VIKING FLYER

934th Airlift Wing (AFRC) Minneapolis-St. Paul IAP Air Reserve Station, Minn. October 2005 Vol. 27, No.10

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The Viking Flyer is mailed to reservists' homes. Copies of the Viking Flyer are also available at various locations on base.

All photos are Air Force photographs unless otherwise indicated.

The deadline for all submissions is the Sunday of the UTA one month prior to publication.

Aerial Port

The Port welcomes **Airman Christopher Richardson**, a split option currently attending Air Transportation Techincal School at Lackland AFB, Texas.

Congratulations to our September promotees. **Master Sgt. Jack Pegg** was promoted to senior master sergeant. **Tech. Sgt. Gregory Ott** was promoted to master sergeant. **Staff Sgts. Rebecca Felix, Patrick Sommer** and **Kevin Lynch** were promoted to the rank of technical sergeant. **Senior Airmen Andrew Fischer** and **Justin Omlie** were promoted to staff sergeant.

Tech. Sgt. Allan Garnet received a letter of appreciation for his exceptional work in GATES data entry while at New Cumberland, Pa. from Mar. 1 to May 31.

Master. Sgt. Jon Juliot and **Senior Master Sgt. Charles Nelson** retired in September. The Port wishes them many happy healthy years to enjoy family and friends.

Thank you to **Honorary Port Commander Les Hanson** for his donation of 28 bicycles to the Family Day festivities.

The unit welcomed back to **Senior Master Sgt. Gregg Nordwall** from his 123 day TDY to Bosnia.

Congratulations to Porter of the Quarter **Tech. Sgt. Ronald Salargo**.

Civil Engineer

Maj. Donald Kom was promoted to Lieutenant Colonel. Colonel Kom assumed the helm as the new squadron commander. The out-going commander, **Lt. Col. J.D. Larson**, was chosen as the new deputy commander of 934th Mission Support Group.

Two groups, totaling 56 personnel, deployed to Ft. Leonard Wood, Mo. from July to August for annual tour. The engineers dug, poured, fitted, pounded, bolted, and wired together a K-span building, the likes of which has never been seen before and was truly a sight to behold.

Roads and grounds poured cement for a parking lot near the new gate.

Firefighters supported the 96th Airlift Squadron at Camp Ripley in Little Falls, Minn. during their flight training.

Communications

Tech. Sgt. Paul Gulenchyn and his wife **Karla** gave birth on Sept. 10 to son **Evan Matthew Gulenchyn**. Congratulations on your new arrival.

Staff Sgts. Inez Morales and **Salina Padilla** received letters of recognition for their work during the Patriot Voice exercise.

Logistics Readiness

Jim Mueller was promoted to master sergeant.

Airman 1st Class Greg Greseth received a score of 99 percent on his upgrade training course.

Maj. Erick Holman was a distinguished graduate from LRO.

Senior Airman Kelly Jabas returned from deployment to Mountain Home AFB, Idaho and also scored a perfect 100 percent on the Fit to Fight test. Congratulations.

Security Forces

The squadron welcomed new member **Staff Sgt. Matthew Sargent** who joined us from the Army National Guard 79th Military Police Company in Rochester, Minn.

Staff Sgt. Michael Bier completed a triathlon on Sept. 10 in Stillwater, Minn.

Congratulations to newlyweds **Master Sgt. John Peterson**, 934th SFS, and **Tech. Sgt. Mandy DeForrest** 934th ASTS, who were married on Sept. 17.

Congratulations to **Tech. Sgt. Glenn Kramlinger** and new wife **Dina** who were married on Sept. 3.

Services

Services had a surprise welcome home from folks deployed over at Manas AFB Kyrgyzstan for four months. The unit will give them a warm welcoming at the October 2005 bivouac.

Senior Airman Alika Wong received recognition for achieving 100 percent on his Fit To Fight Test.

On the Cover

Hannah Harwell, daughter of Jenell Harwell, 934th Communications Flight civilian contractor, claims her raffle prize from Family Day on Sept. 11. Twenty-eight bicycles were donated in all. See story on next page for more details.

Looking the part of an Airman

By Staff Sgt. Nicholas Olson
Staff Writer

There is a mirror in my shop that has the question "Are you in proper uniform?" on a sticker at the top. I have looked in this mirror several times over the years and I can honestly say that I fit the profile.

However, when I happen to be walking around the base, I often notice when people are either out of uniform or are showing little respect for the equipment they were assigned.

One of the first things I notice in someone's uniform is their boots. Going back to my days in the Army, I can remember the pride in appearance that we took in well-polished footwear. During my technical school, we would spend hours polishing our new boots and would try to outdo each other to see who could be the best.

Now that I have been out of school for 10 years, I still try to maintain my boots to the standards I set back then.

The same can be said about the uniform. Before a drill weekend, I will inspect my uniform for creases and stains to make sure I look good. I also make sure I follow the authorized rules for wear of the sleeves and, particularly, for the placement of the hat.

This past drill weekend I actually saw a number of senior noncommissioned officers with crooked covers. This is not how to lead by example.

Pride in the uniform should be the same as pride in your military service. It is the indicator of how you approach your work in the military. Along with customs and courtesies, it is your calling card for first impressions.

A good suggestion would be to inspect your uniform anytime before you attend a drill weekend or non-UTA event. Make sure everything is in its right place and, even though they are sewn on, make sure your patches are aligned and do not show visible wear. If your uniform is worn out, replace it.

When it comes to the dress uniform, make sure your ribbons and pins are centered and to the regulations. I ran into an Airman that was allowed to be out of uniform because someone did not correct her ribbons and nametag placement when instructing her on wear.

A final thing to make sure of is the condition of your hair. For males it is actually recommended that, if men have hair on our heads, it is worn in a tapered look, not to exceed one and one quarter inch in bulk. For females with long hair, it is to be put up behind the head or, if worn short, that it not go beyond the bottom edge of the shirt collar.

Having pride in appearance can make the difference in how servicemembers are perceived and what we can achieve. It is a small sacrifice to benefit our careers now and into the future. It is also a part of our motto: "Integrity first, service before self, excellence in all that we do."

For more information on wear of the uniform, consult AFI 36-2903.

Honorary commander and MAC member Hanson makes Family Day more special with donation

By Staff Sgt. Nicholas Olson
Staff Writer

When it comes to charitable giving, we all try to pitch in when we can. But when one person saw that the annual Family Day picnic was in need of raffle prizes, one man decided to up the ante.

Les Hanson, member of the Military Affairs Council and honorary commander for the 27th Aerial Port Squadron, stepped forward and organized the donation of 28 bicycles for the children of reservists.

Mr. Hanson's donations to the military began after Sept. 11, 2001 when, after realizing that he was unable to return to military service, he decided to benefit the families of servicemembers instead.

"I felt I had this calling from somewhere to collect money and buy toys for the military children," said Hanson.

He began a toy drive three years ago for Christmas. In that time he has raised over $13,000 from private donations to give to the children of military families in the Air Force, Marine Corps and Navy.

The reason for purchasing the bicycles this year was that he saw a need after only two being donated during the previous year.

"I contacted some friends in Colorado, Lilydale and St. Paul and used some of my own money to buy the bikes from Wal-Mart," said Hanson. Wal-Mart was able to sell Mr. Hanson the bicycles at their wholesale price. "They were very generous in doing that for us."

During the holiday season, Mr. Hanson and his wife also perform as Mr. and Mrs. Santa Claus. Prior to 1992, Mr. Hanson had been the Santa Claus for the Minnesota Vikings charity.

This year he will be coming to the 934th Airlift Wing to give out toys to the reservists' families.

"I have been very fortunate in my life," said Mr. Hanson. "Kids are my biggest joy. I have four things I truly love: I love the military, I love my country and I love children. I would say the number one thing I love is my freedom and the life that my country affords me."

"One of the most touching memories I have, and I will never forget it, was when I went to a homeless shelter as Santa Claus," said Mr. Hanson. "I had this child on my lap and I asked him "What would you like for Christmas?" and he responded "A home."

$400,000 of SLGI coverage started Sept. 1

Highest benefit amount automatic but servicemembers must fill out form to change benefit amount in person

ROBINS AIR FORCE BASE, Ga. – Four hundred thousand dollars of Servicemembers' Group Life Insurance automatically goes into effect for everyone in the U.S. military Sept. 1.

If people do not want the maximum SGLI coverage, they will have to change it in writing, even if they opted for much less or none in the past. The current maximum coverage is $250,000.

In addition, a new law now requires the services to tell spouses if servicemembers designate a primary beneficiary other than their current lawful spouse, or they turn down SGLI coverage or reduce it after Sept. 1.

To change insurance amounts or who gets it, Airmen need to visit their unit's commander support staff or military personnel flight to fill out a SGLV Form 8286. If deployed, their personnel for contingency operation team can help.

Air Force Reserve Command personnel officials said changes on the form will not be accepted before Sept. 1.

SGLI coverage still runs 6.5 cents per month for $1,000 of insurance, but the increments of coverage change from $10,000 to $50,000. If people take no action, the monthly maximum premium automatically goes from $16.25 to $26. Airmen can avoid the increase if they turn in a form before Sept. 30.

This change does not affect coverage of family members under the Family Servicemembers' Group Life Insurance.

Veterans can opt for more coverage under Veteran Group Life Insurance if they are covered by SGLI before separating from the service.

The increased SGLI coverage becomes retroactive to Oct. 7, 2001, for survivors of servicemembers who died in a combat zone, combat operations or combat-related situations. If death occured between Oct. 7, 2001, and Sept. 1, 2005, survivors receive $150,000 in transitional insurance, bringing the total maximum coverage to $400,000.

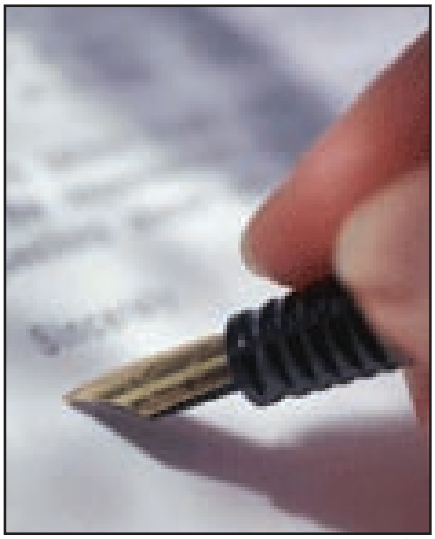
In addition, the U.S. military's death gratuity benefit increased from $12,500 to $100,000 effective May 11. It too is retroactive to Oct. 7, 2001. This means that survivors of servicemembers who died between Oct. 7, 2001, and May 11, 2005, receive the increased benefits, said Col. Virginia Penrod, director of military compensation.

The increased benefits are for survivors of servicemembers who die in combat zones, combat operations and combat-related situations, she said. Combat-related situations include airborne duty, combat training, demolition duty and training exercises.

A policy designating combat areas and situations was given to the service departments in June, and each service is now reviewing cases. Payments already have begun, but the process of identifying and paying eligible survivors could take several months, the colonel said.

The increases in SGLI coverage and the death gratuity benefit came about as a result of a 2004 study evaluating the adequacy of death benefits for servicemembers. The study found that benefits were adequate but did not recognize the unique sacrifice made by servicemembers who die in combat situations, Colonel Penrod said.

"There was concern that we weren't recognizing direct sacrifice of life in service to our nation," she said. "That's how the increase was made for those particular situations." (AFRC News Service from American Forces Press Service)



Coutesy photo

Servicemembers can change coverage amount by filling out a SGLV Form 8286, available in Base Personnel.

Wing Commander's Hotline

The hotline provides wing members with a direct link to the wing commander to relay kudos, concerns or suggestions on wing matters.

To reach the hotline, call (612) 713-4685. Remember to leave your name and telephone number.

Before relaying problems, be sure to always use your chain of command or call the responsible agency first so it can have the chance to help you.

Reservists charge into Katrina relief

Story and Photo by Tech. Sgt. Jason Tudor Air Force Reserve Command Public Affairs (deployed)

Members of the 934th Aeromedical Evacuation Squadron lift a litter into a truck before leaving Kelly Field, Texas, on a mission. The Airmen from the unit made up a team that flew from Texas to New Orleans, later dropping patients off at locations around the U.S.

KELLY FIELD, Texas – Wanted: Nerves of steel, the patience of a saint and the ability to forego substantial eating and sleeping for days at a time.

Anyone seeking a job coordinating the aeromedical evacuation of thousands after a major disaster need not apply unless they have those traits. Some dry-erase markers, a telephone, and three white boards wouldn't hurt either.

Fortunately for the Federal Emergency Management Agency, the Defense Department and evacuees, members of the Air Force Reserve Command's 433rd Airlift Wing used all these abilities to run aeromedical evacuation efforts during the aftermath of Hurricane Katrina.

Reservists commanded and controlled all aeromedical evacuation out of New Orleans. With 125 airplanes at their disposal, Citizen Airmen here were ensuring victims of Hurricane Katrina were ferried to care at points across the United States.

And when did those nerves of steel come into place? Quickly, according to Capt. James Baugh. He served as one of a handful of people inside the AE coordination cell. He said he worked on evacuation efforts in other situations, but never with an impact this close to home.

"The term 'refugee from New Orleans' sends chills up your spine," he said. "It certainly added more depth to what we were doing in here."

During a "typical" two hour and 15 minute period, Captain Baugh said they were prepping one airplane, launching another and alerting an aircrew to go. Crews readied tons of medical equipment, gallons of intravenous fluid and miles of gauze for the missions.

"It was busy," he added.

The aeromedical evacuation effort took place in several locations, with a "total force" effort between active duty, guardsmen and reservists moving people away from danger. However, the bulk of the command and control work was done by reservists out of two Kelly hangars.

One hangar served as a staging area where medical technicians organized piles of medical equipment for later flights. Another hangar served as a patient treatment area for incoming evacuees. From New Orleans to Kelly Field, the Air Force Reserve managed the operation. On the ground, Airmen from Lackland AFB, Texas, and volunteers took over, busing people to one of 31 hospitals in the area.

Surrounded by dozens of ambulances, charter buses and news media satellite trucks, the hangars were ground zero for evacuation efforts. Much of the heavy lifting took place from Sept. 1-3 in about 51 hours.

Inside a small office in the staging hangar, coordinators kept track of 125 military and civilian airplanes. The C-130 did the bulk of aeromedical evacuation work, bringing patients into San Antonio to 31 hospitals in the area providing help. Commercial aircraft, other military aircraft as well as C-5s from the Alamo Wing helped move evacuees away from danger.

Inside a 10-by-12 foot office, nine people crammed onto three desks. Between putting teams on airplanes, findings buses to move them and getting patients to hospitals, the office buzzed with activity from morning to night.

That's when "the patience of a saint" came in handy. Master Sgt. Julianna Simmons deployed from March Air Reserve Base, Calif., to work in the aeromedical evacuation coordination cell. Earlier this year, Sergeant Simmons said she finished an exercise called Lifesaver '05 on the Gulf Coast dealing with similar circumstances to Katrina. She said the stress level was much higher for the real thing.

See ***KATRINA*** on page 6.

Wing aircrews respond to Katrina disaster

By Staff Sgt. Jennifer Johnson
Staff Writer

Utter chaos was how most of the 934th Aeromedical Evacuation Squadron crewmembers described the scene Sept. 1-2 after they saw the destruction Hurricane Katrina left in its wake.

"It was like a war zone," said Tech. Sgt. Albert Anderson, 934th AES technician. "There were Army, Navy, Coast Guard and news choppers everywhere, and they were all bringing people in."

Lt. Col. Marge Boldenow, 934th AES nurse, agreed with Sergeant Anderson.

"It was scarier than going to Baghdad," said Boldenow. "There was so much traffic."

Both Colonel Boldenow and Sergeant Anderson were part of five 934th AES crews from Minneapolis who went to the Gulf region to assist in the relief mission.

Lt. Col. Anthony Trezza, 934th AES operations officer, said as soon as the request was made, everything went extremely quick.

"It takes a catastrophic event for us to be called up, and this was it," he said. "The first 25 people we called were willing to drop everything to go help. In less than three hours, we got a commitment from everyone."

The colonel added that the Air Force Reserve Command had 31 aeromedical evacuation crews with five of them from 934th Airlift Wing.

Colonel Trezza said he wasn't surprised by the crews response.

"It shows how much pride and overwhelming sense of responsibility everyone in this unit has," he said.

Colonel Boldenow was "totally surprised" when she got the call Aug. 30 but knew instantly she was going to help because, "they needed us."

As soon as the crews arrived in the region, they hit the ground running and transported people from Kelly AFB, Texas, to designated locations, such as Miami, Atlanta and Austin, Texas.

Even though their training has taught them to prepare for anything, there were still some things that crews didn't expect, said Colonel Boldenow.

"Some of these people had all their worldly belongings in a garbage bag," she said. "For some of them it was their first flight and, for a lot of them, they didn't even know where they were flying to."

Sergeant Anderson said after the devastation, the nation seemd to pull together.

"Whether you were civilian or military, everyone there went above and beyond," he said. "When it comes right down to it, we were ready and have proven that we will be ready when the real thing happens."

KATRINA from page 5

"We had one phone line, everyone calling in needing to call out. We were getting a delay in information getting missions. New Orleans was getting backed up," the reservist said. "It was stressful, but we eventually started to get into a groove. I learned I could juggle 100 things at once."

One of those 100 things included planes backing up at New Orleans airport. At one time, C-130s were being sent from Kelly to New Orleans but ended up circling overhead for hours. Some eventually came home. They couldn't land because of the number of airplanes on the ground and parked on the runway.

At the same time, the Kelly flightline burgeoned with as many as 87 different airframes – C-5s, C-17s, C-130s, 757s and more. The task saturation made the forgoing of food and sleep perhaps the easiest trait to have.

Meanwhile, reservists were cycling Reserve, Guard and active-duty aeromedical evacuation teams from Minnesota, Mississippi and Texas onto flights. Made up of medical technicians and nurses, these teams provide care to patients in the air.

Senior Airman Winter Shaler, a flight medic and reservist from the 934th Aeromedical Evacuation Squadron, worked on one mission. She said the work was overwhelming.

"I think, 'Hey that could be me.' You empathize with them and you come together as Americans and get it done," she said.

Fellow medical technician, squadron mate and reservist Staff Sgt. Bill Lohse agreed. The Minnesotan said he just returned from a deployment in Afghanistan. He saw similarities to that country and his New Orleans experience.

"We landed in New Orleans, looked around and it kind of looked like Afghanistan – helicopters flying around and rapid deployments. It's different, though, because we're in America. You wouldn't think this kind of situation would happen here, but when it does, it's nice to know we have people we can count on."

Compounding the aeromedical evacuation were other displaced people brought in from the Crescent City. Master Sgt. Rob Kusterer, a C-5 flight engineer with the 433rd AW and coordinator for incoming evacuees to San Antonio, said some of the issues he faced were all new.

"At one point, the dogs that sniff for drugs were tiring. We had three dogs, but at one point, we were down to one," he said. There was also the challenge of moving people who were mentally challenged and those with post-traumatic stress disorder.

"Some of these folks would get off the plane and just shut down. We couldn't move them," he said.

At one point, reservists accounted for 98 percent of all aeromedical evacuations. As of Sept. 7, that number waned to 80 percent. The need for further medical evacuations dramatically dropped after Sept. 4 because local medical people were able to handle most of the patients, but the global AE system remained on standby if needed, said Col. (Dr.) James Collier, AFRC surgeon general.

Throughout the span of days the Alamo Wing championed the aeromedical evacuation efforts, nerves of steel and patience paid off. Better than 2,900 people were moved to hospitals from Seattle to San Antonio. Sergeant Lohse summed up the feelings of all the reservists involved.

"It's the greatest thing we can do – to help others like this. It's like sitting around the fire hall. You hear the bell and you go," he said. "This is the greatest job in the Air Force.

Global War on Terror Service Medal

Awarded to servicemembers who have participated in or served in support of the Global War on Terrorism Operations outside the designated areas of eligibility for the Global War on Terrorism Expeditionary Medal.

This includes all members on active duty, including Reservists or National Guard activated on or after 11 September 2001 to a date to be determined, having served 30 consecutive days or for 60 nonconsecutive days.

Promotions and Decorations

Lieutenant Colonel

Kirby Bauer	934th CF
Donald Kom	934th CES

Master Sergeant

Jim Mueller	934th LRS
Christopher Neitzel	934th AW

Senior Airman

Jenna Reeks	934th MSF

Meritorious Service Medal

Lt. Col. Dennis Smith	934th ASTS
Master Sgt. Sherri Cash	934th ASTS
Master Sgt. Jon Juliot	27th APS

Retirements

Master Sgt. Michael Starr

Oct. 2 @ 2 p.m. at the Services Club. Contact Senior Master Sgt. Vicky Kuntz at ext. 1443.

Chapel V.I.P.

Bishop Robert Pates, auxiliary bishop of the Archdiocese of Saint Paul and Minneapolis, will be celebrating the Catholic Mass at 3 p.m. at the 934th Base Chapel (Bldg. 725).

The Protestant service will still be held at 9 a.m.

Please call Paul Ives at 651-308-6706 if you have any questions or concerns.

Bishop Pates is has been very supportive of our military and would love to meet members of the 934th. He was invited here by Fr. Larry Blake, the auxiliary chaplain for the 934th.

SERGEANTS UPP & ADAM

By Senior Master Sgt. Doug Johnson

F.Y.I.

Dealing with stress? Trying to cope with life's little or not so little issues? Help is available through Air Force One Source. Counseling sessions are available through referrals on the Web site or by calling (800) 707-5784. The first six visits are free of charge.

Logon to the Web site at www.airforceonesource.com. Use login "airforce," password "ready."

Celebrating the Reservist

Lt. Col. (Ret.) John Vlahos, formerly of the 934th Tactical Airlift Group, serves food to the unit members and their families.

Capt. DaveOrdahl, 934th Civil Engineer Squadron, works on a bird house with his son, Karl.

Jensen Petros, son of 96th Airlift Squadron pilot Lt. C cockpit simulator at Family Day as his brother Davis

experience on Family Day

Col. Don Petros, gets a chance to check out the looks on.

Senior Airman Tony Byerly, firefighter, assists Mackenzie DeWaard, daughter of Tech. Sgt. Carl DeWaard, 27th Aerial Port Squadron, during a demonstration of the firefighting equipment.

Samuel Kline, son of Tech. Sgt. Randy Kline, 934th Family Support Center, plays the "Dart Man" game by attaching a large cushioned dart to his midsection and jumping onto a dart board.

Photos by Staff Sgt. Nicholas Olson

Chaplain leaves behind horrors of Vietnam, alcohol abuse to find faith

Story and photo by
Tech. Sgt. Melissa Phillips
407th Air Expeditionary Group Public Affairs

ALI BASE, IRAQ — When a rocket struck Charles Perry's barracks one sunny day at Phan Rang Air Base, Vietnam, it had a profound impact on his life - but it didn't cause him to rediscover his faith.

Instead, it opened up more questions.

"I used to ask God about all the painful things in my life, especially, 'Why Vietnam,'" said Chaplain (Maj.) Charles Perry, 407th Air Expeditionary Group Protestant chaplain.

Although no one he served with sacrificed their life defending the ideals of freedom, he knew several high school friends who died and some were seriously wounded.

"I consider every servicemember that fought or died in Vietnam a close friend, whether I knew them or not, and it hurt when any one of them died in war," said Chaplain Perry, who is stationed at Minneapolis-St. Paul Air Reserve Station, Minn.

It was lunch time when his base came under attack. His roommate had just shared some homemade cookies from a care package his mom sent him. Joking around, his friend blew up the bag the baked goods were packed in and popped it loudly.

A second later, everyone frantically dropped to the ground, when they heard a bigger boom, as a 122 mm rocket went screaming directly over their heads. It landed outside on the other end of the barracks. Fortunately no one died, but some Airmen were hit with shrapnel.

"I always had a feeling of helplessness when things like that happened," said Chaplain Perry. "I guess it would be like getting picked on by a bully everyday and knowing that you were helpless to fight back. You just had to take it."

That helplessness drove him to fill the void. Instead of turning to God, he sought out a homespun treatment plan of alcohol.

"After Vietnam, I seemed to have no direction in life," said Chaplain Perry. "I was so confused, mixed up and fragmented.

"I would not have called myself an alcoholic, because I still had some control over my life," he said. "Most of my friends were like me. Once we started drinking, we didn't quit until we reached the bottom of the bottle."

Even though most of his career as a crew chief on F-100s was surrounded by a cloud of loneliness and inner conflict, he still requested to extend in Vietnam. But, the planes he maintained were sent back home.

Shortly after he left the Air Force, he moved to Brooklyn, N.Y., to manage a baseball batting range in Coney Island.

A bit of a wanderer, he was offered a job on the Alaskan pipeline three years later. He married a girl from his hometown of Chippewa Falls, Wis., who also subscribed to the same liquid release, and together they moved to Alaska.

There he managed an electrical contracting business. After some time passed, he decided to move from one town to another. Right before his move, a Christian he had met asked him to turn his life over to God.

Chaplain Perry told him he had already unsuccessfully tried religion before, that he had a long time to live and would reconsider it when he was older.

However, another close call changed his mind. As he

See ***PERRY*** page 12.

Then Airman 3rd Class Charles Perry poses in front of his work center in Vietnam where he was an F-100 Super Sabre crew chief. He became a chaplain in 1988 and is currently a 934th Airlift Wing chaplain. (U.S. Air Force photo)

What it takes to be a loadmaster

Story and photo by
Senior Airman Curtis Holden
Staff Writer

Loadmasters flying with C-130 aircraft normally will not serve you a meal or snack while on board like on a commercial flight, but they'll make sure you, your possessions and other cargo arrive safely at your destination.

Like every aircrew member here at the 934th Airlift Wing, loadmasters serve an important role preparing a C-130 for take-off, in-flight time, and landing.

A typical day for a loadmaster requires showing up two to four hours prior to a mission, getting gear ready for the flight like helmets, headsets, water for the airplane, and flight publications, said Staff Sgt. Cory Preusse, 96th Airlift Squadron loadmaster.

Loadmasters then conduct their pre-flight checks and perform weights and balances for take-off and landing to make sure the aircraft is within regulation limits and deliver the mission load onto the aircraft, he said.

Staff Sgt. Patrick Haley, 96th Airlift Squadron loadmaster, closing the auxilliary ground loading ramp on a C-130 Hercules.

"Then we do engine start and take-off. In the air we perform scanning duties of the aircraft and make sure the load is ready for an air drop to be performed," explained Sergeant Preusse.

He added that usually the pilot will land the aircraft and loadmasters will perform their post-flight checklist duties and unload, if necessary, debrief, put their gear away, and be done with their mission.

"Only two percent of Air Force members are flyers and I wanted to be part of that two percent," said Chief Master Sgt. Tom Foss, 96th AS, chief loadmaster. "I wanted to be a loadmaster because I wanted to fly and see the world."

The training loadmasters receive can ultimately be used to serve humankind and worthwhile causes, said Chief Foss.

"Humanitarian missions have been the best rewards," said Chief Foss. "In 1992, I helped bring food and goods to the people who were trapped and being shot at by snipers in Sarajevo. That was a challenging but rewarding experience."

Despite the stringent requirements and demands of the position, being a loadmaster can be a rewarding career for the right person, he added.

"We've seen some beautiful sunrises, sunsets and mountains, even in time of war," said Chief Foss. "It's a calming effect. It's like God is telling us, 'You all have one more day of life.' And the best part is I get paid to do this and serve my country."

Loadmasters must undergo a thorough screening process before they even step on the flight line and board a C-130 aircraft, said Tech Sgt. Bart Murnion, 934th recruiter.

He said that loadmaster candidates must first interview with a recruiter to determine their eligibility. Then he selects people who have stable family lives, steady employment and good relationships with their spouses and employers, due to current six-month and frequent deployments.

"It's our responsibility to make sure we're not jeopardizing their marriage and status with their employer," said Sergeant Murnion. "Ideally, I like to interview the spouse with the loadmaster candidate to find out if he or she is willing and able to deal with the strains and stresses on family caused by the duties and responsibilities of the loadmaster position."

The second step requires a loadmaster candidate to pass a Class III flight physical examination, said Sergeant Murnion.

The physical entails more stringent sight and hearing qualifications than a normal physical exam, can only be performed by a flight surgeon, and has more items for which a person can be disqualified, said Master Sgt. Jason Rebholtz, 96th AS, squadron medical element.

The third phase includes an interview with the squadron chief and submission of the loadmaster candidate's resume, Sergeant Murnion added.

After they successfully interview with the chief, loadmaster candidates have to meet the board members of the 96th AS, said Sergeant Murnion.

"Once they pass the board, they can enlist and begin their journey in the Air Force Reserve," added Sergeant Murnion.

However, the candidates then have to complete annual requirements including attending a series of schools for 26 weeks and passing a Class III flight physical, flight evaluation and 20 hours of loadmaster refresher courses every year, and serve a few extra days per month, he said.

Loadmaster candidates must serve a minimum of four years after their technical schools, said Sergeant Murnion.

As of the September 2005 unit training assembly, there were five loadmaster vacancies at the Squadron. If you are interested in applying for one of these loadmaster positions, visit or call Sergeant Murnion at the base recruiting office at 612-713-1451. You may also call Sergeant Murnion on his cell phone at 612-490-1231.

PERRY from page 10

Sadly, it was also the end of his five-month marriage to a woman who still wanted to frequent bars, drink and party.

So he signed divorce papers and headed to Prescott, Ariz., on his Norton 850 Commando motorcycle to attend Embry Riddle College and get his commercial pilot license.

He stopped in Leavenworth, Wash., with the intent of camping overnight, attending church and continuing on.

It was there his second wife, Ruth, found him. He ended up staying through the harvest season and worked in the apple orchards.

At a church service, she told him she had a premonition he was meant to be her husband.

Not quite ready to hear this, Chaplain Perry politely said to her through her tears, "Well, I'm sorry God hasn't told me that yet."

He told Ruth that he would go to church that night, but was still leaving in the morning.

While listening to the sermon, he heard a voice - loud and clear - say, "You're going to take up Ruth and be in the ministry soon."

Even though he said this experience shook him to the core, he was still going to leave. However, that night a massive snow storm hit the area, closing the mountain passes and prevented him from traveling.

So he settled in for a few more days to get to know the woman who referred to herself as his future wife. On Dec. 15, 1978, he took Ruth as his "Godly wife."

With her support, he joined the Air National Guard and pursued an education that eventually led him to become an Air Force chaplain.

Chaplain (Maj.) Charles Perry prays with Senior Airman Josh Jacobs, Army 2nd Lt. Scott Nelles and Army Spc. Brian Collins before a contemporary gospel service. He is the 407th Air Expeditionary Group Protestant chaplain.

He was commissioned as an Army Reserve chaplain in 1988, and later switched to the Air National Guard in January 1990 when a position opened.

He often shares the story of his past with others, because he said it's unnecessary for servicemembers to feel as alone and lost as he once did.

"They know that I have been where they are and have hurt like they hurt," said Chaplain Perry, who is a father to Dustin, 24; Kim, 23 and Alex, 13.

"I let them know that God is not looking for perfect people," he said.

Even though he has a strong faith, Chaplain Perry said he is sometimes still has moments when images of his past bring tears to his eyes.

"The day I heard a story on the radio and remembered the picture of the little girl featured in Life magazine (running to escape her village as it was bombed by napalm), I felt hurt for her. I started feeling some responsibility for her experience and others like her," said Chaplain Perry.

A thought came to him over and over, "You are guilty of killing hundreds of people because you prepared the weapon."

But he knew it wasn't true and was able to shake the thought eventually. However, his emotions resurfaced as he watched the Gulf War unfold on television, and he experienced vivid, painful flashbacks.

He sought successful treatment for Post Traumatic Stress Disorder, but still sometimes revisits the hurtful memories.

A certified addiction therapist, he said he strongly believes in the power of the spiritual role of the military chaplaincy, whose mission is to serve the various religious needs of all servicemembers – whether that is Jew, Christian, Muslim, etc.

"Most of the problems we deal with in our lives are best dealt with from a spiritual perspective.

"It is proven that drug and alcohol programs that don't have a spiritual emphasis have a very low success rate, while those that emphasize the spiritual aspect of recovery have a higher success rate," he said.

In all, Chaplain Perry has given 29 years of his life to the military.

"This is what I've been called to do," said Chaplain Perry.

"I only have a couple of years left before the military will put me out to pasture, so I want to do as much as I can before I retire," he said.

"I want to tell servicemembers, 'If a person has strong faith, then they have assurance that their lives are in the hands of someone greater than any enemy force."

ATTENTION

The 934th Aeromedical Staging Squadron clinic will be closed during the October UTA for training.

Time	Activity	Location	Point of contact
October 1			
8 a.m. to noon	Newcomers Briefing	Bldg. 852, Rm. 236	Senior Airman Paul Kraft, 1085
8 a.m. to 10:30 a.m.	E-Testing, appointment only	Bldg. 852, Rm. 206	MSgt. Bernadette Lunde, 1501
8 a.m. to 2:30 p.m.	MPF ID Cards open	Bldg. 852, Rm. 105	Tech. Sgt. Brian Wollak, 1085
8:30 a.m. to noon	Disaster prep, CONOPS initial	Bldg. 760, Rm. 130	SMSgt. Doug Johnson, 1934
9 a.m. to 10 a.m.	First Sergeants Council meeting	Wing CC Conf Room	Chief MSgt. Jan Dalton, 1211
9 a.m. to 10 a.m.	Unit deployment meeting	Bldg. 813	SMSgt. Larry Schyma, 1789
12:30 p.m. to 1:30 p.m.	Enlisted Advisory Council	Wing CC Conf Room	Chief MSgt. Jan Dalton, 1211
October 2			
0730 to 9 a.m.	**MPF ID card open**	**Bldg. 852, Rm 105**	**Tech Sgt. Brian Wollack, 1085**
8 a.m. to 9 a.m.	Awards and decorations board	Wing CC Conf Room	Ms. Mary Squires, 1085
9 a.m. to 10 a.m.	HRDC Meeting	Wing CC Conf Room	Col. Kris Rudin, 1298
8:30 a.m. to noon	PME/EOC testing, app. only	Bldg. 852, Rm. 206	MSgt. Bernadette Lunde, 1501
8:30 a.m. to noon	Disaster prep, CONOPS ref.	Bldg. 760, Rm. 130	SMSgt. Doug Johnson, 1934
8:30 a.m. to 1 p.m.	Certifying hazardous material	Bldg. 745, Rm. 108	SMSgt. Larry Schyma, 1789
9 a.m. to 10 a.m.	CES Change of Command	Fire Barn	Master Sgt. John Kline, 1945
10 a.m. to 11 a.m.	Chief's Council	Wing CC Conf Room	Chief MSgt. Jan Dalton, 1211
7:30 a.m. to 9 a.m.	MPF ID cards open	Bldg. 852, Rm. 105	Tech. Sgt. Brian Wollak, 1085
2 p.m to 4 p.m.	Master Sgt. Michael Starr Retire	Services Club	SMSgt. Vicky Kuntz, 1443
3 p.m. to 4 p.m.	Protestant service	Bldg. 725, Chapel	Maj. Charles Perry, 1226
3 p.m. to 4 p.m.	Catholic service	Bldg. 725, Chapel	Maj. Charles Perry, 1226

Did you know?

In its personnel carrier role, the C-130 can accommodate 92 combat troops or 64 fully-equipped paratroopers on side-facing, webbed seats. For aeromedical evacuations, it can carry 74 litter patients and two medical attendants.

Courtesy Photo

UTA Schedule FY 06

Oct. 1-2	Feb. 4-5	June 3-4
Nov. 5-6	Mar. 4-5	July 15-16
Dec. 3-4	Apr. 1-2	Aug. 5-6
Jan. 7-8	May 6-7	Sep. 9-10

VIKING VIBES

Services club

Fright Night is Oct. 1! The Services Club will be holding a costume contest on Saturday of the October UTA.

Food will be served from 7 to 9 p.m.

A D.J. will provide music from 8 p.m to midnight.

Door prizes, drink specials and hors d'oeuvres will be served.

Prizes will be awarded for the best costume!

For more information, call Margo Leslie at (612) 713-1119.

The Club Membership Drive is now through December. It pays to be a club member. Check out these Military Free Cash Rewards:

-Earn one point for every dollar in purchases off base.

-Get two points for every dollar in purchases at Services activities and the base exchange. Get one point for gas purchases.

-Travel Plus program. Choice of airline and no blackout dates.

-Redeem points for every 2,500 earned. Choose from either a $25 check or $25 gift certificate from a wide variety of merchants.

-Points accumulate automatically and are tallied on member's monthly billing statement.

-No yearly program fee.

-To redeem points, call (800) 759-0294. For more club membership information, call the 934th Services Squadron at (61) 713-1662

Officers club

Come to prime rib night. Saturdays you can dine on prime rib dinner for $18.95.

Mug Night starts at 4 p.m. Tuesdays at the Officers' Club

Order a custom-made mug from the bartender. Until it arrives, bring in a mug of your choice. Tap beer up to 20 oz. for $1.75, and brat, sauerkraut and potato salad for $3.50.

Two-for-one pork dinner on Oct. 25.

Pork dinner for two for the price of one.

For more information, call (612) 713-3670 or 3678.

Celebrate the holidays, your birthday, promotion, retirement, bridal shower, wedding, baby shower, or any other special occasion at the Officers' Club. Call the catering manager at (612) 713-1674.

Spouses' club

There will be a luncheon on Oct. 20 at 11:30 a.m. at the Officers' Club.

Retired Army Capt. Jim Johns will give a presentation on the history of Fort Snelling. Cost $12. For reservations, call Jan Olson at (952) 831-2438 or Roberta Gronemann at (763) 494-3517.

To join the Officers' Spouses' Club, call Lee Claar at (952) 831-5252.

Lodging

Get your holiday shopping done early. Check out the great deals on polo shirts, T-shirts, sweatshirts, hats and other gift items at the lodging gift shop.

Space A reservations made up to 30 days in advance for a three-day stay can be extended if space is available. For more details, call (612) 713-1984.

Recreation

Having a party, moving, going camping or need to power wash a deck?

Call Outdoor Recreation at (612) 713-1496 to rent the equipment you need. Club members get a 10 percent discount for rentals.

Birthday

All club members receive a $15 certificate to celebrate their birthday at the base clubs.

The offer is valid only on the month of the member's birthday.

Call the Services Club at (612) 713-1655 or the Officers' Club at (612) 713-3678 for more information.

ESGR

The Employer Support of the Guard and Reserve's Web site has been updated.

To better serve Web site visitors, changes have been made to the reports section, state policies section, and the basic and advanced employer relations section.

Pre- and demobilization briefings have also been added.

Visit the ESGR Web site at *www.esgr.com*.

Recreational Sports

Flag football league will be Sept. 19 to Oct. 28

Games will be played Mondays and Wednesdays 4 and 5 p.m.

The league is open to all civilians and military members of all branches of service.

Teams must have at least five starters and two reserve players. To sign up, call the Fitness Center at (612) 713-1496.

The Top Dog Racquetball Tournament runs from October to December.

Call the fitness center at (612) 713-1496 for more information.

Pig Out Fitness Challenge returns in November. Accomplish health and fitness activities and goals and get great prizes! For additional details, call (612) 713-1496.

This month in Flying Viking history

Courtesy of Master Sgt. Russ Funaro
934th Airlift Wing historian

1984

Col. Jerry Boone assumes the position of Wing Commander

1994

Ground was broken for the construction of the Army Air Force Exchange Service building.

Changes to fitness test criteria

WASHINGTON — Air Force officials are making a few changes to the physical fitness test used to assess the fitness of Airmen.

In January 2004, the Air Force underwent a major change in the way it looked at fitness. As part of the Fit to Fight program, the service adopted a more stringent physical fitness assessment that measures aerobic fitness, physical strength/endurance and body composition.

Now, 18 months into the program, senior leaders are ready to tweak the assessment to make it even better, said Lt. Gen. (Dr.) George Peach Taylor Jr., Air Force surgeon general.

"We have gotten together a group of scientists and done surveys asking folks if they like the assessment and are there issues with it," Dr. Taylor said. "This last year we brought an update to Corona and are now in the middle of updating a few changes to the Air Force instruction that defines the fitness evaluation."

Updates to AFI 10-248 will include a change in how body composition is measured, a new table for the running portion of the test that takes into account the runner's elevation, and a change in the number of days an Airman must wait before re-testing after having scored in the marginal category.

Under the original fitness evaluation, body composition scores were based on abdominal circumference only. The updated AFI will now direct that body composition also be measured using body mass index.

BMI is calculated by dividing weight in pounds by height in inches squared, and multiplying the result by 703. According to the Centers for Disease Control and Prevention, those with a BMI between 18.5 and 24.9 are considered to be normal. Those with a BMI of 25 or above are considered overweight.

Photo by Staff Sgt. Nicholas Olson

Under the updated AFI, Airmen with a BMI of less than 25 will earn the full 30 points for body composition. For Airmen who score a BMI 25 and above, Dr. Taylor said the results of the waist measurement would be used to calculate their test score.

"That will still be an important measure of their health," he said. "Waist measure is closely related to increased risk for metabolic syndrome, diabetes, hypertension and heart disease. Fat distribution is the critical indicator, as opposed to weight."

For those who score marginal, between 70 and 74.9 points, the Air Force plans to correct the time to retest at 90 days; currently, re-test for the marginal category is 180 days. This will be consistent with the re-test time for poor scores, those less than 70.

Changes to the AFI will also include adjustment for those at high-altitude installations. This applies to those at installations with an elevation of 5,000 feet or greater, Dr. Taylor said.

"We'll use the formula for altitude calculations recommended by the National Collegiate Athletic Association," he said.

The Air Force continues to look at ways to improve the fitness evaluation and remains committed to the Fit to Fight program, Dr. Taylor said, because the program has proven successful.

"Participation at fitness centers is up 30 percent now," he said. "And if you go to the field, like in Iraq or Afghanistan, you will find a continued focus on health."

The assessment is not the focus of the fitness program, but a tool to assess the commander's fitness training program.

"I want to make very clear that my focus is not on passing a fitness test once a year," said Gen. John P. Jumper, Air Force chief of staff, in his Oct. 17, 2003, Chief's Sight Picture. "More important, we are changing the culture of the Air Force. This is about our preparedness to deploy and fight. It's about warriors. It is about instilling an expectation that makes fitness a daily standard — an essential part of your service."

Dr. Taylor said he hopes the changes to the AFI will be made by late August or early September.

F.Y.I.

Body mass index (BMI) is a measure of body fat based on height and weight that applies to both adult men and women.

You can calculate your B.M.I. online at **www.cdc.gov/nccdphp/dnpa/bmi/calc-bmi.htm**

USAF SERVICES
Combat Support & Community Service

Discount tickets/coupons

To purchase tickets for Camp Snoopy, Underwater Adventures, Minnesota Zoo, Minnesota Children's Museum and Chanhassen Dinner Theater, call the fitness center at (612) 713-1496. Discount cards for the zoo and IMAX theater are also available.

Fit to Fight - Ready to Win fitness program

Participate in UTA fitness activities for incentive awards.
For more information, call the fitness center at (612) 713-1496.

Fitness center hours

5 a.m. to 9 p.m. Mondays through Thursdays
5 a.m. to 7 p.m. Fridays
8 a.m. to 5 p.m. Saturdays
8 a.m. to 4 p.m. Sundays
Closed on federal holidays

Travel

Armed Forces Vacation Club offers time share units. Cost is $264 per week. Go to *www.afvclub.com*.
Use AFVC MLPS-ST. P AFRB Installation #333. Base Morale, Welfare and Recreation program receives cash when installation number is used.

Air Force Travel - *www.aftravelonline.com*
Shades of Green Resort, Disney World - *www.armymwr.com*

Boss & Buddy Day

Oct. 13 from 3:30 to 4:30 p.m.
Bosses, bring in your staff to the Services Club and wind down for the day with drink specials and FREE appetizers.
Stay for Happy Hour starting at 4:30 p.m. and enjoy discounts on ALL drinks. For more information, call (612) 713-3670.
Remember, Oct. 16 is Bosses' Day!

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