



# VIKING FLYER

*For members of the 934th AG, Air Force Reserve, Minnesota-St. Paul IAP ARS, Minn.*

Vol. 1 No. 3

March 1993

# VIKING FLYER

## EDITORIAL STAFF

Commander: Col. Michael Gjede

Reserve Public Affairs Officer:

Maj. Steven Hatcher

Civilian Chief of PA: Mark Davidson

PA Specialist/Editor: Cherie Huntington

NCOIC: MSgt. Darrell Habisch

Staff: MSgt. Tim Turner, TSgt. Tom

Dyer, SSgt. Janet Byerly, SSgt. Larry

Dean

## Unit Public Affairs Representatives

SSgt. David Mattson - 27th MAPS

MSgt. David Hammer - 934th MS

SSgt. Genel Kampf - 934th OSF

TSgt. Brian Knutson - 47th AES

SSgt. Niklas Hammarberg - 934th SPS\*

SSgt. William Steinke - 934th MSQ

MSgt. Paul Kappes - 934th CF

MSgt. Timothy Tamlyn - 934th CES

MSgt. James Hagan - 96th AS

MSgt. LaVonne Wier - 934th LSS

TSgt. Paul Jacobsen - 934th MSF

MSgt. Ruth Duffy - 934th MWRS

SrA. Shannon Armitage - 934th Group \* (934th

UPAR of the Year 1992)

\* Indicates this month's contributors.

## On the cover



SSgt. Karen Vetsch, 934th MS, installs a tachometer on a C-130 engine. Work goes on as usual in spite of the unit's space shortage in hangar 821. See story, pages 6-7.

(Photo by: TSgt. Tom Dyer)



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April exercise, June ORI

# We're in this together

by Col. Michael Gjede, commander

In April we will execute our first exercise under our new "objective group" structure. At the same time, we will be giving the 27th Mobile Aerial Port a practice run prior to their limited Operational Readiness Inspection (ORI) in June.

I've heard some comments such as, "Why are we expending precious dollars on an exercise?" This question can be answered on several fronts.

One reason is that the MAPS folks need and deserve a practice run. By involving the other units, we are showing our total support for their inspection. It's not just them out there -- it's all of us.

Because we are expending valuable resources, we might as well make it a bit larger and get some training for everyone else. We have new people and a new organization, so let's test it and see what areas need improvement.

I see the exercises in April and June as freebies. Not too much pressure, but a chance to make adjustments on how we do business.

A new mobility concept will also be tried for the first time. This should cut down the "hanging around" time after processing. But with it will come more responsibility for each of us to have our personal stuff together.

The bottom line is: I'm asking each of you to approach the next few months with a positive attitude. Let's take advantage of these opportunities to square ourselves away. Take the exercise seriously. Those of you who have done this a few times, help the new folks. Keep an open mind.

In the language of Quality, "It's time to shift to new paradigms." Don't be afraid to try some new ways of doing business. Offer constructive criticism, but most of all, make it a worthwhile and positive experience. By practicing now, it will be that much easier later on.

## Flying safety: know when to say when

by Maj. Gen. John Closner, commander, Air Force Reserve

Here's a challenge that might save your life. Decide if you might be the cause of our next flying accident. Once you've done that, help us prevent it.

Air Force reservists are busier than ever these days meeting a record

number of commitments around the world. We're in Africa, the Middle East, Europe, Asia and Central America. We're also picking up more mission responsibilities within the continental United States. Many of our tanker and airlift aircrews who normally fly about 25 hours a month

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# Change and more change

by Col. DeWayne Walker,  
commander, 934th MSQ

**L**ike many of our peer units, the 934th Medical Squadron awaits pending changes in structure and mission. The major medical tasking of Operation Desert Shield/Storm coupled with a general military downsizing provide situations which are diametrically opposed, making life difficult for medical planners.

## Flying safety. . .

(Continued from page 2)

are now getting waivers to fly up to 150 hours a month.

Some of these individual missions are extraordinarily long. For example, some pilots supporting Operation Restore Hope are logging 20 hours of uninterrupted flight in missions from California to Middle East staging bases. Put a few of these flights together within a fairly short period of time, and you can count on the fact that fatigue will become a part of your life. There is a real potential for this combination of factors to take its toll in human lives.

People can die when they compromise procedures and take unnecessary risks. I hope none of you are pressing your luck by flying overly tired, dehydrated, or when completely out of sorts with your body clocks.

It's imperative to know "when to say when." We must heed the signs that tell us we're not ready to give 100 percent concentration to the task at hand. Then we must act upon that realization. You, the nation and your families deserve nothing less.

## Medical personnel stand ready to 'roll with the punches' as the future promises major revisions in the way they do business

A conflict such as Desert Storm is considered tolerable by the civilian population when it is both militarily successful and casualties are minimal. It was no surprise, then, that there was a major medical build-up preceding the Iraq ground offensive.

Likewise, it was no surprise that to achieve this build-up the medical reserve forces would be heavily tasked. In fact, statistics show that of 22,000 reservists participating in Operation Desert Shield/Storm, 10,130, or 46 percent, were medical staff. In the Area of Responsibility (AOR), 52 percent of medical components were manned by reservists and guardsmen.

With such a heavy reliance on reserve medical forces, how can we preserve our medical capabilities in the face of budget restraints?

On the wartime side, it appears that consolidation of units and their roles is in order. The second echelon (2E) mission, for which our unit has trained for years, seems inappropriate when units are fragmented and thrown into unfamiliar roles, as was our experience in Operation Desert Shield/Storm. Half our unit was deployed overseas to man an Aeromedical Staging Facility (ASF), for which they had never received a day of training, and the others were scattered among four continental United States sites.

How can the 2E role be modified to reflect the true nature of the variety of duties the unit may be called upon to perform?

While the proposals are still in the planning stages, possible solutions include merging small units like the 934th MSQ with their counterparts to form an Air Transportable Hospital (ATH). Also, some medical squadrons could combine to form a 100-bed Aeromedical Patient Staging Squadron (APSS).

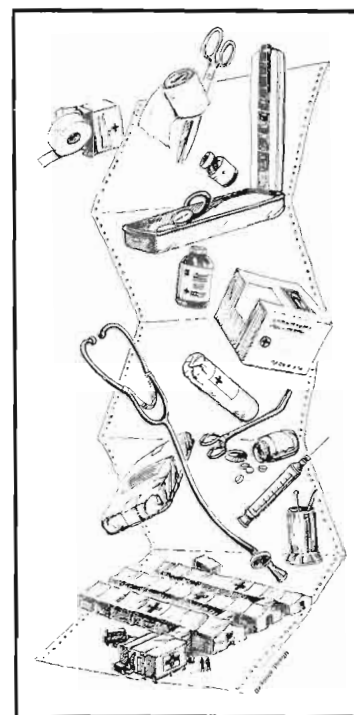
Another consideration, overlooked in Operation Desert Shield/Storm, was base medical support when the unit is fully mobilized. As we experienced here, the nearly complete absence of medical staff made flying

physicals and routine group medical support an increasingly serious crisis over time. New proposals are reported to include a small "skeleton" staff that would remain behind to support a base if the medical unit deploys.

On the peacetime side, the familiar words "kinder and gentler" may be appropriate. Although our training mission still gives readiness our top priority, a more far-reaching humanitarian role for the unit appears to be the major thrust for the future.

Annual tours of the past have been primarily to regional hospitals to support base medical requirements, periodically alternating with combat medical readiness training assignments. However, humanitarian efforts would seem to be an equally important role in the years to come. This year, 24 members of the 934th MSQ were tasked to support Army humanitarian efforts in Honduras.

I sympathize with the medical planners as they struggle with numbers, politics, and military and civilian expectations. At the unit level, we will roll with the punches and be patient for expected mission changes. To our peer 934th unit members, we hope to continue meeting your needs, and to humanity we hope to play a new part in enhancing the betterment of all mankind.



*'All together now, let's exercise'*

## April test, June inspection mean busy days ahead

by Cherie Huntington

**C**hange" may be the buzzword for the coming four months' preparation for the June 24-27 limited Operational Readiness Inspection.

The ORI primarily involves the 27th Mobile Aerial Port Squadron but will task most units in the 934th, according to 934th plans officials. The same goes for the Operational Readiness Exercise and deployment to Volk Field, Wis., April 1-4.

"The reason for this is two-fold," said Col. Michael Gjede, 934th Airlift Group commander. "One is that the 27th MAPS is the focus, but they are not in it alone. By involving most units, we show our support for the unit getting inspected. The other reason is to take advantage of resources being expended," he continued. "We have reorganized and have new people in key positions, so this is an opportunity to test ourselves."

Exercise planners urge everyone to be ready to respond to taskings, since the numbers of people involved could be high.

"We're looking at deploying approximately 300 people," said MSgt. Anthony "Zack" Zacheretti, plans technician.

He explained that members needed for the Thursday and Friday prior to the April UTA will be on annual tour, mandays or consolidated UTA status. Decisions are pending, however, regarding the ORI. The June and July UTAs may be pushed back-to-back to take care of the four-day tasking. It's also possible that the July UTA could be moved to June 26-27, and active duty days could be used for the 24th and 25th.

"We'll try to keep you informed along the way," said Zacheretti.

The UTA schedule isn't the only item going through scrutiny and change, however. Here's a summary of changes pointed out by the 934th Plans Division:

\* **The MCC**, or Mobility Control Center, has moved from the top floor of the fire department to the headquarters building,

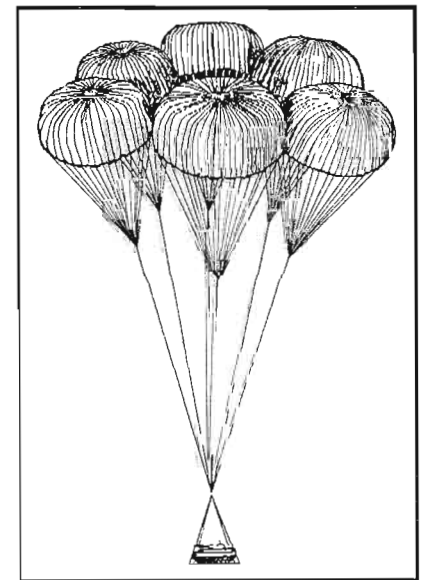
Room 160, which is the plans directorate.

\* **The MPU**, or Mobility Processing Unit, won't be used. Instead of a mobility processing line, each unit will process people at their Unit Assembly Area. Anyone with discrepancies will then be sent off to take the necessary action, such as get a shot or reaccomplish an identification card.

\* **A Personnel Readiness Unit**, or PRU, will visit units upon their request to help readiness actions remain in top shape.

"There are still many details to be worked out," said Zacheretti, "but we think we can make it work. We'll have plenty of meetings and brainstorming sessions, so if you have ideas, let us know. We've talked to people who are very enthusiastic about this. Also, we'll be updating the Base Mobility Plan (BMP) to reflect the new procedures," he added.

"Initially, everybody tends to be apprehensive about change," Zacheretti concluded. "It may look like we're dumping more on the units. That's really not the case -- each individual is ultimately responsible for being prepared to deploy. It's up to the unit commanders to ensure their people have the opportunity to keep their personnel deployment items current."



## Reserve briefs

### 'Stormy' problems

Air Force Reserve officials continue chipping away at problems which surfaced during the Persian Gulf war.

One significant issue recommended for closing dealt with pay: the Joint Uniform Military Pay System (JUMPS) active duty system is incompatible with the Air Reserve Pay and Allowance System (ARPAS). Officials said that the Defense Finance and Accounting Service in Denver is working on a 5-year program to convert ARPAS to JUMPS to ensure compatibility.

Another issue ready for closing stated that the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) and the active duty medical system were not responsive to dependents of activated reservists. Medical officials stated that CHAMPUS is being reformed, and Congress mandated a study to evaluate medical requirements, including dependent care. A report to Congress is due by October 1993. (AFRNS)

### Training merger

The Air Force will merge Air Training Command and Air University to create the Air Education and Training Command, one of several actions resulting from the 1992 year of training review, officials said. The changes take effect July 1.

The new command will be headquartered at Randolph AFB, Texas. Under the reorganization, two numbered air forces (NAFs) and AU will report to the new command.

The NAFs will be at Keesler AFB, Miss., and Randolph AFB. Air University will still operate out of Maxwell AFB, Ala. Additionally, the Community College of the Air Force, ROTC and Officer Training School will fall under AU. (AFNS)

### Bomber move

The Air Force plans to move B-1 and B-52 bombers to Air Force Reserve and Air National Guard units, officials said.

Units will convert from their current aircraft to the heavy conventional bombers. Specific decisions, including when and where, will be made after necessary environmental analyses are done. (AFNS)



# What's new in BLUE

*Tried and true, new uniform  
combines heritage, class, value*

A new uncluttered, streamlined wool blend service dress uniform is the Air Force's choice for the future, according to the Air Force chief of staff, Gen. Merrill McPeak.

"The results are in, and I think we have a winning combination," McPeak said.

More than 700 people participated in wear testing of the prototype service dress uniform.

## Uniform heritage

The Air Force opted for the braided sleeve-style rank insignia for officers as a link with heritage, according to McPeak.

As plans developed to establish an

independent Air Force following World War II, air power leaders advocated a distinctive uniform for airmen.

The Army developed four prototype blue uniforms in 1946. For a distinctive look, each of the four test uniforms had braided sleeve insignia similar to Royal Air Force uniforms. To speed production of the new uniform, Army rank was adopted as an interim measure that was never changed until now. The braid is similar to that currently worn by allied air forces as well as other aviation professionals.

Enlisted members' rank insignia will return to tradition with the addition of the star to all chevrons, and everyone in the Air Force -- officers and enlisted -- will wear the same quality uniform.

## Stripes change

Enlisted stripes will be larger and

bolder on the new uniform. Standard four-inch chevrons will be worn on outer garments with three-and-a-half-inch chevrons on shirts. Women will be authorized to wear either size insignia on the service dress coat.

The new chevron will also be worn on both the service dress and mess dress uniforms, eliminating the need for a separate, expensive mess dress chevron.

To provide greater recognition to the top three enlisted grades, a new design feature -- one stripe taken off the bottom and put at the top, starting with master sergeant -- will clearly designate all senior NCOs. Senior master sergeants will have two stripes up with five down, and

chiefs, three up and five down.

One drawback of the current service dress is that it is manufactured in two types, Air Force officials said.

One quality of uniform is issued to recruits at basic training, but most career military members buy the Army and Air Force Exchange Service version for a more professional appearance, especially at special functions, they said.

The best practices in the civilian clothing and textile manufacturing industry have been incorporated into the new service dress, officials said.

The end result is a high-quality, comfortable uniform that is essentially a commercial design which can be mass produced at a price comparable to what Air Force members pay for the current service dress, they said.

Individuals will be able to purchase the coat, trousers and skirt as separate items rather than as a uniform set, making it easier to find the right size and avoid the cost of major alterations in many cases.

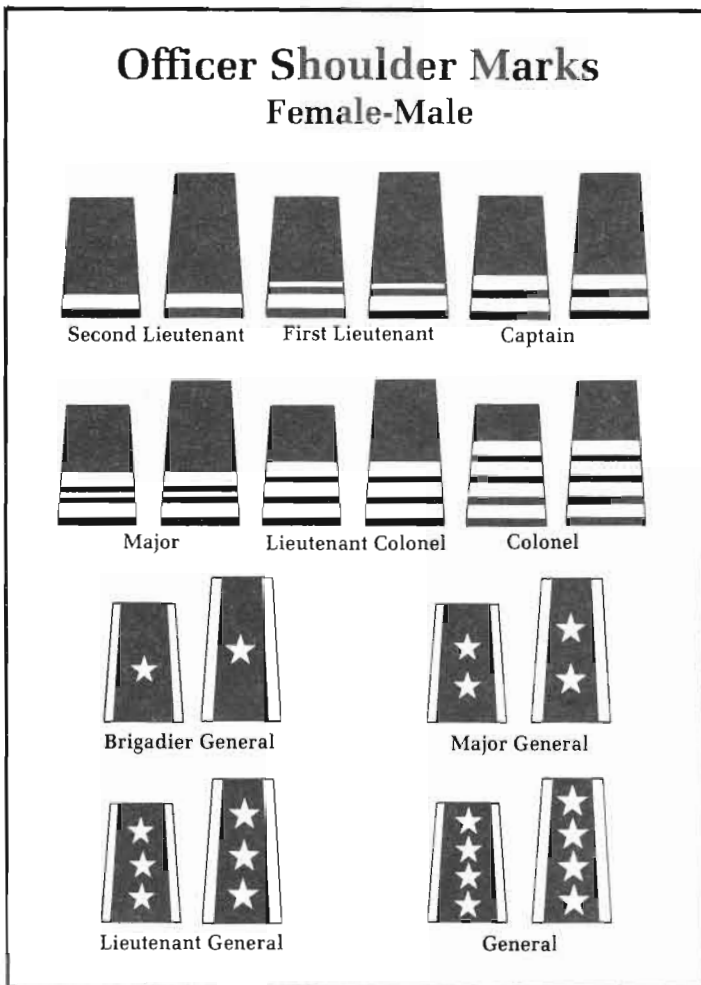
With elimination of name tags, epaulets, metal rank insignia and collar insignia, the new look for the Air Force is uncluttered, with high-quality design and materials, officials said.

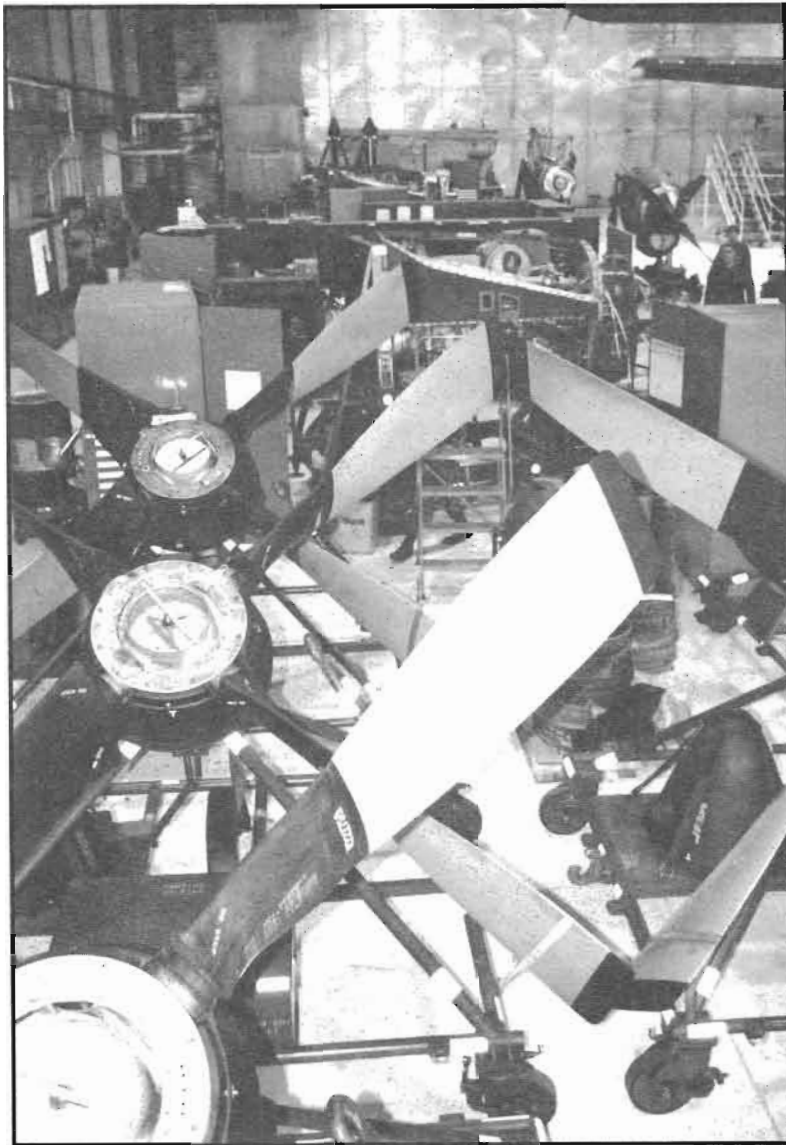
The single-breasted jacket has a three-button front and a single breast pocket to help align ribbons, and features a full inside lining.

## End result

The result is the first new, distinctive service dress uniform the Air Force has had since it became a separate service in 1947. The overall cost to buy and maintain uniforms will be less once the new uniform comes on line. With fewer accouterments and less duplication on the same items, Air Force people will save as much as \$800 over a 20-year career, officials said.

It will be offered initially by the Army and Air Force Exchange Service as an optional garment in 1994. Air Force issue uniforms will start arriving in late 1995 and the new mandatory wear date will be late 1999. (AFNS)





*Rows of propellers fill a whole section of the hangar.*

# jam

1. to press, s  
bodies or sur  
extrication is

by Cherie Huntington

**F**or members of the 934th Maintenance Squadron, the nearly \$800,000 renovation of their '40s-era hangar to usher in '90 efficiency is well and good. In the meantime, however, they've resigned themselves to living in another "home" that surely predates even World War I: a sardine can.

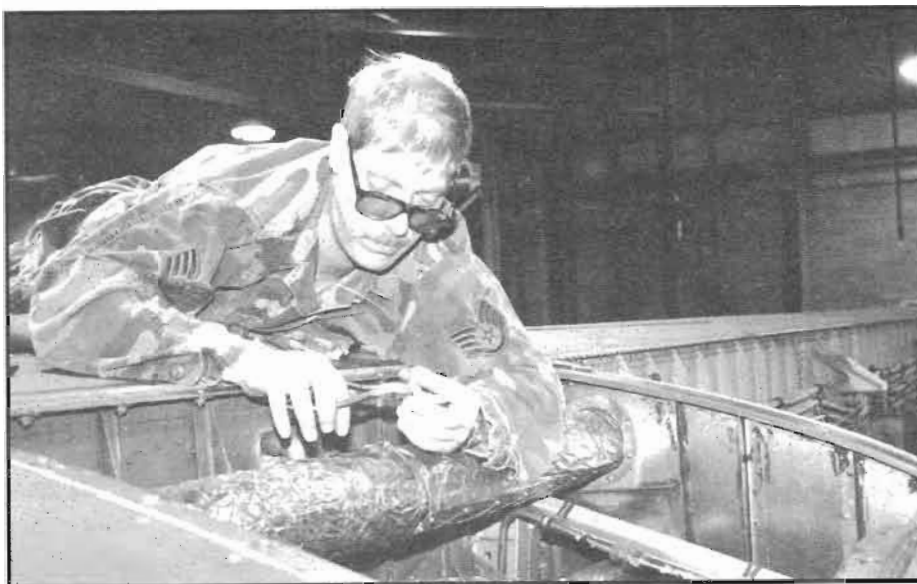
That's what it must feel like as dozens of people and all their belongings -- including two-ton aircraft engines, 13-foot tall propellers and an endless array of tools and equipment -- move into the house. And these "visitors" are staying more than a few weeks.

"Our estimated date of return is July 5," said CMSgt. Mike Zurn, field maintenance superintendent, and his smile looked both hopeful and doubtful. "We have about 75 people displaced from building 822, and that includes propulsion, pneumatics, electrical environment, aero repair and metals technology."

He said that non-destructive inspection and fabrication are the only ones left in the old building, as that area was remodeled in the '70s.

The displaced shops have been scattered to buildings 805, 811 and 820, but the majority ended up by necessity in another hangar, building 821.

"The biggest inconvenience has been in propulsion," said Zurn. "They have limited hoist capability -- only one hoist compared to four in the other hangar. You don't realize how much you use it and how you'll miss it when it's gone." The hoists are necessary to lift engines or propellers.



*SSgt. Frank Helseth does some wiring on a plug in the area behind the engine.*



*Viking Flyer*

squeeze, or wedge tightly between  
 faces, so that motion or  
 made difficult or impossible.



*SSgt. Frank Helseth (left) and SrA. Shawn Carney use the hoist to lift a portion of the wing's leading edge.*

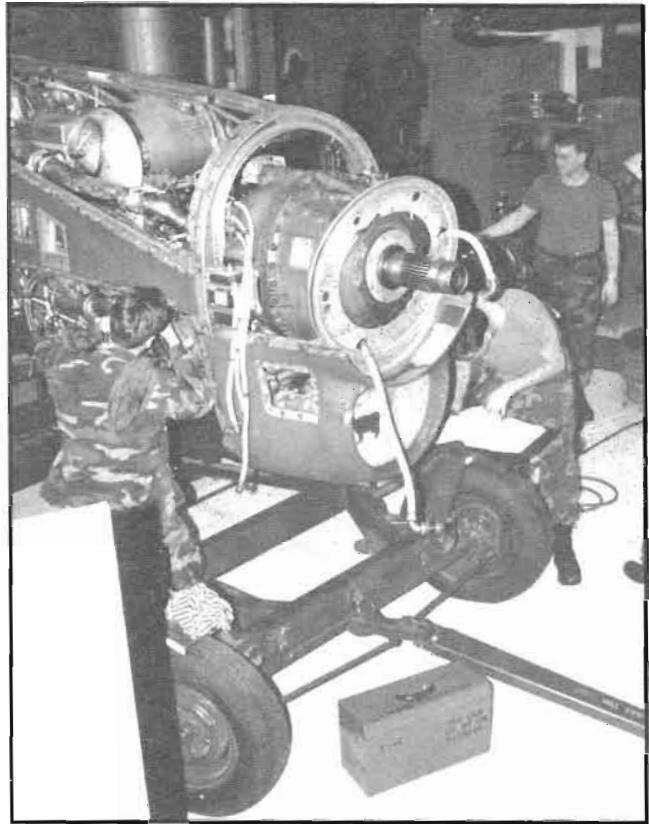
“Also, it gets cold in here as aircraft are moved in and out for maintenance,” he added. “It’s difficult finding a good storage area for daily usage, too. There’s plenty of long-term storage available, but very little short-term. We’re using every place we can find.”

He added that space will become even more dear when a depot team moves in to start some technical modifications on all the unit C-130s -- and that team will stay until next winter.



*TSgt. Lorraine Klein (front) helps move an engine prior to its installation on the aircraft.*

*(Photo by MSgt. Darrell Habisch)*



*(Photo by MSgt. Darrell Habisch)*

*(Photos by TSgt. Tom Dyer)*

*Reservists bustle like bees during build-up of an engine during the February UTA.*

No one has fallen victim to cabin fever packed into such tight quarters, however, and cooperation seems to be the name of the game. Zurn cited aircraft wash rack activity as the perfect example, since the hangar doubles as the aircraft “car wash.”

“We just finished our first one, and it worked out fine,” he said. “They were very careful not to spray water onto the other end of the hangar where the other sections are located.

“Overall, this whole thing has worked out quite well,” concluded Zurn. “Everybody gets along fine.”

The renovation of building 822 includes asbestos removal, minor modifications to the building, installation of central air and new space-saving heaters, and a major replacement of electrical systems.

The priority is crystal clear; it's always and forever – *Meeting the people's needs*

by TSgt. Tom Dyer

Music fills the room, and you smile as you remember the words you've just heard. Those words soothed your frazzled nerves, calmed your fears a bit and enabled you to go back to work in a more productive frame of mind.

This was no dream or relaxation exercise. It was simply a Sunday chapel service, either Catholic or Protestant, provided each UTA by the 934th chaplains. Chaplain (Lt. Col.) Peter Esterka and Chaplain (Capt.) Charles Peters want to remind reservists, however, that they offer much more than just Sunday

the appropriate commander under the strictest confidentiality.

On a routine basis, they attend various meetings to provide their unique perspective on important issues. They also work on mobility lines to assist people with any last-hour spiritual concerns they might have.

Counseling is another important responsibility of the chaplains. "An example of this was during Operation Desert Shield," said Esterka. "We worked with activated Marine reservists and their families, because they didn't have a Catholic chaplain. Our primary task was to suggest ways for the families to adjust when the Marine reservist left home and when they returned. In short, we provided practical solutions for the difficulties of transitions."

**Taking care of business**

But even the base chaplain's office couldn't survive long without the "practical solutions" provided by skilled administrative support. TSgt. Ed Johnson, chapel manager, provides that support to Esterka and Peters.

"I look at my job as equally important to the chaplains'," said Johnson. "I take care of their military needs while they take care of spiritual needs."

Esterka, Peters and Johnson all bring a wealth of experience to the reserve jobs, thanks in large part to what they do Monday through

Friday. Esterka is a professor of theology at St. Catherine's College in St. Paul. Peters is the pastor of the Free Methodist Church in Loyal, Wis. Johnson works for the State of Minnesota as a program analyst. He also teaches word processing at the Inner City Youth League Community Center in St. Paul.

The 934th chaplains welcome members needing assistance, a friendly ear or a just a comforting shoulder. Esterka can be reached at (612) 725-5188; and Peters, at (612) 725-5232. Catholic services on the UTA are at 3:45 p.m. Saturday and 8:00 a.m. Sunday; Protestant services start at 9:00 a.m. Sunday. The base chapel is located in Building 865.



(Photo by TSgt. Tom Dyer)

The 934th chapel staff members are, left to right, TSgt. Ed Johnson, Chaplain (Capt.) Charles Peters and Chaplain (Lt. Col.) Peter Esterka. Chaplains provide the unit's only totally confidential counseling and assistance service.

services.

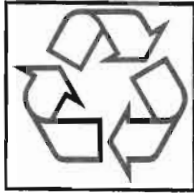
"Whether in uniform or out of uniform, ministering to people's needs is a 24-hour-a-day, seven-day-a-week process," said Peters. "Goals, purposes and missions of the military do change, but the goals and mission of the chaplaincy are always the same: ministering to the needs of the people."

**Personal ministry**

The chaplains are involved in the "Ministry of Presence," a program where they visit work centers and recreational areas on base as often as possible, talking to reservists and listening to their concerns. Upon request, those concerns can be passed on to



# Waste not, want not



*Recycling proves to be more than just environmentally sound -- it's raking in big bucks for recreation programs*

by SrA. Shannon Armitage,  
934th Group UPAR

Civilians and reservists of the 934th Airlift Group are saving around \$10-15 thousand a year recycling, according to Dan Knight, Morale, Welfare and Recreation services chief.

"To save money and protect the environment, this MWR program consists of recycling aluminum cans and paper," said Knight. "MWR sets up the collection areas and sees that the materials are sent to the reciprocals. The money earned from the materials is then used mostly for MWR equipment and supplies."

According to John Bialke with Base Civil Engineering, the base also saves money that we would have to pay for disposal of our garbage. "Every ton that is recycled saves us \$100," he said.

By recycling, the base also saves trees and helps cut back on the amount of garbage put in landfills. Bialke added, "It's called, 'Pollution Prevention.'"

"We've far exceeded our expectations of how much waste we would collect," said Annette Spindler, MWR recreation services specialist. "It shows that people are recycling."

Paper recycling started on base in September of 1991, and already 90-95 percent of the people here are participating, according to Knight. The amount of cans, which the base has been collecting for a couple of years, continues to increase.

The only problem encountered so far, said Spindler, is that people have to be more careful about what they are putting into the



*Scott Semler, 934th career advisor, serves as the recycle bin monitor for building 760.*

reciprocals. Newspapers, staples, blueprint paper and envelopes with plastic windows are not acceptable.

The civil engineers recycle other materials as well, such as waste oil, batteries, fluorescent light bulbs and metal. "It costs us less to recycle them than to dispose of them as hazardous waste," said Bialke.

If civilians or reservists have ideas on more materials to recycle or suggestions on how to improve the existing program, they can call MWR at (612) 725-5316.

## Disaster Preparedness:

### *First-time win*

by Maj. Steve Hatcher

Claude Schuenemeyer must have felt it was a dream come true when his training program won a top award for the Air Force Reserve. For his students, however, it will be a dream come true if they never have to use the training he provides.

He's the 934th's chief of disaster preparedness, and his program was selected as the Outstanding Small Installation Program for 1992. As for his students, they include every person in the 934th, as he's now responsible for training every reservist, regardless of mobility status.

"We're here to provide a service to the people," Schuenemeyer said. "It's nice to be recognized for the effort and especially gratifying to know this is the first time this installation has won this award."

He said his staff played a big part in this achievement, including Kennedy Burnett, his civilian assistant. The Reserve staff includes five reservists: Lt. Col. Michael Waage, Maj. Mike Askins, MSgts. David Blom and Timothy Donnay, TSgt. Gerald Siehndel, and one Individual Mobilization Augmentee, MSgt. Robert Grabinski.

The office was noted for its innovative approach to training, program management and cost effective methods, according to Schuenemeyer. "The unit undertook a major conversion to computerize all of the charts and personnel data required on every individual and unit," he explained. "Further improvement in the instructional areas also have been completed with the move to our new home in building 852."

A policy change last year mandated that all reservists, even though not on mobility status, must stay current in Chemical Biological Warfare Defense Training, or CBWDT. That means nearly 1,200 reservists will be trained annually.

"Our job is to provide accurate information to all members," Schuenemeyer concluded. "You never know when you might need to use this important information to save your life."

Photo by TSgt. Tom Dyer

# Viking Victors: new commanders

## *Maj. Paul Groskreutz*



Photo by Sgt. Nilda Hemmerberg

**New position:** 934th Support Operations Officer. Air Reserve Technician position; serves as base commander/executive officer.

**Former position:** Commander, 934th Security Police Squadron; civilian, chief of the administration division, U.S. Department of Veterans Affairs Regional Office and Insurance Center, St. Paul, Minn.

**Job responsibilities:** Providing all support functions to the remainder of the group.

**Education:** B.S., education, Black Hills State College, Spearfish, S.D.

**Hobbies:** Fishing, golfing and skiing.

**Family:** Wife, Anne; daughter Sara and son Mark; live in Minneapolis.

**Goals:** "I hope to facilitate a support operation that provides the best support in all of the Air Force Reserve to both the internal and external customer."

## *Capt. Douglas Kveene*

**New position:** 934th Communications Flight Commander.

**Former position:** Active duty, chief of information management, Grand Forks AFB, N.D.

**Job responsibilities:** Provide communications, computer and usual information support to all units assigned to the 934th.

**Education:** B.S., business and management, University of Maryland, College Park, M.D.; M.A., management, Webster University, St. Louis, Mo.; M.S., information resource management, Air Force Institute of Technology, Wright-Patterson AFB, Ohio.

**Hobbies:** Coin collecting, researching family history.

**Civilian occupation:** Information and systems manager, Zierke Farms, Chokio, Minn.

**Professional organizations:** Lifemember, Sigma Iota Epsilon; Air Force Association; and Reserve Officer Association.

**Family:** Wife, Julie; children Jeanne, Kristina and Andrew; live in Holloway, Minn.

**Goals:** "Empower the people of the 934th CF to be agents of change throughout the 1990s as we adapt to new responsibilities and missions; foster an atmosphere of Quality management that will become second nature for all personnel; and work hard, play hard and keep the job fun for everyone assigned to the 934th CF."



Photo by TSgt. Tom Dyer

## News Briefs

### Name changes

Three 934th units have had name changes recently to the following: 934th Security Police Squadron (SPS), 934th Operations Support Flight (OSF) and 934th Mission Support Flight (MSF).

### 'Walk America'

Members of the 934th are invited to participate in the 14th Annual Greater Twin Cities Walk America for Healthier Babies event on Sunday, April 25. Walkers register at 8 a.m. and start at 9 a.m.

The pledge walks range from 12-15 miles, and walkers choose their walk from the following locations: Minneapolis, St. Paul, Bloomington, Coon Rapids, Plymouth, Stillwater and White Bear Lake. More than 8,000 people will be participating.

Walkers receive a continental breakfast, refreshments, lunch and a gift bag. Pledges totaling at least \$75 earn a Walk America T-shirt, and there are incentive prizes for pledges \$125 and up.

All 934th unit orderly rooms received information packets and registration forms. Additional forms are available in the public affairs office. All forms must be returned to public affairs by Sunday, March 7.

Call PA at (612) 725-5337 for more details.

### Community College

The Community College of the Air Force is staying open on selected Saturdays to help Air Force reservists.

Air Force trainers and students can call 1-800-842-5912, DSN 493-5800 or (205) 953-5800 Monday through Friday, and on scheduled Saturdays from 8 a.m. to 4 p.m. Central time.

The scheduled Saturdays are March 6 and 13, April 3 and 10, May 1 and 8, June 5 and 12, July 10 and 17, Aug. 7 and 14, Sept. 4 and 11, Oct. 2 and 9, Nov. 6 and 13, and Dec. 4 and 11.

Reservists can also leave recorded messages during non-duty hours and have their calls answered later. (AFRESNS)

### New device

Reservists who volunteer or are called to active duty in certain circumstances will one day be able to add a bronze "M" device to their reserve component medals.

Dick Cheney, former secretary of defense, approved the establishment of the device for reserve medals. It will identify past, current or future service of reserve forces members.

The Air Force will announce procedures for issuing and wearing the "M" device at a future date. Those who qualify will wear the device on the Armed Forces Reserve Medal, Air Reserve Forces Meritorious Service Medal or other service reserve medals. (AFRESNS)

### SGLI deadline

Air Force reservists have until March 31 to sign up for \$200,000 coverage under the Servicemen's Group Life Insurance program.

Enrollment is not automatic. After the deadline, reservists who elect to increase coverage will have to complete SGLI Form 8286, Request for Insurance, to attest to their insurability. The current state of health of reservists will be considered before the increase is approved. Contact personnel's customer assistance at (615) 725-5514 for more details.

### Aero Club update

The new Aero Club is getting busy now that it has its own certified flight instructor. Two members went on a discovery flight in February: SSgt. Matt Ferrari of 27th Mobile Aerial Port Squadron and SSgt. Heidi Schmidt of 934th Communications Flight. Also, the club will be getting reduced rates for training at General Aviation Service, located at Flying Cloud Airport in Eden Prairie, Minn.

More aviation enthusiasts are encouraged to join, as the success of the club depends on 934th members. The group meets on Saturday of each UTA at 4:30 p.m., building 760, room 192.

For more information, contact MSgt. Mel Rhines at (612) 725-5512.

### King program

The words and deeds of Dr. Martin Luther King Jr. were remembered Jan. 13 as the base here celebrated his birthday. The guest speaker, Chaplain (Col.) Robert Jemerson, Barksdale AFB, La., installation chaplain, spoke to over 50 base employees on the ideals and goals of King and how they can be applied to today's society.

## Kudos

### Newcomers

TSgt. Phyllis Hensel MSS  
Capt. Todd Schneider AS

### Reenlistments

SSgt. Crystal Bell LSS  
SSgt. Paul Camp CES  
SMSgt. Robert Cripe MS  
TSgt. Edwin Grant CES  
SSgt. John Hoffman AS  
SSgt. Michael Jelinek MS  
SMSgt. Patrick Kennedy CES  
SrA. Darrin Kirby MAPS  
TSgt. Richard Klick MS  
MSgt. Marlys Lang MSQ  
SSgt. Glenn Lemmerman MAPS  
SrA. Traci Lewis LSS

SSgt. Wayne Nelson LSS  
TSgt. Michael Pasbrig MAPS  
SSgt. Donald Patterson MS  
SSgt. Steven Pittman MS  
MSgt. Darryl Radford MS  
TSgt. Richard Reinhart MS  
MSgt. Joseph Sacco LSS  
SrA. John Sadlovsky AS  
TSgt. Mark Sidla AS  
SrA. Jeffrey Spaulding MS  
TSgt. Terry Strain MS  
SrA. Randy Tovar MAPS  
A1C. Jason Wagner MS  
SrA. David Wroblewski MS

### Flying hour milestone awards

SMSgt. John O'Neal 7500 Hours  
Maj. Richard Huntington 5000 Hours

### Retirements

SMSgt. Robert Schneider, a shift leader and food service supervisor with the 934th Morale, Welfare, Recreation and Services Squadron, retired Dec. 31 after 38 years of service. He enlisted in the Minnesota Air National Guard while still in high school in December 1954. He served 34 years and was activated in 1961-62 for the Berlin Crisis. He joined the 934th in August 1988. As a civilian, he owns Lone Pine Services in Big Lake, Minn. He and his wife Elaine live in Big Lake and have two living children, Todd and Chad.

*Is it spring already?*



## MWR gears up for sports, fitness, fun

The following activities are planned by Morale, Welfare and Recreation:

♣ A running/walking clinic is set for Saturday, March 6, at 4:30 p.m. in the

Fitness Center, building 802. All runners, joggers and walkers, from beginners to advanced, are invited to attend.

♣ "MAPS Appreciation Night" St. Patrick's party will be held at the NCO Club starting at 5 p.m. on Saturday, March 6, recognizing members of the 27th Mobile Aerial Port Squadron. Each UTA, the club plans an appreciation night for a different 934th unit. For more information, contact Robert Hipp at (612) 725-5390.

♣ Fitness Center hours for UTAs is Saturday, 11 a.m. to 1 p.m. and 4-10 p.m.;

Sunday, 11 a.m. to 1 p.m. For weekdays, the hours are 11 a.m. to 1 p.m. and 3:30-5:30 p.m. Training items available includes rowing machines, stair climbing machines, exercise bikes, a cross-country ski machine and weight training equipment.

♣ Squadrons are reminded to start turning in their softball rosters this month. Bring rosters to the MWR office in building 852.

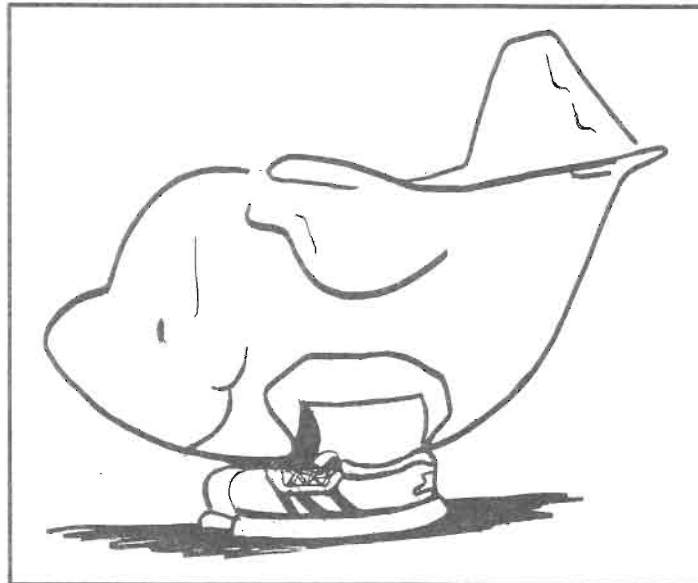
For further details on any MWR activities or services, call (612) 725-5316.

# 'Herk Hustle' 5K Fun Run/Walk

Runners, joggers and walkers alike will find the 1993 Herk Hustle on Saturday, May 1, offers something for everyone.

The 5K (3.1 mile) fun run/walk is open to anyone with authorized access to the base, including reservists, guardsmen, retirees, civilian employees and family members. There is no entry fee, and the event starts at 5 p.m. at the softball fields near the tennis courts.

Registration forms should be



turned in to Morale, Welfare and Recreation in building 852.

According to Annette Spindler with MWR, medals will be awarded to all finishers. Also, T-shirts will be sold at minimal cost. The shirt features art by MSgt. Scott Semler, unit career advisor for the 934th (shown at left).

If you're on the injured list or just don't feel up to a walk or run, volunteers are needed to work in the event.

For more details, contact MWR at (612) 725-5316.

### Entry Form for 5K Fun Run/Walk

Please print clearly. Copies of this form are acceptable. Complete a separate form for each entrant. Return this form to the MWR office, building 852, phone (612) 725-5316.

Last name: \_\_\_\_\_ First name: \_\_\_\_\_ M.I. \_\_\_\_\_

Home address: \_\_\_\_\_

Squadron (if applicable): \_\_\_\_\_ Sex: M F Age on 5/1/93: \_\_\_\_\_ Home phone: \_\_\_\_\_ Work phone: \_\_\_\_\_

I waive any and all claims for myself and for my heirs against race officials and the 934th Airlift Group for injury or illness which may directly or indirectly result from my participation in the 5K Fun Run/Walk. I further state that I am in proper physical condition to participate in this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

(Parent or guardian if under 18)