

the Roundup

OCTOBER 12, 1979
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NUMBER 39
LUBBOCK, TEXAS

Maintenance . . .



. . . fighting to keep 'em flying

by SSgt. Ralph D. Monson
Public Affairs Division

Flying training requirements are up, the availability of replacement parts is down and Maintenance doesn't have enough people.

Combined, these three key problems have forced Maintenance personnel to labor extra hours with little relief expected before spring.

Maintenance officials here feel certain that by April the workload will have leveled off and that most people will be pulling "normal" shifts. The Maintenance leader's optimism stems from several

anticipated cures for the bucket full of problems extending the Maintenance workday.

Flying training load

Today, the top problem facing Maintenance is the increased flying load. Maintenance is launching an average of 180 T-38 Talon sorties (flying training flights) per day, an increase of close to 30 sorties per day from one year ago. By mid December, launch figures will balloon to more than 190 per day. The same type of expansion has hit the T-37 branch.

Two seasonal problems make it very difficult for Maintenance to meet the increased standards.

The approach of winter brings an ever shortening "daylight window" (length of time from dawn to

dusk). That means Reese has to put more planes in the air each hour than it did the day before if it is to stay on schedule.

It takes approximately two hours and 45 minutes to "turn" (recover and relaunch) an aircraft. Today, Reese can turn an aircraft an average of 3.68 times per day. By November, the daylight window will cut that figure to 3.34 turns and in December the shrinking window will reduce turns to 3.16 per day.

What all of those figures mean is that as the daylight window shrinks, more aircraft have to be used to meet training requirements. The problem is they just aren't available.

(Continued on page 4)

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Do it right the first time

by Col. John Rushfeldt
Deputy Commander for
Maintenance

"Do the best you can," is a theme heard so often it tends to become hacknied. This theme is, none the less, an important one which affects how well an organization or individual succeeds.

Our wing succeeds or fails based on performance of individuals. Failure of a few can dramatically affect others.

As an example, we recently had a T-38 inflight incident in which a pilot suffered jammed flight controls. Through good airmanship and some luck the pilot eventually freed the controls by rolling the aircraft inverted at which time the flight controls freed themselves. Landing was without incident.

Inspection revealed a small metal spacer had not been properly

installed and subsequently made its way into the flight control mechanism and caused the malfunction. This incident could have had disasterous results because someone simply didn't do his best.

There is no function on base where we don't see time and materials wasted because someone didn't do his best. Examples abound, but a few are: lost training sorties due to poor student preparation, damage to expensive aircraft parts due to poor handling or workmanship, lost manhours due to reaccomplishment of poorly prepared personnel data, such as APRs and OERs, delayed receipts of materials due to improper ordering and so on.

The loss of efficiency and waste of money and materials is bad but what is worse is that sloppy performance (not doing **your** best) becomes an attitude that not only

hurts others but can destroy your potential for success. Every time you allow yourself to do less than your best it becomes a little easier and you soon begin to sink into the cesspool of mediocrity. We all must tell ourselves, **each day**, that we'll do our best. Soon it becomes a way of life from which you profit whether you make a career in the Air Force or the civilian world.

Those that are in the habit of doing their best always do well whether it be in promotions, salary increases or more importantly, self satisfaction.

We all seek out doctors, lawyers, auto mechanics, plumbers, appliance repairmen and others who are known because they do their best. Has anyone called upon you recently to do a job. If not, maybe there is a message for you. Do your very best every day - not only will you succeed but so will your organization.



Colonel Rushfeldt

CARE Line

(Editors note: All information provided to the CARE Line will be held in confidence. Callers are urged to give their name and duty number so that a personal reply may be made, however, neither are mandatory. Callers are urged to use their chain of command or the office of primary responsibility to air complaints or comments if possible. If not, call the CARE Line at Ext. 3273.)

E-4 board

Recently an Airman from my section went to the E-4 Below the Zone Board for our squadron.

After he had spent several off-duty hours preparing for the board, he met the board but was not selected. After the board had finished, he had been told that a person whose records had been sent in but, had not gone before the board, was selected.

My questions is why should this airman have to go before the board if the other airman could be selected on the quality of her record. The thing that prompted me to do this is that the same thing happened to me in the same squadron in past years and I was able to overlook it then, but now the same thing is recurring again.

Dear Below The Zone

It may not appear fair for one individual to have to meet the board when another does not, but in this case, the airman was TDY and unable to meet the board.

On the other hand, it would not have been fair for that airman to miss her chance for the promotion due to an unavoidable TDY. In the other case you referred to, the airman had gone on leave before it was known that he was eligible and considered for below the zone promotion.

Meeting a Squadron Board is extremely important for selection and experience. Whenever possible, individuals do meet a squadron board, but for those few unavoidable exceptions, a person's records can meet the board to be fair to them.

Emergency room care

I would like to extend my sincere appreciation to the personnel who work in the emergency room at the base clinic.

Tuesday afternoon my wife brought my 11 month old daughter to the emergency room. My daughter had been badly burned by hot water. Because of the true professionalism exercised

by all the personnel in the clinic my daughter was spared from any permanent damage.

After rendering all the aid possible here, she was transferred to Health Sciences Center where she was treated by not just one doctor but four doctors and two nurses. After talking to the doctors at Tech, I was told that our daughter was fine and there is almost no chance of her having any scars.

The doctor at Tech also said that the folks here at Reese did a super job in the treatment they had administered. It sure made me feel good. I can't express my sincere gratitude in just words but, from me, my wife and our daughter Maggie thank you very much.

Dear Sincere Appreciation

Thank you for your kind words. All the people in the base hospital try very hard to provide the highest quality medical care possible. I appreciate you taking the time to share the good news and I am sure the hospital folks do also.

Hiring the handicapped — a good idea!

One out of seven people in the world has a physical or mental disability and is considered handicapped.

However, handicapped has never meant useless. Most handicapped people lead active, productive lives. Many have made major contributions to humanity in spite of their disabilities.

• Franklin D. Roosevelt, crippled by polio, was the only president elected four times.

• Helen Keller, blind, deaf and mute, learned to read, write and speak and went on to help other blind and deaf people.

• Poet Lord Byron had a clubfoot.

• John Milton wrote "Paradise Lost" after becoming blind.

• Ludwig van Beethoven's best-known music was composed after he became deaf.

• Ben Hogan was told he might not walk after being severely injured in a car accident. Four

years later he won three of the world's top golf tournaments.

Centuries ago, people whose vision was limited were considered handicapped. Eyeglasses, contact lenses and corrective surgery have made less-than-perfect vision merely an inconvenience for most.

We are reaching a time when other disabilities can be considered the same way. Artificial legs are no longer the wooden pegs of stereotyped pirates. Artificial arms

can caress a child or paint a portrait.

Schools and public buildings are being improved to allow access for handicapped people. Stores and homes are being designed specifically for people in wheelchairs.

As our understanding and support grow for people with disabilities, handicapped may come to mean no more than the limits each of us place on ourselves.

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Editor's note: Last week Sgt. Steven D. Holmes, Public Affairs Division, talked with Col. John W. Rushfeldt, deputy commander for Maintenance, about Maintenance's problems.)

Roundup: With maintenance people already working a number of overtime hours, many must wonder about the possibility of Saturday work days. What are the chances of having to go to a six-day week?

Rushfeldt: There is a good possibility that with higher weather attrition and less daylight hours, the next four months will see a few Saturday work days.

Experience over the last three years has shown that only one or two days of Saturday flying occur between October and February, although many more are scheduled. If the possibility exists of weekend flying, we go ahead and schedule it to give our people a chance to make arrangements, but most of them end up being cancelled.

Because of the huge increase in student load, it may be necessary to actually work more Saturday's this year.

Roundup: How far-reaching is the effect of Saturday flying?

Rushfeldt: Preflight, launching and recovery, and basic postflight requires a full day's work from all three shifts. In addition, all maintenance shops must be manned, Supply must be open for parts, Fuels support and the Dining Hall are necessary, Control Tower personnel must be on duty and that's just naming a few.

Roundup: A major problem in launching enough aircraft to meet flying requirements is the procurement of parts. What is being done to speed up the process?

Rushfeldt: The senior ATC staff has intensified exchange of information with supply depots to identify "crunch" items that are absolutely necessary to keeping the planes flying.

The problem is not within local supply channels, however, it's a source problem. The increase in student load produces an increased sortie rate which produces an increased parts need. This increased need has not yet been met by manufacturing sources. The parts are simply not available.

Roundup: When do you see this problem being corrected?

Rushfeldt: I personally feel that supply sources should improve in the next year. This will help us greatly in keeping up with the demand for aircraft. If you have adequate parts, you can normally generate additional aircraft for the mission requirement.

Roundup: You are expecting approximately 200 new troops in the near future, most of whom will be three levels. Do you foresee any problems in meeting the training requirements and still staying ahead on meeting flying requirements?

Rushfeldt: Training is something we deal with every day. The smart trainer gets his men task-qualified as quickly as possible. It does take trainer/trainee time, but it is not an insurmountable problem. A well trained maintenance worker's higher production rate far outweighs his training costs in both time and dollars. I don't see that as a major problem. We expect to meet most training requirements by April 1980.

Roundup: Once your personnel problems are taken

care of, what will the situation be with the number of airplanes available for flying?

Rushfeldt: As mentioned before, we should see some supply source improvement to reduce our parts problems and help us get more grounded airplanes back into the air. In addition, we have recently received a complement of 10 new airframes which will call for less turns on each plane.

Although we are currently in the process of shipping five T-38s for sale to Turkey, we still have a net gain of five.

Roundup: Until your new men are ready for duty, there is still going to be a strain on your manpower. Ancillary training such as social actions, safety, welcoming interviews and commanders calls consume a great many manhours. Do you see any possibility of temporary relief from these requirements to help with the problem?

Rushfeldt: I do see a possibility of delaying some ancillary training. In that light we are going from monthly to quarterly commanders calls and taking a hard look at all requirements in an effort to reduce this external requirement.

An August study conducted by our Production Analysis Branch showed that more than double the normal allotment of manhours were being spent outside maintenance related tasks. We must find ways to reduce this figure.

Roundup: When maintenance people are out here putting in a Saturday, where will you and the front line supervisors be?

Rushfeldt: Right out here with them.

Roundup: How do you feel your men will work under the heavier schedule?

Rushfeldt: We have a lot of fine people here with a hell of a lot of achievements. We're currently 4 days ahead on T-38 flying and five days ahead on T-37s. That's not too shabby when you're undermanned and overworked.

I'd love to see this wing win the Maintenance Dadaelian Award for 1980 and in my opinion we have a fighting chance.

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Ready to go


SrA Ron Reeves refuels a T-37 while A1C Pete Montague runs down a checklist. The B-Flight members are just two of Reese's maintenance troops

that have had to work overtime to meet the Wing's flying needs. (U.S. Air Force photo)


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Combination of problems bogs Maintenance down

(Continued from page 1)

Col. John W. Rushfeldt, deputy commander for maintenance, explained that on an average day, Maintenance can provide about 50 T-38s (the problem isn't as severe in the T-37s). Anywhere from four to seven more aircraft (15 percent of the available inventory) will be designated as spares. Colonel Hogan pointed out that nearly all spares are used each day.

By December, Reese will need nearly 60 aircraft, plus spares, to get the job done. Although five more aircraft are expected to join the inventory soon, there still will not be enough airframes on hand.

Add to dwindling daylight curtain and shortage of aircraft the number of partial and entire flying days that will be lost during the winter months because of bad weather and it's easy to see how a flying wing could quickly fall behind schedule.

The only practical solution Wing officials have is to fly as many training sorties as possible while the daylight window and good weather allow Reese to get ahead of the training schedule. That's why Maintenance and Operations personnel have been logging a lot of overtime on duty days and have had to schedule Saturday flying. In fact, Oct. 20 has already been earmarked as a full flying day.

Parts are scarce

One of the reasons Reese is short on airframes is that Maintenance is having trouble

getting the needed parts. According to one Maintenance spokesman, some requirements for parts have to be anticipated nearly a year in advance to ensure their availability.

There are several reasons why parts are scarce. These are detailed in a special Roundup report on page 6.

Maintenance officials are hopeful that the supply of parts will improve by spring and that Maintenance will be able to provide Operations with more T-37s and T-38s.

Not enough people

Another urdle Maintenance has to clear, explained Lt. Col. John E. Hogan, maintenance control officer, is in its manning.

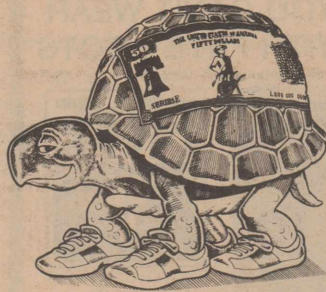
The increase in students took effect here long before the authorization for more Maintenance troops did. That left Reese severely undermanned in some maintenance areas, especially in the T-37 flightline branch.

Approximately 214 new maintenance troops will be added to the roster the next few months and all are expected to be trained and on the job early next year.

Another story outlining how these new troops, mostly three levels, will be phased into the work force appears on page 6.

The bottom line is that until these three key problems and others covered in the special report on Maintenance are taken care of, Reese personnel are going to be looking at the prospects of overtime. There just isn't any other workable option available right now.

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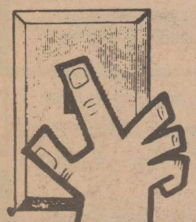
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Extra load

Arnold Wuthrich gets ready to work on part of the compressor out of a J-85 jet engine. According to Field Maintenance Squadron balancing shop supervisor, modifications to the unit have added extra work to the unit. Workers in the shop have logged many hours of overtime to meet the increased demand. (U.S. Air Force photo)

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Limited parts Supply hampers Maintenance

Historically, a major maintenance headache has been the supply of parts.

According to Maj. Carl D. Alberchinski, Chief of Supply, Reese is no exception to that rule. "Fifty percent of the stock replenishment items ordered in recent months have exceeded time requirements," Alberchinski disclosed.

He blames this lag in supply of vitally needed aircraft parts on a number of different factors. One of those is that a number of items are available only from a single source of supply. This means that parts needed on a rush order, that the manufacturer is not able to fill, cannot be procured from another source.

Another problem is simply mistakes. A case in point occurred recently when a shipment of T-38 canopy seals turned out to have been made backwards. The only solution to the problem was to reorder the parts and lose more air time waiting for the new shipment.

Strikes, material shortages and shipment delays all add to the problem.

Col. John Rushfeldt, Deputy Commander for Maintenance, pointed out that the biggest problem in keeping Reese's planes flying is brought about

by the greatly increased student load (and thus higher sortie rate and breakdown potential) over the past year.

"Statistics show that we have more planes down for parts than ever before," Rushfeldt said.

He added to this by observing, "Although we have always had planes down for parts, the increased sortie rate has magnified the number of parts required at a time we can ill afford to have airframes grounded while trying to meet our higher training commitment."

Although the problem of parts supply is severe at Reese, a number of programs are underway to lessen it. Reese is a test base for a program known as "Mission Change Data"

whereby Supply has been given the authority to requisition larger quantities of parts, thus increasing the supply on hand.

At this time, the supply warehouse is actually using aisle space to store these extra parts.

Another program keeps manual card decks of all problem items on hand so parts can be ordered without delays for stock numbers, source, or other minor items.

These actions, and others, paid off for Reese in June with the lowest percentage of time down for parts for both T-38s and T-37s of all Undergraduate Pilot Training bases. In July, Reese was first in T-37s and second in T-38s. (Command-wide statistics for August and September are not available.)

Manning outlook improves

Good news for harried maintenance troops will soon arrive at Reese in the person of 214 new workers.

Although the new contingent will consist largely of three skill level airmen, maintenance officials consider this no "major problem."

Manning authorizations were recently upped for Reese in conjunction with the greatly increased student load. Organizational Maintenance jumped from 392 under the old authorization to 500 under the new, while Field Maintenance also received 500 from an old figure of 398.

According to TSgt. Lamar Thomas, NCOIC of maintenance training, new arrivals will begin their stay at Reese under the tutelage of Field Training Detachment. Those bound for T-37s have seven days of Aircraft Familiarization Training while T-38 mechanics have 10. Included in this is hands-on, Task Oriented Training, which continues in the form of on-the-job training while working Career Development Courses.

Col. John Rushfeldt, deputy commander for maintenance, expects to have the new troops entering the work force immediately upon graduation from FTD and fully qualified by spring of 1980.



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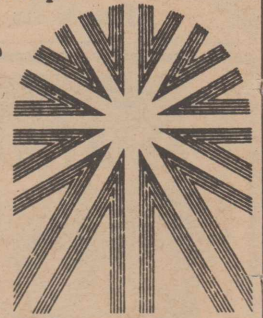
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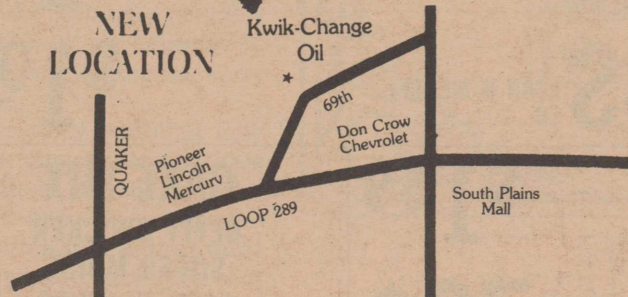
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EXPIRES OCT. 31, 1979

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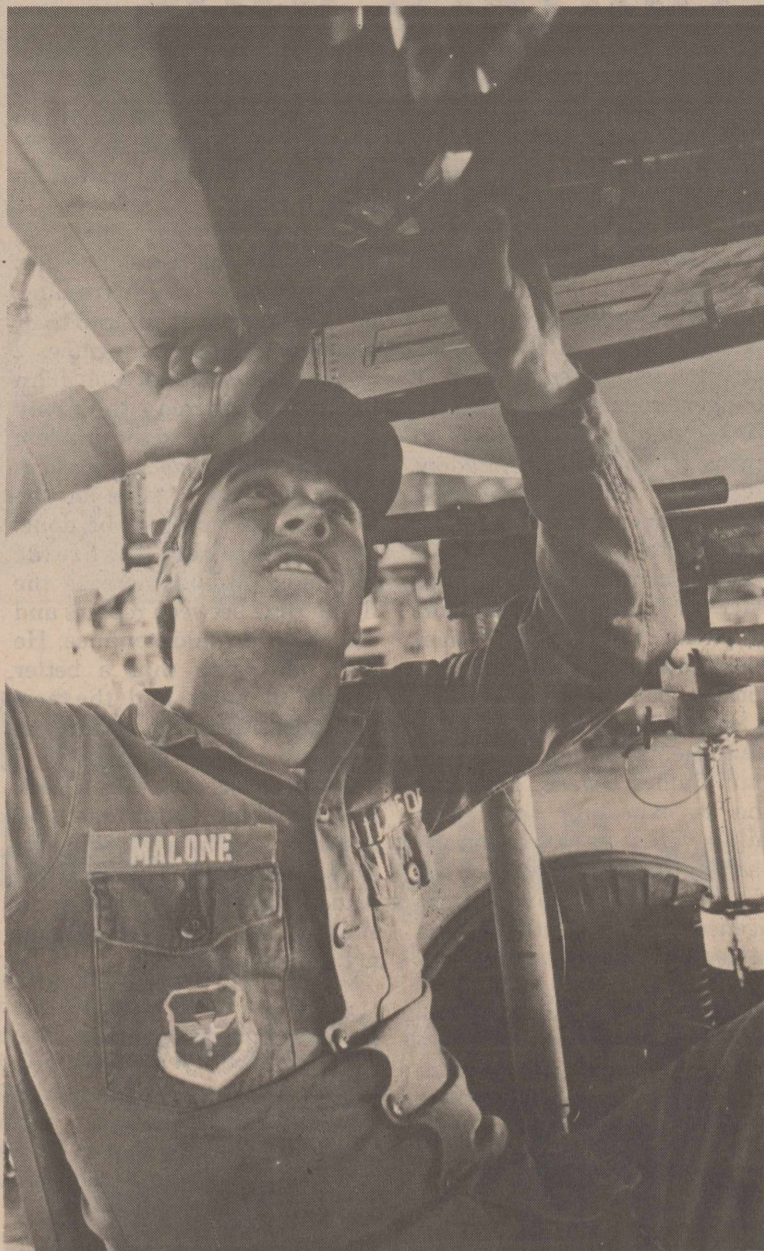
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T-38 dock cut set



One recent change that will aid workers in the maintenance complex is the closing of a T-38 inspection dock.

A seventh dock was added to the six-dock system earlier this year to help offset a backlog of phase (periodic) inspections brought about by two major factors.

Most important was the change from a 150 hour periodic inspection cycle to one of 300 hours. This change resulted in major revisions to the way phases are performed resulting in a heavier schedule for dock workers.

The second reason for the backlog was an extra 5,000 hours flown in the past year over scheduled hours. This equates to an extra 17 phase inspections that had to be performed.

Now that the backlog is largely caught up, the seventh dock will be used only for tech order compliance checks, and that will last only into mid-November. At that time the dock will be closed completely.

According to Lt. Col. Tom Richardson, OMS Commander, the change will allow a more concentrated use of resources and save time; something that the maintenance complex is becoming short of as the winter flying schedule gets closer.

AF slates early-out program

Airmen and officers with dates of separation on or between Dec. 11, 1979, and Jan. 6, 1980, can request to be separated at any time during that period under the Christmas early release policy, according to Reese Personnel officials.

Members stationed overseas who are to be separated at port due to lack of retainability are also eligible if their DEROS, the date eligible for return from overseas, falls within the early release period.

Some persons are not eligible for early release, such as those on international hold, under investigation or separating under another program.

No request from eligible members will be denied unless the commander determines that the early loss would have a "critical and adverse impact on the unit's mission capability."

Those interested in applying should contact the Customer Service Center, Ext. 3276, to determine eligibility and to apply.

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Pay is just too serious a matter to be left to chance. Look into SURE-PAY, the Air Force's direct deposit program.
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Dock work

A1C William Malone, a member of Dock-2, works on the boat tail of a T-38 Talon. Maintenance officials are reducing the number of T-38 docks to six to save manhours. (U.S. Air Force photo)

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Gwynn's salon

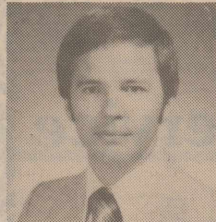
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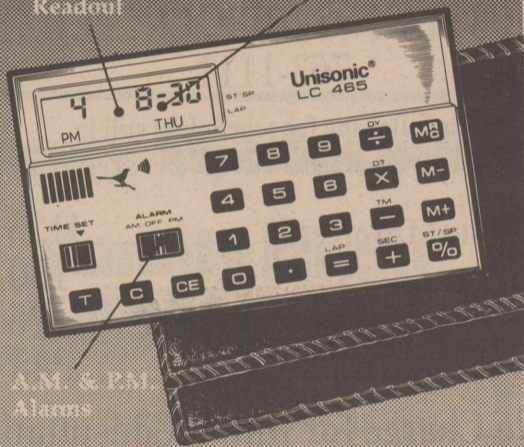


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Overtime bites income from secondary jobs

by Sgt. Steve Holmes
Public Affairs Division
No Air Force first-termer needs to be told that supporting himself, much less a family, on military pay is not a piece of cake.

A great many are having to take on second jobs or have their spouse work just to make ends meet. With Oct. 20 already scheduled as a Saturday workday, many part-time workers will have to miss their second jobs, thus missing the second pay day.

This loss of income can be disastrous for some. For example; A1C Lynn Winker, a T-38 flightline mechanic, works from 5-10 p.m. week nights and all day Saturday and Sunday as a security guard for a local supermarket warehouse.

The 20-year-old airman is married with three children and his Air Force pay is totally consumed simply providing basic necessities such as food, rent, transportation and utilities. A Saturday working at

Reese costs him \$22.50 in lost income from his second job.

A1C Shawn Johnston works three nights a week as a waitress. Overtime cuts not only into her pocketbook, but into precious sleeping time. She says she works because, "BAS and BAQ don't pay the rent."

Emergencies often eat up extra money faster than some younger airmen can earn it. Winker had to pay \$385 in lawyer's fees in order to adopt the two children his wife had from a previous marriage. A1C Steven Pennington works for the same company as Winker in order to make child support payments. His reply when asked how he was affected by a working Saturday was simply, "I lose \$33."

Another situation is that of Amn. James Owens. His wife, who is expecting their first child, works as a restaurant manager so that he can earn his Airframe and Powerplant License from South Plains College. Owens plans to

separate when his term of enlistment is up to be a civilian aircraft mechanic because, "The pay is not good enough in the Air Force."

A common complaint from those interviewed was not that they had to work the extra time, but simply that it cut into their much needed second income.

How to avoid this? Col. John Rushfeldt offered the only tangible solution to the problem when he encouraged all workers to do the best possible job the first time it needs to be done. This, Colonel Rushfeldt explained, would increase the flying time between repairs and cut down on maintenance. He also maintains that a better supply of parts and the new authorizations for manpower will help.

Until these can take effect, though, some Saturdays and overtime are in the offing for Reese maintenance personnel. And, in the words of Airman Winker, it's, "Boy, there goes my money again."



SrA Daniel Feliciano, a crew chief in Organizational Maintenance's India Flight, makes a pre-flight check on a T-38 Talon. One of Airman Feliciano's special responsibilities is as the crew chief for Col. Richard A. Ingram's T-38. Recently the wing commander reenlisted Airman Feliciano while giving the former wing Airman of the Month an orientation ride. (U.S. Air Force photo)

Meet Daniel

Colonel board convenes

A board to select officers for promotion to temporary colonel and attendance at a senior service school is scheduled to convene at the Air Force Manpower and Personnel Center on Oct. 29.

To be considered in the primary zone, officers must have a date of rank to temporary lieutenant colonel of Dec. 31, 1975, or earlier. For secondary-zone eligibles, the date of rank must fall on or between Jan. 1, 1976, and Dec. 31, 1977.

Additionally, officers must have been on active duty before April 30, 1979, not have a date of separation earlier than Jan. 27, 1980, and not be twice deferred for promotion to a permanent grade below the grade of colonel.

Officer preselection briefs were provided eligible officers during July.

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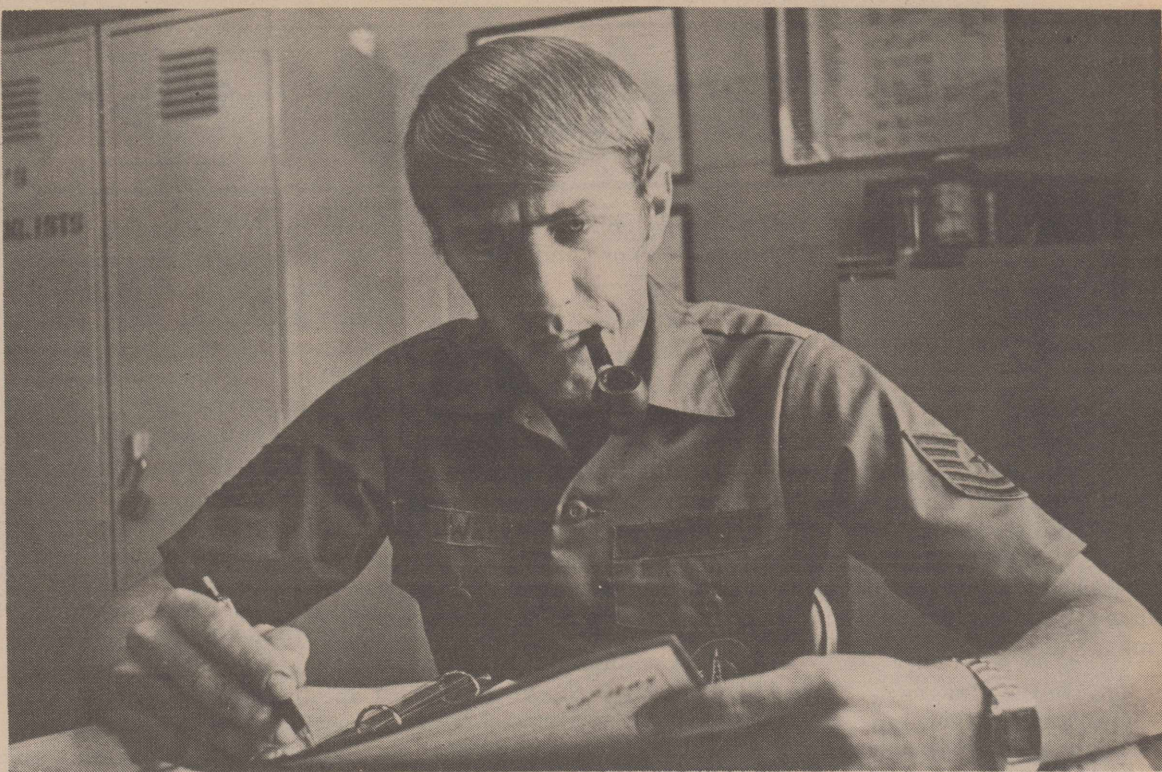
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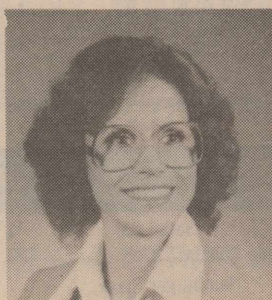
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Sergeant Powell

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Hard work, leadership keep flightline going

Whether in the chill, pre-dawn stillness or the blazing heat of a West Texas afternoon, crew chiefs and flight members from the 64th Organizational Maintenance Squadron must make their appointed rounds with greater regularity and efficiency than the postman.

If the mail were to be delayed, some citizen must wait impatiently for word from his Uncle Joe in Moosejaw, or perhaps even for a much needed pay check. If the man from OMS doesn't do his job properly, the result could be death.

The men from OMS, responsible for final preparations of an aircraft before flight and for recovering them afterwards, have often received praise for

the long hours and hard work they must put in, but maintenance officials have singled out two flight chiefs and a number of their subordinates for recognition.

TSgt. Wayne Powell of T-38 India flight and MSgt. Robert Cole of T-37 Alpha flight were recently selected by their branch chiefs as the best flight leaders.

1st Lt. Patrick Doumitt, T-38 branch chief, said, "Powell took the flight and drastically improved morale and the quality of aircraft both interior and exterior."

Of Cole, branch chief MSgt. Clayton Danner said, "He is a conscientious worker who looks after the best interest of his

people." According to Danner, Cole also keeps an eye open for work simplification. He is currently attempting to get a tech order revised that requires a complete lube job each time the aircraft is washed, even though some points are not touched by water.

Other people recognized by OMS Squadron Commander Lt. Col. T. L. Richardson included A1C Peter Montague, A1C Phillip Sands and Sgt. Reimundo Valez, all of T-37 Bravo flight.

Also named were T-38 workers A1C Richard Meyers of Fox flight, A1C Alan Riley of Golf flight, Sgt. Robert McGarvey of Hotel flight, AB Joyce Fugate and SrA Daniel Feliciano, India flight.

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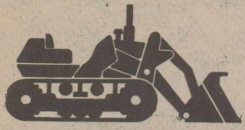
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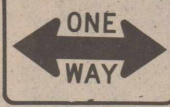
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Sergeant Cole



Tidbits



Outstanding check rides
Two T-37 students registered outstanding check rides for instrument checks last week. The pair was 2nd Lt. John Lebau of D flight and 2nd Lt. Johan Demeurichy of B flight.

Child care center
Reese's Child Care Center will be open Oct. 22 until 9 p.m. for the Chapel spaghetti dinner and Oct. 29 for the NCO Club Membership Night. The center will also be open Oct. 22 until 10 p.m.

Dance classes
Gymnastics, ballet, tap, and disco dancing classes will begin Monday at 4 p.m. at the youth center. Registrations will be accepted that day or advance reservations may be made by calling Ext. 3820.

Youth bowling
There is still time for bowlers to enter the youth bowling league. Bowling takes place each Saturday at 9 a.m. at the Reese lanes.

Piano lessons
Private and class piano lessons are available at the Youth Center. Those interested may contact the instructor, Mrs. Mary McCarty, at 799-4053 or the youth director at Ext. 3820.

NCO Club
The rock band "Cody" will appear at the NCO Club tonight from 9 p.m.-1 a.m. There is no admission charge.

Art sale
The Lubbock Jaycee-ettes will hold their eighth annual Starving Artists Sale Nov. 16-18 at the former TG&Y building in Monterey Center. All artists interested in entering the sale or needing information about the

sale, please contact Linda Jones at 792-7538 or Cindy Ferguson at 795-5937.

Mathis services
Some special services offered by the Mathis Recreation Center are discount tickets to the Mann 1 and Fox 4 theaters for \$2, duplicating service for \$.10 per copy, stereo recording, and information on state parks and recreational areas and Air Force owned recreational areas.

Third anniversary sale set
Reese Commissary shoppers will see hundreds of special price reductions during the Air Force Commissary Service third anniversary sale, Oct. 15 to Nov. 15. Patrons should be able to save close to \$2 million.

ACSC
The Air Command and Staff College is now enrolling students for the 1980 non-resident seminar program. The nonresident seminars are specifically designed to provide eligible officers and civilians the opportunity to acquire intermediate professional military education.

Enrollment deadline is October 26 and interested parties are encouraged to sign up as early as possible.

Chapel meeting
Reese Women of the Chapel will meet Tuesday at 9:30 a.m. in the Chapel Social Hall. All women associated with Reese are invited to join WOC for coffee and refreshments followed by a play entitled "Flight 1016" which will be presented by WOC members.

Pot luck
Catholic and Protestant chaplains and the councils of both chapel congregations will host a potluck dinner for all

newcomers to Reese on Oct. 22 at 7 p.m. Couples are requested to bring a covered dish for themselves and three others, singles are invited to attend with just a good appetite.

Reservations are requested and may be made by calling the chapel at Ext. 3237 by Oct. 18.

AF climber dies in avalanche
Air Force Capt. Gilbert V. Harder died in an avalanche Sept. 19 while attempting to scale Annapurna I in Nepal. Captain Harder was 34.

On leave from his duties as a C-130 aircraft commander with the 774th Tactical Airlift Squadron, Dyess AFB, Texas, Captain Harder was an experienced climber. His exploits in the attempt on Nanda Devi, a 25,000-foot Himalayan peak, were recounted in the September 1979 issue of Airman magazine.

Special duties vacant
Special duty assignments exist for enlisted members at the Leadership and Management Development Center, Maxwell AFB, Ala., and as military training instructors at Lackland AFB, Texas. The four-year tour at Maxwell AFB is for E-5s, E-7s, and E-8s. E-3s through E-5s can apply for the three-year tour at Lackland. More information is available at the base personnel office.

OWC meeting
An evening wear fashion show by Mr. Doyce of Lubbock will be the feature program at the Officers Wives Club meeting Oct. 18. The meeting is scheduled for 9:30 a.m. at the Officers Club reception room.

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<p>FRI OCT 12 Salad Bar \$1.65 Lunch Line Special \$1.75 Turkey & Dressing or Fried Perch Happy Hour 5:00 to 6:00 p.m. "CODY" Disco In The Lounge Dining Hrs. 5-8</p>	<p>MON OCT 15 Salad Bar \$1.65 Lunch Line Special \$1.75 Hamburger Steak or Spaghetti & Meat Sauce Happy Hour 5:00 to 6:00 p.m.</p>
<p>SAT OCT 13 "LOS MEDICOS"</p>	<p>TUE OCT 16 Salad Bar \$1.65 Lunch Line Special \$1.75 Baked Ham or Mexican Plate "Bring Your Boss Night" Happy Hour 5:00 to 6:00 pm New Dining Hrs. 5-7</p>
<p>SUN OCT 14 Bar Opens 1200 Hrs. Dart Throwing Pinochle 1400 Hrs. (Sign Up For Lessons & Tournaments)</p>	<p>WED OCT 17 Salad Bar \$1.65 Lunch Line Special \$1.75 Chicken Fried Steak or Beef Tips & Rice Happy Hour 5:00 to 6:00 pm GAME NIGHT New Dining Hrs. 5-8</p>
<p style="text-align: center;">COMING ATTRACTIONS</p> <p style="text-align: center;">Fri., Oct. 19th "TINY LYNN" Sat., Oct. 20th "SYNDICATE OF SOUND"</p>	<p>THR OCT 18 Salad Bar \$1.65 Lunch Line Special \$1.75 Steamship Round or BBQ Beef Steak Night-Buy One Get One Free No Take Out Orders</p>

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<p>SAT OCT 13 Lunch Closed Saturdays Dinner 1800-2100 Cheep Chicken \$2.95 Class 80-03 "CASINO NIGHT"</p>	<p>TUE OCT 16 Lunch 1100-1330 Hamburger Steak or Liver & Onions Dinner 1730-2100 Chicken Fried Steak \$3.25</p>
<p>SUN OCT 14 CLOSED SUNDAYS</p>	<p>WED OCT 17 Lunch 1100-1330 Chicken Fried Steak or Spaghetti w/Meat Sauce Dinner 1730-2100 STEAK NIGHT Buy One - Get One Free \$6.95</p>
<p style="text-align: center;">COMING ATTRACTIONS Celebrate OKTOBERFEST Sat., Oct. 20th with the POLKA KINGS</p>	<p>THR OCT 18 Lunch 1100-1330 Mexican Plate or Chef's Choice Dinner 1730-2100 Fish & Chips \$2.95</p>

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TUESDAY	Home Style Fish for Two	\$5.00	(save 1.06)
WEDNESDAY	Chicken Dinner for Two	\$4.50	(save 1.10)
	(1 dark - 1 white)		
THURSDAY	Combination Plate for Two	\$5.25	(save 1.25)
	(Chicken and Fish)		
FRIDAY	Butterfly Shrimp for Two	\$7.90	(save 1.25)
SATURDAY	Seafood Platter for Two	\$7.20	(save 1.30)
SUNDAY	Chicken Fried Steak for Two	\$5.45	(save 1.05)

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Pat Christensen, Sally Wax and Kathy Sanders work on some of the hand crafts that will be on sale at the Officers Wives Club Charity Bazaar Nov. 1. In addition to a variety of hand crafted items, the bazaar will include baked goods, a white elephant booth and an auction of items donated by local merchants. The bazaar will run from 10 a.m. to 2 p.m. at the Officers Club and is open to the public. (U.S. Air Force photo)

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Amityville Horror	2:15 - 4:35 7:05 - 9:30	R
WHEN A STRANGER CALLS	1:10 - 3:10 5:10 - 7:10 9:10	R
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Ticket Sales Open 12:45 p.m.
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Film Fare

Tonight: Clint Eastwood, Sondra Locke and Ruth Gordon in "Every Which Way But Loose." (PG) (RE) 115 min.
Saturday Matinee: Animated feature with the voices of Peter Ustinov, Cloris Leachman and Andy Devine in "The Mouse and His Child." (G) (RE) 83 min.
Saturday: J.R.R. Tolkein's "Lord of the Rings" with the voices of Christopher Guard and William Squire. (PG) (RE) 134 min.
Sunday: Ron Howard and Cindy Williams are back in "More American Graffiti." (PG) 111 min.
Wednesday: Don Murray and Diahn Williams in "Deadly Hero." (R) 101 min.
Thursday: Tony Curtis, Michael Ansara and Susan Strasberg in "The Manitou." (PG) (RE) 104 min.

At Mathis

Tonight: Pinball special. Highest score wins two theater tickets.
Saturday: Card tournament; Crazy Eights, Spades, Hearts, Rummy. 7 p.m.
Sunday: NFL football in the TV room.
Monday: Men's pool tournament. Monthly trophies. 7 p.m.
Tuesday: Movie of the Month. "Let's Do It Again."
Wednesday: Ping pong night. Monthly trophies. 7 p.m.
Thursday: Ladies pool and ping pong night. Monthly trophies. 7 p.m.

Youth Center

Tonight: Disco dance with free refreshments, 6-10 p.m.
Saturday: Table games.
Sunday: Checkers and chess tournament, 7 p.m.
Monday: closed.
Tuesday: Pool tournament. 7 p.m.

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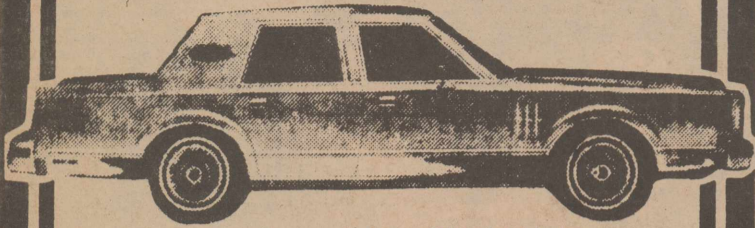
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* 2008 34th 765-7482 *

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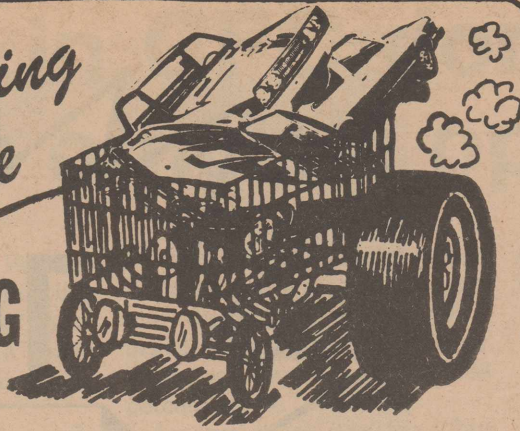
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1979 DODGE DIPLOMAT SALON 2 SEAT WAGON—60/40 seats, V8 engine, automatic transmission, digital clock, cornering lights, luggage rack, air deflector, automatic speed control, tilt steering wheel, power seat left, power windows, electric door locks, AM/FM stereo with 8 track, road wheels.
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1979 DODGE DIPLOMAT 4 DOOR—Cloth & vinyl bench seat, V8 engine, automatic transmission, air conditioning, power steering & power brakes, vinyl roof, vinyl side mouldings, AM/FM stereo with 8 track.
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1979 DODGE B200 VAN—Conversion by van unique, wire basket wheels, overhead console, 2 recliner seats, CB radio, striping, V/8 engine, automatic transmission, air conditioning, automatic speed control, electric door locks.
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1979 DODGE ROYAL SPORTSMAN VAN—V8 engine, automatic transmission, air conditioning, 8 passenger seating, tilt steering wheel, automatic speed control, electric door locks, AM/FM stereo with 8 track, Special Edition Pkg., two tone paint. **\$11,363³⁵**

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FINANCING AVAILABLE

Cliff Cole..... Jerry Etter
John Garner. Othman Ghneim
Robert Strong. Jerry Crockett

Many get promotions at Reese

Consolidated Base Personnel Office recently released the list of promotions to lieutenant colonel and captain.

Those promoted to lieutenant colonel are Majors William L. Carney, Peter P. Cerrow, Arthur L. Christie, Charles R. Edwards, Roy Markle, Edwin P. Pearce, Robert J. Robinson and Carlton Russell Jr.

Those lieutenants promoted included Gani Aydoner, Jay R. Barber, William D. Battic, Jon M. Bauschlicher, Carl T. Blum, William H. Brundage, Thomas J. Burgie, Stephen J. Canzano, James D. Collins, Steven R. Conner and Clark T. Culp.

Others promoted to O-3 were 1st Lts. Richard H. Decker II, Michael L. Finner, James W. Foertsch, Michael P. Gibney, Robert C. Grosvenor, Bruce D. Guindon, Gerhard M. Hanslik, Denneth A. Haren, Daniel R. Harkenreader, Richard S. Harris, Kevin R. Heise, Enrica J. Herrman, William L. Holland, Jerry D. Horne, Patrick J. Joy and Jack A. Jackson Jr.

Also reaching the grade of captain were Budd A. Jones Jr., Cordon R. Jones Jr., Mike L. Klackle, Dwight A. Klenke, Terry A. Landis, Patrick J. Larkin, Brian S. Laurence, John D. Loika, Daniel J. Martinez, William C. McCammon, Michael B. McGinty, Charles S. McHenry, David L. Merrill, David G. Naber, Michael E. Nichols, Anthony C. Nunez, Donovan W. Nylund and John A. Pasqual.

Further promotions were James M. Penley, Thomas A. Peraro, Thomas E. Perry, Alan D. Ray, Roger W. Rechsteiner, Samuel A. Roberts III, Robert A. Rutter, Charles F. Schreck, Robert J. Settle II, Larry J. Simmons, Timothy D. Sims, Kenneth S. Smith Jr., Keith T. Spillman, Jeffrey T. Steig, Brian L. Sutter, Clifton T. Taylor and Stephen W. Thomas.

Rounding out the list were Jeffrey H. Todd, Mark J. Troiano, Tim E. Troyer, Gregory L. Vitalis, Steven J. Weaver, Paul J. Wida and William H. Wright.

Cover photo

Sgt. Reimundo Velez loads a T-37 with oxygen. Sergeant Velez works in C-Flight. Special effects on the cover photo were done by SSgt. Ralph Monson.

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the whole truth
and nothing
but the truth...
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COMMISSARY/EXCHANGE STORE COUPON

A-206



**BUY 2
1 FREE**

BUY TWO PACKAGES OF SCOTTOWELS® (BIG ROLL ONLY) AND USE THIS COUPON TO GET A THIRD ROLL FREE

RETAIL COST OF ONE BIG ROLL OF SCOTTOWELS _____
Redeemable only in U.S. Military Commissaries and Exchanges

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RETAILER: If you receive this coupon in full payment on the retail sale of three packages of ScotTowels (Big Roll only) to a consumer and if, upon request, you submit evidence thereof satisfactory to Scott Paper Company, we will reimburse you for the retail cost of one package as indicated, plus 5¢ for handling. Mail properly received and handled coupon to Scott Paper Company, Box 5000, Chester, PA 19016. Cash value 1/20¢. Coupon may not be assigned or transferred. VOID where prohibited, taxed, or restricted by law. GOOD only in U.S.A. Consumer must pay any sales tax.

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(to be filled in by retailer)

A-206

Surge in CFC donations makes officials optimistic

A surge in Combined Federal Campaign pledges is making Reese officials a little more optimistic about the base reaching its \$80,000 campaign goal.

"We're not out of the woods yet," reported Capt. Rob Bailey, CFC project officer, "but, we're in much better shape now than we were a week ago."

Last week, Reese people had donated just \$51,740 with an estimated 80 percent of the base pledges already in. As of Tuesday night, Reese was just shy of the \$64,000 mark with approximately 85 percent of the unit collections complete.

"It's hard work by "loaned executives" and "key workers" such as the Hospital's Capt. (Dr.) Robert Crane that is making the difference," said Bailey.

Captain Crane and his crew have made the hospital one of six base units to pass their CFC target and the Hospital is the only major organization to do so. Other units above the 100 percent mark include the Wing Staff, Weather, the Field Training Detachment, the Area Defense Council and the Management Engineering Team.

Reese still needs to draw \$16,000 from base workers to reach its CFC goal. With the drive slated to end on Oct. 31, CFC officials say that will not be easy.

"We need the rest of the units to take a cue from the Hospital and the other goal toppers," urged Captain Bailey. "Many units are far below the 100 percent mark."

Among those are the "big three" — Operations, Maintenance and Air Base Group. Operations leads the trio with 86 percent of its goal collected while Group stands at 70

percent and Maintenance is at 67 percent. Combined, the three units are penciled in for about 70 percent of the base goal. The 1958th Communications Squadron trails all units with 50 percent of its goal in.

Unless last week's increase in pledges continues Reese will fail to reach its CFC goal for the first time. CFC officials hope that won't happen.



Amn. Michelle Durepos rakes up some dead grass in the playground at Lubbock's Child Care Center #1. Several Reese Hospital volunteers went to the center last week and cleaned up the playground. The center receives financial support from the Combined Federal Campaign. (U.S. Air Force photo)

Center helper

Payless payday still a possibility

Only one change has taken place on the pay situation since last week according to Maj. Roy Markle, Accounting and Finance Officer. The only difference from what was reported is that full allotments will be made as usual.

Major Markle reported that two checks have been cut for

civilian employees in order to provide one week's pay in the event Congress does not act in time. If the continuing resolution is passed, civilians will receive both checks at once.

Lubbock National Bank and the Reese Credit Union have prepared contingency plans in case pay is not received on time. Lubbock National will cover checking overdrafts up to the amount of pay for Sure Pay customers while Reese Credit Union is offering short term loans at regular interest rates.

The Air Force Aid Society has also offered assistance to those who may be affected by the possible delay.



Air Force Assistance Fund

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Whole Beef Rounds \$1⁹⁸ lb.
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- WORKERS COMPENSATION
- JUVENILE LAW
- CONSUMER PROBLEMS

54th, Sturon-1 top loop

Mid-way through the intramural flag football season, the 54th Flying Training Squadron and Sturon-1 stand as the league's only unbeaten teams.

The 54th, 20-14 and 28-0 winners over Organizational Maintenance and the 1958th Communications Squadron last week, leads the loop with a 5-0 mark. Trailing the defending champs by just one-half game in the standings is Sturon-1, 4-0 on the year. Sturon-1 handed

the 35th Flying Training Squadron its first loss last week, 18-6.

Supply moved into a tie with the 35th for third by tripping Air Base Group, 13-12.

In other loop action, Field Maintenance won the flightline bragging rights by beating Organizational Maintenance, 12-8, in the traditional "donkey" game. The Civil Engineers and Comm each picked up a forfeit win from Sturon-2.

The standings in the intramural flag football league, as of Monday, are:

Team	W	L
54th	5	0
Sturon-1	4	0
Supply	3	1
35th	2	1
ABGp	3	2
FMS	2	2
Comm.	2	3
CE	1	3
OMS	1	3
Hospital	0	3
Sturon-2	0	5

Warhawks ambush Rattlers

When the rebuilding Rattlers scheduled picked command power Lackland for their 1979 cage opener many Reese fans thought the team's schedulers had a death wish. The fans were right.

The defending Air Training Command champion Warhawks ran the Rattlers to death as Lackland ambushed the Reese varsity in San Antonio, 126-85 and 140-78.

"We had some strong

individual performances by Don Fuller and Cecil Spivey," said co-coach Gene Powell after the twin losses. "But, we just didn't get the kind of total team effort this squad is capable of."

Fuller scored 50 points in the series while Spivey, in his first varsity starts, pumped in 16 and 18 points respectively. Powell also noted that the Rattler's new center, 6 foot 7 Elijah Davis seemed to find himself in the second game and should help

the team more and more as the season develops.

The Rattlers hit the road again this weekend for a pair of games at Sheppard AFB, Texas. Reese's women's squad, coached by James Lawson, will make its season debut on the Senators' home court.

The first part of November will mark the start of a six-game home stand for the Rattlers. They will open here against Dyess AFB, Texas.

Sports in brief

Student's Wives Bowling League

There has been some interest in a Student's Wives Bowling League. The league would be run on the order of class competition. (Each class will have a team sponsored by the husbands.) This league is tentatively scheduled for Thursday at 1 p.m.



Bowling tourney

A special bowling tournament will be held Oct. 13-14 at the Reese Lanes.

The tourney will be double elimination contest with handicaps.

Entry fees are \$6. For more

information contact the Bowling Center staff at Ext. 3116.



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