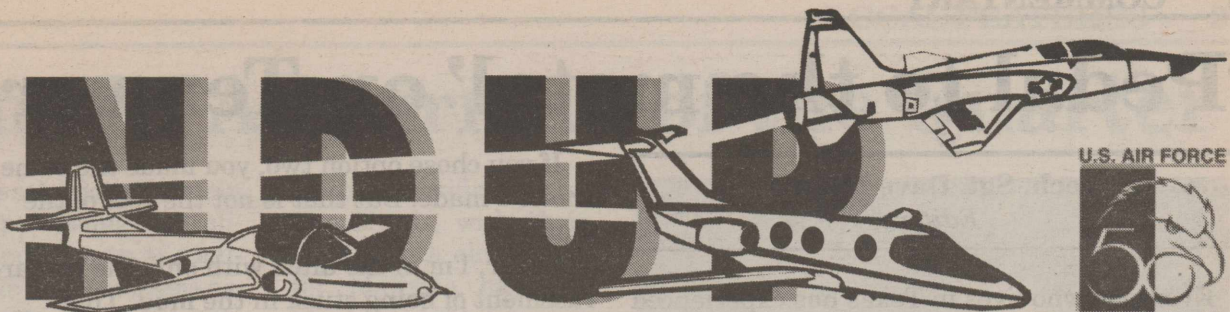


# ROUNDUP



"Air Force people building the world's most respected air and space force ... global power and reach for America"

Vol. 49, No. 7

Feb. 21, 1997

Reese AFB, Texas

## Reese aircraft complete flying mission Final T-1A goes to Laughlin, T-38 heads there today

**Bill Tynan**  
Chief, public affairs

This week, the aircraft inventory on base, which had held at about 180 to 200 aircraft during the 1980s and early '90s dwindled down to the "final four" — two T-38As and two T-1As. The plans called for the last two T-1As to depart here Wednesday with the last T-38s leaving Thursday. As has usually been the case in West Texas though, Mother Nature had the final say on all operations plans and schedules.

On Wednesday, only seven spectators watched as the final two T-1A Jayhawks departed the north aircraft parking ramp shrouded in gray mist and clouds for Laughlin Air Force Base, Del Rio, Texas.

The planes were piloted by Maj. Craig Johnson and Capt. Dave Ryer in tail number 640 and Capts. Mark  
*(Continued on page 5)*

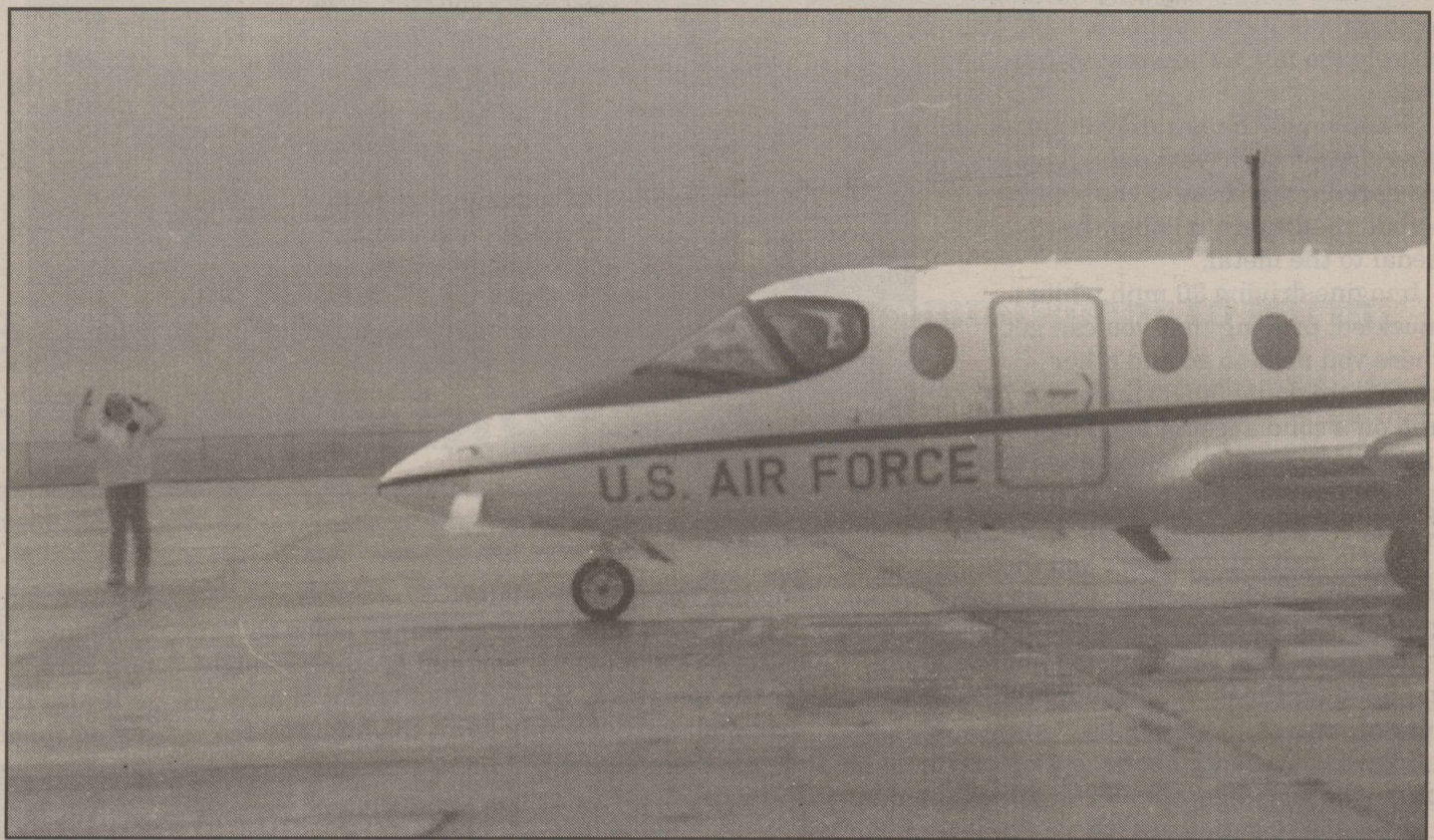


Photo by Staff Sgt. Orlando Guerrero

The last of Reese's T-1A Jayhawks is marshalled from the north parking ramp to the taxiway Wednesday, preparing for its flight to Laughlin Air Force Base, Del Rio, Texas. The last T-38A Talon will depart this morning at 10 a.m. also going to Laughlin.

## Air Force Assistance Fund drive runs through March

**2nd Lts. Tom Doan  
and  
Bart Lux**  
AFAF coordinators

The 24th annual Air Force Assistance Fund campaign begins February 24 and runs through March 28. The campaign's permanent theme is "Commitment to Caring." Therefore, we have the opportunity to continue our tradition of helping each other ... not only at Reese, but throughout our extended Air Force family. According to 2nd Lts Tom Doan and Bart Lux, Reese AFAF project officers, the tentative goal for this year's AFAF campaign is \$6,093.00.

AFAF raises money for four charitable organizations benefiting active-duty, Reserve, Guard, retired Air Force members and their families,

including surviving spouses and their families. These organizations are:

- **The Air Force Enlisted Men's Widows and Dependents Home Foundation Inc.** The home is located in Fort Walton Beach near Eglin AFB, FL. The home foundation provides indigent widows of retired enlisted members with housing facilities and related services. Those eligible are widows and widowers, 55 and older, whose spouses were retired enlisted members from the regular Air Force, Air National Guard (ANG) or Air Force Reserve. The home foundation also cares for retired Air Force enlisted members 62 and older and their spouses.

- **The Air Force Village Indigent Widow's Fund.** The village, located in San Antonio, is a life-care community for retired officers' wid  
*(Continued on page 3)*



Photo by Tech. Sgt. Dave Brown

Col. Kodak Horton, 64th Flying Training Wing commander, completes his Air Force Assistance Fund drive form as 2nd Lts. Bart Lux, left, and Tom Doan, AFAF drive coordinators, look on. The AFAF drive will run through March 28. Contact your unit AFAF representative for a contribution form.

# 'Pedal to the metal' on Texas roads don't mix

**Tech. Sgt. Dave Brown**  
Editor

Everyone who lives in Texas has experienced the pleasures of its winter wonderland. One of the aftermaths is melting snow, mud and drivers of motor vehicles who don't have a clue how to drive on dry pavement, much less on snow and ice.

Anyone driving to work Valentine's Day morning experienced the wet and icy pavements from the last snowfall. But how often do you get the opportunity to drive on solid ice at a speed you think is safe (30 in a 55 mile-per-hour zone) and realize it's entirely too fast for the road conditions.

Then comes the hazards of the other driver (or drivers) who have one speed, regardless of the weather or road conditions, putting the "pedal to the metal."

Imagine driving 30 mph white knuckled, praying that you can get where you need to go and other drivers are doing 50, 60 and even 70 mph on a solid sheet of ice. Then someone decides to change lanes and ends up doing donuts right in front of you.

This is a situation where you have two options to choose from. Option one is to put on the brakes and keep going into the spinning vehicle in front of you. Option two is to brake and head for the ditch, avoiding the vehicle in front of you.

So, what was your choice, option one or option two?

If you chose option one, there are several things to consider: damage to two vehicles and possible injuries to one or more people, not to mention the possibility of more vehicles getting involved and more injuries.

If you chose option two, you made the same choice I made. But that is not the rest of the story.

So far, I'm in the ditch with only the embarrassment of being stuck in the mud. That should be the end of the story, right? Wrong!

I am in the ditch facing Southwest with traffic heading East. A wrecker pulls up to tow me out of the ditch and idiot drivers are still flying by at speeds nearing mach 1. It still shouldn't be a problem because by now every-

fast for the road conditions. The driver panics, slams on the brakes and goes into a slide.

Like being drawn by a magnet, the passenger side of my car beckoned to this out-of-control speeding, sliding car.

I praise God nobody was hurt in this accident. Unfortunately others around Lubbock were not so fortunate.

So why give these details to anyone who had the misfortune of driving on Lubbock's streets Valentine's Day morning?

I mention this because winter is not over yet!

The South Plains area can still get quite cold, and with rain or melting snow, the roads can get icy and real nasty.

If you don't know how to keep your speed down or how to drive on ice, please do everyone getting near you a favor. Stay off the roads and possibly save a life, namely your own.

If you have to be on the roads, SLOW DOWN! Drive safely! Keep your eyes focused on your surroundings, the road conditions and have your options available.

If more people would follow this simple advice, there would be a lot less excitement about driving, not to mention saving

insurance companies from having to pay out unbelievable amounts of money for repairs or new cars.

It also helps save your pocketbook from higher insurance rates!



one has moved over a lane.

Then a driver decides to change lanes because he's driving too fast and heading straight for the tow truck. So he darts in front of a driver already zooming down the highway too

## Safety Tip of the Week

Be sure of your tire pressure when driving on wet or icy pavement. It will help in stopping your vehicle in an emergency situation.

## Problems? Concerns? Call the Care line 3273



A Care line column provides one of many opportunities for a commander to find out what people are thinking, what's bothering them, what they like, etc. If you've wondered why we do something, or just want to make a

comment, don't hesitate to call. You can call the Care line 24 hours a day at 3273. If you leave your name and telephone number, we'll get back to you and answer your concern by telephone.

Calls of interest to the Reese

community will be published, without the caller's name, in the Roundup the following week.

**Public Affairs  
and the  
Roundup**

# ROUNDUP

Printed for  
Reese personnel

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# Finance troop wins DFAS Airman of the Quarter

**2nd Lt. Chris Breighner**  
Deputy chief, public affairs

Like fine wine has a good year, 1996 was good for a Reese airman.

Senior Airman Duane Hurd, Defense Finance Accounting Service (DFAS), was honored with five awards during 1996, the most recent was being selected DFAS Airman of the Quarter for October-December 1996.

Because DFAS's quarters are congruent with the calendar year, it is a fourth quarter award.

"I was very surprised," said Hurd of his DFAS award.

"I was on my way to buy some Twinkies when the DAO (Kay Meier) gathered the group around to announce I had won," he continued.

Hurd said he believed the level of responsibility he has for his grade

contributed to his selection. His main responsibility is processing and validating trial balances worth \$64 million annually. He also processes accounts payable and receivable transactions in excess of \$19 million, handles interfund billings, and researches open requisitions against contracts.

The Amarillo, Texas, native was also the 64th Comptroller Flight Airman of the Quarter for April-June 1996; 64th CPTF Airman of the Year for 1996; Wing Staff Agency Airman of the Quarter for April-June 1996; and Wing Staff Agency Airman of the Year for 1996.

Hurd came here from Wright-Patterson Air Force Base, Ohio, where he was very involved in the honor guard, covering a seven-state area of responsibility. He came back to Texas because his wife, Candace, has a

teaching certificate here. The Hurds, with their eight-month old daughter, Makayle, head for Sheppard AFB, Texas, in May.

The DFAS Airman of the Quarter has a special duty assignment there as a military training manager.

"If I didn't get that, I was going to apply to be a T.I. (training instructor) down at Lackland," said Hurd, pleased with his assignment.

He said he will continue his discjockey business and is looking forward to continued involvement in flag football—one of his passions.

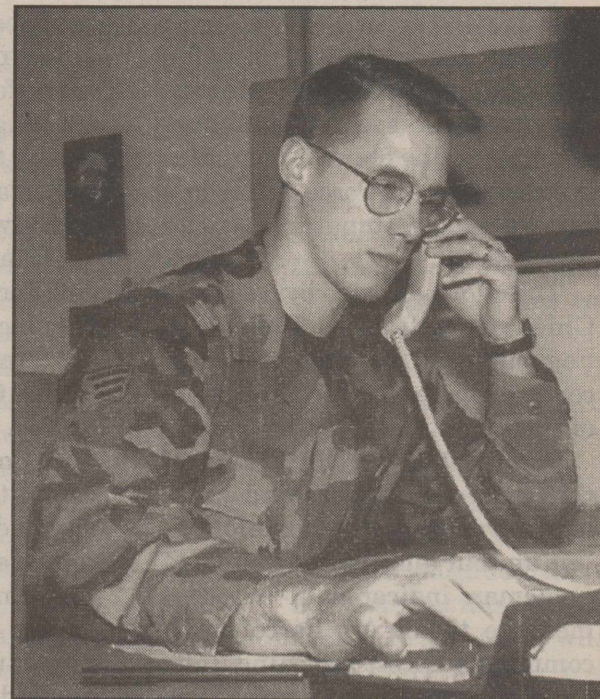


Photo by Senior Airman Tim Dempsey

Hurd

# Reese captain selected for USAF test pilot training

**Tech. Sgt. Dave Brown**  
Editor

The Air Force selected 36 officers to take part in the service's test pilot program. Among the officers is Capt. Christopher Hamilton, 54th Flying Training Squadron instructor pilot.

The selection board chose the officers out of 160 applicants after meeting at Randolph Air Force Base, Texas, Jan. 21-24.

Most of those selected will attend the U.S. Air Force Test Pilot school at Edwards AFB, Calif. Two will attend the

U.S. Navy Test Pilot School at Patuxent River Naval Air Station, Md., while three others will attend the Air Force Institute of Technology at Wright Patterson AFB, Ohio, where they will earn a master's degree in aeronautical or electrical engineering before reporting to test pilot school at Edwards in January 1998.

Hamilton was fortunate enough to be selected for the fighter track at Edwards and is anxious to get started. "The hardest part of this assignment is transitioning from instructor pilot to student," he said.

Air Force officials indicated that two others will attend the French Test Pilot/Engineer School in Istres, France, and another has been selected to attend the British Test Pilot School at RAF Boscombe Down in the United Kingdom.

The captain will attend the test pilot school for a one-year period.

He indicated that about 80 percent of the school is academics with the remaining portion being

flight oriented.

Asked why he chose to apply for the test pilot program, Hamilton said it opened several doors for him. "It gives me the opportunity to fly leading edge aircraft like the F-22 and even the advanced F-16 program aircraft," he continued. "It also opens the door for the astronaut program for me."

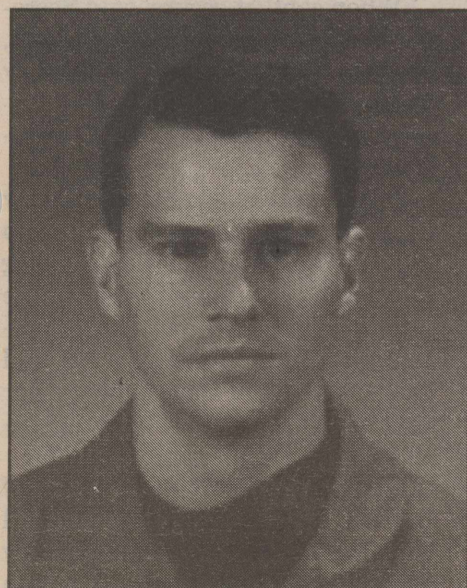
The extensive training program provides the Air Force with some of the most skilled pilots ever assembled. In previous training programs the test pilot didn't receive as much training. "It's not like the Chuck Yeager days where he was told 'Here are the keys, go fly the plane,'" Hamilton said.

Hamilton said his wife was excited for him. He said it will be difficult, especially with two little children.

He indicated that the school is just like the days when he attended the Specialized Undergraduate Training Program.

"I still have one hurdle to overcome," he said. "I still have to go through a flight evaluation, but once that is completed then I should be getting my orders for Edwards."

Congratulations on the selection, Captain, and safe flying.



Hamilton

# AFAF 'Commitment to caring'

(AFAF from page 1)

ows who would not otherwise be able to live with the appropriate level of dignity and security. Starting next year, the fund will provide for eligible individuals who reside in Freedom House, an Alzheimer's research and care center.

• **The Gen. and Mrs. Curtis E. LeMay Foundation.** This foundation was established in 1990 to provide direct support to indigent officers' widows in need of financial assistance.

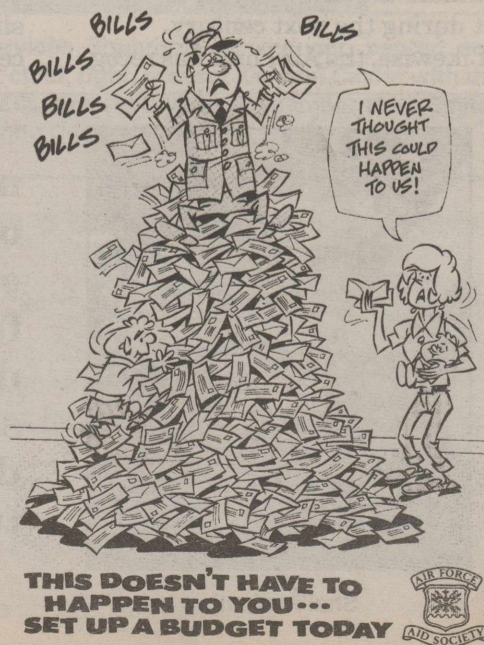
• **The Air Force Aid Society.** The official charity of the Air Force, this program helps eligible active-duty and retired Air Force members with financial emergencies. Air National Guard and Air Force Reserve members on active-duty may also receive assistance. Assistance is provided through grants or interest-free loans for necessities such as food, rent, utilities and other essential goods and services.

The society also sponsors an education grant program and a

spouse tuition assistance program overseas. Be assured, EVERY DOLLAR contributed during the annual AFAF drives goes directly to Air Force families.

Last year, more than 85 percent of emergency assistance dollars went to active duty members and their families in grades E6 and below. The remainder went to other active duty, retirees, widows and Guard/Reserve members.

Each of these organizations provide needed support to the Air Force family, and in doing so, they contribute directly to the Air Force mission. Contributions to the AFAF campaign are made through cash or check contributions or payroll deduction.



## Air Force plans Computer Security Day Thursday

WASHINGTON (AFNS) — In an effort geared toward ensuring information superiority, promoting computer security practices and preventing abuse of computer systems, the Air Force will hold a service-wide Computer Security Day Feb. 28.

The effort, directed by Air Force Chief of Staff Gen. Ronald R. Fogleman, is the first and most comprehensive Air Force initiative of this type.

"We must all develop a mindset that values and understands what is involved in protecting information and our information systems," Fogleman indicated in a recent message to all Air Force major commands, direct reporting units and field operating agencies.

Awareness and training are two key elements of Computer Security Day, said Air Force information protection officials. They also emphasized that incorporating computer security into daily operations is based in part on simple common sense.

For example, on Computer Security Day all Air Force people will

be directed to change their computer passwords and learn the rules for selecting them. A key training element of the day is ensuring that users understand the importance of not sharing passwords with others, officials said.

Other required actions for the Air Force on Computer Security Day include:

Taking the Air Force's safeware computer security orientation course.

Conducting unit and work center training on computer security and tailor the training to systems used daily.

Ensuring everyone understands the rules that govern the proper use of government computers and networks.

This includes spreading the word for everyone to avoid Internet sites not related to official business, and that improper on-line activity could lead to disciplinary action.

Running antivirus software on all hard drives, diskettes and other storage devices.

Additionally, the Air Force Com-

**"We must all develop a mindset that values and understands what is involved in protecting information and our information systems."**

Gen. Ronald Fogleman  
Chief of Staff



Fogleman

munications Agency, based at Scott Air Force Base, Ill., will provide computer security information and training materials on the Air Force home page on the World Wide Web.

Information protection officials are also encouraging creativity in achieving training and awareness goals for Computer Security Day.

Some other initiatives suggested by officials are:

Place computer security mes-

sages on all computers.

Implement computer security-related commander's calls.

The bottom line, Fogleman said in the message, is information superiority.

"We are serious about information superiority and computer security must be a part of our daily activity if we are to be the world's best at protecting information," he said.

## Precision engagement reflects 'Joint Vision 2010'

*(Editor's note: This is part four of a series on the Air Force's core values and core competencies.)*

WASHINGTON (AFNS) — Precision engagement is a core competency that directly links the core competencies of the Air Force to joint military operations.

In "Joint Vision 2010," Chairman of the Joint Chiefs of Staff Gen. John Shalikashvili terms precision engagement as one of four operational concepts that joint forces will need to dominate an adversary in any conflict during the next century.

Likewise, the Air Force has recog-

nized precision engagement as one of the six core competencies in the Air Force's new strategic vision: "Global Engagement: A Vision for the 21st Century Air Force." It joins air and space superiority, global attack, rapid global mobility, information superiority and agile combat support as one of the fundamental capabilities the Air Force provides the nation.

"Joint Vision 2010" defines precision engagement for the joint force as the ability "to locate the objective or target, provide responsive command and control, generate the desired effect, assess our level of success, and retain the flexibility to re-

engage with precision when required."

The Air Force's vision of precision engagement is grounded in the joint definition, according to Air Force Chief of Staff Gen. Ronald R. Fogleman, but focused on applying this concept through the medium of air and space.

"The essence of precision engagement is the ability to apply selective force against specific targets and achieve discrete and discriminant effects," he said.

The chief noted that the Air Force had a long legacy in developing this type of capability. Its origins date back to the 1930s at the Air Corps Tactical School, and it's a capability that has grown in reality from then until the present.

Today and in the future, Fogleman said, "our forces will be more precise and more effective, at day or night, in good weather or bad, whether delivering food or lethal ordnance.

"Technology has driven each military era's definition of precision," Fogleman said. "In the 21st century, it will be possible to find, fix or track and target anything that moves on the surface of the earth."

He said that this is an emerging reality that will dramatically change the conduct of warfare and the role

of air and space power.

"As Air Force members, we have a responsibility to understand, develop and advocate new ways that air and space power can serve the nation and the joint force commander," Fogleman said.

"We must develop new operational concepts that clearly address how air and space power can achieve directly or contribute to achieving the full range of joint campaign objectives," the general said. "Our ideas and doctrine must be as creative and flexible as the instrument itself."

When conflict occurs, said Secretary of the Air Force Sheila Widnall, the Air Force of the 21st century must offer options for the employment of force in measured but effective doses.

"To do so, the Air Force will rely on global awareness capabilities to support national decision-making and joint operations to determine military objectives and enable precise targeting," she said. "Air and space forces will then apply power that is no less overwhelming because it is also discriminating."

Because it will save lives of friends, foes and civilians, Widnall said, the Air Force core competency of precision engagement will remain a top priority in the 21st century.



Shalikashvili

**"Precision engagement is one of four operational concepts that joint forces will need to dominate an adversary in any conflict during the next century."**

Gen. John Shalikashvili  
Chairman, Joint Chiefs of Staff

# Last Reese aircraft leave for Laughlin AFB

Randolph and Geoff Douglas in tail number 652, the wing's "flagship," which was the last to leave the Reese runway. All are instructor pilots with the 52nd Flying Training Squadron, although Johnson and Ryer are assigned to the 64th Operations Group Standardization and Evaluation flight.

"We were all honored to be selected for the final flights," said Ryer, "but it was a bittersweet trip. As we took off it was sad to see the empty ramp we were leaving behind. On the way back we reminisced that only a year or two ago, it had been packed with activity whenever we flew. The biggest thing we will remember is the emptiness."

When the crews got to Laughlin, they completed the aircraft transfer transaction paperwork, then were driven to San Antonio International Airport from

where they returned to Lubbock via a Southwest Airlines commercial flight that arrived late Wednesday.

"It was kind of odd flying to another base for our 'fini flight,' but then nobody there cared. There was nobody there for the traditional hose down," said Ryer. "These are our memories of our final flight here (at Reese)."

The Lockheed Martin Logistics Management (LMLM) crew chiefs who prepared the aircraft for launch were James Banks and Jim Baxley. Leroy Hobbs was the senior aircraft mechanic on hand.

"It's sad to see 'em go," said Banks.

"It's just sad," echoed Baxley, as they walked into the T-1 Hangar as the aircraft taxied out to the runway.

Banks, from Palestine, Texas, has worked aircraft maintenance at Reese for

the past 10 years. He plans to remain in Lubbock but does not have a definite job offer yet.

Baxley is a Lubbock native who has worked with LMLM for the past seven years. "I'm going to stay here and go to school," he said, but he too is looking for work.

Hobbs is staying in Lubbock "because of family and church." He retired from the Air Force in 1989 after arriving at Reese in 1980. His time here has been devoted to aircraft maintenance.

Meanwhile, on the northwest edge of the aircraft parking ramp, three figures stood in the mist watching the T-1As taxi to the south end of the runway before starting their takeoff roll and disappearing into the low clouds as they flew

over the northern boundary of the base.

Mark Hoffman, John Geesling and John Frees had worked with the T-1A program from the beginning. Geesling is with Lockheed Martin aircraft maintenance. Hoffman and Frees are with Raytheon at the COMBS warehouse.

"It's been exactly five years, one month and two days since the first one landed here," said Hoffman.

"We were here to watch it arrive, then we trained on it in a hangar until the official arrival ceremony a few months later."

"The day was appropriate for this occasion," said Geesling, "sad, gray and dreary."

The West Texas weather had a more pronounced effect on the departure of the final T-38s Thursday. Heavy rain and low ceilings complicated by icing conditions that make flying the T-38 more difficult than other aircraft first caused the rescheduling of the departure from 10 a.m. until 1 p.m. As the bad weather continued, departure time was finally moved back to 10 a.m. today when clear, sunny skies were hoped for.

**When in doubt about calling 911, it is better to be safe than have unwanted damage, injury or loss of life.**



## Air Force News Notes

### New stamp honors Gen. Benjamin Davis Sr.

WASHINGTON (AFNS)—The U.S. Postal Service this month celebrates the feats of Gen. Benjamin Davis Sr., the nation's first African-American general, as part of African-American History Month observances.

One of America's military pioneers, Davis retired after 50 years of service in the Army in 1948, one year after the Air Force separated from the Army Air Corps.

Throughout his military career, the general pushed for racial integration. The year Davis retired, President Harry Truman issued an order banning discrimination in the armed services.

About 100 million Benjamin O. Davis Sr. stamps have been produced and will remain in circulation for a year, the normal commemorative stamp life. He becomes the 20th American honored in the postal service's Black Heritage Stamp series.

The stamp was dedicated Jan. 28.

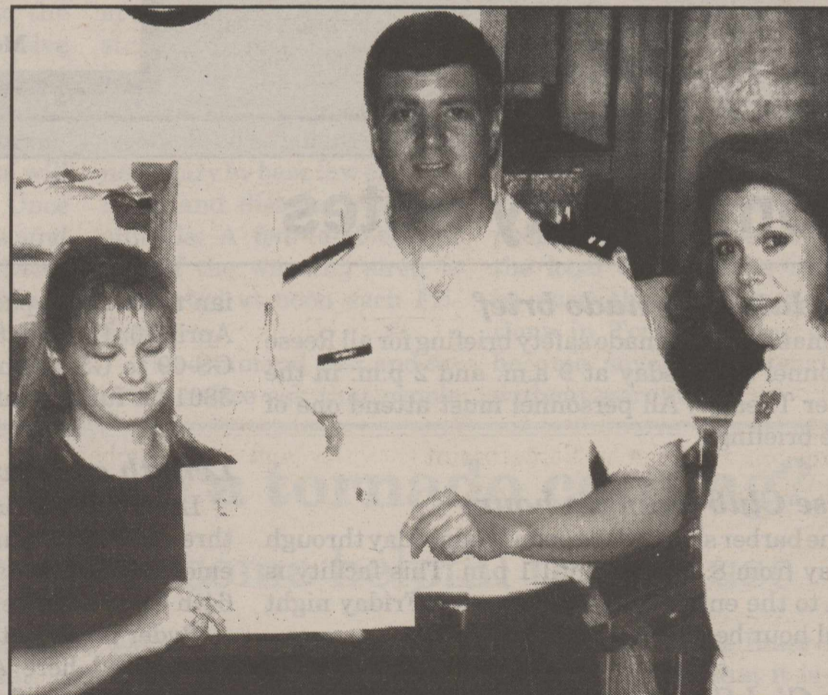
### Pentagon welcomes new secretary of defense

WASHINGTON (AFNS)—One of President Clinton's newly appointed cabinet members attended an inauguration of his own Feb. 14 at Fort Myer, Va.

Secretary of Defense William S. Cohen received his formal welcome from the military in a ceremony at Comney Hall.

With the color guard at show center and the Air Force Honor Guard flanked to the side in formation, flights representing each branch of service stood at attention while Cohen addressed the audience. The former senator from Maine wasted no time in expressing his dedication as the new leader of the Department of Defense.

"First and foremost, I offer you a simple pledge: I promise to devote every fiber of my being to this challenge," Cohen said. "In so doing, I will call upon every measure of love and support from my colleagues, friends and especially my wife, Janet, and my entire family."



Capt. Jon Grammer, 64th Services Squadron commander, center, and Sherrie McDonald, youth flight chief, right, present Karmon Caylor with the Family Day Care Provider of the Quarter for October-December 1996. Caylor is the wife of Senior Airman Craig Caylor, 64th Services Squadron.

Photo by Ron Bailey

## 64th SPS change of command set

The 64th Security Police Squadron will hold a change of command ceremony Monday at 10 a.m. in the Reese Club ballroom.

Capt. John O'Connor will replace Maj. Jennifer Perry as the squadron commander.

Perry will depart for Lackland Air Force Base, Texas, where she will be the operations officer for the Air Force Security Police Academy.

Col. Kodak Horton, 64th Flying Training Wing commander, will preside over the ceremony.

Everyone is invited to attend the ceremony.

## Around Reese

### Simler Theater (4888)

#### NOW SHOWING

**Today:** "First Strike" (PG-13) 7:30 p.m. Jackie Chan stars as a Hong Kong super cop who is contracted by the CIA and a Russian intelligence organization to retrieve a stolen Ukrainian nuclear warhead and eliminate the nuclear arms smuggling ring.

**Saturday:** "The Leopard Son" (G) 7:30 p.m. The true story of the birth, growth and coming of age of a leopard cub in Africa's Serengeti's plain.

**Sunday:** "Beavis and Butthead Do America" (PG-13) 6:30 p.m. The boys discover their most precious possession, their TV set, has been stolen. In the search for it, they find themselves on a trek across America.

Ticket price for adults is \$1.50 and \$1.25 for children under 12 years old.

### Caprock Cafe

(6027 - voice / 6028 - menu)

**Today:** Lunch-Roast Beef, Baked Fish, Chicken A La King. Dinner-Enchiladas, Grilled Ham Steaks, Fish Portion.

**Saturday:** Lunch-Pork Schnitzel, Fried Chicken, Szechwan Beef Dinner-Chicken Fajitas, Grilled Liver, Baked Fish.

**Sunday:** Lunch-Barbecue Spareribs, Hot and Spicy Chicken, Italian Meatloaf Dinner-Braised Beef and Noodles, Beef Porcupines, Lemon Basted Sole.

**Monday:** Lunch-Beef Fajitas, Spaghetti with Meatsauce, Roast Turkey. Dinner-Sauerbraten, Polish Sausage, Chicken Jambalaya.

**Tuesday:** Lunch-Barbecue Beef Cubes, Lemon Baked Fish, Pineapple Chicken Dinner-Beef Ravioli, Salisbury Steak, Roast Loin of Pork.

**Wednesday:** Lunch-Roast Beef, Barbecue Diced Pork, Chicken Jambalaya. Dinner-Chili Mac, Braised Liver, Roast Turkey.

**Thursday:** Lunch-Veal Cube Parmesan, Salmon Cakes, Fried Chicken Dinner-Meatloaf, Teriyaki Chicken, Spicy Baked Fish.

Menu subject to change

### Bowling Center Breakfast Specials (6555)

**Today:** Biscuits and Sausage Gravy. Cost is \$2.30.

**Saturday:** Hot Cakes with Bacon. Cost is \$2.30.

**Monday:** Bacon and Cheese Omelet, Toast and Jelly. Cost is \$2.80.

**Tuesday:** Silver Dollar Pancakes with one Egg and Ham. Cost is \$2.25.

**Wednesday:** Breakfast Burrito with bacon. \$2.30

**Thursday:** Two Eggs with Bacon, Hashbrowns or Grits, Toast and Jelly. Cost is \$2.60.

### Ruby's Lounge (3156)

**Today:** Social hour begins at 4:30 p.m. with free hors d'oeuvres and beverage specials. Shuffleboard tournament with prizes at 7 p.m. Variety DJ from 9 p.m. to 2 a.m.

**Lounge hours:** Saturday and Sunday opens at noon, Monday through Thursday opens at 3 p.m.

### Reese Club (3466)

**Today:** Social Hour from 4 to 9 p.m.

**Barber Shop:** Wednesday through Friday, 8:30 a.m. to 1 p.m. Open to all by appointment.

## Community notes

### Mandatory tornado brief

A mandatory tornado safety briefing for all Reese personnel is Tuesday at 9 a.m. and 2 p.m. in the Simler Theater. All personnel must attend one of these briefings.

### Reese Club changes hours

The barber shop will be open Wednesday through Friday from 8:30 a.m. until 1 p.m. This facility is open to the entire Reese community. Friday night social hour begins at 4 p.m.

### Buy Girl Scout cookies

Brownie Troop 187 will have a cookie booth at the BX Saturday from 10 a.m. to 4 p.m. Pre-ordered deliveries began this week. Call Yvonne Corroero at 2764 or 3237 for more information.

### Relocation assistance available

A "Smooth Move" workshop is scheduled for Tuesday, from 2:30 p.m. to 4:30 p.m. at the family support center. The program is designed to address common questions and reduce the confusion that can accompany a PCS move. Overseas base information packets addressing customs and special needs of foreign countries are available. Reservations are required by Monday, and family members are encouraged to attend. Call the family support center at 3305 for reservations and information.

### Nomination packets available

Fiscal year 1998 Squadron Officer School civil-

ian nomination packages are due to HQ AETC by April 30. Candidates must be current, permanent GS-09 to GS-12 employees. Call Denise Colley at 3801 for further information.

### Length of Service Awards

Length of Service Awards will be presented to three Reese civilian personnel at appropriate ceremonies in February and March. Dennis Ryder, 64th Civil Engineer Squadron.

Ryder is currently working as a lead firefighter. He arrived here Aug. 5, 1991. Kay Dyer, 64th Mission Support Squadron, is currently working as a transition and career focus programs manager. She arrived here Mar. 7, 1993.

Connie Curry, 64th FTW, is currently working as a secretary. She arrived here Mar. 30, 1987.

### Medical Services

Pap and mammogram screening appointments should be made no later than the middle of May, due to the extended follow-ups these screenings may require. Patients should schedule an appointment at their receiving base if they are within one month of a PCS move. Call Maj. Phyllis Craft at 6149 for more information.

### Get your eyes checked

The last day for eye exams by the optometrist and the last day to order military glasses is Thursday. All optometric services will cease March 28. Call optometry at 3338, or primary care at 3515.

### Air National Guard recruiting

The Air National Guard is recruiting in Rhode Island, California and Georgia. For information on the California unit, call Master Sgt. Ed Heinbaugh at DSN 359-9082, ext. 5622. For information on Rhode Island, call Kristina McElroy at DSN 476-3246. For information on Georgia, call Master Sgt. Kelly Smith at DSN 806-8004. If you are separating from the Air Force, this is an excellent opportunity to continue serving your country.

### Education Grants Available

The Air Force Aid Society is accepting applications for the Gen. Henry "Hap" Arnold Education Grant Program. Grants of \$1,000 will be given to children of active duty, retired and deceased Air Force members who qualify for undergraduate studies. Call Elsa Summers at 3305.

### Equal Opportunity 101

Q. Who is the first black female to guard the "Tomb of the Unknowns" at Arlington National Cemetery?  
(Look for the answer in next week's Roundup)

Question from Jan. 31:

Q. What Native American tribe has the largest reservation in the United States?

A. The Navajo tribe.

(Submitted by Capt. Eric Bass, 64 FTW/SA)

Submit equal opportunity questions and answers to 64 FTW/SA. The name will be published along with the information provided.

# Tornado alley and Reese are synonymous

Understanding the various severe weather classifications and being prepared to take appropriate action could be the best insurance Reese people can obtain for their families' safety.

Reese lies in the geographic region known as Tornado Alley.

Therefore, the severe weather conditions to be most concerned with are thunderstorm watches, thunderstorm warnings, tornado watches, and tornado warnings.

Each of these conditions represents a different level and threat of severe weather. As conditions change, so do the precautions people should take.

To ensure all Reese personnel know what to do during severe weather, the wing has scheduled tornado briefings Tuesday at 9 a.m. and 2 p.m. in the Simler Theater. These briefings are mandatory for active-duty military. Reese civilian employees, contractors and family members are encouraged to attend the briefings.

Tech Sgt. Herbert Martin, NCOIC of the 64th Civil Engineer Squadron Readiness Flight, says people must be aware of warning signs and prepare to take the proper actions if severe weather is approaching or is present. People can stay abreast of the local weather conditions by

tuning into local television and radio stations. KFYO AM-790 is the designated emergency information station in Lubbock.

All of the local broadcast stations provide extensive severe weather coverage, frequently breaking into scheduled programming to provide up-to-the-minute reports on area weather.

In addition to these updates, each television station displays a thunderstorm or tornado symbol on the screen to indicate a specific weather watch or warning within a viewing area.

A watch means that conditions are favorable for a specific severe weather activity. A warning is issued when that activity is actually taking place or considered imminent.

An outlined thundercloud signals a thunderstorm watch. A filled thundercloud means the condition has been upgraded to a warning. As with thunderstorms, an outlined tornado indicates a watch and a filled tornado is a warning. Most stations will supplement the watch and warning symbols with the names of affected counties.

On Reese, the 64th Operations Support Squadron Weather Flight continuously provides severe weather updates to the command staff and command post. When there is a significant threat of



Tornadoes are common-place in West Texas. Be sure to heed the warning signals and go to the nearest shelter as quickly and safely as possible.

severe weather affecting the base, the command post will issue Emergency Broadcast System audio updates simultaneously on all base cable channels. A test of the EBS is conducted each Friday of the month starting at 7:00 p.m. If you do not subscribe to the base cable you will not receive these EBS updates.

When the threat of a tornado striking Reese is imminent, the command post will activate the base siren. Once activated, the siren will sound a steady tone until the threat of a tornado has ended. Martin stressed that base personnel and Reese Village residents should take immediate

cover if they hear the tornado warning siren. Reese personnel should take cover in their facilities' designated tornado shelter. Reese Village residents should seek shelter in an interior hallway or bathroom. Do not go outside to look at the tornado. Once the siren stops, the command post will issue additional guidance on the EBS system. The EBS system will be supplemented as necessary by base law enforcement and disaster response officials. A five-to-10-second test of the warning siren is conducted at noon each Friday.

The command post and security police ask that people

refrain from calling emergency response agencies to get weather information. People should stay tuned to their televisions and radios. Martin also suggests each family prepare a home "storm kit." These kits should contain such items as candles, a flashlight (with batteries), water and a portable radio. Have this kit available for immediate use and frequently check the contents for serviceability.

Martin stressed that Reese people living on base and in the local communities must be aware that weather conditions in Tornado Alley can become severe — literally without warning.



Photo by Staff Sgt. Orlando Guerrero

Chaplain (Maj.) Leslie North retired from the Air Force Wednesday with 15 years of service. He chose an early retirement. North, a Methodist minister will be going to Minnesota where he will be pastoring a church.

## Is there a tornado coming?

### Here are some helpful tips to use

A tornado watch indicates that weather conditions are favorable for the formation of tornados, tornado activity is possible.

- Secure loose items outside.
- Restrict the movements of children to the immediate vicinity.
- Have your storm kit ready.
- Monitor weather broadcasts on local television and radio stations.

A tornado warning means that a tornado has actually been sighted or identified on radar.

If Reese is in the expected path, the command post will sound the base siren, directing base people and Reese Village residents to seek immediate shelter.

Take shelter immediately and stay there until the siren stops

(on base) or notified via the Emergency Broadcast System that it is clear to leave (off base).

Don't wait for the siren if you see or hear a tornado approaching. Seek shelter immediately.

Do not needlessly tie up emergency phone lines. Monitor radio and television broadcasts for updates.

If driving in open country, move away from funnel at a right angle.

Greatest safety is in the center of the basement, a central hallway or bathroom.

Take cover under heavy furniture and stay away from windows.

Do not stay above the ground floor of any building.

## Air Force doctor finds clues to Earhart mystery

TRAVIS AIR FORCE BASE, Calif. (AFNS) — When Col. (Dr.) Tommy Love saw the tiny chunk of boot heel, he knew he found something that didn't belong on tiny Nikumaroro Island.

On a thin stretch of uninhabited sun-scorched jungle atoll hundreds of miles from any form of civilization, a wandering coconut crab kicked loose a piece of jungle foliage to reveal the remains of a woman's boot. After nearly two weeks of scouring the island with a team of aviation archeologists, Love was looking at what he believes is tangible proof of Amelia Earhart's final destination.

"If I were a religious man, I'd say it was providence," said Love, commander of the Hyperbaric Medicine Flight at Travis' David Grant Medical Center. "I knew it was something that shouldn't have been there."

Since 1989, Love and members of The International Group for Historic Aircraft Recovery, or TIGHAR, have been on Earhart's trail.

The team of about 20 people has made two trips to Nikumaroro in the South Pacific, and it plans to return to the island Feb. 16.

In the conference room of his office recently, Love pulled out a stack of books and magazines documenting his and others' search for Earhart. The tall, healthy-looking Texan quickly launched into the story of the aviator's last flight, her disappearance and theories surrounding the mystery.

In June 1937, famed aviator

Earhart, with navigator Fred Noonan, set off from Miami on an around-the-globe flight. By July, the pair had reached Lae, New Guinea, and had just two legs of the flight left.

From Lae, Earhart and Noonan took off July 2 for Howland Island, 2,500 miles away in the South Pacific. Their plan was to refuel and fly to Hawaii, then to Oakland to complete the trip. The Coast Guard cutter Itasca was anchored off Howland's coast to render navigational assistance.

Earhart kept spotty communication with the cutter. At one point, she told the Coast Guard she was about 100 miles from Howland. When she was three hours overdue, the cutter's radioman took a sudden message from the pilot: "We are running on the line 157 337," Earhart reportedly said. It was the last verifiable communication she sent.

The U.S. Navy searched the area around Howland, plus other islands in the vicinity. After the search, the U.S. government sealed all search records for 50 years, leaving a void of information eagerly filled by conspiracy buffs, con men and Hollywood.

In late 1989, TIGHAR, a group of amateur aviation historians and archeologists, drummed up funding for an expedition to find out what happened to Earhart and Noonan. Using newly released government records, TIGHAR enlisted volunteers to search an island they thought Earhart could have landed on. Love, an aviation

enthusiast and certified underwater diver, volunteered to be the team's doctor.

"I did it for the adventure," Love, an Air Force Academy graduate, said recently. "I respect TIGHAR because they approach the search from a scientific point of view."

"They work on facts, not fantasy. And it's very exciting to think we could be the ones who put this mystery to rest."

TIGHAR was interested in the island they call "Niku" because it lay on Earhart's flight path. Since her disappearance, experts have theorized Earhart simply flew until she ran out of fuel. Some speculated that she may have made landfall somewhere along her last known flight path.

Love said Earhart probably realized she had somehow missed Howland and was using an aviator's tactic of flying on a line of position. Basically, the line of position is a hypothetical line on the globe used as a navigation aid, he said. When pilots are off course, they can trace the line to a landing area or landmark and readjust their course.

"She told the Itasca she was flying on the line," Love said. "If she was north of Howland, she would have seen on the map that there was nothing there. There are no little dots (representing islands) above Howland. But south of Howland? Lots of dots."

In 1937, Nikumaroro was known as Gardner Island. Scorching tempera-

tures and high winds make the atoll virtually uninhabitable, although there have been several attempts to colonize the island. At low tide, the coral reef around the island forms a near-smooth strip of straightaway. At high tide, most of the island sinks into the sea, leaving a crown of land and jungle exposed.

"At low tide it's a perfect place to land," Love said. "Long stretches of coral beach, very smooth, at least for a landing. It must have been inviting."

For seven days after her disappearance, various military aircraft, ships and outposts in the area reported hearing a distress signal from the area of Gardner Island.

For Earhart to send a distress signal, the right side motor of her Lockheed Model 10 aircraft had to function, indicating she landed somewhere, Love said.

TIGHAR and Love returned to Niku in 1991 because a group of settlers from nearby islands reported seeing the bones of a man and a woman on the island. In 1939, colonists were delivered to the island to cultivate the coconut trees, and they told tales of finding the bones of a man and a woman on the island. The woman, they said, was wearing American shoes.

"This is one of the great mysteries of our country, of aviation," the doctor said. "If we can finally close the books on this one, I would love to be a part of that. That's something I could always look at with pride."

## Sports update

### Intramural volleyball standings (as of Wednesday)

64th CES	7-0
64th LS	6-1
64th SPS	4-3
64th MDG	3-3
64th SVS	3-3
64th MSS	3-4

### Results

Feb. 13

64th CES def. 64th SVS 15-3, 15-8.  
64th LS def. 64th SPS 13-4, 14-12, 15-3.  
64th MDG def. 64th MSS 11-7, 13-15, 10-8.

Wednesday

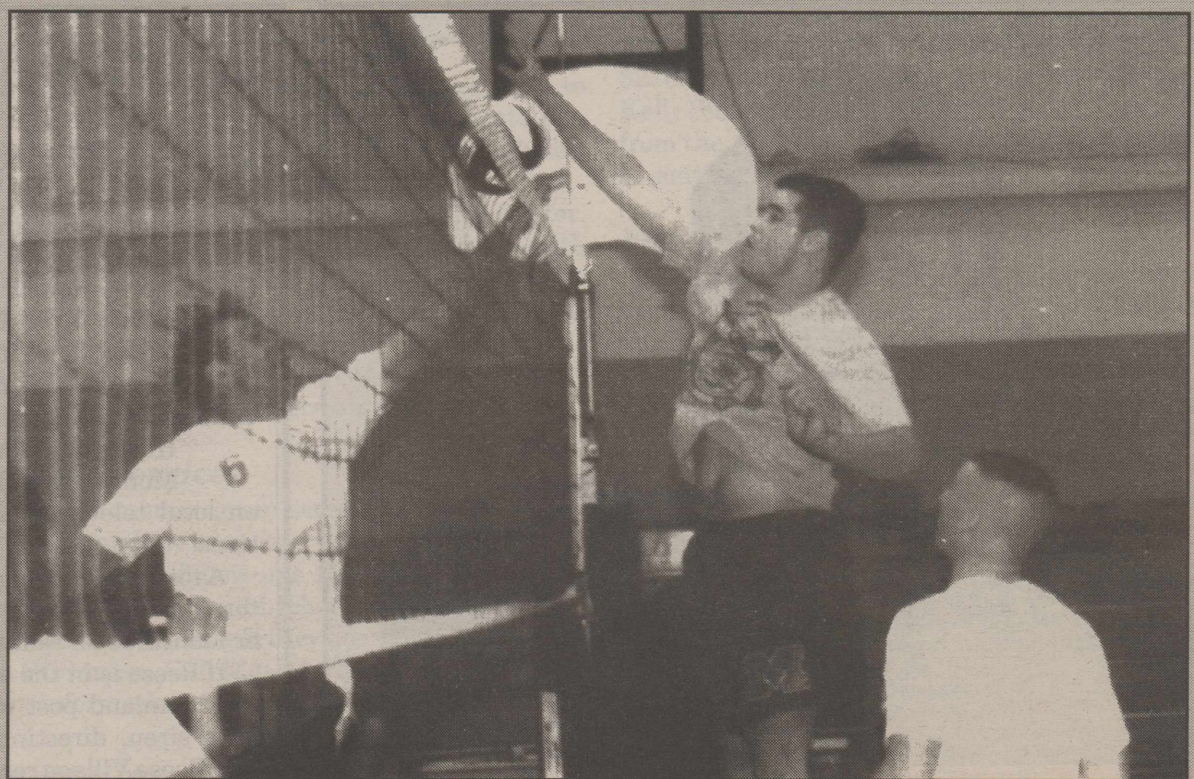
64th SVS def. 64th LS 11-15, 15-2, 14-5.  
64th SPS def. 64th MDG 12-10, 15-7.  
64th CES def. 64th MSS 15-2, 15-5, 15-10.

### Fitness center closed Monday

The physical fitness center is closed Monday from 12:45 to 3 p.m. for U.S. Air Force Academy fitness testing.

### Stay fit with aerobics

Effective March 3, aerobic classes are from 11 a.m. to 12 p.m. Monday through Friday only. The classes are held in Ruby's.



Matt Meyers, 64th Security Police Squadron, center, spikes the ball on Charles McCully, 64th Services Squadron, in a volleyball match held Wednesday in the base gym. SPS won, 15-3, 12-14, 15-2. Gary Muckey, SPS, right, prepares to retrieve the volley if McCully returns the ball.

Photo by Staff Sgt. Orlando Guerrero