

# VIKING FLYER

934th Airlift Wing (AFRC) Minneapolis-St. Paul IAP Air Reserve Station, Minn. July 2010 Vol. 32, No. 7



**SERE TRAINING: OFFLINE, INTO THE WOODS**

# The enemy of great is good



**By Col. Ronald A. Wilt**  
*934th Operations Group Commander*

This is the year of inspections for the 934th Airlift Wing. We have a unit compliance inspection, logistics compliance assessment program, health service inspections for the aeromedical staging squadron and aeromedical evacuation squadron in September, and aircrew standardization and evaluation visit in November.

As we approach these inspections, I hope we are striving for outstanding results and not just hoping to squeak by. I want to acknowledge all teams in the wing have work that needs to get done just to survive on a day-to-day basis known as the whirlwind. In addition to the whirlwind we must support our wing mission which, in turn, supports the

Air Force mission. The wing leadership provides priorities to focus on our most important goals, which provide direction in order to become a great organization.

Major inspections are the metrics used to ensure our processes are supporting the wing and Air Force missions. They ensure we not only do things right but do the right things.

## From good

We have gone through staff assistance visits to get external feedback on our processes. Sometimes feedback is blunt and makes us defensive. We need to sift through the data the SAVs provide to get the useful information that will improve our processes. I think we will get the best results by empowering our teams to determine what is useful to improve our processes. If teams are not empowered, they don't have ownership of their processes. They have no interest in improving them but strive for "good enough." For an unempowered team, it is easier to find a way to work around broken processes and show them as green (good as-is) and hide the red (faults or needing improvement).

## To great

The new wing leadership wants to empower the teams that make up this wing. I think it is through empowerment we will achieve great results.

We need to get out of the mindset of "green is good and hide the red". We need

to start seeing red as a good thing because it recognizes areas that need work. It is the red that provides the challenge for process improvement. This new mindset will make us great and distinguish us from good organizations. Good is the best score we can get if we operate in the mindset of "green is good, hide the red". Why not go for great?

Once we work together to improve our processes, we will become a great organization. We need to show our accomplishments that are in the green; and we need to show what is in the red and how we are addressing those issues. I have no doubt we can achieve great results.

With empowerment comes accountability. We all need to hold ourselves accountable in supporting the wing and Air Force missions. We need to work together helping each other to succeed. Process improvement is continuous so we must search for the red and not hide from it.

So, why do I say the enemy of great is good? Well, if you want to just pass and only be a good organization, show the green and hide the red. If you want to be great, show the red with the green. Only great organizations see the red as challenges and strive to improve those areas. We have great people, great leaders and great processes. Therefore, I have no doubt we can and will have outstanding results from the upcoming inspections. As such, I am proud to be a member of this great, not just good, team.



## Family Day

## July 11

## Food, Games, Entertainment

10 a.m. to 3 p.m., lunch at 11 a.m.

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The editorial content is edited, prepared and provided by the 934th Airlift Wing Public Affairs Office Minneapolis-St. Paul International Airport Air Reserve Station, 760 Military Highway, Minneapolis, MN 55450-2100. For more information, call (612) 713-1217. All photos are Air Force photographs unless otherwise indicated.

### Wing commander's hotline:

(612)-713-1555

The hotline provides wing members with a direct link to the wing commander to relay kudos, concerns or suggestions on wing matters.

### IG/Fraud, Waste and Abuse hotline

The primary responsibility of the IG is to sustain a credible Air Force IG system by ensuring the existence of responsive complaint investigations, and Fraud, Waste, and Abuse (FWA) programs characterized by objectivity, integrity and impartiality.

### 934th AW FWA Hotline

(612) 713-1180

### AFRC FWA Hotline

(800) 223-1784 extension 7-1513

### SAF/IGQ FWA Hotline

(800) 538-8429

### DoD FWA Hotline

(800) 424-9098

### On the cover

Airmen from the 934th Airlift wing use Survival, Evasion, Resistance and Escape techniques during training at Camp Ripley, Minn. June 5. (Air Force Photo/Tech. Sgt. Bob Sommer)



# resh news, fast

The Viking Flyer is responding to the need for more current and up to date news from its readers by transforming to a completely electronic group of products.

Starting in September, news from the 934th Airlift Wing will be available through a weekly Viking Flyer e-newsletter, the 934th AW public website, Facebook, LinkedIn, Flickr and Twitter accounts. The websites feature in-depth news and feature stories along with photos, videos and graphics. The website ([www.minneapolis.afrc.af.mil](http://www.minneapolis.afrc.af.mil)), Facebook fan page (934th Airlift Wing), Twitter (934AirliftWing), Flickr (934airliftwing) and LinkedIn (934AirliftWing) sites are available now, while the e-newsletter will become available in August before the monthly print version of the Viking Flyer is discontinued with the September issue.



## Best seat in the house

By Chief Master Sgt. Mark Hartnett  
96th Airlift Squadron

Shortly after take-off, I often invite flight deck visitors sitting on the bunk to look out the windows. On a clear day, the view of our Twin Cities is spectacular. To be able to share this view with a flight deck guest is a pleasure. It is easy enough for an aviator to take it for granted.

I am a 96th Airlift Squadron flight engineer and my office is the FE seat behind the pilot and co-pilot. I have a panoramic view of the flight deck as well as the scenery outside. As an enlisted flyer, once airborne my duties include running checklists, constant monitoring of all the aircraft engines/systems, scanning outside for traffic/towers, terrain and, most importantly, working with the aircraft commander and crew to complete our mission safely. Ground duties include aircraft performance calculations, pre-flighting and occasionally servicing/repairing the mighty C-130 Hercules.

Approaching retirement, several of my senior flyer's careers are winding

down. Are you interested and motivated to fly, fight and win in their place?

To become a 96th AS flight engineer you must hold a five level in one of the following air force specialty codes: 1A2, 1A3, 1A5, 2A (most), or 2M0. Or, regardless of AFSC, if you possess a Federal Aviation Administration pilots license or related aviation tickets, this may be your opportunity to excel.



Master Sgt. Mickey Seppala, 96th AS flight engineer, flies with local educators April 21. (Air Force Photo/Breanna Martinez)

For an informal discussion concerning the FE training requisites and expectations, contact the FE noncommissioned officer in charge, Senior Master Sgt. Matt Welage, at (612)

713-1725. I would also be happy to redirect wing members interested in the pilot, navigator and loadmaster career fields to those section representatives in the 96th AS.

One side note, the FE career field is not a "boys only club". I encourage all qualified Airmen to learn about this interesting and rewarding career field.

With more than 27 years of experience as an enlisted flyer, I can honestly say this is the best enlisted job, in the best wing, in the Air Force! Come join us.

# Koenig named new wing command chief

By Tech. Sgt. Scott Farley  
934th Airlift Wing Public Affairs  
contributing writer

Chief Master Sgt. Mark Koenig is the new command chief for the 934th Airlift Wing.

Chief Koenig joins the wing from the 440th Airlift Wing at Pope Air Force Base, N.C.

If the name rings a bell for some at the 934th AW, it could be because Chief Koenig was also part of the 440 AW when it was located in Milwaukee, Wis.

The 30-year Air Force veteran leaves the North Carolina unit as not only the operations group superintendent, but also the acting command chief.

Having spent his career in operations, the chief said his interest and knowledge goes far beyond the scope of the operations world and coming from the once-based Milwaukee unit, he has had a lot of interaction with the 934 AW through the years.

Chief Koenig, who calls himself "a career ops guy," has done plenty of things outside the operations career field such as being involved with various councils and programs. It was because of this that he was chosen as 440th AW's acting command chief and why he applied for the 934th AW command chief position.



"I was looking for someone with a broad breadth of experience, someone who was passionate, and someone who took mentoring very seriously," said Colonel Young. "The biggest things were finding someone who could mentor the enlisted force and help them achieve success and someone who could assist the junior officers in their development as well.

Because Chief Koenig didn't want to uproot his Wisconsin-based family, he decided not to follow the 440th to N.C. other than as a traditional Reservist, which created the opportunity for him to work as the acting command chief and discover he had a passion for the job.

"I found it very rewarding," said Chief Koenig. "and I thought if another opportunity comes up near by, I am going to put in for it."

"We're happy to have him," said Colonel Young. "It was a very tough selection process, because a lot of highly talented people applied. Not one of them would have been a bad choice, but he was the best choice we could have made. We are looking forward to working with him."

## Communications Flight

Provided by Tech. Sgt. Christian Krug

Welcome back Staff Sgt. Amaris Carter from her deployment.

Congrats to Tech. Sgt. Terry Neff on his Noncommissioned Officer Academy graduation at McGhee-Tyson Air National Guard Base in Knoxville, Tenn.

Congratulations to Master Sgt. Chris Krug in earning a Bachelor of Science degree in Information Technology from St. Mary's University, Minn.

## Logistics Readiness

Provided by Staff Sgt. Suzan Stone

Well done to Staff Sgts. Travis Hilten and Jonathan Utecht for passing their 7-level career development courses.

Welcome newcomers Senior Airman William McManus (fuels), Airman 1st Class Autumn Jarvis (vehicle maintenance) and Airman Basic Rory Canniff (supply).

Welcome back Master Sgt. Barbara Arwood from her deployment.

## Civil Engineers

Provided by Senior Master Sgt. Doug Johnson

Congrats to Staff Sgt. Christopher Day who received the Air Force Achievement Medal, first oak leaf cluster.

Staff Sgt. Danielle Hermans (electrical shop) received the 2009 AFRC Maj. Gen. Eugene A. Lupia Award for her outstanding work and contributions at CE.

Staff Sgt. Anthony Byerly (fire) achieved 91 percent on his fire instructor II career development course exam. Staff Sgt. Scott Thompson (fire) earned 94 percent on the fire inspector CDC. Staff Sgt. Justin Kevelin (fire) received a letter of appreciation for his efforts involving an F-22 emergency.

## UTA Dates

<u>Month</u>	<u>934th</u>	<u>133rd</u>	<u>Navy, Marines</u>
July	10-11	17-18	10-11/24-25
Aug.	7-8	21-22	14-15/28-29
Sept.	18-19	11-12	11-12/18-19

For Army training dates call ext. 3127.

## Military and civilian equal opportunity to merge

The Military Equal Opportunity and Civilian Equal Employment Opportunity programs have merged into one entity called Equal Opportunity, and have evolved from reactive to proactive programs. All EO staff members are trained to process both military and civilian complaints. For questions or concerns, Monday-Friday, contact Capt. Troy Fiesel, 934th Mission Support Group executive officer at (612)-713-1075. On UTA weekends, contact Capt. Kelly Lane, chief MEO officer, at (612)-713-1221.

# Exercise hones 'mobility machine'

By Tech. Sgt. Scott Farley  
934th Airlift Wing Public Affairs  
contributing writer

The 934th Airlift Wing exercised its ability to plan and execute a deployment during its unit training assembly here June 5-6.

The exercise, a simulated deployment to Baghram, Iraq, stems from the Air Force instruction that requires units to exercise 50 percent of their tasked unit type code cargo and personnel every 20 months.

According to Master Sgt. Todd Rice, 934th AW Logistics Readiness Squadron superintendent, in the past the wing has generally met the requirement through operational readiness exercises and operational readiness inspections, as well as deployments.

"We have a general idea when the next [Operational Readiness Inspection] is and judging from the past one, we can backwards plan and see when we'll start doing [Operational Readiness Exercises]," said Sergeant Rice.

What the planners are looking at right now is when the ORI schedule and deployment requirements will line up. The next time they do this it will be part of the ORE buildup, he added.

Maj. Erick Holman, installation deployment officer and LRS operations officer, explained the exercise is the pinnacle of months of preparation. This exercise used the 2008 inspection as a starting point and set goals on improving how the wing deploys and meets Air Force requirements successfully.

"Our goal was for the cargo and personnel to meet their processing times according to our schedule," said Major Holman. "A lot of the weakness we saw in the 2008 ORI are the things we started with as a baseline. This exercise kind of caps several smaller iterations we've been

doing for six or seven months of a 'crawl, walk, run approach'."

Sergeant Rice said that the exercise was a learning experience for the wing as all parts of the process came together during the exercise. Those parts included LRS, deployment control center, cargo deployment flight, personnel deployment flight, command post, and the unit deployment center for every unit.

"There are so many parts to the deployment machine. The exercise was beneficial in all-around learning and in all functions," said Sergeant Rice. "There's a lot that happens, so there's a lot that can go wrong."

"What's been great about this exercise is we know how to do it, we've done it before, we've done it for the ORI," said Sergeant Rice. "However you never know what will go wrong until you actually do it. This has been great for identifying our strengths and weaknesses."

"Overall the cargo processing went really well," said Major Holman, who added that all the deadlines were met but other areas were of concern. "What we are finding in personnel processing is there have been some

errors that are consistent across a lot of the units, so we need to look at some of our processes and how we are distributing information."

Sergeant Rice said holding an



Senior Airman Christopher Graybill (left) and Staff Sgt. Nathaniel George, 27th Aerial Port Squadron, inspect mobility bags and folders during the exercise. Air Force photo/Tech. Sgt. Jeffrey Williams)

exercise like this presents many challenges in terms of scheduling during a UTA weekend, but it is important to the mission to keep people proficient.

"This is a UTA weekend and ... we've got a million things going on," said Sergeant Rice. "So it's a real fine balance between taking people away from what they have to do to fight this war and get in some good training."

Major Holman said that another challenge to the exercise was that there has been quite a bit of turnover in the wing. But he added that regardless of the challenges it is vital to keep going through the process and teaching people through exercises like this.

"The only way to ensure we remain proficient is to train on a regular basis," said Major Holman.

Despite some folder issues and other small inconsistencies, Major Holman said the exercise was a success.

"It's been a successful exercise," said Major Holman. "We've got a lot of folks who were out there for the first time, and they're soaking up knowledge like a sponge."

"... we know how to do it, we've done it before ..."

Master Sgt. Todd Rice  
934th AW Logistics Readiness Squadron  
superintendent



## Command performance

Command Chief Master Sgt. Robert Cluka is presented his retirement certificate by Col. Darrell Young, 934th Airlift Wing commander, at a ceremony June 5. (Air Force photo/Senior Airman Noah Johnson).



## Dunne deal

Col. Philip Sweet, 934th Aeromedical Staging Squadron commander, presents Chief Master Sgt. Richard Dunne with a certificate of appreciation at his retirement ceremony June 5. (Air Force photo/Master Sgt. Kerry Bartlett)



## Humenny honored

Tech. Sgt. Michael Humenny, a Purple Heart recipient, receives his retirement plaque from Col. Darrell Young June 5. (Air Force photo/Senior Airman Noah Johnson)

## *Just briefly ...*

### Reenlistment bonuses

Are you eligible for a bonus if you reenlist? Bonuses are based on specific needs at an individual base. What may be a bonus at another base within Air Force Reserve Command or U.S. Air Force can be different than bonuses available for the 934th Airlift Wing.

Bonuses are requested in September to take effect at the beginning of the fiscal year. The bonus cycle lasts from Oct. 1-Sept. 30.

In March, an additional request is made for additional bonus career fields. Talk with your unit career advisors to see if your career field is in a bonus status for a reenlistment.

If you don't know who your career advisor is, call Master Sgt. Ryan Pierce at (612)-713-1525.

### Employer's Day nominations due

The annual 934th Airlift Wing Employer's Day flight will be held Aug. 7 at 7:30 a.m. To nominate a civilian employer, log onto [www.minneapolis.afrc.af.mil](http://www.minneapolis.afrc.af.mil) and fill out a form. Forms are due in the Public Affairs office no later than July 12.

### Military ball to be held Oct. 2

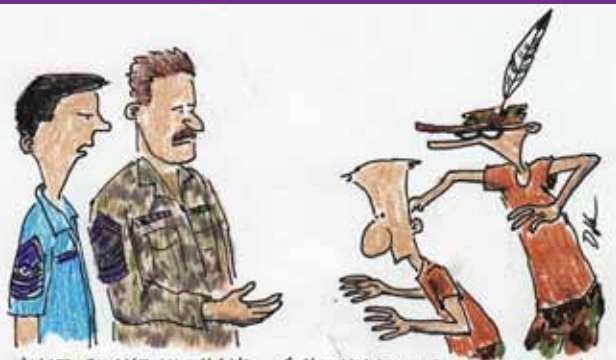
The 934th Airlift Wing will host its military ball Oct. 2 in downtown Minneapolis. Ticket and event information will be released soon.

### Flag football tournament starts in September

The 934th Airlift Wing annual flag football tournament will begin in September. To register a team, contact the fitness center at (612) 713-1496.

## Sergeants Upp&Adam

By Senior Master Sgt. Doug Johnson



JUST SHAKE HIS HAND, I HIGHLY DOUBT THE NEW COMMAND CHIEF WANTS TO INDIAN WRESTLE.

# WELCOME TO THE JUNGLE

## SERE training takes Airmen into the wild

Story and photos by Tech. Sgt. Bob Sommer  
934th Airlift Wing Public Affairs

Members of the 934th Airlift Wing took part in the first Survival, Evasion, Resistance, Escape class at Camp Ripley, Minn. June 5.

Staff Sgt. Adam Craft and Senior Airman Scott Perlick, SERE specialists, provided the realism for this course. Airman Perlick along with 934th Security Forces Squadron members acted as would-be captors, tracking down pilots and navigators who were “shot down” and scrambling to make it to the rescue point.

“It’s great to hear these guys say at the end, ‘Man, you walked right past me, I thought for sure you had me,’” said Airman Perlick. “It means I taught them something, and that’s a great feeling.”

As for future SERE trainings, Sergeant Craft hopes to bring more realism to experience.

“Better communications and training aids will continue to add to the course’s success,” Craft said.

“It’s been a few years since I’ve done SERE training out in the field,” said Capt. Brandon Schrader, 96th Airlift Squadron. “It was great to get the hands-on training experience again.”



Lt. Col. Lance Ashland, 96th Airlift Squadron, sets off a smoke grenade to alert rescuers to his location.



Staff Sgt. Adam Craft instructs aircrew members on the use of a signal flare.

Right: Capt. Andrew Thomas, (left) and Lt. Col. Rolf Breen, 96th Airlift Squadron, use a map and compass to navigate to the rescue point.



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**POSTMASTER: TIME SENSITIVE MATERIAL, DO NOT DELAY  
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To the family of:**



## **Mission accomplished**

Chief Master Sgt. David Provo (left), 934th Security Forces Squadron, and Lt. Col. Ted Ruminsky, 934th SFS commander, case the 506th Expeditionary Security Forces Squadron guidon for the final time during a transfer of authority ceremony May 28 at Kirkuk Regional Air Base, Iraq. Members of the 506th ESFS transferred base security to the Army 1st Special Troops Battalion. In addition to the transfer of authority, the 506th ESFS was officially inactivated. (U.S. Air Force photo)