

VIKING FLYER

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

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VIKING FLYER

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On the cover



(Photo by TSgt. Tom Dyer)

SSgt. Cheryl Costello (left) and SSgt. George Erler power through the combat endurance course for the 27th Mobile Aerial Port Squadron's Rodeo '93 team. Formore, see pages 8-10.



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ORI: A job well done

by Col. Michael Gjede,
 934th group commander

Congratulations! At last our mediocre Operational Readiness Inspection grade from last year has been erased from the records forever.

The 934th performed magnificently during the ORI, Patriot Viking, with everybody totally committing themselves to get the job done. After numerous practices, we finally performed as one cohesive, winning team.

Although the 27th Mobile Aerial Port Squadron was most directly under the gun, everybody was being observed by the Headquarters Air Mobility Command Inspector General team. In every conversation I had with both the team chief and his inspectors, the words were

superlative. The positive attitudes, sense of urgency and professionalism of everybody involved really impressed the IG team. The teamwork displayed by all units was fantastic and really showed how a well-planned operation can be executed.

Now it's time to look ahead -- we don't have time to bask in the glory of our ORI. Just ahead is the Aircrew Standardization-Evaluation Visit (ASEV) from 15th Air Force, Aug. 11-15. Although it's operations-oriented, it requires the support of the whole team to be successful. The summer is rounded out by a couple of European and Phoenix Oak rotations. The bottom line is that it will be busy for the rest of the year, so we can't afford to let up.

Again -- thanks to each and every one of you for truly a job well done! **VF**

Rodeo '93 success stories

by Maj. Mark Arnold,
 96th AS, Rodeo '93 team commander

Rodeo '93 was a resounding success for the "Flying Vikings" team. The entire 934th pulled together during the preparation phase to help make sure the individual competitors and the aircraft were fully prepared. Having the entire group gather for a send-off the morning of our departure especially helped pump us up.

The professionalism and effort that each team member gave was outstanding. Everyone in maintenance worked long, hard days to ensure we had the best looking, best prepared aircraft. Aerial port was always eager to perform in the various areas of their competition, and their spirited teamwork during the endurance course was awesome.

Although the actual flight missions were relatively short, the aircrew also put in long days working on preparation, attending briefings and debriefings, and continually thinking about the next mission and how to do it better.

Without the total effort we saw from every team member, we would have fallen far short of the standard in such a competitive environment. We all learned something about doing our jobs better. We all learned a lot about working under a microscope. These lessons will help us succeed in the several challenges ahead this year and carry us into Rodeo '94 at McChord AFB, Wash.

My congratulations go to each member of Rodeo '93 for their effort and spirit. The drive and determination I saw can only lead to greater success in the future. **VF**

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Transportation 'keeps on truckin'

by Lt. Col. Richard Brown,
commander, 934th LSS

Even though the people assigned to the transportation unit of the 934th Logistics Support Squadron are not deployable, they are very busy people -- particularly during mobility exercises and inspections, such as the Operational Readiness Inspection in June.

All transportation people are assigned to key areas during such activities. Transportation also provides training for increment managers of cargo build-up, cargo in-check and certification of hazardous cargo for all units.

For the ORI, transportation people provided support of the mission at both Volk Field, Wis., and home station. At Volk Field, four people handled a fleet of 58 vehicles for a full vehicle operations section, staffed 24 hours a day. They provided shuttle services

throughout the inspection.

At home station, transportation was represented in the Mission Control Center. Transportation people also handled the Transportation Control Unit, covering all activities related to cargo preparation, certification, inspection and loading, as well as load planning, quality control, ramp coordination and passenger loading.

Four sections also provided critical support for the inspection: air cargo, traffic management, vehicle operations and vehicle maintenance. Here are some of their functions:

* **Air cargo section:** A primary load planner plans configuration and placement of all cargo and passengers on each aircraft. Also, hazardous cargo must be controlled on each aircraft. The section also provides support in the in-check and load team areas.

* **Traffic management section:** This section provides expertise for the in-check area, supplying a lead inspector and quality control of all paperwork.

* **Vehicle operations section:** This

area provides leadership and staffing for the sub-motor pool, including primary forklift and bus operators. The transportation of all cargo from units to the in-check area, as well as all passengers from the "pax" holding area to and from the aircraft are handled by this section. Assistance is also provided to the load teams on redeployment for moving cargo from the aircraft back to the units.

* **Vehicle maintenance section:** Providing the experienced core for two load teams, this area is responsible for moving all cargo from the in-check area to the aircraft on deployment, then back to the units after redeployment.

Finally, the transportation unit's contributions could not have been accomplished without the assistance of the civilian staff operating the unit, coordinating all planning during the month.

All members of the 934th LSS transportation unit are to be commended for their vital contributions to making the June ORI the success that it was. **VF**

'Closner sends'

Manning document woes

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

One of the biggest frustrations our unit commanders talk about is the difficulty they have getting timely and accurate unit manpower documents.

I can empathize. It was a problem that steamed me when I worked at the unit level, and it's a problem that continues to confound us today.

The Unit Manning Document (UMD) is important because that's where we match the requirements of our mission taskings against appropriate numbers and grades of qualified people to carry them out. Basically, the UMD gives you the authorizations you need to do the mission.

That all seems easy enough, but factors making the issue especially complicated these days include the changes underway in the military and the fact that we rely on our gaining commands to identify their Reserve requirements. If we can't define the requirements working together with our active duty customers, it's nearly impossible to assign the right people to meet them.

Now that I've shared the nature and magnitude of the problem, I want to pass along my thoughts about a solution. I've challenged our manpower experts to take the lead. I expect them to work in close cooperation with our unit commanders and the gaining commands to develop a more responsive and timely way to structure and fill our UMD requirements.

I believe it's imperative that we achieve a breakthrough now, or face up to the prospect that we will still be dealing with this problem years from now. We can't afford it. Fixing the problem is critical to our continued readiness and ability to do the mission, not to mention the morale of our troops.

I would welcome any ideas you might offer on the subject. This is why we got into the quality business -- to fix these kinds of issues. And while I can't promise any magic or immediate remedy, I remain committed to finding a workable solution. Anything less would be a disservice to you and the nation you defend. **VF**

934th 'aces' ORI

by Cherie Huntington,
934th public affairs

With a super score and a sigh of relief, the 934th finally earned the payoff for years of pressure, exercises and mobility training -- the June 24-27 Operational Readiness Inspection is history.

And it was so successful, it's history no one would mind repeating.

"There's not a single person in this organization who doesn't deserve a hearty 'well done,'" said Maj. Tom Langley, who provided the briefing for the inspection team.

When all was said and done, there were only high scores and laudatories for the 934th -- and not a single write-up or discrepancy.

"We really watered their eyes," said the 934th group commander, Col. Michael Gjede, who deployed to Volk Field, Wis., with more than 300 reservists. "Never once did I hear a negative comment on anything. I heard lots of good words about can-do attitudes, professionalism and safety.

"As you read the report, one word jumps out -- teamwork," he continued. "My hat's off to all of you. I had nothing to do with it -- you did it all. It's behind us now, and we should be very proud."

The taskings involved deployment of seven C-130s and airlift of 58 tons of cargo from the 934th. The majority of these people were deployed to Volk Field, but the 27th Mobile Aerial Port Squadron and 934th Maintenance Squadron also had people at Glenview NAS, Ill., and four Wisconsin airfields: Milwaukee, Oshkosh, Eau Claire and Ft. McCoy. Employment taskings supporting the Army included 15 airland missions and 18 airdrop missions, six of which were personnel drops. Other activities spanned everything from the usual chemical warfare attacks to aeromedical evacuation. Finally came a smooth redeployment back to home station -- and victory.

The ORI tests the combat readiness of flying units and is conducted by the gaining command approximately every four years. **VF**



Photo by Maj. Rich Huntington

During the ORI's aeromedical evacuation taskings at Volk Field, Wis., Lt. Col. Thomas Wolff (front), logistics group commander, and SSGT. Bernadette Greene, 47th Aeromedical Evacuation Squadron, carried litter patients from the aircraft.

Reserve briefs

Outstanding reservist

An Air Force Reserve loadmaster superintendent from McGuire AFB, N.J., is one of the Air Force's 12 Outstanding Airmen of the Year for 1993.

CMSgt. Michael Wysong of the 335th Airlift Squadron (Associate) was one of five reservists representing the Air Force Reserve in this year's competition. Seventy-seven other people from major commands, field operating agencies and direct reporting units also competed for the Air Force honor. (AFRESNS)

General punished

An Air Force general will forfeit nearly \$7,000 in pay and retire July 1 for remarks he made about the president at a military awards banquet earlier this year.

Air Force officials were allowed to handle determination of punishment, which included a permanent letter of reprimand and forfeiture of one-half month's basic pay for two months.

"We understand the absolute requirement for respect up and down the chain of command," said Gen. Merrill McPeak, Air Force chief of staff. "As we conclude this unfortunate incident there should be no doubt about the lesson learned. The military leadership of this country not only believes in and supports, but insists on, the integrity of the chain of command." (AFNS)

Easier legal aid

Unit reservists may obtain wills and powers of attorney at base legal offices even while not on duty.

Air Force revised its policy on assistance for reserve forces members to help ensure readiness for mobilization and deployment. The policy especially benefits reservists who work on or live near a military base because they can obtain assistance through the week rather than just when on military duty.

Dependents are not eligible for any legal assistance until the reservist is placed on active duty. Also, some active duty legal offices are implementing this new policy with restrictions, so be sure to ask for information from the base you'll be visiting. (AFRESNS)

Benefits handbook

The 1993 edition of the Department of Veterans Affairs publication entitled, "Federal Benefits for Veterans and Dependents," is available from the U.S. Government Printing Office.

The 105-page handbook describes federal benefits for veterans and dependents, such as medical care, home loans and burial assistance. Addresses and phone numbers of all VA offices, medical centers, national cemeteries, counseling centers and other VA facilities are listed by state.

To order the handbook, request GPO stock number 051-000-00-200-8 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, and enclose a check or money order for \$3.25 per copy. To order by charge card, phone (202) 783-3238. (AFRESNS)

Provide Promise revisited

The 934th Airlift Group returned to duty in Operation Provide Promise July 15 for two rotations with its parent wing, the 302nd Airlift Wing, Peterson AFB, Colo.

At press time, 12 aircrew and maintenance personnel and two aircraft, one of which would be crewed by the 302nd, headed to Europe for nearly three weeks. Another 13 people were sched-

uled to depart July 29 for just over three weeks of duty.

In 1992, the group spent nearly five months overseas in support of Operation Provide Promise, the United Nations' humanitarian airlift into the former Yugoslavia. From July through November, the unit airlifted 901 tons of humanitarian supplies into Sarajevo and Zagreb. Eighty-one members parti-



icipated, with seven serving more than one tour. **VF**

934th firefighters 'go Hollywood'

by Cherie Huntington,
934th public affairs

Firefighters from the 934th Civil Engineering Squadron recently helped bring their skills to the big screen.

Actually, it will be a little screen, as the end result will be a computer-based interactive training program. When complete, the program will be used throughout the Air Force to train in an area where no military firefighter has trained before -- on a civilian aircraft.

Along with firefighters from the Air National Guard's 133rd Airlift Wing, the 934th team joined up with Northwest Airlines and the Hill AFB, Utah, "Combat Camera" crew to produce the video portion of the project. It required hours of filming, dozens of actors and extras, a slew of fire trucks, and hundreds of gallons of soap to simulate firefighting foam. But Northwest stole the show by providing not just a big star, but a "whale" of a star -- the 747.

According to Mike Anderson, base fire chief, this is an area that has long needed attention. "There's no training available today for firefighting on commercial aircraft used as troop carriers," he said. "That's why this project is taking place."

Training on civilian aircraft is not only needed in the event of an emergency landing at a military airport, but also because such a large number of airlines participate in the Civil Reserve Air Fleet (CRAF) program.

Under CRAF, Northwest and other airlines become a key part of the Department of Defense's emergency air transport system. In times of national emergency or war, CRAF aircraft are contracted to the Air Force and nearly double the United States' long-range airlift capability.

The Gulf War was the first time CRAF aircraft had been activated since the program began in 1952. CRAF planes flew more than 5,300 missions airlifting more than 705,000 passengers and 230,000 tons

of cargo during the war.

The training will include such areas as aircraft familiarization, simulation of an engine fire and evacuation of passengers. Filming was done on the 747 because it's typically the "workhorse" of the CRAF fleet.

By no means is this type of training program limited to the new frontiers of fighting fires on civilian aircraft, however. Similar sequences are being produced elsewhere with various military aircraft, including the C-17, C-5 and F-16. **VF**



Firefighters used soap as an inexpensive substitute for firefighting foam in their acting debut in an Air Force training film. A smoke machine placed in the aircraft engine served as the "fire." Filming took place at the international airport and in various Northwest Airlines facilities.

(Photo by Cherie Huntington)

**This summer, it will
be extra tough finding
room at the inn,
so for a while —**

Lots of luck with Lodging

by Cherie Huntington,
934th public affairs

Reservists using base billeting, now referred to as "lodging," should be prepared for tough times at least through September.

That's according to Sheila Cox, lodging manager for the North Country Inn here, who said lodging is undergoing a two-phase, \$650,000 renovation project. She said the construction might cause longer check-in and inconveniences, such as more members being sent to off-base quarters and sharing double rooms.

"This is a complete renovation," explained Cox. "There will be new furnishings, drapes, bedspreads and carpeting, plus the creation of a new front desk, entrance, lobby area and two additional distinguished visitor suites." Both buildings 711 and 716 are affected.

The second phase of the project will start next summer and won't be complete until late September 1994.

Cox urged all reservists using base lodging to come prepared for inconveniences and the possibility of being housed either on or off base. "Any off-base

accommodations will require the member to have some form of transportation," Cox said. She stressed that members keep in mind that non-contract hotels are not reimbursable.

"More people will be going to contract quarters than usual," Cox said. "We basically use one of three hotels, two in Burnsville and one in downtown St. Paul. I try to make the reservations a month in advance, prior to the UTA."

She explained that it's crucial for units to report lodging requirements for their members as early as possible, preferably immediately following a UTA for the next UTA. Otherwise, she said, "I'm guessing in the dark. The numbers are always different each month. The listings have been helpful, however, they usually don't mirror the number of members who actually show up. We either have reserved too many rooms off base, or not enough.

'We serve everyone... This isn't a purely Reserve facility. We house members and their dependents in every branch of the military -- active and reserve. We also house people in all kinds of status...'

"There is a strong correlation between lodging requirements and base missions," she continued. "Unfortunately, we aren't always aware of mission requirements, such as exercises, deployments and regular drills. This greatly impacts room occupancy."

Though a reservation system is being considered, the existing system under current base regulations is "first come, first served." Cox said that doesn't mean that someone should drop by a day early to get a room, however. Anyone who arrives prior to Friday in a non-duty status has to be considered a "space available" customer -- and the fees are payable up front. Even so, there still may be no room available if rooms are currently occupied by other guests prior to the UTA.

"We serve everyone," Cox explained. "This isn't a purely Reserve facility. We house members and their dependents in every branch of the military -- active and reserve. We also house people in all kinds of status

-- training, permanent change of station, temporary duty, conferences and space available.

"Unlike other 'non-service' offices or organizations on base, the lodging activity operates like a small business, very similar to the clubs," she continued. "We have to focus on both serving the customer and generating enough income to meet operating expenses each month. We must always strive to use each guest room to its fullest capacity."

Lodging is currently in its peak season of the year, in addition to the renovation project, according to Cox. "The activity has been running almost at 100 percent occupancy daily," she said. "We don't like giving out room keys before a room is ready for check-in, which is set at 2:30 p.m. That gives the housekeeping staff time to ensure the room is clean and the front desk is ready to receive guests for proper check-in.

One thing that reservists will find, however, is that technical sergeants and below should expect to be doubled up when sent to contract quarters. This is standard by lodging regulations and also saves the base money, according to Cox. However, by Air Force standards, all rooms at the North Country Inn are too small to be shared. That's why only one person is housed in a guest room on base, regardless of rank.

"We apologize for any inconvenience you might encounter during this period," Cox said. "We're doing our very best for our customers during this hectic time, and your continued patience will be much appreciated."

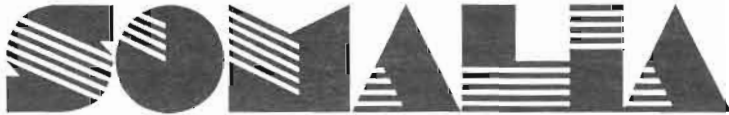
(Editor's note: Air Force Reserve leadership fought hard last year to maintain the benefit of unit-funded billeting for inactive duty training, but that's not the case with other services. For members of the neighboring Air National Guard unit, they now pay for their own billeting each UTA but are offered assistance in locating available rooms. Cots are made available when local hotels are full.) **VF**



Photo courtesy TSgt. Sharon Lake

Left, 47th members in Somalia included (left to right): TSgt. Joe Brinza, 1st Lt. Mike Johnson, TSgt. Sharon Lake and SSgt. Karen Jones.

These 934th medical personnel volunteered for two to four months in this United Nations effort to 'restore hope' to the hopeless



by SSgt. Janet Byerly,
934th public affairs

The younger children of Somalia don't remember a time when there was enough food and water, when they went to school and when their parents worked at something other than survival.

Yet in the midst of the devastation, the children still play, run about and generally act like kids anywhere. Except instead of scavenging scraps of wood for a tree house, the kids of Mogadishu, Somalia, in East Africa, are adding to the scraps of trash that make up their homes.

"The kids would break into the Marine camp all the time to steal the garbage and make use of things we wouldn't even look twice at," said SSgt. Karen Jones, of the 47th Aeromedical Evacuation Squadron, who returned recently from a 120-day tour in support of Operation Restore Hope. "They would take plastic bags to cover their huts. They used scraps of wood, empty water bottles -- everything was put to use."

Jones and three others from the 47th AES got a chance to put their skills to use, providing aeromedical evacuation and airlift for sick and injured soldiers, something they had practiced countless times but rarely used on "live" missions.

"To do a live mission is the ultimate test of what we're trained for," said TSgt. Joe Brinza, a medical technician who volunteered for

a 60-day tour. "I got to do six live missions. It's a lot easier than a simulated mission because it's more spontaneous. You are facing the situation head-on. Instead of waiting for someone to tell you the blood pressure has dropped, you've already noticed that and taken the next step in the care of that patient."

They cared for all types of injuries in Somali, most commonly broken limbs, back injuries and wounds from sniper fire.

"We airlifted the patients to Germany," said 1st Lt. Mike Johnson, a nurse with 47th, who spent nearly two months in support of the operation. "We flew from Mogadishu, stopped to refuel and switch crews, then continued on to Ramstein AB or Rhein Main AB in Germany."

"When in Mogadishu, we lived in a tent city about 150 feet from the flightline at the international airport there," said TSgt. Sharon Lake, a medical technician with the 47th, who volunteered for a 60-day tour. "The airstrip was surrounded by the compounds of the troops from 22 nations that were a part of the United Nations mission."

"We wore full BDUs, flack vests, helmets and goggles in the field," said Jones. "It was dusty and hot, and if it hadn't been for the breeze off the Indian Ocean, it would have been unbearable."

They managed to make life in the field a little more bearable by swapping care package goodies, staging volleyball tournaments and meeting with other U.N. troops.

"We'd get together, everyone would throw in what they had from their care packages and we would make a meal," said Johnson. "We had some odd combinations of food, like black-eyed peas, apple fritters and rice, but it was a hot meal, not an MRE (Meal, Ready-to-Eat)."

"One time we traded 100 videos that had been left behind by troops that had been there before us to the New Zealand troops in exchange for 20 pounds of steak," Johnson continued.

While the troops inside the compound experienced some inconveniences and hardships, outside, in Mogadishu proper, there was such devastation that the people begged for water or food, scrounging for anything they could find to build a shelter.

"One thing they would ask for everywhere we went was a pen, because if they had a pen they could go to school," said Jones. "There were a few small schools that existed on a day-to-day basis. These kids had nothing. No shoes, barely any clothes, no home to speak of and very little food, yet they wanted a pen so they could learn."

"The most disappointing thing about being there is to realize the hopelessness of the situation," Jones continued. "These same people who have endured all these hardships have no way out; they are at the mercy of these warlords who have devastated their country. There is no quick fix. The U.N. troops will be there for a long time." **VF**

The Vikings' gang rode into Little Rock on a hot day in June. They were lean and mean with a grey machine. They were

Ready to hustle, Rodeo style



(Photos by TSgt. Tom Dyer)

The aerial port team races the clock during an engines running onload.

by TSgt. Tom Dyer,
934th public affairs

For eight long, hot, humid days in June, 21 members from the 934th Airlift Group represented the 302nd Airlift Wing in Rodeo '93. Though they didn't win any honors, it was a big year for the Reserve and C-130s, as the 440th Airlift Wing, Gen. Mitchell International Airport, captured the title of Best Air Mobility Wing.

The 440th also won as Best C-130 Wing, Best Airdrop Wing, Best C-130 Aircrew and Best C-130 Airdrop Crew. This was the second year a Reserve unit won top honors, as 1993's winning team was the 446th Airlift Wing (Associate), McChord AFB, Wash.

SSgt. Paul Korkowski, loadmaster, is ready for an airdrop mission.



The 934th team, known as the "Flying Vikings," was judged in three major categories: flying, aircraft maintenance and aerial port.

"While we didn't walk away with any awards, the 934th Rodeo team gained valuable experience that will benefit us personally as well as the entire 934th," said Maj. Mark Arnold, team commander. "Anytime you can compete with teams from active duty, Reserve, Guard and 12 foreign teams and hold your own, you learn a lot."

Some 1,500 participants comprising 62 teams from Air Mobility Command (AMC), Air Force Reserve, Air National Guard and foreign nations from around the world competed in the 11th year of the competition, held at Little Rock AFB, Ark., June 5-12. Teams and aircraft from C-130, C-141, C-5, KC-135 and KC-10 units competed.



Above, the 934th team meets Gen. Ronald Fogelman, commander of Air Mobility Command, during the team and aircraft preview. The aircraft sported a giant Viking helmet along with U.S. and state flags. Right, Maj. Grelon Williams (top), navigator, goes over the route study with Capt. John O'Connor, co-pilot.





Above, the aerial port team labors under watchful eyes of two inspectors during the engines running onload. Right, the aircraft commander, Capt. Gary Bray (center) briefs the crew prior to a mission. Capt. John O'Connor, co-pilot, stands at the left and Maj. Grelon Williams, navigator, at the right.



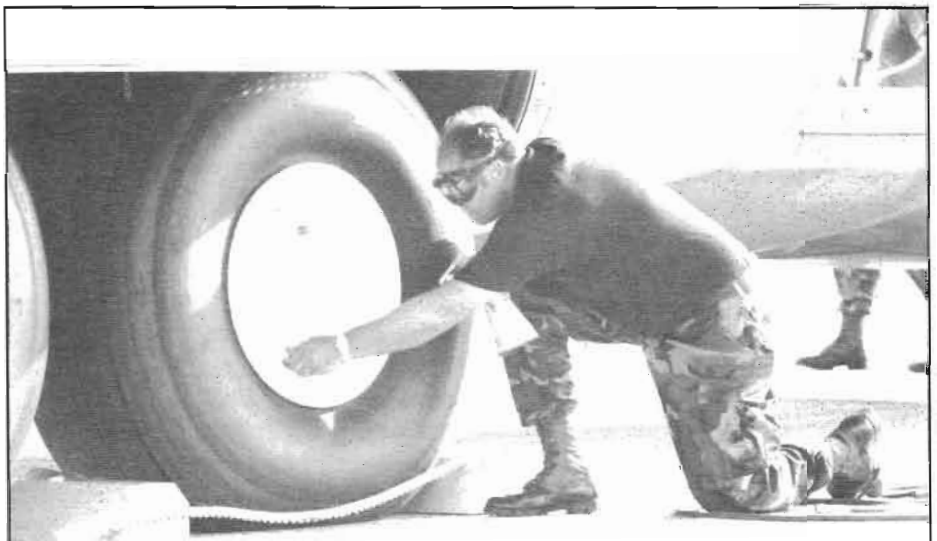
Rodeo develops AMC crews' professional ability to put the right load in the right place at the right time, officials said. It showcases airdrop, air refueling, and related ground operations, and it provides an opportunity for the world's best aerial refuelers and airlifters to demonstrate capabilities, improve procedures, compare notes and enhance standardization for worldwide operations.

Competition events are broken into five categories, including combat control and security police events in which the 934th team did not participate:

- * **Aircrew events:** Airdrops, aerial refueling, aircraft navigation, short-field landings, cargo loading and single integrated operations plan.

- * **Maintenance events:** Aircraft pre-flight, basic post-flight inspection, aircraft fuel service operation and daily observations (launch, recovery, maintenance and flightline safety).

- * **Aerial port events:** Performance of airdrop loads, joint airdrop inspection, engines running onload/offload and combat endurance course.



TSgt. Gene Olsen, crew chief, checks the main landing gear tires for proper inflation prior to a mission.

Col. Walter Hatcher, wing commander of the 302nd, attended Rodeo '93 and said that he plans a wing competition to determine who will represent the 302nd next year. Rodeo '94 will be held at McChord AFB, Wash. **VF**



Rodeo endurance

They fought through mud, water, ropes and logs -- as a team

by TSgt. Tom Dyer,
934th public affairs

If contests were based solely on team spirit and determination, the 27th Mobile Aerial Port Squadron would have finished first in the combat endurance competition in Rodeo '93.

Though the four-person MAPS team faced the beginning of the competition with enthusiasm, they soon knew they were in trouble. Approaching the judge at the course starting line, they were asked if they had been on the course before or at least had time to practice on it.

SSgt. Cheryl Costello, the only woman on the team, told the judge that they had seen the course on a videotape but had never run it -- or anything similar. Hearing that, the judge rolled his eyes and walked away, shaking his head.

Teams started with 400 points, with points deducted for failure to complete obstacles. Teams were also judged on how fast they completed the course. Some of the obstacles included scaling multi-level walls, crawling under barbed wire through water and climbing rope ladders.

"What really helped us as we were going through the course was the moral support we received from the 934th aircrew members who showed up to cheer us on," said SSgt. Randy Lenton, MAPS team chief. "They were fantastic. Sometimes the only thing that kept us going was the aircrew urging us on."

Throughout the course, the MAPS team continued to be a cohesive unit, helping each other both physically and mentally. "SSgt. George Erler, one of the MAPS team members, was always there to encourage us if we started to run out of gas," said team member SSgt. Curtis Henke.

While the team did not finish near the top of the pace of aerial port teams, they did finish ahead of the 133rd Air National Guard team from Minneapolis by less than two points.

When the team finished the course, the same judge who had rolled his eyes before they started the competition said, "The team representing the 934th Airlift Group was more resourceful and creative than any other I have ever judged. No other group used more imagination in helping their fellow team members complete the course."

When the team was asked if they would run the combat endurance course again, Henke spoke for them all, saying, "In a heartbeat. The course was one of the hardest things I've ever done, but I had a lot of fun."

VF



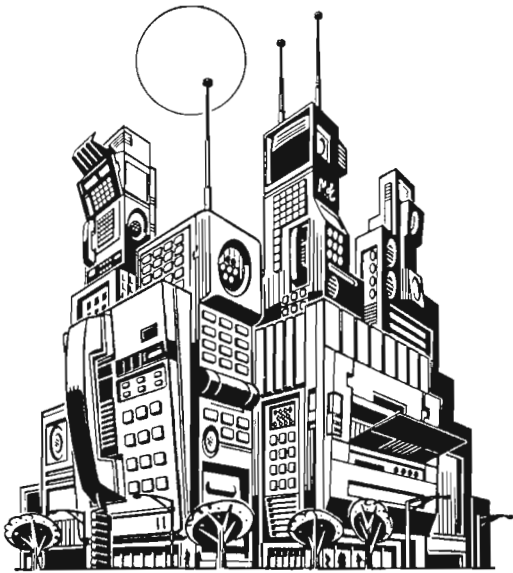
(Photos by TSgt. Tom Dyer)



Top, what the photo doesn't show is that the team hovers above a shallow pond. Left to right is SSgt. Curtis Henke, SSgt. George Erler, team chief SSgt. Randall Lenton and SSgt. Cheryl Costello. Left, Erler scrambles under barbed wire strung over a muddy trench.

Welcome to the 21st century

A telephone recabling project opens up bright possibilities in our communications future



by SrA. Shannon Armitage,
934th AG UPAR

Base communications will enter the 21st century by next summer as all telephone lines are now being recabled, according to Bill Parkin, telephone maintenance supervisor at Rothe Development, Inc.

"The existing cables going from base communications, building 761, to all the buildings on base are 20-60 years old and are badly deteriorated," Parkin said.

He spent a year researching the old cables, because there was no record of how the cables connected on base. "A lot of the cables being replaced have an outside covering of lead and have been obsolete since the 1950s," he said.

"At the same time as we're recabling," Parkin continued, "we're putting in fiber optic cables from this building to all others. A fiber optic cable will allow for the transmission of the Local Area Network (LAN) system and almost any other signal."

He added that in the future, video transmission could be available throughout the base via these lines.

The project involves placing most of the cables in existing steam tunnels and conduits, and all the work is being done by the 133rd Airlift Wing's 210th Engineering and Installation Squadron. Parkin said that only five places on base will need to be dug up to place cable.

After the recabling, Parkin and a colleague, Jeff Johnson, will spend the winter cutting the old telephone lines and hooking up new ones. "It's a long, complicated process, because each line must be done individually," Parkin admitted.

The telephone system used here, Dimension 2000, consists of over 1,000 different telephone numbers, so the winter will be an especially long one for Parkin and Johnson. "It's about the equivalent of a small town's telephone central office," said Parkin. He said that most users should notice no interruption in telephone service, although there may be infrequent disruptions for short periods of time.

By summer, the 210th will start removing the old cable, which should take only a few weeks. **VF**

Uniform changes approved

Air Force people using two-line name tags have until Oct. 31 to delete the second line, as one of the dress and appearance changes approved by the Air Force Uniform Board.

The board deleted authorization for two-line name tags from Air Force Regulation 35-10. No exceptions will be made to the policy, board officials said.

Other dress and appearance standards approved by Gen. Merrill McPeak, Air Force Chief of Staff, are listed below. AFR 35-10 has been updated with the changes.

* Adopt the Marine Corps-style women's neck tab, which fastens with a hook and pile fastener underneath the back of the collar.

* Develop, fit and wear-test new women's pants. Three styles will be considered, all with front zippers, elastic waistbands and five

belt loops. Wear-testing begins in early 1995.

* Authorize wear of an optional long-sleeve black turtleneck shirt under the battle dress uniform (BDU).

* Allow individuals to tie in a knot and tuck inside the ribbon on the back of the security police beret. The option to cut the knot remains.

* Reposition the aircrew-style name patch one-half-inch above the left breast pocket on BDUs and field jackets.

* Return officer collar rank and enlisted sleeve chevrons to BDUs when the aircrew-style name patch is worn.

* Wear policy for medical uniform items, including:

-- Lab coats should only be worn outside the hospital during an emergency or when transferring patients to another hospital;

-- Smocks should be worn only in the duty section unless responding to an emergency;

-- White shoes, socks and belts are worn at the option of the enlisted members, since they are not issue items.

* While wearing BDUs, the authorized headgear will be either the BDU cap, or when authorized by the major command, the organizational baseball cap. The ball cap or the flight cap can be worn with whites and without a jacket, but only the flight cap should be worn with the lightweight blue jacket, all-weather coat or raincoat.

* Servicemembers in BDUs can now dine in local off-base eateries, whether or not waiter or waitress service is offered, unless there is a more formal dress code prohibiting comparable work clothes. (AFNS) **VF**

Transition assistance for reservists. . .

by SrA. Shannon Armitage,
934th AG UPAR

Reservists affected by the force reduction are now being offered separation packages similar to those offered to active duty personnel, according to 1st Lt. Troy Vonada, chief of military personnel for the 934th.

The benefit packages are part of a program called the Reserve Transition Assistance Program (RTAP) which took effect last month.

Vonada said that the program's first priority will be finding another Reserve job for people who are "shut out" of their positions once manpower slots are cut. "You have to offer them a position equivalent to their present rank," he said, "and that's brand new." Previously, people might have had to move to positions of less rank, meaning stripes had to come off.

He also said there are two kinds of separation pay programs for reservists affected by cuts. The first, called Reserve Special Separation Pay, is for involuntarily separated members who qualify for retirement at age 60 but haven't reached that age yet.

The second program, called Reserve Involuntary Separation Pay, is for members who have between six and 15 years of service and are subject to involuntary

transfer from the Selected Reserve. Members with 15 to 19 years of service who are involuntarily separated will be eligible for early retirement.

Vonada added that people forced out between Oct. 23, 1992, and March 10, 1993, will be afforded the opportunity to reaffiliate with the Selected Reserve and will be offered reassignment or RTAP benefits, as appropriate. Local military personnel offices won't be involved in reaffiliation, as affected individuals will be notified directly by Headquarters Air Force Reserve and the Air

Reserve Personnel Center.

"It's the member's choice as to which options they want," Vonada said. "We here in military personnel will help them pick their best options."

Department of Defense officials said that the program "recognizes a need to ensure members of the Selected Reserve are treated with fairness, are given respect for their service to their country and have attention paid to adverse personal consequences" following unit cuts or inactivations. **VF**

... it's not just for active duty anymore

Separation pay, early retirements and preferential placement into a same-grade position if your Reserve slot is cut — all this talk doesn't make much sense if you think it only applies to Reserve units on the base closure list.

But members of the 934th may start to feel the bite very soon, according to 1st Lt. Troy Vonada, chief of personnel. The overall reorganization and drawdown of the Air Force could have far-reaching effects, even in seemingly "safe" units like the 934th.

"The first people who will likely be affected are lieutenant colonels who are on waiver to fill majors' positions," Vonada said. "Come Dec. 31, the current waivers will expire, and it doesn't look like any others will be approved." He added that they, along with several people being

separated under High Year of Tenure (HYT), would be eligible for transition benefits.

Though this affects a mere handful of people here, one unit is already waiting in the dark to see what the future holds. SMSgt. Karen Wilson, Air Reserve Technician for the 934th Communications Flight, said the unit is awaiting word on a possible manpower reduction in that unit.

"We requested a waiver since we are in a unique position here," Wilson said. "There's no active duty communications unit here to assist us, plus our unit is so small as it is that it's difficult to handle all the work. So we're just waiting to see what happens."

Actions cutting the flight could take effect as early as Oct. 1. **VF**

New name, new training culture

by Gen. Merrill McPeak,
U.S. Air Force chief of staff

For the past two years, we've been building a new Air Force. We started by reorganizing the combatant commands. We then consolidated our acquisition and logistics functions -- all part of "The Year of Organization." The July 1 activation of Air Education and Training Command caps "The Year of Training," the second stage of building the world's most respected air and space force.

Training is the key to a quality Air Force, the essence of everything we do. Our ability to perform the mission is directly related to the quality of training we provide our people. Merging Air Training Command and Air University into a single major command is more

than a name change; it reflects a complete change in our training culture.

You've read about the initiatives that resulted from "The Year of Training." We're scheduling skill training and professional military education at appropriate career points to better prepare our people for increased responsibilities. We're balancing the roles of our formal, correspondence and on-the-job training programs. We've given AETC the responsibility for large weapon system combat crew training, allowing the warfighting commands to focus on preparing for combat.

Throughout this process, our objective was clear -- to set the world's standard for training. We've faced the reality that our Air Force will get smaller. Air Education and Training Command will help us make it better. **VF**

by MSgt. Tim Turner,
934th public affairs

For most of us who've gone through basic training, our training instructor, or T.I., was someone to fear, hate and respect -- sometimes all at the same time. No one knows this better than TSgt. Mark Anderson.

Anderson, a power production technician with the 934th Civil Engineering Squadron, was a T.I. at Lackland AFB, Texas, for three years. For the 35-year-old Anderson, it was the most challenging three years of his life.

"I'd usually work 15-hour days, most times seven days a week, and would face crisis after crisis," he explained. "But I wouldn't trade the experience for anything."

Anderson's "experience" began in the spring of 1989, when the 934th received a message from the Basic Military Training Academy at Lackland asking for reservists to become T.I.s. At the time, he was a truck driver for CES and for Red Owl Stores.

"CMSgt. Larry Hanson of CES suggested I apply, because he thought I had the right personality for the job," Anderson recalled. "Once he put the bug in my ear, I knew I had to give it a try."

To Anderson's and Hanson's delight, he was accepted. After putting in for a three-year leave of absence from Red Owl (now Super Valu Stores), he was off that summer to begin the five-week training instructor school at Lackland.

"They taught me everything I needed to become a good T.I., like how to march a flight, conduct an inspection, speak in front of a group and counsel the recruits," Anderson said.

Upon graduation from T.I. school in the fall of 1989, Anderson was given his first flight. When his tour ended in October 1992, he estimated that over 4,000 recruits had been directly or indirectly under his leadership.

"What's fascinating is that no two recruits were the same," Anderson pointed out. "I learned very quickly to focus on their inherent strengths while at the same time respecting their weaknesses. I had one guy, for example, who couldn't march to save his life, but he had great organizational skill because he was an auto mechanic by trade -- so his locker was always spotless."

Anderson also recalled the varied cultural backgrounds of the recruits. "You might get one guy in your flight from a bad part of New York bunking next to a guy from a small town in Mississippi. I even had one recruit from a farm in Iowa who'd never seen a black person before coming to basic. Well, right away I had to deal with those cultural barriers before they affected the flight."

Anderson even had charge of two female flights during his tour. "In many ways, the women were better recruits than the men because they caught on quicker to what was expected of them," he explained. "But when two women in the same flight had an argument, they'd usually hold a grudge longer than the men. The men would argue, too, but they'd usually resolve their differences right after."

SrA. Jennifer Nill, an aeromedical evacuation technician with the 47th Aeromedical Evacuation Squadron, was in one of Anderson's female flights. "He was a very good T.I.," she said. "I was intimidated by him at first because he's so big and tall, but after a while, I began to like and respect him. Later on in basic, when I

Gimme three

After three years of training instructor duty at Lackland AFB, Texas, this 934th reservist knows the meaning of "challenge"



(Photo by SSgt. Janet Byerly)

TSgt. Mark Anderson assists in the demolition of building 751. found out he was from the 934th, he became more of a real person."

One "real person" who supported Anderson during his tour was his wife Deb. "I'd usually leave our house in San Antonio at four in the morning and wouldn't get home until 10 at night, after the recruits were put to bed," Anderson said. "Deb would already have my uniforms ready for the next duty day. She was terrific."

Needless to say, Anderson has many memories of his stint as a T.I. -- some pleasant and some unpleasant. But one memory stands out from the rest.

"I was in our dining hall, and one of the recruits began choking on some food," he recalled. "None of the other people around him knew what to do. By the time I reached him, he was as blue as your (Air Force) hat. I performed the Heimlich Maneuver on him, and the food dislodged."

"I don't know," Anderson continued. "Sometimes I think a higher being chose me to be a T.I. just so I could save that guy's life. Who knows? In one way, it makes all of the other accomplishments I made as a training instructor seem insignificant compared to that one." **VF**

*934th wins again***Reserve's top contracting office**

by Cherie Huntington,
934th public affairs

"No, sir, I'm sorry, but we need every lineal foot of cable we requested, and we can't accept any less," said Darcee Copus-Sabart, deputy contracting officer for the base.

"I have a very upset contractor," she said, hanging up the phone.

Fortunately, that disgruntled contractor is in the minority of the 934th Contracting Office's customers, as they've recently earned the title of the Air Force Reserve Outstanding Operational Contracting Office 1992.

The nine-person office shares the AFRES honors as the award covers all aspects of the contracting program. According to Copus-Sabart, it's based

on timeliness of actions, responsiveness to customers and headquarters plus socio-economic programs. Those include promoting small businesses in general and women-owned, minority and disadvantaged businesses in particular.

"We strive for a balance between the needs of customers, an equitable distribution of our monies and a fair price for goods and services," explained Copus-Sabart. "The government spends a lot of money, but we've found that we can also save a lot and promote competition by always trying to have more than one source for our requirements."

She said that customers lean toward a tried-and-true contractor and would be willing to absorb rising prices to go with a known quality in a service or

product. Competition results in better prices, however, and normally doesn't affect either quality or delivery times, according to Copus-Sabart.

Though the award recognized last year's accomplishments, contracting is still going strong. "This year is projected to be the busiest so far," she commented, with nearly \$7 million in contracts for this fiscal year.

The contracting office holds a reputation as a cooperative team, internally as well as with customers and contractors. "We're very easy to work with," Copus-Sabart said. "I think we do a very good job overall for our customers. We certainly give and will continue to give our very best."

The office also has a tradition of capturing this award, as this is the fourth time in nine years they've won. **VF**

Viking Victor: Pat Olsen

Award: Air Force Reserve Outstanding Contracting Administrative Support 1992.

Position: Contracting clerk, 934th Contracting Office.

Job responsibilities: Typing, filing, answering phones, greeting customers, keeping publications up to date.

Education: Graduate of Edison High School, Minneapolis.

Hobbies: Reading, bicycling and gardening.

Goals: "To retire and do volunteer work -- probably working with people in nursing homes."

Family: Husband, Dave, who's retired U.S. Navy; son, Bill, who's in the U.S. Navy; and daughter Mari; live in Fridley, Minn.

Comments: "I've worked in contracting six-and-a-half years out of the 13 I've worked at this base. The people in this office are the best to work with. They are professionals and are easy to work with. I've really enjoyed working in contracting." **VF**

Employers' flight

This UTA is the deadline to submit nominations for the annual Bosses' Day on Saturday, Sept. 11. Activities include a C-130 orientation flight and a tour of the base. Forms are available in unit orderly rooms. For more information, contact public affairs at base extension 5337.

Hangar Dance '93

The annual Hangar Dance will be held Saturday night, Aug. 7, starting with a social hour at 6 p.m. Food will be served from 7-8 p.m., and music starts at 8 p.m. until hours unknown.

Anyone interested in selling tickets

for their unit or buying an advance ticket (\$3 each), see MSgt. Tim Payton, 934th Maintenance Squadron, in building 821, or call base extension 5323.

Newspaper survey

This UTA is the deadline to turn in *Viking Flyer* newspaper surveys. For more information, call public affairs at base extension 5337.

Kudos

Promotions

SSgt. James Bixby	MS	SSgt. Alan Flolo	CES	TSgt. John Bremer	MS
Maj. Christopher Clay	AES	TSgt. Donald Gould	SPS	SSgt. David Hardy	SPS
Lt. Col. Richard Curry	AS	Amn. Julie Harbour	SPS	Sgt. Wendy Henderson	LSS
TSgt. Jennifer Johnson	AG	SrA. James Herford	MS	TSgt. Dale Ingersoll	AS
MSgt. Robert Kahl	SPS	TSgt. James Jansen	LSS	TSgt. Angela Johnson	AS
A1C Peter Klempay	SPS	SSgt. Jeffrey Kellington	MAPS	SSgt. Darrel Knox	AS
SSgt. John Martin	SPS	MSgt. James Keup	AS	TSgt. Brian Knutson	AES
MSgt. Norman Rosenow	LSS	Sgt. Scott Koennicke	SPS	SSgt. Ross Knutson	LSS
SrA. Jeffrey Schumacher	MAPS	SSgt. Kenneth Nordstrom	LSS	TSgt. Sharon Lake	AES
SrA. Matthew Young	AS	Sgt. Amy Page	MAPS	MSgt. Jerome Meyer	MS
		Sgt. Thomas Reinardy	MAPS	SSgt. Timothy Mikesh	CF
		A1C Jeffrey Sands	MS	SSgt. Charles Olson	CES
		Amn. Michael Stener	MS	SrA. John Osgood	AES
		Lt. Col. Donald Stockton	MSF	TSgt. Terrence Rice	LSS
		A1C Zachary Stroud	MedSq	SSgt. Loren Schlaak	SPS
		SSgt. Jordon Vore	MS	SSgt. Jeffrey Sonsalla	CF
		SrA. Ronald Waller	LSS	SSgt. Dennis Swanson	CF
				SSgt. Fred Walker	MS
				MSgt. Mary Walker	MedSq
				SSgt. Matthew Welage	AS

Newcomers

AB Donald Albee	SPS
SSgt. Blake Andrist	MS
Sgt. Michael Cleveland	CES
SrA. Rick Cortez	CES
SSgt. Reid Cronk	SPS
A1C James Eicher	MAPS

Reenlistments

SSgt. John Anderson	MAPS
SSgt. Douglas Blair	SPS

Viking Victor: Maj. Craig Peters

New position: Commander, 934th Morale, Welfare, Recreation and Services Squadron. Previously commander, 934th Mission Support Flight.

Education: B.S., business administration, University of Minnesota, Minneapolis; M.A., industrial relations, University of Northern Colorado, Greeley, Colo.

Hobbies: Golf, tennis, winemaking, skiing.

Civilian occupation: Human resources manager, UNISYS Corp., Roseville, Minn.

Professional organizations: Reserve Officers Association, several human resources organizations locally and nationally.

Goals: "To meet the needs and expectations of the MWRS customers and assist in providing growth and developmental opportunities for MWRS personnel. And to have fun!"

Comments: "I'm very pleased to have my new assignment with MWRS. I was very lucky to have been supported by an excellent group of folks back in MSF, and from all appearances so far, the people in MWRS are just as professional and dedicated to the mission. Being commander gives me the opportunity to spend time with my people -- getting to know them. That's the best part of this job." **VF**



The infamous MRE: *Yummy or yucky?*

by SrA. Shannon Armitage,
934th AG UPAR

You're dirty, tired and overworked -- and then you're issued a Meal, Ready-to-Eat (MRE), also known as Meals, Refused-by-Everyone.

SMSgt. Michael Dressen, 27th Mobile Aerial Port Squadron, calls them, "tasteless, funny things we have to eat every once in a while." They've been compared to doorstops, sawdust and enemy torture.

The U.S. Army first developed MREs to replace the Meal, Combat Individual, called C-rations. C-rations consisted of canned meat, a can of fruit or cake, crackers, cheese or peanut butter spread and an accessory packet. Unfortunately, the cans added unnecessary weight.

MSgt. Anthony Zacheretti of the 934th Plans Division, remembers the old C-rations by saying he'd "rather eat grass." He said the packaged ham was green and slimy. "An MRE looks good compared to them," he commented.

Even today, researchers continuously try to improve MREs, striving to make them lighter, tastier and more nutritious.

Gerald Darsch, chief of the food technology division for the Army's research center in Natick, Mass., said researchers conduct field surveys and focus on groups with airmen, soldiers, sailors and marines to see if what works in the laboratory works in the field. The most nutritious food in the world won't do one bit of good if it tastes so bad no one will eat it, according to Darsch.

Here at the 934th, reservists have plenty of comments on how to improve MREs. MSgt. Patricia Boettner, 934th Support Group, complained that they are hard to open. "You have to make sure you have a knife with you, 'cause those things won't open with your teeth," she said.

SSgt. Sonja Fisher, 934th Mission Support Flight, said, "They're fine for going to war, but when you're just sitting

there in an office, with all those extra calories -- they make you sick."

Possibly the most notorious MRE offering, the pork patty, has recently been discontinued, much to the relief of most service members. SMSgt. Joe Armitage, 934th Communications Flight, recalled an exercise where an MRE had accidentally been left outside of the headquarters tent. He said an animal took the time to chew through the tough packaging, but it stopped when it got to the pork patty. "Even the animals won't eat those things," he said.

Not all reservists dislike MREs, however. SrA. John Kline, 934th Civil Engineering Squadron, said, "I love the things. Being a single guy, they're the best meal I get over long periods of time."

SSgt. Leon Gilder, MSF, said, "I like them because you don't have to reconstitute them (add water). They're like meals mom used to make."

And MSgt. Scott Semler, MSF, claims they keep mice out of his apartment.

MREs cost \$5 apiece, though, twice what a box lunch costs, according to Zacheretti. "What you're paying for is the longevity," he said. "MREs last forever."

To make sure they stay edible, the meals have to be inspected, according to Zacheretti, and that task falls to military public health specialists. Until the late 70s, however, those specialists were also veterinarians -- and Zacheretti finds it hard to shake that fact. "I guess I equate it with dog food," he said.

The meals are far from dog food, however -- particularly for those less fortunate than well-fed Americans. The 934th alone airlifted over 50 tons of MREs into war-torn Yugoslavia last year for Operation Provide Promise, and not just because we wanted to be rid of them. They are helping sustain life where otherwise there might be no hope of survival.

"MREs would be a banquet for a family who's starving," commented TSgt. Chuck Cunningham, 934th Logistics Support Squadron. "When you can't get any other food at all, an MRE would seem like a blessing." **VF**

MWRS BRIEFS

Golf tournament

Thirty golfers participated in the 8th Annual 934th Airlift Group Golf Tournament, held at Rich Acres Golf Course on the July UTA. Taking first place was the team of **Orin Johnson, Fred Walker and Mark Woodson**, 934th Maintenance Squadron, and **Sidney Newman**, Base Civil Engineering. Other prize winners included:

Longest putt: **Ronna Puck**, 934th Morale, Welfare, Recreation and Services Squadron, and **David Mattson**, 27th Mobile Aerial Port Squadron. Closest to the pin: **Jody Knight**, 27th MAPS, and **Tom Solarz**, 934th MWRS. Longest drive: **Ann Westerback**, civilian guest, and **Robert Jacobson**, 934th MWRS.

Softball schedule changes

Aug. 7

4:45 p.m.: CoRec, MWRS vs. MS #1, Field #1
CoRec, CF vs. AES, Field #2
Men's, MAPS vs. SPS, Field #3
6 p.m.: CoRec, MWRS vs. AES, Field #1
CoRec, MS #1 vs. CF, Field #2
Men's, MS #2 vs. SPS, Field #3
7:15 p.m.: CoRec, MWRS vs. CF, Field #1
CoRec, AES vs. MS #1, Field #2
Men's, MS #3 vs. CES, Field #3

Sept. 11

4:45 p.m.: Men's, MS #2 vs. MS #3, Field #1
Men's, MS #1 vs. CES, Field #2
CoRec, AES vs. LSS, Field #3
6 p.m.: Men's, MAPS vs. MS #1, Field #1
CoRec, MWRS vs. LSS, Field #2
7:15 p.m.: CoRec, CF vs. LSS, Field #1

Oct. 2

4:45 p.m.: CoRec, MS #1 vs. LSS, Field #1

Tug-O-War challenge

Which unit is the strongest? We'll find out at the Tug-O-War contest between the units on Family Day, Sunday, Sept. 12. Look for sign-up sheets at your unit, or ask your MWRS/sports representative.

Family Day

A variety of activities are in progress for the Family Day, including all-day unit and aircraft displays, a shuttle from 10 a.m. until 4 p.m. to the Air National Guard Museum and various games starting at 1 p.m.

Call MWRS: 725-5316