

*Rough-and-ready training  
for security police*

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# VIKING FLYER



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

# VIKING FLYER

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\* Indicates this month's contributors.

## On the cover



SSgt. Michael Gullickson, 934th SPS, wears gear for MILES training - Multiple Integrated Laser Engagement System - during annual tour in Texas. See story, Pages 6-7.

(Photo by SSgt. Niklas Hammarberg)

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## Commentary

# Credit temptation

## Your government card can mean trouble

by Col. Michael Gjede  
 wing commander

How many of you have been tempted to use the old government-issued American Express Card when you're out shopping or just need to hit the money machine for some cash?

Statistics show a growing number of Air Force people are doing just that, and we, the members of the 934th Airlift Wing, aren't immune to this problem. The serious problem of widespread abuse has the attention of both the Air Force and American Express.

We have been taught from day one in the military that one of the worst things you can do is bounce a check. Loosely translated, that means be financially responsible and take care of your debts. These same principles apply to use of the government charge card.

Everybody should know by now what you can charge on the card and what you can't. The bottom line is to use it only for things you would normally put on a travel voucher. For further clarification, call the comptroller's office or see your supervisor.

The other half of the equation is paying your debt in a timely manner.



Gjede

This is a personal responsibility that each of us has. Nothing can ruin your military career faster than a poor credit rating.

The reason for this column is because it's a commander's responsibility to take care of his/her people. If the problem of credit card abuse continues to grow, the top Air Force leaders will start dictating corrective action. I don't want to have members of the 934th involved in that.

So if you're among those tempted to use the card for personal reasons, I would ask you to think hard before you do. Is it worth it? □

## First-class forces

### Reserve earns chief of staff's praise

by Maj. Gen. Robert McIntosh  
 chief, Air Force Reserve

My words this month aren't mine at all, but Air Force Chief of Staff Gen. Ron Fogleman's. During the chief's testimony before the Senate Armed Services Committee, Sen. John Warner praised the Air Force for its remarkable use of Air Force Reserve forces. In response, Fogleman said the Air Force makes sure reserve forces are equipped with first-line equipment just like active-duty forces. He went on to say that when a commander in

chief is given reserve forces, he knows they are first class in every way.

I know it's gratifying that your hard work is publicly appreciated. Keep it up - I'm proud of all of you. □

## UTA schedule

June 3-4 Aug. 12-13  
 July 29-30 Sept. 9-10

May UTA pay should be deposited by:

May 17



## Briefs in blue . . .

### Reenlistment bonuses double

When the Reserve releases its Air Force Specialty Code bonus list July 1, reservists due a reenlistment or prior-service enlistment incentive will see it is doubled in value.

The larger bonuses result from the Pentagon's decision last year to double bonuses for non-prior service recruits going into critical skill specialties. Three-year enlistees will receive \$2,500, and six-year enlistees get \$5,000.

The Reserve's bonus list is the same as the Air Force's critical needs list, with frequently needed skills in the past including loadmaster, flight engineer, air cargo handler, aeromedical technician, explosive ordnance disposal and food service. To qualify, reservists must have less than 10 years military service and may have one enlistment and one reenlistment bonus. Payments won't be made until July 1996. (AFRESNS)

### Air Force announces uniform changes

Air Force members can now wear the pull-over sweater without a tie or tab, and the name and U.S. Air Force tapes must be back on the Battle Dress Uniform by Oct. 1, 1997. These are two of the 55 uniform changes approved based on the January uniform board.

Accepted changes include wear of a maximum of three badges on BDUs, wear of command patches on BDUs at command option, wear of approved unit-emblem T-shirts with BDUs and flight suits, wear of metal grade insignia or chevrons on all outer garments except the raincoat, colonels and below will wear half-inch blue braid on

the coat, majors and above will wear clouds and darts on service caps, store flight cap under belt but not folded over, brown leather flying gloves authorized with the A-2 flight jacket, wear the new tie with the old service dress uniform, may carry bags with straps over left shoulder, more flexible standards for optional handbags, oxfords may have low wedge heels for men and women, and nail polish must be a single color.

Changes being tested include a blue cardigan sweater, re-sized men's trousers for a more relaxed fit, women's service cap in all blue, stiffer backing to the men's poly-wool flight cap, women's mess dress blouse without ruffles, plus need and feasibility for flight suits and BDUs in women's sizes and desert colored flight suits.

Ideas disapproved included wear of name tags on the service dress coat, wear of pocket or any-color T-shirts with flight suits and BDUs, wear of the lightweight blue jacket indoors, wear of crew neck T-shirts with the short sleeve blue shirt and cut the BDU shirt sleeve to make it a short sleeve shirt.

A full list of changes has been distributed to all units. (AFNS)

### Some lieutenant colonels may see overgrade

Air Force Reserve wing commanders may now permit lieutenant colonel pilots and navigators to stay in a major's slot for up to 24 months.

In the past, commanders could only approve a waiver for a total of 12 months with the option of requesting an additional 12-month waiver from the AFRES vice commander. Now, the AFRES vice commander must approve only third-year waivers. (AFRESNS) □

# 'Above and beyond'

by SSgt. Larry Dean  
public affairs

A 934th reservist's former employer earned special recognition recently from the National Committee for Employer Support of the Guard and Reserve.

Tim Corwin, owner-manager of Tim Corwin Buick, Toyota, Hyundai in Fargo, N.D., received the North Dakota State Chairman's Award for his support of SSgt. Paul Carpenter, 934th Maintenance Squadron. Corwin joins Minnesota employers from Northwest Airlines and McGraw-Hill in raising the total to three employers of base members who received the award for 1994 (see last month's *Viking Flyer*).

"I'd just left active duty and applied for the sales position at the dealership and was hired on the spot," Carpenter explained. "Tim and my general manager knew I was a

## North Dakota employer wins award for Reserve support

reservist, and Tim asked him to let me go as needed for my Air Force Reserve job."

Carpenter added that Corwin's support was generous, since the sales job was very busy. "Usually everyone works Saturdays," said Carpenter, "but I was afforded the chance to work my schedule around my Reserve weekends and could leave three hours early before most UTAs so my drive from Fargo wouldn't make me arrive late at night."

He noted that almost as soon as he started the new job, he found the Reserve needed him for a three-week annual tour, and his boss was quick to oblige his needs. "It was really an above-and-beyond commitment by my employer," Carpenter

said. "Three weeks away from a sales job can kill you, professionally speaking. Many people who live close to the base may not understand or appreciate what it means to be permitted to leave work early to make the four-hour drive to the Twin Cities easier and - during the winter, especially - safer.

"Tim and my general manager understood the Reserve's need for me to be at the base," he continued. "The only questions asked were those expressing genuine interest in what I do on the job with the Reserve. In fact, my general manager and others would mention that when they flew to the Twin Cities for business, they had seen 'my base.' Working at Corwin's and being a reservist was great, since there was never a worry about time off."

The award is the NCESGR's second highest, presented to top employers in each state who have supported their employee's military commitment. □

# 'Bummed out'

by Capt. Craig Trammell,  
96th AS UPAR

"... Get a haircut, and get a real job."  
from "Get a Haircut"  
- George Thorogood, rock singer

When "Lonesome George" sang this refrain, it was directed at parental admonitions to turn a rebellious nature into a more genteel, secure way of life. Judging from his image, Thorogood does not appear to have heeded the call, but legions of others recently have - thanks in part to a pickup in the nation's economy.

That is good news for those seeking the security of full-time employment, but it is less fortunate news for Air Force Reserve units such as the 96th Airlift Squadron. These units have traditionally relied on "full-time reservists," affectionately known as "Reserve bums," to fill daily flying requirements.

"This is a thing we see when employment is high," said Lt. Col. Rick Curry, 96th AS pilot and 23-year reservist. "It seems to go in a 10-year cycle. In 1990, we [pilots] had a bunch of bums, but now in the mid-'90s, they're all being hired [by the airlines]. By 2000, we'll probably see more bums. I saw this in the 1970's and 1980's as well."

"Bum" does not refer to an under-motivated character seeking a free handout of precious Reserve funds, however. The term refers to people with higher availability than the average reservist, whether because of intermittent work schedules, unemployment or even a lifestyle choice.

According to Capt. James Mages Jr., 96th AS scheduling officer, these full-time reservists help provide people power for short-notice taskings. Six months ago, when the unit was tasked with Sarajevo humanitarian missions, he explained, "the bums saved us."

"We had a lot of missions, and they filled the gap for us," Mages said. "And a lot of times, there are special projects

around here that ARTs [air reserve technicians] don't have time for. During the last unit inspection, many of our full-time reservists were cited as outstanding performers. They made a great contribution to the squadron."

Pilots are hardly the only crew position impacted by economic swings. The flight engineer section reports only one less-than-gainfully employed engineer, down from nearly seven last year. It is the same story for loadmasters, where SMSgt. Tom Foss, head of the section, reports only two this year, also down from seven just one year ago.

Another contributing factor to fewer numbers is funding. With the drawdown continuing, and Congress looking for ways to pare the budget, available mandays are not as plentiful as they have been in the past.

"There's a shortage of manday money this year," said Michael Burgess, 934th comptroller. "Not only did we get less manday money in dollars than last year's funding, but this money also funds an additional 10-11 percent in military pay benefits. In the past, these benefits were funded from a different pot."

Burgess said a 10 percent cut of last year's manday budget would have amounted to approximately \$150,000. "That's a lot of mandays," he said.

"I told my guys, 'You'd better find a job,'" said Foss.



## 'Bums' have long been a critical asset for the Reserve -- are they a dying breed?

"With these manday shortages," echoed MSgt. Gordy Maier, ART flight engineer, "you can't expect to bum full-time. It's tougher for enlisted."

"You can't make a good living bumming anymore," added TSgt. John Hoffman, traditional loadmaster. "And you don't get dependent benefits on TPs [Additional Flying Training Periods]."

"It [fewer bums] does hurt, because we rely on them for long- and short-term commitments," said Lt. Col. Wade Farris, deputy operations group commander. "When we were flying support into Bosnia, we had quite a few and could participate quite heavily. We could still do it short-term, but long-term it's tough. And even locally, it's not as easy to fill holes in our schedule if someone backs out. We can usually fill it, but sometimes we're scrambling to do so."

With all sections reporting two or fewer full-time bums, those who can afford to can find a nice median between part-time and full-time work, and there is likely no one better at that than the navigator section's Maj. Dick Gabe.

"I'm the chief bum," Gabe joked. "I've got this down to a science." Gabe has "bummed" for 18 years - four years here and 14 in F-4s with the North Dakota Air National Guard. He acknowledged the work comes and goes.

"Over the last couple of years, I've noticed a big-time reliance on AFRES," he said. "The change in the world order has put more demands on the Reserve and Guard system, particularly on the airlift system. Nowadays, you just have to be more creative. Instructor school, Combat Aircrew Training School - they all need slots filled, and bums are there to fill them."

But even Gabe admitted to seeking full-time work recently. Until then, "It's a living," he said. □

# Annual tour, academy style

## 934th Communications Flight headed to the Rockies for training

by Maj. Steve Hatcher  
public affairs

In what was thought to be a first for a Reserve unit, the 934th Communications Flight augmented three units during their annual tour at the Air Force Academy in Colorado Springs, Colo., in late March.

According to the 23 members deploying, this was the first time a Reserve unit had augmented the communications unit at the academy.

"The Rocky Mountains provided a wonderful backdrop for this year's training," said MSgt. Steve Odegard, first sergeant. "We experienced a wide

variety of training because of the outstanding facilities and people at all of the locations." Members were also assigned to nearby Peterson AFB and Fort Carson to complete training requirements they were unable to attain at the academy.

Training during the two-week period ranged from helping maintain radios at the academy control tower to team building exercises, according to SSgt. Richard Loesch, radio maintenance technician. Computer system operators attended prototype software training classes, and the new software will be used in future classroom instruction at the academy.

"It was critical to keep the ground-to-air radio working at all times," said Loesch.

"The academy has one of the highest volumes of takeoffs and landings of any airfield in the United States."

"It appeared that every section experienced a wide range of tasks during this annual tour," said SMSgt. Karen Wilson, 934th CF superintendent. "The telephone installation technicians assisted in cabling and installing a Post Exchange at Fort Carson. We don't get too many chances to help on those types of installations back at home station."

"This training was an outstanding experience," Loesch concluded, "judging from the variety and importance of the work we were doing." □

## Viking Victors: SMSgt. Richard Grewe

**New position:** Senior enlisted advisor, 934th Airlift Wing.

**Job responsibilities:** Serves as a member of the commander's staff to advise and assist in matters concerning enlisted members of the organization.

**Education:** Bachelor's in business administration, Metropolitan State University, St. Paul, Minn.; associate's in personnel administration, Community College of the Air Force; and associate's in computer technology, Control Data Institute.

**Hobbies:** Hunting, fishing, outdoorsy-type things.

**Civilian occupation:** Production/inventory control manager, Photo Control Corporation, New Hope, Minn.

**Professional organizations:** Air Force Sergeants Association, Air Force Association, Noncommissioned Officers Association, American Production and Inventory Control Society.

**Goals:** "Have a close working relationship with all enlisted on base, push need to belong to professional organizations to protect benefits we have now, keep lines of communications between enlisted force and senior management flowing freely, and keep people informed.

**Family:** Single, lives in Chanhassen, Minn.

**Comments:** "As we continue to go through reorganization and drawdown, it's even more imperative we keep the lines of communications between senior management and the lower ranks open both ways. This is a traumatic time for people, not knowing what's transpiring from month to month with their position, unit, or the Reserve program as a whole. Through the right information, we can maybe alleviate some of their fears. Communications is the cornerstone of this process. People can deal with the known, but not with the unknown." □



# *Taking the town by storm*

**Grab the kids,  
head for the cellar  
till the smoke clears --  
this bunch doesn't do doors**

by Mark Davidson  
public affairs

**L**and mines, barbed wire and building searches under threat of sniper fire – it is just another deployment for the 934th Security Police Squadron.

Sixty members of the SPS, along with five members from the 934th Services Flight and two from the 934 Aeromedical Staging Squadron, performed their annual tour at Camp Swift, Texas, located just outside of Bergstrom AFB, March 4-17. Security police reservists from the 514th AW, McGuire AFB, N.J. also trained with the 934th.

“We went through training in the areas of defensive fighting positions, patrol techniques and setting up concertina wire barriers in the first week,” said SSgt. Niklas Hammarberg, 934th SPS. “We also had training on the M-60 machine gun, the M-203 grenade launcher, claymore mines and the A-2 weapon, an advanced version of the M-16.”

Some first-time achievements were accomplished by 934th SPS members. “This was the first time I’ve been able to carry the



*Left, SrA. Gerald Von Ruden helps give a buddy a lift.  
Above, TSgt. Kevin Harstad patrols a grassy area.*

Viking Flyer

M-60 out into the field,” said SrA. Donald Albee. “Even though it was heavy at times, it was good training.”

“This was the first time I’ve ever thrown a live hand grenade,” said SSgt. John Peterson.

The middle weekend involved an exercise called MOUT, or “Military Operations in Urban Training.”

“We learned that patrol techniques for an urban environment are different from air base ground defense techniques,” said Hammarberg. “For urban patrols, you learn to look up and down for snipers, and to enter a building through a window, not a door.”

The highlight of the second week was a field training exercise combining the 934th and 514th to set up defensive positions for an air base. They were “attacked” by aggressors from the 934th combat arms section.

MSgt. Phillip Sells, air reserve technician for the 934th SPS, was told by the cadre instructors “the morale of our unit was superior to that of most other units that have attended the training,” said Sells.

“This training reaffirms my belief that the 934th SPS is one of the best units in the Air Force,” he said. □



*(Photos by SSgt. Niklas Hammarberg)*

*Above, SSgt. Kevin Klefsaas (kneeling), TSgt. Scott Kjelvik (background) and SSgt. Joseph Wiatros work on defensive strategies during the field training exercise. Right, SSgt. Jeffrey Grates appears cheerful, even in his battle grime. The nodules on his helmet are part of the Multiple Integrated Laser Engagement System, which are activated via laser to simulate enemy “hits.”*



*TSgt. Donald Pederson keeps an eye on action during the urban scenario training.*



## Canadian joint service training exercise offered high achievements, low temps

by MSgt. Tim Turner  
public affairs

# 'Mukluks a must'



*TSgt. Thomas Martin, 96th Airlift Squadron loadmaster, faced unique challenges loading snowmobiles and sleds on the C-130.*

By mid-week, a Siberian cold front brought snow and bone-chilling temperatures to northern Canada, reducing visibility to near zero and creating wind chills sure to impress the most veteran Arctic explorers.

The teams were stalled. All they could do was circle the wagons, hunker down and hope the choppers could resupply them. They were truly in a survival mode.

Such was the backdrop for Arctic Saber II, a joint Air Force Reserve, U.S. Army and Canadian National Forces exercise held March 18-27 in Yellowknife, Northwest Territories, Canada. More than 125 people participated.

### Welcome to Yellowknife

Thirty-two local reservists from the 27th Aerial Port Squadron, 96th Airlift Squadron, 934th Maintenance Squadron and 934th Logistics Support Squadron participated in the 10-day exercise in the stark Arctic environment – about as close to the North Pole as anyone save Santa and his reindeer might want to get.

“We were there to support the Army’s MOST teams [Mobile Over-the-Snow Transport System],” said Maj. Thomas Kieffaber, 96th AS pilot of one of the two base C-130s participating. Another C-130 from the 302nd Airlift Wing, Peterson AFB, Colo., also took part.

MOST is comprised of 36 Army people who are part of the 10th Special Forces Group (Airborne), 2nd Battalion, headquartered at Fort Carson, Colo. The team’s mission is to conduct reconnaissance on an enemy site located in an Arctic-like environment. But how that reconnaissance is carried out is what makes MOST unique.

“The teams use snowmobiles, skis or snowshoes to reach that site,” said Maj. Kent Bolster, operations officer for the

10th SFG. “They carry everything with them, such as food, tents and fuel on sleds that are towed behind their snowmobiles.”

Bolster explained that teams also bring along firearms and explosives, in case they confront the enemy or need to destroy the site. “Our primary goal is reconnaissance,” he pointed out. “If we have to kill someone in the process, then we’ve missed our mark.”

### Annual cold-weather training

Bolster said the teams have an annual requirement to train in extreme cold-weather conditions. “Arctic Saber One was held last year near the Canadian-Minnesota border,” he said. “It was an overwhelming success and gave us our first look at using snowmobiles to move long ranges under truly Arctic conditions, and it fine-tuned our winter survival skills. But this year, we wanted to get C-130s involved.”

Although it was the second time the exercise was conducted, Arctic Saber II represented a first in several aspects, according to Capt. Gary Bray, 96th AS pilot. “It gave the Army and Reserve their first look at using C-130s to conduct an engine running on-load and off-load of a MOST team,” he said. It was also the first time C-130s were used to insert a team and pick them up behind “enemy” lines.

### Saber's game plan

On paper, Arctic Saber II appeared picture-perfect: fly two, six-person MOST teams via C-130 to Lupin, a remote copper mine located 200 miles northeast of Yellowknife, and conduct an ERO of both teams.

From Lupin, the teams would travel 230 miles northwest over a desolate land of treeless, snow-covered tundra to Coppermine, a tiny village along the Arctic Ocean coastline. Halfway through their three-day journey, Reserve C-130s would resupply the teams with airdrops of snowmobile fuel and spare parts.

During their trek, the teams would be guided by Inuit Rangers. These Eskimo people represent the Canadian equivalent





(Photos by MSgt. Tim Turner)

**After off-loading the "snow train," the C-130's insertion mission is complete.**

**The weather later deteriorated, preventing C-130 resupply.**



**SSgt. Jeanette Weber, 96th Airlift Squadron loadmaster, helps off-load snowmobiles.**

of the U.S. reserve forces. They live in the coastal areas of northern Canada and are familiar with the terrain the MOST teams would be traveling.

At Coppermine, the teams would find a mock enemy site constructed by a MOST advance team. The teams would conduct reconnaissance, destroy the site and engage in "live" fire with the advance team, who would act as aggressors. With their mission completed, the teams would be picked up by C-130 at Coppermine and returned to Yellowknife.

#### Weather takes charge

But as with many exercises, even the best-laid plans can go awry. A third of the way through the team's journey, a glacial Siberian cold front pushed any semblance of warm air and mild winds to the south, canceling the C-130 drops and stranding the teams. Temperatures plunged to 40 degrees below zero, with wind chills in excess of 100 degrees below zero.

"The weather was really in charge during the entire exercise," said Maj. Joe Farrington, 302nd navigator and mission commander for the Reserve contingent. "At one time, we seriously considered scrapping the Coppermine scenario and getting the teams back to Lupin for their own safety."

Two U.S. Army Chinook helicopters had been staged for such a contingency,

however. Once the weather cleared enough, they arrived to save the day—and the mission—with supplies and fuel.

"The teams then pressed on and made it to Coppermine without a hitch, except for a few cases of frostbite," said Farrington.

#### Looking back at lessons

Once Arctic Saber II was completed, 934th members assessed their performance in the joint training exercise.

"The challenge for us was learning how to be masters of innovation," explained TSgt. Tom Martin, 96th AS loadmaster. "We had to be flexible as we loaded the MOST team's equipment. You don't open a rule book and look up how to load a snowmobile and snowmobile sled onto a C-130."

A challenge for the two aerial port members who participated was maneuvering the snowmobiles on and off the planes during the EROs, said TSgt. Curt Henke, 27th APS load planner during the exercise. "The snowmobiles were hard to steer, but we spent a lot of time practicing beforehand so we would get it right," he said.

For aircraft maintenance, the challenge was working on the planes in sub-zero weather, according to TSgt. Mark Sidla, crew chief. "It cut down on the amount of time we could work on the planes before going inside to warm up," he said. "But being from Minnesota, we're used to those kind of working conditions."

For Bray, Arctic Saber II presented unique opportunities. "It was some of the most challenging flying I've ever done," he said. "On the trips to Lupin and Coppermine, which are way above the treeline, you have no points of reference to gauge how far you are from the ground. It's also hard to determine depth perception, because the snow and horizon blend into one. The aircrew members really relied on each other."

Despite the challenges, the 934th members who participated in Arctic Saber II praised its benefits. "I really got a lot out of working with the Army and the Canadians," said SSgt. Jeanette Weber, 96th AS loadmaster. "The more we can get together now in a training mode, the easier it will be if we ever have to do this for real." □

# Viking Victors: Civil Servants of the Year

## Jeff Gorman

**Unit:** 934th Maintenance Squadron, avionics section.

**Job responsibilities:** Air reserve technician as electronic integrated systems mechanic. Maintain and service all C-130E communications and navigations equipment at the organizational and intermediate level of repair.

**Education:** Associate's from the Community College of the Air Force in avionic systems technology. Attended Concordia College, St. Paul, Minn., in organizational management/communications. Private pilot license with high performance rating and general radio telephone operator license with radar endorsement.

**Hobbies:** Reading Tom Clancy and John Grisham novels, hunting, racquetball.

**Professional organizations:** Both Rosemount Area Athletic Association and Valley Athletic Association board of directors, Empower America (national organization).

**Goals:** "To go as far as I can in the field of management, and to someday own my own float plane."

**Family:** Wife, Kelly; children, Craig (8) and Katelyn (5); live in Rosemount, Minn.

**Comments:** "There's not one coworker that I'm associated with who isn't deserving of this award. I feel extremely fortunate to be on the receiving end. Thank you."



## Mary Lou Jensen

**Unit:** 934th Mission Support Flight.

**Job responsibilities:** 934th Military Personnel Flight customer service. Manages unit personnel records, including the record of emergency data and Servicemen's Group Life Insurance. Verifies eligibility for issue of ID cards for unit and family members and retirees. Administers the wing awards and decorations program and Point Credit Accounting Reporting System.

**Education:** Attended Chicago Academy of Fine Arts, Chicago, Ill., majoring in commercial art.

**Hobbies:** Arts and crafts (flower baskets, cross-stitch and stenciling), gardening and redecorating my home.

**Goals:** "To perform my job in a more effective manner; enjoy life with my son; and travel."

**Family:** Son, Jack (12); cats, Queenie and Summer; live in Burnsville, Minn.

**Comments:** "Receiving this award is quite an honor and privilege. I want to thank everyone for their support and encouragement I've received through the years. A special thanks to all the people in the military personnel flight." □

### Hangar dance set for June

The Civilian Welfare Fund's annual 934th Hangar Dance is set for Saturday, June 3, from 7 p.m. to midnight. A dance band will be featured, and the event is free of charge for 934th members, military and civilian, and their guests. There will be food and assorted beverages.

Volunteers are needed to set up and decorate for the dance on Friday evening, June 2, and prior to the event. Clean-up volunteers are needed on Sunday.

✂ To volunteer or get more information, call MSgt. Tim Payton, Ext. 5323.

### "Juneteenth Day" planned

The 934th and the Federal Executive Board will both be involved with the annual "Juneteenth Day," June 17, at Wirth Park, Minneapolis. "There will be a parade, a 5K run/walk, tennis tournament, food and music," said LaVerne Ginigeme, 934th black program manager.

✂ For more information, call Ginigeme, Ext. 5351.

### Senior officials change

A number of 934th Airlift Wing assignments were announced April UTA. Lt. Col. Ronald Weight, commander of the 96th Airlift Squadron, was selected as the 934th Operations Group commander. Lt. Col. Wade Farris, acting 934th OG commander, became deputy commander of that organization. Also, Lt. Col. Curtis Breeding, now commander of the 934th Operations Support Flight, became commander, 96th AS. Finally, the new OSF commander will be Maj. John Floersch, formerly chief of the 934th Command Post.

The 934th AW's new senior enlisted advisor is SMSgt. Richard Grewe, former first sergeant for the 934th Mission Support Flight (see Page 5). He replaced the retiring CMSgt. Jim Schmidt.

### Paint-A-Thon needs volunteers

The 934th Airlift Wing needs volunteers for the 1995 Metro Paint-A-Thon, which will be held Aug. 5. Teams are matched with elderly or

handicapped people unable to financially or physically paint the exterior of their home. Volunteers are needed from about 8-10 a.m. Sign up by the July UTA, but T-shirts must be ordered by June 6.

✂ To sign up or for more information, contact either MSgt. David Cormier, Ext. 5466, or MSgt. David Hammer, Ext. 5855.

### Family readiness starts new workshop

The 934th Family Readiness Program will start offering unit members and their families a new program called the "Family Readiness Workshop." It will be held from 8-9 a.m., Saturday of every UTA starting in June in Bldg. 760, Room 194.

"The workshop covers the important forms and documents a reservist needs to have before they deploy," said TSgt. Paige Pietersen, family readiness technician. "Sometimes a reservist and their family members don't know where documents and forms are located, and this workshop will show them how to get their paperwork all together."

✂ For more information, call the family readiness office, Ext. 8057.

### Services survey coming soon

An Air Force-wide market research study called Corporate Prism will soon be delivered to area reservists, active-duty members, retirees and Department of Defense civilians.

The survey will ask about use of 934th Services programs and activities. Anyone randomly selected to receive a survey is encouraged to fill it out and return it. The survey will be used to make programming decisions, plan marketing strategies and formulate both short- and long-term goals.

✂ For more details, contact Lorna Himmer, Ext. 5861.

### Brief briefs ...

The 934th Civilian Personnel Office has been relocated to Bldg. 760, Room 250 ... Reservists should follow a two-year transition to BDUs with embroidered name tapes; also, members are advised that removing the velcro leaves an outline the tapes will not cover. □

### Kudos

<i>Awards</i>	<i>Newcomers</i>	<i>Reenlistments/extensions</i>
<b>Air Force Commendation Medal</b>	Capt. William Burdick	AS
SSgt. Daniel Christensen	SSgt. Robert Cluka	APS
MSgt. Steven Odegard	SrA. David Flaschberger	MXS
Capt. Lynn Rydberg	SSgt. Alvin Greener	AES
MSgt. Douglas Schmick (1 OLC, Ret.)	MSgt. James Gustafson	ASTS
TSgt. David Towers	SSgt. Timothy Gustafson	MXS
SMSgt. Karen Wilson (1 OLC)	SSgt. Lee Hansen	MXS
1st Lt. Timothy Wollmuth	TSgt. Hector Hermosilla	AS
<b>Air Force Achievement Medal</b>	SrA. Lynne MacKenzie	SPS
Capt. Donald Kom	SSgt. Dennis McClain	MXS
	Capt. Patricia Rautiola	AES
	A1C Michael Reed	AES
	SSgt. Michael Sheaks	SPS
	A1C Brian Thompson	ASTS
<b>PEP promotions</b>		
TSgt. Jeffrey Dentz		AS
TSgt. Mark Janey		AS
MSgt. Gordon Murphy		CES
		SrA. Michael Anderson
		SSgt. Robert Benson
		SSgt. Ann Bolton
		Sgt. David Flaschberger
		SrA. Ronald Guttman
		MSgt. Richard Hunter
		SSgt. Stephen Kern
		SSgt. Steven Lerbakken
		SrA. Dennis McClain
		SrA. Sean McCoy
		TSgt. Steven Priebe
		SrA. James Sharpless II
		TSgt. Roger Smith
		SSgt. Mark Syvertson
		TSgt. Dean Werner
		SSgt. Davis Moya Wilkinson

□

# Playing it safe ...

## ... at home

by Lt. Larry Wohlk,  
base crime prevention officer,  
DoD SP

**Y**ou remembered the traveler's checks, snacks for the airplane trip and your youngest child's favorite tote-around bear - you are ready to head for the airport and a summer vacation with your family.

There is one more thing you might not have put much time into, however, and it could prove to be the most important vacation concern of all: home security.

While you are away from home on vacation or extended trips, try to make your home look like it is occupied, as this will help discourage burglars. Consider these actions:

- Have a trusted neighbor park in your driveway or in front of your home and occasionally place garbage in your garbage can.
- Arrange for the lawn to be mowed in your absence.
- Never tell the newspaper carrier that you'll be gone - cancel the paper instead.
- Either use automatic timers on

lights or have a trusted neighbor turn lights on at dusk and off around bedtime. Vary the time lights are turned on or off, and occasionally have a radio turned on. Never leave lights or the radio on at all times.

Leave your drapes in the normal position. Have your neighbor close them at night, open them in the daytime and reposition them every day or so.

Set the bell on your telephone low. A loudly-ringing phone is sure sign no one is home.

Keep your garage door closed and locked so no one can see your car is gone or other equipment in your garage.

Tell a trusted neighbor where you can be reached in case of an emergency. Do not let your travel plans be widely known.

Tell police about your plans. Most police departments will gladly keep an eye on your house while you're gone.

Consider joining a neighborhood awareness program.

Last - but equally important - always lock your doors and windows when you leave home, even if you will only be gone a few minutes. (*Information from the Minnesota Crime Prevention Officers Association*)

## ... and away

by Ed Guillion  
safety, HQ AFRES

**K**ids love it - most of us enjoy it - but the 101 days between Memorial Day and Labor Day are the most dangerous time of year for Americans.

More Americans experience injury or death by accident during this time than at any other.

We've all heard about the dangers of mixing alcohol with motor vehicles. In the Air Force, most deaths occur in privately-owned vehicles and involve drinking, excessive speed and failure to use seat belts, according to Air Force Safety Agency officials at Kirtland AFB, N.M. Seat belts should be worn every time you ride in a car. Even with air bags, the seat belt is an essential auto-safety component.

AFSA officials say drownings due to alcohol consumption, exceeding personal capabilities and failure to wear personal flotation devices are the second leading cause of deaths.

The summer months are a high-risk period for Air Force reservists because that's when some of them deploy to other locations to perform their annual tour. Unfamiliar surroundings and the desire to fit in with new-found friends can challenge even the most safety-conscious person. Local customs and unsafe traffic procedures overseas present even more hazards. Remember, ignorance of traffic laws and regulations is no excuse.

Accidents do happen, even to the best of us. There's a lot to be said for look before you leap, so don't take chances. We can't stop the 101 critical days of summer, but we can all do our part to stick around for the summer of 1996. (AFRESNS)

### SERVICES BRIEFS

#### 'Herk Hustle' set for May

Services will sponsor a 5K Fun Run/Walk on Saturday, May 6, at 5 p.m. The start and finish lines will be at the softball fields, with an on-base route. Family members are welcome, and the event is free.

Registration forms are available

at 934th Recreation Services, Bldg. 802.

#### Golf tournament planned

The annual golf tournament will be held Saturday, July 29, at the Rich Acres Golf Course. Sign up at recreation services.

#### Softball schedules pending

Male and coed-recreational softball rosters should be picked up at the softball fields prior to the first games at 4:50 p.m.

**934th Recreation Services**  
**Ext. 5316**