty assistance and medical staging areas set up for the exercise sent a casualty disposition form on every dead or wounded member to the PERSCO team. "The form includes a description of the injury or death and where it occurred, as well as the name and Social Security number of the person," explained Honebrink. "We then called up the dead or wounded individual's data sheet in our laptop computer and added this information to their report."

During a real conflict, information on dead or wounded reservists would be electronically mailed back to 934th Personal Affairs, who in turn would notify the next of kin. The 934th Military Personnel Flight would also send this information to the Air Force Reserve Personnel Center, who would try to find a replacement for the injured or killed reservist.

Honebrink said the PERSCO members, all from the 934th MPF, have to be weapons qualified and go through chemical warfare, and self aid and buddy care training.

"We're all in a mobility position, so even though we sit behind a desk during the UTA, chances are excellent we'd be right in the thick of things during a war," she said. "That's why the October ORE was good preparation for us -- if it ever came to that." □



(Photo by Master Sgt. Darrell Habisch)

PERSCO needs to know immediately about injured reservists. Tech. Sgt. Betsy Johnston, 934th Logistics Support Squadron, attends to a simulated victim.



Survival headquarters

by Master Sgt. Darrell Habisch
public affairs

While running the combat operations for an airlift wing may fall under the auspices of the battle staff, keeping the base operating efficiently is the responsibility of the Survival Recovery Center. During Patriot Viking, the SRC was a very busy place.

Staffed by unit commanders and key personnel, the SRC is a high-energy blur of telephone and radio calls, discussions and decisions among commanders directing everything on base during an attack or emergency.

"We monitor and manage the survivability of the base during conflict," explained Maj. **Craig Peters**, 934th Services Flight commander. "While we're not responsible for the operations side of the conflict, we are responsible for the human resources. Everything from medical, monetary issues, communications, security, personnel, civil engineers and mortuary - all the things that have to be done to support operations."

While the SRC can be a 24-hour operation, during Patriot Viking, two 10-hour shifts kept the commander and battle staff informed of the latest base assessment. According to **Capt. Scott Russell**, 934th Security Police Squadron commander,

'Structured chaos,' the SRC monitors everything from bucks to body bags

"The SRC exists to keep everyone informed. We get the word out to the main base about what is going on and what needs to be accomplished."

Having a representative in the SRC was a first for the security police. "We thought we'd try it during the ORE," said Russell. "We didn't have a whole lot of guidance, and we're still working out the logistics." They probably would not remain in the SRC during an Operational Readiness Inspection or actual conflict because, according to Russell, "It takes a person out of the field, and that always detracts from our main mission of perimeter defense, asset protection and prisoner control."

One squadron with plenty of experience in the SRC is the civil engineers.

"This is old hat for us," said **Capt. Don Kom**, civil engineering officer. "Before, we always had to assume that certain things had been accomplished. Now we can just turn around and ask another unit's commander if the job has been done."

Setting priorities with the interest of the entire base, and not just a particular squadron in mind, is a new experience for

most representatives in the SRC. "Our first priority in CE is to keep the runway open," said Kom. "Without that, the battle staff can't effectively conduct operations. By being here, commanders are beginning to realize where and why their resources must be spent to best support the base. So far, we have about 100 items listed that we need to improve upon."

How long base people will remain in certain Mission Oriented Protective Posture conditions is also a function of the SRC. "We receive NBC [nuclear, biological and chemical] information here from the NBC cell operations teams," said **Maj. Craig Stas**, an individual mobilization augmentee attached for training in the SRC.

That information is used to directly determine the NBC threat to the base and people. "This is the first time we've had a seat in the SRC," Stas said. "We've learned quite a lot and can certainly better advise the commander."

Kom summed up the activities in the SRC during the exercise with, "There's a lot of down time, but it can really get chaotic. Of course, it's a structured kind of chaotic." □



(Photo by Master Sgt. Darrell Habisch)

Finance in the forest

Finance members proved in Patriot Viking they have fortitude for more than just processing travel vouchers and drill pay. Here they carry a litter "patient" through part of a grueling obstacle course, involving climbing, crawling - and camaraderie.





(Photo by Master Sgt. Darrell Habisch)

No simple wash job, decontaminating the fleet becomes as crucial to survival as the Contamination Control Area.

Launching the 'other' fleet

C-130s all airborne, it was time to send in the cars

**by Master Sgt. Darrell Habisch
public affairs**

Getting more than 600 reservists and their equipment to work on time was the monumental task assigned to the 934th Logistical Support Squadron's transportation section.

"We had 67 vehicles, five mechanics, four vehicle operations drivers and three augmentee drivers to do the job," said **Technical Sgt. Virginia Meyer**, noncommissioned officer in charge of vehicle operations. "That includes buses, front-loaders, pickups and all-terrain vehicles for the security police."

Reservists reported for duty in a chemical-free area where they boarded buses bound for their duty section. After their shift, the reservists again went for a bus ride to the decontamination area and then on to their temporary "homes."

"Getting the people to where they needed to go involved a lot of coordination and communications," Meyer said.

It also involved plenty of maintenance support according to **Master Sgt. Tony Poliseano**, noncommissioned officer in charge of special vehicle maintenance.

"All the vehicles we brought from the 934th are equipped with a 'War Readiness Supply Kit,' or WRSK [pronounced 'risk'], which includes most

items likely to need replacing," he said. "If a host base vehicle fails, we will perform the labor to fix it, but the host must supply the parts. That can cause real problems when a truck breaks down on Sunday and the local auto parts store is closed. When that happens, we improvise."

A new twist on the people- and equipment-moving scenario was introduced during the October exercise: decontaminating vehicles. According to **Capt. Vincent Lupo**, officer in charge of 934th LSS transportation, "Decontaminating vehicles after a chemical attack is as important to the base's ability to survive and operate as decontaminating aircraft and people. The entire area must be free of contaminants before the MOPP level can be reduced."

This is accomplished by washing the vehicle in much the same manner as scrubbing down an aircraft after chemical exposure. "Next time you board a bus," said Lupo, "think about how many people and how many procedures made it possible to get you where you're going." □



by Master Sgt. Tim Turner
public affairs

If you think making dinner for your spouse and two kids is a lot of hard work, consider the number of meals the 934th Services Flight prepared during the Operational Readiness Exercise - nearly 4,000! That estimate considers three breakfasts and three dinners cooked for each of the 653 people who deployed during the four-day exercise.

"We worked two shifts - from noon to midnight and from 3 p.m. until 3 a.m. - preparing all those meals," explained Staff Sgt. Michael Morth, services specialist with the 934th Services Flight.

Indeed, the 934th's cooking crew was rolling out of bed at 2:30 every morning to crack the eggs and fire up the grills - making meals that satisfied the palate of even the pickiest eaters.

"Our breakfast menu usually included scrambled eggs, French toast and oatmeal," said Staff Sgt. Mary Miller-Huff, services specialist. "For one dinner, we made baked chicken, broccoli and potatoes. And for the last dinner on Saturday night, we made a special meal that included steak and cheesecake tarts; it was a way of thanking everyone for their hard work during the ORE."

In addition to cooking meals in the dining facility, the 934th cooks set up a portable kitchen on Friday evening for 50 civil engineers training out in the field.

"The portable kitchen is called the MKT - short for Mobile Kitchen Trailer," Morth explained. The MKT looks like a camper trailer when folded down. It comes complete with a serving line, refrigerator, grills and a stove.

Services flight uses the acronym BBFROGs (pronounced "bee bee frogs") to explain all the capabilities of the MKT. "BBFROGs stands for baking, boiling, frying, roasting, outside use and grilling," Morth explained. "We can prepare and serve any kind of food that a permanent chow hall can."

The MKT is also a speedy way to get hot food to the troops. "We were able to serve all 50 of the civil engineers their Friday dinner in less than a half hour," Miller-Huff said.

Whether it is working in the dining hall or serving food in the MKT, services flight members look at exercises like the Alpena ORE as an enjoyable challenge. "We always look at things like this as good training opportunities," Morth said. "I think all the cooks at the 934th do a pretty good job, considering we're only doing this, on average, one weekend a month."

The 934th cooking crew received many compliments on meals prepared during the ORE. "We made veal for dinner on the Thursday of the exercise," Miller-Huff said. "One woman came up to me afterwards and said, 'Mmmm - that veal was good!' It may not seem like much to say, but that kind of feedback really makes you feel good." □



(Photo by Master Sgt. Timothy Tamlyn)

You work a 12-hour shift, spend hours sweating in chem gear and even survive the obstacle course. Even before you hit the sack for a few hours, you head for a peaceful place, a place free from the 'war,' to just . . .

CHOW DOWN



(Photo by Master Sgt. Tim Turner)

Above, Master Sgt. Greg Wright, 934th Civil Engineer Squadron, eats a hot meal from the mobile kitchen. Left, food service members hustle to feed the troops. From left are Staff Sgts. Frank Hicks and Tom Niedzielski and Senior Airman Stacy Campbell.



(Photo by Master Sgt. Timothy Tamlyn)

The Mobile Kitchen Trailer is designed to provide quick, quality meals.



From base chapel to bunkers

Now chaplains follow their flock to war under Air Combat Command

by Master Sgt. Tim Turner
public affairs

Most people are familiar with Father Mulcahey, the soft-spoken chaplain on the TV show, "M.A.S.H." He could often be found in the tent hospital, patiently moving from bed to bed, counseling the sick or injured. He also spent plenty of time in the operating room, ready to administer last rites to a troop who was not going to make it.

Yes, that chaplain served in the thick of the battle. The threat of being smacked in the middle of the war zone was a possibility the 934th chaplains and chaplain assistant did not have to worry about when the base was gained by Military Airlift Command.

But things have definitely changed under Air Combat Command, according to Chaplain (Lt. Col.) Peter Esterka, longtime 934th chaplain, who retires this month.

Esterka and Master Sgt. LaVonne Wier, chaplain assistant, both participated in Patriot Viking. For both of them, the exercise proved to be a little more hands-on than past deployments.

"Under ACC, Reserve chaplains now have two primary functions," Esterka explained. "As was the case under MAC, the first function remains administering to Air Force people and their families at home station."

But now, under ACC, the chaplains' second function is more combat-oriented: being on hand in the mobility processing line and traveling to the war zone to administer the sacrament to the sick and dying, and giving last rites, if needed.

The October Operational Readiness Exercise helped Esterka and Wier prepare for their new role. "LaVonne especially received

some good experience during the ORE," Esterka said. "She went out in the field several times to pray over the sick and dying. As a lay person, she can't give the last rites or the sacrament unless in emergency situations when a priest isn't present, but she can say a prayer. It's amazing how when people are injured, they need a prayer."

In times of war, the chaplains would also hold church services, which is exactly what they did during the ORE - in the Alpena chapel.

"The chaplains' office held both Protestant and Catholic services on Friday and Saturday evenings of the exercise," Wier said. "During the Saturday Catholic service, we even had hymn singing and organ accompaniment."

Esterka pointed out that the concept of 934th chaplain ministry is to be part of a larger team that includes the base's medical people.

"During a war, the base chaplains would work closely with the nurses, doctors and the people in mortuary affairs," he said. "The chaplains would provide the spiritual healing, and the medical people would take care of the physical healing."

Esterka added that part of ACC's philosophy for Air Force chaplains is to take the chaplain out of the base chapel and move him or her to where the troops are fighting the war. "You don't need a church to hold a service," he said. "A tent or the great outdoors is just as good, as long as you have a congregation."

As with all 934th units that participated in the ORE, there were lessons learned for Esterka and Wier.

"One thing we learned is to travel lighter," Esterka admitted. "We brought along a lot of books for the religious services that could probably be consolidated into pamphlets, which would be much more practical if you had to pick up and go to war. That's just one of the items that will help the 934th chaplains better prepare for next year's Operational Readiness Inspection." □

Welcome home, soldier

Master Sgt. Tim Donnay, finance craftsman with the 934th Airlift Wing, is welcomed back after Patriot Viking. His wife, Vicki (left) and son, Phillip (right), took part in the 934th Family Readiness Program's "Welcome home" celebration in the fuel cell hangar, Oct. 15.



(Photo by 1st Lt. Dave Winter)



Top airmen

The 934th's Outstanding Airmen of the Year 1995 have been selected. Because of the small number of members drilling in November, more on the recipients will be published in the January *Viking Flyer*.

■ Airman of the Year: **Senior Airman Tara Tveitbakk**, CES

■ Noncommissioned Officer of the Year: **Staff Sgt. Shannon Armitage**, AW

■ Senior Noncommissioned Officer of the Year: **Senior Master Sgt. Jerry Yasgar**, MSF

■ Junior Officer of the Year: **Capt. Doug Kveene**, CF

Medals

Meritorious Service Medal
Staff Sgt. David Fisher, AS

Chief Master Sgt. James Schmidt (Retired), AW

Honors

■ The 934th Logistics Support Squadron's fuels management flight was selected runner-up in the 1995 Air Force Reserve Fuels American Petroleum Institute/Golden Derrick Awards. The winner was from the 928th Airlift Wing, General Mitchell Air Reserve Station, Wis.

■ Staff Sgt. Mark Syvertson was selected the "Porter of the Quarter" for the 934th Aerial Port Squadron, July through September. Honorees receive their choice of annual tour in the next year, a reserved parking spot for three months and a gift certificate from the Base Exchange.

Newcomers

Airman Basic Joshua Bahn, MSF
Staff Sgt. Andrew Banke, AS
Senior Airman Ruth Beecher, AS
Staff Sgt. James Blackburn, CES
Senior Airman Christian Hodges, ASTS
Airman 1st Class Jeremy Jaspersen, AES
Airman 1st Class Shawn Legreid, AS
Senior Airman Donald Mickelborough, APS
Capt. Charles Perry, AW
Staff Sgt. David Reierson, AW
2nd Lt. Ronald Ross, ASTS
Staff Sgt. Timothy Soby, APS
Airman 1st Class Brenda Taylor-Cassidy, APS
Sgt. Russel Willbanks, APS

Reenlistments

Master Sgt. David Blom, CES
Airman First Class Paul Chadha, MSF

Staff Sgt. Jean Corrow, MXS
Staff Sgt. David Hanson-Best, APS
Master Sgt. Marlee Gilbert, APS
Senior Airman Devin Heldman, MXS
Staff Sgt. Frank Helseth, AS
Tech. Sgt. Steven Hendrickson, AW
Master Sgt. David Hunter, LSS
Staff Sgt. Douglas James, AW
Staff Sgt. Joseph Mohlis, AS
Senior Airman Robert Nickerson, MXS
Senior Master Sgt. Joseph Ockwig, SPS
Senior Airman Thomas Olson, SPS
Airman First Class Angelia Rose, MSF
Staff Sgt. Robert Schabacker, CES
Staff Sgt. Timothy Thompson, APS

Retirements

Staff Sgt. Clair Dagestad, APS
Lt. Col. Peter Esterka, AW □

Speak up: *What are you learning in this exercise that should help you in the inspection?*



Staff Sergeant Jeffrey Grates
934th SPS

"The Operational Readiness Exercise taught me that it pays to be organized. When we first got here, everything was pretty chaotic, but things gradually fell into place."



Senior Airman Regina Webber
934th SVF

"Being new to the services flight, I'm not familiar with all the equipment the cooks use, both in the dining facility and the field kitchen. The ORE helped me become more accustomed to my job."



Staff Sergeant Dave Nyberg
934th LSS

"What I learned in this exercise is that teamwork is important, whether you're sweeping for unexploded bombs or practicing the self-aid and buddy care system. You have to work as a unit, or it won't get done."



Maj. Kevin O'Connell
96th AS

"What was most valuable to me during the ORE was learning how to provide medical backup in the drop zone. The medics have to be available and on-site during the parachute drops in case anyone is injured."



Tech. Sergeant Donald Kloek Jr.
934th CES

"Tolerance - of others and yourself. You also have to be patient and take your time to do the job right."



Master Sgt. LaVonne Wier
934th AW

"I had to administer last rites to a couple of reservists. That experience will give me a better idea of what the real thing would be like." □

VIOLENCE IS



VIOLENCE IS . . .

actions and words that hurt people. It is any action that is an abuse of power and where the intent is to control by causing pain, fear or hurt.

VERBAL VIOLENCE IS . . .

using words to humiliate or intimidate a person.

PHYSICAL VIOLENCE IS . . .

hurting a person's body or things a person cares about.

SEXUAL VIOLENCE IS . . .

forced or coerced sexual touching. Any sexual contact between an adult and a child is sexual violence.

SOCIETAL VIOLENCE IS . . .

when our nation, institutions and media portray violence as a method of resolving conflict, expressing anger and controlling others. (*Violence Prevention Initiative of the Dakota Council for Healthy Communities, from "Peace is not a season"*)

Whether you need help for yourself or for someone you know in a violent situation, the list below can provide a start. The Twin Cities area is rich in resources offering assistance in many areas of violence, including domestic abuse, child abuse, sexual violence and suicide.

Listings for hundreds of support agencies near you are available through the 934th Family Readiness Office, Ext. 8057, or 1-800-231-3517. Your name will not be requested. All numbers listed below are in area code 612.

Battered Women's Justice Project	824-8768
Citizen's Council Victim's Services	348-7874
Domestic Abuse Project	874-7063
Family and Children's Service Crisis Line	728-2062
First Call for Help (general issues)	335-5000
Minneapolis Intervention Project	673-3526
Minnesota Coalition for Battered Women	646-0994
Rape and Sexual Assault Center Help Line	825-4357
Sexual Violence Center	825-2409
Suicide Hotline	347-2222
WomanKind (Fairview Health System)	672-2700 <input type="checkbox"/>



SERVICES BRIEFS



Toy drive continues

The Toys for Tots program

helps provide holiday gifts to children of less-fortunate families. If you would like to donate a new, unwrapped toy, bring it to one of the drop boxes on base or call recreation services.

Super Bowl party set

Recreation services will host a Super Bowl party, Saturday, Jan. 6, with football trivia, door prizes and much more. Look for details next month.

Health fair scheduled

The 934th Family Readiness Program will sponsor the Second Annual Family Health Fair, 9 a.m. to 1 p.m., Thursday, Nov. 30, and UTA, Dec. 2-3, at the NCO Club.

More information will be available soon, or call the FRP office, Ext. 8057, or 1-800-231-3517.

934th Recreation Services
Ext. 5316

934th AIRLIFT WING
OFFICE OF PUBLIC AFFAIRS
760 MILITARY HIGHWAY
MINNEAPOLIS MN 55450-2000

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