# Roundup

Best wishes to all the Reese family for a Merry Christmas and a safe happy New Year holiday. Karen and Jim McIntyre



Some Year-End Thoughts

1985—a banner year for Reese! I was going to use this column to review the significant 1985 achievements and awards you earned individually and collectively, but the list grew out of sight. No doubt about it, Reese Air Force Base continues to be a front runner in ATC and in the Air Force. One of only a few Department of Defense "Model Installations," Reese AFB is recognized nationwide for its sustained excellence. It's no mystery why. YOU are the reason—each and every one of you. I know in my heart that each of you can look in the mirror and say "I've done my very best." It's written on your faces, and the results speak for themselves. Reese has a special aura, a rare feeling of pride. And you have a very proud wing commander!

Reflect back on the year and take a breath—you deserve it. Enjoy the time off. But watch out! The holiday can be a killer, and you could be on the reaper's list—if you allow. Drinking. Driving. Busy highways. They don't mix without disasterous results. Heed the safety warnings. Take breaks on those long driving trips. Don't drink and drive, nor let your friends do it. Let moderation and common sense be your guide in everything you do. Your family needs you, and we need you—you've got a job to do when you get back!

Can the best get better in 1986? You bet we can! And Reese has the talented people to do it. Expect some early, and important, tests of our capibility on the MCI, MEI, and Stan/Eval inspections. These are our chances to prove just how good we are. The inspectors will be tough—as they should be—but I'm convinced the Reese Team will come out tops again!

1985 was a great year for Reese, and Karen and I send our best wishes for a safe and happy holiday season. I'm looking forward with excitement to 1986, when Reese will again "show the way" for ATC!

## Careline

The CARE Line is prepared by Col. James McIntyre, 64th Flying Training Wing commander, on a weekly basis. All information provided to the CARE Line will be held in strict confidence. Callers are urged to give their name and duty telephone number so that a personal reply may be made; however, neither are mandatory. Callers should use the CARE Line only after all possible means to air their views or complaints through the chain of command have been exhausted. The CARE Line number is 885-(Ext.) 3273.

#### Tattered base flag

I attended the last Retreat-Award Ceremony of the year and noticed the tattered and torn condition of the American flag. Can you get us a base flag that's in good condition? I'm willing to buy it if need be.

Thanks for your call. I whole-heartedly agree that our flag should always be kept in first class condition so as to reflect the pride and patriotism we all feel for our country. The flag whose condition you questioned was replaced the following day but it won't be necessary for you to pick up the tab.

Incidentally, because of the brisk West Texas winds we frequently experience here at Reese, we budget for more base flags than most other bases. We normally have to replace our flag about 12 times a year due to tattering and tearing induced by strong winds. In this particular case, we just didn't take note of its condition soon enough. Thanks for your help and concern.

#### Gym showers?

I normally run during my lunch hour, but I like to take a shower after I do. Lately, there is no place for women to shower in the base gym, and the gym staff keeps pushing back the date when they think the gym renovation will be finished. Can you tell me why there is no place for women to shower in the gym and when will that situation be fixed?

First, thanks for wanting to take a shower after running! Second, the reason the gym doesn't have a women's shower is clear the contractor is renovating the place. Therefore, please make other arrangements in the interim. Third, it looks like the gym will be done by the end of the month. Fourth, the delays of the contractor are no fault of the gym staff. They've done amazingly well to manage the gym during the period of renovation. Most places would have closed down completely. Your patience and understanding about our efforts to improve quality of life would be appreciated. Thanks for call-

#### Christmas caring

Recently our Christmas
package was delivered to the
wrong address in Reese Village.
The individual who received the
package didn't know us and we
didn't know him. However, TSgt.
John Blair was honest enough to
go to the base locator, track
down my husband, call him at
work, and let him know that he
had somehow received our
package. The Burkhardt family is
very thankful that Sergeant Blair
went to such lengths to get our
Christmas presents to us.

Great job Sergeant Blair!
Thanks for going the extra mile to locate the Burkhardts. Looking out for one another is what Air Force life is all about and I'm

proud to see it happening at Reese. We are lucky to have people like you as part of the Reese community.

#### Inclement weather

The inclement weather last Wednesday prompted the initiation of our weather plan. The word was put out that only "mission essential" personnel were to report to work and other personnel were to stay home until called by their supervisors. At 10 a.m. the weather and traveling conditions had improved; therefore, all personnel who were not at work were called and requested to report. This brought complaints from two of our base employees.

Our inclement weather statements released to the news media was very precisely worded and the news personnel who reported it quoted us precisely. Some confusion was created when some on-air personalities ad-libbed comments based on our report. This led some folks to believe that the base was closed for the day—not the case. These problems have been worked and hopefully this will prevent recurrence.

As a reminder, Reese never "closes." We always need people to keep things running from the dining hall to the hospital to the civil engineers.

If we run into a similar situation this winter, we will try to get the word out earlier. Our intention is to evaluate all weather conditions and, when appropriate, keep our people out of dangerous driving conditions. KFYO Radio (AM 790) is the area's official sta-

tion for the broadcast of emergency/inclement weather news announcements. Normally they will be the first to know, but we provide the same information to all radio and television stations that broadcast such information.

"Only the bravest of stayat-homes asks the tickilish question 'Did anybody ask where I was?"

-Henry S. Haskins, writer



## Roundup

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Reese AFB Editorial Staff:

#### Commander's column



By Col. Rod Dale Deputy Commander for Maintenance

This is my last column as a member of the Reese Family. Diane and I are not happy to be leaving such talented and friendly people. We've felt welcome since our first moments here, and we're honored that we were able to become a part of so much of the life of the base.

I was once asked what I considered to be the secret of personal success. I answered, "Always work with outstanding people." Two words, "outstanding people", sum up the spirit of Reese. Everywhere you go, you find outstanding people whose pride guarantees the future of our installation.

I know, in future years, when my thoughts are painted golden by time's passage, I can echo the words of Milton and say about our stay with

"Farewell happy fields Where joy forever dwells."

## **Energy emphasis shifts**

By Col. Clark Griffith Commander, 64th Air Base Group

FY85 closed out the first ten year period of dedicated effort to conserve energy resources in the United States. The DoD and Air Force goals for that period were to reduce facility energy consumption by 20 percent from FY75 and to have zero growth from FY80 in all vehicle and aviation fuels areas. Reese not only met, but also exceeded the established savings goals for all forms of energy through the end of FY85. Reese finished FY85 by consuming 10.7 percent less MOGAS and Diesel fuel and 7.8 percent less JP-4 jet fuel than we used in FY80. In the area of facility energy usage, Reese led the entire Command by consuming 26.2 percent less facility energy than the baseline year of

Reese's success in these areas has not been accidental. The spirit of cooperation, as well as the total dedication of the entire Reese family is evident in these achievements. The Reese attitude of "can do", "will do" continues to make a daily impression

on everyone who comes in contact with the Reese Community, both locally and throughout the Air Force.



Col. Clark Griffith

However, as a result of our successes in FY85, our goals for FY86 will continue to be very challenging. Our fuels goals will again by zero growth from FY80 and our facility goal will be zero growth from FY85. As a result of our tremendous savings in FY85, it will be very difficult, but not impossible, to experience zero growth in facility energy consumption in FY86. Our Charter for the next ten years is to accomplish our energy goals through more efficient use of the energy we are currently using. Instead of doing more with less, we will place more emphasis on using what we have in a more efficient use of the energy we are currently using. Instead of doing more with less, we will place more emphasis on using what we have in a more efficient manner.

You, the individual energy user, continue to be the key to a successful energy program at Reese. Let me again express my deepest thanks for a job well done, and encourage all of you to continue to support our energy efforts as we begin another ten year period of more efficient use of our valuable energy resources.

## How about telephone

By SSgt. Becky Robison 7th Bomb Wing Public Affairs Office Carswell AFB, Texas

Telephone courtesy is becoming a lost art.

Unlike most forms of courtesy, telephone courtesy is not performed while actually facing another individual, and perhaps this lack of personal contact is what makes it so easy to forget.

How often do you call another office in search of a person or information only to get "I don't know" as a response? What happened to "I don't know, but let me ask" or "I'll find out and call you back"?

By taking the time to find the

spire the visto, a least a cust could

answer, you not only inform the caller, but you inform yourself as well and make yourself an asset to your work area.

By calling a person back with information, you give the impression to the caller that you're a reliable, informed member of your office.

You don't like being put on hold for five minutes while someone who could care less about your needs remembers you're still on the line. Besides being rude, the wait makes you feel like you've been forgotten. Others feel the same way when they receive the "my business is more important than yours" treatment from

Sure, you're busy with your own problems, but if answering a phone is part of your job, then doing it courteously also is part of your job.

Most calls are for business purposes. The subject may not be to your liking, but maybe the caller feels the same way and is asking because it is necessary.

You're part of an organization that's designed to work together and help Air Force people. You depend on others to support you in your efforts. Treat telephone callers like you would if you saw them in person-with courtesy and professionalism.

(AFNS-courtesy SAC News)

## Christmas reveals the best in



Chap. (Lt. Col.) Bill McGraw

"It is at Christmas that people do unnatural things," said Ben Haden, "It's at Christmas that the best comes out in us, and the worst is pushed aside. It's at Christmas that we think thoughts we otherwise would never

By Chap. (Lt. Col.) Bill McGraw

Installation Staff Chaplain

At Christmas we reach our peak as human beings. Reese AFB and the City of Lubbock becomes a caring community in a very special way. Whatever kindness we have expressed during the year, at Christmas we exceed that. Regardless of how much concern for other people we have shown at any other time of the year, at Christmas we surpass that. No other season of the year reaches so deep into the heart, and draws out so much goodness that lies dormant therein. Colonel Robert Beckel (now Maj. Gen. Beckel) used to say to me, "Chaplain, why can't we have the Christmas Spirit all year long? Good question.

How can we account for the mysterious majesty of the Christmas season? What is there about Christmas that makes us reach so high? Do you know the answer?

Perhaps it is because Christmas reminds us that God really does love us. And that is so important in a world which all too often seems to be loveless.

Is not Christmas all about the birth of a person? And is not that person Jesus Christ, the Son of God? And does not the golden text of the Bible tell us that He is God's gift of love to Christmas Spirit alive perpetually.

us? "For God so loved the world, that He gave his only begotten Son, that whosoever believeth in Him should not perish, but have everlasting life." (John 3:16).

Jesus is the ultimate expression of the love of God for people and of His good intentions toward them. "In Him, we get a glimpse of God that we can get in no other way."

Perhaps you have heard the story of the little boy that was put to bed by his father. The lad had a nightmare and woke up screaming. His father tried to comfort him. He said, "God is watching over you; He is right here with you." But the boy was not convinced. He exclaimed, "I want a God what's got skin on."

Christ is the answer to this boy's cry for a "God what's got skin on." He is God clothed with flesh. We can know what God is like because we

know what Jesus is like. Once Henry Ford was having lunch with a man. Suddenly he asked the man this question, "Who is your best friend?" The man was not sure, and then Ford said, "I will tell you who your best friend is." He took out a pencil and wrote on the tablecloth this sentence: Your best friend is the one who brings out the best in you.

This is precisely what God does through Jesus Christ. Your Christmas, and mine, will be joyous and exciting if we allow God to bring out our best at this Christmas season. And if we allow Him to do this for us 365 days of the year, we will keep the

## Facilities announce holiday schedules

nounced their Christmas hours and special Christmas pro-

December 25 and Jan. 1 are considered Federal holidays.

#### Chapel

Sunday: Christmas Cantata,

Dec. 15: Children's Christmas program, 11 a.m.

Dec. 24: Catholic Mass, 5 p.m.; Protestant Candlelight service, 7 p.m.; Protestant Liturgical service, 9 p.m.; Catholic midnight Mass, midnight.

Dec. 25: Catholic Mass, 9:45 a.m.; General Protestant service, 11 a.m.

#### Child Care Center

Dec. 24: Open 7 a.m. to 5 p.m.

Dec. 25: Closed Dec. 26-30: Normal operating hours

Dec. 31: 7 p.m. to 2 a.m. Jan. 1: Closed

#### Base Gym

Flint. 799-0372.

Dec. 23-24: 9 a.m. to 5 p.m. Dec. 25: noon to 5 p.m. Dec. 26-27: 9 a.m. to 5 p.m. Dec. 28-29: noon to 5 p.m. Dec. 30-31: 9 a.m. to 5 p.m. Jan. 1: noon to 5 p.m.

#### Local facilities have an Enlisted Open Mess

Dec. 25: Bar Closed; 8-11 a.m. Brunch; 11 a.m. to 2 p.m. Christmas Dinner.

#### **Package Store**

Dec. 24: 10 a.m. to 8 p.m. Dec. 25: Closed Dec. 26-30: Normal operat-

Dec. 31: 10 a.m. to 8 p.m. Jan. 1: Closed

#### MWR Supply

Dec. 24: 7:15 a.m. to 3 p.m. Dec. 25: Closed Dec. 26-27: Normal operating hours

Dec. 28-29: Closed Dec. 30: Normal operating

Dec. 31: 7:15 a.m. to 3 p.m. Jan. 1: Closed

#### Library

Dec. 24: 10 a.m. to 3 p.m. Dec. 25: Closed Dec. 26-27: Normal operating hours Dec. 28: Noon to 4 p.m.

Dec. 29: Closed Dec. 30: Normal operating

Dec. 31: 10 a.m. to 3 p.m. Jan 1: Closed

#### Officers' Open Mess

Dec. 21-Jan. 2: Closed

#### **Mathis Recreation** Center

Dec. 24: 10 a.m. to 8 p.m. Dec. 25: 1-9 p.m. Dec. 26-30: Normal operat-

Dec. 31: 10 a.m. to 10 p.m. Jan. 1: 1-9 p.m.

#### **Bowling Center**

Dec. 24: Normal operating Dec. 25: Closed Dec. 26-30: Normal operating hours Dec. 31:

#### **Youth Center**

Jan. 1: Closed

Dec. 23: 1-9 p.m. Dec. 24: 10 a.m. to 3 p.m. Dec. 25: Closed Dec. 26-30: 1-9 p.m. Dec. 31: 10 a.m. to 3 p.m. Jan 1: 1-9 p.m.

## **Arts and Crafts**

Dec. 23-25: Closed Dec. 26-29: Normal operatDec. 30-Jan. 1: Closed

#### **Auto Hobby Shop**

Dec. 23-25: Closed Dec. 26-29: Normal operating hours Dec. 30-Jan. 1: Closed

#### **Golf Course**

Dec. 23-24: Normal operating hours Dec. 25: Closed

Dec. 26-30: Normal operat-

Dec. 31: 8 a.m. to 3 p.m. Jan. 1: Closed

#### Service Station

Dec. 24: 8:30 a.m. to 4 p.m. Dec. 25: Closed Dec. 26-30: Normal operat-

Dec. 31: 8:30 a.m. to 4 p.m. Jan. 1: Closed

#### Shoppette

Monday: 9 a.m. to 10 p.m. Tuesday-Dec. 15: Normal operating hours

Dec. 16: 9 a.m. to 10 p.m. Dec. 17-23: Normal operating hours

Dec. 24: 9 a.m. to 6 p.m. Dec. 25: Closed Dec. 26-29: Normal operat-

Dec. 30: 9 a.m. to 10 p.m. Dec. 31: 9 a.m. to 7 p.m.

## Military Clothing

Dec. 24: 9 a.m. to 4 p.m. Dec. 25: Closed Dec. 26-30: Normal operat-

Dec. 31: 9 a.m. to 4 p.m. Jan. 1: Closed

#### Talon Inn

Dec. 24: 7 a.m. to 4 p.m. Dec. 25: Closed Dec. 26-30: Normal operating hours Dec. 31: 7 a.m. to 2 p.m. Jan. 1: Closed

#### Base Exchange

Monday: 10:30 a.m. to 6 p.m. Tuesday-Dec. 15: Normal operating hours

Dec. 16: 10:30 a.m. to 6 p.m. Dec. 17-22: Normal operat-

Dec. 23: 10:30 a.m. to 9 p.m. Dec. 24: 10 a.m. to 4 p.m. Dec. 25: Closed

ing hours Dec. 30: Closed

Dec. 31: 10:30 a.m. to 4 p.m.

Dec. 26-29: Normal operat-

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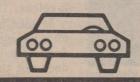
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# Roundup



**UPT Graduation Section** 

Reese AFB, Texas

## The history of UPT Class 86 - 02

By 2nd Lts. Steve McGahee and Rich Biley

The arrival of class 86-02 in January, 1985, marked a new dawn for Reese AFB. We were a group of mostly brand new second lieutenants, two F-4 back-seaters, and a former Marine.

Many of us were rather unfamiliar with life on an Air Force base, not to mention flying jets. Finding out the package store didn't wrap packages came as a shock to one particularly clue-less individual. They fitted us with helmets and equipment in preparation for the flightline. Later, some students needed to be re-fitted due to a baffling medical problem concerning swollen heads.

They warned us about the firehose treatment, but it didn't help. The volume of new information left many of us in a fog. We took our pounding on life support's rocks and learned to hyperventilate and valsalva. We also dodged Devil's Head, cactus and cow pies while parasailing in the plains of West Texas.

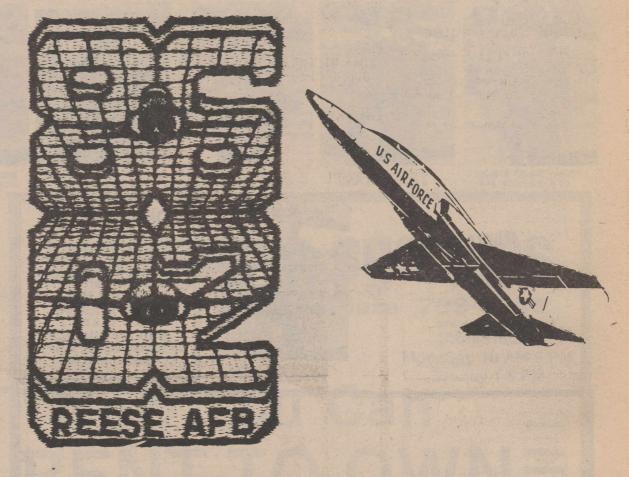
Our battle for the wings didn't really begin until we heard that first speech from our flight commanders and hit the flightline. The first flights were a painful introduction

for both the students and instructors as many "discomfort" bags were filled. Our daily terror was the stand-up emergency procedure. "Sit down lieutenant," were not words you wanted to hear. After a ride, you might see your IP reach into his pocket and were hopefully relieved to find he wanted only his AV pen instead of his dreaded "U". The Scheduling boards bled at times with the symbols of the "Read Team" and the "Sunshine Club." We took some casualties, but we learned to stick together and to pull each other through. Soon we were "Pogos", alone unarmed, and petrified of the dreaded surface-to-air hook. We learned the T-37 could fly without an IP and that passing checkrides was all in the mind. Tweet cloverleafs, glideslopes, and turning rejoins came and went, and we cruised down the street to fly the White Rocket.

Our confidence diminished somewhat as we had to start all over at the bottom again. The T-38 gave new meaning to the word "task-saturated." The firehose was a familiar enemy this time and we knew its defeat was imminent. Sooner than we realized, we had flown our loops and slicebacks, had soloed, and had Air Force pilots. survived our first checkride. Fingertip, tactical, and ex- and surprised us with the tended trail came and went realization that there would along with our radar approaches and fix-to-fixes. We learned to fly and learned to had learned what it took to be

Assignment night arrived be life after UPT. We had

suport each other. 86-02 had fought the battle for the wings and won. With silver wings on our chests we realize the challenges are not over, but may have just begun.





Returning IP's with Col. Chuck Edwards (far left) and Col. James McIntyre (far right). They include (from left to right) 2nd Lts. Charles D. Cunningham (T-37), Robert H. Gillespie (T-37), Benjamin Stagg (T-38), Karl Buchberger

(T-37), Edward F. Fullmer (T-38), Timothy Gotchey (T-38), and Ronald P. Losensky (T-37).



Capt. Mark S. Giannini KC-135 Wurtsmith AFB, Mich.



Capt. Leo A. Glunk, Jr. F-15 Holloman AFB, NM



Capt. Curtis G. Rackley F-15 Langley AFB, Va.



1st Lt. Steven B. Cowett KC-135 Beale AFB, Calif.



1st Lt. Michael J. Hurculson A-10 Barksdale AFB, La.



1st Lt. Manuel F. Martins T-37 Portugal



2nd Lt. Douglas R. Anderson



2nd Lt. Richard D. Baker C-12 Nellis AFB, Nev.



2nd Lt. Mark I. Bethea



nd Lt. Richard T. Bil



2nd Lt. Martin G. Bolt C-21 Peterson Field, Colo.



2nd Lt. Paul Q. Brendemuhl F-16 MacDill AFB, Calif.



2nd Lt. Mark A. Brown C-130 California ANG



2nd Lt. Barnard K. Bruhn C-130 Yokota AB, Japan



2nd Lt. William M. Bryce A-7 Buckley, Colo. ANG



2nd Lt. Karl A. Buchberger T-37 Reese AFB, Texas



2nd Lt. Dennis L. Cole KC-135R McConnell AFB, Kansas



2nd Lt. Charles D. Cunningham T-37 Reese AFB, Texas



2nd Lt. Adam J. Dabrowski C-141 McGuire AFB, N.J.



2nd Lt. Gregory H. Dean A-10 Myrtle Beach, N.C.



2nd Lt. David W. Floyd C-141 Mississippi ANG

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2nd Lt. Stephen A. McGahee C-141 McGuire AFB, N.J.

(USAF Photos)



2nd Lt. Edward F. Fullmer T-38 Reese AFB, Texas

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2nd Lt. Robert H. Gillespie T-38 Reese AFB, Texas



2nd Lt. Frank A. Glidewell, Jr. EC-130 Davis Monthan AFB, Ariz.



2nd Lt. Mark R. Godfrey B-52 Carswell AFB, Texas



2nd Lt. Timothy G. Gotchey T-38 Reese AFB, Texas



2nd Lt. Tracy L. Jarchow F-16 McDill AFB, Fla.



2nd Lt. Gary N. Johnson E-3A Tinker AFB, Okla.



2nd Lt. Ronald P. Losensky T-37 Reese AFB, Texas





2nd Lt. Daniel J. Monahan KC-135 Robbins AFB, Ga.



2nd Lt. Richard S. Mulready C-141 McGuire AFB, N.J.



2nd Lt. Steven J. Preston OV-10 George AFB, Calif.



2nd Lt. William B. Russell C-141 McGuire AFB, N.J.





2nd Lt. Matthew J. Schmeltz C-141 Charleston AFB, S.C.





2nd Lt. Benjamin T. Stagg T-38 Reese AFB, Texas



2nd Lt. David A. Swanson C-130 Dyess AFB, Texas



2nd Lt. Scott A. Wallace C-130 Rhode Island ANG





2nd Lt. David W. Whittemore B-52 Griffiss AFB, N.Y.



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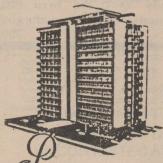
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## Be careful out there

By Lt. Col. Phillip S. Marzolino Chief of Safety Division

We have reached the time of year characterized by holiday parties, poor weather, and a curtailment of outside activities. I plan, therefore, to address each of these items as they relate to the historical safety pattern at Reese.

The holiday parties that will be continuing through the new year, present some well known hazards; most of which have alcohol as a common denominator. The message: "Don't drink and drive", has been well publicized both on and off base. We continue to see examples, mostly in the accident statistics, however, of where some individuals thought this

didn't apply to them. I've never talked to anyone in a hospital bed that thought it would happen to them or that the chance they had taken was worth what they were currently suffering.

Bad weather can, of course, multiply the risk of drinking and driving. We all saw last week howquickly the weather deteriorates in the West Texas area. With an extremely small amount of snow and ice, driving became an extremely sporty proposition and several Reese people were involved in accidents—fortunately, all fender-benders. These road conditions coupled with either drinking or fatigue from overextension without proper rest can be prime ingredients

in the formula for an accident. Each year we see the proof of folks in the command who were pressing to make a deadline in conjunction with holiday leave and ended up as another statistic. The message here is quite clear; take your time, analyze the road conditions, your limitations, and apply good common sense.

One final point: When the weather hits, it drives us all inside. This can add to our everyday stress level and cause a normally pleasant person to become frustrated and irritable. Fortunately, facilities such as the base gym can provide an outlet for this excess energy in a constructive manner. Every year, however, we note a real increase in sports related injuries

during the winter. Most of these injuries can be attributed to overaggressive play, a failure to follow established safety practices such as wearing eye protection on the racquetball courts or not properly conditioning oneself before that first skiing trip. I would encourage each individual to take full advantage of the available opportunities, but remember, no one has gone straight from Reese to a professional level of competition, so exercise some caution and prevent injuries either to yourself or others.

This time of year can be pleasant and personally fulfilling, I urge each of you to make it injury and accident free.

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# How to recognize drinking drivers

A tragedy of traffic accidents, says the National Safety Council, is that innocent people are often victims, and this is especially true in mishaps where the "other guy" had been drinking.

"It's important that motorists know how to recognize the actions of a drinking driver," said Henry Ussery of wing safety. "To avoid an accident, you generally have only a few seconds to react defermined."

fensively."

The Council estimates that one in 10 drivers is drunk on a Friday and Saturday night. In Texas, 7,413 persons died in motor-vehicle accidents last year in which alcohol was shown to be a factor. Statistics like these have prompted a nationwide crackdown on drunk driving.

Mr. Ussery encouraged motorists to be alert for any out-of-the-ordinary driving practice which may indicate that an alcohol-impaired driver is behind the wheel.

"In many instances a drinking driver will not be speeding, but will be traveling well below the posted speed limit," he said. "The drunk motorist often drives at inconsistent speeds—rocking the accelerator. Try and get out of that person's way. If he or she is driving right behind you, turn right at the nearest intersection and let him or her go by."

Alcohol-impaired drivers might pass with insufficient room, change lanes at excessive speeds, or straddle the center line of the road, he said. "Do everything you can to avoid a head-on collision, which is the deadliest of all accidents. If the other driver is coming right at you, slow down quickly and stop or drive off to the right side of

the road if necessary. Sound your horn or flash your lights if there is time. The other driver may be drunk, drowsy or sick. His or her actions are completely unpredictable."

He advises motorists not to try and pass the oncoming car on the left, because the driver may recover at the last moment and swerve right into them

Persons who have been drinking are often forgetful, he said. Inebriated drivers occasionally will travel at night without lights or fail to dim lights to oncoming traffic.

He said other characteristics of drunk drivers include driving with the windows down in cold weather, driving with head partly or completely out of the window, and overshooting or disregarding traffic control signals.

"When approaching an intersection, you as a defensive driver should slow down and expect the unexpected," Mr. Ussery said. "Look both ways as you near the corner and be ready to take evasive action, especially at night."

Above all else, make sure you have your safety belt fastened and that your passengers are also using them. And keep small children in approved child safety seats.

Many states encourage motorists to report drunk drivers to the nearest law enforcement agency by phone or CB radio, he said. In several states, for example, a program called REDDI (Report Every Drunk Driver Immediately) asks persons to give police a description of the suspected drinking driver's vehicle, vehicle license number, location of vehicle, and direction vehicle is traveling. Those persons reporting need not identify themselves.

#### Where are life's dangers?

What's more dangerous: swimming or flying as a passenger in a commercial air-

Motorcycles or mountain climbing?

X-rays or fire fighting?

A recent report in "Scientific American" magazine reveals some interesting information about hazards and health risks.

According to the report, smoking and alcoholic beverages pose the greatest health risks to Americans, claiming an average of 150,000 and 100,000 lives, respectively, each year. Other major hazards listed were motor vehicles, which claim about 50,000 lives per year, and handguns, claiming about 17,000.

But some of the report's findings were less obvious. For instance, electric power was listed as the fifth largest risk, more so than such seemingly dangerous activities as surgery, hunting, police work and skiing.

Other surprising findings: Swimming was determined to claim 23 times as many lives as commercial aviation; motorcycles 100 times more than mountain climbing; and X-rays 11 times as many lives as fire fighting.

"A \* \*1ed commander seeks victory from the situation, and does not demand it from his subordinates."

-Sun Tzu, 400-320 B.C., The Art of War

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USAF Photo

Sue Martin adjusts the ornaments on the Family Services Office Christmas tree. She is the Family Services Volunteer of the Month for December. Mrs. Martin joined Reese Family Services in June 1985 and has accumulated over 305 hours of service at Reese and Myrtle Beach AFB. She is married to 2nd Lt. Joe Martin of the 64th Civil Engineers Squadron.

## Supply airman top graduate

A 64th Supply Squadron airman was awarded the John L. Levitow Honor Graduate Award during the graduation ceremony of Noncommissioned Officer Prepartory Course Class 86-2 Dec. 12.

SrA. Tracie L. Amato received the award at the ceremony held at the Enlisted Open Mess. SrA. Valerie M. Boeck, from the .64th Field Maintenance Squadron received the Distinguished Graduate Award during the cere-

The Graduates included:

From the 64th Civil Engi- Pennybaker, Tracie L. neering Squadron, SrAs. Amato, A1Cs Mark L. Har-Robert W. Jiolmes, Louis V. Heidenreich and A1C Vince L. Fannin:

From the 64th Organizational Maintenance Squadron, SrAs. David R. Hamer and George N. Parascandola;

From the 64th Field Maintenance Squadron, SrAs. Kevin W. Allen, Thomas M. Wilsey, Brian J. Burnside, Ronald M. Peerman and Valerie M. Boeck;

From the 64th Supply Squadron, SrAs. William O. maintenance.

mon, Michael J. Morgan and Todd K. Fickett;

From the 3500 Mission Support Squadron, A1C Timothy A. Wendt; and

From the 1958th Communications Squadron, A1Cs Russell J. Howie and Donald C. Danford.

The guest speaker at the ceremony was CMSgt. Gerald Zoebisch, 1958th Communications Squadron's chief of

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## For sale by owner

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There are several good reasons for choosing to sell your home yourself instead of using a broker. If you choose to do so, however, you should be aware of problems that can be encountered. Listed below is information to assist you in avoiding potential legal problems and misunderstandings when selling your home your-

If advertising the sale of your home, you should expect brokers will attempt to get you to list with them. To cut down on these unwanted solicitations, simply state "No Brokers Please" in your advertisement. Some may call and tell you they have a buyer if you sign with them. If you do sign with them and the socalled buyer does not buy, you are still obligated to the broker. You may wish to suggest to a broker attempting to gain your listing that you will pay a reduced commission if the broker brings you an acceptable offer and the deal closes. This way you are not obligated if you find the offer unacceptable or the deal does not close.

Honesty is the best policy. While you do not have to disasked of you, you should not misrepresent your home. False misrepresentations that are an inducement to buy can result in liability even after the closing on the purchase, and even if such representations are oral and not put in writing.

Depending upon the type of financing, you may be required to pay more than you expected. If your house is purchased with a FHA or VA loan, the seller is required to pay the difference resulting from the discount in points given to the purchaser. The price of your house should reflect this additional cost, and the type of financing should be specified in the sale contract.

Regardless of who sells your house, certain costs will be incurred by you. The main expense will be for title insurance, the premiums for which are based upon the price of the house. You should also be aware that certain items of personal property, such as wall-to-wall carpeting, built in appliances, T.V. antennas, fireplace screens, light fixtures, and drapes, typically remain with the house. If you intend to take any of these

make the purchaser aware of that and include it in the con-

want the contract conditional tain taxes. The amount will upon qualifying for a loan, which may also be contingent upon the sale of his or her home. To protect yourself from these time-delaying, less certain arrangements, you may want to add another contract as a backup which al- suspense period which allows

close information which is not items with you, you should lows you to accept an offer from a second purchaser should the first offer fall through.

When you sell your home, The buyer will probably you may become liable for cervary depending upon whether or not you purchase another home and whether the purchase price of your home is more or less than the selling price of your old home. Service members are granted a

time to purchase another home (and defer taxes), in addition to suspense periods normally granted to all home

The above information should be used as a guideline to follow rather than as specific legal advice. The office of the staff judge advocate welcomes all questions and problems concerning the sale of your home.

## ter the party's

By SSgt. Jeffrey Kidd NCOIC Drug and Alcohol

After a few drinks even the best driver can be impaired enough to injure or kill someone. As the party comes to a close, you should focus your attention on your guests that have had too much to drink despite your efforts. These are just a few signs you should look for: changes in attitude, slurred speech, loss of coordination or even drowsi-

If you notice someone that you believe to be too impaired to drive, I recommend that you do one of the following ac-

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•Suggest that you or a sober friend drive your alcohol impaired guest home. The car can be picked up

·Suggest that your impaired guest stay overnight in your home.

· Take the car keys away if your guest insists on driving. Remember, you must take charge when someone is too impaired to use their good judgment.

•If necessary, you may need to use physical restraint. It sounds harsh, but it may save a life.

• Have guest taken home in a taxi. Pay for the ride yourself. It's hard to say no for a free ride.

These are just a few tips that you can use to add to the safety of your guests. Keeping the holidays safe is a responsibility we all have a share in. Living up to our responsibility means seeing everyone in January 86.

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> -Helmuth Von Moltke German field-marshal, late 1800s

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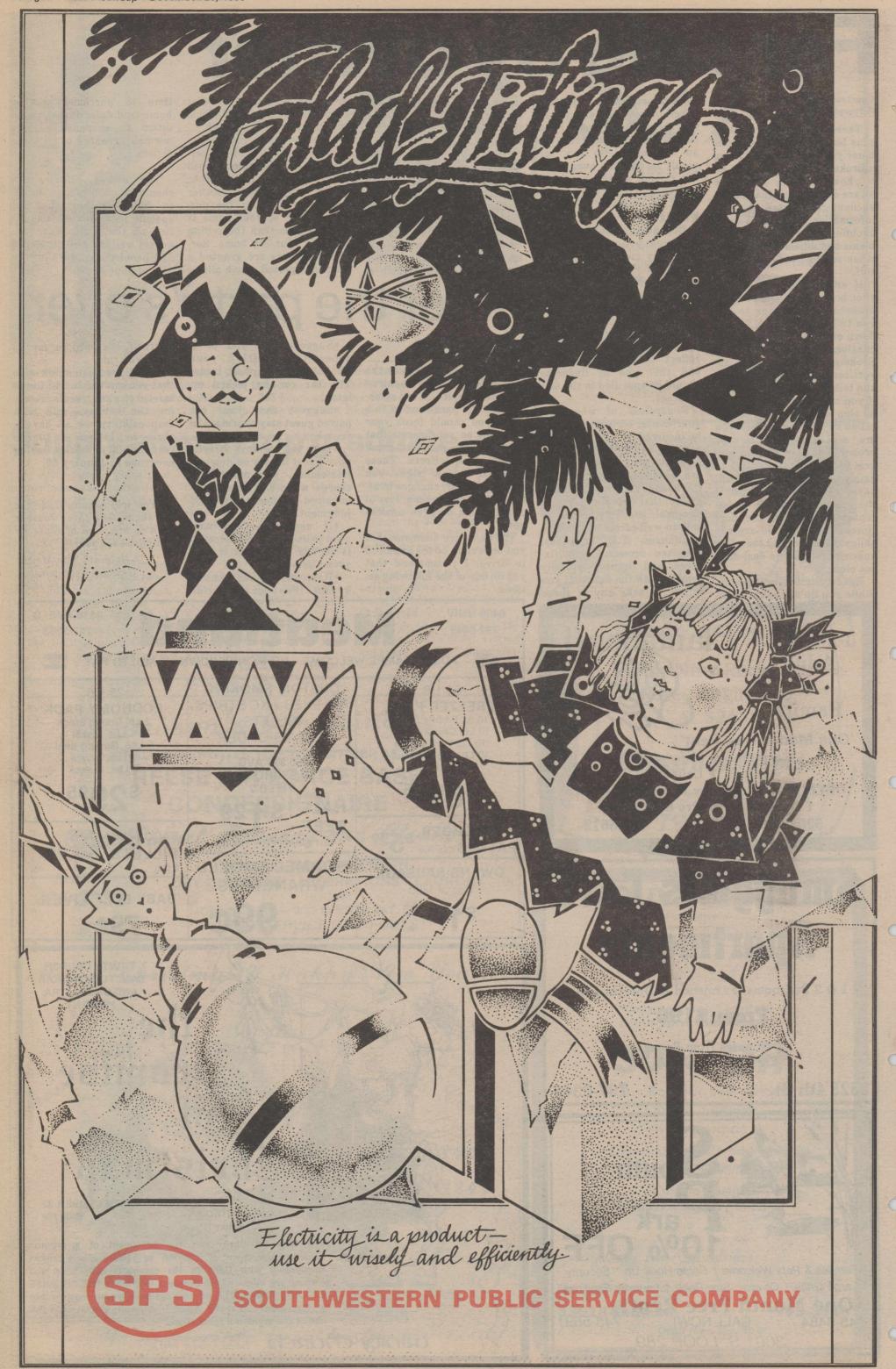
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Section B

**VOLUME XXXVII** 

24 Pages in 2 Sections **NUMBER 50** 

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## Reese historian receives Air Force award

a better job than a full timer?

When she's the Reese AFB additional-duty historian, who produced one of the four best wing history programs in the Air Force.

Rudelle Turner accepted the 1985 USAF Wing-level History Program Award from Gen. Andrew P. Iosue, ATC

shop at Randolph AFB on Dec. 10.

The Air Force awards only four of the wing level plaques each year, and Mrs. Turner is the first additional-duty historian so honored. She is assigned to the Reese AFB command section as a writer and administrative assistant.

"She's helped us see the

When does a part-timer do commander, during a work- value of unit histories, and as a result our unit historians give her better support," explained Col. James W. McIntyre, 64th Flying Training Wing commander.

Mrs. Turner created a heritage room for the 1985 Reese Reunion, and borrowed aviation artifacts from Texas schools and museums to display on base.

"My hardest job is to convince people their historical statistics and writing are important," said Mrs. Turner. "Right now, you've got all that info at your fingertips, but it's gone in an instant."

Mrs. Turner shows commanders their historical inputs are useful for annual reports, outstanding unit awards, airman and officer performance reports. The statistics and writing are already done, and cold facts don't have to be dredged up

David W. Shircliffe, ATC Command Historian, said that several ATC wings are authorized only additional-duty historians, while the technical training centers, large wings and the survival schools have full-time career historians.



Mrs. Turner proudly displays the award she received after being named the best historian in the Air Force.

#### Next Roundup Jan. 10

This is the last issue of the Roundup that will be published this year.

The next issue of the newspaper will be published Jan.

"We shut the newspaper operation down for two weeks over the holidays according to the agreement between the public affairs office and the

publisher," said A1C Ken Carlson, Roundup editor.

News items must be submitted to the newspaper staff in the public affairs office, Room 307, Bldg. 800, by noon Jan. 6 to be included in the Jan. 10 issue of the paper.

For more information, call



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## Reflections of a spy

Courtesy, Reese AFOSI

A recent Hollywood movie, "The Falcon and the Snowman", glamorized the espionage activities of Christopher Boyce and Andrew Daulton Lee who were convicted of selling U.S. satellite secrets to the Soviet Intelligence Service (KGB). Boyce, who is serving a 68 year prison sentence in an isolation cell, recently shared his thoughts on his espionage activites in testimony at a U.S. Senate Hearing on the Government Personnel Security Program.

Boyce (who was 21-yearsold at the time of his espionage) admitted that he was a naive amateur and had not thought about the impact his actions would have. Boyce originally received a 40 year prison sentence for selling satellite secrets to the KGB and in prison he was assigned to an incorrigible unit made up of hard-core convicts. Boyce realized that his cellmate had been stabbed to death in his cell by a prison gang, as Boyce was laying on his bunk reading a book.

Boyce managed to escape from prison and spent the next 18 months running from the law and robbing federal banks. Boyce said, "It is a frightening life believing that every law officer in the country would be proud to put a bullet in you." Boyce was arrested when a friend turned him in to police for the reward money, and received an additional 28 year prison sentence for his escape and bank rob-

Boyce told the Senate Panel that espionage is not "secret adventure, intrigue, He is the manager of intrahuge payoffs, exotic weaponry, seduction and poisons." Instead, Boyce described espionage as "having no excitement, no thrill." Boyce stated that he was filled "only with depression and a hopeless enslavement to an in-human, uncaring foreign bureaucracy-the KGB.'

Boyce testified, "No American who has gone to the KGB has not come to regret it." Boyce further told the Senate panel that he had plenty of time to reflect on his espionage activity while in

Boyce said, "I think even in

these responsible times, that if not carefully monitored, the intelligence community of any western nation can be potentially a threat to an open society. But there is nothing 'potential' about the KGB. That State apparatus not only threatens every open society, but it crushes open societies. That is the distinction I could not see at a rebellious 21 years of age. It is a distinction Americans must see.'

It is obvious from Boyce's testimony that espionage is not like anything which we see portrayed in the movies, in books or on television. Boyce's comments serve as a grim reminder to those

Americans thinking of committing espionage. Boyce noted that those who commit espionage take "that irreversible step that they are bringing down upon themselves heartache more heavy than a

The Air Force needs your help in protecting itself against espionage. If you suspect a friend, co-worker or acquaintance who may be involved, contact AFOSI Detachment 1025; they are as close as your base telephone (885-3414). During non-duty hours, the AFOSI Duty Agent may be reached by contacting the Security police Desk Sergeant, 885-3333.



USAF photo by Sgt. James Bush

Sgt. Ralph Talbot adjusts a frequency spectrum analyzer. base radio, through the 1958th Communications Squadron.



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#### THIS WEEK'S SPECIAL EVENTS

Friday, Dec. 20—Dining Special,

Grilled Pork Chops Saturday, Dec. 21—Comm. Squadron

Christmas Party - Main Ballroom

Sunday, Dec. 22—Games and Prizes

Tuesday, Dec. 24—Limited Dining During Holidays

Wednesday, Dec. 25—Dinner—Adults \$4.95, Kids \$2.95 "Merry Christmas"

Thursday, Dec. 26—Chicken Fried Steak

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SAT DEC. 21

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WED DEC. 25

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MON DEC. 23

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THURS DEC. 26

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## Briefly at Reese

#### Christmas hours

The Commissary will close at 1 p.m., Tuesday, and remain closed all day Wednesday. Normal hours will resume Thursday.

#### Christmas closings

Local-banks (including the base bank) will close at noon, Tuesday, and will be closed all day on Christmas and Jan. 1.

The Reese Federal Credit Union will be closed all day on Christmas and New Year's

The Family Services office will close for the holidays from Saturday, and will reopen Jan. 2. Normal operating hours are 9 a.m. to 3 p.m., Monday-Friday.

The gym will be closed Friday-Saturday to support the Annual High School Basketball Christmas Classic.

#### Housing referral

The Housing Referral office has a continuous need for listings of furnished and unfurnished houses, apartments and mobile homes. If you have this type of home for rent or sale, we encourage you to list it with our office. By doing so. you will be aiding our efforts to find suitable housing for our military personnel and their families, said Ronald Crain, housing manager. All facilities listed with housing referral are subject to the Federal Fair Housing Act of 1968. To list your property with housing referral, drop by our office or call 885-3601 between 7:30 a.m. and 4:15 p.m.. Monday-Friday, he said.

#### Housing

Recently there has been a rash of complaints filed by Military personnel against apartments, private houses and trailer parks to housing referral concerning failure to refund security deposits, or failure to complete maintenance when needed, according to Paul Young, housing referral assistant. It is requested all personnel let housing referral help them in locating suitable homes to help avoid most of the problems that occur. AFR 30-15 requires all personnel requesting off base housing to report to housing referral before entering into any type of lease, contract, or agreement with any facility, he

#### Vehicle operations

During the upcoming holidays, if your organization's vehicles are going to sit for a long period of time unused,

you can park them in the Vehicle Operations Compound where they will be secure, according to Jay Brock Jr., ve-

hicle operation's manager, Maytag Aircraft Corporation. Also remember to have a defensive and safe attitude while operating vehicles so

this can be an accident free holiday season, he said.

#### OWC to meet

The Officers' Wives Club will meet Jan. 9 at the officer's club for "An Evening of Wizardry" with "Mr. Wizard",

Royace Aiken. Hosted by the 64th Student Squadron wives, the social hour will begin at 6:30 p.m. The dinner menu will consist an Italian buffet, featuring lasagna, spaghetti and pizza. The cost is \$5. Reservations are due by Jan. 6, and can be made by calling 794-7149 or 794-8894.

## New Year's reception set

1-3 p.m., Jan. 1.

mander of the 64th Flying 64th Organizational Mainten-Training Wing, and his wife ance Squadron from 2-2:15 Karen, will host the New Year's Day reception.

The commander has extended an invitation to all military and DoD civilian personnel and their spouses. All permanent party officers and senior NCOs who are not out of town will attend the recep-

The receiving line will proceed by units according to the following schedule: Air Base Group, tenants and Texas Tech ROTC Cadre from 1-1:15 p.m. in the following order-64th Civil Engineering Squadron, 3500th Mission Support Squadron, 64th Security Police Squadron and all

The Commander's Annual others; Resources from 1:15-New Year's Reception will be 1:30 p.m.; USAF Hospitalheld in the officers' club from Reese from 1:30-1:45 p.m.; 64th Field Maintenance Col. James McIntyre, com- Squadron from 1:45-2 p.m.; p.m.; 64th Student Squadron from 2:15-2:30 p.m.; 35th Fly-

ing Training Squadron from 2:30-2:45 p.m.; and 54th Flying Training Squadron from 2:45-3 p.m.

Dress is formal for civilians, mess dress or service dress with white shirt or blouse and black bow tie or tie tab for military.

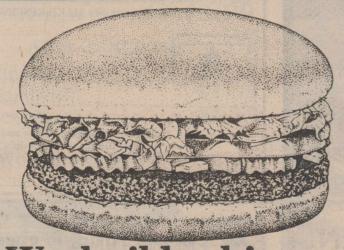


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## Enlisted Awards Banquet Jan. 11

The Noncommissioned Officers Academy Graduates Association will host the annual Enlisted Awards Banquet, Jan. 11 at the Officers' Open Mess.

The social hour will begin at 6 p.m. and dinner at 6:30 p.m. Formal dress is required and deadline for reservations is Jan. 3, and can be made through unit first sergeants. This year's speaker is retired Chief Master Sergeant of the Air Force Robert D. Gaylor.

Chief Gaylor was chief master sergeant of the Air Force from August 1977 to July 1979. During that time he served as advisor to the secretary and chief of staff of the United States Air Force competition. Command win- Academy Graduates' Associaon matters concerning welfare, effective utilization and progress of the enlisted members of the Air Force. He was the fifth chief master sergeant to be appointed to the position.

Three Reese members will take another step toward the chance to be named to the Air Force's 12 Outstanding Airmen of the Year as they become the 64th Flying Training Wing Outstanding Senior NCO, NCO and Airman of the Year at the awards banquet.

The winners announced at the Enlisted Award's Banquet will represent the wing in the Air Training Command ners will be nominated for the Air Force honor.

The 28 nominees have already been selected as their unit's best. Nominees are judged on leadership and job performance, significant selfimprovement, their ability to speak positively and articulately for the Air Force, leadership in social, cultural or religious activities, and other accomplishments. Each nominee was also interviewed by a board of officers.

The banquet will also culminate a year of hard work by another group of individuals, members of the event's sponsor-the NCO tion.

The 28 nominees are as follows: A1C Allen R. Bossard, TSgt. Michael D. Press and MSgt. Daniel L. Pareso of Amn. Douglas M. Smith, SSgt. Robert A. Carpenter and MSgt. William J. Burkhardt of the 64th Supply Squadron; Amn. James L. Ashmore, SSgt. Christian W. Pelletier and SMSgt. Johnnie T. Davis Jr. of the 64th Organizational Maintenance Squadron; A1C Felix R. Saenz, SSgt. Gordon D. Couffer and SMSgt. Claton G. Spahr Jr. of the 64th Security Police Squadron; A1C James

Jones and MSgt. Norman R. Mecham of the 64th Civil Engineering Squadron; SrA. John D. Boeck, TSgt. Rufino U. Navalta Jr. and MSgt. Robert M. Winslow Jr. of the the 64th Student Squadron; 1958 Communications Squadron; A1C Timothy J. Wigmore, SSgt. Danial C. Flynn and MSgt. Paul V. Brown of USAF Hospital-Reese; SrA. David L. Rausch, SSgt. Anne M. Mohrmann and MSgt. Jerry D. Gray of the 3500th Mission Support Squadron; A1C Kirsten A. Odom, TSgt. Kimberly Wall and MSgt. Frank E. Berg of the 64th Field Maintenance Squadron; and TSgt. Daniel Ashley of the 3754th Field M. Cox, SSgt. Kenneth R. Training Squadron (FTD 429).

By 2nd Lt. Michael Brooks **ATC** Office of Public Affairs

Avoiding statistics doesn't always mean ignoring them it can refer to what it takes not to become one of them.

Just after 5 p.m. on a Friday evening last month, 2nd Lt. Martin Skinner, 23, a recent Vance UPT graduate, was driving his pickup truck through Wichita Falls, Texas, on his way to his Houston home for a visit.

He was wearing his seat belt, obeying the speed limit and following the rules for safe driving. He'd just completed C-141 pilot training at Altus AFB, Okla.

Just before 6 p.m. that evening, Lieutenant Skinner was dead, a victim of a "freak" accident which no one could have predicted but, perhaps, could have been prevented. He was killed by a run-away boat trailer.

Only the lieutenant knows what raced through his mind as the boat trailer being towed in the opposite direction, detached and streaked 175 feet across two lanes of traffic and 45 foot grass median to broadside his car.

According to L.C. Walls, ATC traffic safety manager, an accident of this type is rare. However, the state of Texas doesn't require the use of safety chains for boat trailers.

Whether or not your state requires safety chains, Mr. Walls advises using them whenever towing a trailer. "You never know what's going to happen out there on the road," said Mr. Walls. "It's just an added, and I think necessary, precaution to prevent a very heavy, fast moving object from becoming an out-of-control killer."

Some tips for safe driving with a trailer hitch include:

• Use a safety chain with enough slack to allow an adequate sharp turn but not too much that the unhitched trailer is dragging the ground.

• Make sure the trailer and towing vehicle are properly matched by weight. For example, don't tow a hugh load with a small car.

· Make sure the trailer weight is properly distributed, especially to allow for proper

weight on the hitch's tongue. · Make sure your car has enough stopping power to handle the extra load; if not,

systems.

 periodically inspect the trailer's wheel bearing to prevent wheel lock-up.

Lieutenant Skinner's death brings the ATC ground fatality count to 11 so far this year,

use trailers with braking compared with 23 last year this time. But, any fatality is one too many. So far, eight of this year's 11 deaths have been traffic mishaps, seven involving alcohol-this latest one is the only one that didn't. Two others have been drown-

ings; no flotation gear was us- avoid a lightening strike or

ed in one case; in the other the other guy's run-away case an unfastened life vest trailer, but the key is exercisfell off the victim. The final ing common (and uncommon) victim was struck by lighten- safety sense and expecting the unexpected at all times, in It's arguable that there all places. That's how to keep

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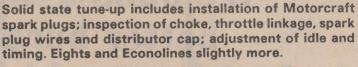
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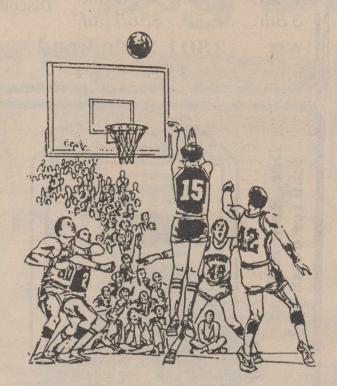
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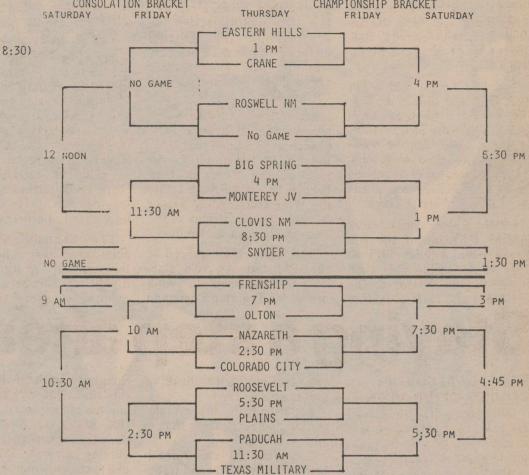


## 11th Annual Christmas Classic

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PG

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USAF photos by Sgt. James Bush

TSgt. Ben Hall assists a Reese Elementary student in talking to Santa Clause. The 1958th Communications Squadron makes the radio patch once a year—and Santa was again happy to talk to the children.

# SGLI coverage increases to \$50,000

WASHINGTON (AFNS)— Servicemen's Group Life Insurance and Veterans Group Life insurance coverage will increase from \$35,000 to \$50,000 beginning Jan. 1.

Air Force entitlements officials here said the monthly premium cost will increase to \$4 per month. Next year, premiums will be withheld automatically from paychecks of active-duty members unless a member selects, in writing, less coverage.

Members declining coverage also must do so in writing, officials said.

Members can get less than full coverage for 80 cents per month per \$10,000 increment.

People who previously selected less than full coverage and those who declined coverage must do so again or be automatically covered for the new amount.

Retired members with VGLI also may receive the increased coverage.







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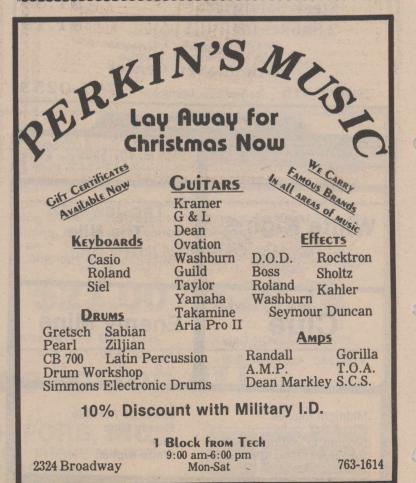


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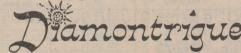


Fire department personnel move simulated casualties to the triage area for treatment.

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USAF photo by Sgt. James Bush

Capt Rochell Brown, the 1958th Communications Squadron chief of air traffic control, and head of the squadron's plans and programs, was named the Continental Communications Division's junior officer of the quarter.

#### Christmas is a time to secure property

By A1C Felix Saenz **Base Crime Prevention Monitor** 

Christmas is here, and many people could use extra money to buy gifts. Unfortunately, some people steal to make money-others just give stolen property as gifts.

Is your property properly locked up? The security police have noticed a lot of insecure property. It's your property that will be stolen when it's insecure.

Insecure bicycles are a major problem throughout the base. And some of the insecure property found have some type of lock, but it was not used.

If you have a way to secure your property, do it. Don't let someone steal your bicycle with your lock chain wrapped around the seat or frame. If you're going to do that, leave the lock key or combination with the bike so they can secure it after they've stolen

Other incidents show the increase in shoplifting and theft of private property. Off the blotter:

• A TV cable converter was

in Bldg. 800;

• Store merchandise was shoplifted from the base exchange the same day at about 5:30 p.m.

· A vehicle was vandalized at the Commissary Nov. 16 at about 10:20 a.m.

· Vehicle T-tops were stolen on Arnold Street on Nov. 21. On the same day, 25 pounds of brisket was reported stolen from the Commis-

• On Nov. 22, a vehicle was damaged by a hit and run driver on Arnold Street.

• On Nov. 23, private property was stolen from the base gym.

• On Nov. 25, a vehicle was damaged by a hit and run driver in the enlisted club parking lot.

• A bicycle was stolen from Dorm 220 Nov. 30.

• License plates were stolen from a vehicle on Arnold Street Dec. 5.

• Items were shoplifted from the base exchange Nov.7.

• Discredit to the Air Force was caused by a person apprehended for driving under the

stolen Nov. 15 at about 5 p.m. influence in the enlisted club parking lot Dec. 7; and a domestic disturbance Dec. 8.

 A fire caused damage to government property in the student's dorm Dec. 8.

• A vehicle was damaged in the hospital parking lot Dec. 14 by a hit and run driver.

• Discredit to the Air Force was caused by two individuals apprehended for driving under the influence Dec. 14. One individual was apprehended at Sheppard AFB, Texas.

• Insecure money was stolen from a vehicle in the base exchange parking lot Dec. 14.

• Store merchandise was shoplifted Dec. 15 at the base exchange.

It's the Christmas season, and people are in need of money to buy gifts. People will steal to get money, especially if your property is insecure.

Remember if your property is insecure, your chances of recovering your property are very slim. Help us help you by securing your property-and keep the holidays a happy

#### **Aid Society** stands ready

RANDOLPH AFB, Texas (ATCNS)-The media has called 1985 "a year of giving." However, the Air Force Aid Society, the official charity of the Air Force, stands ready to give assistance to Air Force community members no matter what year it is.

Earlier this year, Air Training Command people raised \$678,463 through the Air Force Assistance Fund cam-

paign. So far this year, that money has been returned to ATC people in the form of almost \$2 million interest-free loans and outright grants. This money has provided for emergency needs such as food, clothing and essential trans-

portation repairs. An aid society program started in February helps members with Permanent Change of Station moving expenses. This program provides loans for first month's rent, utility deposits, washers, dryers, refrigerators and essential furniture.

"The biggest single reason people come to us simply something unforeseen has happened, and they don't have adequate finances to weather the storm," said TSgt. Christopher P. Stanley, NCOIC; personal affairs, here.







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	G-METRIC	155 SR 13	\$33.95
Market Committee		165 SR 13	36.95
25 C.2 C.2	RADIAL	185 SR 14	42.95
	17095	165 SR 15	42.95
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	155 SR 12 Blackwall.	185/70 SR 13	43.95
202467	No Trade Needed.	185/70 SR 14	44.95

Sales Statement	Tire Rame	Whitewali Size	Everyday Low Price With old tire.
Andrew VIII	TIEMPO	P185/75R14	849.45
	RADIAL	P195/75R14	53.80
73556	12005	P205/75R14	58.55
233 583	34	P205/75R15	59.55
E43 323	P155/80R13 Whitewall	P215/75R15	62.60
With old line.	P235/75R15	68.65	

CONTRACTOR OF THE PARTY OF THE	Tire Name	Whitewall Size	SALE PRICE No trade needed.
		P175/80R13	\$64.15
F-SXX-	VECTOR	P185/80R13	65.35
	RADIAL 5/4095	P185/75R14	70.90
		P195/75R14	- 74.30
		P205/75R14	78.70
		P205/75R15	81.75
P155/80R13 Whitewali No Trade Needed.	P215/75R15	85.45	
	No Trade Needed.	P225/75R15	87.60
10.11		P235/75R15	89.90

Tire Name	Outline White Letters Size	SALE PRICE No trade resided.
EAGLE GT	P185/70R14	\$ 94.25
	P205/70R14	104.80
RADIAL	P225/70R15	114.13
8800: FF4F4	P215/65R15	112.86
1111 00	P195/60R14	103.48
P185/70R13 Outline White Letters	P215/60R14	108.76
No Trade Needed.	P235/60R14	114.13
	P255/60R15	126.00

	Tire Hame	Waltewall . Size	SALE PRICE Ne trado needed.
LANGE OF THE P	CUSHION BELT	D78x14	\$36.70
		E78x14	37.80
	POLYGLAS  -	F78x14	41.05
Ellilli i E	\$2035 T	G78x14	44.30
	34	G78x15	44.90
WILLIAM STATE	B78x13	H78x15	47.10
14位的现在形式 14位	Whitewall.	L78×15	49.20



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Members of the 3500th Mission Support Squadron's flag football team and Lt. Col. Michael Vizzone (left) display the individual flag football championship award, and the 64th Flying Training Wing Commander's Trophy. The squadron has won the commander's trophy for three years straight.

## Air Force needs more flexibility

(AFNS)-The Air Force is in danger of losing the flexibility that aerospace forces need to counter an enemy.

That was the bottom line of a speech given by Lt. Gen. Leo Marquez, deputy chief of staff for logistics and engineering to Air National Guard senior commanders meeting in San Antonio.

General Marquez said, "We can and must retain the flexibility of our aerospace forces. If our weapons are to evolve properly, they need to become more self-sufficient.

"Our increasingly complex weapons systems have created fragile weapons platforms that are too dependent on their support structures. These structures are tied to immobile and vulnerable basing systems that are dependent on fixed facilities, electrical power, air conditioning, spare parts stocks, sophisticated and complex support equipment, vulnerable runways and navigational aids," he said.

According to the general, the way to attack the problem is to view the people, material, facilities and information necessary for combat as a whole weapons platform.

The Air Force needs to reduce the number of support people and equipment in the combat theater, then reduce the facilities and information needed to support them, General Marquez said.

"Our weapon systems and their facilities are prime targets during war," he said.

He suggests combining the combat support doctrine with Reliability and Maintainability 2000 to get a new view of aerospace power. This view suggests that a weapon system's support, reliability and maintainability are as important as its battlefield performance.

This perspective will provide the warrior, the manager, the engineer and technician with the philosophy and methods for achieving weapon system flexibility, General Marquez said.

"Our objective is to create aerospace forces that can operate in any combat environment. We want to create weapon systems that will employ with minimal combat support once they are acquired," he said.

"We understand this effort will be evolutionary, but we

According to General Mar- sion. quez, the Air Force should apply more emphasis to system design, which will produce vehicles that break less frequently, are less susceptible truly self-sufficient, that reto combat damage, require fewer support personnel and equipment, and need only minimum servicing and reconplete," he said.

SAN ANTONIO, Texas are convinced it must begin." figuring for their next mis-

"I have a vision that one day the Air Force will produce weapon systems that are

quire no support after the acquisition process is com-



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1973 Volkswagon Beetle coupe       \$1895       \$1495         1982 Mercury Lynx GS stationwagon       \$4295       \$3695         1982 Chevrolet El Camino pickup 38,000 miles       \$5995       \$4995         1983 Mercury Lynx air cond, 3 door, 16,000 miles       \$6995       \$5995         1981 Mercury Capri T-tops, white       \$5995       \$4995         1983 Mercury Marquis 4 door, 29,000 miles       \$6495       \$5995         1983 Mercury Marquis 4 door, brown       \$4295       \$3995         1981 Chevrolet Impala 4 door, brown       \$4295       \$3995         1983 Ford Thunderbird silver, 5 speed, turbo       \$9495       \$8995         1985 Ford Escort Wagon       \$7995       \$6495         1982 Pontiac Bonneville Brougham maroon       \$6495       \$5995         1982 Mercury Grand Marquis 39,000, 4 dr, white       \$7495       \$5995         1984 Marquis stationwagon maroon, 34,000       \$8295       \$7495         1984 Ford EXP air cond., red, 21,000 miles       \$6895       \$5995         1984 Ford EXP air cond., red, 21,000 miles       \$6895       \$5995         1984 Mercury Grand Marquis 2 door, 2 tone grey       \$17,295       \$10,495         1984 Mercury Grand Marquis 2 door, French Vanilla       \$10,995       \$6995         1982 Mercury Grand Marquis 4 door,			\$3295
1982 Mercury Lynx GS stationwagon       \$4295       \$3695         1982 Chevrolet El Camino pickup 38,000 miles       \$5995       \$4995         1985 Mercury Lynx air cond, 3 door, 16,000 miles       \$6995       \$5995         1981 Mercury Capri T-tops, white       \$5995       \$4995         1983 Mercury Marquis 4 door, 29,000 miles       \$6495       \$5995         1981 Chevrolet Impala 4 door, brown       \$4295       \$3995         1983 Ford Thunderbird silver, 5 speed, turbo       \$9495       \$8995         1985 Ford Escort Wagon       \$7995       \$6495         1982 Pontiac Bonneville Brougham maroon       \$6495       \$5995         1982 Mercury Grand Marquis 39,000, 4 dr, white       \$7495       \$5995         1984 Marquis stationwagon maroon, 34,000       \$8295       \$7495         1984 Ford ExP air cond., red, 21,000 miles       \$6895       \$5995         1984 Ford ExP air cond., red, 21,000 miles       \$6895       \$5995         1984 Maxima auto, sunroof       \$10,495       \$8995         1984 Mercury Grand Marquis 2 door, 2 tone grey       \$11,295       \$10,495         1982 Mercury Grand Marquis 2 door, French Vanilla       \$10,995       \$6995         1983 Ford LTD Crown Victoria light grey       \$6495       \$6995         1981 Toyota Cressida 4 door, wh		STATE OF STA	\$1495
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1984 Mercury Grand Marquis 2 door, 2 tone grey.       \$17,295       \$10,495         1984 Mercury Grand Marquis 2 door, French Vanilla.       \$10,995       \$995         1982 Mercury Grand Marquis 4 door, light blue.       \$7995       \$6995         1983 Ford LTD Crown Victoria light grey.       \$8495       \$7995         1982 Toyota Celica 2 door, red.       \$7495       \$6995         1981 Toyota Cressida 4 door, white.       \$6995       \$6495         1982 Corvette red, mirrored T-tops, 31,000 miles.       \$13,995       \$13,495         1983 Ford F150 pickup red.       \$6995       \$4995         *1984 Nissan pickup orange mist, 2+2 camper air cond.       \$6295       \$5495	1984 Maxima auto, sunroof	. \$10,495	\$8995
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1983 Ford F150 pickup red       \$6995       \$4995         *1984 Nissan pickup orange mist, 2 + 2 camper air cond       \$6295       \$5495	1981 Toyota Cressida 4 door, white	. \$6995	\$6495
*1984 Nissan pickup orange mist, 2 + 2 camper air cond \$6295 \$5495	1982 Corvette red, mirrored T-tops, 31,000 miles	. \$13,995	\$13,495
*1984 Nissan pickup orange mist, 2 + 2 camper air cond \$6295 \$5495			\$4995
1981 Dodge Ram 150 pickup \$4995 \$4495	1984 Nissan pickup orange mist, 2+2 camper air cond	. \$6295	\$5495
	1981 Dodge Ram 150 pickup	\$4995	\$4495

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## Register vehicles for on-base use

**Courtesy Security Police** 

Consistant with the base entry policy in AFR 125-37, the installation commander makes the final determination for eligibility to register private vehicles at Reese.

Eligible vehicle registrants include: Assigned active duty military and civilian personnel working on base; retired military personnel and the survivors of deceased and active duty and retired military members authorized to use base facilities.

The installation commander may further authorize the registration of vehicles that are in the custody of or owned by dependents, step-parents or guardians of minor children authorized to use base

Recreational vehicles and mopeds used solely off the roadway are not usually registered as motor vehicles unless state registration is required. If state registration is required for these vehicles, on base registration must be

Upon arrival here, each registrant must report to the pass and registration section, located at Bfdg. 920. The registrant must present their proof of ownership, valid insurance, and have valid license plates displayed on their vehicle. An AF Form 533/Private Motor Vehicle Registration will be filled out by the registrant. A DD Form 2220/DOD Registered Vehicle decal will then be issued, along with an expiration tab, revalidated every three

Motorcycles are not registered until the operator completes Course IV, according to AFR 127-7, however, the operator may be issued a temporary vehicle pass, until the date of the next motorcycle course. Upon satisfactorily completing the course, the operator will be issued ATC Form 483, which the operator must keep on their possession when operating their motorcycle. After being issued the AF Form 483, the operator must report to the Pass & Registration section, and will be issued the decal.

The AF temporary registration is used to control personnel and vehicles in a temporary status. Temporary registration may be issued for a period not to exceed 30 days. Temporary registration for contractor vehicles and personnel will not exceed one year. These passes are also used as a temporary registration for those vehicles that are displaying only temporary license plates. When an active duty registrant is transferred to another base, he must report back to the pass and registration section and deregister the vehicle. When the ownership of a vehicle is transferred, the decal may also be transferred if the new owner is eligible to register the vehicle on base. If not, the original owner must scrape the decal off the vehicle and return the remnants to the pass and registration section.

Vehicle registration privileges will be withdrawn from all personnel who fail to remove registration decals when required by the base regulation and AF Form 533. Anyone allowing an unlicensed or untrained person to operate a motor vehicle will have their on-base driving privileges revoked for a period not less than six months and or no more than twelve months. For more information concerning the registration of privately owned vehicles, contact the pass and registration section at Ext.

#### Law lowers death rate

trucks declined in Texas dur- month.' ing September, the first month the new seat belt statute was in effect. The figures were announced by DPS Director Colonel Jim Adams at a capitol press conference.

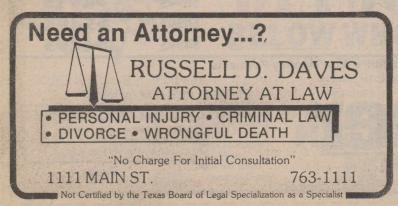
"We had a 27 per cent reduction overall in fatalities in passenger cars and light trucks in September of this year compared to the same month in 1984," Adams said. "This means 62 fewer lives were lost. And when we looked at front seat occupants of cars and light trucks, we

AUSTIN-Fatalities in found there was a 32 per cent passenger cars and light reduction in fatalities for the

> The new safety belt law covers only drivers and front seat occupants of cars and light trucks.

Adams also said that during the first nine months of 1985, compared to the same period last year, an 8.6 per cent reduction in fatalities in cars and light trucks was recorded. That amounts to 169 lives saved, he said.

"These figures show that utilization of safety belts is a lifesaving technique," Adams





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NEEDED: "Volunteers" to participate in a small fashion show to be held on 14 February 1986. Auditions will be held at the Base Recreation Center on 7 Jan. 86 at 1800 hours. We will need Male and Female Models, Assistants, and a Music Coordinator. Any questions, contact L.G. at 885-2313 after 5:15 p.m. beginning 5 Jan. 86.

USED CAR-Beautiful Renault Silver Fuego, five-speed hatchback, AM-FM stereo, air, super smooth ride, comfortable seats. Asking \$5000 (negotiable or take over payments.) Call Tim at 744-7404.

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BOMBER NOTEPAD: Perfect gift for that aviation buff, great conversation piece. Sample for SASE. Mark, Box 98015, Lubbock, TX 79499.

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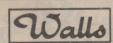


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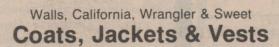
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