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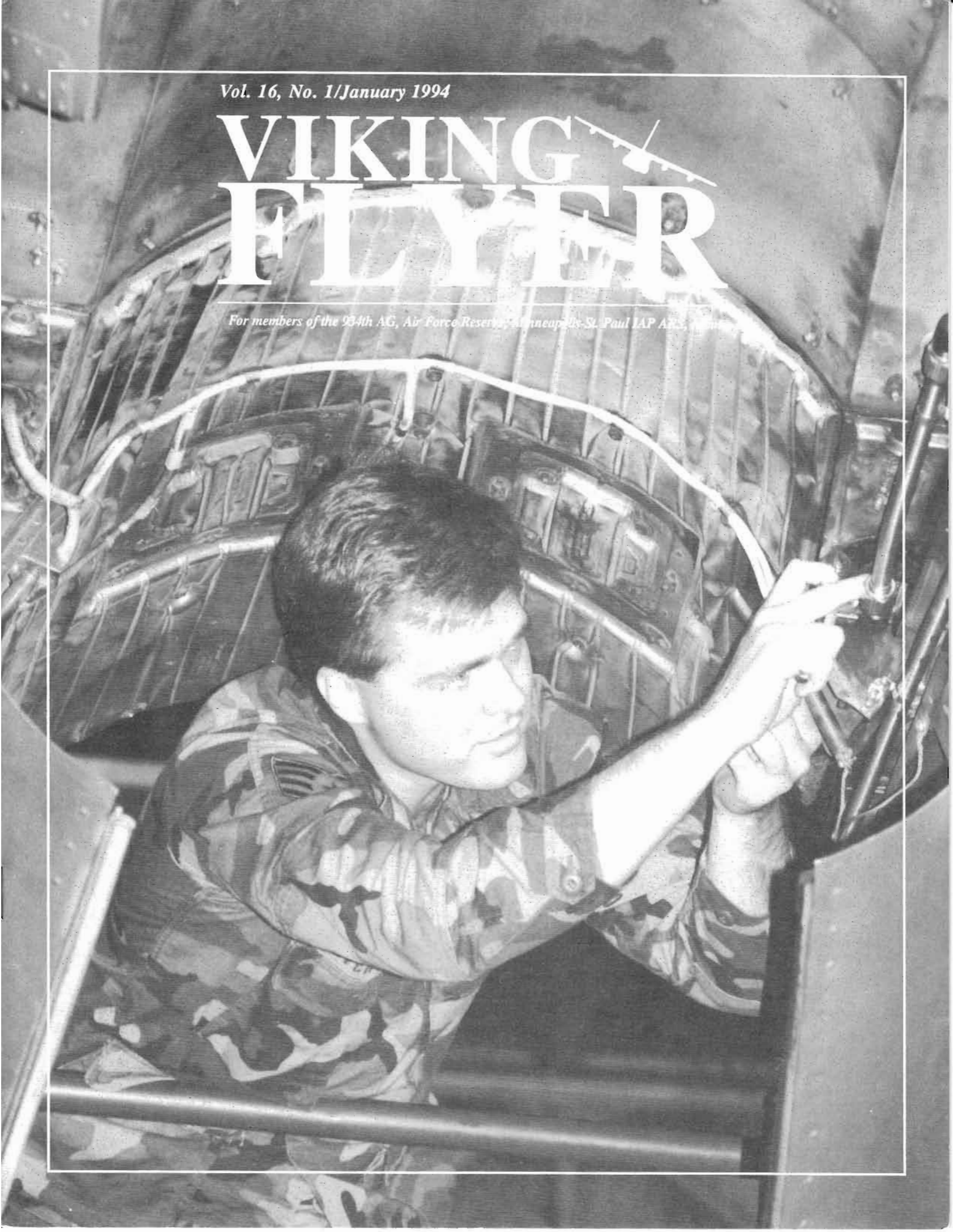
VIKING FLYER

For members of the 934th AG, Air Force Reserve, Minneapolis-St. Paul IAP AFS, [illegible]



VIKING FLYER

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* Indicates this month's contributors.

On the cover

SSgt. James Edvenson, 934th MS, works in the engine cowling while the engine has been pulled for maintenance. See the special focus on aircraft maintenance on pages 5-12.

(Photo by SSgt. Janet Byerly)

This funded Air Force Reserve magazine is an authorized publication for members of the U.S. military services, such as MSgt. Miriam Ross, 934th AG. Contents of the Viking Flyer are not necessarily the views of, or endorsed by, the U.S. Government, the Department of Defense or the Department of the Air Force. All photos are U.S. Air Force photos unless otherwise indicated. Deadline for submission of unsolicited information is one week prior to the UTA for the next issue.

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Commentary

Get the word out!

by Col. Michael Gjede,
934th group commander

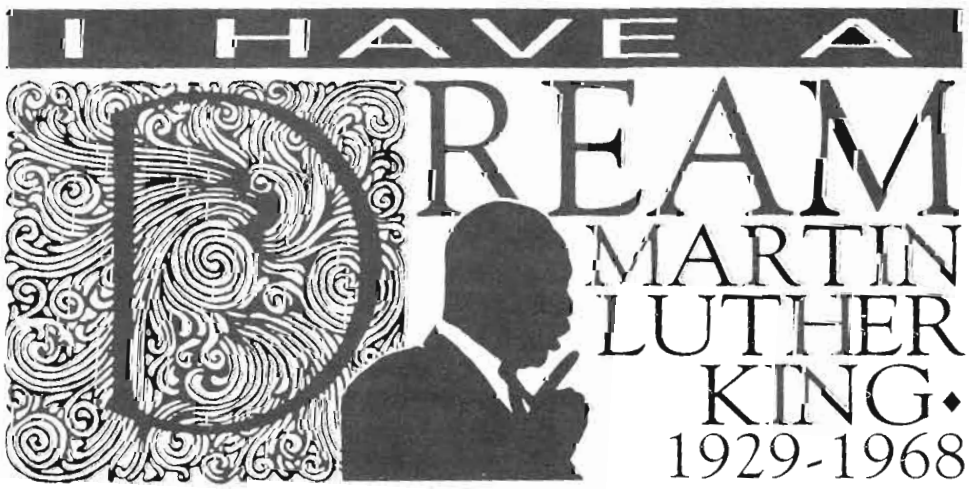
Gjede

I'm still amazed, as I move about various places in the Twin Cities, at how few people realize the 934th Airlift Group exists.

Our public affairs office does a great job of telling our story to civic leaders, legislative members, service clubs, employers and families. They also tell our story via the award-winning *Viking Flyer*. This works well but isn't enough.

The real job of telling our story belongs to you -- the reservists who so proudly serve as citizen-airmen. You are closest to your individual community leaders. You are closest to your employer. You are members of various service clubs, and you are obviously closest to your families. Besides, who knows what our story is better than you. You live it and can certainly personalize it with your own experiences.

What I'm saying here is that public affairs is the additional duty we all have. It's our responsibility to educate our communities on what we do for them. We must show them how they, the taxpayers, benefit from the way we operate -- and how proudly and efficiently we serve.□



UTA schedule

Stay alert for future changes!

Feb. 5-6	March 5-6	April 9-10	May 14-15
June 4-5	July 30-31	Aug. 13-14	Sept. 10-11

Briefs in blue . . .

Pay raise yes, commissary no

A 2.2 percent military pay raise, effective Jan. 1, was signed into law by the president as part of the fiscal '94 Defense Authorization Act.

Expanded commissary privileges for members of the Guard and Reserve was written out of the bill. Included were an end strength reduced by 800 from last year, a change in frequency of physical examinations from four to five years, establishment of a sanctuary for enlisted reservists in an active status with between 18 and 20 years of service and extended authority for transition assistance from a deadline of Oct. 1995, to Sept. 30, 1999. (AFRESNS)

'Hurricane Hunters'

The 53rd Weather Reconnaissance Squadron designation, known as the Hurricane Hunters, was activated and assigned to the Air Force Reserve's 403rd Airlift Wing, Keesler AFB, Miss., Nov. 1. Their old unit designation, the 815th Weather Squadron, known as the Storm Trackers, was inactivated.

The 53rd WRS, formerly an active-duty unit, was inactivated in 1991 when the Air Force's entire WC-130 weather mission was transferred to the Reserve. (AFRESNS)

Rodeo '94

The U.S. Transportation Command (TRANSCOM) will sponsor next year's air mobility competition June 25-July 2 at McChord AFB, Wash.

New rules place greater restrictions on team selections. For example, aircrew selections cannot be made before April 25. Aircrew, maintenance and other individual teams must consist of 50 percent new personnel, and no one may participate in more than two consecutive Rodeos. (AFRESNS)

Interest-free loans

Applications are now available for interest-free educational loans for the 1994-95 school year from The Retired Officers Association (TROA).

These $2,000 loans totaled $1.6 million this school year and are awarded annually for up to five years of undergraduate study to unmarried undergraduates who are under age 24 and are dependent children of active, reserve and retired service personnel and their surviving spouses, officer or enlisted.

Students are selected on scholastic ability, participation in extracurricular and community activities, as well as financial need. This year, 150 students received special $500 grants in addition to the loans.

Applications should be requested by Feb. 15 and postmarked on or before March 1. Write to TROA Educational Assistance Program Administrator (09D), 201 N. Washington St., Alexandria, VA 22314-2539.

Military hotel at Disney World

The Army is leasing the 288-room Disney Inn at Walt Disney World in Orlando, Fla., as an Armed Forces Recreation Center for all military members, including reserve forces members, retirees and their families. The inn will be renamed the Shades of Green on Walt Disney World Resort and should be open Feb. 1.

No tax dollars are involved, as the center will operate on funds from hotel operations, and rates will be based on rank. Reservations can be made now by calling (407) 825-3600, or fax requests to (407) 824-3665. (AFNS) □

Reserve's first B-52s on their way

The Air Force Reserve receives its first B-52H bombers and converts one of its fighter units to tankers in 1994 as a result of force structure and realignment actions.

Overall, operations will be affected at 11 AFRES unit locations nationwide.

Though earlier slated to become a B-52H associate unit, the 46th Fighter Training Squadron at Barksdale AFB, La., will now be unit-equipped with eight aircraft before the end of the year.

The 507th Fighter Group, Tinker AFB, Okla., will become an air refueling group and convert from 24 F-16s to 10 unit-equipped KC-135s. The conversion begins mid-1994.

As a result of the 1993 Base Closure and Realignment Commission, McGuire AFB, N.J., remains an active-duty base, and the 913th Airlift Group stays at Willow Grove ARS, Pa.

In related actions:

*The 98th Air Refueling Group (Associate) moves from Barksdale AFB to McGuire AFB starting in late 1994;

*Plans are set but timing is undetermined for basing a total of 24 KC-10As at McGuire AFB;

*Travis AFB, Calif., receives 10 KC-10A tankers in late 1994 as the 79th Air Refueling Squadron (Associate) realigns to Travis AFB from March AFB, Calif. Again, plans but not timing are set for placing 24 KC-10As at Travis AFB;

*At Seymour Johnson AFB, N.C., the 916th AREFG (A) converts from KC-10s to unit-equipped KC-135s;

*The 924th Fighter Group remains in a cantonment area at Bergstrom ARS, Texas, operating the base as a Reserve-owned installation, at least through 1996. An action to modernize their F-16A/B fleet to C/D models was indefinitely postponed. Tenth Air Force remains at Bergstrom ARS; and

*The 482nd Fighter Wing and its F-16A/B aircraft will not realign from Homestead AFB, Fla., to MacDill AFB, Fla. The unit will remain at Homestead AFB in a cantonment area upon completion of construction. The unit's conversion from F-16 to KC-135 aircraft is canceled.

*The 301st Rescue Squadron and its HC-130N/P and HH-60G aircraft will temporarily realign from Homestead to Patrick AFB, Fla., in a permanent change of station status. Upon completion of construction, the unit returns to Homestead.

Officials said the announced actions will achieve the fiscal year 1994 amended president's budget, achieve effectiveness, adjust to fiscal constraints or modernize the Air Reserve Component. (AFRESNS) □

Fresh look for AFSCs

A new uniform. New major commands. Downsizing. A woman as secretary of the Air Force. Homosexuals in the military. Quality Air Force. Deactivation of units with heritage and accomplishments straight out of history books. New patches and badges.

It's not your father's Air Force anymore. And now, it's not your AFSC anymore, either.

All Air Force Specialty Codes changed Oct. 31, with most 934th members receiving printouts showing their new codes last UTA. Officials at the Air Force Military Personnel Center, Randolph AFB, Texas, said the new system provides better career path visibility, reduces the number of AFSCs and is better aligned with the restructured Air Force.

Previously, there were 216 officer and 203 enlisted AFSCs. Now, the figures will be 120 and 180, respectively. Officials said having fewer AFSCs will allow members to become skilled in a wider variety of duties, making them more widely assignable.

While the Air Force has made minor changes to the classification system in the past, this is the first major overhaul since 1952, officials said. (AFNS) ☐

Decoding the code

Digit	What it means
First	Career group. For example, one is operations, two is logistics, three is support, and four is medical.
Second	Career field. With the first digit, this idenfifies the career family. For enlisted, this is a letter; officers, a number.
Third	Functional specialty. For enlisted, this is a number; for officers, a letter. For enlisted, the first three digits represent a specific functional area.
Fourth	Skill level for enlisted, qualification level for officers.
Fifth	For enlisted, this stands for the specific job performed.

Big changes for skill level upgrades

Some reservists may now be feeling the results of dramatic changes to the skill level training program.

As initiatives from the "Year of Training," the changes aim to set high training standards and develop the structure, policies and procedures to meet them. The new policies affect how members are upgraded from a three-level through the nine-level. Changes are as follows:

*Effective Sept. 30, 1994, all members will attend in-residence training to achieve the three-level;

*To earn the five-level, members must have six months on-the-job experience as a three-level and 12 months minimum time in five-level OJT and eligibility for promotion to senior airman;

*To upgrade to the seven-level, the reservist must be at least a staff sergeant and complete a minimum of 18 months in a seven-level OJT program. Also, seven-level schools will be mandatory by September 1996.

*For the nine-level, a person needs to hold at least the rank of senior master sergeant and be a graduate of the Senior NCO Academy course or an equivalent correspondence course.

A recent change announced by Headquarters Air Force Reserve enables reservists to compete equally with other bluesuiters for class dates for the mandatory, in-residence courses. Also, commanders will determine reservists' tour status for the schools, whether it's annual tour, school tour or special tour days.

The first two-week, in-residence seven-level courses start this year, according to MSgt. Sharon Benoit, NCO in charge of AFRES education services.

"Mandatory course attendance will make training more uniform," Benoit said. "The Air Force is setting seven-skill level courses at two weeks, because it can't afford to have some people away from the job for longer periods of time. It's easier to have people away for a two-week course than for an eight-week course."

In the case of longer technical schools, Air Force career field managers are working on exportable course materials to prepare people for the in-residence courses.

For additional details, contact the 934th's training office at Ext. 5330. (AFRESNS) ☐

New maternity uniform rules

As of Dec. 1, the Air Force Reserve now issues maternity uniforms to pregnant enlisted reservists instead of having them buy uniforms and file for reimbursement.

To receive these uniforms, a woman must submit to her unit orderly room an Air Force Form 422, Physical Profile Serial Report, signed by a physician. Orderly room personnel in turn will give her an AF Form 656, Clothing Request and Receipt -- Male/Female, and she will give the form to her base individual equipment unit.

Local officials encourage women to turn in the AF Form 656 at their earliest convenience, as the uniforms are not stocked and must be ordered. Normal delivery time is expected to be between 30 and 60 days.

Women will pick up an issue of maternity uniforms at the individual equipment unit on a Reserve base and at the military clothing sales store on an active-duty base.

Unit commanders may authorize one or both of the following maternity uniforms be issued once within a three-year period:

*One service dress coat, two blouses (long-sleeved, short-sleeved or one of each), one skirt or one pair of slacks; and

*One camouflage uniform, shirt and slacks. (AFRNS) ☐

Where the rubber meets the road

MAINTENANCE

To the Forgotten Mechanic

Through the history of world aviation
Many names have come to the fore.
Great deeds of the past in our memory
will last
As they're joined by more and more.

When man first started his labor
In his quest to conquer the sky,
He was designer, mechanic and pilot,
And he built a machine that would fly.

But somehow the order got twisted
And then in the public's eye
The only man that could be seen
Was the man who knew how to fly.

The pilot was everyone's hero.
He was brave, he was bold, he was
grand
As he stood by his battered old biplane
With his goggles and helmet in hand.

To be sure, these pilots all earned it.
To fly you have to have guts,
And they blazed their names in the
Hall of Fame
On wings with bailing wire struts.

But for each of these flying heroes
There were thousands of little renown,
And these were the men who worked
on the planes
But kept their feet on the ground.

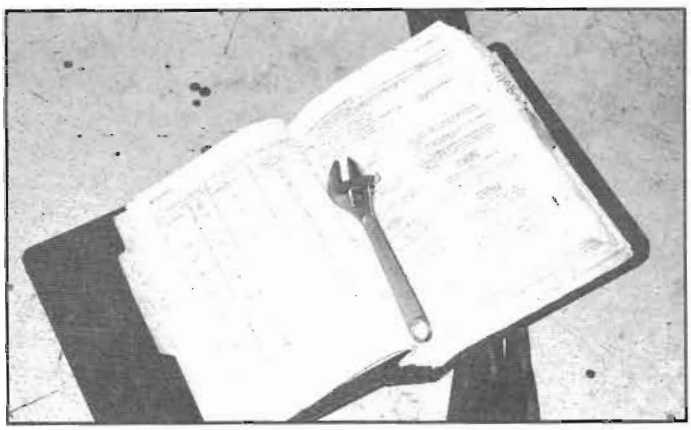
We all know the name of Lindbergh,
And we've read of his flight into fame.
But think if you can of his maintenance
man --
Can you remember his name?

And think of wartime heroes:
Gabreski, Jabara and Scott.
Can you tell me the names of their
crew chiefs?
A thousand to one you cannot.

Now pilots are highly-trained people,
And wings are not easily won.
But without the work of a maintenance
man
Our pilots would march with a gun.

So when you see mighty jet aircraft
As they mark their way through the air,
The grease-stained man with the wrench
in his hand
Is the man who put them there.

Anonymous □



by Cherie Huntington,
934th public affairs

Perhaps it's a sign of the times when the people directly involved with the maintenance of assigned C-130s belong to five different organizations.

That's the reality the 934th Maintenance Squadron lives with as it awaits manning documents on another dramatic restructure. According to Lt. Col. John Dunphy, squadron commander, the new structure would create six maintenance flights and a supervision function.

"Already, maintenance people are scattered among the flying squadron, logistics group, logistics support squadron, headquarters and what remains of the maintenance squadron," said Dunphy.

The net result of the reorganization is that a level of supervision will be removed, possibly creating a bit of "bumping around," according to Dunphy. "There will be one chief's position left, maybe two -- and now we have three," he said. All are full-timers.

He said most of the changes will affect the full-time force, with very little involving traditional reservists. "It's more of a supervision headache," he said.

Dunphy explained that the unit aimed to convert to a new structure in October 1992, but no new manning documents, job descriptions or finalized structure details have been issued. "We have basically been operating under a non-structure for over a year," he said.

"I think people are tired of waiting to see who's running what," he continued. "However, hopefully, the majority of people will remain in the same shop under the same supervision."

Two-level maintenance is one change that already has eyebrows raising locally. "We're just starting our transition into the two-level maintenance," Dunphy said. "We know what to expect, but we could be surprised."

Two-level maintenance deals mostly in-shop work on engines and avionics components, which is considered "intermediate level" maintenance. Portions of this type maintenance would be phased out, with work shipped to the depot for repair. The system will be phased in through 1996.

"Now there are certain stock numbers, 200 or so, selected for repair by depots," said Dunphy. Full transition will mean the loss of some full-time and reservist positions. Though the scope of the change isn't clear yet, Dunphy has already started wondering about such added expenses as shipping engines regularly, with costs starting at around $10,000 per engine.

"With some items, we've typically repaired those parts in four hours, and now they won't even be shipped from the base in four hours," he said.

Dunphy said that the unit is anxious to get going on the changes, however, as it faces a year of heavy commitments. At least three rotations are scheduled in support of the Bosnia airlift and two cycles in Panama for Coronet Oak. Also, a Staff Assistance Visit is scheduled in March and a Unit Effectiveness Inspection in August. □

Supply: not just nuts 'n bolts

by SSgt. Janet Byerly,
934th public affairs

They don't order run-of-the-mill supplies like pens and staplers. Maintenance supply personnel at the 934th deal in C-130 parts, such as engine propellers and starters, many of which need to be obtained in a hurry.

"We always have one of our nine airplanes in a phase inspection, an annual detailed maintenance check," said **SSgt. Betsy Johnston**, supply technician for the 934th Maintenance Squadron. "That's where the majority of our parts ordering originates.

"I'm the go-between, between the maintenance mechanics and base supply needs or problems," said Johnston.

She helps identify the part needed and gets it ordered via the Core Automated Maintenance System (CAMS). This is a computer system used throughout maintenance to track and coordinate repairs, order supplies, and even report to higher headquarters on the status of our aircraft at any given moment.

"If base supply doesn't have something on hand, I check with other bases," explained Johnston. "I monitor it daily from the time the part is ordered until the day it's received.

"We order two types of supplies," she continued, "non-repairable supplies such as nuts and bolts that are thrown away when they're used up, and repairable supplies such as a starter."

Two new programs, Depot Level Repairable (DLR) and a two-level maintenance program will change the way maintenance does business.

"Before DLR, if you took a certain part off an airplane, it was exchanged one-for-one at an Air Force supply depot," Johnston explained. "Now each unit is responsible for the cost of the replacement part. We're spending more for parts as a result.

"If we're able to repair a part and return it to service, we get money back in the budget," said Johnston. "If we turn it into base supply as unserviceable, we don't get any money back."

Maintenance is scheduled to begin a phase of two-level maintenance this month that will eventually replace the three-level maintenance system used currently.

"Three-level maintenance consists of first, taking the part off the airplane; second, repairing it locally; and third, if it can't be repaired locally, sending it to an Air Force depot or authorized place for repair," Johnston explained.

"When we go to two-level maintenance, we will cut back the second step -- local repair," she said. "We won't be able to repair as many parts locally. It will have a big impact on the way we do business.

"Business will still go on," Johnston concluded. "We'll still repair airplanes as in the past, but there will definitely be some changes in the 'back shops' in maintenance." □

Quality assurance

This team helps ensure a quality job is done by all

by SSgt. Larry Dean,
934th public affairs

Quality has to be one of the hottest topics in the country today. But for the quality assurance maintenance team, quality has always been hot.

SMSgt. Dave Brownlee, NCO in charge of the quality assurance office, explained that QA is often thought of as a Gestapo policing maintenance workers.

"We'd like to remove the Gestapo stereotype of our job," said Brownlee. "Our job is simply to assess or audit the maintenance work performed to measure the reliability of that work. The guidelines for QA are still changing, though, as we establish guidelines for what QA measures and how.

"We once were a team that inspected for defects and assigned a rating," he continued, "but now we try to concentrate more on the work processes and making recommendations for improvement with no ratings assigned. Responsibility for quality moves to the secton supervisor of the people who do the actual work."

QA was established as a check-and-balance system for maintenance. QA works directly for the logistics group commander and holds a wide range of responsibilities, including the interpretation of technical guidance that the wrench turner would use when fixing an aircraft component.

"We not only help interpret technical orders, but we also submit and track changes to the technical orders as requested by our people to improve the job processes," Brownlee said. "We also submit and track quality deficiency reports on parts and equipment that don't work properly, plus track the weight and balance records on the aircraft. Primarily, we evaluate the quality of maintenance by performing observations, compiling and analyzing data.

"We're moving to become more of a technical advisor to maintenance workers and are a phone call away for supervisors if they have questions on quality," he said.

Most of what QA sees here are minor errors, according to Brownlee. "QA is there to enforce the little things," he said. "I think it's human nature that people will take the easiest way to get the job done, but that isn't always the safest. QA is needed to enforce this, because the in-house or buddy system might overlook these things. We're a neutral third party to correct them."

The new role of QA, according to Brownlee, encourages people to police themselves, boiling things down to the individual's work ethics and pride. "We can't govern work ethics. We can only train people how to do the job properly and rely on them to comply," he said.

Although it may feel like the watchful eye of Big Brother to some maintenance people, QA is there with the same goal: making sure a quality job is done by all. □

Playing it safe

From life rafts to parachutes, this shop deals with true 'life insurance' for aircrews and passengers facing bailout

by MSgt. Darrell Hablsch,
934th public affairs

As you watch a 934th C-130 Hercules glide gracefully across the horizon, the last thought on your mind might be, "What if it has to ditch in the water?"

If you were flying a C-130 across the Atlantic Ocean, however, that thought might move up in your priorities.

Thankfully, that thought is one of the top priorities in the mission of the survival equipment and fabric shop, commonly called the 'parachute shop.'"

Maintaining large stores of equipment specifically designed for the survival of both crew and passengers of the C-130 is a major task for the two Air Reserve Technicians in the shop. "We maintain 70 parachutes, over 1,000 life preservers and 44 20-person life rafts," said **MSgt. Dave Pudney**, NCO in charge. "Keeping it all in top condition is a challenge for **SSgt. Jean Corrow**, our life support specialist."

Meeting that challenge includes rotating the life rafts aboard each aircraft every 180 days, inflating each raft and checking for defects. "We'd rather discover a leak before you do," Pudney commented. Survival kits and sea anchors also are attached to each raft and must be in working order.

None of their survival equipment has been used within recent memory; however, Pudney said mishaps do happen. "When I was with the 302nd [the 934th's parent wing at Peterson AFB, Colo.], we had a 20-person life raft inflate during flight somewhere over Nebraska," he said. "It inflated on the wing and went flying off. All we ever recovered was the inflation valve."

Two life rafts are stored in each wing of every aircraft, and they inflate with the pull of a lever in the cockpit. Each is then ready for crew and passengers to walk to them on the wings of a ditched aircraft.

(Photo by TSgt. Tom Dyer)

SSgt. Terry Pawlik works at one of the shop's heavy-duty sewing machines.

When flying over water for extended periods, passengers and crew are issued life preservers. "By pulling a cord, the wearer activates a carbon dioxide charge which inflates the life preserver," said Pudney. "Some over-anxious passengers have pulled it and had to wear an inflated preserver for the flight's duration."

Parachutes are another survival item cared for by Pudney and Corrow. Each chute is inspected, tested and repacked every 180 days. Every cord, stitch and seam of a parachute is inspected, and if they become wet for any reason, they are hung out to dry.

Survival equipment isn't the only concern of this shop, however. They also keep the flight decks of each aircraft "showroom new" by reupholstering the seats and fabric areas plus replacing carpeting when necessary.

"When the color scheme of the C-130s changed from camouflage to grey, the fabric had to be changed from brown to blue," said Pudney. "The seats now have sheepskin covers, and the carpet is being replaced, too. It's a lot of work, but we're very proud of our product." □

Taming the 'bear': TRAINING

When it comes to tracking hundreds of training requirements for nearly 250 reservists, **TSgt. Chuck Cunningham** of maintenance has gotten it down to a fine art.

Cunningham, training management technician, works in a one-person office but says he has several "tools" that help take care of business.

"We have a great cadre of supervisors who make this job easy," Cunningham said. "Without them, this job would be a bear – and I'd be a babbling idiot."

Another tool that simplifies tracking training requirements is the squadron's training forecast, part of a database program called CAMS, or Core Automated Maintenance System.

"We put in all our training requirements, including ancillary training and all the certifications that are unique to maintenance," Cunningham said. "I have responsibility for all maintenance Air Force Specialty Codes, whether the people are assigned to maintenance, operations, logistics or group."

He runs reports showing who needs what, and when they need it. Also, that database can be accessed by supervisors to help keep an eye on requirements.

Cunningham tracks both military and civilian training, forecasting school mandays and working with supervisors and the Civilian Personnel Office. It's not all smooth sailing, however.

"What makes most supervisors' jobs hectic are changes in the regulations that levy new requirements," he said.

He added that there is no single point of reference to summarize changes and highlight new training requirements. "We're saturated with requirements," he said.

Cunningham's list now nears 400 items, including courses, ancillary training items and medical requirements.

"Training is a continuing, ongoing thing," he concluded. "It keeps growing. We never lose requirements, but we keep gaining them." □

Maintenance control

It's the heart of an intricate system designed to keep supplying aircraft for the daily flying schedule

by SSgt. Janet Byerly,
934th public affairs

Having an airplane in working order when operations needs it is what maintenance is all about. From there, what sounds like a fairly simple task gets complex.

A command post of sorts, called maintenance control or job control, exists on the second floor of the main hangar, Bldg. 821. That's where maintenance keeps track of all the details involved in getting an airplane ready for service.

(Photo by SSgt. Janet Byerly)

SrA. Brian Bluhm posts current information on the status board in maintenance control.

From scheduled maintenance to minor incidental repairs, from the location of the airplane to when it is scheduled to fly, every detail is listed on a control panel that is continually updated.

"Our objective is to have the planes ready to fly when they are scheduled to fly," said **MSgt. Russ Ingalls**, plans and scheduling technician for the 934th Maintenance Squadron.

"I plan and schedule all known maintenance requirements in conjunction with operations," said Ingalls. "We combine the needs of the two groups to come up with a schedule. We try to look ahead as far as possible. We constantly revise the schedule."

Ingalls said schedule changes occur even down to the weekly or daily level. "There are variables, such as breakdowns and weather conditions that can change things," he said. "In winter, a plane may have to be returned to the hangar to get the snow off, or it may need to be de-iced, or the ramp may need to be plowed. All of these things may change our schedule."

In addition to the variables out of their control, they have regularly scheduled maintenance that is done after a certain number of flying hours, regular inspections and time compliance technical orders required occasionally by headquarters. All need to be worked into the schedule.

"Trying to put all this together to meet the flying schedule is what it all comes down to in a nutshell," said Ingalls.

An intrinsic part of coordinating the maintenance schedule is the Core Automated Maintenance System (CAMS), which coordinates and tracks repairs. More importantly, it is linked to higher headquarters. So at any given time, they know the status of all our airplanes and can assign taskings based on our readiness.

The heart of maintenance is the job control center, the mini-command post where all maintenance on the airplanes is tracked.

"They dispatch the personnel and equipment and keep track of what's going on at all times," concluded Ingalls. "We plan and schedule resources to maximize our resources." □

Making time for community service

by SrA. Shannon L. Armitage,
934th AG UPAR

Members of the 934th Logistics Group and 934th Maintenance Squadron provided aviation tours to approximately 1,500 high school students since 1972.

As part of the Minneapolis Public School System's orientation to aviation program, an average of 18 students visit the 934th quarterly. According to **CMSgt. David Chapman**, chief of organizational maintenance, maintenance members show the students a C-130 aircraft, a hangar, the engine shop, the avionics shop, and sometimes life support and operations.

"We give them a brief overview of aircraft maintenance and the Air Force Reserve," he said. "What the students do in this program is visit Northwest Airlines, an air terminal, in-flight kitchens, a ticket counter and the Federal Aviation Administration building, and then they come over here for the military end of it."

According to Bob Erickson, coordinator of the aviation program, the students look at all aviation facilities, both public and private, civilian and military. He said the students seem to enjoy coming out to the base, and a few have gone on to join the Air Force after graduating from school.

Chapman said the students get closer to the planes here than they do at the airlines. "They see that the military aspect of aviation is basically the same as civilian aviation, except it's under military leadership," he explained.

Chapman said he and other 934th tour guides enjoy doing the tours. He said it's pleasurable for them to see kids interested in something they've been doing for many years. "Besides," he added, "it's a good recruiting tool for the Air Force Reserve." □

Quality gathers steam in maintenance

by Mark Davidson,
934th public affairs

Quality fever is slowly making its way through the hangars, offices and shops of the 934th Maintenance Squadron, according to their Quality guru, **TSgt. Rory Ernst.**

Ernst, the squadron's lead facilitator, is a full-time Air Reserve Technician in the avionics section. He helped train the first 12 maintenance division and section chiefs this past fall, and he sees the Quality process working.

"Our squadron is doing two projects using the Quality Improvement Process already," commented Ernst. "The first project involved redoing the daily maintenance scheduling meeting so more people get the information results of that meeting faster and in a written form. Quality tools like meeting guides, agendas, timekeeping and structured roles have been used to improve the meeting."

The massive undertaking of training the 934th's largest squadron is progressing well

The second project is in progress, said Ernst, involving the improvement of unit morale. "Survey results showed that unit members wanted quicker recognition for 'non-medal' work," he said. "Soon the unit will meet three times a year to award the NCO of the Quarter and the 'Look Sharp' awards."

January 1996 is the target date for completion of all Quality cascade training for the 185 military and civilian members of the unit, according to Ernst. "By then, people on base will be using Quality tools every day at work," he said. "We must be patient using the Quality process as we start out, because it's a new culture and it will take time for people to learn and use it." □

Propulsion keeps C-130s flying

by SSgt. Larry Dean,
934th public affairs

While the propulsion section crew is very much a team player and organized as a team unto themselves, it could easily be said that without this team, the C-130s couldn't fly.

The engines launching the Hercules skyward are the responsibility of the propulsion section's turboprop engine mechanics. "We inspect, troubleshoot and repair the T-56 turboprop engine and train reservists," said **SMSgt. Bob Cripe,** propulsion supervisor.

"We work closely with other units, including the Minnesota Air National Guard, exchanging expertise in solving problems," Cripe continued. "We all have to work together if we're to get the job done in the world of today. This team takes a great deal of pride in all they do. It's a job where work and training go hand-in-hand."

Cripe said their work provides training as well as keeping the mission going. "We have nine Air Reserve Technicians and 24 other reservists who repair engines on the flightline, inspect engines on the aircraft and perform extensive in-shop maintenance," he said. "During this past year, this section has swapped out 30 turbine modules. We also maintain a wide range of Aerospace Ground Equipment, called AGE."

"There's a lot more we do here than meets the eye," said **TSgt. Mike Sabaka,** turboprop engine mechanic. "We take care of the engines and propellers, sometimes meeting the aircrew on the flightline to fix any problems they might have encountered while flying their mission. We clear up many of these write-ups as they occur, on the flightline."

Sabaka added that 60 percent of their work is done on the aircraft, and 40 percent is done in the shop. "It's a busy shop where we make sure that we keep all of our engines running," he concluded.

At that point, Cripe pointed outside and said, "Look out the window. There goes one of our C-130s now. There's lots of pride in a job well done." □

SSgt. Juan Hernandez performs in-shop engine maintenance.

(Photo by Mark Davidson)

Fuel cell's 'secrets' explained

by SSgt. Janet Byerly,
934th public affairs

To most of us, the fuel cell is just a nondescript building where commander's calls are occasionally held. To the people in the 934's fuel systems section, however, it's a building especially equipped for the work they do -- repairing fuel tanks on our C-130s.

"We do all the in-tank maintenance on the aircraft," said TSgt. Ed Burke, the fuel systems supervisor. "We climb inside the fuel tanks to repair leaks and replace components."

Burke explained that the building was built specifically for fuel system work. "The fuel cell hangar has a special ventilation system used to remove fuel fumes from the tank," he said, "and another to remove fumes that may otherwise enter the building.

"When we open the tanks, the fumes from the JP-4 jet fuel used in the aircraft, are toxic," he continued. "We wear full-face, air-supplied respirators and white cotton overalls when working on the fuel tank."

The large black vacuum hoses dangling from the ceiling in the fuel cell are used to purge the air inside the tank while maintenance is being accomplished.

"One hose is attached to the entry to the fuel tank, and the other goes over the filler cap," said Burke. "These hoses maintain constant air purge inside the tank."

Another feature of the fuel cell is a heating and air conditioning system designed to quickly dry any sealants that may be used.

"The building is also equipped with a special foam firefighting system we hope we'll never have to use," he said. "In the event of a fuel spill, we have a trench and a separator for containing the spill, which is why we prefer doing our fuels work in here."

So what is it like inside a fuel tank? Well, it's not an empty space as you might expect.

"Once the fire suppressant foam inside the tank is removed, you're not left with an empty space," Burke said. "There are braces and supports. There's a vent system inside the tank that equalizes the pressure during changes in altitude; a fuel pump; a jettison pump that in an emergency situation would lighten the aircraft load, if necessary, by pumping out some of the fuel; and there's all kinds of things in the tank you have to climb around."

Once they've made repairs to the tank and the aircraft is put back into service, their job isn't done.

"This building has a built-in soaper and washer," he said, "so this building also serves as a washrack for corrosion control."

Whatever its use, the fuel cell is more than just another hangar. □

Mobility: making it all fit

by Mark Davidson,
934th public affairs

The 934th Maintenance Squadron's mobility program resembles an inverted pyramid. The "hefty" section at the top includes 225,000 pounds of people and equipment to fill nine C-130s and a budget of nearly three quarters of a million dollars.

All this rests on a small point, and the desk under that point belongs to **MSgt. Pat Olson.**

Olson, an Air Reserve Technician, is the 934th's only full-time mobility manager. "I manage the mobility folders of the 260 reservists assigned to the two aircraft maintenance mobility packages," she explained. "Most of the people are in the maintenance squadron, but some are assigned to the 96th [crew chiefs], the 934th Logistics Support Squadron, Logistics Group and the Group."

She thus works for two different bosses and units, taking care of people assigned to five units. As a civilian, she reports to the LG commander. For her military job, she works for the commander of LSS.

Aside from making sure people are ready to go, Olson also accomplishes load planning for the C-130s involved in deployments to Panama or exercises, as well as preliminary load planning for wartime.

"I make sure 118 people and 131,000 pounds of cargo can fit in the C-130s for the first wartime deployment package, and 142 people and 94,000 pounds of cargo can fit in the airplanes for the second wartime deployment package," she said.

The mobility work is only one part of Olson's many tasks. "I'm in charge of all of the maintenance squadron's personnel manning transactions that pertain to the unit manning document and to the mobility requirements resource roster," she said.

Olson works with the section supervisors to forecast and fill vacancies. "I also work with the CBPO's personnel utilization section to fill the vacancies on the manning roster," she said.

Managing the operations and maintenance budget for the maintenance squadron is another of Olson's responsibilities. "Our $700,000 budget has me working with eight different accounts in maintenance," said Olson.

As Olson's last big chore, she serves as the facilities manager for the six maintenance buildings. "I work with the supervisors or branch chiefs on the work orders they submit to civil engineers for repairs or changes to their shops," she said. She also manages telephone work orders for the 59 phones in maintenance, plus any repair work on the 194,000 square-foot flightline.

Olson does all of this work alone.

"Even though my job can be hectic, I enjoy the challenges of the logistics career," said Olson. "I love working with the reservists in aircraft maintenance." □

Avionics: from tubes to computer chips

by SSgt. Larry Dean,
934th public affairs

When it comes down to the inner tickings making the C-130 such a workhorse, it's an avionics "triad" keeping the mission going like clockwork -- communications/navigation (com/nav), guidance control and electronic countermeasures (ECM).

The 23 members of the com/nav team work with the aircraft's radios, radar and the Self-Contained Navigation System (called "skins"). Their work includes in-shop repairs and component work which comes up for scheduled checks every 18 months, or unscheduled work when problems arise.

The 12-person guidance control squad maintains the auto pilot, compass and flight direction systems of the C-130. This includes the infamous "black box," or digital flight recorder system, which records the aircraft's every move in flight.

The two ECM troops handle the newest facet of the C-130, technological wizardry to help keep hostile forces from locking onto the exact location of the airborne aircraft. This system detects enemy attack and ejects flare and chaff countermeasures, confusing oncoming missiles and causing them to miss their target.

(Photo by SSgt. Janet Berry)

SSgt. Connie Henke functionally tests the fuel quantity indicating system on the flight deck of the C-130.

TSgt. Pete DeSanctis, Air Reserve Technician, said that overall advances in technology keep avionics members busy. "There have been many changes in the last few years which have provided the challenge of keeping ourselves and our aircraft up on the state-of-the-art technologies. It has been a big change from the old tube days to the present computer chips."

Guidance control specialists **SSgt. Karen Vetsch** and **SSgt. Connie Henke** explained that avionics works together as a team, and the job involves removing and maintaining every component inside the C-130. That includes preventive maintenance as well as repairing malfunctioning components.

"What we do is important to our flyers," said Vetsch. "If they're sure their systems are going to work, they can concentrate on their flying mission. Probably about 60 percent of what we do is electronics based, and 40 percent is mechanical."

"Some examples of components we work on include the C-130 auto-pilot system, which is like the cruise control for a car," said Henke. "We also maintain navigation and compass systems -- troubleshooting, removing and working on most instruments and gauges."

"It can be challenging," said Vetsch. "There are some tight spots to get in to remove components, and we can be faced with a short amount of time to get our aircraft ready to fly on schedule."

MSgt. Dave Cormier, ECM technician, said that the ECM modifications and maintenance work he does is what helps keep our aircrews safe when flying in hostile airspace where surface-to-air weapons are being used. "We made the initial installation and handle any repairs and troubleshooting of the defense systems for the aircraft," he said. "That includes routine checks every 90 days of the ECM systems, or within 24 hours of a mission during deployments."

SSgt. Steve Pittman emphasized that although there are three distinct areas in avionics, all work together as a team. "We know the basics of each other's jobs well enough, and as a doctor does, we refer problems to a specialist when it's something that needs more specialized attention," he said. " We have a very tight shop that also does a lot of off-duty things together."

DeSanctis pointed out, "The track record of our C-130s speaks for itself and reflects the caliber of people working in avionics," he said. "The record is a tribute to maintenance when you think that these C-130s are more than 30 years old.

"Our people are well-trained reservists who we're confident enough in to send to support anyone -- without needing an ART looking over their shoulder," he added.

"It has been a steep learning curve the past couple of years," said **MSgt. Darryl Radford**, com/nav foreman, "but we've gone beyond the growing pains and are up to speed on the automations which are unique to the C-130." □

'Aircraft docs'

Like aeromedical experts stabilize their patients for airlift from the combat zone, this maintenance team does the same for war-damaged C-130s

by Cherie Huntington,
934th public affairs

The C-130 skims over the trees, on approach at a dirt strip near the combat zone. At its most vulnerable now and upon takeoff, the aircraft's crew is alert for ground fire and surface-to-air missiles.

Suddenly, the aircraft takes a hit through the wing, and the hydraulic lines are severed. Though the plane lands safely, it's no longer airworthy, and the crew faces a bad situation stranded in a hostile area.

The 934th has had a team of maintenance experts since 1989 specifically trained to handle this type of situation. With 12 members, the Aircraft Battle Damage Repair (ABDR) team has been supervised by three men in the 934th Maintenance Squadron: SMSgt. Gerald Anderson, MSgt. Michael Koch and TSgt. Dan Pekel.

"Our goal is to get the aircraft a one-time flight back to wherever it needs to go for further repair," explained Koch. "It's a quick turn-around concept, not the customary method of repair. With ABDR, everything might not get put back exactly as it should be to get the aircraft back in the war, but we make it airworthy."

Though the team awaits final guidance from Air Combat Command to finish the equipping process, considerable time and effort has gone into the "ABDR trailer" thus far. A giant tool box of sorts, it fills one pallet position on a C-130, and about $25,000 has been invested in it. The trailer enables the team to be fully self-contained, according to Koch, but ACC changes may be dramatic.

"We may be going to nesting boxes," said Koch, explaining that fighter aircraft use the ABDR concept but use nesting boxes, which are more mobile. Another dramatic change may be that the team becomes qualified to work on different kinds of aircraft, not just C-130s.

Team members come from various maintenance specialties and attend special training. Anderson, Koch and Pekel all went through two-week schools making them dual-qualified in repair and damage assessment.

The unit-level ABDR team doesn't replace the traditional Combat Logistics Support Squadron (CLSS) depot-level team, however. The CLSS could be located at an active-duty base, while unit-level teams work closer to the C-130 operating area.

The team plans to hold its first semi-annual training exercises sometime this spring. Part of that exercise will include repairs on a C-130 wing acquired for ABDR team practice. □

Off-scheduled UTA

"On the wing" are, left to right, maintenance squadron's SSgt. James Edvenson and the flying squadron's SSgt. Patrick Fruzyna and SSgt. Dean Bemis.

Once cards zip through the reader at sign-out, it's likely that most people head out the door with a good feeling that it's another month well done. For some reservists, however, there's at least one more weekend when the base comes alive with people and aircraft.

Maintenance people have long been entrenched in an off-scheduled UTA system to support each month's "flying weekend," according to Lt. Col. John Dunphy, commander of the 934th Maintenance Squadron – and it works out extremely well for everyone involved.

(Photo by Mark Davidson)

"When we're all out here on a regular UTA, there's limited availability of aircraft, test equipment and shop space," said Dunphy. "There's a lot of competition for each aircraft. We compete with the aerial port, the flying squadron, the aeromeds, mobility, cross-country commitments and even tours. There have been UTAs when we had only one aircraft."

He added that a lone UTA also can result in a less-than-desirable ratio of reservists to technicians, often 2-1 or even 3-1. CMSgt. Mike Zurn, supervisor of what was previously known as field maintenance, said the off-scheduled UTA offers plenty of high-quality training.

"We're busier working on the airplanes," he said. "There's more actual work done. Last time, we had 60 people out to support the heavy flying schedule." Zurn said that off-scheduled duty is rotatated among members, but the duty roster is driven by other training.

"Members have to take care of their ancillary training on the regularly-scheduled UTA," he said, as that's when the training is offered.

"It would be nice for the whole base to go to this system," commented Dunphy, adding that a number of organizations already support the extra weekend of duty, including lodging, fuels, supply and the NCO Club for meals.

The overall result, said Dunphy, is a better-trained reservist.

"We depend on our reservists dramatically for deployments," he stressed. "This improves their mechanical capabilities and definitely enhances their training." □

C-130 soars into 21st century

Air Force workhorse enters new era of cutting-edge fighter technology after nearly 40 years of faithful service

The new C-130J Hercules, in development since 1992, will have modern fighter technologies. The advancements will enable the transport to operate with a two-person flight crew and increased performance.

The aircraft, scheduled for roll-out at the Lockheed Aeronautical Systems Company (LASC) in Marietta, Ga., in mid-1995, is the most dramatically improved version of the Hercules since the company began production in 1954.

The new "J-model" will look similar to earlier models on the outside, but it will be equipped with an advanced technology flight station, more powerful engines and propellers and mission computers to operate its advanced technology. "The C-130J will essentially have the same versatility and airlift capability as its mission-proven predecessors but will operate more efficiently and at a lower life cycle cost," said Bill Mikolowsky, LASC C-130J program director.

He added that some of the technologies that are common in developing modern fighters were used to develop the J-model. For example, the aircraft will have two mission computers and two backup interface units. The controls for its more powerful engines and propellers will be power-by-wire technology. It will also have head-up displays for both pilots, meaning that critical flight information is displayed at eye-level on the windscreen, or windshield of the aircraft.

When compared with earlier production model Hercules, the J-model will have:

***35 percent greater range,**
***42 percent higher cruising ceiling,**
***59 percent decrease in time-to-climb,**
***21 percent increase in maximum speed, and**
***41 percent decrease in take-off run.**

"The C-130J will be able to climb from the surface to 20,000 feet in 12 minutes, fly the same payload as earlier Hercules models higher, faster and further," Mikolowsky said.

But performance is not the sole difference in the aircraft.

"It will have tremendous improvements in reliability and maintainability over earlier models of the Hercules," he said. "This, coupled with a reduction in aircrew and maintenance manpower, means a 30-year life cycle cost savings of 27 percent over older C-130Es currently operated by many Air Force units." (AFNS) □

Civic leader tour '93

by Maj. Steve Hatcher,
934th public affairs

Twin Cities' civic leaders traded the flatlands of Minnesota for the mountains of Colorado during the annual 934th Civic Leader Tour, Nov. 9-10.

"Now more than ever, it's critical to focus the attention of our community leaders on Air Force priorities," said Col. Michael Gjede, 934th commander and tour host. "Showing them Air Force and Air Force Reserve people, missions and equipment strengthens their awareness of how critical a strong defense is to this country. It also reminds our guests that we are conscientious stewards of both taxpayers' dollars and natural resources."

Each year, the 934th hosts a two-day civic leader tour, with distinguished invitees drawn from the Twin Cities and surrounding areas.

This year, 31 people attended. Past tours have included visits to the Air Force's Basic Military Training School, Lackland AFB, Texas, and the Air Force Museum, Wright-Patterson AFB, Ohio.

This year's tour included stops at the Air Force Academy, North American Aerospace Defense Command at Cheyenne Mountain AFB, Colo., and the 302nd Airlift Wing, the 934th's parent wing at Peterson AFB, Colo. Guests travel aboard a unit C-130 and pay for all their own meals, lodging and miscellaneous expenses. □

(Photo by TSgt. Tom Dyer)

Diane Keil, Director of Aviation Explorer Post 600, braves a touch of the U.S. Air Force Academy's well-behaved falcon mascot.

Q update

Progressing slowly but surely, Quality works its way through the 934th but still raises questions

by MSgt. Darrell Hablsch,
934th public affairs

The following questions were addressed to the 934th's new Quality officer, Lt. Col. Doug Pederson.

Q What's the progress of Quality training in the 934th and the Air Force Reserve?

A No one is tracking this process specifically, because we don't wish to turn it into a race. However, the 934th is approximately 15 percent complete on training, and the Reserve, approximately 60 percent. The active duty isn't training in the same manner.

Q Why did some units or squadrons perform Quality training during UTAs while others did not?

A The total length of training for the Reserve is mandated at a minimum of 32 hours. How and when that training is accomplished is up to the unit commanders, because they know best the needs of their people and their mission.

Q Will the Quality process speed up or slow down decision making in the real world?

A There is no easy answer. We sometimes -- perhaps often -- make decisions about certain things that don't need to be made quickly, just made well. The Quality process prepares us to make that distinction. In addition, in the military it is important that all the "pieces" or units are at the highest state of readiness and efficiency, a state that the Quality process is perfectly suited to achieve.

Q Will unit supervisors actually use this, or will it be applied at their discretion?

A They are judged by their superiors not only on the effectiveness of their unit but also on their actual "walk the talk" commitment to the Quality process, reflected on the annual Officers Effectiveness Report.

Q What if my supervisor or commander doesn't believe in or use the Quality process? Is there something I can do?

A Yes. First, if you don't feel you can talk to the commander yourself, see your unit's Quality Specialist, or QS. They're trained to discuss difficult issues with the boss. If they don't feel they can receive satisfaction, you and the QS can come to the Quality office. Hopefully, with the help of the group commander, we can facilitate the situation.

Q What if I'm asked to sit on a Quality committee, but I haven't received the training yet?

A Anyone can participate in a meeting run with Quality tools. However, Quality training would be necessary to work on what we call a Process Action Team, or PAT, which is a group of people put together to work on a specific problem or improvement of their job process.

Q How does this process lend itself to wartime situations?

A Again, there's no easy answer. However, many of the Quality processes and tools were used extensively before and during Operation Desert Storm.

Q What's wrong with the old way of doing things?

A The "old way" of doing things was based on a different reality or paradigm. In business, it's an international marketplace and international competition that requires everything to run better and faster. In the military, we have had and will continue to have shrinking budgets but with ever-increasing responsibilities. We need Quality!

Q Doesn't this process conflict with the traditional, autocratic way that the Air Force does business?

A In a sense, it does. A key part of Quality is empowerment. In a word, empowerment simply means that we let the people who are trained and knowledgeable in their area be responsible for their work -- what a concept! The boss's job is to be sure that his people are trained completely in their areas and have all the resources they need to succeed -- in a sense, run interference for them. We don't look for scapegoats, as in the "old way" of doing business, but we try to find out why problems occurred and correct them. Many military and civilian supervisors may consider this a loss of "power." So be it.

Q Will the Quality approach really empower the average enlisted person?

A Empowerment is an integral part of Quality and is really a requirement for this to work right. □

Viking Victors: Lt. Col. Doug Pederson

New position: Group quality officer, Air Reserve Technician.
Job responsibilities: Facilitating and monitoring the training of 934th personnel in Total Quality concepts and tools.
Education: Bachelor of arts in international relations, University of Minnesota, Duluth; graduate work in developmental psychology and training, University of Minnesota, Minneapolis; certification of training in Quality by Deming and Juran.
Hobbies: Golf, downhill skiing, reading and WORK!
Professional organizations: Deming Forum, Reserve Officers Association, Sales and Marketing Executives of Minneapolis-St. Paul, Minn.
Goals: "To have the most exciting, effective Quality training program in the Air Force Reserve."
Family: Wife, Kathy; children, Eric and Missy. Live in Golden Valley, Minn. □

Bosnia bound

At press time, the 934th was scheduled to send an aircraft and crew to Europe Dec. 30 and another on Dec. 31 for its third cycle of support for Operation Provide Promise in Bosnia. Local crews are scheduled to participate through mid-June of this year.

Military Ball

The 934th Military Ball will be Saturday, April 9, at the Embassy Suites Hotel, off Interstate 494 and Penn Avenue South on 80th Street, Bloomington, Minn.

Tickets are $27.50 each, which includes wine at the table. Menu choices are chicken Kiev or beef bordelaise. A cash bar will be open at 6:30 p.m., with dinner starting at 7:30. An Air Force band will provide entertainment after dinner.

Dress for the event will be formal. Military members can wear their mess dress or service dress with the white shirt, black bow tie and no name tag. Civilians will wear business suit or cocktail dress/gown.

Tickets are now available through unit ticket representatives. If you are unable to get a ticket in your unit or have a question about dress, contact SSgt. Bernadette Green, 47th Aeromedical Evacuation Squadron, at Ext. 5328 (weekdays or UTA), or MSgt. Jeanne Enebo, 934th Medical Squadron, at Ext. 5587 (UTA only). This event is open to all military and civilian employees of the 934th.

Personnel flights

Air Force Reserve consolidated base personnel offices have started transitioning to military personnel flights (MPFs). Headquarters AFRES officials anticipate completing the change to the new organizational structure by March 15, 1994. The active Air Force switched to the MPF structure in October 1992.

1st. Lt. Troy Vonada, chief of the 934th CBPO, said his division should be converted to an MPF ahead of schedule. More information will be available in a future issue of the Viking Flyer.

Weather info

The 934th uses the services of radio station WCCO-AM 830 to announce base closure or work hour changes during severe winter weather. If no announcement is made specifically for the 934th, normal work schedules apply.

CFC results

The 934th's civilian employee contributions for the 1993 Combined Federal Campaign totaled $17,991.20, 97 percent of the goal. There were a total of 15 "Eagles" this year, employees donating at least one percent of their annual salary. Maj. Paul Groskreutz, 934th Support Group's support operations officer, was this year's campaign coordinator, and his secretary, Gerri Theisen, was assistant coordinator along with SSgt. Steve Lerbakken of the 934th Maintenance Squadron.

Lodging correction

Last month's news brief on Lodging listed the incorrect number for reservations and cancellations. The correct number is Ext. 5320.

Patch donations

Any worn out or obsolete unit patches are always needed by the public affairs office to answer civilian requests for military patches. Turn them in to PA in Bldg. 760, Room 210, send them through distribution or call Ext. 5337 for pickup.

Tours, speakers

Unit members involved with scouting, church groups and civic organizations can schedule speakers and C-130 tours through the public affairs office. Tours are held on weekdays and on most UTAs. For more information, contact Mark Davidson, chief of public affairs, at Ext. 5337. □

Awards

Meritorious Service Medal

Lt. Col. Donald Stockton	MSF

Air Force Achievement Medal

SSgt. David Heer	CF

Newcomers

A1C Travis Anderson	LSS
SrA. Steven Anderson	SPS
SSgt. Rafael Carrerosune	MedSq
SSgt. Charles Epps III	CF
SSgt. Charles Gregory	AS
SrA. Stacy Hei	MS
SSgt. Ernistine Henry	LSS
TSgt. James Hickey	MS
2nd Lt. Christy Kingsley	AES
TSgt. Melanie Kuzma	LSS
AB Jeremy Meyer	AS
TSgt. Gordon Stransky	MS
SSgt. William Williams	SPS

Reenlistments

SMSgt. Andrew Berg	LSS
SSgt. John Boheman	MedSq
SSgt. Alejandro Clemena	LSS
TSgt. David Corrow	AS
TSgt. Charles Cunningham	LSS
SrA. Rickey Dunn	MS
Sgt. Jose Gonzalez-Roucha	CES
SSgt. Mark Hazel	LSS
MSgt. Douglas Himango	CES
SMSgt. Herbert Link	MS
SSgt. Alan McCann	MS
SSgt. Mark Nerison	MS
SrA. Leslie Rhoades	MedSq
SSgt. Earl Robinson	CES
SrA. Daniel Roth	MS
SrA. Mark Scheib	AS
SrA. Brian Shupe	MS
Sgt. Karin Slagle	MSF
MSgt. Debra Smith	AS
TSgt. Terry Sturlaugson	LSS
SSgt. Allan Teich	CF
Sgt. Timothy Thompson	MAPS
Sgt. David Wagoner	LSS
TSgt. Mark Williamson	LSS
SSgt. Brian Winter	SPS

Air bag facts

by Lt. Larry Wohlk,
base security police

Many of the new vehicles on the road today have Supplemental Restraint Systems (SRS), better known as air bags. That term SRS says it all: air bags are good **supplemental** restraints. By no means, however, are they total protection in every situation.

The bag is made of a porous fabric and is installed in the hub of the steering wheel for the driver. In vehicles with air bags for the front passenger, the bag is in the dashboard.

The bag is activated in a frontal crash equivalent to hitting a brick wall at about 12 mph. It's activated by a sensor or switch that can discriminate between a crash severe enough to cause injury and a fender bender or panic stop. Air bags are effective only in frontal crashes.

Seat belts must be used even when the vehicle is equipped with an air bag. The air bag and safety belt combination protects better than either device used separately. Now to dispel some misconceptions about air bags:

- Tests have shown there's no cause for alarm regarding breathing in the car after the air bag is deployed.
- The "smoke" from the air bag is from the talcum powder or corn starch used to pack the bag during storage.
- Noise from deployment of the bag causes no hearing damage. Most crash victims said they didn't hear the air bag inflation over the noise of the crash.
- The bag and steering wheel will not be hot. Some components in the hub of the steering wheel may be hot for a short time, but this poses no threat to rescuers or victims.

Remember: your best bet for protection is a properly worn safety belt along with an air bag. □

MWRS BRIEFS

Super Bowl fun

Start your Super Bowl celebration early! The Complex Clubs will hold a Super Bowl promotion Saturday, Jan. 8, and give away collector thermal mugs.

Night skiing

Saturday, Feb. 5, there will be night skiing at Afton Alps from 5 to 10 p.m. Lift tickets are $12; ski rental, $11. Bus transportation will be provided by Recreation Services. Don't wait until the last minute to sign up!

Bowling

Bowling action starts in March, with prices and location to be determined. Call Recreation Services at Ext. 5316 for sign-up information. □

Fight fat with food pyramid

by Cherie Huntington,
934th public affairs

Taking fat out of our diet can be tricky, according to Betty Schuldt, a Veterans Administration Medical Center dietitian who conducted a seminar here recently. The seminar was sponsored by the 934th's Health Promotion Program Committee.

"Things change, and nothing stays the same, so keep reading labels," said Schuldt.

Studying labels to avoid "fat traps" may seem like a lot of work, but as Schuldt said, "There's lots of good news in the food pyramid."

The pyramid simplifies the body's nutritional needs by starting with a broad base of foods we need most and building to a "point," or those foods we should eat sparingly, according to Schuldt. She described the five levels as follows:

***Level 1:** Bread, cereal, rice and pasta. Daily servings: 6-11. "These foods are high in starch but are very good for us," she said. "They make us feel full."

***Level 2:** Fruit. Daily servings: 3-5.

***Level 3:** Vegetables. Daily servings: 2-3. "There are no bad fruits or vegetables," said Schuldt. "They're all wonderful. The ones we're particularly interested in are the ones with vitamin C, such as citrus fruits or tomatoes, and beta carotene, such as dark green vegetables."

Schuldt added that the catchy "five a day" slogan encourages everyone to try to eat at least five fruits and vegetables a day. "Say you start the day with a glass of orange juice," she said. "Then at noon you have an apple and celery sticks; and at home that evening, you have carrots and a potato."

***Level 4:** Meat, fish, beans, eggs and nuts. Daily servings: 2-3.

***Level 5:** Milk, yogurt and cheese. Daily servings: 2-3 for adults; more for children, women under age 30 and pregnant women.

***Level 6:** Fats, oils and sweets. "Use sparingly!" Schuldt stressed. "In general, be cautious beyond the first three levels." She added that when we take fat out of our diet, we're going to feel hungry. "So eat more from the pyramid in bread, fruits and vegetables," she said. □