



00:00:03

Runners begin the 2-mile Fun-run sponsored by the local Non Commissioned Officers Academy Graduates Association Saturday. Over 100 people entered the fun-run and the 10k run, raising over \$300 for Camp Blue Yonder and the annual Enlisted Awards Banquet.

The Roundup

Friday, July 26, 1985

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NUMBER 29

Twenty Pages

Lubbock, Texas 79408

3500th MSS activates Thursday

The 64th Air Base Group Squadron Section will become the 3500th Mission Support Squadron at 8 a.m. Thursday during an activation ceremony in front of building 920.

Lt. Col. Michael Vizzone, base director of personnel, will command the new unit which will be headquartered in building 920. The change, which consolidates similar service agencies and staff functions, brings the base in line with the organization

structure at major air commands. The MSS orderly room will be located in room 205, building 920.

Administration, personnel, and social actions divisions will be assigned directly to the new squadron. Other agencies previously administratively assigned to air base group will be assigned in the same manner to the Mission Support Squadron.

The change will create a single chain of command for

the divisions in the Mission Support Squadron and will bring an increased sense of belonging to the squadron, said Col. Clark Griffith, base commander. "Our people will no longer be administratively assigned to air base group, but will be members of the 3500th Mission Support Squadron," he said. "The unit name also tells what the members do—mission support."

Colonel Griffith said the change will also offer more leadership opportunities for the Mission Support Squadron commander. "Leadership is certainly not limited to commanders," he said, "but when the entire unit is pulled together by a common mission and a single commander, productivity, efficiency, and morale will increase."

The consolidation will increase flexibility, streamline the operation, and create a

common cross-flow of information within the squadron, said the colonel. It will also offer command opportunities for field grade personnel, administrative, and education of officers.

The change is the result of a Model Installation Program proposal here. The proposal is also being tested at Keesler AFB, Miss., the other Model Installation in Air Training Command.

Caprock Cafe closure raises questions

Effective Aug. 1, the Caprock Cafe dining facility will close for approximately six months for renovations. Meal cards will no longer be valid and all enlisted personnel will receive separate rations.

A dining facility renovation committee was formed several months ago. The purpose of the committee is to help ease the transition for meal card holders. The following are some of the questions asked most often by the base's 350 meal card holders.

When am I going to get my separate rations?

The first payment of separate rations will be received by current meal card holders in their Aug. 15 pay checks. This payment will cover the period of Aug. 1-15.

How much money will I get?

All enlisted people will get \$5.72 per day. This is the rate for rations-in-kind when no government dining facility is available. This will also be an increase of 66 cents per day for enlisted people who are already on separate rations.

Since the dining facility closes Aug. 1 and I get my separate rations Aug. 15, I may not have enough money to eat from Aug. 1-15. What do I do then?

We had hoped that advance publicity would have alerted everyone to prepare financially for the din-

ing facility closure. However, we realize there will be a few people who will need a partial payment of separate rations to tide them over.

If you need a partial payment, see your first sergeant. He will give you a letter of authorization to receive payment for the amount of separate rations accrued. For example, on Aug. 8 you will have accrued separate rations for eight days (Aug. 1-8) and will be authorized to receive a partial payment of \$45.76 ($\5.72×8). That amount will then be deducted from a future separate rations payment.

Public law prohibits the Air Force from paying advanced separate rations unless a member is TDY, so only the amount accrued can be paid. Partial payments will only be honored from Aug. 1-14 because Aug. 15 you will receive your separate rations payment. So, please plan your finances accordingly.

What if I don't want to get a partial payment, but I don't have enough cash on hand to eat?

The Enlisted Open Mess has extended dining room charge privileges by \$50 for all members. For example, airmen basic through senior airmen are normally allowed to charge \$50, but during August the credit limit will be \$100.

Since I can eat at the club anyway, why should I pay \$4 for membership?

In addition to being able to charge, members will

receive a 20 percent discount off current prices. For example, you can eat breakfast, a short order for lunch, and dinner in the club for about \$4.85 with the discount. Non-members will pay about \$6.10 for those same meals. That's a savings of \$1.25 a day. So you will have recouped your \$4 membership investment in less than four days of dining at the EOM.

How do I join the Enlisted Open Mess?

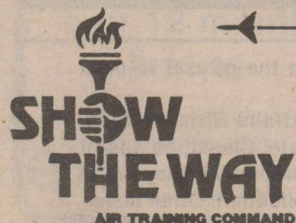
Go to the cashier's cage at the club and fill out an application. They are open 11 a.m. to 5:30 p.m. Monday and Tuesday; 11 a.m. to 7 p.m. Wednesday and Thursday; and 11 a.m. to 8 p.m. Friday.

Cont. on page 8

Meal-card holders meeting

All current meal card holders must attend a mandatory meeting at 8:30 a.m. or 3 p.m. Monday at the base theater, said MSgt. Clyde New, food service superintendent.

The meeting will be to answer questions concerning the Aug. 1 closure of the Caprock Cafe and subsequent receipt of separate rations for meal card holders.



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Commentary

Effective communication, key to success

By Lt. Col. Christopher F. Russo
522nd Tactical Fighter Squadron
Commander, Cannon AFB, N.M.

There is an old cliché that there is always "the 10 percent who don't get the word." Unfortunately, this is not a fixed figure. At any one time, for many reasons, many of our people just don't get the word. Following the logical path of the Peter Principle, those who do not get the word are probably those most affected by it.

In any large organization, such as the military, communication is a key element in determining success or failure. We must all be concerned with our ability to clearly and effectively communicate with each other.

The millions of dollars worth of equipment being developed to counter the enemy's ability to jam our communications is evidence of the importance of communications to a fighting force.

We will not have the luxury of shaking our heads and chuckling about the "10 percent" in wartime, when the lack of good, clear information may be the difference between life and death.

Air crews practice communications-out procedures and develop non-verbal signals to get the word during heavy "comm jamming" while airborne. But we have yet to find a way to get the word out completely, unambiguously, to everyone—on the ground.

I am always amazed that the old party trick of whispering a sentence into the ear of one person and then having the message passed along invariably results in a garbled message after four or five translations. The same thing happens on a daily basis in every large organization and certainly on every Air Force base.

What can we, as supervisors, leaders and communicators do about this? Here are some hints:

—Never assume that everyone knows anything. They might—but it's better to make sure they do.

—Repetition is the key to learning. The more often you say it, the better chance you have of having it heard.

—Ask questions. After putting out

a policy statement, instruction, or any piece of information, the best way to measure comprehension is by asking the audience questions about it.

—Expect confusion. The KISS (Keep it simple, stupid) principle still applies.

—Personnel turnover being what it is, you must figure on getting the word out every six months.

As a last suggestion, it pays to check the efficiency of the grapevine. After your next staff meeting where some specific guidance is given, wait three days, then ask the most junior member of your organization what the guidance was. It may surprise and convince you of the need to review your communication techniques. (AFNS)

Pilots should consider cost of leaving

HICKAM AFB, Hawaii (ATCNS)—Although lucrative opportunities do exist in commercial aviation, the Air Force is cautioning its pilots to carefully consider the possibility of company failures, furloughs and wage concessions should they opt to leave the service to fly the friendly skies of the civilian airlines.

According to Col. Sterling R. Cruger, who until recently was the director of personnel procurement and retention at the Air Force Manpower and Personnel Center, deregulation,

competition and the free enterprise system are complicating a pilot's decision about a military or civilian aviation career. He said on closer inspection the grass on the other side of the fence may not be so green.

Eight carriers ceased operation in 1984, and Continental Airlines continues to operate under protection of the Federal Bankruptcy Court. Colonel Cruger said Braniff and Muse Air are hard pressed, and airline analysts are predicting trouble ahead for other carriers.

Even though 1985 will likely be the largest hiring year ever, the colonel said there were still 258 furloughs during the first four months of the year. With strikes, layoffs and furloughs being common in the volatile airline industry, he said job security is a major concern among employees since deregulation.

"To stay competitive, company management is under pressure to keep operating costs to a minimum," Colonel Cruger said, "and payroll is a high cost item. Some experts say a new pilot may expect to

be out of work one out of every five years."

He pointed out how the current commercial airlines negotiations may well be the benchmark for the future of the industry. United Airlines' reduced, two-tier pay scale for new pilots means a six-year Air Force captain would work several years before reaching the pay level he was receiving when he left the service.

Of course the Airline Pilots Association is opposed to the severity of the lower pay (an

average of 40 percent less than the current scale) and the long period of service needed to reach parity or merge with the salary pilots earn today.

No matter what job a person is engaged in, Colonel Cruger conceded career decisions are often tough decisions. Urging those thinking about leaving the service to know the facts, he stressed,

"There are impressive advantages in an Air Force career, and we're now more competitive than ever."

More competition, less legislation

OMAHA, Neb. (AFNS)—The commander of the Air Force Systems Command says the Defense Department, industry and Congress can do more to drive costs down and make the procurement process more efficient.

Gen. Lawrence A. Skantze, speaking before the Air Force Association's National Symposium in Omaha last month, said there are three ways to do that: more competition between defense contractors, less legislation on the details of defense procurement, and a longer, two-year budget for weapon programs.

Although it could be "economic suicide" to try to keep more than one source for programs like the B-1, General Skantze said, sub-systems make ideal targets for driving down costs through competition. He pointed to AFSC's effort to qualify a second source for the Peacekeeper's Mark-21 re-entry vehicle as an example.

Getting the second source applies "leverage to negotiate subsequent production contracts lower," he said, adding that it guarantees a back-up for a critical system if one source develops a problem.

Before full-scale development of the small intercon-

tinental ballistic missile begins, the command has two to four contractors working on each subsystem. "Early contractual and technological competition minimizes risk during production and sets the stage for a reliable, capable, affordable weapon system," the general stressed.

Contractors themselves are being urged to work in competition among their subcontractors. "Our leverage is at the negotiating table," said General Skantze. "In a recent request for proposals, we asked the seven competitors how they will, in turn, compete subcontracts." How the seven prime competitors answer will carry a lot of weight at selection time, he added.

AFSC is urging contractors to report subcontract competition. In turn, General Skantze said, he wanted to report those dollars to Congress, along with our mandated competition plan and annual goal. "At present, competed dollars in prime contractors' subcontracting are not reported.

Asking for "a coherent approach to buying weapon systems," the general said "piecemeal laws" would drive up defense costs. "The recent ava-

lanche of proposed and enacted laws reacting to isolated problems can make your eyes water," he said.

More laws mean more money and people for compliance and reporting—this, while the defense budget remains constant," General Skantze continued. "With added administrative costs, or overhead, we wind up with less hardware at higher prices."

The general called the blue ribbon commission recently established by the President to review defense management and acquisition practices "an idea whose time has come."

General Skantze identified another way congress can stabilize defense programs: adopt a two-year budget. "There are nearly 2,000 procurement programs and over a thousand research and development programs," he said. "Reviewing each in detail every year is time-consuming and unnecessary.

Forcing all programs through an annual review invites changes. That, in turn, invites program instability.

Further, the Senate Armed Services Committee recognizes that by using their time to review every line item in the

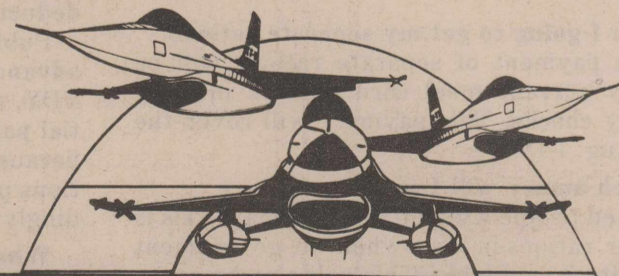
budget, both Congress and the Department of Defense forego opportunities to focus on the more fundamental issues of Defense policy—establishing national priorities and putting money to them."

General Skantze stressed that the sooner Congress gives the go-ahead for a two-year budget, the better.

The day before he addressed the AFA audience in Omaha, General Skantze participated in ceremonies for delivery of the first production B-1B to Strategic Air Command at nearby Offutt AFB.

He pointed out that the B-1B program "is ahead of schedule, and likely to be under cost." The general said a consensus of the American public that the new bomber was needed helped the program succeed. As a result, "an able program manager was given a stable requirement with assured funding," he said.

"With some of the changes I've talked about today," General Skantze concluded, "future programs will be as successful, and our nation will be the stronger for it." (AFNS)



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Inspection results released

The Air Training Command Base Appearance Inspection conducted June 10-11 resulted in many fine words from team members.

"Base appearance was excellent, and it was apparent that civil engineering and building occupants were totally dedicated to keeping the base in first class shape." wrote inspection team members in the post inspection report. "Grassed areas were neatly mowed and trimmed base wide. Self-help efforts throughout the base significantly improved overall appearance. Aggressive programs were noted for: painting, base signs, landscaping, static displays, improving the main entrances, and disposal of older facilities."

Buildings and areas specifically named as better than average by the team included: All flight line facilities; water pump station; communication facility, Building 7; library, Building 15; group headquarters, Building 16; communications facility, Building 20; bowling center, Building 21;

social actions, Building 32; environmental health, Building 35; data processing, Buildings 36 and 37; photo lab, Building 73; disaster preparedness, Building 75; theater, Building 123; group headquarters, Building 132; Dorms 220, 230, and 420; warehouse, Building 250; NCO club, Building 315 group headquarters, Building 421; dining hall, Building 430; security police, Building 500; commissary, Building 535; base exchange, Building 537; wing headquarters, Building 800; flying training classroom, Building 820; chapel, Building 900; simulator, Building 930; Visiting Officers' Quarters, Building 1030; medical facility, Building 1300, Waste Treatment Complex; and golf clubhouse, Building 2015.

The team noted also that Reese Village was "neat, clean, and reflected occupant pride."

Reese's ranking in the command has not been determined, however, the results are expected to be released at the ATC Commanders Conference in early fall.

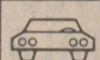


A1C Kevin Ostrom, left, and A1C Michael Strong care for a garden area at Dorm 220. The garden added to their building's appearance, as noted by the ATC Base Appearance Team, when they came through July 10-11.

(USAF Photo)

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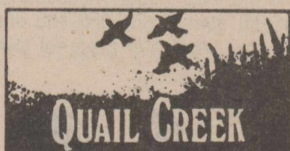
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New law protects children

By Capt. Michael P. Frederick
and 2nd Lt. James E. Lovell
Judge Advocates Office

How many thousands of children die needlessly in car accidents every year? How many children are killed or nearly killed by simply being left alone in the car? The Texas legislature feels that any number is too many. As a result, the legislature has passed two laws for the protection of young children in motor vehicles.

Under the first law, it is now a criminal offense if a person intentionally or knowingly leaves a child unattended in a motor vehicle for longer than five minutes. The law applies to all children under seven years of age. Children under seven can be left in the car as long as they are accompanied by a person over the age of fourteen. An offense under this law is a Class C misdemeanor punishable by a fine of \$25 to \$200. It is also important to note that AFR 125-14 states, "In no case will a child under the age of ten be left unattended in a vehicle."

Child restraints are the subject of the second law. Children under two years of age must be restrained in a child passenger safety seat during the operation of a motor vehicle. If the child is between two and four years of age, he must be restrained, but parents have the option of using a seat belt or a safety seat. It is also a violation of



the statute if the safety seat is not being used according to the manufacturer's instructions, e.g. failure to buckle the restraint or improper placement of the seat.

Violation of this law will result in a \$25 to \$50 fine. However, the court will dismiss the charges if the violator acquires a child safety seat by purchase, loan, or rental within ten days of the offense. AFR 125-14 also requires military members to ensure their "children will be seat belted or in a child safety seat, as required, and properly fastened at all times a motor vehicle is in motion."

The base legal office strongly urges the use of approved child passenger safety

seats both for your child's safety and to avoid a violation of Texas law and/or Air Force regulation.

When purchasing child passenger safety seats, make certain that the seat has been approved by the National Highway Traffic Safety Administration. Family Services offers safety sets for loan at no cost in both small infant and toddler sizes. These safety seats may be signed out for periods up to one month in duration.

For more information concerning the Texas Child Safety Seat Law, a toll free number has been established, 1-800-252-8255, or you may call the base legal office at Ext. 3505.

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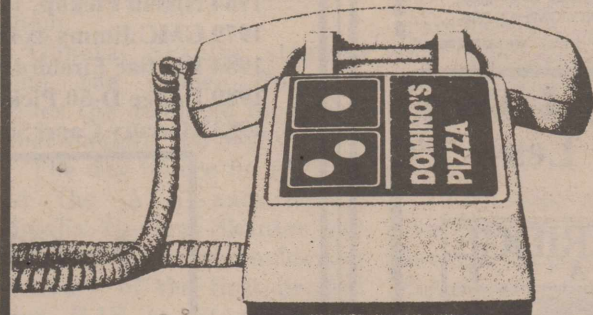
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Volunteers don't watch much Sesame Street

By Judi Critton

Like the majority of my co-workers, I used to do volunteer work for noble reasons like serving humanity and expanding my horizons. I have since joined the elite corps who give their heart and soul to unpaid activities in gratitude for the respite from "Sesame Street."

I realized I needed more contact with those who already know their alphabet when I found myself concerned that Gordon was the only one who believed Big Bird about Mr. Snuffleupagus.

During the first week of American Red Cross orientation I realized I was not alone when I noticed another trainee absent-mindedly cutting up the meat on a table-mate's lunch plate.

Another new volunteer hyperventilated during CPR training, and revealed she had blown up 25 balloons for a birthday party before leaving that morning. There were a few audible sighs of relief when no one was assigned to the pediatric clinic.

I knew I'd be happy with my assignment when I arrived at the internal medicine clinic, and discovered that everyone there was at least as tall as my chin, and the majority of the doctors didn't need their shoe laces tied.

After months of arguing at

home over such things as why furniture isn't edible, and why the cat shouldn't be forced to sleep in the refrigerator, dealing with irate and demanding patients is easy.

While I have to admit the uniform shoes make my feet look like extra-long white gondolas, putting them on in the morning guarantees a day without hearing "MOMMY!" It's hard to believe that before I started hearing it 473,987,022 times a day, I coaxed and begged her to say it.

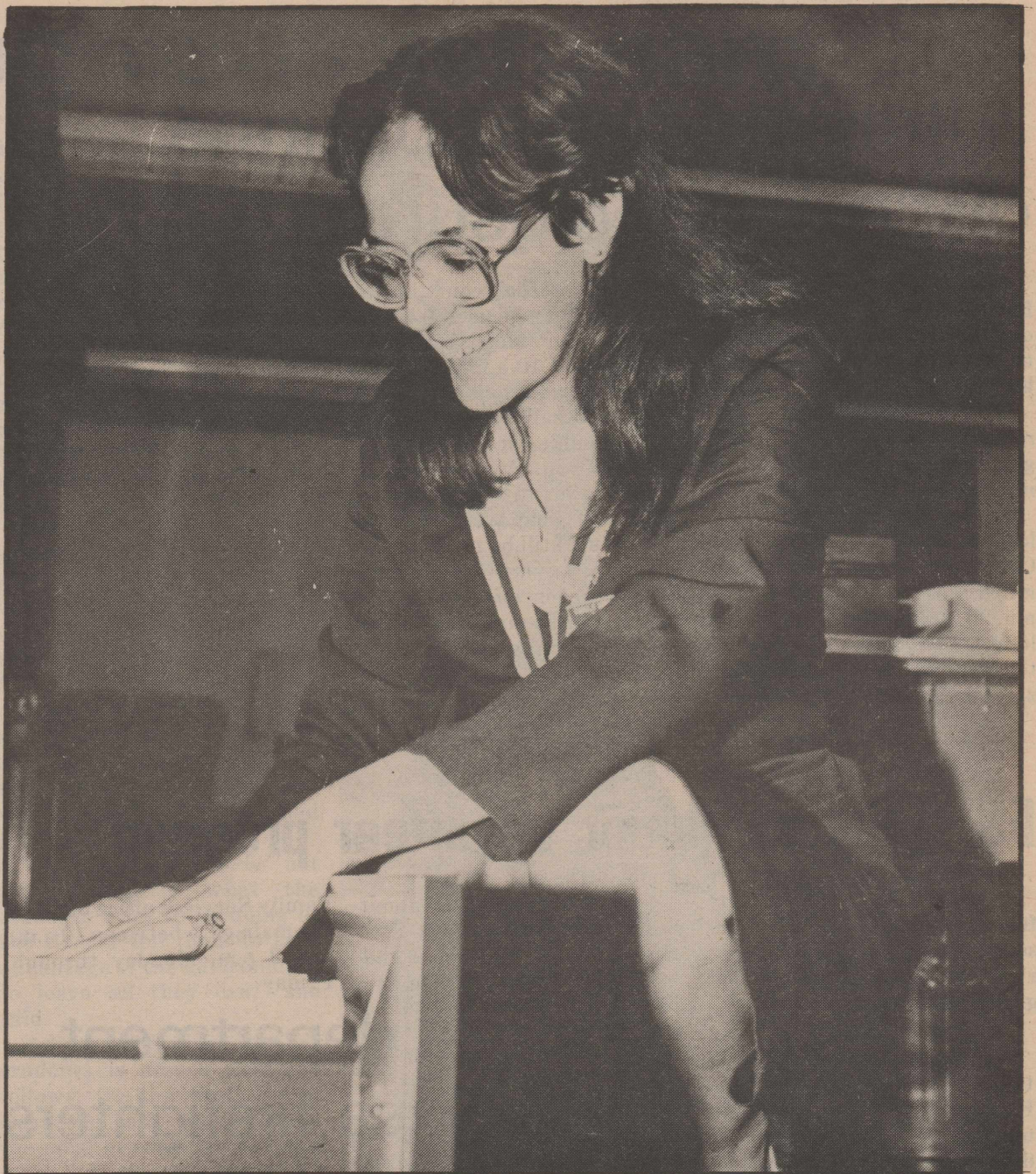
The doctors may need their hands washed almost as many times a day as Jessi, but at least they can do it themselves, and only rarely splash me in spite.

Unlike employers, supervisors of volunteers are infinitely more patient with long lunches for day care center programs and late mornings when the car seat gets stuck. This morning I realized I had Bert and Ernie confused again. Volunteer work is paying off quite nicely.

Member receives 50-hour pin

Family Services volunteer Marilyn Swallow was given her 50-hour pin at a monthly meeting held July 3.

Mrs. Swallow joined Family Services in April.

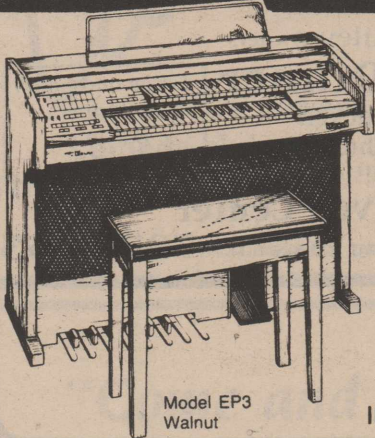


(USAF Photo)

Stacey Marshall has been named Family Services Volunteer of the Month for June. She is the office and membership training chairman, and was elected by her co-workers at the organization's monthly meeting July 3. She joined Family Services in January 1984, and has amassed 683.5 volunteer hours since. She is married to SSgt. Rick Marshall of the 64th Organizational Maintenance Squadron.

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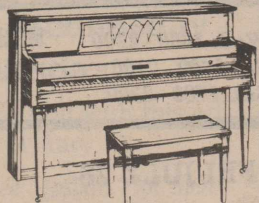
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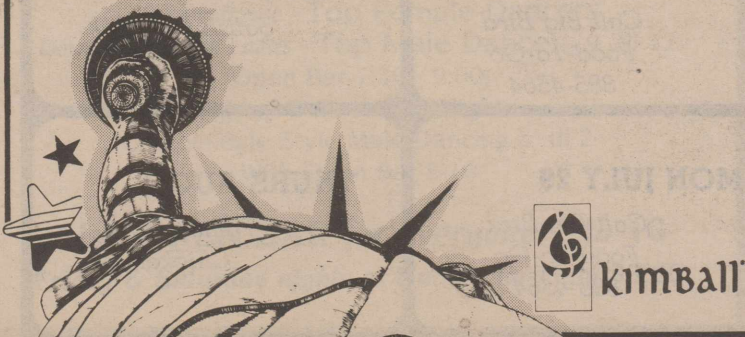
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Burger King — Reg. U.S. Pat. & TM Off. © 1983 Burger King Corporation

Alternate plans continue during gym closure

Although the gym is closed for renovation, activities and opportunities for base personnel have only been altered a bit, not eliminated.

The gym office and issue room has been set up on the gym's basketball court, which is not being renovated.

Showers and daily use lockers are available at the Officers' and Enlisted Swimming Pool Bath Houses. Locks must be removed from these lockers on the same day of temporary daily locker utilization.

The weight room is set up

on the basketball court in the gym, and may be used from 11 a.m. to 7 p.m. Monday through Friday, and 10 a.m. to 5 p.m. weekends and holidays.

Racquetball Courts 3 and 4 are available for use from 11 a.m. to 7 p.m. Monday-Friday, and 10 a.m. to 5 p.m. weekends and holidays. Reservations must still be made at the temporary gym office. Court 3 will be reserved on the half hour, and Court 4 will be reserved on the hour.

Texas Tech University has offered the use of their facilities during the time the

gym is closed. A summer membership will be charged to base personnel, and will expire Aug. 25. Tech's facilities include, racquetball-handball-squash courts, a swimming pool, a weight room, basketball courts, a sauna, and track for jogging.

The Nautilus Fitness Center and Supreme Court Racquet club and fitness center are also offering special rates to base personnel during the period the gym is closed.

Plans still call for the gym to reopen in early October.

FS sponsors junior volunteer program

Young people suffering from summer boredom can seek relief in the Family Services Junior Volunteer Program.

Youths 12 and over can take part in the program. Family Services, a volunteer organization run by military dependents, serves the Reese community by loaning out brochures on other bases as well as essentials such as car seats.

Junior volunteers will receive award pins based on the number of hours they work and certificates of appreciation.

Adult volunteers are also needed.

For more information about volunteering, call Family Services at 885-3305 or visit the

Family Services office outside the main gate between 10 a.m. and 3 p.m. Monday through Friday.

Local fire department to host area firefighters

The Reese fire department will host a seminar tonight for 35 fire departments in West Texas and New Mexico.

Area firefighters will learn to safely deal with aircraft egress equipment in case of an aircraft accident.

"The fire departments in this area are primarily volunteer operations," said Base Fire Chief Bob Hitch. "Al-

though they have extensive firefighting training, they are generally unfamiliar with aircraft fire procedures. We rely on these departments to respond in case of aircraft accidents in their areas."

Chief Hitch said his department will teach the civilians to safely remove pilots from the aircraft with minimum danger to themselves and the crew members.

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STEAK

Your choice of any steak on the menu at regular price, get the 2nd steak 1/2 price!!

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FARM FRESH All you can eat! \$5.99 Hush puppies, cole slaw, french fries

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3 Hot Meal Items, Salad Bar & Piping Hot Bread.

EVENING SCHEDULE

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Reduced Price
Drinks . . . 1700 - 1800.

THIS WEEK'S SPECIAL EVENTS

- Friday, July 26—Seafood Platter, \$8.95
Jumbo Oysters, \$7.95
Sounds of the 80's, 2200-0200
- Saturday, July 27—Sounds of the 80's, 2200-0200
- Monday, July 29—Games and Prizes
Food Operation Closed
EWC Meeting, 1900
- Wednesday, July 31—Food Operation Closed
NCO Status Ceremony, 0900
Games and Prizes
- Thursday, Aug. 1—Dining Hall Open

THIS WEEK'S SCHEDULE COURTESY OF . . .

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FRI JULY 26

Cook Your Own Steak Super Salads

TUES JULY 30

All-You-Can-Eat Spaghetti, \$4.25
Newcomers Reception, 86.06

SAT JULY 27

Call Big Bird Food-To-Go 885-4564

WED JULY 31

Salisbury Steak \$6.50

MON JULY 29

Call Big Bird Food-To-Go 885-4564

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Rambo R 1:00 - 3:00 - 5:00 - 7:15 - 9:20	The Man With One Red Shoe PG 1:10 - 3:10 - 5:10 - 7:15 - 9:15

Midnight movies (Fri. & Sat. only) brought to you by the UA South Plains Cinema
Rambo The Man With One Red Shoe European Vacation

Air Force recognizes sergeant

By TSgt. Judy Bivens
Public Affairs Division

When TSgt. Diana Brzowski-Reynoso says she has one of the most important jobs in the Air Force, she makes you believe it with enthusiasm that's reflected in her quick smile.

And she has a lot to smile about since she was recently named winner of the Air Force Professional Military Education Achievement Award.

Sergeant Brzowski-Reynoso, an NCO Leadership School and NCO Preparatory Course instructor, won the award for excellence in implementing the Prep Course at Reese, as well as her involvement in base and community activities. The award brought with it the Air Force Recognition Ribbon. In addition to the prestige associated with the award, Sergeant Brzowski-Reynoso said she is especially proud because this is the second year in a row she won the ATC competition.

"This job is very rewarding," she said. "We are in the business of influencing the attitudes of the students." That influence, she said, is consistently good, citing as evidence the PME Center's two-year stretch without a disciplinary dismissal.

By winning the award, she had the opportunity to find out how PME policies are influenced. She and other award winners were invited to attend the Air Force PME Policy Conference at Barks-

dale AFB, La., last month, where she was presented the award. "It was especially interesting to watch and learn from the group because those are the people who make the decisions that affect my job," she said.

The PME policy decisions made at Air Force level are brought into the classroom on a practical level by instructors like Sergeant Brzowski-Reynoso.

"We try to reach inside the student because if we do that, the outside will take care of itself," she said. Reaching the students means setting a good example. "But that's just part of being a good NCO, not necessarily a PME instructor."

"The students keep you on your toes and sometimes expect instructors to have all the answers. As much as we hate to admit it, we don't know everything. You just have to accept that you can't know it all," she said.

She may not know it all, but she sure seems to do it all. Her off-duty activities include being secretary of the NCO Association, publicity chairman for the Enlisted Wives Club, and chaplain for the Air Force Sergeants Association. She is also a member of the NCO Academy Graduates Association and served as project coordinator for the wing's 1984 Enlisted Awards Banquet, sponsored by the NCOAGA.

In addition to the time she

devotes to professional organizations, she still finds time for fun and family. Last year she headed up the squadron volleyball team, and is a member of the Parent-Teacher Association and the local Alanon chapter.

Sergeant Brzowski-Reynoso also used her instructor and speech training as a religious education teacher in her church and currently as a member of Toastmasters International.

The instructor often becomes a student in off-duty classes with Wayland Baptist University where she has earned 115 semester hours toward a bachelor's degree. She also sat on the other side of the teaching podium last month when she attended the ATC NCO Academy at Lackland AFB, Texas, where she was named a distinguished graduate.

"Being in PME is not always exactly what the students want to be doing at the time. I tell them to take advantage of the environment to learn all they can," she said.

Advice she gives to her students is advice that she follows. On the first day of class she tells them, "make the most of each day because when it's gone, you'll never be able to recapture that lost time."

Lost time—it's not something that Sergeant Brzowski-Reynoso seems to have a lot of.



TSgt. Brzowski-Reynoso performs a morning inspection.

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(Open Bar 7:30 - 9:00)
Friday & Saturday Nights
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With Open Bar 8-10

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questions

Cont. from page 1

As soon as I join the club will I be able to charge?

Not immediately. First, you will be issued a temporary card. With the temporary card you'll get your 20 percent meal discount and the other club privileges, but you can't charge until your permanent card is issued. You should have your permanent card in about a week.

If you are not yet a club member and are planning to charge your meals at the club until you get your separate rats, you should plan to join in time to have your permanent card by Aug. 1.

Where else can I eat on base?

Many food service activities on base have explained their hours and menus. We've prepared a list of hours and sample menus. You can clip out this page and save it for reference.

What about midnight chow?

Although our food service survey showed that only about 20 people regularly eat midnight chow,

we've made provisions for them too. The Windmill Lanes Snack Bar will be open until 1 a.m. every day, including weekends and holidays.

Does any food service facility on base deliver to the dorms?

Yes. Big Bird, operated by the officers' club delivers anywhere on base.

What do I do with my meal card?

Each unit orderly room is responsible for handling the meal cards. Your unit may elect to recall meal cards to prevent loss or they may let you keep them for the re-opening of the Caprock Cafe. If you keep your meal card, please put it in a safe place to prevent loss.

Since I'll already be receiving separate rations, can I just continue to receive it after the dining facility re-opens?

No. To receive separate rations when a government dining facility is available, you must meet the eligibility criteria. The criteria is strict and

specific and it is unlikely that you would meet the necessary requirements if you are single and living in the dorm. Each unit orderly room has a list of the criteria. The squadron commander determines if an individual is eligible for separate rations.

What else has been done to help the people in the dorms?

Microwave ovens have been installed in each dorm dayroom. Also, the commissary and base exchange Shopette will increase their selection of quick-preparation food items.

What if I have some suggestions?

We hope the committee has planned for every contingency, but we're certainly open to new ideas. If you have a suggestion, call MSgt. Clyde New, 3500th Food Services Superintendent, Ext. 3809. He and his food service staff are always looking for ways to do things better. Sergeant New will be glad to help you with any problems connected with the dining facility closure that you may encounter.

Where to eat on base

Enlisted Open Mess

Building 315, Ext. 3156
Weekdays
Breakfast 5:30-8:30 a.m.
Lunch 10:30 a.m.-1 p.m.
Dinner 3:30-6 p.m.
Weekends and Holidays
Brunch 7:30 a.m.-Noon
Dinner 3:30-6 p.m.

Sample Menus
(Prices are approximate)
Breakfast (Members, \$1.30; Non-members, \$1.65)

Two eggs, ham or bacon, hash browns, coffee or tea, milk or juice, toast with butter, and jelly.

Short Order (Members, \$1.35; Non-members, \$1.70)

Cheeseburger, french fries, milk or soda, and pie.

Dinner or Lunch (Members, \$2.20; Non-members, \$2.75)

Meat (roast beef, chicken, etc.), mashed potatoes or french fries, one vegetable, rolls with butter, milk or soda, and pie.



Talon Inn

Building 310, 885-2120
Monday-Thursday 7 a.m.-8 p.m.
Friday 7 a.m.-9 p.m.

Menu
Breakfast
Body Builder Special, \$1.80
Four pancakes, two eggs, four sausage links or four bacon slices, toast or biscuit, coffee or tea.

Ala Carte items
Ham and cheese omelete, \$1.65
Cheese omelete, \$1.10
Bacon and egg sandwich, \$1.60
Other items also available.

Lunch
Sandwiches: ham and cheese, chicken, fish, hoagie, grilled cheese, club, BLT, and burgers.

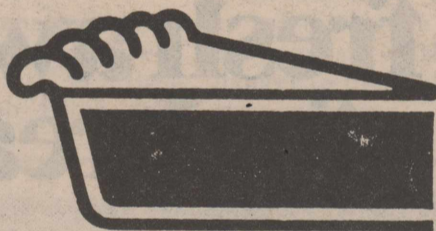
Side orders: french fries, onion rings

Pizza: Medium or large, or by the slice

Other: Burritos and chili

Windmill Bowling Lanes Snack Bar

Building 21, Ext. 3556
(Hours effective July 31)
Weekdays 6 a.m.-1 a.m.
Saturdays 9 a.m.-1 a.m.
Sundays, Holidays 1 p.m.-1 a.m.
For faster service, call in your order



Menu
Breakfast (6-11 a.m., 2 p.m.-1 a.m.)

1 egg, bacon (sausage or ham .50 extra) .95
2 eggs, bacon (sausage or ham .50 extra) 1.25

Ham and cheese omelet 1.90
Bacon and cheese omelet 1.50
International omelet 2.50

(Above items served with toast and jelly)

Hot cakes (each) .25
Breakfast burrito 1.00
Creamed beef on toast .75

Ala Carte:
Toast, hash brown potatoes, ham, sausage, bacon, egg

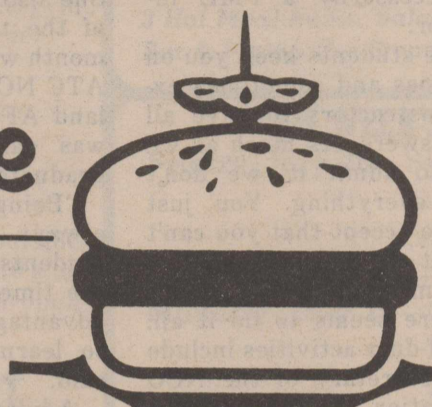
Lunch or Dinner Items

Burgers:
Spare 1.75
Strike 2.00
Split 2.20
Bantam 1.00
Bantam Jr. 1.25
Taco Burger 2.00

Sandwiches:
Grilled cheese .50
Grilled ham and cheese .90
Ham and cheese 1.35
Roast Beef 1.35
BLT .75
BBQ 1.50

Additional menu items include:

Nacho pie, shrimp dinner, chili, soup and sandwich, soft taco, corn dog, french fries, soup, ice cream, sundaes, banana split, floats, and more.



Big Bird

Weekdays 5:30-9 p.m.
Carry out or have delivered anywhere on base

Pick up at Officers Club, Building 1130

Call 885-4564 (Add 50 cents for delivery)

You may charge to your Enlisted Open Mess or Officers Open Mess club cards. Also accept VISA.

Pizza:
Toppings—Canadian bacon, pepperoni, pork, beef, green peppers, onions, black olives, mushrooms, jalapeno peppers, and anchovies.

	Small (9")	Med (12")	Lrg (15")
Cheese	3.75	4.75	6.25
One topping	4.25	5.50	7.00
Two toppings	4.75	6.25	7.75
Three toppings	5.25	7.00	8.25
Supreme	5.75	7.50	9.75

Chicken:

1 piece, 1 roll	1.25
2 pieces, 1 roll	1.75
3 pieces, 2 rolls	2.25
5 pieces, 3 rolls	3.50
10 pieces, 5 rolls	6.75
15 pieces, 7 rolls	10.00

Other items:

Belt buster	2.75
Hamburger	2.00
Grill cheese	.85
Fries	.50/.75
Cole slaw	.85/1.00
Baked beans	.85/1.00
BBQ	2.00
Cheeseburger	2.25
Cheeseburger	2.25
Chicken-fried steak sandwich	2.25
Onion rings	.75
Potato salad	.85/1.00

Base Exchange Doggie House

Located inside Exchange Mall
Tuesday-Friday 9:30 a.m.-5:30 p.m.
Saturday 9:30 a.m.-4 p.m.

Sample Menu
Hot dogs and polish sausage, plain or with chili and/or cheese
Burrito Supreme, nachos, frito pie

Golf / Club

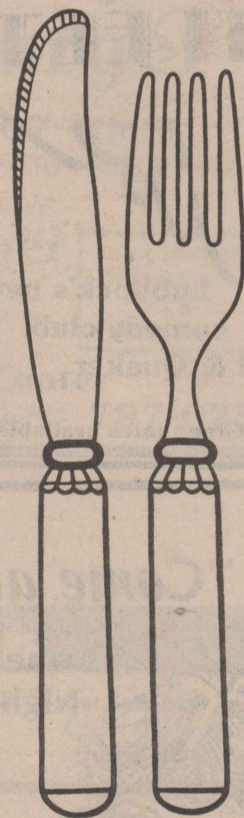
Building 2015, Ext. 3819
Open weekends only
Saturday-Sunday 7:30 a.m.-2 p.m.

Breakfast (served anytime):

2 eggs any style	.50
3 slices bacon	.60
Ham	.60
Sausage	.60
Hash brown potatoes	.35
Toast	.15
Juice or Milk	.50
Coffee or tea	.20

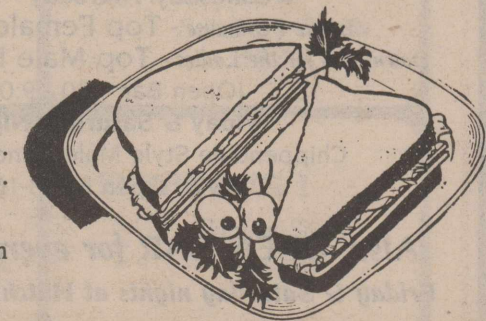
Sandwiches:

Bacon and egg	1.45
Baconburger	1.50
Hamburger	1.50
Pattymelt	1.85
Ham and Cheese Club	1.85
Club	1.75
BLT	1.15
Grill cheese	.80
Hot dog	.95



Running Chef

Building 310, 885-2120
Weekdays 8 a.m.-2 p.m.
Packaged items are available at Running Chef stops.



Clip and post for reference

All compensation aspects important

By SSgt. Brian K. Eddings
Chief, PACAF News Service

Undersecretary of the Air Force Edward C. Aldridge Jr. sees little change in pay-raises for the next few years.

Stopping at Hickam AFB, Hawaii, earlier this month at the conclusion of a worldwide tour of Air Force installations, the undersecretary spoke to military journalists about compensation, quality of life and the service's future.

"The President is trying to keep military pay comparable to the civilian sector," he said, noting that there are several actions under way to make that happen.

"However, the Congress has a great deal to say about how much military pay is actually approved. I don't project we'll see a major change in pay raises over the next couple of years," he said.

"We not only must worry about pay raises, but must concern ourselves with the other aspects of compensation as well."

Mr. Aldridge noted that the retirement system is very high on the list of concerns, adding, "We also need to look at things like quality of life programs, health care and the GI bill."

"I think the President is probably one of the best friends the military has ever had in this regard," he said. "He's trying to make sure the military doesn't fall behind on the total compensation package."

The undersecretary sees Congress as a stumbling block in the road to increased compensation, however.

"It's unfortunate," he said, "that the Congress sometimes looks upon military compensation in a somewhat

negative way. "There's a question raised in Congress about the need for better compensation since we've done so well in recruiting and retention recently," he said.

"We can't afford to lose sight of the fact that if the economy changes, and as concerns over military spending flow through the country, we need to maintain the momentum we've built up during the past few years in order to

recruit and keep high quality people.

"This all translates directly into the quality, readiness and sustainability of the forces," he explained.

He went on to describe the Air Force leadership's stand on the retirement system as, "if it's not broke, don't fix it."

"But if change does come," he emphasized, "we should grandfather people currently serving in the military. That's one thing that everyone

seems to agree on so far." Turning to the future of the Air Force, Mr. Aldridge said, "A young person thinking about entering the Air Force just can't go wrong. There are so many opportunities that exist for a young person in the Air Force—from logistics to contracting, being a pilot, maintenance person, engineer, scientist—anything they want to do.

"The horizons are just unlimited," he said. (AFNS)

Cadets participate in Operation Air Force

What is the operational Air Force really like? Approximately 1075 U.S. Air Force Academy Second Class (junior) cadets will find out as they participate in a three-week Operation Air Force program this summer.

The program consists of visits to 79 Air Force bases throughout the continental United States and overseas, including Reese.

Reese is hosting eight cadets who arrived July 21, and will end their three-week stay August 9, according to Lt. Gary Plumb, base project officer.

"We want to give cadets a firsthand look at the challenges they will face when they

become second lieutenants," said Brig. Gen. Marcus Anderson, commandant of cadets at the Air Force Academy. "Operation Air Force is designed to do that by allowing the cadets to experience aspects of the Air Force not available at the academy."

Operation Air Force acquaints cadets with operational and support missions as well as the everyday tasks, activities and perceptions of airmen, NCOs, and junior officers. During the program they will spend two weeks working with officers and one week with enlisted personnel in several functional areas. This provides for involvement in such areas as flight operation, maintenance, sup-

ply, security police, transportation maintenance, and flight line management. The highlight of the program is the enhanced opportunity for cadets to fly in operational aircraft.

"Because we're training officers who'll be the future leaders of the Air Force, Operation Air Force serves as an aid to prepare them for their leadership roles, and shows them the contributions they can make to the mission of the Air Force. As a result of this program, cadets return to the Academy with an increased awareness of the Air Force and a better understanding about their future Air Force careers," stated General Anderson.

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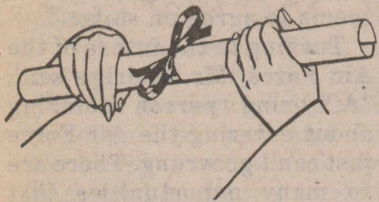
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News briefs



Graduation ceremony

A graduation ceremony for Noncommissioned Officers Leadership School Class 85-G will be held at the Officers' Open Mess August 8. All commanders, first sergeants and base personnel are strongly encouraged to attend. Make your reservation before August 2 by calling Sgt. Paula Jenkins at Ext. 3147.

Many thanks

The Enlisted Wives Club wishes to thank CMSgt. McKnight and MSgt. Custy, as well as flight line donut consumers for their support of the donut sale July 16. "We know you enjoyed the donuts and we enjoyed the support, so we've decided to make

more appearances," they said. The next scheduled donut sales will be August 2 and 16 in Hangar 82 at 7 a.m.

Match Game—Reese

A Match Game, similar to the original Match Game, will be held tonight at 7 p.m. in the rec center. Contestants will attempt to match their answers, to the fill in the blank questions, to those of the panel. There is no charge for admission.

Shuttle Bus

The shuttle bus to the South Plains Mall will leave at 2 p.m. and return at 6 p.m. Saturdays. The bus leaves from the rec center.

Chiefs vs. Eagles

Base colonels and chief master sergeants will meet on the softball field today at 4 p.m. in a game to decide who is best. The game will be held on field 3, behind the Youth

Center, to raise money for Camp Blue Yonder. Admission is \$1.



Base guides

The rec center has a military travel guide available published by Military Wives in Washington D.C. The guide includes base temporary lodging facilities as well as civilian hotels and motels which offer a military discount. Also included is base medical facilities, legal auto repair, family aid and check cashing provisions. The guide sells for \$3.95, and is available from 10 a.m. to 5 p.m. weekdays at the rec center.

House hunting trips less costly for some

RANDOLPH AFB, Texas (AFNS)—Air Force members now have an option of when to go house-hunting under the Permissive Temporary Duty Assignment Program.

Changes to the program now allow members to take up to five days to look for a home while enroute to a new duty station without being charged leave, according to Manpower and Personnel Center officials here.

Previously a member could only make the trip prior to the permanent-change-of-station move. Because the mem-

ber pays all expenses, the cost of the trip prevents some lower ranking members from taking advantage of the program.

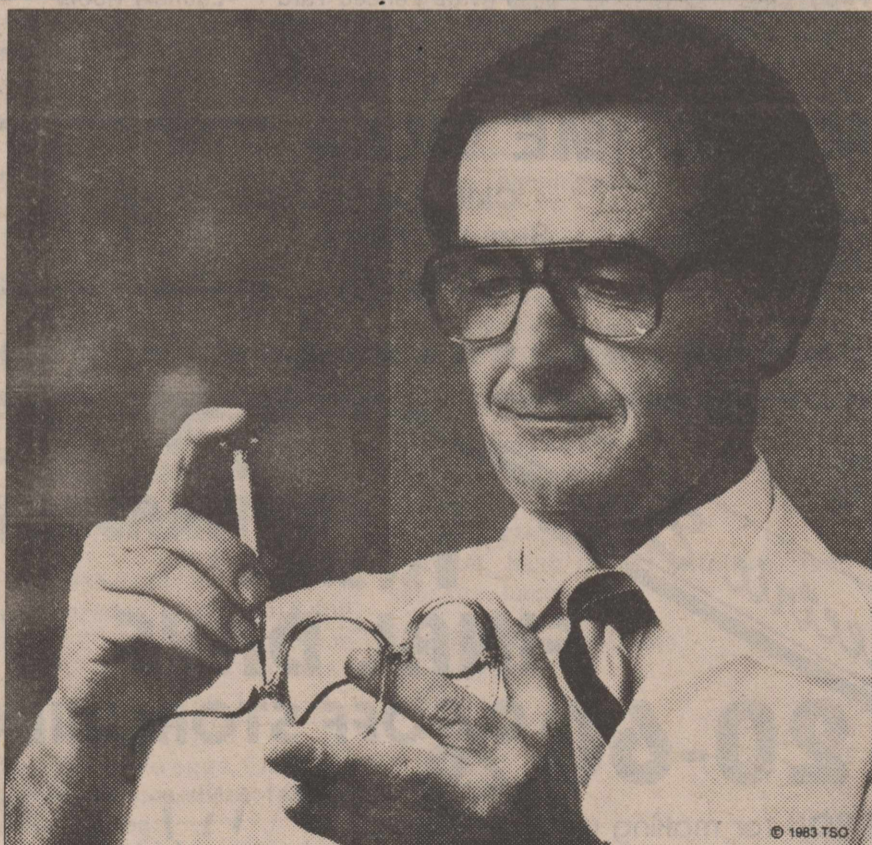
Officials said people now have the option of house-hunting under the previous or new rules, which became effective June 20.

Members also can take the five-day trip in conjunction with leave and in conjunction with an overseas move. However, officials noted that since the time is counted as a permissive TDY, members going to overseas locations will not

be eligible for temporary lodging allowances for those days.

The changes to the permissive TDY program were suggested through the Model Installation Program that started in 1984. The program tests decentralized management practices and allows commanders more latitude in finding ways to improve operations and the quality of life for their people.

Some 55 ideas from the program have already been adopted Air Force wide, officials said. (AFNS)



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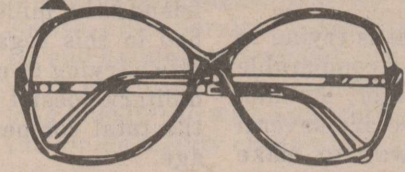
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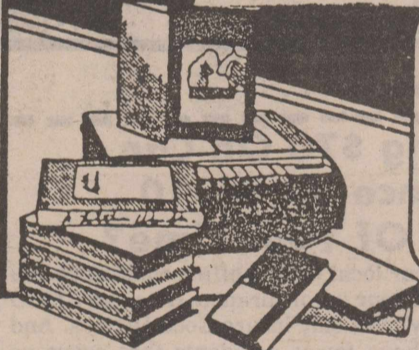


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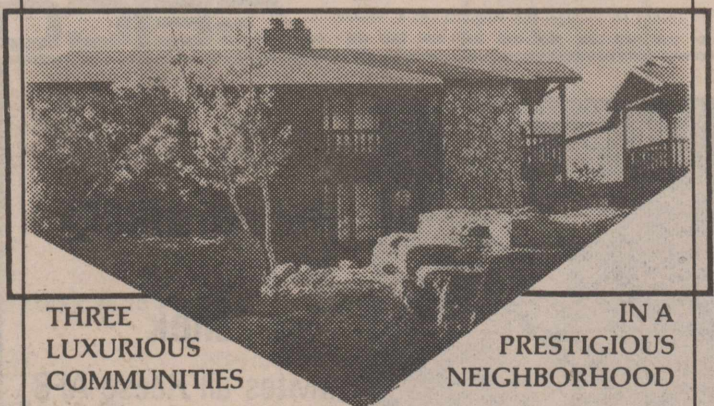
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Queen of Sky turns 50

HOLLYWOOD, Fla. (AFNS)—Some women might blush at the thought of turning 50, but not the "Queen of the Skies."

The "Queen"—also known as the B-17—celebrated her 50th birthday July 6, with not one but two parties upcoming, according to John Woolnough, operations manager of the 8th Air Force Historical Society in Hollywood.

The Boeing Management Association in Seattle, Wash., will host the first party this weekend with a reunion of military crews who flew the aircraft during World War II and their families.

Veterans who flew and fought in the European, Mediterranean and Pacific theaters and the men and women who built and kept the B-17 flying also will attend the party, Mr. Woolnough said.

A second celebration is slated for Oct. 17-20 in Wichita, Kan., hosted by the Boeing Airplane Co.

The celebration is being held in conjunction with the 11th annual reunion of the 8th Air Force, which flew its first heavy bomber raid in the B-17 on Aug. 17, 1942.

The Wichita celebration also will feature an open

house at McConnell AFB, Kan., a performance by the Air Force Thunderbirds and an air war symposium featuring World War II aces like Francis S. Gabreski of the 56th Fighter Group.

A B-17 aircraft display also will be flown in for the celebrations at Seattle and Wichita, Mr. Woolnough said.

The B-17 was widely known for its role in World War II, especially the pounding of targets in Europe. The aircraft's ability to absorb battle damage and still return to base made it a favorite of allied crews.

Ted Johnston, a former

B-17 pilot with the 398th Bomb Group flying missions out of England said the aircraft was good at high altitudes and a good bombing platform.

"She only carried 6,000 pounds of bombs and didn't move fast," said Mr. Johnston, who is now with the Boeing company in Seattle. "You could kick her around, but she was wonderful and a very forgiving aircraft," he said.

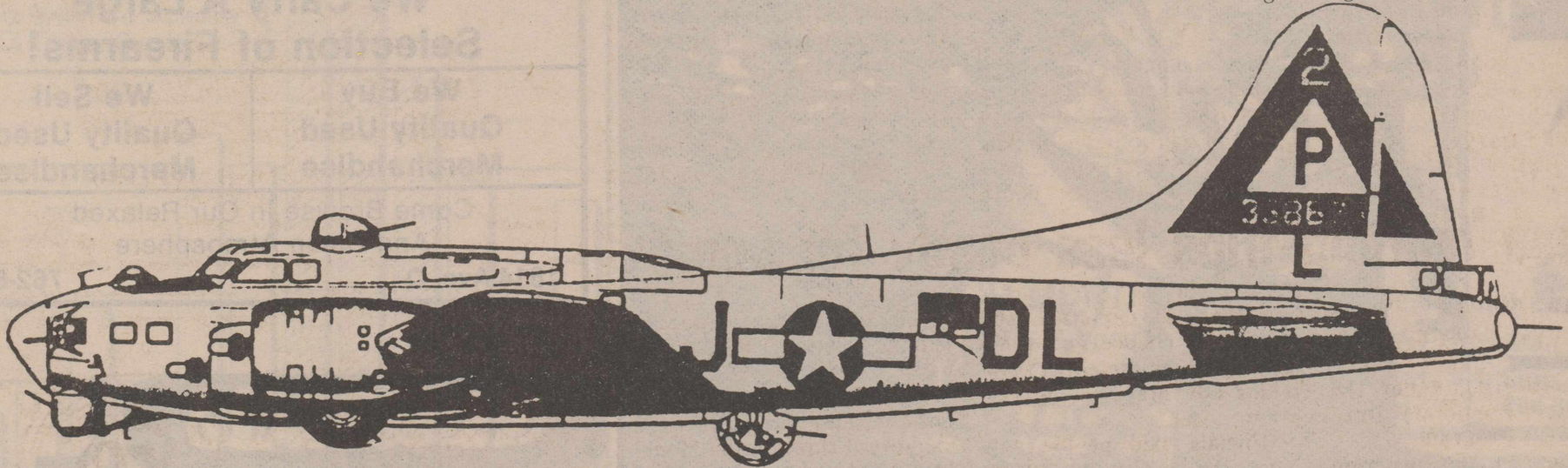
The B-17 picked up the name "Flying Fortress" from Seattle Times editor Richard L. Williams in 1935 when he referred to the prototype as "a 15-ton flying fortress."

The aircraft's builder reg-

istered the name as a trademark, but it later became known as the "Queen of the Skies" because of its proven performance during the war.

The B-17 made its first test flight July 28, 1935, and was the first American airplane to have air brakes in the landing gear wells and the first to be equipped with landing flaps.

The aircraft was phased out of the active inventory in 1946; however, more than 50 continued to be used until the late 1950's in specialized roles such as air-sea rescue aircraft, staff transports and radio-controlled drones for air-training and air-to-ground target use.



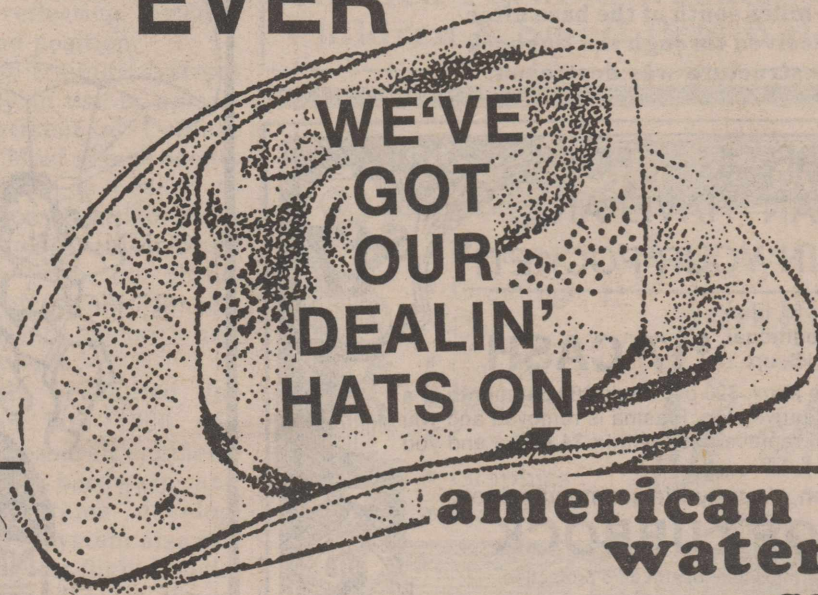
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ATC members enter danger quarter

RANDOLPH AFB, Texas (ATCNS)—Air Training Command people have entered the most dangerous time of year. Historically, the most ground fatalities happen during the months of July, August and September.

Over the past 15 years, the number of deaths in July average 3.66, in August the average increases to 3.73 and

declines to 3.46 in September.

L.C. Walls, ATC safety specialist, calls that period the "danger quarter."

He points out that the fewest deaths are recorded in the first quarter of the year. January, February and March average 1.86, 1.93 and 2.33 deaths.

During the second quarter of the year, fatalities start to increase. April has a slight

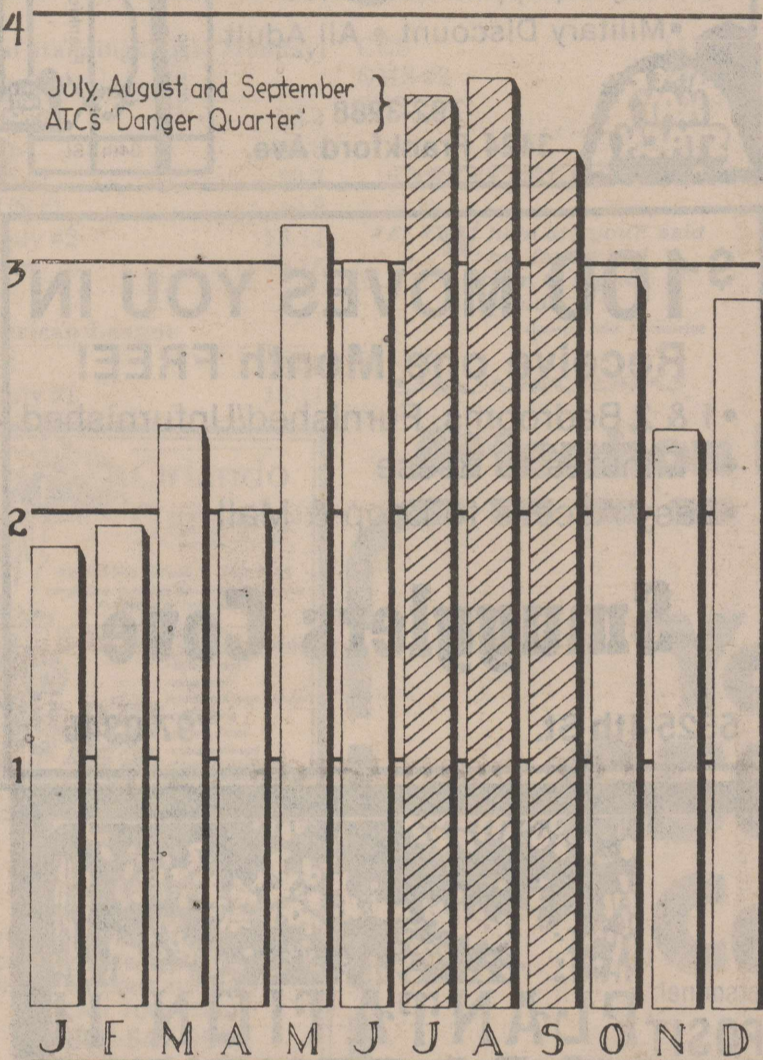
decrease in its average with 2 deaths. But May averages 3.2 and June averages 3.

The number of fatalities again fall to under 3 in the last three months of the year with these averages: October, 2.93, November, 2.33 and December, 2.86.

Walls points out that more command people die in the second half of the year. "That means that even though we've recorded only six deaths so far this year, which equals the record-setting year, command people have to maintain their vigilance," he said.

"To emphasize my point, everything can fall apart very quickly. In July of 1974, ATC recorded 12 deaths, the worst month ever."

Average Monthly ATC Ground Deaths



Based on statistics from 1970 through 1984

(U.S. Air Force line art by TSgt. Steve Ingram)

AF develops video disc simulator

WRIGHT-PATTERSON AFB, Ohio—The Air Force is developing a low-cost videodisc simulation system to replace higher-priced equipment for computer-generated imagery currently in aircraft simulators and engineering design tools.

William Baker, Air Force program manager and project engineer in the System Avionics Division here, said the main effort will be to develop a system that can access videodisc frames fast enough to provide real-time, visual and sensor displays corresponding to similar displays in real aircraft under actual flight conditions. The goal is a design that can be used throughout the Air Force as a simulation and training device.

The finished product, to be installed in avionics laboratory facilities here, will in-

clude an aircraft cockpit with an out-of-the-cockpit display.

It will be capable of six-degrees-of-freedom motion over a 20-by 50-nautical-mile area with realistic changes in displays reflecting aircraft altitude and position.

Videodisc training systems are already in use in numerous Department of Defense programs. Most give students as much time as needed to respond to a situation while some operate on real time and offer only two or three-degrees-of-freedom simulations: right-left, up-down and forward-reverse.

The unit scheduled for delivery in late 1986 will serve as a research engineering tool for hardware and software systems development. Such a system also can provide low-cost flight simulation training for air crews throughout the Air Force. (AFNS)

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Right place at the right time

By TSgt. David Black
Public Affairs Office
Brooks AFB, Texas

He was the first man in the world to break the sound barrier and he owes it all to being in the right place at the right time.

Retired Brig. Gen. Charles "Chuck" Yeager, now 62, made world history on Oct. 14, 1947, by flying faster than the speed of sound.

While visiting Brooks AFB recently for his annual physical, General Yeager discussed his early experimental flight adventures.

General Yeager said he had enlisted in the Army Air Corps in 1941 in the maintenance career field and was accepted for pilot training under the flying sergeants program in 1942. He received his pilot wings and appointment as a flight officer in March 1943 at Luke Field, Ariz.

During World War II, he distinguished himself in aerial combat over France and Germany by shooting down 13 enemy aircraft, five on one mission, including one of Germany's first jet fighters. In early 1944, he was shot down over German-occupied France but evaded capture.

Not being captured was the first step toward General Yeager becoming a test pilot. He explained, "I was one of those guys who was in the right place at the right time."

"The Air Force was giving base of choice to those who had evaded the enemy or had been a prisoner of war. I just

looked on the map, measured which base was closest to home and it happened to be Wright Field, Ohio.

"They were looking for pilots for experimental flight test work at Wright Field, and since I had background in maintenance and fighters, I was selected," he said.

His assignment at Wright Field led to his selection as pilot of the nation's first research rocket aircraft, the Bell XS-1, which was tested at Edwards AFB, Calif.

"The X stood for experimental and the number is the number of the contract," said General Yeager. He stated that experiments one through five were piloted programs and numbers six through 10 were missile programs.

"The X-1 program was unique in that it was not a jet or reciprocating engine. It was a rocket aircraft that burned liquid oxygen and water alcohol," he said. "The most important characteristic about the X-1 was its flying tail. Up to this time, except for the rudder, there were no controls in the tail of Air Force aircraft."

"The flying tail is important to supersonic flight and it came about through research with the X-1 program."

"When we approached Mach 1, the speed of sound, the aircraft would begin buffeting and would become uncontrollable."

The general explained that he had learned from flying P-80s and P-84s that you could roll the aircraft at three G's

and it would react the same as it did flying a faster speed straight and level. He used this same technique in the X-1 program. He said it worked well up to .94 Mach.

"In the X-1 at .94 Mach, somewhere around 38-40 thousand feet I rolled the airplane over and it was rolling sluggishly," said General Yeager. "I pulled back the control column and nothing happened. I sat there and flopped the controls back and forth. I raked off (shut down) the three chambers and came down and landed on the lakebed."

"Research with the X-1 proved that as the aircraft approached the speed of sound, a shock wave not only lay down across the airfoil, but moved back. In front of the airfoil, it was supersonic and behind it was subsonic. So, consequently, we ran into the lack of elevator control at .94.

"The aircraft had already had an experimental controllable tail which became an important factor in breaking the sound barrier. The research paid off. The 'flying tail' put us five years ahead of the British, French and Russians," said General Yeager.

He also was the lead test pilot for the next experimental program called the X-1A. The X-1A aircraft was like the X-1, but seven feet were added to the fuselage.

General Yeager flew four flights in the X-1A at Mach 1.3 and 1.5.

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Wing change of command to be held on ramp

The change of command ceremony for the 64th Flying Training Wing from Col. Bob Hullender to Col. James McEntyre will be held August 7 at 10:30 a.m. on the ramp west of Base Operations.

All base personnel are invited to attend, and bleachers will be available for seating.

Officials warn not to drive to Base Operations as it will be closed off to traffic.

Distinguished guests to the ceremony will be Air Training Command Commander Gen.

Iosue, wing commanders from other Undergraduate Pilot Training Bases, and Lubbock leaders.

A reception at the officers' club will follow the ceremony. The reception is open to all permanent party officers, enlisted members E-7 and above, all GS-7 or equivalent civilians and invited guests.

A second reception at 4 p.m. in the officers' club will be held for all people who could not attend the earlier reception. Duty uniform is appropriate for this reception.



Buckle up and live

Less than a year after her near-fatal auto accident, country music star Barbara Mandrell urges Air Training Command members to "buckle up and live." Mandrell and her two children were involved in a head-on collision with another car last fall which demolished their 1982 Jaguar. "Seat belts saved our lives," she said, "but the other driver wasn't wearing his and he didn't make it." The singer is featured on an ATC safety poster which will be sent to command bases in August.

(U.S. Air Force photo by SMSgt. Buster Kellum)

IM standings

(final standings as of Monday)	CES	14-13
National League	OMS #2	13-14
ABG	SPS	9-18
Hosp		
OMS #1		
STUS #1		
Supply #2		
Comm		
American League		
FMS		21-6
Supply #1		16-11

"Whom are you?" said he, for he had been to night school."

—George Ade, humorist

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ATC SPs prepare for 'challenge'

LACKLAND AFB, Texas (ATCNS)—Security policemen from eight Air Training Command bases began training at Lackland AFB July 22 in preparation for this fall's Peacekeeper Challenge competition.

Included on ATC's 10-member team is SSgt. Stephen S. Thornton, from the 64th Security Police Squadron here.

Peacekeeper Challenge '85 will test the skills of security police teams from each major command, the U.S. Army, and several allied nations. The nine-day event, hosted annually by the Air Force Office of Security Police, starts Oct. 18 at Kirtland AFB, N.M.

Other team members include: SrA. Michael K. Murphy and A1C Patrick A. Remsza, Sheppard AFB, Texas; SSgt. Jan M. Kwasniewski and SrA. Jesse R. Holt, Vance AFB, Okla.; SSgt.

Leon Beachman, Laughlin AFB, Texas; SSgt. Lee A. Gibbons, Williams AFB, Ariz.; Sgt. Walter Lilley, Randolph AFB, Texas; SrA. John C. Meuret, Mather AFB, Calif.; and SrA. Kevin J. Chambers, Lackland AFB.

Sergeant Kwasniewski is the only member of the ATC team with Peacekeeper Challenge experience. He competed with the Alaskan Air Command team in 1984.

MSgt. Robert Sanchez, assigned to the 3700th Security Police Squadron at Lackland, is this year's team captain. Assisting him is TSgt. Richard C. Dahlman, 3415th SPS, Lowry AFB, Colo.

Sergeant Sanchez is hoping to improve on last year's performance in which he won a silver medal in the .38 cal. handgun competition. "I'm convinced physical conditioning is the key," he said, "so we'll be putting special em-

phasis on that over the next 13 weeks."

The 1985 team was selected from among 25 nominees from the command's 13 bases and two confinement detachments. The 10-man team will be cut to eight prior to the competition in October.

After eight weeks of physical conditioning and weapons and tactics training at Lackland, the ATC team will move to Peterson AFB, Colo., for four weeks of high altitude training. The Colorado training is expected to help the team adjust to Kirtland's mile-high altitude.

This is the fifth year for Peacekeeper Challenge, designed to test competitors both physically and mentally. Events will include: weapons firing, military working dog handling, traffic accident investigation, crime scene search, land navigation and fitness.

Strategy in AU Review


MAXWELL AFB, Ala. (ATCNS)—A senior research fellow at the U.S. Naval War College discusses the possible future of ballistic missile defense and the strategic defense initiative in a feature article in the July-August issue of Air University Review.

Dr. Donald Snow draws some conclusions on the two strategic issues while consid-

ering the pros and cons on missile defense and by looking at the process leading to the administration's strategic defense initiative stand.

In another article, Capt. Charles Nicholls, an electronic warfare officer with the 328th Bombardment Squadron, Castle AFB, Calif., shares his thoughts on "Christian Morality and Nuclear Deterrence."

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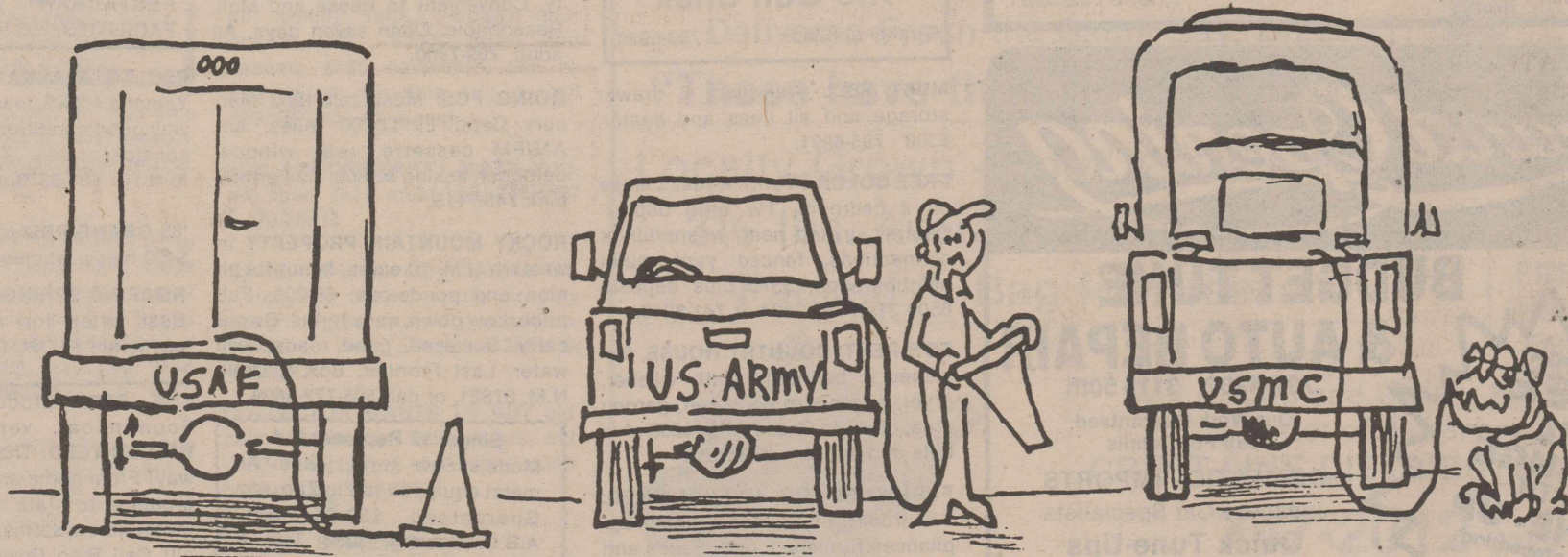
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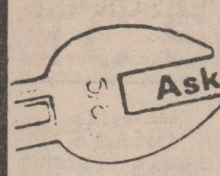
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CCTS to train all B-1B crewmembers

By SSgt. Oscar Dixon
Strategic Air Command
Public Affairs Office
Offutt AFB, Neb.

Setting up Strategic Air Command's only training facility for B-1 crewmembers has been no easy task. The main obstacle faced by the 4018th Combat Crew Training Squadron at Dyess AFB, Texas, was starting from scratch.

Because the B-1 is a new plane, completely new guidelines for crew qualifications had to be developed. Also, there were no facilities to house the 4018th CCTS. To solve the problem, construction is under way on new training facilities and a three-phase selection process outlining needed qualifications has been set in motion.

"The construction on our academic facilities is scheduled for completion late this fall," said Lt. Col. Ed Ott, commander of the 4018th. "The flight line people will be in temporary facilities until 1988 when we plan to move them into their own 10,000-square-foot facility.

"Once Headquarters SAC determined the characteristics of the people they wanted, they had to research records to see who met the qualifications. It was almost a six-month process."

A similar process will be used to select crewmembers for the four main operational B-1 bases.

The first phase is under way and will run until July 26. Eligible crewmembers are being identified by an objective computer program based on approved B-1B crew selection criteria.

Phase II, July 27-Sept. 6, will focus on wing inputs. Officer personnel briefs on all candidates identified in Phase I will be forwarded to unit commanders for their evaluation. Wing commanders will then submit letters of recommendation and a prioritized list will be made by crew position.

Phase III, Sept. 7-Oct. 31, is the formal board process. It begins with pre-board screening as wing inputs are reviewed and consolidated with command records and personnel briefs.

The various functions of the training squadron will be under one roof. Potential crewmembers will be assigned to the base because the length of the course will require a permanent change of

station. The course will include both classroom and flight line training.

The academic portion in a full-up system will run 14 weeks with eight-weeks of hands-on training, Colonel Ott explained. "Each fully operational class will have 24 student, with five classes running at the same time."

The colonel added that the flight line instructors will be broken into three-man teams to teach flight training. He noted that because the first students all will be experienced fliers, a high success rate for program completion is anticipated.

Crew training at Dyess is scheduled to begin in April 1986 with a completion date of November 1986. Ellsworth AFB, S.D., crews will begin training in June 1986 and finish in October 1987.

Crews for Grand Forks AFB, N.D., will begin training in April 1987 and finish in February 1988. The last of the initial crew force training will

be for crews at McConnell AFB, Kan. from August 1987 to June 1988.

The crewmembers will be trained in simulators and get almost 100 flying hours on 14 flights. The pilots, offensive systems officers and defensive systems officers will get most of their simulator training during the academic portion. But the colonel emphasized that, while the crewmembers are receiving their flight line training, they will get some simulator training on emergency procedures and refine normal procedures.

Whenever a new weapons system is brought on line, the question of its reliability and maintainability is raised and the B-1 measures up quite well, Colonel Ott said.

"For the first time SAC has taken an new airplane and put the best equipment together to build a single airframe to do what they want it to," he said.

"The B-52 was built 30 years ago, refined and refined

again, and now more modern equipment is being put on an old airplane.

"Now we have a new airplane and we're putting the best equipment in it. That combination gives you a better product."

The colonel said that in terms of maintainability, the B-1 is more electronically controlled.

"This makes the B-1 easier to maintain. There are a lot of systems on the B-52 you have to manually take care of. With the B-1, we're working in an electronic age. There are systems on the airplane that monitor the aircraft and tell you when something is wrong."

Playing such a major role in the B-1 program, and knowing what they're doing will influence the program for years, has been a special incentive for Colonel Ott and the people of the 4018th.

"This is the first time in many years that a SAC crewmember or commander has had the opportunity to do

something from scratch," he said. "It's a tremendous responsibility and if you do it right, in the years to come it will be a successful program and you'll know, even if it is a small influence, you had an impact on the first strategic bomber that has come into SAC in the last 30 years."

With more challenges to meet on the horizon and the B-1 program's success hinging on the 4018th's success, the only B-1 training center is more than equal to the challenge.



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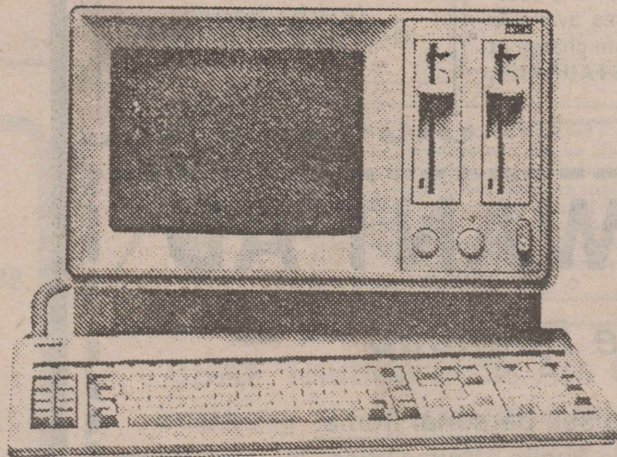
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