

The Roundup

Vol. 39, No. 37

September 18, 1987

28 Pages

Lubbock, Texas 79408

Open House 1987



... dreaming of skies to conquer ...

United States
Air Force

40 Years
1947 - 1987



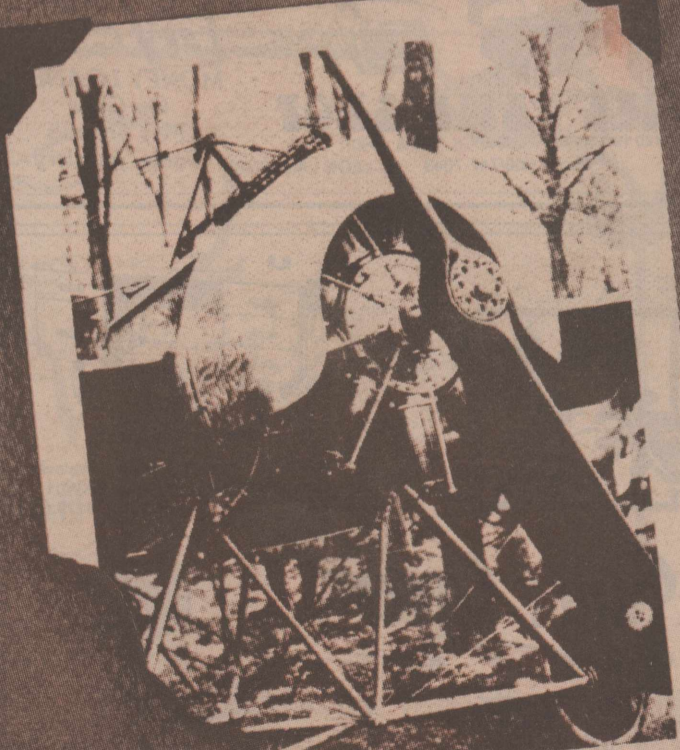
At 'em boys, give 'er the gun.



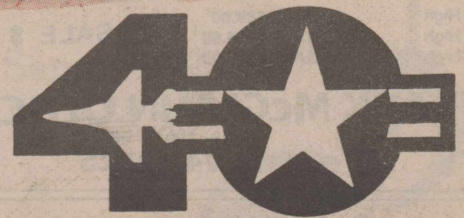
Keep your wings level and true.



Give us wings, ever to soar.



a crate of thunder, ...



Welcome!

As Wing Commander at Reese, I want to welcome everyone to our annual Open House. Having the best possible Open House for you just doesn't happen, it takes a lot of hard work from a lot of people. We are extremely proud of this base and I hope you enjoy yourselves as you get a close look at our part of your Air Force.

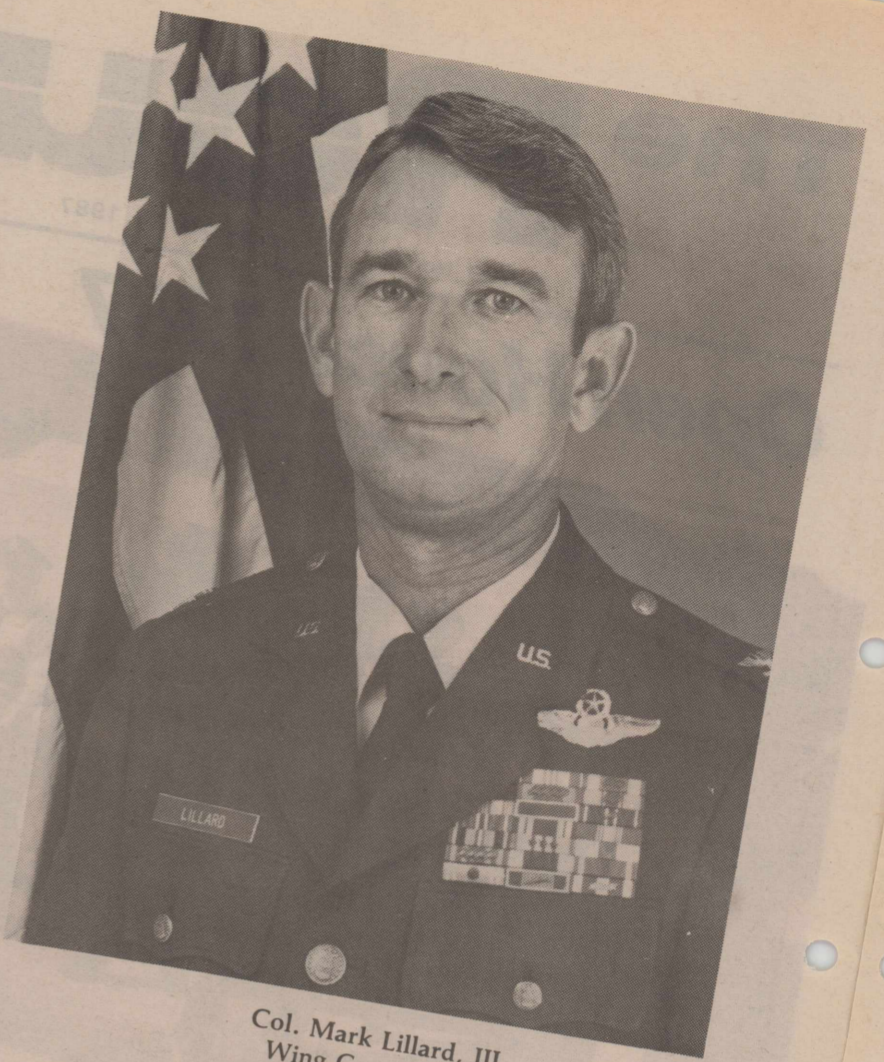
This is an excellent opportunity for you—the American taxpayer—to see up close the important job that the Reese Family does, graduating the best pilots in the world.

While you are here, look around, ask questions and find out a little more about the Air Force than you knew before you came through the gate.

I think you'll be pleased with what you see. Like I said, we're proud of Reese and we want you to share with us our sense of pride.

Welcome, and enjoy your visit!

Colonel Mark H. Lillard III
Commander



Col. Mark Lillard, III
Wing Commander

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MAIN OFFICE
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Reese AFB, Texas 79489
(806) 885-4591

Open House Schedule

Saturday, Sept. 19, 1987

10:00 a.m.	Gates Open to Public
10:30 a.m.	T-37 Flyby
10:35 a.m.	Security Police Dog Team demonstration
10:45 a.m.	Remote Control Aircraft Demonstration
11:15 a.m.	Drill Team performance
11:30 a.m.	Vintage aircraft flyby
Noon	Fire Department extraction demonstration
12:15 a.m.	Pitts special aerobatic performance
12:30 a.m.	Remote control helicopter demonstration
1:00 p.m.	B-52 flyby (2 passes)
1:20 p.m.	Remote control aircraft demonstration
1:50 p.m.	Security Police Dog Team demonstration
2:00 p.m.	Vintage aircraft flyby
2:20 p.m.	Drill Team performance
2:30 p.m.	Pitts special aerobatic performance
3:00 p.m.	F-15 Aerial demonstration
3:30 p.m.	1st Marine Division Band concert
4:00 p.m.	T-38 Flyby / Open House closed

Static Displays

F-16	T-37
F-15	T-38
A-10	P-3 (Navy)
F-4	KC-10
RF-4	KC-135
F-111	C-141
AT-38	C-130
OA-37	C-21
OV-10	C-12
A-7	TG-7A (Glider)
PT-19A	BT-13
P-51	T-34

Flybys

BT-13
P-51 Mustang
T-37
T-38
B-52

Demonstration Aircraft

Pitt Specials

F-15

Features

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See pages 5A, 9A & 12B for photos of aircraft on display



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DINE IN or TAKE OUT

The mission of Reese AFB

Reese Air Force Base retains the same mission today that it has always had—to train top quality military pilots with the greatest efficiency and minimum possible cost for today's Air Force.

The training that officers receive at Reese enables them to fly any aircraft in the Air Force inventory with only a short transition training period needed to familiarize them with a new aircraft.

Training begins in the Aerospace Physiological training unit. Here, students get first hand training with parachutes and learn the effects of high altitude flight via the altitude chamber.

Basics complete and ready for jet flight, students begin training in the T-37 "Tweet," an aircraft equal in speed and maneuverability to most World War II fighters.

However, the students will fly in the aircraft before being allowed to attack the West Texas skies, thanks to the flight simulators on base.

Mounted on hydraulic legs the "sims" effectively duplicate all aspects of flying except high G-forces, and the effects of altitude and pressure.

Movement is noted as the whole simulator platform tilts and sways to the students flying commands. The student can look out the front window of the cockpit and see the farms of West Texas as well as the runways here. They learn

to fly with instruments, and learn how to take off and land.

When they finally reach the West Texas skies, the student and instructor pilot are seated side-by-side in a T-37 and assigned specific practice areas.

The 80-minute training sessions teach students the characteristics of their aircraft, emergency procedures, take off and landing techniques, aerobatics, and formation flying. The students also practice night, instrument and navigation flying, including the required cross country flights.

However, becoming a pilot is much more than just getting into an aircraft and taking off. When the students are not flying, much of their 12-hour workday is filled with academics, officer development, cockpit familiarization training practice, physical training, and evening study.

In the classroom, students learn performance computations, flight planning, weather, aerospace physiology, aircraft systems, operation, aircraft accident prevention, applied aerodynamics, flight instruments, and instrument procedures.

Students spend 75 hours in the T-37 itself, with many return trips to the simulators, and more hours in the classroom preparing to face three check rides that will allow them to move to the

T-38 phase of training here.

Check rides for pilots and flying personnel amount to tests for everyone else. It is here that the instructor watches to ensure that all procedures for flying are followed and correctly completed. Each student has to complete each check ride successfully before going any further in the program.

After the students have made their check rides successfully, it's start all over again in a new aircraft; one that goes higher, faster, and further than the Tweet.

They go back to the classroom for a while to get more training, finding out that they didn't know as much about jet flight as they thought they did. They go back to the simulators, and learn that the T-38 isn't as forgiving as the Tweet.

They spend 103 hours in the T-38, with many return trips to the simulators and the classroom. As during the T-37 phase, students must pass the three T-38 check-rides before donning their silver wings, about a year after they began training here.

A typical Undergraduate Pilot Training base, Reese graduates approximately 300 new pilots each year. These students must enter pilot training prior to age 27-and-a-half, and must also be commissioned officers. Through the years, some 23,500 pilots have earned their wings from Reese AFB.

A force of approximately 1,700 enlisted men and women, 500 permanent party officers, and 800 civilians support the students in their training. In addition to U.S. Air Force officers, Reese also trains officers from allied nations.

The cost of training each pilot is \$369,000. Much of the budget is returned to the West Texas economy, and the total annual economic impact on the surrounding area is almost \$130 million.

The aircraft inventory at Reese includes 74 T-37B and 110 T-38N aircraft. Annually, Reese aircraft fly almost 64,000 missions while logging more than 77,000 flying hours and consuming in excess of 30 million gallons of fuel in support of the mission.

Reese's most significant secondary mission is the support of the Accelerated Copilot Enrichment program. Under ACE, as the program is called, people assigned to Reese help train copilots for Strategic Air Command at Minot and Grand Forks Air Force Bases in North Dakota, and Ellsworth Air Force Base, South Dakota. Nine instructor pilots, 24 maintenance specialists and 10 T-38 jets from Reese help support 120 SAC copilots each year.

The end result of the training program here is simply, graduating the best pilots in the World.



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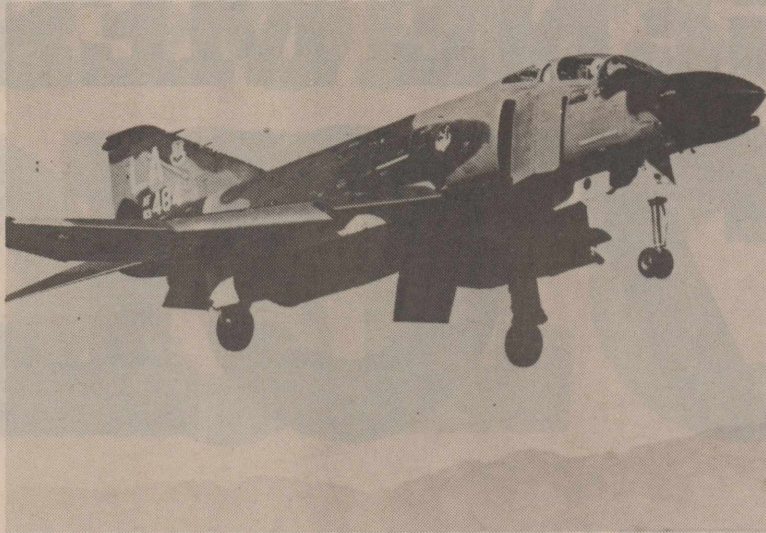
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Static display aircraft



F-4

The F-4 'Phantom II' is a twin-engine, all-weather, tactical fighter-bomber. All F-4 models have folding wings for easy aircraft storage and ground handling. The aircraft can perform three tactical roles—air superiority, interdiction and close-air support—as it did in Southeast Asia during the Vietnam conflict. (USAF Photos)



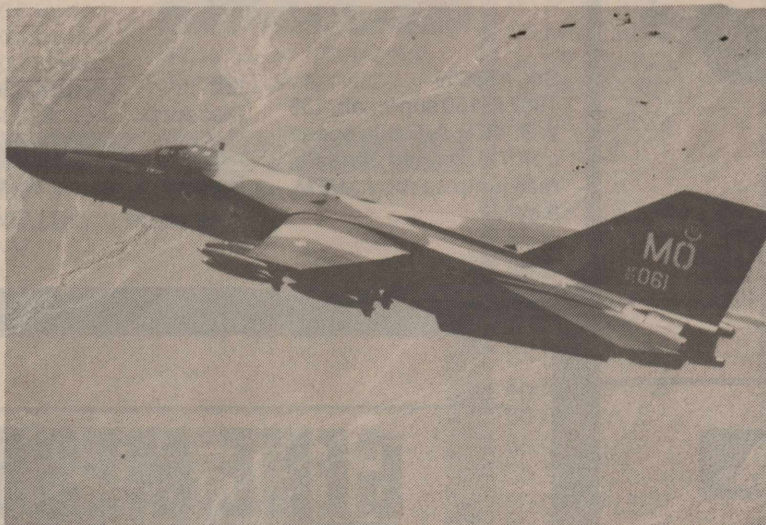
KC-135

The KC-135 Stratotanker provides aerial refueling support to strategic bombardment and reconnaissance aircraft, as well as cargo and tactical aircraft of Air Force commands, the U.S. Navy and Marine Corps, and other nations.



A-7

The A-7 Corsair II is a subsonic, single-engine aircraft developed to meet Navy requirements for a carrier-based, light attack aircraft. It is used for interdiction, close-air support, search and rescue. It can fly at sea level up to 698 mph.



F-111

The F-111 is a tactical strike aircraft that can fly at supersonic speeds and operate from tree-top level to altitudes above 60,000 feet. It has variable-sweep wings attached to the fuselage with pivot pins. By moving the wings to various positions, a pilot can fly the F-111 from slow approach speeds to supersonic velocity at sea level, to more than twice the speed of sound at higher altitudes.

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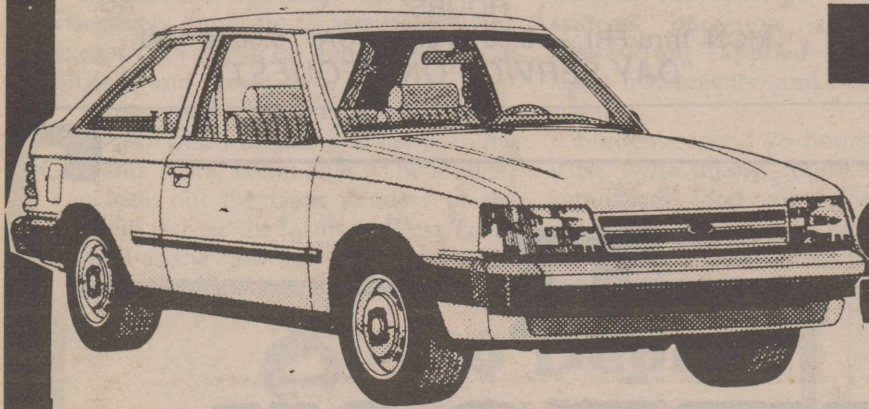
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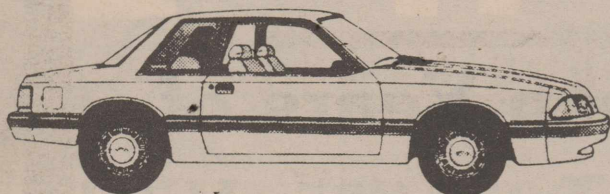
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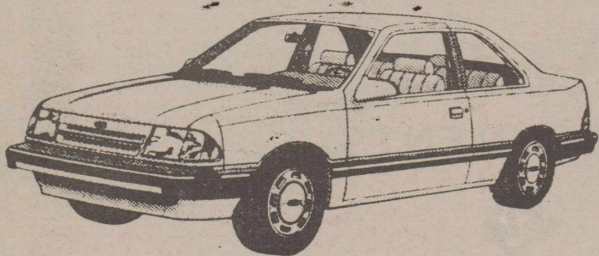
Sale price \$6865⁰⁰
Rebate \$400⁰⁰
Your price \$6465⁰⁰

MUSTANG



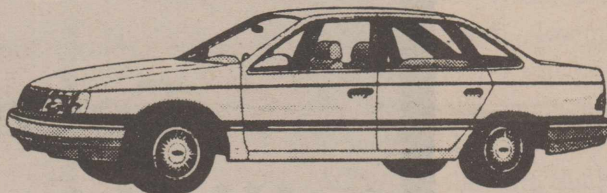
4 in stock
LX and GT'S

TEMPO



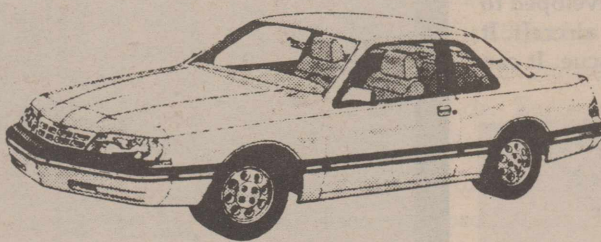
Only 6 Left
1.9% apr financing or
\$400 Rebate

TAURUS



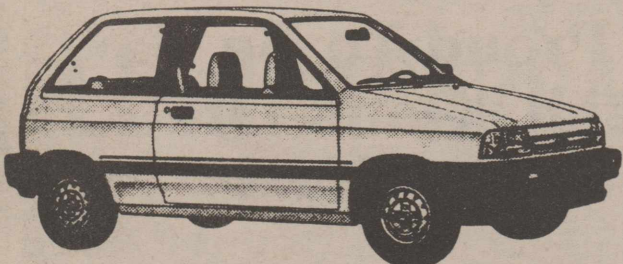
38 in stock
1.9% apr financing or
\$600 Rebate

THUNDERBIRD



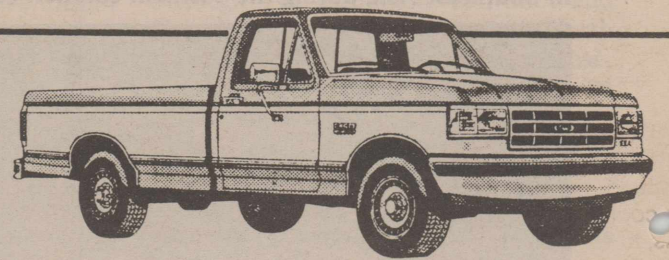
10 in stock
1.9% apr financing or
\$600 Rebate

1988 FESTIVA



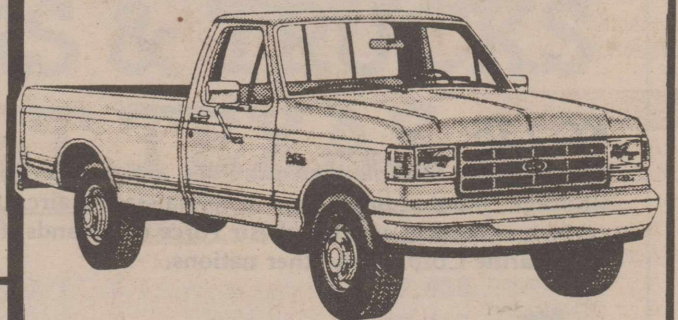
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super cooli
wheels, tu-1
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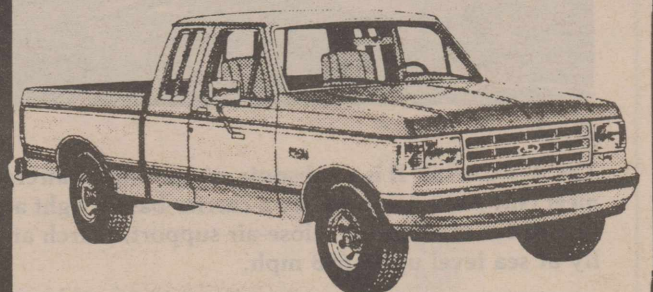
F-250 CUSTOM



Stk # 65296
F-250 custom, 460.

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Discount \$2,435⁰⁰
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Rebate \$500⁰⁰
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Stk. #23659
1987 F-150 supercab, 139
WB, XLT, A/C, tilt, speed
control, styled wheels,
rear jump seats, AM/FM,
6 cyl.,

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Discount \$2,233³⁹
\$12,255⁰⁰
Rebate \$500⁰⁰
Your price ... \$11,755⁰⁰

F-150 CUSTOM

H19202 302 A
H56030 6 cyl.
H56032 6 cyl.
H71709 6 cyl.

F-150 XLT'S

H07610 351 A
H09408 6 cyl.
H09410 6 cyl.
H21277 351 A
H24513 302 A
H24514 302 A
H33963 302 A
H33964 6 cyl. 4

F-150 SUPERCAB

H03417 351 A
H09417 351 A
H23659 6 CYL.
H23662 351 A
H27311 351 A
H27312 351 A
H27314 302 A
H27316 302 A
H27318 351 A
H27319 351 A

F-150 SUPERCAB

H27320 351 X
H27321 351 X
H27322 302 A
H27324 302 X
H32208 302 X
H32210 302 X
H32211 302 X
H36200 302 A
H51586 351 A
H84234 302 A
H42502 A
H90185 351 A
H98782 351 A

F-250 CUSTOM

H65296 460 4
H73103 351 A
H80034 351 A
H89724 460 A

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chrome bumper, P235 tires,
AM/FM, loaded

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Rebate \$500⁰⁰
Your price ... \$11,458⁰⁰

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F-150 CUSTOMS

H19202 302 Auto. O/D A/C
H56030 6 cyl. Auto. A/C
H56032 6 cyl. Auto. A/C
H71709 6 cyl. Auto. A/C

F-150 XLT'S

H07610 351 Auto. loaded
H09408 6 cyl. Auto. loaded
H09410 6 cyl. Auto. loaded
H21277 351 Auto. loaded
H24513 302 Auto. O/D loaded
H24514 302 Auto. O/D loaded
H33963 302 Auto. O/D loaded
H33964 6 cyl. 4 spd. A/C loaded

F-150 SUPERCABS

H03417 351 A/T loaded XLT
H09417 351 A/T loaded XLT
H23659 6 CYL. 4 SPD. XLT loaded
H23662 351 A/T XLT loaded
H27311 351 A/T XLT loaded
H27312 351 A/T XLT loaded
H27314 302 A/T XLT loaded
H27316 302 A/T XLT loaded
H27318 351 A/T XLT loaded
H27319 351 A/T XLT loaded

F-150 SUPERCABS

H27320 351 XLT A/T loaded
H27321 351 XLT A/T loaded
H27322 302 Auto. O/D XLT
H27324 302 Auto. O/D XLT
H32208 302 XLT A/T loaded
H32210 302 XLT A/T loaded
H32211 302 XLT A/T loaded
H36200 302 Auto. O/D XLT
H51586 351 A/T XLT loaded
H84234 302 A/T XLT loaded
H42902 A/T XLT loaded
H90185 351 A/T XLT loaded
H98782 351 A/T XLT loaded

F-250 CUSTOMS

H65296 460 4-SPEED
H73103 351 A/T A/C
H80034 351 A/T A/C
H89724 460 A/T A/C

F-250 XL

H39129 351 A/T A/C 4X4

F-250 XLT'S

H35080 460 A/T XLT loaded
H35081 460 A/T A/C XLT loaded
H35084 6.9 diesel 4 spd. XLT
H73108 351 A/T XLT loaded 4X4

F-250 SUPERCABS

H32215 6.9 diesel A/T XLT 4X4
H32216 6.9 diesel A/T 4X4
H34992 6.9 diesel A/T XLT
H57256 6.9 4-spd. custom A/C
H60432 6.9 4-spd. custom A/C
H73316 460 4-spd. XL 4X4

F-350 1-TON

H48689 460 4-spd. A/C 4X4

RANGERS

H34079 4 cyl. 5-spd. XLT loaded
H90034 diesel 5-spd. A/C

BRONCOS

H54309 6 cyl. A/T 4X4 XLT loaded
H67657 6 cyl. 4-spd. 4X4 A/C

BRONCO II'S

H07426 6 cyl. 5-spd. Eddie Bauer
H19003 6 cyl. 5-spd. Eddie Bauer
H20800 6 cyl. 5-spd. Eddie Bauer
H31195 6 cyl. 5-spd. Eddie Bauer

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H04433 6 cyl. A/T A/C XLT
H98951 6 cyl. A/T A/C

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H78500 Ivory coach 351 A/T loaded

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79 MONTE CARLO	\$1988	82 J-2000	\$2988

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87 TORONADO
87 TORONADO
87 TOWN CAR
87 TOWN CAR
87 TOWN CAR
87 TOWN CAR
87 TOWN CAR
87 TOWN CAR
87 CAVALIER
87 MUSTANG
87 CAVALIER
87 MUSTANG
87 LYNX
86 SABLE
85 MUSTANG
86 MUSTANG GT
86 MUSTANG
86 MUSTANG
86 MUSTANG
86 ESCORT
86 ESCORT
86 ESCORT
86 COUGAR
86 LYNX
86 TAURUS WAGON
86 TAURUS
86 DELTA 88
86 MUSTANG
86 CUTLASS
86 CALAIS
86 AIRES
86 CAVALIER
86 CAVALIER
86 CAVALIER
86 CAVALIER
86 CAVALIER Z-24
86 CELEBRITY

86 CENTURY
86 CENTURY
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86 SOMERSET
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86 TAURUS
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86 SUNBIRD
86 ESCORT
86 TAURUS
86 MUSTANG
86 THUNDERBIRD
86 EXP
86 ALFA ROMEO
85 GRAND PRIX
85 ESCORT
85 LYNX
85 NOVA
85 FIREBIRD
85 TORONADO
85 CROWN VICTORIA
85 OLDS 88
85 MARK VII
85 LTD
85 RIVIERA
85 CENTURY
85 TEMPO

85 OLDS 98
85 OLDS 98
84 TEMPO
84 GRAND PRIX
84 CROWN VICTORIA
84 GRAND MARQUIS
84 GRAND MARQUIS
84 GRAND PRIX
84 CROWN VICTORIA
84 ESCORT WAGON
84 ESCORT
84 SENTRA
83 PARK AVENUE
82 BONNEVILLE
82 SUPRA
82 ACCORD
82 ESCORT
82 MAXIMA WAGON
82 REGAL
82 CAVALIER TY

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87 F-150
87 COMANCHE
87 TOYOTA X-TRA CAB 4X4
87 RANGER
86 AEROSTAR XLT
86 AEROSTAR XLT
86 AEROSTAR XLT
86 AEROSTAR XLT
86 F-150 XLT
86 ASTRO VAN
86 F-150 XLT SUPERCAB
86 F-150 XLT SUPERCAB
86 E-150 CONVERSION VAN
86 EL CAMINO
86 SILVERADO

86 SILVERADO
86 SILVERADO
86 TOYOTA VAN
86 SIERRA CLASSIC
86 SIERRA CLASSIC
86 E-150 XLT CLUB WAGON
86 F-150
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"Tattoo" - rich in military tradition

"Tattoo", an age old military custom, is a unique military ceremony that originated almost three hundred years ago.

The routine began with the British Army of King William III during his campaign in the Netherlands in the 1690s. In those days, rival forces were housed in hamlets and villages near the battlefields and local inns became the social centers for troops.

As closing time approached, drummers passed through the streets, beating a call to innkeepers—"Doe den tap toe." Freely translated from the Old Dutch, it

meant "Turn off the taps." This signaled innkeepers to turn off the beer taps and the soldiers to return to the billets.

Soldiers remembered only the last two words of the phrase, "Tap Toe," and eventually blended them into "Tattoo." As early as 1701 military discipline books used both words when describing the late evening routine.

In Great Britain during that period, there were no barracks and troops were housed in a manner similar to that observed on the Continent. Again, "Tattoo" was beaten for the same purpose.

Over the years a flute player joined the drummer and short tunes were played; then whole corps of drums, flutes or pipes joined in. Torch bearers accompanied the musicians. By 1900, balloons and aircraft of the Royal Flying Corps participated, and search lights added to the enjoyment of the routine.

Reese will proudly carry on the Tattoo tradition tonight in a twilight Tattoo of the South Plains ceremony that begins at 7:30 p.m.

The ceremony will honor three groups, our comrades who are Missing in Action, soldiers who were Prisoners of

War, and civilian friends of Reese who have given their time and talent in support of the Air Force and Reese Air Force Base.

The Tattoo of the South Plains is open to all Reese personnel and their families. The main gate will close at 7 p.m. and light discipline will be observed from then until the Tattoo ends.

The First Marine Division Band, from Camp Pendleton, California and the Texas Tech Goin' Band from Raider Land will perform along with the 64th Flying Training Wing Chorus and Rifle Drill Team.

A presidential proclamation

Perhaps no American could cherish our country's liberty more dearly than those who have defended it and in doing so have paid the price of capture and imprisonment.

We take solemn inspiration and resolve from the sacrifices of brave Americans who have endured captivity for their allegiance to our beloved land and our ideals. Their dignity, faith and valor remind us of the allegiance we owe our nation and its defenders. We also take inspiration from the courage of the families of those who remain missing or unaccounted for.

The fortitude they display in the face of uncertainty is heroic, like the acts of those whose fates they seek to learn. We as a nation will not rest in our efforts to secure the release of any U.S. personnel who may still be held against their will, to obtain the fullest possible accounting of those still missing, to repatriate all recoverable American remains, and to relieve the suffering of the families.

The POW/MIA issue will continue to be a matter of the highest national priority until it is resolved. To symbolize our national commitment, the POW/MIA flag will fly over the White House, the Departments of State and Defense, the Veterans Administra-

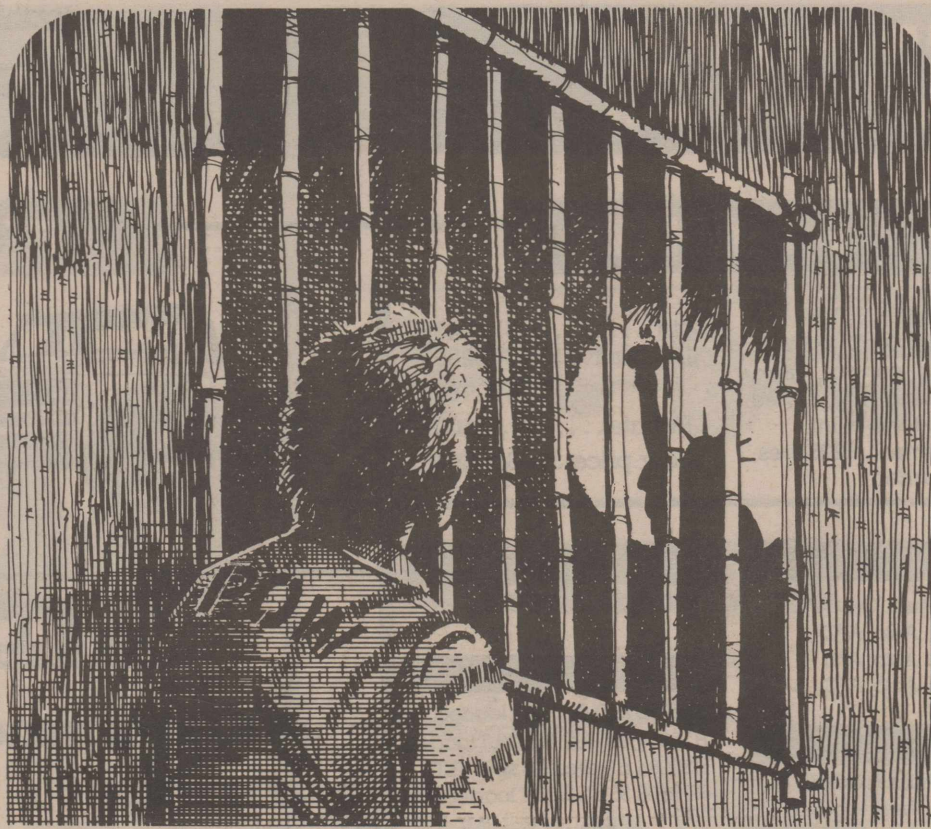
tion, and the Vietnam Veterans Memorial on September 18, 1987. It will also fly over the Vietnam Veterans Memorial on Memorial Day and Veterans Day.

To recognize the special debt of gratitude all Americans owe to those who sacrificed their freedom in the service of our country and to reaffirm our commitment to their courageous families, the Congress, by Senate Joint Resolution 49, has designated September 18, 1987, as "National POW/MIA Recognition Day" and authorized and requested the President to issue a proclamation in observance of this occasion.

Now, therefore, I, Ronald Reagan, President of the United States of America, do hereby proclaim Friday, September 18, 1987, as National POW/MIA Recognition Day.

I call upon all Americans to join in honoring all former American Prisoners of War, those still missing, and their families who have made extraordinary sacrifices on behalf of our country. I also call upon state and local officials and private organizations to observe this day with every appropriate ceremony and activity.

Signed: Ronald Reagan



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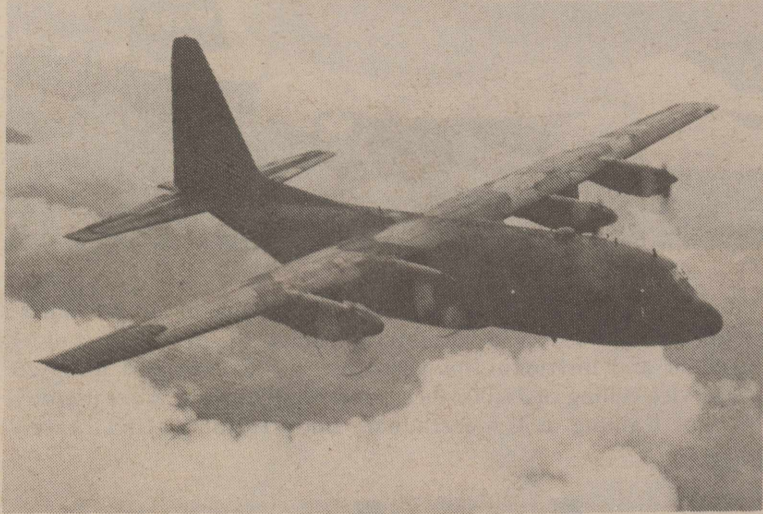
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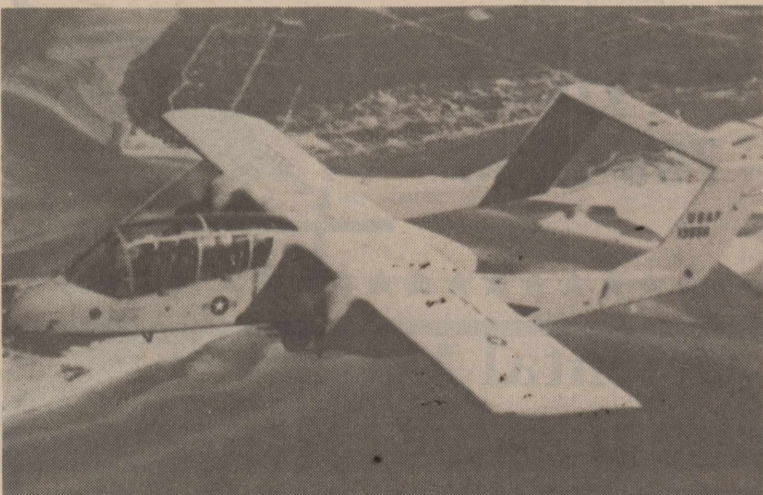
C-130

The C-130 'Hercules' is a medium-range tactical airlift aircraft designed primarily for transportation of cargo and personnel within a theater of operations. Variants of the C-130 perform many other missions, including close-air support, rescue and recovery, special operations and weather reconnaissance. More than 900 C-130s have been delivered to the U.S. Air Force in the past 25 years, making it the 'workhorse of the Air Force.'



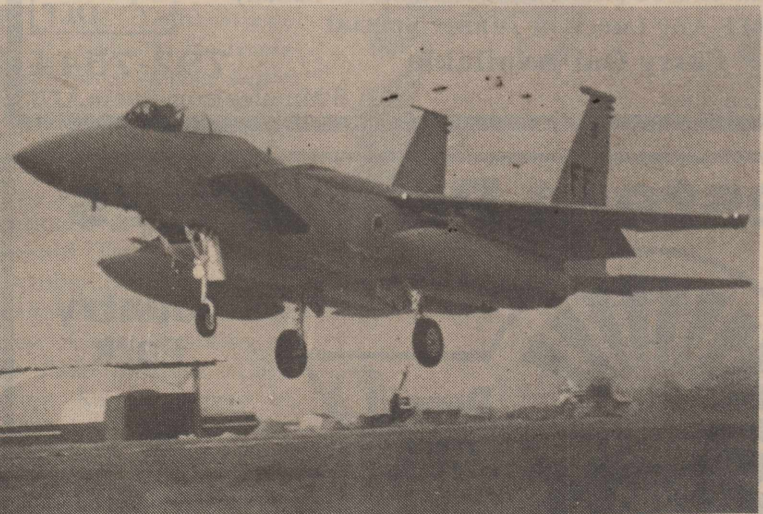
A-10

The A-10 'Thunderbolt II' is the first Air Force aircraft to be designed specifically for close-air support of ground forces. It is a twin-engine aircraft with excellent maneuverability at low air speeds and altitude and highly accurate weapons delivery.



OV-10

The OV-10 'Bronco' is the U.S. Air Force version of the twin-engine turboprop short takeoff and landing aircraft developed under a tri-service program with the U.S. Navy and Marine Corps. The versatile Bronco is used primarily as a forward air controller aircraft. It can perform many other missions including observation, armed reconnaissance, helicopter escort, limited ground attack, gunfire spotting for ground forces, target marking and utility functions.



F-15

The F-15 'Eagle' is an all-weather, extremely maneuverable, tactical fighter aircraft designed to gain and maintain air superiority in aerial combat. It is designed to outperform and outfight any current or projected enemy aircraft and to penetrate enemy defenses. (USAF Photos)

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The birds of Undergraduate Pilot Training

The Tweet — Phase 1
Nicknamed the "Tweet," the T-37 became a part of the undergraduate training program here in April 1961.

Students train in the 350 mph twin-engine aircraft in the first phase of pilot training here. Students log approximately 75 hours of training in the T-37, while essentially learning to fly. The T-37's cockpit design allows student and instructor to sit side-by-side during the training flights.

The aircraft, built by Cessna Aircraft Corp., is often jokingly referred to as the "7,000-pound

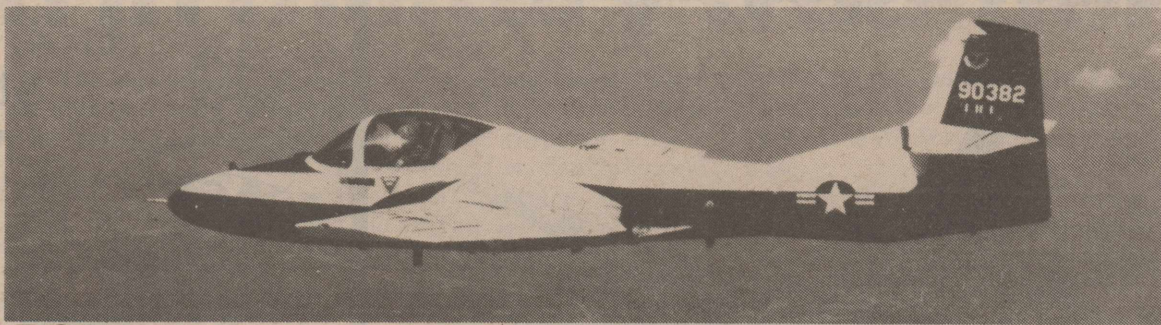
dog whistle" due to the high-pitched noise of its engines.

The aircraft measures 29 feet long, nine feet high and has a wing span of 34 feet. Weighing 6,600 pounds, including a 300-pound load of fuel, the aircraft is capable of climbing to 35,000 feet.

Student pilots are able to get a feel for handling larger, faster tactical jet aircraft used in the Air Force by training in the T-37.

There are more than 650 T-37s in the Air Force inventory. Of that 650, 74 are assigned to UPT bases.

Continued on page 11-A



T-37

The T-37 'Tweet' is the first aircraft designed to train students in the fundamentals of aircraft handling and instrument, formation and night flying. It is a twin-jet primary trainer, the first aircraft of its type with side-by-side seating for student and instructor, powered by two Continental J69-T-25 engines. Top speed is 360 mph, and a service ceiling of 25,000 feet. More than 690 T-37s are used by Air Training Command in primary pilot training at Undergraduate Pilot Training (UPT) bases. (USAF Photo by SMSgt. Ron Scharven)

The T-37 gets a new look

RANDOLPH AFB, Texas (ATCNS)—The 31-year-old T-37 used to train the Air Force's instructor pilots has a new look—a blue and white paint scheme that was displayed in a rollout ceremony Sept. 3 here. The aircraft was previously painted all white.

"We worked with our maintenance people, pilots, safety officers and a world famous aviation artist, Keith Ferris, to develop a more maintenance-free, safer and more attractive paint job," explained Brig. Gen. Daniel A.

Taylor Jr., deputy chief of staff for Logistics at Air Training Command. The new paint scheme will not cost any more than the previous single color.

The 644 Cessna two-seat aircraft assigned around the country will be painted during normal maintenance.

"We expect it to take about three years to paint the entire fleet," General Taylor added.

"That includes those at ATC bases and those flown at Strategic Air Command bases to help keep aircrews fully

qualified. We won't make any special paint runs or spend extra money."

"We're excited about the new paint scheme for two reasons," said A1C Mark E. Malone, the first crew chief in ATC to work on jet 59-0382. "The T-37 has an engine on each wing root which shoots black soot all over the lower tail assembly. With the darker paint, we won't have to wash the aircraft as often, which means the protective paint will last longer. The second reason is the pride which each crew chief has in keeping

his aircraft looking good."

"The color was picked because it looks good, doesn't show the soot, and is easy to maintain," explained Captain Andy Andrews, project officer for the ATC maintenance community. "We looked at darker blues and black, but the maintenance and operations people agreed this was the best combination."

"We're particularly indebted to Mr. Ferris for his help designing the lines," acknowledged General Taylor. "He's studied different camouflaging techni-

ques and painting styles which make the plane safer to fly in close formation. For example, the design makes it much easier to see if another aircraft in your formation is making a maneuver like a turn. That makes it much safer for the student pilots who are still new to the Air Force.

"We're confident the new look will help instill pride in the people who train in and maintain the T-37, help keep ATC's excellent flying safety record, and make the aircraft last longer."

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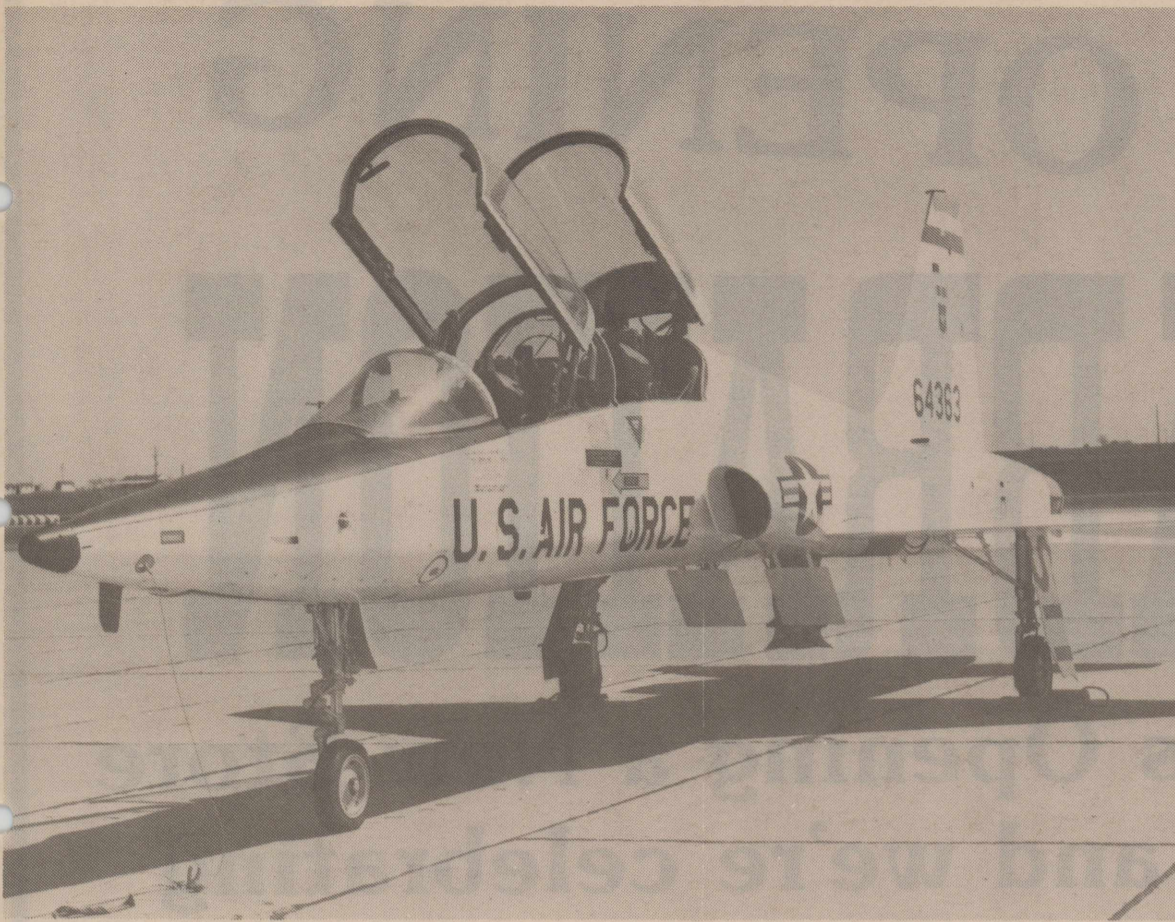
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T-38A

In the air since 1959, the T-38A 'Talon' is the mainstay of the Air Force's supersonic jet pilot training. The T-38 was also the aircraft flown by the U.S. Air Force Aerial Demonstration Team 'Thunderbirds' prior to the F-16. (USAF Photo)

The birds continued

Continued from page 10-A
ed to the 64th Flying Training Wing here for training pilots.

The White Rocket — Phase 2
The T-38 "Talon" was first flown in 1959. Reese began using the aircraft when it arrived here in January of 1963, replacing the T-33 "Shooting Star" as the jet training of UPT.

Students fly the T-38A in pilot training, learning super-

sonic flight techniques, aerobatics, night and instrument flying, and cross-country navigation.

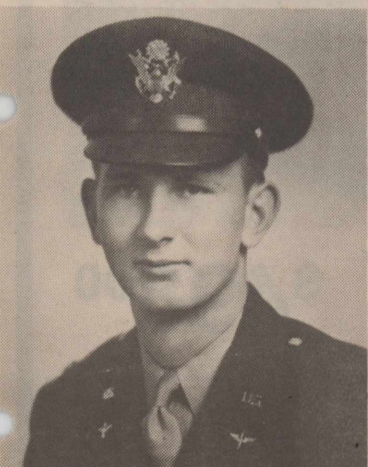
Many pilots refer to the T-38 as a "White Rocket" more so than an aircraft, due to its appearance and performance.

Although the Talon is 26-years-old this year, it is still capable of rocketing higher than 50,000 feet, needing only 2,300 feet of runway to take off. It can climb from sea level to 30,000

feet in 60 seconds, and can reach speeds of more than 800 miles per hour.

It's a primary jet trainer here and at other ATC UPT and pilot instructor training bases. However, Tactical Air Command, Strategic Air Command, Air Force systems Command, Air Force Logistics Command, and the National Aeronautics and Space Administration also use the jet in many various roles.

In memory of Lt. Reese



Augustus F. Reese Jr.

Augustus Frank Reese Jr. was born Nov. 8, 1917, to Katie Lee Ball Reese and Augustus F. Reese Sr. at Josephine, Collins County, Texas.

Lieutenant Reese graduated from Shallowater High School, Shallowater, Texas, in 1935 and entered Texas Technological College at Lubbock. He received a bachelor of science degree in civil engineering in 1939 and worked with the Texas Highway Department. He entered the Army in February 1941 and was stationed at Camp Bowie, Brownwood, Texas.

In October 1941, he was discharged from the Army to enter Aviation Cadet training at Rankin Field, Tulare, Calif. Lieutenant Reese received his flying training at Merced and Stockton, Calif.

Upon graduation and commissioning, he was assigned to Payne Field, Everett, Washington, where he performed coastal patrol duty in P-38 aircraft. His next tour of duty was at Patterson Field, Dayton, Ohio, where he served as a test pilot for P-38 and P-47 aircraft. Following a short training course at Daylight Pursuit School in Florida, Lieutenant Reese reported to Englewood, Calif. for his last stateside assignment.

During November and December 1942, Lieutenant Reese ferried aircraft in England. He was then assigned to the Hat-In-The-Ring Squadron made famous by Captain Eddie

Rickenbacker, stationed at that time in North Africa.

Six weeks before his fatal mission, Lieutenant Reese was reported missing while on a mission over the Sicilian Straits. His aircraft was out of gas 500 miles home his home base, but he managed to land with the wheels down and save the aircraft. He lived with natives about two weeks before getting back to his unit.

Lieutenant Reese was killed in action near Cagliari, Sardinia, on May 14, 1943, while assigned to the 94th Fighter Squadron, 1st Fighter Group in North Africa. He was flying a P-38 fighter aircraft on a mission to destroy a railroad supply train. He was 25 years old.

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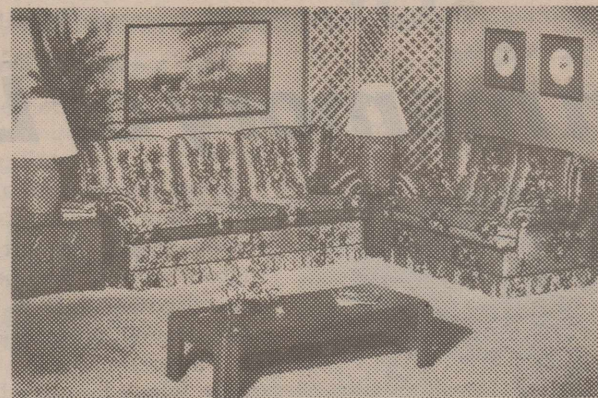


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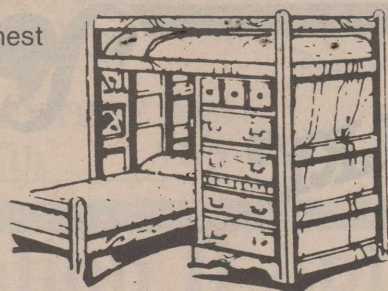
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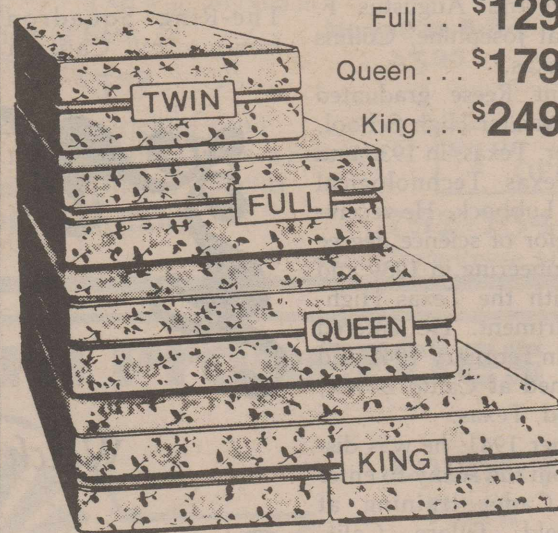
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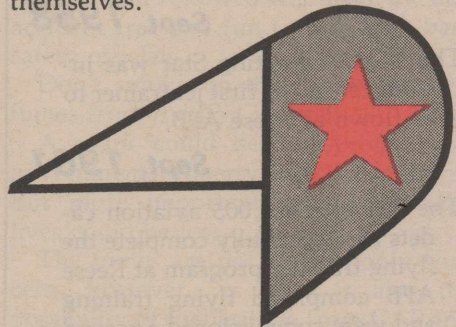


The evolution of tradition

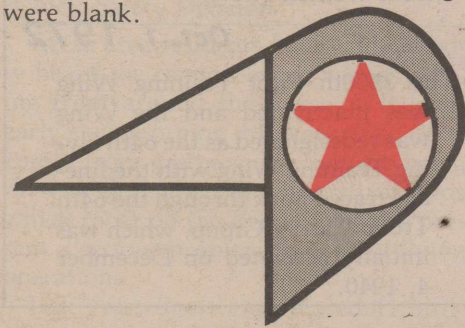
by Ruede Turner,
Wing Historian

Hieroglyphic symbols emerged with developing man and throughout history helped evoke images, or even passions, in our minds. Definite concepts emerge with such symbols as a cross, the Star of David, the \$ sign, or the U. S. flag.

Some symbols established traditions that were passed from generation to generation. Others evolved from the necessity to distinguish similar items. Insignia on aircraft is a dramatic example. The early Air Force originated the idea of aircraft insignia. Today, the white star within a blue circle is identified world wide as belonging to the U. S. Air force. The custom of placing insignia on aircraft is almost as old the planes themselves.

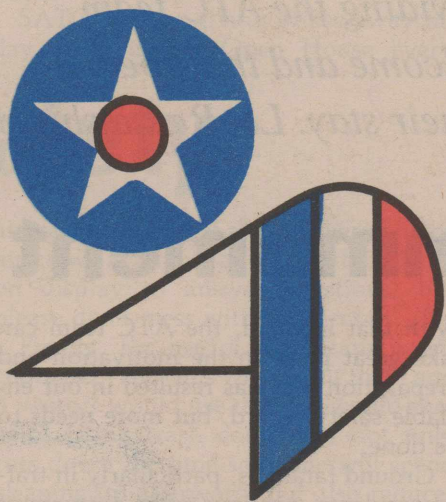


The earliest national markings on Army Signal Corps aircraft were used informally as early as 1916. From that time until today, the unique five-pointed star has symbolized United States airpower. During the Mexican Punitive Expedition of 1916, an aged photograph shows a JN-3 being guarded from an angry crowd at Chihuahua City, Mexico. The star on the airplane, as pictured above, was almost certainly red, painted on the goldish-yellow rudder. At this point in time, the wings and fuselage were blank.

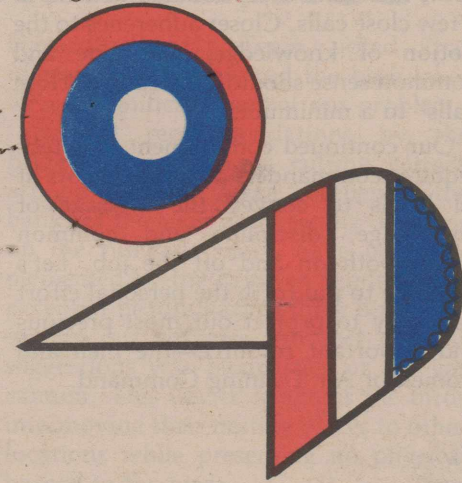


Like other traditions, variations evolved from that original star and of-

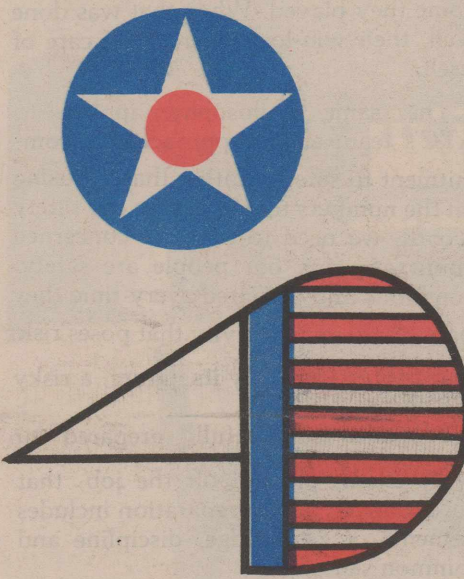
times reflected the mood of the country itself. Also in 1916, a red star centered on a white circular field appeared on Army Signal Corps aircraft. Even though this duplicated the colors of the Corps, the Army's Chief Signal Officer didn't seem to appreciate the idea and ordered such "mutilation" of government property halted immediately.



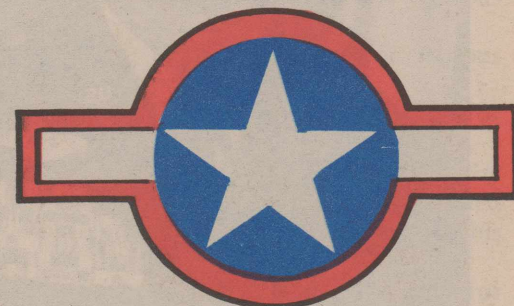
It wasn't until May 17, 1917, that Army aircraft adopted an official national insignia. Designers used wrapping paper and children's water colors or colored pencils to stencil the white star in the center of a blue circular field. Biwing planes carried this symbol on the top of the upper wing and the bottom of the lower wing. The star disappeared from the rudder, replaced by three vertical stripes of blue, white and red. The world began to associate the star with the United States when the JN-4 aircraft carried this emblem as it deployed to France during World War I.



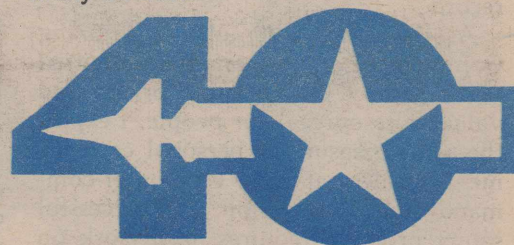
In 1917, Colonel William "Billy" Mitchell had his own ideas about marking aircraft, objecting to the star. He felt a more readily identifiable insignia was needed for easier recognition of friendly aircraft during combat in Europe. Britain and France went along with the idea, and each country adopted the same design, three concentric circles of red, white and blue. The design for each of the three countries differed only in the color scheme. For the U.S., the center circle was white, the second circle was blue and the outer circle was red. Ruders continued to be painted with vertical stripes, but color patterns reversed from earlier designs, and now showed red first, followed by white and finally blue along the trailing edge of the rudder.



The next design for U. S. military aircraft was to remain in use into World War II. In May of 1919, the familiar star with a red circle in the center appeared. And in 1927, designers added a nostalgic touch: the rudder carried one vertical blue stripe and thirteen alternating red and white horizontal stripes. As units grew, many adopted unit insignia which began to appear on various parts of the aircraft. The rudder became the place of honor for these early pilots and provided plenty of drawing space for individual designs.



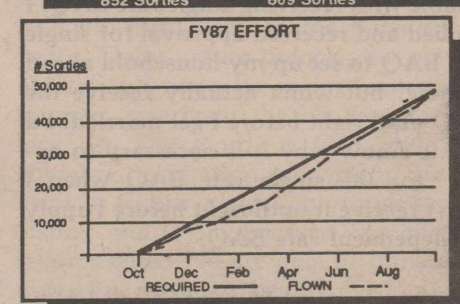
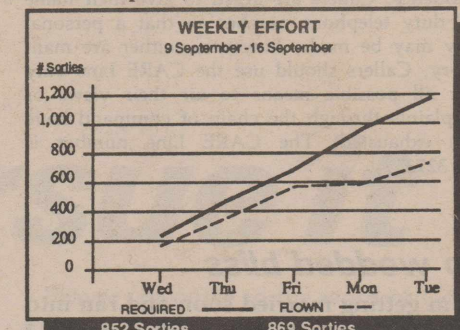
World War II and the "rising sun" emblem of Japan required a rethinking of insignia designs. The national insignia that placed a bright red dot within a white star became a perfect target for Japanese attackers. Moreover, they like the balanced pattern position. . . aim for the dot and fire! As early as 1940, camouflaged aircraft carried no national markings on the rudder and by 1942, all Army Air Force rudders were barren. Unbalanced patterns along the fuselage were adopted. A major insignia change in June, 1943, added bars to the sides of the central star, lengthening the design. Innovative pilots liked the larger airplanes as this provided more space near the front of the fuselage for embellishing. Perhaps some of the most memorable aircraft markings have come from this period. . . from scantily clad women, clever word combinations, to shark and tiger teeth that individualized many aircraft.



Following the lengthened design adopted in 1943, later changes kept the same concept of the white star on a blue circle with straight "wings" to either side. Several color designs within the wing area have presented the most significant changes since 1943. The 40th anniversary logo retains the familiar Air Force emblem, but goes one step further. . . head for the stars with the United States Air Force!

Mission Milestones

The 64th Flying Training Wing fell 429 sorties short of the required amount last week. Weather continues to play a major factor in flying activities; however, the wing should reach its yearly goal with a strong finish in the last half of September.



Did you know?

Increased efficiency in flying scheduling has saved the Air Force over 80,000 man hours since January.

Filing deadline nears

by 1st Lt. Russell A. Roberts
Chief, Accounting and Finance Branch

The Air Force Accounting and Finance Center (AFAFC) reports that 180,000 Active Duty and 72,000 Air National Guard and Air Force Reserve members have not yet filed a new TD Form W-4 for 1987. This indicates previous publicity concerning the filing

requirements has been ignored.

The Tax Reform Act of 1986 requires all members to file a new TD Form W-4 before Oct. 1, 1987. Taxpayers may face fines of up to \$500 if deductions do not equal at least 90 percent of the total tax obligation for the 1987 Tax Year.

If people fail to complete a new Form W-4 by Sept. 30, 1987, AFAFC is required by law to change the number of

tax withholding exemptions to single with one exemption, if the member is single or married with two exemptions, if the member is married. This will be done before the midmonth Oct. 19, 1987 payday and could have a dramatic impact on the member's net pay.

If you have not completed the new W-4 or if you are not sure, contact the Military Pay Section, 3201.

Scheduling personal IG conference

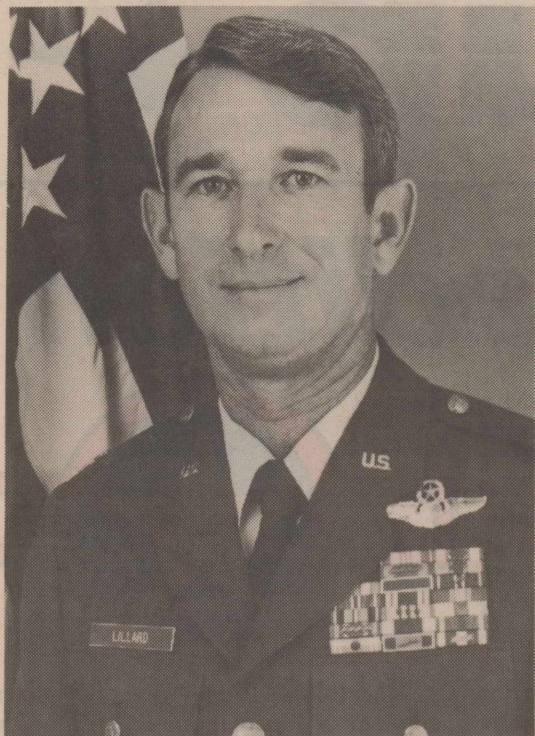
Personal Conference Period: A personal conference period will be held by the ATC Inspector General at 3:00 p.m. Wednesday, in Building 900, room 3. Special permission or appointment is not necessary. This opportunity is open to all personnel, military and civilian, ac-

tive duty or retired. Complaints on subjects listed in AFR 123-11, Atch 1, must be processed under the applicable directive and may not be taken care of through the IG Complaint System.

This opportunity is also open to all personnel to report fraud, waste and/or

abuse of Government resources. All disclosures during the Personal Conference Period will be held in confidence except to the extent necessary for corrective action. Personnel who are unable to attend should call the ATC/IG work center at 3537 to make an appointment with the ATC/IG representative.

Bits and Pieces...



Col. Mark H. Lillard, III

I want to sincerely thank all the men and women of Reese, military and civilian, for your individual and collective efforts in final preparation for our Unit Effectiveness Inspection (UEI) which kicks-off next week. I've never felt more proud to be part of the Reese Community. I am confident that the tremendous teamwork at Reese that goes into producing the best pilots in the world--- a job you do so well day after day---will be recognized. Join me in providing the ATC team members a warm welcome and that special Reese pride during their stay. Let Reese shine!

Safety-continuous commitment

by Lt. Gen. John A. Shaud
Commander, Air Training Command

Air Training Command's overall safety record is something in which we can all take pride. Ground safety mishaps are at an all-time low and our flying safety record is second to none. The credit for such superb flying safety cannot go to those of us at the headquarters. Rather, all credit must go to the instructors, the students and the troops on the flightline—whose hands, hearts and minds have built such an exemplary record.

As the commander of Air Training Command, I am personally committed to the safety of our most prized and valuable resource—our people. I expect the same measure of personal commitment to safety at every echelon of command and supervision. A successful safety program requires hard work on everyone's part—and we've proven that it can be done.

Our safety record is not what we should be most concerned about. Coach John Wooden, formerly head of the basketball program at UCLA, encouraged his team members not to worry about their win-loss record. He well understood that the team's record was but a reflection of what was most important for success in the sports arena. What was most important for the team was to

be well conditioned, fully motivated and carefully prepared for each and every game they played. When that was done well, their win-loss record took care of itself.

The same philosophy applies to ATC's team as we approach our commitment to safety. Rather than focusing on the numbers that comprise our safety record, we need to be most concerned about ensuring our people are safety-conscious and prepared every time they participate in an activity that poses risk.

Our profession is, by its nature, a risky business.

We must be carefully prepared for every event, on and off the job, that poses danger. That preparation includes elements of knowledge, discipline and common sense.

Knowledge refers to knowing the limits of yourself and the equipment you employ.

Discipline connotes exercising the self-control to operate within the known limits.

Common sense means using personal judgment to assess when the known risks are simply too great. Not every situation faced has the rules for it clearly spelled out in black and white. Individual judgment of the risks involved is paramount in the safety equation.

With that in mind, the ATC team can take great pride in the motivation and preparation that has resulted in our enviable safety record, but more needs to be done.

Ground fatalities, particularly in traffic accidents, continue to be a source of grief and frustration. The predominant factors in ATC's traffic deaths include alcohol, a failure to wear seat belts and driving while unduly fatigued. Our traffic deaths will decline when we better convince our people not to drink and drive, to wear seat belts at all times (the best defense against others who drink and drive), and to avoid marathon driving treks without proper intervals of rest.

Our exceptional record of flight safety might have told a different story but for some luck (and exceptional pilot skill) in a few close calls. Closer adherence to the notion of knowledge, discipline and common sense should keep future "close calls" to a minimum.

Our continued commitment to safety requires commanders and supervisors at all levels to convey the message of knowledge, discipline and common sense—both on and off the job. Let's continue to put forth the personal effort necessary to protect our most precious and important resource—the men and women of Air Training Command.

Kudos to...

Captain E. Lee and the 35th Flying Training Squadron for earning the ATC Unit Safety Award for the period of Aug. 21, 1986, to Aug. 21, 1987. This accomplishment reflects dedication and exceptional performance by each squadron member... Lt. Gen. John A. Shaud, commander, ATC.

Captains Rich Bresette and Bruce DeWitt for their selection as Distinguished Graduates of Squadron Officer School. They were a 'cut above' the rest and can be very proud of their accomplishments... General Shaud, commander, ATC.

Historical Events

Sept. 1942

Class 42-H graduated as the first class to complete training in twin-engine aircraft, the AT-9 and AT-17, at what is now Reese AFB.

Sept. 1947

The U.S. Air Force began functioning as a separate service.

Sept. 1958

The T-33A Shooting Star was introduced as the first jet trainer to be flown at Reese AFB.

Sept. 1961

The last of the 4,005 aviation cadets to successfully complete the flying training program at Reese AFB completed flying training and were commissioned a second lieutenant upon graduation.

Sept. 1963

The T-38B Talon replaced the T-33A as the first supersonic trainer to be used in the flying training program at Reese AFB.

Sept. 1979

Undergraduate Pilot Training class 79-08 graduated Reese's first three women pilots.

Oct. 1, 1972

The 3500th Pilot Training Wing was inactivated and the Wing was redesignated as the 64th Flying Training Wing with the lineage traced back through the 64th Troop Carrier Group, which was initially activated on December 4, 1940.

Care line

The CARE Line is prepared by Col. Mark H. Lillard, III, 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 885-3273.

No wedded bliss

I'm getting married soon and ran into trouble with receiving single rate BAQ. I applied and received approval for single rate BAQ to set up my household ahead of time, but won't actually receive the BAQ until right before I get married. I'd like to know why it is necessary to apply for the single rate BAQ when I won't receive it until right before I apply for dependent rate BAQ.

When you apply for BAQ and VHA, your application should be processed with enough lead time to be put in your next paycheck. Unfortunately, the Accounting and Finance Office did not

receive your application in time to make the changes until right before you got married.

The needs of the individual are always a concern and if you need, Accounting and Finance can give you an advance payment. Thank you for your call.

Home of the Month criteria

What is the criteria for winning Home of the Month? There are some repeated winners and others which seem to be overlooked.

The Home of the Month is chosen from the Home of the Week winners. If a home is not chosen as a monthly winner it can receive Home of the Week again in order to compete for another month. During the course of a year, there are 60 weekly winners and 12 monthly winners. No homes have been selected for the monthly award more than once.

There are many beautiful homes in the housing area which deserve recognition. It's nice to see so many residents participate in the Home of the Week/Month Competition. Thank you for your interest in this program.

Kudos to childcare center

I would like to compliment the childcare center for their exemplary work. The programs there have been so educational and recreational for my daughter. She has learned so much through the different field trips and activities. I extend my appreciation to Mr. Hernandez and his outstanding staff.

Thank you very much for your call. I always welcome expressions of appreciation about programs and activities at Reese. The child care center has an excellent operation and a superb staff. I hope your daughter and other children will continue to benefit from the services of the center.

Cable TV in dorms

Can cable television be made available for the NCO dorms on base?

Currently the NCO dorms are not properly wired for cable TV since they were built in 1974. However, because of the high demand for cable, the Civil Engineers are preparing a project to install cable wiring in buildings 1140 and 1145. The wiring project will begin in November and will be complete by

January of '88.

Building occupants will be able to individually subscribe to the cable services provided by a commercial supplier.

The Roundup

Published by Word Publications, a private firm in no way connected with the Department of Defense or Reese Air Force Base, Texas, under exclusive written contract with Reese Air Force Base's 64th Flying Training Wing. This commercial enterprise newspaper is an authorized publication for members of the military services. Contents of **The Roundup** are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the 64th Flying Training Wing at Reese Air Force Base, Texas.

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NCOIC MSgt. Cliffordean Washington
Editor A1C Greg Spraggins
Staff Writer A1C Robin Reams

Travel by SATO booth

by Doreen E. Butzer
Branch Manager, SATO Travel

During Open House Saturday SATO Travel will have a display and giveaway booth in hanger 82. Video tapes will be shown throughout the day on various airlines and exotic vacation destinations. Take home brochures and literature will be available on a wide variety of tours, ranging from weekend getaways to all inclusive vacations and cruises. SATO Travel is always adding new services. Reservations for air line, train, bus, hotel, car rentals, and limo transfers, vacation packages to any destination worldwide, advance seat selection, boarding passes, printed itineraries, ticketing by mail, on site ticket refunds, prepaid ticketing, baggage insurance,

group reservations and tours, ticketing for domestic and international travel, automatic \$150,000 worth of life insurance for each ticket purchased, visa and passport assistance, frequent flyer profiles, information and assistance on pet shipments, air freight and small package service, discount parking coupons at Lubbock International Airport Shelter Park are services currently available. A SATO Travel agent can be reached at any time through the command post for emergency reservations and ticketing.

Military, dependents, civil service, retirees, plus reservists, national guard, and ROTC cadets can use SATO services.

SATO will be giving prizes away all day long, during Open House every

hour. Some of the hourly prizes are: flight bags, one night stay at the Residence Inn, golf bag cover for travel, movie passes, candy trays, playing cards, t-shirts, Cosmopolitan Spa one month passes, tanning passes, three hours stretch limo service from Elegance Royale, NCL discount cruise certificate, and many more items. To top it off, there will be a grand prize drawing for free airline tickets anywhere in the continental United States. Registration for all drawings begins at 10:00 a.m. at the SATO booth in hanger 82.

A special bonus is the SATO flyers distributed throughout the base. Bring a flyer by the SATO booth during open house and you will receive a special gift, while supplies last.

SATO Travel booth schedule of events for Open House

- 10 a.m. Booth opens, registration for all drawings begins, video tapes will be shown throughout the day on various airlines and tour destinations
- 11 a.m. Hourly drawing for various prizes, winners names announced over PA system and posted at our booth.
- Noon Hourly drawing for various prizes
- 1 p.m. Hourly drawing for various prizes
- 2 p.m. Hourly drawing for various prizes
- 3 p.m. Grand prize drawing for airline tickets
- 3:30 p.m. All prizes must be claimed by this time, any unclaimed prizes will be redrawn at this time.
- 4 p.m. Booth closes, thank you for coming!!

Flightline safety

Everyone is invited to the open house, but when they're on the flight-line ramp with the aircraft there are some simple rules, that if followed will make the day accident free and fun for all, says base safety officials.

Don't smoke on the line due to the fumes from the JP-4 jet fuel.

A spark could destroy private and government property into the millions. But more importantly, said officials, lives could be lost.

The fumes are not safety's only concern, however, as there is also the possibility of fuel leaking from CAF and Air Force planes that could ignite a fire.

An additional concern is photographers seeking to get a better vantage point by climbing upon buildings and aircraft along the flight-line — don't.

Safety pins in the landing gear of all

aircraft must be left alone. There will be air crews available at each of the planes on display to answer questions, but please don't mess with the aircraft.

Finally, the use of trash cans is encouraged. The cans will be out there and if visitors would use them, it would sure help. Using trash containers not only cuts down the time someone will spend cleaning up afterward, but also reduces the Foreign Object Damage risk to aircraft.

FOD can occur with only a small stone or other small object. FOD happens when an object is sucked into the jet's air intake system pushing it through delicate fans and rotors of the jet engine. The results can be staggering.

Remember, it's tax dollars that pay for the Air Force's FOD repairs so it's worth the effort to find a trash can.

Preventing bird strikes

by Lt. Col. Phillip Marzolino
Chief, Safety Division

Reese area residents have undoubtedly heard the cannon-boom sounds coming from around the Reese AFB lakes early each morning this week. The noise comes from gas cannons that are being fired to discourage the migratory birds which roost on the Reese lakes and present a serious problem to 64FTW flying operations.

Last year, Reese experienced 41 bird strikes with our aircraft. Seventy percent of these birdstrikes occurred during the migratory season of September to November and April and May, and the majority occurred in the traffic pattern. This year we have already recorded 30 bird strikes. A Staff Assistance Visit by the HQ USAF Bird Aircraft Strike

Hazard (BASH) Team noted that migratory waterfowl on the base lakes were a significant part of our problem.

Several recommendations by the BASH Team such as cutting cattails around the base lakes, steepening the banks of the lakes and keeping the grass on the runways short, have been implemented by the Wing to eliminate the potential deadly hazard these birds present to our aircrews. Another of their suggestions was bioacoustics or the gas cannon. This device frightens the birds into moving their nesting places to other locations while presenting no physical hazard to the birds.

Although it may be an inconvenience for many to hear the noise early in the morning, it's necessary in order to ensure we get on top of the bird problem in order to avoid a disaster.



The 1958th Communications Squadron will be having its last Polish sausage sale today at Windmill Park from 11 a.m. to 1 p.m. Everyone is invited. (USAF Photo)

Guest Editorial

Seek peace and pursue it

by Captain, Peter B. Otto

One day, a famous minister of the Gospel met a friend on the street who was deeply troubled and very depressed. When the preacher asked him what was bothering him, the man immediately launched into a long litany of woes. He was anxious and couldn't sleep well. He was gaining weight and his health seemed to be failing. Business was bad. He and his wife were having problems. The children were rebellious. Crime was everywhere. The international scene was filled with unrest and danger. The man finally ended his lament with the cry, "Where can I find some peace away

from all these problems and worries?"

The preacher thought for a moment and said, "I know exactly where you can find the sort of peace you are looking for. In fact, it is not far from here and there are thousands of people there now who have no problems and no worries."

"Amazing!" Exclaimed the man, "I have never heard of it. Please take me there." So the minister took his friend to the city cemetery.

True peace is not to be found in the lack of tension, problems, adversities, and hostilities. Rather, it is achieved when that harmony which God designed for the human soul and for human society is actualized in justice and in love of

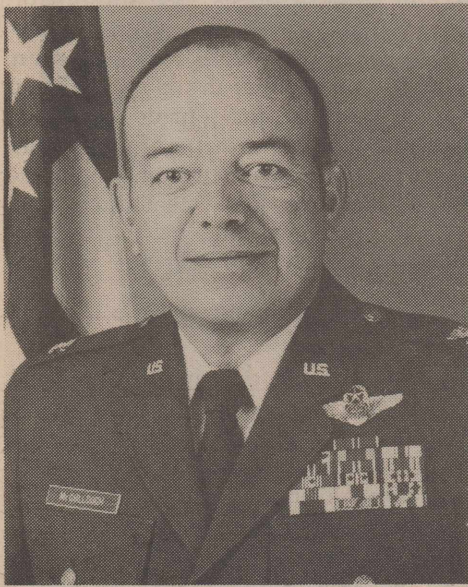
neighbor. This calls to excellence. Challenges us to bring forth the best qualities we possess—patriotism, courage, integrity, faith, and spirit of self-sacrifice.

As we celebrate the Fortieth Anniversary of the United States Air Force, we recall that it is our mission and responsibility to preserve peace with freedom, a peace which assures the pursuit of life, liberty, and happiness. Thus our theme for the Air Force Chaplaincy this year is to "Seek Peace and Pursue It." We are not to forget the important role the Air Force plays in building a stable peace, and our pride should cause us to increase our efforts.

Prayer, recourse to the word of God, and involvement with faith are elements in a life lived daily in the pursuit of peace. Daily prayer unlocks the power of God's life and gifts, giving us strength to meet creatively the challenges that face us. The word of God gives us guidance, inspiration and wisdom. Faith helps us to bring harmony, forgiveness, justice, and loving concern into all our relationships. We are able to transcend our own needs to be involved in the needs of others.

Peace is not to be found in death, but in life where "Justice will bring about peace; right will produce calm and security. (Isaiah 32:17)"

Setting realistic objectives/goals



by Colonel Donald J. McCullough
Deputy Commander for Resources

As we approach the end of our fiscal year, we should be reviewing the successes and failures we have experienced with our "corporate goals" for Fiscal Year '87 and planning the course and direction our Fiscal Year '88 goals will follow.

The review will help us determine whether additional emphasis is needed in certain areas and permit us to see if redirection is needed in others. Establishing annual objectives or goals is

a process that has existed almost as long as there have been businesses in our world. Even individuals use these same principles, often calling them resolutions for the new year.

As we look around our installation at the many different branches, divisions, and organizations, we can easily realize that each area must have its own "corporate goals." They can be similar to resolutions for an individual, but must be more general, cover a broader spectrum of the unit or organization, and should clearly define a specific and realistic goal that all employees of that area can identify with in their own minds. Only if there is mutual agreement between the employees and supervisors can a goal truly be considered an organizational or corporate goal.

I believe there are four basic steps that will help in developing good corporate goals. These same steps can be used for a duty section, branch, division, or even an entire organization. First, select a goal that is specific. It should represent a key element of the work that is done in the unit and should also be a desired outcome or a result of the effort done there.

By selecting a goal in this manner, it becomes precise and individualized for the unit.

Second, determine how the goal will be measured or quantified. A goal that

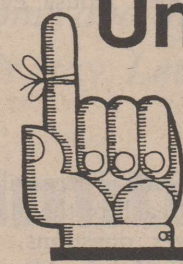
cannot be measured may be easily forgotten. If written down and quantified, it will generally increase the personal commitment from all employees to work toward achieving their goals.

Third, review the goals periodically. Goals are not to be cast in stone. They should remain flexible and often need to be modified or altered because of changing circumstances. If a goal no longer reflects the unit's objective, it should be discontinued and a new one established.

And last, you must publicize your accomplishments. If you succeed in achieving the goals you established,

everyone that helped make that possible should be informed. Also, there is a benefit to be gained in guiding the selection of new goals based on the results of previous efforts. In many cases, units will have goals that are incrementally designed and follow a prioritized pattern or sequence. By working in this fashion, it is easier to accomplish many larger tasks that may span more than one fiscal year.

If you follow these four steps, the road to excellence becomes organized, easy to follow, and well documented for everyone to review.



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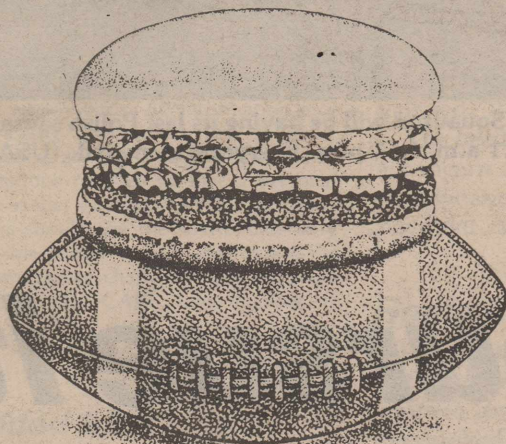
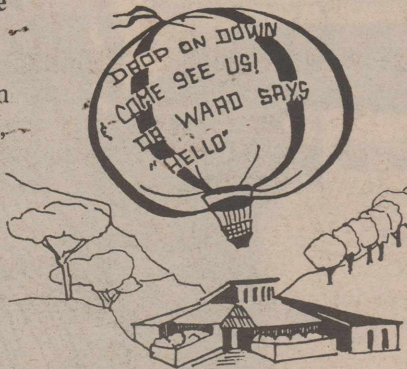
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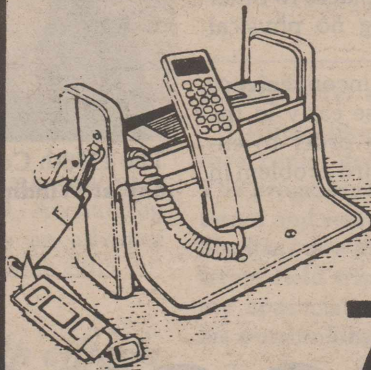
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News Briefs

Hail and farewell

The Enlisted Wives Club is hosting a "Hail and Farewell" gathering Sept. 24, 7 p.m. at Reese manor. For more information, contact Barbara Gamble, 885-2244.

Instructors needed

The Professional Military Education Center (PMEC) has a need for Adjunct Instructors in the noncommissioned Officers Leadership School and Noncommissioned Officers Preparatory Course. If you are interested in sharing your experiences with Airmen First Class through Staff Sergeants, call the PMEC, 3635 or 3147.

Fund raising information

Many organizations hold fund raisers throughout the year. In order to hold a fund-raiser on base, written permission from the Base Commander must be obtained. Proposals must be submitted in writing specifying the dates, hours and place of the planned fund raiser and items to be sold. A point-of-contact and phone number is also required.

The letter should be sent to the legal office located in bldg. 800, second floor. A lawyer will coordinate on your request and sent the proposal to the Base Commanders office. If food items are to be sold, permission must be obtained from Environmental Health prior to sending the request to the legal office.

Letters should be submitted one and a half to two weeks before the scheduled event. For more information, contact the Base Commanders Office, 3655.

Housing Referral reminder

Air Force Regulation 30-15 requires all military personnel to report to the Housing Referral Service prior to entering into a lease agreement or sales contract. Avoid future problems by understanding lease contracts before signing them. Housing Referral Service is located in bldg. 6100. Hours are 7:30 a.m. to 4:15 p.m. Monday through Friday. For more information, contact Paul Young, 3601.

Reserve opportunities

The Individual Mobilization Augmentee program is open to qualified individuals who are separating from active duty and wish to remain in the Air Force with a reserve status.

The Air Reserve Management Officer for Reese is 2nd Lt. Jeff Moore, assisted by Sgt. Kim Cook. For more information, contact Lieutenant Moore or Sergeant Cook, 3714 or 3436.

Lost and found

The Security Police Investigation Section has the following lost or abandoned property: one key, one car bra, and one power tool. If any of this property belongs to you, please contact the Investigations Section, 3999.

Graduation scheduled

Noncommissioned Officers Preparatory Course class 87-9 will graduate Thursday at 11:30 a.m. at the Mathis Recreation Center. The guest speaker for the event is SMSgt. Frankie J. Schalk, of the USAF Hospital, Reese. All base personnel are invited to attend.

Attention ex-smokers

Reese Health Promotion is looking for smokers who have "kicked the habit" to serve as instructors/facilitators at the Stop-smoking Clinic. Hospital staff members are paired with ex-smokers to teach the class. If you have beat nicotine, help someone else do the same. For more information, 3536.

Volunteers needed

The second West Texas Museum Association's Kite Fest is Sept. 26 from 10 a.m. to 3 p.m. Volunteers are needed to help kids build and fly the kites. A training session for the volunteers will be held Thursday at 5:30 p.m. in the Texas Tech Museum on Fourth St. For more information contact 2nd Lt. Doug White, 797-2781 after 6 p.m.

Filing W-4A

All employees should be aware that the law requires a new W-4A to be filed before Oct. 1, 1987. Filing early may avoid incorrect withholdings.

Stress Management Group

The Mental Health Clinic will be offering a Stress Management Group for any active duty, family members or DOD civilian personnel. The group will meet for 8 weeks, one session a week, beginning Oct. 28. The sessions will be approximately 90 minutes, beginning at 4 p.m. at the Base Chapel. The group will be led by Capt. Michael Vasquez, clinical psychologist. If you are interested in attending, contact the Mental Health Clinic at 3739.

Farewell

Nell Vick would like to extend to all friends, retired and service people alike, her thanks for the pleasure of working with all at the Reese Dry Cleaners during her 19 years of service. "Good Luck to all, I Miss you already" — Nell Vick.

Retiree appreciation days

Military retirees, spouses and widows are invited to attend the Retiree Appreciation Days, Oct. 16 and 17. The Golf Course has been reserved for retirees on Oct. 16, with a Tee-off time at 1 p.m. A banquet will also be held on the 16th at the Officers Open Mess. Brig. Gen. Billy Boles is the guest speaker. Hospitality hour begins at 6:30 p.m. Activities on the 17th begin at 8:30 a.m. with briefings at the base theater and Counseling Centers at the Mathis Recreation Center. For more information, contact the Retiree Activities Office, 885-6261.

Vietnam Vet. Memorial

The Moving Wall, a one half scale replica of the Vietnam Veterans Memorial will be in Big Spring, Texas, Sept. 30 through Oct. 6, at the former Webb Air Force Base. This will be the last time this year the Memorial will be shown in Texas.

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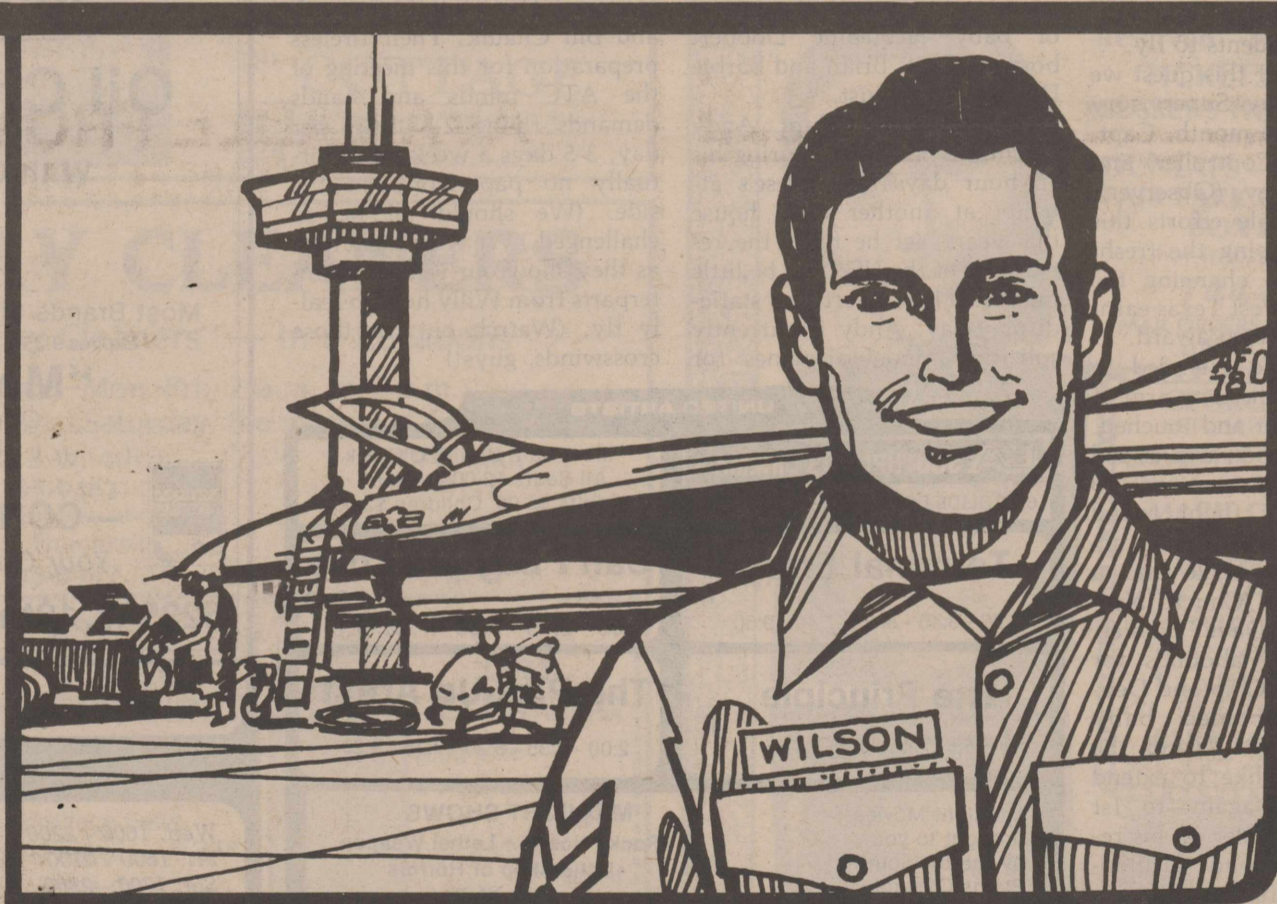
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Weekly Housing Winners

Sept. 1 inspection

Enlisted Duplex	Officer Duplexes
<p>104 George SSgt. Alton and Cliffa R. Burk assigned to the 64th Organizational Maintenance Squadron.</p> <p>106 George SSgt. Jess and Althea Jenkins assigned to the 64th Organizational Maintenance Squadron.</p> <p>300 Mitchell SSgt. Karen and Dennis Lifsey assigned to the 64th Flying Training Wing.</p> <p>302 Mitchell AIC Mark and Andrea Heibel assigned to the 64th Field Maintenance Squadron.</p>	<p>233 Mitchell 2nd Lt. Dave and Deborah Tribo assigned to the 64th Student Squadron.</p> <p>235 Mitchell 2nd Lt. Mark and Michelle Wagner assigned to the 64th Student Squadron.</p> <p>112 Harmon 2nd Lt. Stephen and Cynthia Clark assigned to the 64th Student Squadron.</p> <p>114 Harmon 2nd Lt. Bob and Krystal Schaab assigned to the 64th Student Squadron.</p>

Squadron News

54th Flying Training Squadron

In spite of the impending arrival of our ATC guests (coming to help us all improve our lives) and our gallant quest to "peak" at that crucial moment, the members of the 54th are still performing such feats as raising families, PCSing in and out, and teaching students to fly.

At the helm of this quest we find our Runway Supervisory Unit team of the month: Capt. Tony Warner (Controller) and Lt. Tim Gotchey (Observer). Their considerable efforts this past month keeping the freshman class from changing the topography of West Texas earned them this coveted award.

Salutations are extended to those to whom the long arm of ATC reached out and touched. 1st Lt. Mike Mason was issued his snakebite kit and sent to Cobras. Gumby flight found themselves suspect with their acquisition of an Aggie and a Toad: 1st. Chris "Chuck" Norris and Capt. Dave Hassler. Family life also abounds for Gorillas. 1st Lt. Chip and Debbie Love welcomed baby Danielle on Aug. 7 and the students would like to extend congratulations—again—to 1st Lt. George Schmieler on his re-engagement. Second Lieutenants Chris Duffek and Jimmy Wendland (the squadron haircut officer) joined Firechickens and Eagles gained Capt. Greg Shelton. Hawgs report the return of 1st Lt. Randy Shay from his four month boondoggle on the beaches of Florida. Rumor has it he was flying with ROTC cadets in something called Fishpot. It's more probable that he was fly fishing using

ROTC cadets as bait. Capts. Greg Hurley and Dana Dabbs, not yet willing to leave the warmth of the ATC fold, have opted to further their careers as PIT snackbar officers.

Finally, we were greatly relieved to see the Pool Room show evidence of a higher meaning to life with the arrival of baby Jacqueline Dobbert born to Capt. Brian and Barbie Dobbert in August.

In other news, Capt. Andy Frechtling has been pouring his 16 hour days into Reese's attempt at another open house this year. Yet he finds the remainder of the USAF to be little interested in supporting a static-display-day. Andy is currently soliciting model airplanes for

the display, however requests they be built to scale and correctly detailed.

"Fly Safe" is extended to our team carrying the Reese torch down to Randolph (via England AFB) to this year's Torchlight Competition: Capts. Mike Zimmering, Jim Mayo and Lts. Bob Heppner, Dan Holt, Dave Reth and Bill Chaulk. Their tireless preparation for this meeting of the ATC minds and hands demands flying 2-3 times per day, 3-5 days a week, with virtually no paperwork on the side. (We should all be so challenged.) We wish them luck as they show our weaker counterparts from Willy how to really fly. (Watch out for those crosswinds, guys!)

UNITED ARTISTS

<p>UA SOUTHPLAINS CINEMA 4 6002 SLIDE ROAD 799-4121</p>	<p>Mon.-Sun. Until 6 O'Clock All Seats \$3.00—After 6, Adults \$5.00; Children \$3.00</p>
<p>Terminal Entry R 2:00 - 3:45 - 5:40 - 7:40 - 9:50</p>	<p>Can't Buy Me Love PG-13 2:00 - 3:45 - 5:30 - 7:25 - 9:15</p>
<p>The Principle R 2:20 - 4:30 - 7:30 - 9:40</p>	<p>The Pick-Up Artist PG-13 2:00 - 3:35 - 5:20 - 7:15 - 9:20</p>
<p>Midnight Movies brought to you by the UA South Plains Cinema.</p>	
<p style="text-align: center;">MIDNIGHT SHOWS</p> <ul style="list-style-type: none"> •Rocky Horror • Lethal Weapon •Little Shop of Horrors •The Wall 	

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THIS WEEK'S SPECIAL EVENTS

Every Monday Is Ladies Night!

Friday, September 18—Happy Birthday Air Force! Catfish \$3.25

Saturday, September 19—Casual lounge open 12:00 noon

Sunday, September 20—Casual lounge open 2-10 p.m.

Monday, September 21—Lunch Specials—Games 5:30 p.m. - 6:30 p.m.

Tuesday, September 22—Bar Games 5:30 p.m.

Wednesday, September 23—Fresh Cobblers Daily - "National Food Workers Day"

Thursday, September 24—Chicken Fried Steak Jazz with K.C. 7-10 p.m.

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<p>Wed. 1600 - 2200 MAIN LOUNGE HOURS <i>Roast Beef Plus Two</i></p>	<p>Fri. 1600 - 0100 <i>Open to Members Only</i> Other Hot Entrees</p>
<p>Sat. 1700 - 2300 <i>Closed on Sunday</i> Daily - Mon.-Fri.</p>	<p>Officers Open Mess now offers cinnamon rolls and fresh baked bread. Call by 1500 daily for next day pick up between 9 & 10:30. Perfect with that morning coffee. Call 885-4564.</p>

<p>FRI SEPT 18</p> <p style="font-size: 0.8em;">Closed for "Tattoo"!</p>	<p>TUES SEPT 22</p> <p style="font-size: 0.8em;">Big Bird Delivery 885-4564</p>
<p>SAT SEPT 19</p> <p style="font-size: 0.8em;">Open For Special Occasions Only</p>	<p>WED SEPT 23</p> <p style="font-size: 0.8em;">Free Tacos In the Smokin' Hole 1700 - 1900</p>
<p>MON SEPT. 21</p> <p style="font-size: 0.8em;">Free Pizza Casual Bar 1700 - 1900</p>	<p>THURS SEPT 24</p> <p style="font-size: 0.8em;">Family Style Chicken</p>

Health alert

The truth about vegetable oils

by Major Roberta L. Russell
Aerospace Physiologist

When is it better to eat something made with animal fat than something made with 100 percent vegetable shortening? When the "vegetable" used was a coconut. In today's world we find ourselves constantly barraged with information on the appropriate diet for a long and active life. In fact, today's American is probably the most educated food consumer the world has ever seen. Unfortunately, in many areas, we are also the most mis-educated, too.

This week marks the American Heart Association's "Food Festival," an annual event to help clear the air on what is a healthy diet. To help you clear the air about fats in your diet, read on.

One of the key emphasis areas for a healthy diet has been centered around the amount and type of fats consumed. Everyone has heard that one should avoid cholesterol and most know animal fats, including egg yolks, milk fat and the fat in the skin of a chicken, are major sources of cholesterol. But, the

American Heart Association's recommendations don't stop there.

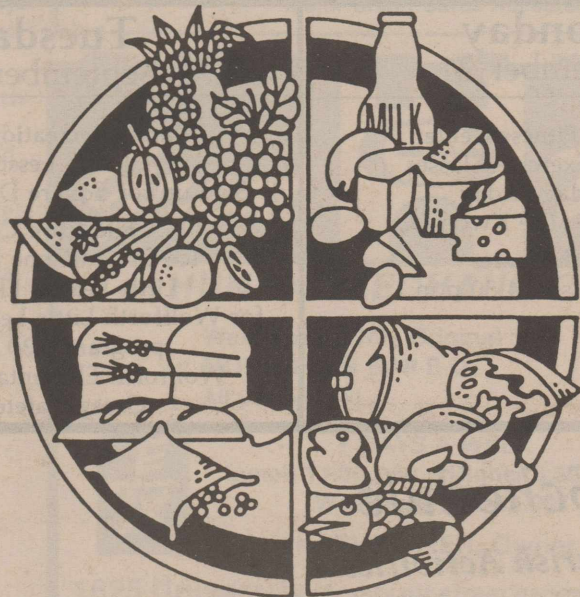
First, the basic recommendation on consumption of fat is; "as little as possible." That's all fats, vegetable included. We should only be consuming about 30 percent or less of our daily calories from the fats we eat and yet, the average American easily exceeds 40 percent. When checking a label for healthfulness, remember, fats give you nine calories for every gram contained. For example, if the label says the product has 15 grams of fat per serving, that will give you 135 calories. If a serving has a total of 250 calories, 54 percent (135 divided by 250) comes from the fats. Many prepared foods are high in fats and by following these simple calculation, you can determine which are the better food choices.

Total fat is not the only concern. Many also watch labels for cholesterol content. The American Heart Association wants us to reduce saturated fats as well. We have been told animal fats are highest in saturated fats and this has driven many to a false sense of complacency about vegetable oils. The truth is, if the label

reads; coconut or palm kernel oil, you are no better off than when eating beef tallow or lard. These two vegetable fats contain 86 percent and 81 percent, respectively, saturated fats as compared to beef tallow's 50 percent. When checking the label, look for products that use safflower, sunflower, corn or partially

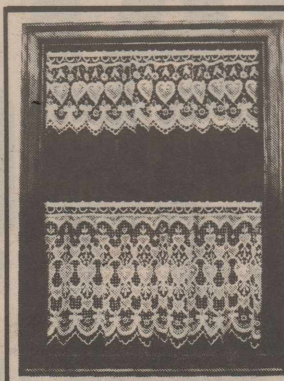
hydrogenated soybean and cottonseed oils to satisfy their fat needs. Better yet, choose a product that doesn't add unnecessary oils.

Be an informed consumer. Look for the "Health Heart" symbol on your commissary shelves.



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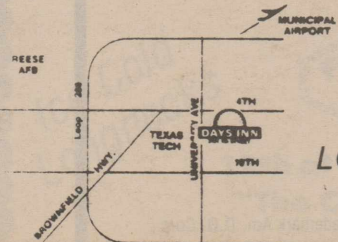
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GEORGE JONES SAT., SEPT. 26 • 7PM
DWIGHT YOAKAM MON., SEPT. 28 • 7PM
MARIE OSMOND TUES., SEPT. 29 • 7PM
SAWYER BROWN WED., SEPT. 30 • 7PM
THE JUDDS THURS., OCT. 1 • 7PM
RANDY TRAVIS FRI., OCT. 2 • 7PM & 9PM
REBA MCENTIRE SAT., OCT. 3 • 7PM & 9PM



MWR

Events Calendar

Sept. 18 through Sept. 24

<p>Friday September 18</p> <p>Mathis Recreation Center Constitution Week Trivia Contest Entry Deadline September 23, 1987 Information, Ticket and Tour Office Sign up for tour to Calrsbad Caverns by September 25, 1987 Discount Football Tickets Library Happy Birthday Air Force</p>	<p>Saturday September 19</p> <p>Reese Open House Physical Fitness Center Volksmarch postponed till Oct. 3, 1987 Windmill Bowling Lanes No Tap Tournament 7 p.m. Information, Ticket and Tour Office Discount tickets for Fox Mann Theaters and United Artist Cinemas Child Care Center Story Telling Festival Youth Center Design a Youth Center T-Shirt Deadline 5 p.m. today</p>	<p>Sunday September 20</p> <p>Youth Center Bingo 3 p.m. Arts and Crafts Physical Fitness Center Men/Women's Body Building Contest Altus AFB Sign Up Now</p>	
<p>Monday September 21</p> <p>Physical Fitness Center Aerobic Exercise Classes Monday-Friday Sign up for Tae Kwon Do Youth Center Dance Classes 4:30 p.m.</p>	<p>Tuesday September 22</p> <p>Mathis Recreation Center Piano Lessons Sign up for Square Dance Lessons Child Care Center Ice Cream Cone Birthday Little League Election for Wolfforth Little League baseball program 7:30 p.m. Wolfforth Elementary School Casey Cafeteria</p>	<p>Wednesday September 23</p> <p>Library 1st day of Autumn enjoy a good book Physical Fitness Center Aerobic Exercise Classes Monday-Friday Tae Kwon Do Demonstration 7 p.m. 'Heart'n Sole' Exercise Room</p>	<p>Thursday September 24</p> <p>Mathis Recreation Center Guitar Lessons Youth Center Martial Arts 4:30 p.m. Physical Fitness Center Sign-ups for Men and Women's Body Building Contest at Altus AFB end tomorrow VolksMarch sign-ups</p>

Chapel Schedule

Protestant Parish Activities

Liturgical Protestant 8:30 a.m.
General Protestant 11 a.m.
Gospel Service 12:15 p.m.
Sunday School and Adult
Education 9:45 a.m.
Friday School 10 a.m.

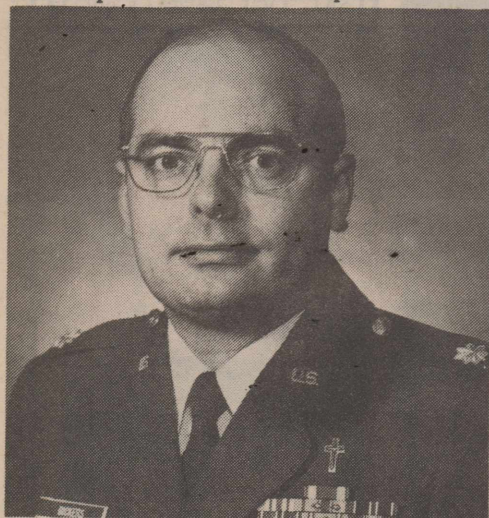
For information about choirs, baptisms,
marriages, counseling and related matters,
call 885-3237.

Catholic Parish Activities

Saturday Mass 5 p.m.
Sunday Mass 9:45 a.m.
Daily Mass 12:15 p.m.
Rite of Reconciliation
Saturday 4:15-4:45 p.m.
Sunday 9-9:30 p.m.
or by personal appointment
CCD & Inquiry Classes
Sunday 11 a.m.

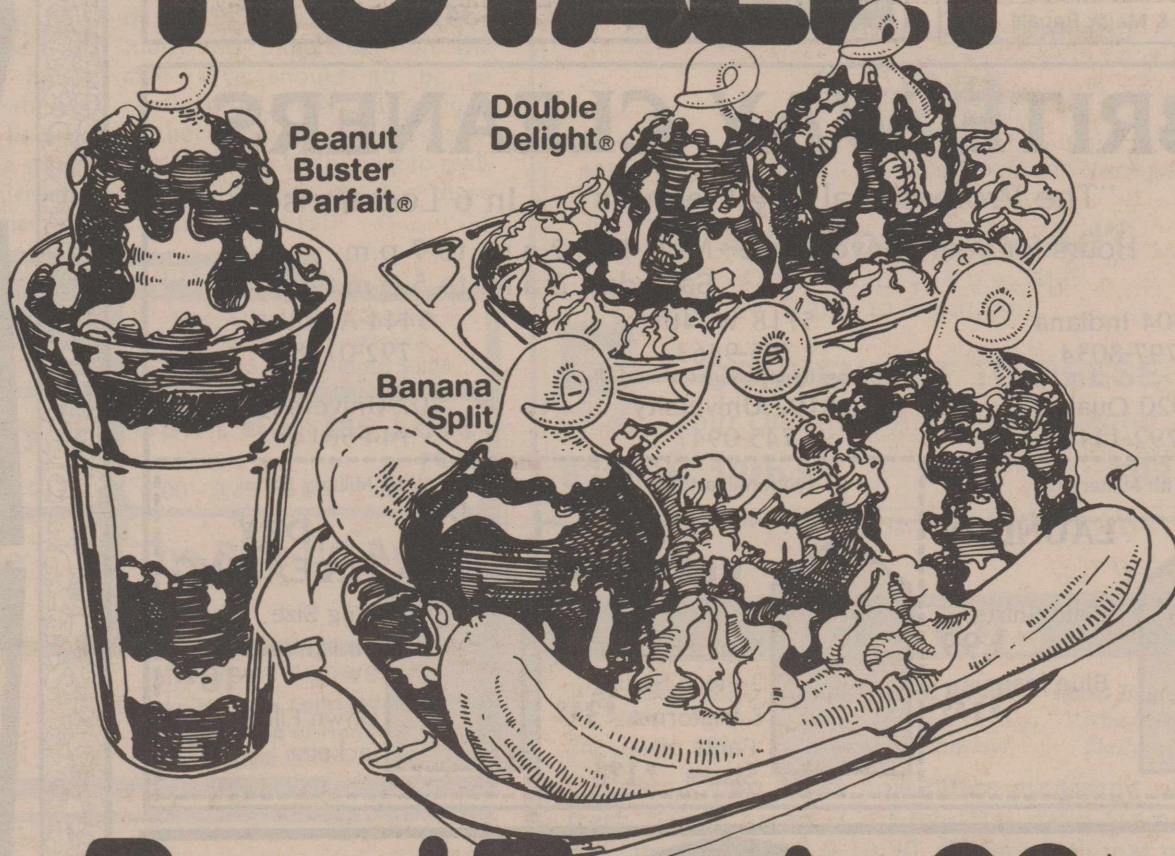
Chapel Notes

The chapel will be offering a Women's Bible Study on the 2nd and 4th Tuesday of each month starting on Sept. 22. The book titled, "Seven Things Children Need," written by John M. Drescher will be the theme for the study. Lessons on significance, security, acceptance, love, praise, discipline, and God will be discussed. Class begins at 9:30 and lasts approximately 90 minutes. Child-care will be provided at the Chapel.



Chaplain, Major, Don Bickers, the new senior Protestant Chaplain, has just arrived from Lajes Field, Azores, Portugal. He is a Southern Baptist minister and has been on active duty as a chaplain since June 1976. Other assignments have included Cannon AFB, N.M. and Air Force Institute of Technology one year assignment in Christian Education, Eglin AFB, Fla., remote sites in Alaska and Chanute AFB, Ill. He is accompanied by his wife Patricia of Panama City, Fla. They have two children, Melissa a music major at Wayland Baptist University and Michael a 7th grader. (USAF Photo)

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Constitution trivia contest

How well do you know the Constitution? Find out by entering the Mathis Recreation Center Constitution Trivia Contest. All entries must be turned into the Mathis Recreation Center on or before Wednesday. To be eligible you must be an employee of Reese. The contest winner will receive a free ticket to a Texas Tech home game of their choice.

Constitution Trivia Contest (Circle the correct answer)

- Who was the oldest delegate to the Constitutional Convention?
A. Roger Sherman (68)
B. Gouverneur Morris (73)
C. Benjamin Franklin (81)
D. George Washington (63).
- Which state had the fewest delegates to the Constitutional Convention?
A. Rhode Island B. New York
C. Virginia D. New Hampshire
- Who actually wrote the Constitution?
A. James Madison
B. Benjamin Franklin
C. Gouverneur Morris
D. George Washington
- Which famous American

refused an appointment to the Constitutional Convention?

- A. Patrick Henry
B. Paul Revere
C. John Paul Jones
D. George Washington

5. How many articles were in the Constitution when it was written?

- A. 8 B. 11 C. 7 D. 14

6. Only one signer of the Constitution also signed the Declaration of Independence, Articles of Association and the Articles of Confederation who was he?

- A. James Madison
B. Benjamin Franklin
C. Gouverneur Morris
D. Roger Sherman

7. The first Continental Congress met in which city on what date?

- A. Philadelphia, April 9, 1778
B. Boston, May 6, 1789
C. New York, 1789
D. Baltimore, July 4, 1789

8. The Constitution took effect on what date?

- A. July 4, 1790
B. August 1, 1791
C. March 1, 1789
D. January 30, 1791

9. How many amendments were there to the Constitution when it first passed both houses of Congress?

- A. 14 B. 10 C. 17 D. 12

10. After the Constitutional amendments were ratified by the states they took effect on which date?

- A. December 15, 1791
B. August 17, 1790
C. January 30, 1791
D. April 1, 1789

Tie Breaker Question

Prior to the 26th Amendment being passed allowing 18 year olds the right to vote. Four states had already allowed citizens under 21 years of age the right to vote. Circle the four states.

- Arizona, Hawaii, South Carolina, Utah
Minnesota, Rhode Island, Georgia, Illinois
North Dakota, Kentucky, Iowa, Kansas
Louisiana, Oregon, Oklahoma, Texas
Alaska, Arkansas, Ohio, Delaware
New Jersey

Contestants name _____

Duty or home phone _____

Sports

Learning Tae Kwon Do

Interested in learning self defense, self discipline, self confidence, and self control while at the same time improving coordination and physical fitness?

The Reese Physical Fitness Center is offering Tae Kwon Do classes three nights a week beginning October 1, in the "Heart 'n Sole" exercise room, located in the Mathis Recreation Center. The cost for this class will be \$25 a month per person. Enrollment of a family of four or more will be \$20 per person a month.

The Reese Physical Fitness Center will host a free Tae Kwon Do demonstration Wednesday at 7 p.m. in the "Heart 'n Sole" exercise room. For more information contact the Physical Fitness Center, SSgt. Randy Pratt or 2nd Lt. Cindy Staples at 885-6020.

Body building contest planned

The Altus Air Force Base Fitness Center is sponsoring the "Great Southwest Body Building Contest". Competition will be held on September 26, 1987 at the Altus Air Force Base Fitness Center. For more information on this event contact Mr. Jake Trevino at

885-3207. Entry deadline is September 25, 1987.

Bicycle race Sunday

A Criterion or standard for bicyclists interested in racing will be held Sunday. The course will begin at the Officers Pool.

The length of the course will be determined by the category riders are interested in racing in.

Category	Laps	Distance	Starting Time
Newcomers	6	7.8 miles	9:30 a.m.
Newcomer Women	6	7.8 miles	9:30 a.m.
B Open	15	19.5 miles	9:50 a.m.
B Junior (under 18)	15	19.5 miles	9:50 a.m.
B Senior (35 or over)	15	19.5 miles	9:50 a.m.
A Open	20	26.0 miles	10:50 a.m.

All riders must wear hardshell helmets and sign a waiver. Waivers are available through the Gym office and in the hospital at the Primary Care desk. All riders under 18 must also have their parents' or guardian's signature on the waiver. The entry fee will be \$1.00. Volunteers to help control traffic would be greatly appreciated.

A stage race for October 3-4 has been tentatively planned. The race will consist of a road race (probably at Horseshoe Bend Canyon), a time trial, and a criterion. If you are interested in helping, contact Capt. Hansen at 3588.

50



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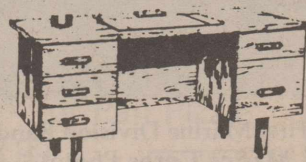


7 DAYS A WEEK
Lunch 11:30-2:30 • Dinner 5:30-10:00
Weekends 5:30-11:00



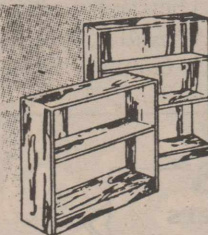
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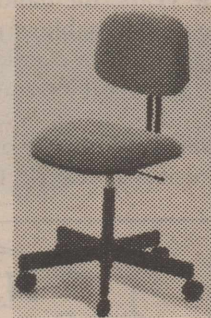


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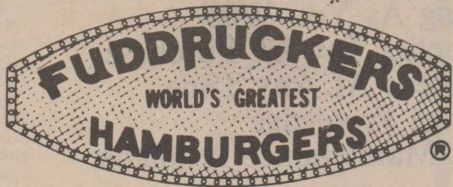
- Cajun Shrimp
 - Popcorn Shrimp
 - Peel 'n Eat Shrimp
- Baked Potato - Soup & Salad Bar

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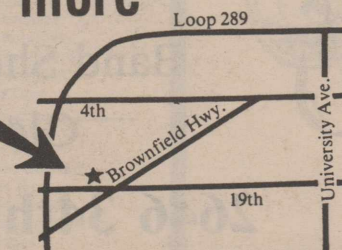
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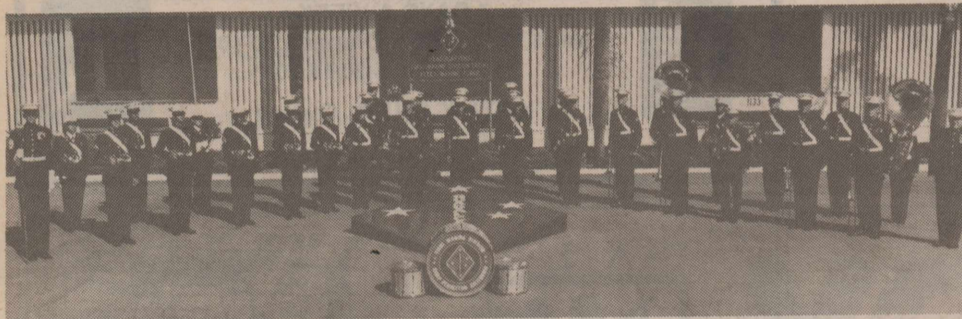
Making a special appearance at Reese ...



The Goin' Band from Raider Land (Photo courtesy of Texas Tech University, Lubbock, TX)

Goin' Band from Raiderland

Selected performers of the Texas Tech Goin' Band from Raiderland, directed by Mr. Keith Bearden will perform at the Tattoo ceremony tonight. The Texas Tech band auditions over 400 students each year, selecting only the best musicians on campus to perform. The band supports the local Red Raider football team and in the spring, divides into four concert bands, jazz ensembles and basketball pep-band. The Goin' Band from Raiderland practices six hours per week, rehearsals are open to the public daily from 12:30 p.m. to 1:30 p.m. in front of the Texas Tech music building.



The First Marine Division Band will perform at 3:30 Saturday, during Open House. (U.S. Marine Corps Photo)

First Marine Division Band

The First Marine Division Band has been in existence since the early 1940's. Over the years, the band has become a versatile unit, capable of presenting concerts ranging from classical and martial music to the contemporary styles of today. The band, composed of approximately 50 musicians, travels throughout the Western United States, participating in numerous concerts and parades. They will perform here during the Tattoo ceremony, Sept. 18. The Division is stationed at Marine Corps Base, Camp Pendleton, Calif. They are under the direction of Major Harold E. Whitney, Jr. The Drum Major is Gunnery Sergeant Steven M. Puder.



The traveling SARSAT van will be on display at Saturdays Open House (NASA Photo)

SARSAT van

SARSAT Van - a traveling exhibit that details the satellite-aided search and rescue project - will be on display during Open House, Saturday.

The satellite-aided search and rescue project (COSPAS/SARSAT) is an international cooperative program between the United States, Canada, France, (SARSAT) and the Soviet Union (COSPAS). The U. S. program includes NASA, the National Oceanic and Atmospheric Administration (NOAA), the Coast Guard and the Air Force.

The SARSAT Van, a large walk-through trailer, features six exhibits. Of particular interest are the highlights of four "rescues" aided by satellite intervention. SARSAT Lecturer, Robert F. (Bob) Buckley, travels with the van and is available to answer questions. The SARSAT program is managed for NASA by JL Associates, Inc., of Hampton, Virginia.

Inside the SARSAT van, two visitors view the computer-enhanced world map which details the highlights of four "rescues" affected by satellite intervention in search and rescue endeavors (NASA Photo)?



Inside the SARSAT van, two visitors view the computer-enhanced world map which details the highlights of four "rescues" affected by satellite intervention in search and rescue endeavors (NASA Photo)?

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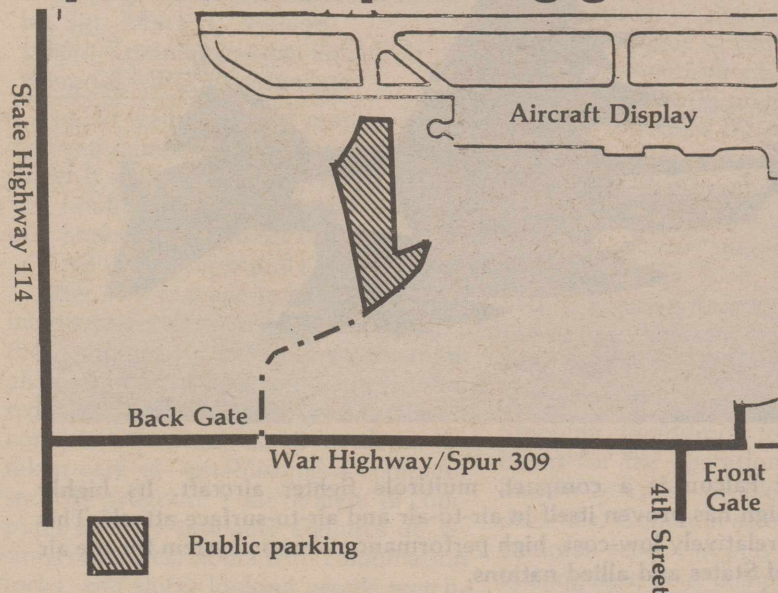
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Open House parking guide



Parking for Saturdays Open House will be directed to the Golf Course gate.

NCO Preparatory Course graduation

The NCO Preparatory Course Class 87-8 graduated Sept. 11 in a ceremony held at the Mathis Recreation Center. The guest speaker for the event was SMSgt. Dann Barnes, superintendent, 64th Civil Engineering Squadron Pavements and Equipment.

The John L. Levitow Honor Graduate Award winner was SrA. Joan Mangan, 3500th Mission Support Squadron.

The Distinguished Graduates were Senior Airmen Ralph A. Cuevas, USAF Hospital-Reese, and Oscar R. Eichhorn, 64th Organizational Maintenance Squadron.

Other graduates are: Senior Airmen David R. Hughey and John E. Brown assigned to the 64th Organizational Maintenance Squadron; Senior Airmen

John S. Velky, II, James H. Agee, Jr. and A1Cs Tony M. Bushee, Shawn P. West and David L. Channell assigned to the 64th Organizational Maintenance Squadron; SrA. Alonzo S. Whited assigned to the 64th Student Squadron; SrA. Ruben A. Robledo assigned to USAF Hospital-Reese; SrA. Rebecca A. Lennon assigned to the 1958th Communications Squadron; SrA. Mark A. Haley assigned to the 64th Security Police Squadron; SrA. Kimberly L. Hoxie assigned to the 64th Flying Training Wing; SrA. Daniel E. Gabbard assigned to the 64th Supply Squadron; SrA. Mary E. Stults and A1C Alfred C. Wilhite assigned to the 64th Civil Engineering Squadron; and A1C Robert E. Kleintop assigned to the 3500th Services Squadron.

Caprock menu

	Lunch	Dinner
Today	Steak Smothered w/onions Chicken A La King Baked Lasagna Rice Pilaf French Fried Potatoes Creole Wax Beans Cauliflower Buttered Carrots	Honey Glazed Rock Cornish Hen Ground Beef Cordon Bleu Beef Steak French Fried Potatoes Mashed Potatoes Corn-on-the-cob Wax Beans Cauliflower
Saturday	Salisbury Steak Turkey Curry Home Style Pot Roast Rice Pilaf French Fried Potatoes Creamed Corn Green Beans Baked Hubbard Squash	Steamship Round Veal Paprika Steaks Chicken Pot Pie BBQ Beef Cubes Baked Potatoes w/margarine French Fried Potatoes Green Beans Harvard Beets
Sunday	Swiss Steaks Pork Chop Suey Turkey Nuggets Buttered Noodles Mashed Potatoes Wax Beans Creole Cauliflower Au Gratin Baked Hubbard Squash	BBQ Beef Cubes Simmered Bratwurst Fr. Fried Fish Portions Fried Rice Oven Browned Potatoes Glazed Carrots Broccoli Spears Mixed Vegetables
Monday	Ginger Pot Roast Sweet & Sour Pork Baked Haddock Rice Pilaf Oven Browned Potatoes Stewed Tomatoes Corn Combo Blackeye Peas	Salisbury Steak Baked Ham Baked Chicken Baked Beans Mashed Potatoes French Fried Cauliflower Southern Style Collard Greens Green Beans
Tuesday	Pepper Steak Baked Haddock Turkey Pot Pie Buttered Noodles Mashed Potatoes Giner Glazed Carrots Brussels Sprouts Peas	Steamship Round Veal Paprika Steak Chicken Pot Pie Baked Potato French Fried Potatoes Corn Green Beans Harvard Beets
Wednesday	German Meal	BBQ Beef Cubes Salmon Cakes Baked Chicken Buttered Noodles Oven Glo Potatoes Lyonnaise Wax Beans Carrots Normandie Sauteed Corn
Thursday	Spaghetti w/meatsauce Sauerbraten Baked Flounder Baked Macaroni & Cheese Mashed Potatoes Green Beans Broccoli Spears Corn-on-the-cob	Grilled Steak Breaded Liver Newport Fried Chicken Steamed Rice Mashed Potatoes Southern Style Mustard Greens Asparagus Succotash

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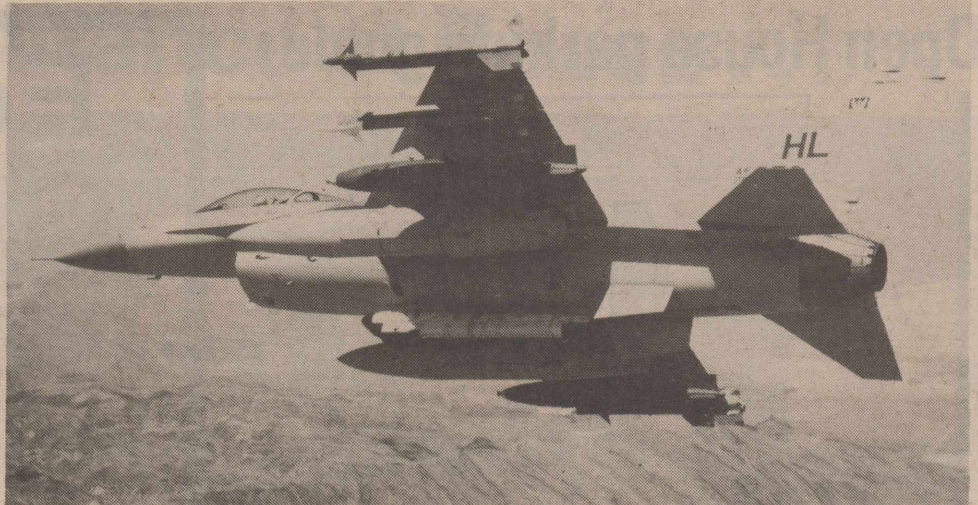
7002 Canton Avenue, Lubbock, Texas

Static display aircraft



C-141

The C-141 Starlifter transport provides long-range airlift at jet speeds. It was the first jet aircraft designed to meet military airlift needs for a troop and cargo carrier. The Starlifter, operated by the Military Airlift Command, can airlift combat forces, equipment and supplies, and deliver them on the ground or by airdrop using two paratroop doors on each side and a rear loading ramp. (USAF Photos)



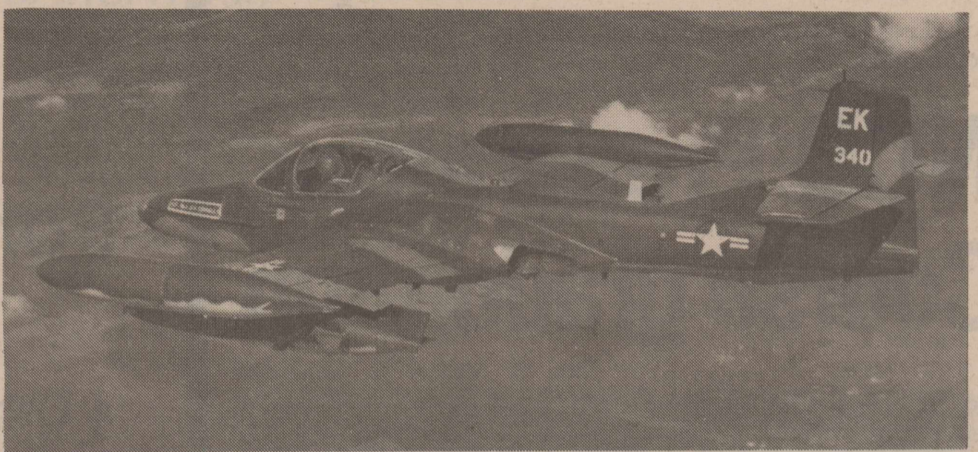
F-16

The F-16 Fighting Falcon is a compact, multirole fighter aircraft. Its highly maneuverable design has proven itself in air-to-air and air-to-surface attack. This aircraft provides a relatively low-cost, high performance weapon system for the air forces of the United States and allied nations.



C-21

The C-21 is a twin turboprop engine aircraft used for cargo and passenger airlift. The aircraft is the military version of the Learjet 35A business jet. In addition to providing cargo and passenger airlift, the aircraft is capable of transporting litters during medical evacuations.



OA-37

The OA-37 'Dragonfly' is a forward air control version of the T-37 trainer. The aircraft is designed to provide forward air control combat escort, search and rescue, and reconnaissance. The Dragonfly also is used during counterinsurgency operations. It has about double the weight and more than twice the engine thrust of the trainer. Here is a high angle rear view of an 8th Tactical Fighter Wing OA-37 armed with bombs. The aircraft is headed for a bombing mission over North Vietnam.

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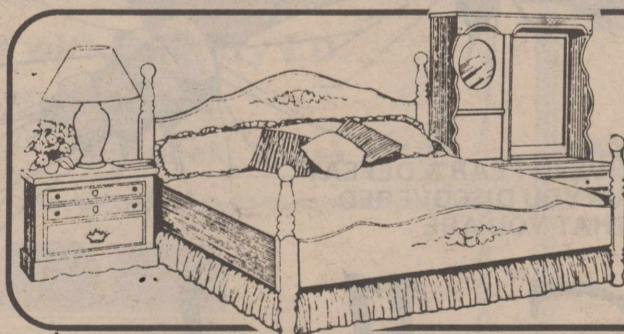
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Is Computer Security Really a Monster?

by Sgt. Mark T. Wilson
1958th Communications Squadron
Wing COMPUSEC Manager

You've waited several months for it. You ran paperwork all around the base to get it authorized and ordered.

It finally arrived today and you happily unpacked it and set it up.

What is it? Your brand new computer. After you manage to get through the instructions telling you how to prepare the computer for operation, you think all of your paperwork and authorization troubles are over. Well, you're almost correct. One final detail needs to be taken care of—establishing a computer security program. Your thought of computer security probably conjures up visions of guards, doors with combination locks, and shifty looking people watching your every move. Before your blood pressure causes you to have a stroke, I'll let you in on a secret: very few computers need guards and extensive security controls. As you breathe a sigh of relief, I'll also tell you that all computers do need some degree of protection and security. How much protection is needed depends on what the computer is used for.

The first thing you need to do is to appoint a Computer System Security Officer (CSSO). This fancy-titled person is responsible for making sure the computer is not abused, misused, or sabotaged.

Secondly, in order to identify the

things that may cause problems with the operation of the system, a risk analysis needs to be performed. Part of the risk analysis deals with procedures to follow in order to reduce the possibility of losing data and/or computer hardware. For example, make sure the hardware is protected from accidental damage by using electrical power surge protectors and anti-static mats. Also, eating, smoking, and drinking around the computer is prohibited. This eliminates the possibility of spilling liquids or food particles into the computer and shorting it out.

Smoking, in addition to the health problems for the operation, has also been known to cause problems with floppy diskettes. Common safety practices and common sense can play a major part in making sure your computer is as secure as it needs to be.

Another thing computer risk analysis is concerned with is protecting the data stored on diskettes from being lost. Making regular and frequent backups of your disks, both hard disks and floppies, will greatly reduce the possibility of losing data in the event of disk failure.

Also, using whatever means you can to keep unauthorized people from getting to data they are not supposed to get to will help keep your system safe from tampering. Another point, keep backups of your disks in another location. This will help keep data safe from fire and other such disasters. One more thing, don't forget to keep personnel that no

longer have a need to use the system from getting to it. This will lessen any deliberate damage by a disgruntled employee or just keep access to a minimum.

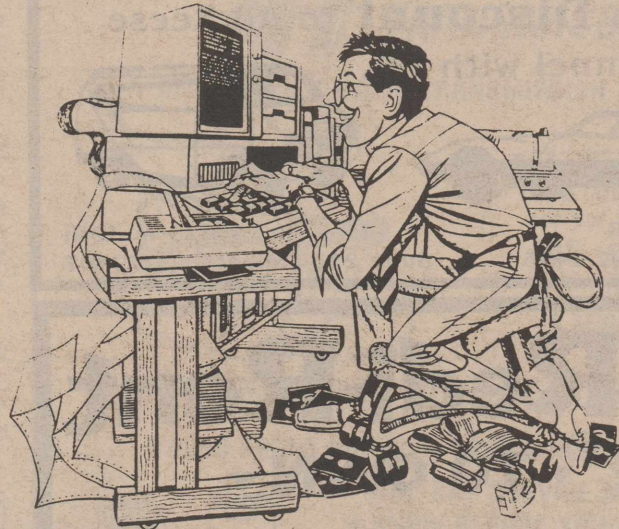
Computer security for most computers doesn't take much effort and simple precautions can save you a considerable amount of headache and grief.

It never hurts to be prepared—just in case that one in a million chance of computer failure strikes your system.

One final note, if you think that your coworkers and employees will not abuse your computer, you better think again. It has been proven by several studies that computer crimes were committed by authorized users. Some of these users

did not know they were abusing the system while others did. As a general rule, any use other than that required to do your job is considered abuse of the computer system. Future articles will discuss some specific examples of computer fraud, waste, and abuse.

Implementing a computer security plan is not really the traumatic experience that you first thought it would be. To help you, a Wing Regulation that will provide guidance in setting up a good, active COMPUSEC program is being developed. One last thing to remember—computer security is an ongoing thing. It doesn't stop when you complete risk analysis, but continues to exist every day that you have that wonderful computer.



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P225/60HR14	\$162.90	\$122.17
P235/60HR14	\$167.95	\$125.95
P215/60HR15	\$162.95	\$122.25
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1985 BMW 318i, 2 door, 31,000 miles, red with pearl interior, stereo, sun roof, tinted windows, window fans, radar detector, seat covers. Excellent condition. Below Blue Book. Call 792-8943 after 6 p.m., anytime Sat. and Sun.

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1986 Bertone sports convertible, low mileage, has all the extras, \$8,750. Call 745-1518.

HURRY ON THIS PICTURE PERFECT New 2 story. 8.25 VA or FHA financing, available for a short time. Located in NW Lubbock, easy access to Reese, Texas Tech and Loop 289. Call J.J. for details. **JIM WILLS REALTORS**, 792-4393 or 799-2704.

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3 - 2 - 2, Fireplace, Dishwasher, South Lubbock, Many Extras, Call 741-9595

1985 WINDSOR, 16x80, 3 bedroom, 2 bath, central air/heat, fireplace, ceiling fans, oak cabinets, paneling, composite roof, storm windows, built-in microwave and stereo, mini-blinds, much more, beautiful. 799-7496 or 793-7039. \$26,000. Terms negotiable, possible \$500 and take over payments.

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PROFESSIONAL CHILD CARE AVAILABLE—mature Tech student with professional child care experience available for evenings and weekends, references available. Call 796-2629.

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FOR RENT, nice 4-2-2, Fireplace, on Cul-de-sac, NW Lubbock, near Reese, owner 799-3660.

MOTHER/NURSE'S AID. I will babysit your child in my home. Will consider pick up and delivery from Reese. \$35 weekly. Will also mind children during alerts. 885-2188.

FOR SALE: Gentle, well-behaved 12 year old mare, 16 hands. Call 793-5813.

FOR RENT 503 N. GRANBY, Shadow Hills Edition, 4 Bedroom, 2 bath, 2 living areas, washer, dryer, stove & refrigerator included, 4 years old. 2,200 sq. ft. \$800 per month, \$800 deposit. Call 796-2485 or 797-6200

1979 280Z, 2 plus 2, completely loaded, new tires. 745-9347.

4609 46th—Sharp, 3 bedrooms, workshop, pond in back yard, FHA or VA, owner pays closing costs. Nina Tramel, 794-5034 or Margaret Williams Realtors, 793-0703.

FREE to good home, four month old, large mixed breed puppy. Very affectionate. Call 885-4656 after 5:00 p.m.

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5818 80th. Pheasant Run Addition. Over 1,800 sq. ft. New 2 story plan, 3-2-2 with balcony and upstairs study. \$79,500.

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FOR SALE—1983 Ford Escort—4 door hatchback, 5-speed AM/FM Cassette, Air, Good Condition—going overseas. Call 885-4835 after 4:30 p.m.

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SINGER TOUCH & SEW—School machines, deluxe models; console cabinets; zig zag; buttonholes, etc. All new condition, \$69.95 ea. Guaranteed. ABC Sewing Center, 3033 34th at Flint. Call 799-0372.

TAKE OVER LEASE: One bedroom apartment at Innsbruck West. Will pay \$100⁰⁰ deposit. One month left on lease. Call Shelly 9-5 at 763-4551 or after 5 at 791-4955.

EXPERIENCED, DEPENDABLE CHILD CARE—full time care with meals, parttime care or babysitting by the hour by appointment. Country Play School, 2 miles south of Reese, call for directions, Rosa Williams 885-2333.

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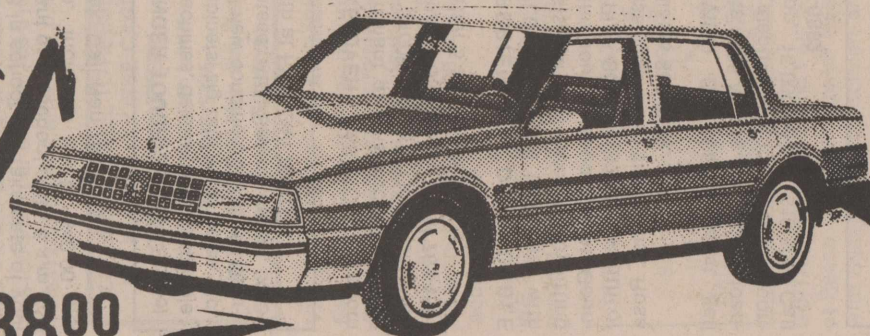
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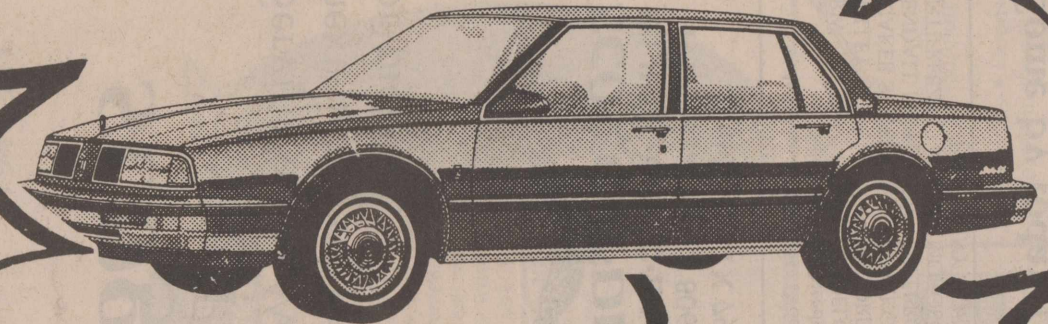
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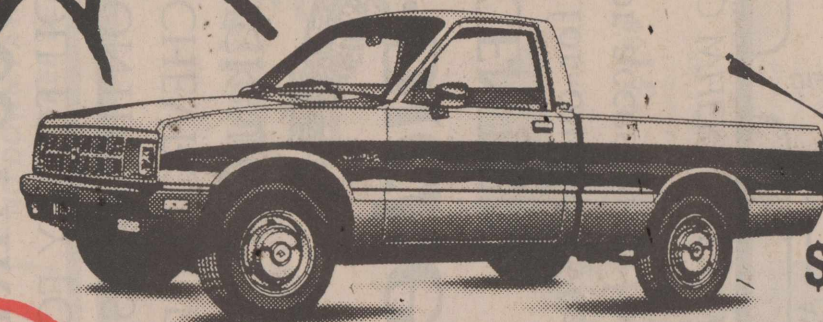
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