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934th Airlift Wing,
Air Force Reserve Command,
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Air Reserve Station, Minn.

VIKING FLYER

Functional check flight

'Exam' ensures Herks
stand mission ready
after major
maintenance

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On the cover

For 934th Airlift Wing C-130s, "final exams" follow major maintenance via the functional check flight. For the story, see Page 7.



Tech. Sgt. Janet Byerly

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UTA schedule

Feb. 5-6	• UTA meal
March 4-5	entrees: Saturday,
April 1-2	hot beef/pork
May 6-7	sandwiches;
June 3-4	Sunday, veal
• UTA pay date:	parmesan, baked
Jan. 18.	fish.

Commentary

Saving lives through vigilance

Though inconvenient, exercises must be taken seriously

Col. Dean Despinoy
Wing Commander

One hundred sixty-eight people dead – that was the end result of the Murrah Building bombing in

Oklahoma City almost five years ago.

I was stationed at Tinker Air Force Base, Okla., at the time and still remember the disbelief and horror of the situation. The members of the 507th Air Refueling Wing knew many of the people who worked in the federal building. Some we never saw again. That day the target was the Murrah Building; it could have just as easily been the nearby Whipple Building.

Wednesday, Dec. 15, we had an exercise that actually started about 11:30 p.m. Tuesday. The scenario was a rather simple one. A group displeased with the wing's actions decided to take some direct action of their own. Threat letters were received, and a bomb was finally smuggled on base in a vehicle.

Due to the fact that we are a military organization on a military base puts us at risk. With my experience in Oklahoma City, I may be more acutely aware of what that means than some others. I take the responsibility of your protection very seriously.

We must be prepared and practiced in response to various situations in order to have any hope of controlling what can quickly become an uncontrollable situation. People must be aware of the communication flow and how they fit into that process.

We all are creatures of habit, and most of us do not like our routines to be disrupted. I know some did not see the point in having everyone park in a central location and walk to their office. However, by parking as we did, the cars which could have contained a bomb

were away from the buildings where the people were. I also know that because of the signs posted at the gate and forcing people to park in the field, everyone knew



Despinoy

that something was going on. Even with that fact being so obvious, it was still a considerable time before the command post was able to establish contact with each building on this base.

To protect you, you have to help protect yourself. Don't take the attitude that "it is not my job." It is not your job to die either, but unprotected or uninformed individuals do die preventable deaths.

The next time that you come on base and see something unusual going on, don't just "play the game." Challenge yourself to get involved. Seriously ask yourself, "What should I do?" Allow your military training to take over.

If you are a civilian, don't think this is just a military exercise and as a civilian you don't have to play. If you are the first in a building, call the command post to help pass instructions to your coworkers as they report to work. Know where the book is located that has the signs to post at the building entrance.

It is all too easy to find excuses for not doing your part and just be upset at the inconvenience of the exercise. If you don't learn something from the exercise, then it is a waste of your time. Don't allow yourself to waste your time.

I felt the exercise was a good one and, as always, lessons were

(VIGILANCE, continued on next page)

Memorian

**Master Sgt.
Timothy Brian Turner**
June 4, 1954 -
Dec. 17, 1999

"Tim was a man of great humor, optimism, faith and courage, qualities that sustained him, his family and his many friends during his 18-month battle with brain cancer."

This excerpt from Tim's obituary created a modest picture of him for those who did not know him and a tender reminder for those of us who knew him well.



Turner

But for us, his coworkers for many years – even those of us who, like Tim, could be considered "professional wordsmiths" – words fail to do his great spirit justice.

He was a husband, father, brother and son. As a professional, he worked in marketing/copywriting for West Publishing, Eagan, Minn. He had a distinguished career in marketing, public relations, journalism, copywriting and military public affairs. He served his entire military career in the 934th Airlift Wing in public affairs.

Though he was active in all areas of public affairs, newspaper work seemed to be his greatest love. He served for many years as editor of the *Viking Flyer*, and he became the staff's top feature writer. He longed for the old days before computer production, however, when reservists "put the newspaper to bed" on the drill weekend and used the cut-and-paste method of layout – gluing each strip of copy on the page by hand, piecing together corrections cut out with an art knife.

We loved teasing him about his "long and boring" stories, but he was always our best and most dedicated writer. He always went way beyond what was expected on each story, investing many hours in research and numerous interviews. He often stayed late after drill, alone, to polish and perfect his stories,

sometimes calling several times during the week afterwards to fine-tune with minor changes. He cared more about his work here than anyone could imagine.

He also loved traveling around the world with wing members, writing articles for the paper or *Citizen Airmen* magazine. In fact, he was with the aerial port on annual tour in Korea in 1998 when symptoms of his illness became manifest.

Luckily, his last year was full of traveling and quality family time with his wife, **Kate**, and their young son, **Nick**. But even as he endured medical treatment that would have stopped the rest of us in our tracks, no longer drilling while on a medical profile, he continued to visit the office and write features voluntarily.

In fact, though his short-term memory finally became too fragile for him to conduct interviews and write stories, his long-ago learned skills as a copy editor remained sharp and true. He proved this by tearing through last November's paper with his red pen and the cold heart of a ruthless editor, putting us to shame by catching an abundance of nasty little errors.

The wing chapel was blessed to have him serve as a hymn leader and soloist for Catholic Mass. Over the years, he was a member of the University of Minnesota Symphonic Chorus, the University of Minnesota Men's Chorus, The Bach Society Chorus and the Basilica of St. Mary Choir. He also performed at public events such as Minnesota Timberwolves games.

But there was more to Tim than business and talent. He was also a funny little child at heart and had us all busting a gut with laughter so many times. He studiously avoided office politics, remaining friends with all of us on his own neutral terms. We never heard him say an unkind word about anyone.

All of us in public affairs, both current and retired, will miss Tim dearly, and we will never forget his earnest ways and mischievous grin. He surely earned wings long before he took flight from this earth.

– *Cherie Huntington and Tech. Sgt. Janet Byerly, public affairs*

Memorials may be sent to the Nick Turner Scholarship Fund, c/o Soo Line Credit Union, Minneapolis, or donor's choice. □

Vigilance ...

(Continued from previous page)

learned. I solicit feedback from anyone for improvements that can be made. Please use the e-mail and address your comments to the command post or directly to me.

We will have additional exercises in the future, both through the week and on unit training assemblies. Each will test different capabilities. I will closely monitor the scheduling of these exercises for minimum impact on our daily

mission, but when they occur, I will appreciate your participation and understanding.

From this and future exercises, we as an organization are a little more prepared, which means all of us are a little safer. □

Air Force

Military anthrax program slows temporarily

Failure of a new anthrax vaccine production plant to pass a Federal Department of Agriculture inspection has led the Department of Defense to postpone the second phase of vaccinations for at least six months.

Defense officials announced Dec. 13 the Pentagon will delay inoculating troops other than those deployed to Korea and the Persian Gulf

until new batches of the vaccine are proven safe and effective. They said there are enough FDA-certified dosages to continue vaccinating troops headed to those high-threat areas.

Since the first phase of inoculations began last year, 383,000 soldiers, sailors, airmen and Marines have received anthrax shots. The second phase will cover first responders to military contingencies or those ready to deploy. The third and final phase will inoculate the remainder of the force.

William Cohen, defense secretary, delayed the second phase of inoculations until the new production facility achieves FDA certification. The new, larger, modern facility was built after demolishing the smaller facility on the same site. The new plant can meet DOD's production requirements of 400,000 dosages a month, compared to the old plant's 2,000 doses a month.

Officials said it has taken longer than expected to transition to the new plant. (*Air Force Print News*).

Mask fit testing program begins

Air Mobility Command is testing more than 45,000 nuclear, biological and chemical protective masks to see if they fit each owner's face properly. The test is aimed at people assigned to mobility positions and must be completed by Dec. 31.

The program determines how well the mask fits the wearer and trains the individual in the wear of the mask.

The 934th Airlift Wing has started fit testing as well, with all masks to be tested by February 2002. **Claude Schuenemeyer**, chief of disaster preparedness, said masks belonging to members on mobility status will be checked first, followed by all others. (*AMC News Service*)

Reserve

New use of military leave awaits further direction

Air Force reservists need to wait for instructions before using federal employee military leave to perform inactive duty for training.

The fiscal 2000 National Defense Authorization Act authorizes use of military leave for IDT. However, the Air Force awaits guidance from the Department of Defense to establish use procedures.

The new procedures will take effect when the Air Force changes Air Force Instruction 36-815, Absence and Leave.

Federal employees accrue 15 days of military leave each fiscal year to perform active duty or active duty for training. Air reserve technicians are entitled to 44 additional workdays of military leave in a calendar year when on active duty without pay for participation in noncombat outside the United States, its territories and possessions. (*Air Force Reserve Command News Service*)

Pay processing halts as precaution

The Defense Finance and Accounting Service, Denver, issued a notice in December that there would be no military checks issued between Dec. 30, 1999 and Jan. 14, 2000. This temporary delay should not affect the 934th's January unit training assembly pay date, scheduled for Jan. 18.

The pay center said the delay is a Y2K precaution, which included making system changes to comply with federal Y2K guidelines.

Pay officials said pay for orders submitted during this time frame are being processed, but transactions filed after Dec. 17, 1999, will not pay out until Jan. 14.

□ For more information, call the 934th Military Pay Section, Ext. 1411.

Local

Holiday donations tallied

- The 934th Services Division hosted the Toys for Tots again in 1999, collecting 148 toys and \$200 in cash from unit members.

- At the Civilian Welfare Fund Council holiday party, Dec. 1, nonperishable food and \$167 in cash was donated for the Trinity Mission, Minneapolis.

Foss heads memorial drive

Chief Master Sgt. Tom Foss, 96th Airlift Squadron chief loadmaster, has been selected as the wing point of contact for the VFW World War II Memorial Program.

The memorial, to be funded almost entirely by private contributions, will be built on seven acres between the Washington Monument and the Lincoln Memorial in Washington, D.C. Ground breaking for the memorial should be before next Veterans Day, Nov. 11.

The VFW has pledged \$2.5 million to match 50 percent of each donation to their memorial fund. Anyone donating \$100 or more receives a certificate, lapel pin and newsletter.

□ To make a donation, see the VFW Web site at:

www.vf2w.org/ww2/ww2onex.shtml

□ For more information, call Foss, Ext. 1718.

Firing range remains off-limits

The 934th Airlift Wing firing range, located at Fort Snelling, is off-limits to unauthorized people. Trespassing is illegal and dangerous due to gunfire. For information, contact the 934th Security Forces Squadron, 760 Military Highway, Minneapolis MN 55450-2100, (612) 713-1812. □

'Space shuttle' Herks

Wing takes on NASA support mission hauling equipment, supplies to Sweden

Tech Sgt. Larry Dean
Public Affairs

Air, load and maintenance crews from the 934th Airlift Wing took part in a new training mission that took wing aircraft on two November treks, Nov. 1-7 and 18-24, to Sweden on scientific research support flights.

"**Maj. Drew Hansen** heard about the opportunity for our unit to participate in a NASA support flight, during a conference about mission allocations," said **Capt. Bruce Wiskus**, 96th Airlift Squadron. "He worked through the standard approval channels so we could support NASA mission needs for delivery of equipment and supplies to Kiruna, Sweden."

Wiskus explained that NASA needed supplies delivered to be used in a multinational experiment being conducted from Sweden to look at the earth's ozone layer.

Each of the two missions included a week-long round trip, the first carrying general supplies needed by the multinational group of scientists, and the second mission carrying the equipment the researchers would use to conduct their experiments.

"We loaded and delivered three pallets of test equipment, weather balloons and additional gear that the research team would use to conduct explore and document the current conditions of the ozone layer," said **Tech Sgt. Randy Kenowski**, 934th Maintenance Squadron crew chief during the second mission.

"We picked up the test equipment from Edwards Air Force Base, Calif., and delivered it to NASA in Kiruna," said Wiskus.

He said participants enjoyed the unusual mission. "It was a good mission that brought us to some different locations," he said. "We're glad to have the opportunity to serve in the worthwhile efforts of NASA and the multinational researchers, and we look forward to additional opportunities to participate in NASA missions in the future."

"We all really enjoyed this mission," said Kenowski. "We met a lot of nice people, and NASA treated us well and showed us around before our return home." □

New, improved newcomer's program makes debut

Tech. Sgt. Janet Byerly
Public Affairs

A revamped newcomers' briefing made its debut on the December drill weekend at its new home at the NCO Club.

"We had been moving the briefing a lot lately, and it was getting confusing," said **Master Sgt. Faye Dudley**, noncommissioned officer in charge of military personnel programs. "We permanently moved it to the NCO Club, and we changed the starting time to 8 a.m."

Also changed was the reporting time and place for the new recruits. Previously, new recruits would go directly to the newcomers briefing at 7:30 a.m. Now, as a result of feedback from the units, recruits report to their units first.

"We now have the newcomers go to their unit at 7 a.m., and a sponsor is there to meet them," she explained. "They have that hour to meet people or go to commander's call or go to

breakfast – and then attend the briefing."

Dudley was impressed last month with how many sponsors walked their people over to the briefing, she said.

The impetus behind the change has been **Senior Airman Chris Day**, chief of customer service air reserve technician, said Dudley.

"Airman Day had suggestions on how he wanted to change things, and we worked together, along with unit and base commanders, to implement those changes," she said.

Future plans include the possibility of starting a newcomers flight.

"It's just in the talking phase," she said. "We are looking at programs at other bases to get ideas. But there are several drill weekends, at least, when all the in-processing requirements need to be completed. Depending on how many ancillary training requirements we might have them complete at the same time, they could be temporarily assigned to the newcomers flight for two to four months." □

Clothing issue procedures change

Newcomers and longtime reservists alike will see changes in clothing issue in Base Supply.

The function now issues a limited number of items, including parkas, field jackets, flight gear, safety boots, work gloves, stripes and name tags, said **Doug Wold**, acting chief of supply.

A supply store operated by the National Institute for the Blind will start construction in the clothing issue area in mid-January.

"Now the unit will give paperwork to the reservist to pick up items at the Military Clothing Sales Store," said Wold.

Tailoring service remains available on drill weekends, 7:15-11 a.m. and 12:30-3 p.m. Saturday; 7:30-11 a.m. Sunday. □

Fighting anthrax misinformation

Wing leadership invites top expert to present scientific facts

Staff Sgt. Suzanne Runtsch
Public Affairs

As part of an ongoing effort to provide accurate information on the anthrax vaccine, the wing invited one of the nation's leading experts to address members in December.

Dr. Gregory

Poland, a renowned expert in the field of immunology and vaccines, discussed anthrax—fact and fiction—at the December unit training assembly.



Poland

Poland serves as chair on the Armed Forces Epidemiological Board and on the Federal Drug Administration advisory board on vaccines. He is chief of the vaccine research group, department of internal medicine, Mayo Clinic, Rochester, Minn.

Col. Dean Despinoy, wing commander, stressed the importance of the anthrax program during the question and answer period with Poland.

"Our role as military members makes us a priority for vaccination, because we are dedicated to protecting our country," Despinoy said.

Poland, whose father and brother are U.S. Marines, expressed similar concerns for the military force.

"We have not taken seriously enough the threat of biological attack," he said.

The threat of anthrax as a biological weapon is real—anthrax vaccine is a means to protect military people against this biological threat, Poland said. Today, at least 17 nations are believed to have an offensive biological weapons program,

and research on anthrax as a biological weapon began more than 80 years ago.

Internet fuels fire

Internet misinformation has helped fuel controversy over the vaccine—controversy Poland was eager to dispel.

"Thousands of people have received multiple doses of anthrax vaccine over several decades and studies show no difference in general health related to receiving the anthrax vaccine," said Poland.

In fact, he likened the vaccine's side effects to other shots given to service members.

"The anthrax vaccine's side effects are very similar to those experienced with tetanus—a vaccine each of you already receive regularly," Poland said. To help emphasize this point, he displayed a slide listing a number of possibly alarming side effects—all related to tetanus.

"There are no credible reports that show a cause and effect relationship between the anthrax vaccine and any subsequent health condition," Poland said. "The concern over anthrax vaccine is significantly tied to Gulf War Syndrome, but there is no data supporting a correlation. Seven independent studies show no connection [between Gulf War Syndrome and] anthrax vaccine."

Regarding concerns of contracting disease from the shots, Poland stressed that the anthrax vaccine is developed using toxoids, not live bacteria; therefore, the vaccine cannot produce the disease. And as for controversy surrounding a "government conspiracy," he dismissed such a possibility.

"It's inconceivable to think that doctors, the FDA and the Centers for Disease Control would go into collusion with the federal government

to try and cover up any adverse information on anthrax vaccine," Poland said.

A matter of trust

Poland was accompanied on his visit by a colleague at the Mayo Clinic, Col. Brian Younge, a former flight surgeon and commander of the 934th Aeromedical Staging Squadron.

Younge, now in the Air National Guard as state air surgeon for South Dakota, said he started the anthrax immunization series without adverse side effects.

"It's a matter of trust," he said. "I put my trust in the pilot every time I fly, just as they trust me to protect their health."

Members don't have to rely simply on trust, however. ASTS wants to provide reliable information to everyone to allay fears, including:

- A pamphlet with commonly-asked questions and answers about anthrax, put together by Col. Mary Hanson, ASTS commander, was provided at Poland's presentation and is available for unit distribution.

- A videotape of Poland's presentation will be available starting February drill from ASTS, Ext. 1606.

- For more information on anthrax vaccine, check out these Web sites:

- www.anthrax.osd.mil

- www.usmc.mil/Anthrax.nsf

- The *Journal of the American Medical Association* has two informative articles about anthrax at its Website:

- www.jama.ama.assn.org/issues/v282n22/full/jct90025.html

- www.jama.ama.assn.org/issues/v281n18/full/jst80027.html



Younge

Tech Sgt. Larry Dean
Public Affairs

After technical orders, toolboxes and test equipment are put away following a critical aircraft maintenance procedure, the aircraft sits as prepared as it can be for its final exam in a big classroom—the sky.

That exam is the functional check flight, or FCF, involving vital flight safety tests conducted during actual flights. The FCF confirms all systems operate properly following major maintenance or scheduled system upgrades to aircraft engines and systems.

Lots of check flights

"1999 has been a busy year for maintainers and flyers alike in terms of functional check flights," said Tech. Sgt. Phil Kvanme, quality assurance propulsion inspector.

He said check flights are normally infrequent. However, electrical system and autopilot upgrades required an FCF for each of the wing's 10 aircraft last year.

Maintenance specialists and aircrews use detailed checklists to test each engine or upgraded component, Kvanme explained. Aircrews carry a comprehensive test checklist for flight but conduct only those tests relating to the specific maintenance under review. Maintenance specialists track results during subsequent flights as well.

“ They take our aircraft up for a test ride and put it through a rigorous set of tests to see that all is well. ”

"After depot maintenance, the depot performs the FCF," said Kvanme. "When major maintenance is performed on three or more engines and propellers, or it is returned from extended storage, crews here perform an FCF."

During the tests, crews shut down the engine while in flight and restart it, and conduct other tests found on the checklist to make sure all is working, he said. The checks conducted by the aircrews are those that can't be verified on the ground after maintenance is completed.

"They take our aircraft up for a test ride and put it through a rigorous set of tests to see that all is well," said Kvanme.

Aircrew members performing FCFs hold special certification for this duty.

Airborne exam

The governing factor on whether or not to complete an FCF is spelled out in maintenance technical orders.

An FCF must be conducted "when the adequacy of accomplished maintenance cannot be verified through

Final exams

It's not just aircrews facing continuous testing of their flight capabilities—aircraft have to make the grade, too



Senior Airman Clifford Larson

ground operational checks and specified in-flight procedures are documented," reads the tech order.

Though some checklist items can be reviewed on the ground, most tests are completed in the air, said Kvanme.

"An FCF is performed to test the full range of normal operations for each system on the aircraft," he said. "This can include propulsion, communications, navigation, electrical systems, pressurization and air conditioning, autopilot, and flap and landing gear."

Until the aircraft FCF is completed successfully, the aircraft cannot be listed as fully mission capable.

Kvanme said some test flights may include checks on engine performance; voltage and loadmeter readings; fuel system flow; propulsion checks for items such as torque and oil pressure; temperature control; climb rates and/or altitude loss; and checks on extension or retraction times for landing gear.

The checklist is long, but with the results of such tests, the 934th's "Herks" make the grade as mission capable. □

27th Aerial Port Squadron

Tech. Sgt. Mark Pierson
Farewell to Jordan drop zone, Jordan, Minn. Drop activities there have ceased because of real estate development in the area. Air drops will now be conducted either at the Badger drop zone, Volk Field, Wis., or Arno drop zone, Camp Ripley, Minn. Squadron members were instrumental in bringing a C-130J to the base Nov. 30. The aircraft from Keesler Air Force Base, Miss., delivered some cargo pallets from another base and provided unit members a chance to work the type of aircraft tentatively scheduled to be assigned here in four to six years.

934th Aeromedical Evacuation Squadron
Staff Sgt. Shana Strozewski
No report.

934th Aeromedical Staging Squadron
Staff Sgt. Michael Sanford
An additional 210 flu shots were given during the December drill.

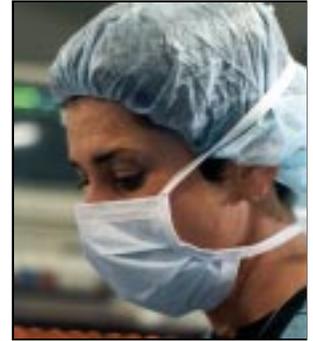
Approximately 400 reservists still need this annual shot. The last day for flu shots will be Saturday, Jan. 8.

96th Airlift Squadron
Senior Airman Jess Lind
For the second year, the unit participated in Operation Santa Claus in Eau Claire, Wis. The drill weekend event involved a simulated flight to the North Pole for area children, followed by gifts from Santa. Also that weekend, the unit flew two, four-aircraft, tactical flying missions for air drops at Jordan drop zone, Jordan, Minn. Another tactical flight with sequential heavy equipment loads flew to Camp Ripley, Minn.

Wing roundup



Tech. Sgt. Janet Byerly



Master Sgt. Darrell Habisch

934th Civil Engineer Squadron

Tech. Sgt. Randy Matthews
The heating, ventilation and air conditioning shop is working on a major air conditioning project at the fire station, installing two four-ton, two two-ton and one one-ton units. They are performing all installation, sheet-metal duct work, piping and mechanical work. The disaster preparedness section began conducting gas mask fit testing for the entire wing.

934th Communications Flight

Tech. Sgt. Robert Walz
Unit members received a letter of appreciation from the 934th Civil Engineer Squadron commander for its outstanding support during the October bivouac at Camp Ripley, Minn.

934th Logistics Support Squadron

Tech. Sgt. Alma De La Garza
Supply is training for the upcoming Coronet Oak rotation. Members completed plans for the February annual tour to Nellis Air Force Base, Nev., and January's third annual senior noncommissioned officers' pancake breakfast in appreciation of the junior enlisted members.

934th Maintenance Squadron

Tech. Sgt. Steven Lerbakken
Many members participated in chemical warfare mask fit testing, completed course exams or finished annual ancillary training requirements. An aircraft was prepared and launched for a Sunday cross-country trip.

934th Operations Support Flight
Master Sgt. Cara Utecht
No report.

934th Security Forces Squadron

Staff Sgt. Barry Haukoos
The unit conducted training in December in blood-borne pathogens, hazardous communications, safety, operations security and presidential protection. The unit conducted a blues inspection. **Staff Sgt. Kevin Klefsaas, Master Sgt. Donald Roach and Amn. Daniel Mellesmoen** provided security for Operation Christmas Child activities.

934th Services Squadron

Airman 1st Class Melissa Putnam
No report.

Wing Headquarters/ 934th Mission Support Flight

Staff Sgt. Linda Jimenez
No report. □



Wing around the world: January

27th AFS: California, South Carolina, Wisconsin

934th AES: No report

96th AS: Bahamas, California, Hawaii, Jamaica, Missouri, Nevada, Wisconsin

934th ASTS: Alabama, Texas

934th AW HQ/MSF: No report

934th CES: Georgia, Mississippi, Ohio, Texas

934th CF: No travel

934th LSS: Georgia

934th MXS: Bahamas, Hawaii, Jamaica, Missouri, Nevada, South Carolina

934th OSF: No report

934th SFS: Kuwait, Texas

934th SVS: No report

This list shows official travel destinations for wing members, via commercial or military transportation. Call the 96th Airlift Squadron, Ext. 1741, or the local Air National Guard wing, Ext. 2450, for space available travel information. □

Nose art

Viking artwork on wing C-130s salutes Minnesota communities

Cherie Huntington
Public Affairs

Wing aircraft now sport "nose jobs" honoring Minnesota communities near and far, thanks to the talents of a maintenance design team.

Starting in the summer of 1998, the idea for "city of" designations was driven by the wing commander at the time, **Col. Richard Moss**. Maintenance members put their minds to the task of designing the basic emblem.

"Our first idea was a warthog, with the words 'Soaring Boar of the North,' " said **Senior Master Sgt. David Pudney**, fabrication superintendent, the idea reflecting the common reference to airlift aircraft as pigs or hogs.

Moss nixed that idea, saying there would be no references to pigs and C-130s allowed, said Pudney.

It didn't take long for the team to realize they were thinking too hard. With the wing known as the "Flying Vikings" and many wing patches sporting a Viking head, that emblem quickly won center stage.

With a computer program normally used for various decals needed for the aircraft and base, **Master Sgt. Joe Bystedt** placed the Viking head on an outline of Minnesota and "started playing around with colors," he said.

The vinyl decal printer produces each emblem in three pieces, applied with a soapy solution to a warm aircraft.



U.S. Air Force photo

"City of Bloomington" artwork is unveiled at last October's dedication ceremony.

"You can't go out there and slap it on," said Bystedt. "It takes a lot of patience."

In fact, it takes an hour or two to apply each decal. The trio taking care of this painstaking work has been **Tech. Sgt. Tim McCullum**, **Tech. Sgt. Steve Ross** and **Staff Sgt. Blake Andrist**.

"They're getting really good at it," said Bystedt. "The decal's are so tight, you can see the rivets coming through."

All 10 wing aircraft will receive the commemorative decals and will be featured in future issues of the *Viking Flyer*. (For a history of the City of Bloomington aircraft, see story, next page.)

Herk: hybrid of jeep, truck, airplane

C-130's 'baby boomer' heritage dates back to Cold War defense mission

Kimberly Muller
43rd Airlift Wing Public Affairs
Pope Air Force Base, N.C.

The C-130 was conceived as a product of the Cold War. The nation's new defense mission, generated by the constant threat of nuclear war, demanded the rapid mobility of personnel, equipment and supplies to any possible environment.

According to **Joseph Earl Dabney**, author of "Herk: Hero of the Skies," the Pentagon's requirements for the new aircraft called for a "medium transport ... to perform tactical and logistical missions," and an "advanced, all-purpose workhorse

type aerial vehicle that can go anyplace, anytime without elaborate facility or equipment preparations."

Lockheed Martin earned the contract to design the new C-130s and proceeded to create a "hybrid of the jeep, truck and airplane."

Lockheed's result was a strange-looking animal and nothing like anyone in aviation had ever seen, especially in the 1950s. The engine had a wide, squared-off fuselage; high, angular wing; rear cargo door; turboprop engines and a large, blunt nose.

The new C-130s employed new trends in aviation, including a simple

(HERK HERITAGE, continued on next page)

"If we do everything we plan to do, if we buy every airplane we have on the books to buy, by the year 2015, the average age of the Air Force airplane will be 30 [years]. We're going to have to learn to deal with a geriatric set of airplanes by upgrading the ones which are still very viable."

— Gen. Michael Ryan, Air Force Chief of Staff, during a visit last year to Davis-Monthan Air Force Base, Ariz.

Meet the 'City of Bloomington'

From the beaches of South Carolina to Japan to Vietnam, this Herk has served around the world since 1962

Right, Tech. Sgt. Mark Sidla, 934th Maintenance Squadron, serves as senior crew chief of the "City of Bloomington." Not pictured is Staff Sgt. David Fisher, MXS, the aircraft's second full-time crew chief.



Senior Airman Clifford Larson

- **Aircraft 62-1806:** City of Bloomington, dedicated Oct. 18, 1999.
- Built in 1962.
- Accumulated nearly 27,000 flying hours.
- **October 1964:** Assigned to the 1608th Air Transport (Heavy) Wing, Military Air Transport Service, Charleston Air Force Base, S.C.
- **January 1966:** Transferred to the 437th Military Airlift Wing, MATS, Charleston AFB.
- **April 1967:** Gained by Tactical Air Command as part of the 316th Tactical Airlift Wing, Langley AFB, Va. The 316th moved to Tachikawa Air Base, Japan, in 1968, with the aircraft deploying in combat to Cam Ranh Bay AB and Nha Trang AB, Vietnam.
- **June 1968:** Transferred to the 314th TAW, Pacific Air Command, Ching Chuan Kang AB, Taiwan. Combat deployment locations included Cam Ranh Bay, Don Muang, Tan Son Nhut and Tuy Hoa Air Bases, Vietnam, and U Tapao Royal Thai Air Force Base, Thailand.
- **September 1971:** Still in Taiwan, aircraft was realigned under the 374th TAW. During that period and through 1973, it continued deployments in Thailand to U Tapao Royal Thai AFB and Nakhon Phanom Royal Thai AFB. Vietnam deployments continued also to Cam Ranh Bay and Tan Son Nhut.
- **November 1973:** Aircraft transferred to the 746th Tactical Airlift Squadron, Air Force Reserve, Andrews AFB, Md., when the 374th moved to Clark Air Base, Philippines.
- **May 1986:** Aircraft transferred to 934th Airlift Wing.

Mission accomplishments based in Minnesota:

- **Operation Provide Promise**, 1992-1994, Bosnia resupply mission.
- **Operation Southern Watch**, 1996, Saudi Arabia.
- **Operation Coronet Oak**, U.S. Southern Command support, Panama and Puerto Rico.
- In 1998, operating out of Hickam AFB, Hawaii, with the 25th Infantry Division, participated in largest peacetime air drop in Bolivian army history in La Paz, Bolivia. □

Herk heritage ...

(Continued from previous page)

design, lighter materials and newer manufacturing techniques, large tires with anti-skid brakes and an air conditioned, pressurized fuselage, according to Dabney.

Form follows function, and the plane's unique features were, of course, by design. These features increased the aircraft's versatility, making it suitable for carrying personnel and equipment, and made it possible to move in and out of primitive airstrips without the help of

a control tower.

The large nose, for example, increased the pilots' visibility in remote areas that had no control towers. The large tires and anti-skid brakes increased the plane's traction on dirt airstrips and unimproved fields. With a pressurized and air-conditioned cabin, the plane could be used to transport casualties, troops or perishable items.

Compared to its predecessors, the C-123 and the C-119, the C-130 offered greater capabilities and power, according to **Col. Charles**

West, retired, retiree affairs director at Pope Air Force Base, N.C.

West was a C-123 instructor pilot and flight examiner with the 464th Troop Carrier Wing at Pope in 1964, who later trained to fly C-130s.

"After flying the C-123 for a number of years, it was a great thrill to fly in the C-130," West said. "I was really impressed with its power and capability."

(*"Herk: Hero of the Skies," is available from on-line booksellers in their out-of-print or used book sections.*) □

Medals

Meritorious Service Medal

- Senior Master Sgt. Jerry Belle-Isle, CES, retired
- Tech. Sgt. Dennis Billadeau, CES, retired
- Master Sgt. Bradley Binion, CG
- Master Sgt. David Blom, CES, retired
- Tech. Sgt. John Bremer, MXS, retired
- Chief Master Sgt. Wayne Emberland, CES, retired
- Senior Master Sgt. Randy Knish, CES, retired
- Master Sgt. Arthur Komomua, MSF, retired
- Senior Master Sgt. Dennis McLean, SVS
- Senior Master Sgt. John Nirschl, CES, retired
- Master Sgt. Thomas Overman, CES, retired
- Tech. Sgt. William Williams, SFS, retired

Air Force Commendation Medal

- Capt. Craig Bogan, APS, first oak leaf cluster
- Maj. James Carlen, AS, second OLC
- Master Sgt. David Fischer, AW, first OLC
- Capt. Michael Johnson, AES
- Capt. Patricia Klick, AES
- Capt. Susan Sedivec, AES, second OLC
- Senior Master Sgt. Charles Stemig, OSF

Air Force Achievement Medal

- Staff Sgt. Rodney Bledsoe, APS
- Staff Sgt. Robert Braesch II, MXS
- Master Sgt. Peter DeSanctis, MXS
- Senior Master Sgt. Timothy Donnay, AW, first OLC
- Staff Sgt. Timothy Gustafson, MXS
- Staff Sgt. Randy Hanson, APS
- Col. Rocco Maffei, AW
- Staff Sgt. James Olafson, APS
- Staff Sgt. Charles Olson, MXS
- Master Sgt. Adan Sylva, APS, first OLC
- Tech. Sgt. Duane Wigchers, APS

Newcomers

- Staff Sgt. Donald Albee, SFS, *prior service Air Force Reserve, recruited by Staff Sgt. Wendy Albee, SVS*
- Senior Airman Stacy Bounds, MXS, *Shaw Air Force Base, S.C.*
- Airman Basic John Brown, AW, *non-*

prior service, recruited by Maj.

Douglas Trogstad, AS

- Lt. Col. Dale Ernster, ASTS, *North Dakota Air National Guard*
- Capt. James Frame, ASTS, *non-prior service*
- Senior Airman Jason Holm, CES, *Andersen AFB, Guam*
- Senior Airman Shirley Houin, ASTS, *Kadena Air Base, Japan*
- Tech. Sgt. Douglas Huspek, MXS, *prior service Army Reserve*
- Capt. Scott Johnson, MSF, *Portland International Airport, Ore.*
- Airman 1st Class Rodrigo Merced, ASTS, *prior service Naval Reserve*
- Senior Airman Nathaniel Reynolds, APS, *Elmendorf AFB, Alaska*
- Senior Airman Kerry Smith, CF, *Air Reserve Personnel Center, Denver*
- 1st Lt. Gordon Wix, AES, *General Mitchell Air Reserve Base, Wis.*
- Airman Basic Geoffrey Wyatt, SFS, *non-prior service, recruited by Airman Daniel Mellesmoen, SFS*

Air reserve technicians

- Tech. Sgt. Laurie Konz, MSF, *Selfridge ANG Base*
- Senior Airman David Walker, SFS, *Grand Forks AFB*

Civilians

- Stephen Hawkins, CEOU, *private industry, Amery, Wis., and reservist, CES*

Achievements

• **Lt. Col. Mark Arnold**, commander of the 934th Operations Support Flight since May 1998, was selected as commander of the 934th Operations Group. Change of command ceremonies took place in December. As a civilian, Arnold is an MD-11 first officer for World Airways.



Arnold

• **Airman 1st Class Rachel Curilli**, SVS, was selected as an honor graduate with a 99 percent score at her three-skill level school. She was

Top airmen announced

The wing's top airmen of the year were announced last month and will be featured in next month's *Viking Flyer*:

- **Senior Airman Harold Nesje**, APS, Airman of the Year
- **Staff Sgt. Brady Kiel**, APS, Noncommissioned Officer of the Year
- **Master Sgt. David Hammer**, AW, Senior NCO of the Year
- **Senior Master Sgt. Patricia Boettner**, AW, First Sergeant of the Year (second time in four years)
- **Capt. Galvez Edgardo**, ASTS, Company Grade Officer of the Year (second time in a row) □

also chosen as student of the month during the school and airman of the month for the squadron here.

• **Senior Airman Luis Dutra** and **Tech. Sgt. Gary Rolli**, LSS, received letters of appreciation from the 459th Logistics Group, Andrews Air Force Base, Md., for contributions during their recent annual tour there. Dutra was recognized for his work in special vehicle maintenance, and Rolli, for setting up a vehicle maintenance training program.

• **Staff Sgt. Steven Prebe**, MXS, scored 90 percent on his career development course exam in September.

• **Staff Sgt. Luke Resemius**, CES, graduated from the structures technical school, Sheppard Air Force Base, Texas, with a 90-plus percent average.

• **2nd Lt. Rob Rettig**, AS, graduated from undergraduate pilot training,

(PEOPLE, continued on next page)

Fun & leisure

NCO Club

• **Jukebox Express DJ** will play a variety of tunes on Saturday, Jan. 8. Showtime is 8:30 p.m.

• **A free birthday dinner** for members with a birthday any day in January is available any Friday or Saturday evening. Beverages are not included.

• **A Super Bowl party** will be featured Sunday, Jan. 30, in the lounge. There will be a halftime buffet and beverage specials.

• **Catering for special events** is offered by both clubs. A variety of menu choices and catering packages are available for events

such as retirements, weddings, anniversaries, promotions, birthdays, showers, meetings and wakes.

☐ Call Ext. 1655 for details.

Officers Club

• **Tuesday Tacos** will be featured each Tuesday evening in the lounge, 5:30-8 p.m. For just \$6, enjoy all the tacos you want, hard shell or soft, plus a beverage of your choice.



• **Two-for-one dinner specials** will be offered on Jan. 12, chicken kiev, and Jan. 26, top sirloin.

• **A Super Bowl party** on Sunday, Jan. 30, will feature snacks and

beverage specials.

☐ Call Ext. 3678 or FORT.

Fitness center

• **The "Pig Out Cardio Challenge"** has started. Start your workouts today and pig out this holiday season.

• **The annual bowling outing** is set for Saturday, Feb. 5, at 7 p.m. at the Stardust Lanes, Minneapolis. Cost is \$10. Lanes are limited, so teams must sign up soon.

• **Colorado ski tickets** are available. The staff can help you plan your travel, including travel arrangements and lift tickets.

☐ For information, call Ext. 1496 or 1GYM. ☐

People ...

(Continued from previous page)

Laughlin Air Force Base, Texas, as a distinguished graduate. He also achieved the Air Education and Training Command Commander's Trophy, recognizing the top graduate; and the flight training award, given for the highest total grade in flight training.



Rettig

• **Staff Sgt. Daniel Roth**, MXS, scored 95 percent on his career development course exam in October.

• **Staff Sgt. Roxanne Steffen**, SVS, a senior at Minnesota State University, Mankato, Minn., was selected as a member of Phi Upsilon Omicron, Beta Gamma Chapter, of the National Honor Society in family consumer

science. The honor was based on scholastic achievement.

Births

Scott Cooling, CES, and his wife, **Lori**, have a new son, **Michael Gerald**, born Nov. 10, weighing 7 pounds, 8 ounces.



Steffen

Retirements

Col. Curt Breeding, OG, 30 years
Tech. Sgt. John Bremer, MXS, 20 years
Lt. Col. Lizabeth Erickson, ASTS, 20 years
Staff Sgt. Lyle Rust, SFS, 20 years
Tech. Sgt. Fred Walker Jr., MXS, 20 years
Tech. Sgt. William Williams, SFS, 20 years

Taps

Master Sgt. Tim Turner, AW, retired
(see Page 3) ☐

Correction



Senior Airman Clifford Larson

Staff Sgt. Debra Hanson, 934th Services Squadron, was misidentified in this photo accompanying last month's story on dining hall renovations. Please call the editor, Ext. 1213, to report errors in the Viking Flyer. Corrected material will be published in the next available issue.