



***Long  
time,  
no see:  
Lengthy schools,  
deployments  
mean sacrifices  
(Pages 7-8)***

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# VIKING FLYER

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

# VIKING FLYER

Vol. 19, No. 2  
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## On the cover

Staff Sgt. Frank Feldt, 934th Aeromedical Staging Squadron, is one of many wing reservists who recently completed long training requirements off station. To see how reservists cope, see Pages 7-8. (Photo by Cherie Huntington)



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## Commentary

# Annual plan charts year ahead

by Col. Michael Gjede  
wing commander

**T**he senior leadership of this wing has just about finished developing our 1997 annual plan. This plan will show what we think the 934th Airlift Wing wants to accomplish during the rest of this year.

We developed these goals from a number of sources. Some came down from Headquarters, Air Force Reserve and 10th Air Force. These are pretty standardized for all Air Force Reserve units.

Others, however, are developed locally. These should seem more controllable by us, and hopefully will have a bigger impact on us locally as we strive to achieve them. Using our recently completed Unit Self Assessment as a baseline, we've set goals and targets to try to bridge the gaps between where we think we are — from our USA — and where we want to be at the end of the year, from our annual plan.

We attempted to write a living

annual plan last year, and I think we did a pretty good job of it. However, we fell short of developing usable metrics to chart our progress toward achieving our goals, because inspection preparations and the USA diverted our attention.

This year, we're already developing wing metrics, and very shortly, the units will be writing an annual plan and metrics that not only support the wing plan, but outline goals unique to the unit.

We also plan to share our process with the members of the wing in an ongoing effort to keep everyone informed. It's a way of letting you see how your efforts contribute to the overall success of the 934th.

Hopefully, as we watch our progress — or in some cases, lack thereof — we'll quickly find areas that fall short. Using our quality tools, we'll be able to identify flawed processes and look at ways to improve.

This is absolutely required if we're able to remain an efficient, cost-effective entity into the next century. □

## Harassment: don't go there

Zero tolerance remains stand of Reserve on this taboo

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

**H**arassment and discrimination are hot topics these days. Sexual harassment and racial discrimination have both been in the headlines.

Let me make my personal policy and that of the Air Force Reserve perfectly clear. Harassment in any

form is wrong; it's unprofessional; it goes against our core values and it will not be tolerated. I expect everyone in the Reserve chain of command to work toward a professional work environment.

Individually and as a command, we are doing more with less. Harassment in any form wastes time and energy, costing us our best efforts. Everyone else has to work harder to make up the difference, and it's all avoidable. Ignoring discrimination or looking the other way allows it to fester.

Our most effective performance requires the synergy that teamwork brings. Teamwork is best fostered in an atmosphere of respect, courtesy and consideration. A better Air Force Reserve starts with you. □

### UTA schedule

March 1-2 July 12-13  
April 5-6 Aug. 23-24  
May 3-4 Sept. 6-7  
June 7-8

February UTA pay should be deposited by: Feb. 12.



**World**

**W-2s mailed Jan. 10 for Reserve**

Active-duty, Reserve and Guard airmen should have received their W-2 forms by the end of January, according to the Defense Finance and Accounting Service. Contact the 934th military pay section for a reissue after Feb. 3 if either the form was not received or the amounts appear incorrect. (AFNS)

**Travis' Reserve unit sees cuts**

The Air Force announced plans recently to retire seven C-141 transport aircraft this year at Travis Air Force Base, Calif., which will affect people in 24 Air Force Reserve full-time and 151 drill authorizations.

These people are assigned to the 349th Air Mobility Wing's 710th Airlift Squadron and related maintenance support units who fly and maintain the aircraft with the host active-duty 60th AMW at Travis. The civilian and reservist positions will be eliminated July 1997.

The aircraft reduction is the result of recommendations from the 1994 Scientific Advisory Board, convened by the secretary of the Air Force in response to congressional direction to examine the service life of C-141s. The board concluded flight beyond 45,000 equivalent flight hours may not be safe.

In 1993, the Air Force began a series of actions to reduce its C-141 fleet, which is scheduled for retirement by 2006. (AFNS)

**Retired insurance gets 'facelift'**

Thousands of retired reserve forces policyholders who carry Servicemen's Group Life Insurance, now known as Servicemembers' Group Life Insurance, have been affected by a Jan. 6 program merger, according to the Department of Veterans Affairs.

Legislation signed into law Oct. 9 eliminated the retired reserve SGLI program. Now, all these policies will be automatically exchanged for policies under the Veterans' Group Life Insurance.

In addition, for the first time, VGLI will be extended generally to reserve forces members who decide to separate prior to reaching a 20-year retirement.

The expansion of VGLI eligibility authorizes conversion of VGLI policies to commercial life insurance at any time instead of awaiting the end of every 5-year coverage period. It also allows retired reservists to retain lifetime coverage under VGLI instead of being cut off from coverage at age 61 or when receiving retired pay, as was the case with retired reserve SGLI. (AFNS)

**Guard F-16 crashes north of Duluth**

An Air National Guard F-16 from Duluth, Minn., crashed the evening of Jan. 6 while on a routine training mission. Heavy snow and extreme weather conditions prevented recovery teams from finding the wreckage until Jan. 9.

Pilot Maj. Peter Woodbury, also a pilot for Northwest

Airlines, went down with the aircraft and perished.

**Lodging requires credit or cash up front**

Beginning Feb. 1, all Air Force lodging guests must provide a valid credit card at check-in or be required to pay in advance with cash or check for anticipated room charges.

This new policy does not apply to agency billings, such as for reserve forces staying in lodging during UTAs.

Advance payment will allow credit card guests to check out without visiting the front desk. Not only is this a convenience, according to Air Force Services Agency officials, it also reduces lobby congestion. (AFNS)

**Local**

**Food shelf items donated**

The 934th Civilian Welfare Council announced that \$143 and 155 pounds of food items were collected at the civilian annual Christmas party, Dec. 18. The money and food were donated to the food shelf for Volunteers Enlisted to Assist People.

**Workshop/seminars planned**

The 934th Family Readiness Program will host a single/single parent workshop on UTA Saturday, Feb. 1, at 5 p.m., Bldg. 760, Room 193. Topics will include: divorce, co-parenting after divorce and how to have a good relationship with your children. Door prizes will be given, and the workshop is free.

Coming in March, tax update information will be presented twice at the NCO Club. On UTA Saturday, March 2, the presentation will be held from 3-4 p.m. On Tuesday, March 4, it will be from 10-11 a.m.

For more information or to sign up for the February workshop, call family readiness, Ext. 8057.

**Drug prevention workshop continues**

The next parent-to-parent drug prevention workshop will be Sunday, Feb. 2, from 10 a.m. to noon in the headquarters building, Bldg. 760, Room 193.

Participants view two videos each month, followed by a roundtable discussion. The special series of eight videos are based on one family's painful experiences once a daughter entered the drug culture. Each video explains a different strategy to help build a strong family foundation in which children do not feel the need to experiment with drugs.

Headquarters Air Force Reserve funds this training with the rationale that the life of a reservist with a child on drugs will severely disrupt many areas of his/her life, including performance in the Reserve.

*(Continued on next page)*

**Surfin' the VF**

- 5** New phone switch debuts in February
- 6** AMC begins dialogue with 'new gains'
- 10** Superior performance team focus

# Readiness Challenge

## Services members head for wartime skills competition

**S**even members of the 934th Services Flight will help represent the Air Force Reserve at Readiness Challenge VI, April 26-May 3, at Tyndall Air Force Base's Silver Flag exercise site.

Local services members also participated in the last competition in 1995, earning third- or fourth-place times in the team events. They completed the team from the 932nd Airlift Wing, Scott AFB, Illinois, representing

the Reserve. Thirteen teams competed that year.

This year, most of the joint Reserve team will come from Wright-Patterson AFB's 445th Airlift Wing. Reserve and Air Guard teams were announced recently following a random selection process that began in early December 1996 at the 1996 Civil Engineer Worldwide Conference at Tyndall. Reserve forces teams are selected earlier than active duty teams to

provide equal training days for the units prior to the competition.

Readiness Challenge is a biennial, international contingency skills competition involving several Air Force specialties. This year's competition also has been sanctioned as an official Air Force 50th Anniversary event.

Canada has participated since 1993, and teams from the United Kingdom, Germany, Norway, Italy,

Turkey, Israel, Egypt and Japan have been invited.

Teams usually include an officer, 20 civil engineers, six services people, a public affairs specialist, a chaplain and a chaplain service support person. Up to three alternates may be included.

Each team will compete in 21 events, testing major mission areas of force bed-down, base recovery after attack, readiness and explosive ordnance disposal. (AFRNS)□

## Briefs in blue ...

*(Continued from previous page)*

The program facilitator is **Master Sgt. Eric Baumer**, 934th Mission Support Flight. For more details, call family readiness, Ext. 8057.

### Education notes ...

♦The wrong phone number to call for information on the Junior Officer Leadership Development Seminar II was listed in last month's paper. The deadline to register is Feb. 13, and the numbers to reach **Carl Obenland** are: DSN 497-0262 or 1-800-223-1784, Ext. 70262. His e-mail is **Carl Obenland@HQ\_AFRES\_QIP@Robins**. *(Editor's note: Thanks to the aeromed who noted this after calling a Japanese-speaking location.)*

♦The 934th Mission Enhancement Office will offer four classes for initial quality training this year. The dates are: Feb. 6-9, April 18-21, May 16-19 and Oct. 24-27. All civilian and military members to attend this training within 18 months of assignment. Civilians go through their division to schedule training; military receive slots through their unit. If you have questions, call mission enhancement, Ext. 8112.

### More survey returns requested

What are 934th reservists' favorite military movies of all time? Your favorite and least favorite uniform item? What do you collect? The 934th Public Affairs Office survey distributed in January had a great return rate on the UTA, but at least 150 more surveys are desired.

☎If your unit needs more surveys, give PA a call, Ext. 5337. Send completed surveys to 934AW/PA through base distribution.

### Uniform briefs ...

♦As of Oct. 1, 1997, all uniforms must be converted to the new style of stripes. Three-inch stripes become 3 1/2-inch

for both the blue and subdued stripes. Also, all stripes from E-2 to E-4 must have the blue star in the center, and all blue stripes must be in the new colors — a darker blue and near-white. New stripes are available from either unit orderly rooms or 934th Individual Equipment. Caution: Be careful removing old stripes. Uniforms with only stripe-removal accidents will not be replaced.

♦Also, as of Oct. 1, the requirement for name tapes and USAF tapes on the Battle Dress Uniform goes into effect — no more aircrew-style name patch on BDUs. It takes individual equipment at least one month to get an order of name tapes back, then it takes another month for the tailor to sew them on.

♦Finally, "hold your horses" regarding wear of the subdued Air Mobility Command patch on BDUs, which has an April 1 wear date, along the subdued 934th patch. Individual equipment has procurement of AMC patches in the works and hopes to have them available by the March UTA, when the tailor would start accepting BDUs to complete for April UTA. Until all the stock has been received, AMC patches will not be available. Wing patches have been available for a year. Check with your first sergeant in March to see if stock has arrived.

### Cookbook still on the 'front burner'

Do you have a mouth-watering recipe passed down through your family, or a recipe for a quick, tasty casserole for when the family's on the go? The 934th Family Readiness Program cookbook still needs recipes. More than 200 recipes are desired by **April 6**. Anyone may submit recipes — military, civilians, family members and retirees.

Submit recipes to: **Cherie Huntington**, 934thAW/PA, base e-mail, or mail to 760 Military Highway, Minneapolis, MN 55450-2000. Many great entrees have been arriving weekly.

☎Call Huntington with questions, Ext 5337.□

# Quadrennial review looms ahead

**T**he Department of Defense will undertake an far-reaching review of national defense with an eye on ensuring the United States has the correct strategy and resources to combat threats into the next century.

The congressionally mandated Quadrennial Defense Review will continue the work of the Base Force and Bottom-up Review, DoD officials said.

As part of the process, the secretary of defense, in consultation with Congress, will appoint a nine-member National Defense Panel. Pentagon officials said the panel will review DoD's data and conclusions and deliver its own report to Congress. The results are due on Capitol Hill May 15;

however, delays are expected since panel members have not yet been appointed. A National Defense Panel will then make alternative recommendations to Congress on the size, shape, missions and manpower of the 21st century military in December.

Former Defense Secretary **William Perry** said the review is not just a budget review. The panel will look at fundamental issues: the threats facing the United States, the U.S. response to those threats, and strategy.

The review is a collaborative effort among the Office of the Secretary of Defense, the Joint Staff, the services and the joint commands. The legislation mandating the review also calls for the chairman of the Joint Chiefs of Staff,

**Gen. John Shalikashvili**, to prepare an independent assessment of the review.

Shalikashvili said the review is not about protecting today's force, but about shaping tomorrow's.

Deputy Defense Secretary **John White** said nothing is off limits. "We are not holding sacrosanct any particular end strength, any particular platform size, any particular structure," he said. "We are going to look at everything ... We're going to stress innovative approaches."

Various panels will handle different aspects of the review. These include strategy, force structure, modernization, readiness, infrastructure and human resources, among others. (AFIS) □

## Going digital

**Maj. Steve Hatcher**  
public affairs

**B**ase communications will take a major step into the 21st century in mid-February with installation of a new telecommunication system.

With that welcome modernization, however, will come a host of changes:

- ♦ All phone numbers on the base will change,
- ♦ The commercial prefix will change from 725 to 713, and
- ♦ The DSN prefix will change from 825 to 783.

The system will support approximately 2,500 new telephones for the 934th and tenants, including the Air National Guard, reserve units for the Army, Navy and Marines, and the transportation management office in the nearby federal building.

The new system will be a state-of-the-art digital system, providing higher quality signals for voice and other communications signals, such as fax

## Get ready to learn all new phone numbers — but also experience the latest and greatest

and even voice messaging for full-time civilians and commanders. Additional lines are also going to be installed for both local and DSN access, making it easier to get a line to make a call.

"The system installation will begin around Feb. 14 and take about a week to go through a building-by-building conversion," said **Charles Epps**, 934th Small Computers systems flight manager. Training on the new system should start in late January and continue through the March UTA.

"A 'Train the Trainer' program will be implemented to ensure the base has adequate resources to train all users on the system," said Epps.

Enhanced features on the system will allow key sections to gain control of their communications. Digital display will allow people to see who is calling by using a calling name display on selected phones.

"Originally, the base wasn't scheduled to replace the existing system until the year 2000," said Epps. "But money became available, and the system contract was awarded at the end of last year." □

## Bye-bye, 'Mailman'

But new e-mail system shouldn't strain any brains

**S**hortly after Aug. 1, the 934th will convert its current "Mailman" electronic mail system to a Windows NT environment.

"The only thing our base customers will need to do is save any old, needed messages to their hard drive or a diskette," said **Doug Kveene**, contract manager for Rothe Communications. "The new system will wipe out any messages currently maintained in Mailman files."

Kveene said the new system will be user-friendly and require no additional training. □

# Realigned units: trek to AMC begins

## Inspection info flows to C-130 units



### Numbered air force assignments change

Air Force Reserve officials have announced that realignment of its C-130 tactical airlift and KC-135 air refueling aircraft will take place effective April 1.

Under the Reserve's new structure, C-130 units — including the 934th Airlift Wing — will report to the command's 22nd Air Force at Dobbins Air Reserve Base, Ga. The 934th now reports to 10th Air Force, Naval Air Station Fort Worth Joint Reserve Base, Carswell Field, Texas.

KC-135 units will belong to 4th Air Force at McClellan AFB, Calif., and they currently are divided between 4th and 22nd Air Forces.

Reserve HC-130 rescue aircraft and MC-130 special operations aircraft will remain under 10th Air Force.

The reorganization is the result of an Oct. 22 Air Force announcement in which the services will transfer their C-130 transports from Air Combat Command to Air Mobility Command. This revision places all Reserve transport aircraft under AMC control in the event of war or other national emergency.

"Assigning all C-130 airlift units to 22nd Air Force has several benefits," said **Brig. Gen. John Batbie**, director of plans at Headquarters AFRES. "It puts all the functional expertise in one numbered air force and cuts staff duplication. The same is true for pulling all the KC-135 units into 4th Air Force. It gives us a single point of contact for management of the aircraft." □

**"This message is intended to assist our newly gained C-130 units in their transition from ACC to AMC oversight inspection policies."**

The above is the common introduction to many messages flowing from Headquarters Air Mobility Command, Scott Air Force Base, Ill., to its to-be-gained wings as the April 1 realignment nears. As expected, most messages deal with inspections.

The following summarizes some of this information.

#### ORIs: Pregame details

♦**Schedule revisions:** AMC has melded C-130 inspections, giving priority to Operational Readiness Inspections, into the April-September schedule. Though this is creating turmoil in the command's "extremely robust" schedule, AMC asked each unit's patience until this transition period ends.

Some 14 Reserve and Guard units have seen postponements, date changes or additions to their schedule regarding ORIs. AMC stated the published schedule from October-December remains as is, but changes are expected by March.

♦**Units due inspections:** AMC encourages a visit by the Headquarters AMC Inspector General team chief and ORI planner for units that have not had an AMC ORI in their present weapon system. An alternate method is for the wing commander and his key staff members to visit AMC at Scott for a brief discussion period. These visits are limited to a maximum of eight people.

The command has also started publishing a quarterly newsletter entitled, "Embracing Change," which should help units stay abreast of recent changes.

♦**ORI costs:** AMC funds for the temporary duty of its people and augmentees on the inspection team.

Observers are funded by their own units.

For vehicle rental at reserve forces units and forward operating bases, AMC will provide both rental requirements and fund cite, if necessary, to the appropriate agency.

On-base lodging for the team is their first choice. If commercial contract quarters are required, an Air Force Form 9 or 616 will be issued.

The inspected unit will, as expected, take care of its own per diem, transportation, vehicles and lodging of its people and any generic support required. The unit will also take care of any home station/deployed miscellaneous expenses, such as subsistence, ground fuel, water/ice, portable toilets, trash removal and dining hall support.

#### Observers' entitlements change

♦**Limits:** Units will not have opportunity to observe more than one ORI or Quality Air Force Assessment prior to their own evaluation. AMC recommends participation in one of these inspections as an IG augmentee.

No more than eight observer positions will be allotted, and no more than two positions may be requested by an observing unit.

♦**Reservations required:** Observers must obtain permission to witness an ORI or QAFA from AMC no later than 45 days prior to the site visit date. Observers' units must be within one year of their own inspection month, targeted or scheduled.

♦**Observers' care and feeding:** The IG will make observers' lodging arrangements, but payment will be taken care of by the observers, as will acquiring and paying for any transportation required.

#### Aircraft taskings

♦**Real-world exemptions:** AMC may exempt aircraft undergoing scheduled isochronal maintenance and refurbishment on a case-by-case basis if that would negatively impact the unit's mission readiness. □

# Long-tour reservists: long time, no see

by Tech. Sgt. Janet Byerly  
public affairs

**W**hen it comes to temporary duty assignments, the 934th has a few people who are experts. These reservists keep a bag packed and are always on the lookout for another TDY opportunity.

Some enjoy the travel, others like the variety of experience, but any one of them could offer a few tips on everything from how to pack efficiently to how to get your bills paid and the snow shoveled while you are away.

One reservist who has been away more than he's been at home is **Staff Sgt. Frank Feldt**, an aeromedical technician assigned to the 96th Airlift Squadron.

Feldt recently spent nearly six months at Randolph Air Force Base, Texas, getting his five-level in the process.

"After two weeks, it felt like I'd been there for two years, because I just clicked with everyone down there," he said. "I became like part of their unit.

"Their clinic is super busy constantly," he continued. "They were short on medical techs, so they definitely needed the help, and I needed the training, so it went hand and hand. It was excellent training. I think they wanted to train me quickly, so I was in there helping out. In two weeks, I was doing everything.

"Six months of training there was like two years of UTA experience," he said. "Here I might do EKGs [electrocardiograms] one UTA, and next UTA I might draw blood, but there I was doing all the tasks on a daily basis."

Feldt has had more than his share of training lately, having spent three months TDY less than a year earlier when he cross trained into the medical technician career field.

Since he's been away nine of 12 months, Feldt, who is single, has made more permanent changes than most reservists on TDY. He cancelled the lease on his townhome, put his furniture in storage and quit his civilian job.

The greatest challenge for Feldt is tracking down his mail. "When it's time to pay my credit card bill, I have to contact them since it's hard for them to find me," he said. "I think I've changed my address with them three times this year."

For the average reservist, even for a TDY "bum" — a person with the Reserve as their primary job — the obstacles encountered are usually more along the line of who will watch the kids, feed the dog or pay the bills while they are away.



Feldt

For Maj. Jim Carlen, who spent 42 days in Southwest Asia recently and 105 days in Bosnia last year, a very understanding spouse, lots of help from family members and automatic billing makes things manageable while he's away.

"My wife, **Karen**, is a reservist, so she's very understanding," said Carlen, a pilot for the 96th Airlift Squadron. "If we had children, I don't think we could do as many extended tours.

"It works out just fine now," he continued. "That's probably why I've been on the long tours. There usually aren't many volunteers, so I end up taking a few back-to-back rotations."

Carlen is a crop farmer and takes the tours when he has "down time" on his farm near Annandale, Minn.



Carlen



Woodson

Another reservist who takes the TDY tours "to help out some of the guys who can't go," is **Staff Sgt. Mark Woodson**, an air reserve technician in aircraft maintenance. Woodson spent six weeks in Southwest Asia as part of the Operation Southern Watch rotation in March and April 1996.

"I have no kids, no plants and no pets," said Woodson, who is single. "I had everything set up so my parents just had to mail the bills in when they

were due."

**Master Sgt. Robert Kuklok**, picks up so many TDY tours that "I just keep my packed bag by the door." Kuklok, a base security policeman, spent five weeks on TDY last year.

As a single parent, Kuklok finds "the hardest part is getting backup for my family, someone to handle the money, pay the bills and make sure everything is alright at home."

Kuklok's sister has power of attorney, but he still relies on his neighbors in rural St. Cloud, Minn., to help out.

"One neighbor cuts the grass in summer, another neighbor does snow removal," he said. "When I'm home, I try to help out. I do snow removal for four of my neighbors."



Kuklok

(Continued, next page)

## Cover Feature

### Long-tour reservists ...

(Continued from previous page)

Now that his daughters are older — one is in high school and the other is in college — he says he doesn't worry as much as he used to when he is away.

Kuklok also said he has learned "what to pack and what not to pack" — and to be ready to leave on short notice.

When **Tech. Sgt. Lorraine Klein** leaves on TDY, she counts on her husband and her mother-in-law to take care of her daughters, eight and 12 years old respectively.

"My kids are used to it," said Klein, a turbo prop mechanic for the maintenance squadron. "They came out here to meet me when I got back from a three-week tour in Southwest Asia. They can't wait to see me. They always want to know if I brought something back for them."

Husband **Stanley**, a former military member himself, perks up his daughters' days without mom by taking them shopping and to movies. Klein also makes sure the girls' teachers know when she'll be gone so they keep an extra-special eye on them as well.



Klein



Moog

**Tech. Sgt. Dana Moog** wondered if he would still have a job when he returned from a five-week tour at Brooks, AFB, Texas, recently where he reaccomplished his emergency medical technician training.

"It's really scary, because at any time they could have easily replaced me," said Moog, a freelance graphic designer. "They did bring in someone while I was gone, but they respected what I did and rehired me when I

returned."

Moog was a newlywed who had just gotten custody of his two kids from a previous relationship shortly before he left for Brooks.

"My wife is a real trooper," he said. "She took care of everything while I was gone. I called home a lot. It was difficult at first because the kids, one's 13 years old and the other is 16, were just getting accustomed to living with us."

Whatever the situation, most of our TDY "experts" had lots of support at home and elaborate ways of keeping the everyday tasks of living going while they were away. And most of them have already scheduled — or are on the lookout for — that next TDY tour. □

## Back to school

### Reservists accept challenges of lengthy, off-station training requirements

**I**n-residence technical schools and professional military education can sometimes make you feel like a stranger in your own home after such long absences. Here are a few courses attended regularly by unit members:

#### Enlisted

**Four weeks:** Environmental management, Sheppard Air Force Base, Texas.

**Five weeks:** Basic loadmaster, Sheppard; Aeromedical evacuation, Brooks AFB, Texas; information management, Keesler AFB, Miss.; Security police, Lackland AFB, Texas.

**Six weeks:** Personnel, Sheppard; C-130 basic loadmaster, Sheppard; Noncommissioned Officers Academy, various locations; education and training, Sheppard; health services management, Sheppard.

**Seven weeks:** Basic flight engineer, Little Rock AFB, Ark.

**Eight weeks:** Disaster preparedness, Fort McClellan, Ala.; supply, Lackland.

**Nine weeks:** Utilities systems, Sheppard.

**Ten weeks:** Aeromedical, Brooks.

**Eleven weeks:** Combat arms maintenance, Lackland; structures, Lackland.

**Thirteen weeks:** Aircraft electro/environmental, Sheppard; fire fighter, Goodfellow AFB, Texas.

**Fourteen weeks:** General purpose vehicle mechanic, Lackland; mental health services, Sheppard.

**Fifteen weeks:** Telephone systems, Sheppard.

**Sixteen weeks:** Heating, ventilation and air conditioning, Sheppard.

**Twenty-three weeks:** Medical services, phase I and II, various locations.

**Twenty-eight weeks:** Aircraft maintenance, Sheppard and Little Rock AFB, Ark.

**Thirty weeks:** Navigation systems, Keesler.

#### Officer

**Four weeks:** Total Force Squadron Officer School, Maxwell AFB, Ala.

**Five weeks:** Flight nurse, Brooks AFB, Texas; health services administration, Sheppard.

**Seven weeks:** C-130 copilot mission qualification, Little Rock; aircraft commander mission qualification, Little Rock.

**Fourteen weeks:** Officer Training School, Lackland.

**Eighteen months:** Navigator training, Pensacola Naval Air Station, Fla.

**Eighteen to 24 months:** Pilot training, various locations. □

# Compliance: maze of regulations

Mistakes can be costly, both to Air Force's wallet, environment

by Joanne Bentley and  
Doug Yocum,  
environmental scientists

**L**ove Canal; Bhopal, India; Exxon Valdez; Chernobyl. Catastrophes such as these have created a national environmental ethic and produced a boom of legislation aimed at protecting our environment and population.

The formidable task of meeting the many requirements in all the federal, state and local environmental laws is summed up in one word: *compliance*.

## Environment first

Compliance starts with identifying environmental considerations before beginning any plan, project or operation.

The Air Force uses the Environmental Impact Analysis Process, or EIAP, to document potential consequences of proposed actions. EIAP complies with the National Environmental Policy Act, which directs federal agencies to critically evaluate their proposed actions for environmental impact.

The law also requires the consideration of reasonable alternatives, including "status quo." If a project will have adverse impacts, measures to minimize the negative consequences must be specified. Examples of projects that must undergo the EIAP process are:

- ♦ Facility construction,
- ♦ Change in number/type of aircraft, and
- ♦ Changing a landscape management procedure and developing contingency beddown plans.

## Regulations, acts govern compliance

For ongoing activities, the Air Force adheres to specific compliance standards for pollutants. (Acts listed, top right.) Ever vigilant, the Air Force

measures the effectiveness of its regulatory compliance efforts by conducting annual self audits at each installation.

Known as the Environmental Compliance Assessment and Management Program, or ECAMP, these comprehensive audits reinforce the positive actions and identify areas for improvement.

The audits are conducted externally by major command people one year, and internally by base people the next. Representatives from a broad cross-section of 934th organizations participate in the internal audits. This year, the 934th undergoes an external audit in April.

By continually striving to stay on top of the complex tangle of rules and paperwork, the 934th plays its part in safeguarding our environment from degradation. □

## 'Three act' play offers happy ending

### Clean Air Act

- ♦ Base has permit to operate variety of air emission sources, including fuel tanks, boilers and painting operations
- ♦ Solvents/chemicals tracked through 934th Hazardous Materials Pharmacy
- ♦ Annual fee paid for emissions reported; fines for failure to report new sources
- ♦ Important for individual awareness of permitted sources within the shop, identified by a bright, yellow tag

### Clean Water Act

- ♦ Regulates both industrial/ domestic wastewater and stormwater runoff
- ♦ 934th discharges to state waters are further regulated/ permitted through a special program
- ♦ Sampling/analysis of discharges required

### Resource Conservation and Recovery Act

- ♦ Controls hazardous waste from "cradle to grave"
- ♦ Examples include paint, solvents, oils, fluorescent light bulbs, most types of spent batteries

Key overall requirements: contingency/ response plans in event of a spill, and tank integrity record keeping/reporting □

Next month:

## Restoration

*It's not enough just to clean up  
— restoring the Earth's pristine  
state is the ultimate goal*

## December spot check on recycling bins

The spot check of dumpsters in December showed much improvement over the previous month. Some of this improvement is simply due to fewer people on base because of the holiday season. Recyclable items continue to be found in many garbage dumpsters. The recycling containers for cans/plastic/glass and mixed paper/cardboard are being properly used in most locations; however, cigarette butts and fast food trash were the only things found in a few of these containers! — Doug Yocum

(The monthly spot check results will be included in each month's *Viking Flyer*.)

Building	Area	Items Found
710	Aerial port	Cardboard, cans, metal banding (scrap metal)
711, 716	Lodging	Cans, newspaper
755	Base Exchange	Cardboard
805, 812	Avionics, boiler plant	Cans, paper
807	NCO/Dining hall	Cardboard, paper
821	Hangar	Cans, paper
830	Life support	Newspapers

(No recycling problems noted in other buildings in December.) □

# Here's pie in your eye, ORI

## Civil engineer DARTs perform flawlessly, earn team recognition

by Master Sgt. Tim Turner  
public affairs

The Civil Engineer Squadron's DARTs hit the bull's eye last November, capturing a coveted superior performance team award during the Operational Readiness Inspection.

All reservists who made up the two three-person Damage Assessment Repair Teams – DART One and DART Two – are from the 934th Civil Engineer Squadron.

"None of us were surprised that we received a top score," said team member Tech. Sgt. Robert Senst, CES electrician. "It was more a feeling of, 'All right! We did well!' It's always nice to be appreciated for your efforts."

### Calling all DARTs: problem in progress

A DART's main responsibility is inspecting damage to base facilities attacked by the enemy. Teams also sweep the area for unexploded bombs and test for chemical exposure.

"If the damage is minor, the DART can usually fix it themselves," explained Tech. Sgt. Scott LeClair, electrician. "For major damage, such as a broken water main, gas leak or structural repairs, the DART team will call in a Fix-It Team. They have expertise in the particular area that needs to be fixed."

**“We had the confidence... that when push came to shove, we'd know how to handle every scenario the inspectors threw at us.”**

The 934th DARTs were graded on how quickly they reacted to the various scenarios the inspectors prepared and on the accuracy of their damage

assessments. "One scenario called for us to pinpoint fire damage to a building," said Master Sgt. Bob Linder, utilities specialist. "We had a short time frame to assess the damage by reading the building's blueprints and calling the Fix-It Team to repair it."

Other scenarios included a broken water main and a downed telephone pole with exposed wires. "The inspectors were impressed with how quickly we responded to the scenarios and how creative we were in troubleshooting," LeClair pointed out. "We definitely thought outside the box."

"We did such a good job that the inspectors kept trying to come up with new, more difficult scenarios to try to stump us, but we stayed with them," Linder said.

### Success based on many factors

Going the extra mile seemed to be part of the DARTs' success. The two 934th teams worked 12-hour shifts, from 6 p.m. to 6 a.m. They were relieved by Teams Three and Four from Pittsburgh. One morning, the inspectors interrupted the "changing of the guard" by giving Minneapolis teams a scenario involving damage from a blown fuel tank.

"We got the scenario at 5:30 a.m., right before the Pittsburgh teams were supposed to relieve us," explained Tech. Sgt. Earl Riisager, heating/ventilation and air conditioning specialist. "Rather than hand it off to the day-shift teams, we worked overtime and got the situation under control. We could easily have passed the problem on to Pittsburgh, but that wasn't our attitude."

Preparation and learning from their mistakes were other reasons for the teams' success. Several months before the inspection, the teams acquired the blueprints for the buildings at Volk Field, Wis., site of the ORI.

"A big part of a DART's job is reading blueprints that explain a

building's infrastructure – electrical, water, gas lines, things like that," Linder said. "It really helped to get those prints and study them with a fine-toothed comb before the inspection."

"We also learned from mistakes we made at the June Readiness Assistance Visit," indicated Master Sgt. Joel Johnson, utilities specialist. "One item we didn't do very well during the RAV was radio communications – calling in damage reports to the Fix-It Teams and inspectors. We honed our skills during the summer and fall, and as a result, we did really well during the ORI. In fact, the inspectors said it was some of the best radio communication they'd seen from a DART."

Knowing how to do the job well was another reason for the teams' victory, according to Senst. "Most of our DART members have civilian jobs in an engineering-related field," he said. "We're reading blueprints, fixing broken water mains or repairing electrical and heating systems Monday through Friday, not just on UTAs."

"We had the confidence going into the ORI that when push came to shove, we'd know how to handle every scenario the inspectors threw at us," Senst said. "It made the difference."

### Overcoming challenges

Achieving a top score was not easy, requiring many challenges to conquer. "One challenge was working safely despite the cold weather," Senst explained. "We were also working in the dark – literally – since we were on the night shift. Fortunately, no one on our teams 'died' or was injured."

Outweighing the difficulties, however, seemed to be the pride gained in simply serving the troops, according to Staff Sgt. Michael Cleveland, HVAC specialist.

"One of a DART's top priorities is customer service," he said. "A high point for me was getting heaters installed in the tents that housed our medical people. They really appreciated that we met their needs." □

## Family readiness selects volunteer of the month

by Patricia Botkins  
family readiness program director

**T**he 934th Family Readiness Program serves all Department of Defense military, civilians, reserve forces, retirees and their families. We are here to provide support and assistance to family members — especially during an extended separation.



**Koning** One of the active duty Air Force spouses who contacted our program for assistance in September 1996 was **Rebecca Koning**. She had been repatriated from Saudi Arabia to Minnesota because of terrorists threats toward Americans. Rebecca decided to visit family in Minnesota and Michigan — she is from Michigan and is a graduate of Michigan State University — while her husband, **Capt. Michael Koning**, completed his tour of duty as a C-130 advisor navigator to the Royal Saudi Air Force in Jeddah.

Rebecca contacted the FRP for help. "I stumbled into volunteering," she said. "I first looked toward the FRP to help me out in the area of relocation assistance. My unique situation required many DSN calls to organize an advance move to Ramstein Air Base, Germany, as well as help from transportation and other organizations on base."

She said everyone could not have been nicer. "I didn't know what to expect from a Reserve unit, when my husband is active duty," she said. "Anyway, I happened to be looking for something to keep me busy while working my way through all the red tape involved in being an evacuee, so I decided to volunteer for Patricia. Little did I know I would end up meeting some great people and be able to help out the 934th a bit in return for all the support given to me."

Rebecca was instrumental in the volunteer fund-raising efforts for the Operational Readiness Inspection Reunion/National Military Family Appreciation Day last November. She redesigned the FRP 1997 brochure. She provided administrative assistance, contacted other family members whose military member was TDY, assisted clients and helped process the *FRP Update* newsletter before the ORI.

Thank you, Rebecca, for being our first active duty volunteer spouse. We appreciated all your assistance and wish you the best during your tour of duty at Ramstein. And if you're ever in the area, you know we're here to assist you and your family. □

## Medals

**Meritorious Service Medal**  
Master Sgt. Francis Dolezal (Retired), APS

**Air Force Commendation Medal**

Tech. Sgt. Bryan Voigt, SPS  
Tech. Sgt. Margaret McGill-Zimny, APS

**Air Force Achievement Medal**

Senior Airman Terri Floerchinger, SVF

## Promotions

Senior Airman Stephanie Belleisle, ASTS

Senior Airman Jovan Braham-Bailey, AW

Senior Airman Lorene Brown, MSF

Senior Master Sgt. Michael Gilbert, OSF

Master Sgt. Richard Karpinski, AS

Tech. Sgt. Phillip Kvamme, MXS

Tech. Sgt. Mark Larsen, APS  
Staff Sgt. David Lunde, MXS

Master Sgt. John Maki, APS  
Staff Sgt. Richard Morrin, MSF

Tech. Sgt. Charles Nelson, APS  
Senior Airman Nicole Potten, OSF

Staff Sgt. Mark Serstock, AS  
Staff Sgt. Timothy Stansbury, MXS

Tech. Sgt. Robert Steffens, CES  
Senior Airman Andrew Thomas, AS

Senior Airman Annette Spindler, CES

Staff Sgt. Jeremy Weber, SPS

**Newcomers**

Sgt. John Jarel, SVF  
Airman 1st Class Christopher Johnson, ASTS

Capt. Scott Johnson, SVF  
Master Sgt. Wanda Kaufmann, AES

Airman 1st Class Shaun Kleinheksel, MXS

Sgt. Todd Littfinn, AW  
Senior Airman Shaloma McGovern, ASTS

2nd Lt. Garrison Miller, ASTS

Tech Sgt. Jeffrey Nyhus, LSS  
Staff Sgt. Carmine Sammarco, CES

Capt. David Woods, AS

## Reenlistments

Master Sgt. Elizabeth Axtman, ASTS

Staff Sgt. Daniel Bergin, SPS  
Senior Airman Jeremy Bethke, CES

Senior Airman Sean Conway, APS

Staff Sgt. Denise Dearmond, CES

Staff Sgt. David Dudash, MXS

Staff Sgt. David Fisher, AS  
Staff Sgt. Roy Goins, MXS

Senior Airman Cathy Goldsmith, CES

Staff Sgt. Charles Gregory, AS  
Senior Airman Larry Hampton, AW

Senior Airman John Jarel, SVF  
Sgt. Linda Jimenez, AW

Airman 1st Class Christopher Johnson, ASTS

Staff Sgt. Charles Keller, MXS  
Tech. Sgt. Dale Klossner, CES

Staff Sgt. Ross Knutson, LG  
Staff Sgt. Michael Leary, SPS

Master Sgt. Kenneth Neukircher, CES

Tech. Sgt. Jeffrey Nyhus, LSS  
Tech. Sgt. Steven Priebe, APS

Senior Airman Benjamin Rettmann, MXS

Staff Sgt. Robert Rivard Jr., SPS

Tech. Sgt. David Roach, APS  
Airman 1st Class Trisha Robinson, AES

Tech. Sgt. Michael Sabaka, MXS

Master Sgt. Roy Shives, MXS  
Staff Sgt. John Steffen, SVF

Tech. Sgt. Kenneth Weber, CES

Master Sgt. Michael Webster, APS

Staff Sgt. Dennis Ziebart, MXS

**Retirements**

Maj. Jeffrey Foster, AW

Keep your car ready for  
what these Midwest skies throw your way

# Winterizing your 'ride'

compiled by Mike Askins  
wing safety office

**I**n preparing a winter car kit, the items you should include depend on where you are driving. Obviously, the more remote the area — or the longer the trip — the more items you should include.

A basic kit should include spare, warm clothing; a blanket; water; flashlight — reverse batteries to avoid accidental burnout; distress flag; and shovel and sand. For a more complete kit, also include the following:

- ♦ Spare, warm clothing, blankets/sleeping bags for each passenger.
- ♦ High-energy, nonperishable food. If you can heat water, take along cups and spoons, tea bags, hot chocolate, one-serving soup.
- ♦ Catalytic heater. Make sure you know how to use it safely to prevent fire or dangerous fumes! Proper ventilation is essential.
- ♦ Several large coffee cans with lids. Use some for toilet facilities, others for heating water.
- ♦ Matches, candle with saucer, or solid fuel to thaw water or snow in a can. Proper ventilation is necessary to prevent oxygen starvation. Don't sleep with a candle or solid fuel burning.
- ♦ Pocket knife and first aid kit, including special medication needed and a first aid manual.
- ♦ Facial/toilet tissue.
- ♦ Portable radio with extra batteries. Some inexpensive models include weather and T.V. bands.
- ♦ Battery booster cables.
- ♦ Emergency flares.
- ♦ Tow cable or chain.
- ♦ Basic repair tools.
- ♦ Fire extinguisher.
- ♦ Quart of motor oil. This can be used to set a fire in a hubcap outside

### If your vehicle stalls ...

- ♦ **Keep calm.** If you're on a major highway, your wait should only be a few hours at most. The highway patrol, local law enforcement and four-wheel drive clubs should be out rescuing stranded motorists.
- ♦ **Stay in your vehicle.** Don't try to walk out of a blizzard. Your chances are better if you stay in your vehicle, as walking in blowing snow may disorient you and get you lost.
- ♦ **Avoid overexertion and exposure.**
- ♦ **Open vehicle windows/doors occasionally.** Not only does this keep them from freezing shut, but it keeps fresh air in the vehicle — critical if you're using a candle, solid fuel or other type of heating device.
- ♦ **Run motor/heater sparingly.** When running the motor, keep the downwind window open for ventilation. Also, make sure snow has not blocked the exhaust pipe! A good rule is to run the engine no more than 15 minutes per hour.
- ♦ **Turn on the dome light at night.** This helps make the vehicle more visible to work crews.
- ♦ **Keep watch.** Don't let everyone in the vehicle sleep at one time.
- ♦ **Exercise.** From time to time, clap your hands and move your arms and legs vigorously — stretch! This helps keep you awake and improves circulation. □

the vehicle. The smoke can be seen at a great distance.

- ♦ **C.B. radio.** Call for help on all channels, but be careful not to run down the battery.
- ♦ **Gas line/window deicer.**
- ♦ **Consider renting/purchasing a cellular phone for the car, if only in the winter.** □

## Services Briefs

### Farris wins December competition

Winner of the "12 Days of Fitness" competition in December was Lt. Col. Wade Farris, 96th Airlift Squadron. With 16 participants, nine completed the requirements, receiving certificates and incentive awards.

### Winter Fit '97 starts

The Winter Fit '97 physical fitness competition continues through **March 31**. Nine teams have signed up so far.

- ♦ Each team consists of four members and one substitute.
- ♦ Each team is coed, with any combination of males/females.
- ♦ One minute of exercise equals one point.
- ♦ Only exercise performed in the 934th Fitness Center and on base will count, including Air Guard aerobics classes.
- ♦ Daily points will be verified by a recreation services staff member.

### Saturday night movies return

Free movies are back! Each UTA Saturday at 7 p.m., a free movie is shown in the disaster preparedness classroom, Bldg. 852. The February movie will be "Independence Day."

### March forecast

- ♦ The UTA weekend bowling competition will be, **Saturday, March 2**.
- ♦ A softball managers' meeting for the Tuesday night league will be held **Thursday, March 20**, in the fitness center at 6 p.m. Attend or send a representative if you intend to play. For UTA league play, each unit's representative will be notified of the meeting time and date. □

934th Recreation Services  
Ext. 5316