

THE

ROUNDUP



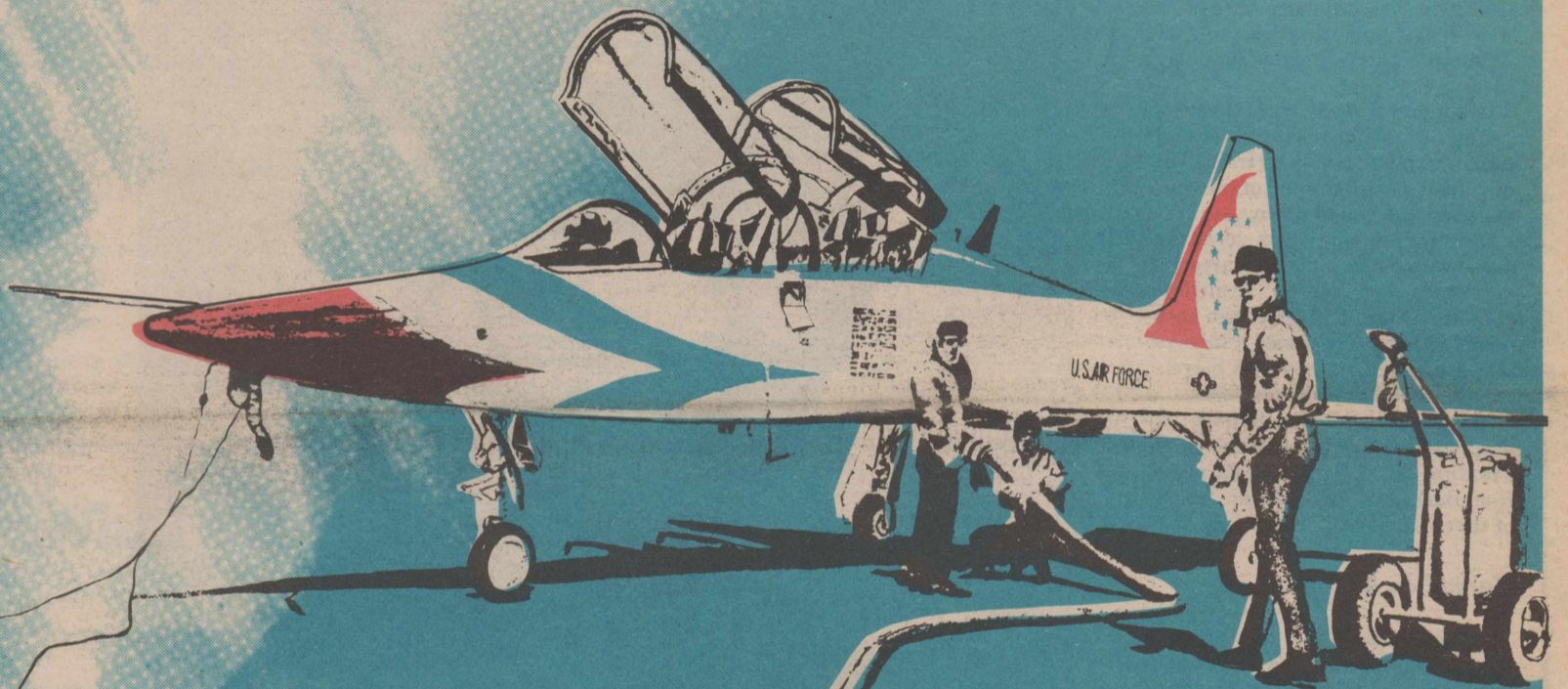
VOLUME XXVIII

NUMBER 40

OCTOBER 7, 1977

LUBBOCK, TEXAS

Welcome to the Reese AFB Open House



Schedule of Events

- 10:30 a.m. Gates open
- 11 a.m. Award presentation in Hanger 82 for art and photo contests.
- 11:30 a.m. Thunderbird arrival demonstration
- noon USAF Academy's Mood's In Blue concert
- 1 p.m. Parasailing demonstration
- 1:20 p.m. National Anthem by Frenship High School Band
- 1:30 p.m. Demonstration by the U.S. Navy Parachuting Team.
- 2:15 p.m. Model airplane demonstration
- 3:10 p.m. Thunderbird inspection, aerial demonstration

THE ROUNDUP is an unofficial newspaper published weekly in the interest of personnel at Reese Air Force Base of Air Training Command. It is published by Barron Publications, Inc., a private concern which is in no way connected with the department of the Air Force. Opinions expressed by publishers and writers are not

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Col. Charles Bishop
Wing Commander

Visitors to Reese

It was our pleasure this past week to host a visit by the new Vice Commander of Air Training Command, Major General Evan W. Rosencrans. He looked at a lot of areas and talked personally with many of you — in fact, hundreds. During his next visit, General Rosencrans will visit new areas and meet different people. First impressions are important and impossible to erase. I am proud to tell you that General Rosencrans was favorably impressed by our base and all of you. He commented that the people at Reese obviously take pride in the base, themselves and

their work. Thank you for your attention to details and for your professionalism that demonstrates that we hold to high standards as our norm at Reese AFB.

This next Monday we will host thousands of VIPs — the citizens of our surrounding communities. Please make an effort to meet them personally and welcome them to Reese. We should take pride in the chance to “show our stuff” and to tell the Air Force story to all of our visitors.

Thanks again for your “heads-up” approach to duty.

Reese AFB named for Shallowater pilot

Lubbock Army Air Field (later to become Reese AFB) came into existence in 1941 shortly after the citizens of the Lubbock area had donated 2,000 acres of land west of Lubbock to the Government for the construction of the training facility. The Field was officially opened in late 1941, and the training of Aviation Cadets began in early 1942.

By the end of World War II in 1945, a total of 7,008 bomber, fighter and transport pilots had been trained at the facility. With the end of the war, the base was closed down.

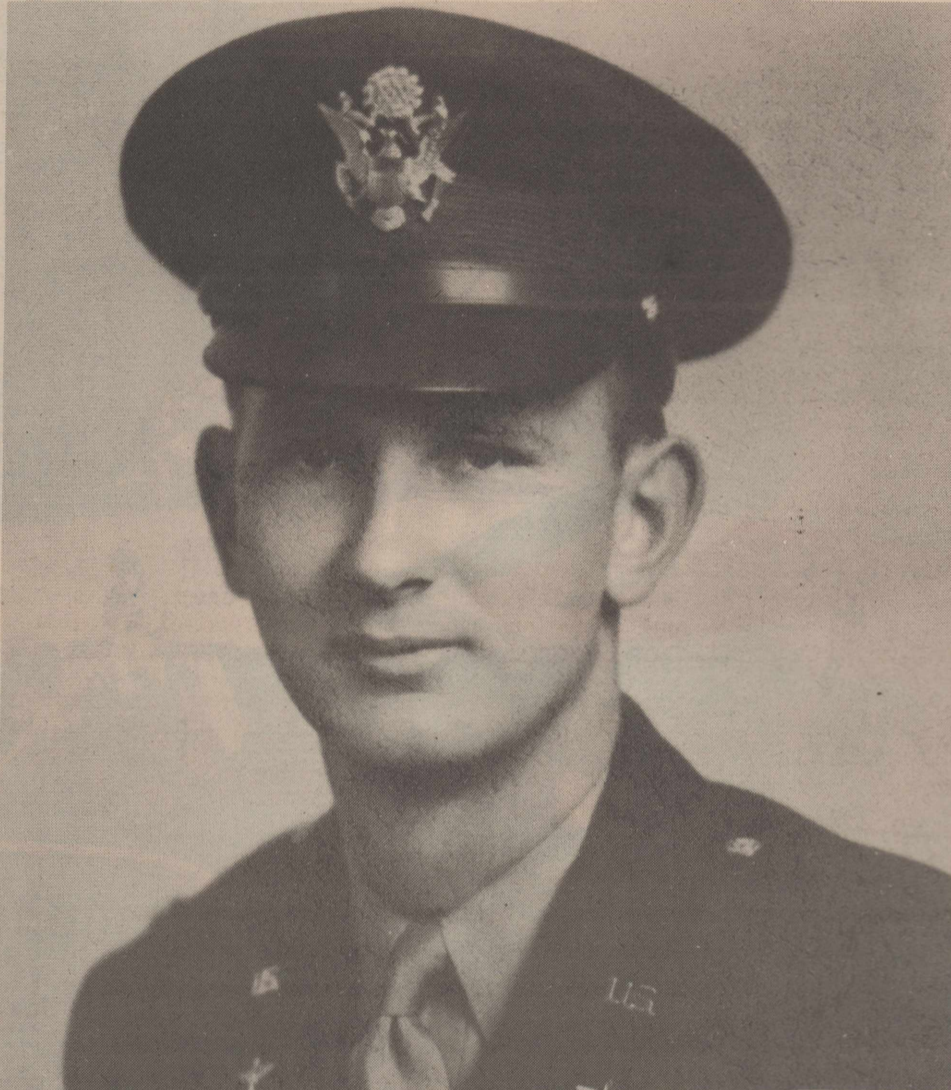
During the period it was closed the base was used as a housing area for veterans and their families. National Guard units used the base for training. The quiet runways made excellent areas for bicycle riding and roller skating.

The base was reactivated in August, 1949. The 3500th Pilot Training Wing completed its move from Barksdale AFB, La., on Aug. 1 of that year.

Named in honor

The citizens in the area wanted the base to have a name honoring a local man. A committee was formed to gather names to be considered. After much deliberation the honor was given to 1st Lt. Augustus F. Reese Jr.

Lieutenant Reese lived in Shallowater, which is located about six miles north of the base. He was killed in action at Cagliari, Sardinia, May 14, 1943, while on a



1st. Lt. Augustus F. Reese

voluntary mission in a P-38 to destroy a railroad supply train. The ceremony naming the field Reese Air Force Base was held Nov. 5, 1949.

Many training airplanes have been used at Reese — the T-6, T-28, AT-7. But perhaps the best known was the B-25. It was used as the only trainer from January, 1955, to September, 1957. The last B-25 class, Class 59-E, graduated on Jan. 24, 1959. The last B-25 to fly at Reese has been placed on display at the main entrance to the base. Reese was the last basic pilot training school to use the old war bird.

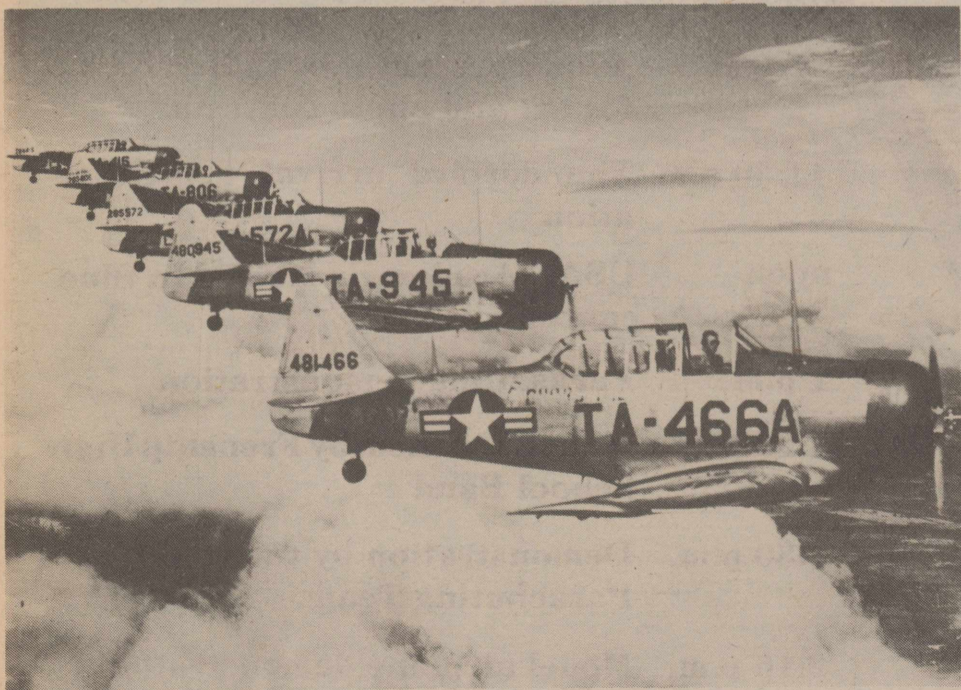
First jet trainer

The first jet trainer, the T-33 or T-bird, was introduced in 1958. In April 1961, Reese was named as one of seven ATC bases to conduct undergraduate pilot training. This brought an end to the three-phase program where preflight, primary and basic training were given at three different bases.

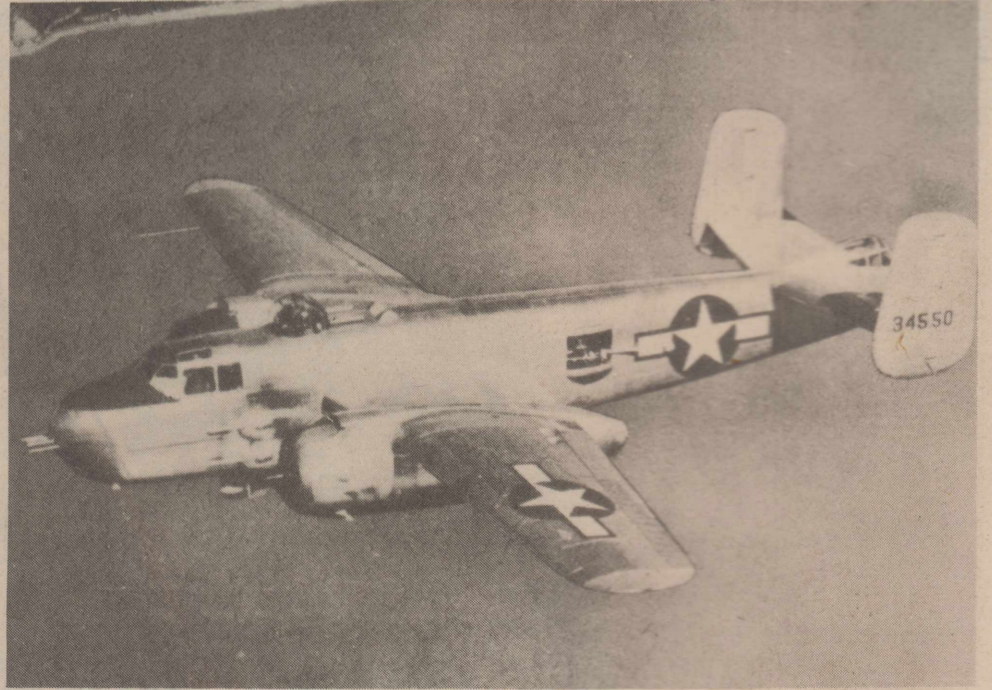
The second jet trainer, the T-37, entered the program in 1961. Training went supersonic in 1963 when the T-38 replaced the T-33.

A T-33 has been placed on permanent display by the main gate, joining the B-25.

The years have seen many changes at Reese. Pilot production has increased. Thousands of new wings have been pinned on. Many new buildings have been built. But the mission has remained the same — to teach young men how to fly.



T-6 Texan



B-25

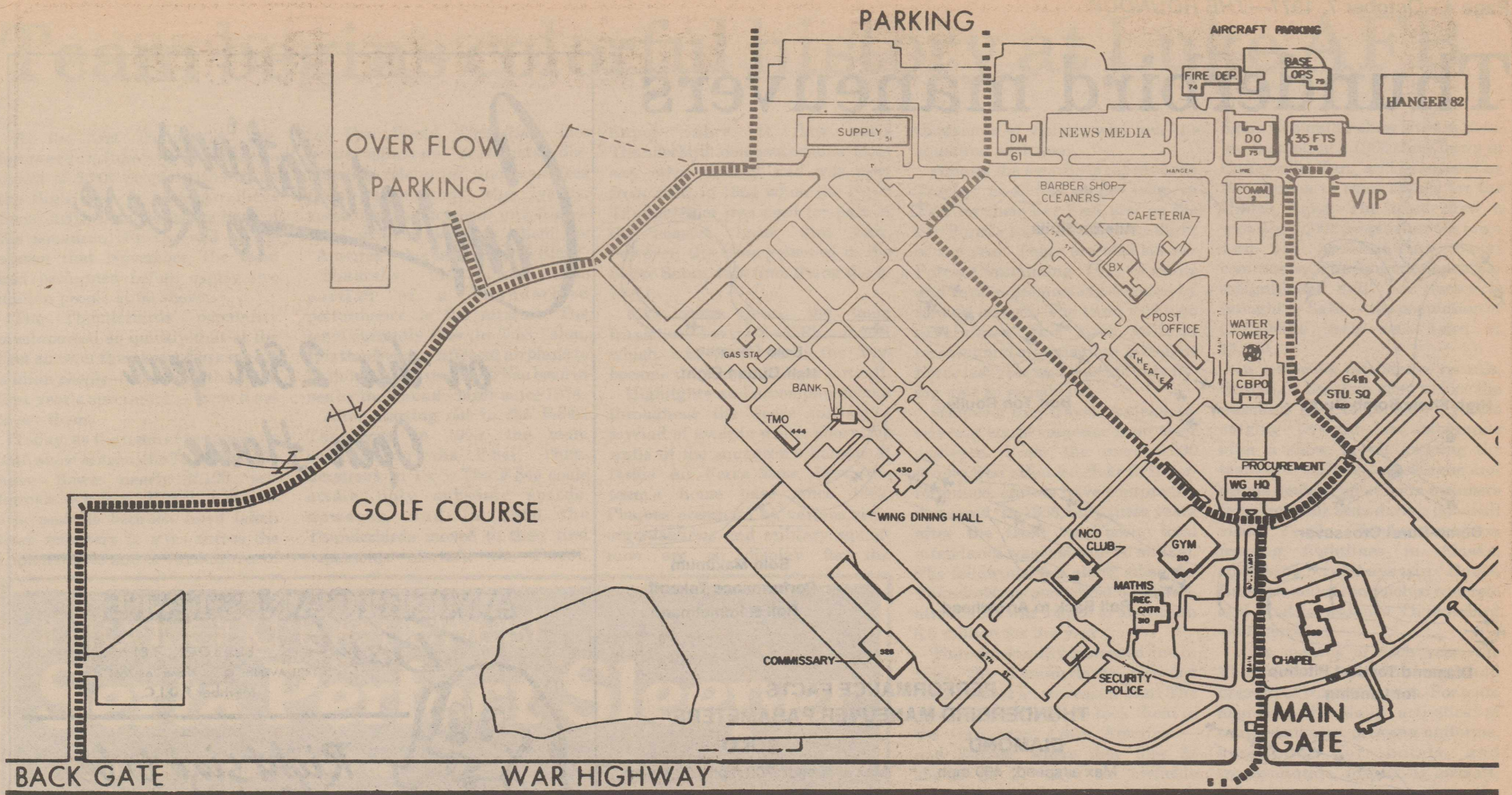
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News for THE ROUNDUP should be delivered to the Information Division, Bldg. 800, no later than noon Monday prior to the Friday publication date. Classified ads of a noncommercial nature may be placed free of charge by Reese personnel if they are in to the Information Division by noon Monday prior to the Friday publication. Other advertising is handled exclusively by Barron Publications, Inc., Phone 763-4551.



Thunderbirds meet many exact standards

All Thunderbird team members are hand-picked volunteers who have demonstrated the ability to perform their jobs to exacting Thunderbird standards. When a vacancy occurs, a thorough screening of each applicant is accomplished. Particular attention is given to the candidate's performance records, appearance and written recommendations. In selecting pilots, flying background

and experience are also scrutinized.

Thunderbird officers are responsible for reviewing the records of each officer applicant. Their primary concern is the potential ability of a candidate to perform as a Thunderbird team member.

Flying skills — particularly each individual's general airmanship or "air sense" — are closely evaluated.

Following these flights, the Thunderbird officers gather once more to make final selections which are then sent to a board of senior officers for approval.

Competition for Thunderbird noncommissioned officer positions is conducted just as seriously. Enlisted members are initially selected on the basis of performance and personnel records, plus recommendations from supervisors and

commanders which may be included in the applications. With the approval of the commander/leader, potential team members join the Thunderbirds for an intensive 30-day observation period in which the candidate must earn the coveted Thunderbird patch worn by all members of the squadron. Personal appearance, working relationships and attitudes of each applicant are considered, as well as his or her

technical abilities and qualifications.

As with the officers, enlisted team members are expected to maintain strict standards of job performance and personal conduct.

Air Force people interested in applying for special duty with the Thunderbirds should contact the base personnel offices to see if they qualify.

What Other Bank In Lubbock Offers You . . .

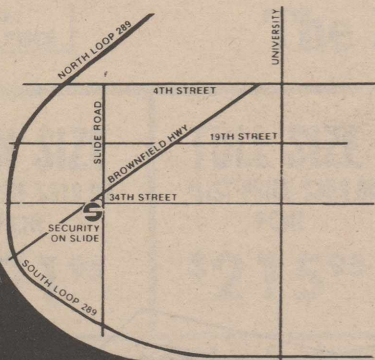
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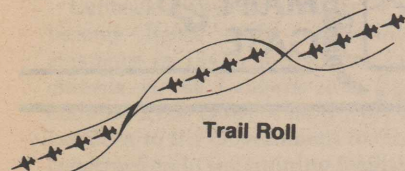
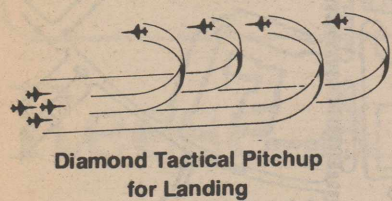
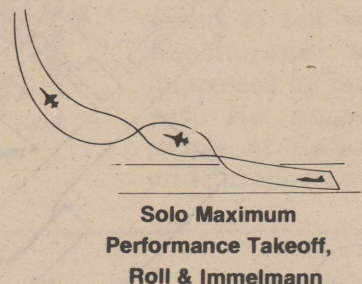
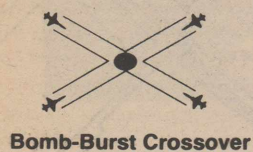
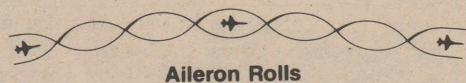
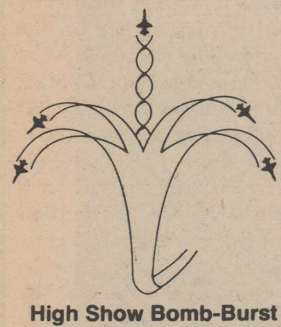


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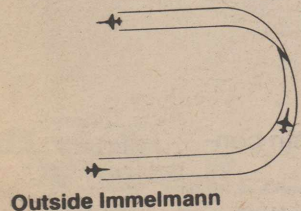
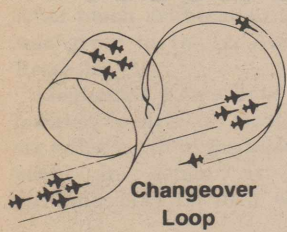
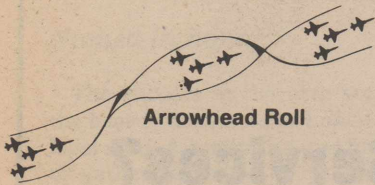
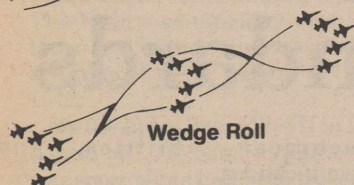
Member
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Thunderbird maneuvers



PERFORMANCE FACTS THUNDERBIRD MANEUVER PARAMETERS

DIAMOND	SOLO
Max airspeed: 460 mph	Max airspeed: 700 mph (.92 Mach)
Max altitude: 6,500 ft.	Max altitude: 15,000 ft.
Min altitude: 50 ft.	Min altitude: 30 ft.
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Takeoff speed: 178 mph	



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DOWNTOWN AND SOUTH PLAINS MALL

Team begins colorful history at Luke AFB

At the first Thunderbird performance on June 8, 1953, a curious crowd of 3,000 people gathered on the flight line at Luke Air Force Base, Ariz., then the home base of the squadron. By the end of the season that November, the team had performed before nearly two million people at 50 shows.

The Thunderbirds' popularity mushroomed so quickly that at the first show of their second season 1.5 million people — three-fourths of the first year's spectators — turned out to see them.

Today, as the team experiences its 25th show season, the Thunderbirds have flown nearly 2,100 performances before 125 million people. The seasons between have taken team members to sites across the United States and to 45 countries of

the Free World. They have met prime ministers, presidents, dignitaries, celebrities and countless fans throughout the years, spreading the goodwill and friendship which identifies them as "America's Ambassadors in Blue."

Naturally, the most visible portion of a Thunderbird performance is the aircraft. The team currently flies the T-38 Talon. It is the seventh different airplane to be flown by the team and has been in use by the Thunderbirds since 1974.

After starting out in the F-84G Thunderjet in 1953, the team switched to the F-84F Thunderstreak in 1955. The F-84s could attain only subsonic speeds, however, and in 1956 the Thunderbirds moved to their first supersonic aircraft, the F-100C

Super Sabre. It flew more Thunderbird demonstrations than any other aircraft and was used from 1956 to 1964 when the F-105 Thunderchief was used for part of the season. Later that year, however, the team returned to the Super Sabre, this time flying the F-100D.

Five years later, the team transitioned to the F-4E Phantom II which was flown until the T-38 became the team's present aircraft.

Highlights and accomplishments throughout the years include a myriad of awards which adorn the walls of the squadron's hangar at Nellis Air Force Base, Nev., the team's home base since 1956. Plaques presented by various civic organizations and military squadrons are on display for the

thousands of visitors who tour the squadron each year.

Among the awards is the Mackay Trophy, presented to the team in 1959 for their Far East tour as the Air Force's most meritorious flight of the year. There are also six Air Force Outstanding Unit Awards and various mementos presented by foreign leaders. The team was also proclaimed the first official bicentennial organization in the Air Force last year and was the only flying unit so recognized.

Wherever they travel, the team receives a warm response from their audience. From the mere 3,000 people who attended their first performance, crowds have continually increased. In 1956, only three years after the team was born, total attendance was just over 10 million. The following year alone, when the Thunderbirds performed 63 shows, attendance was logged at more than 8.5 million for the year.

The pace steadily increased and in 1965, the Thunderbirds recorded their busiest show season ever. The overseas deployments took them to the Caribbean, Latin America — and Europe, where they flew 22 shows in 27 days on airfields scattered from Turkey to England. In all, 121 shows were flown during the season.

Although crowds frequently reached into the hundreds of thousands, the popularity of the team was reinforced time and time

again at smaller show sites. A notable example is a 1966 show flown in Coffeyville, Kan., and sponsored by the citizens to raise money for the United Fund. The team drew a crowd of 17,000 people from the town and its surrounding rural community. The figure seems rather insignificant until one factor is brought to light — the population of Coffeyville itself was listed at 17,000.

In reviewing attendance records, though, it becomes easy to lose the essential idea of people — people surging forward for autographs after a show, people greeting the team with elaborate ceremonies and people smiling up at team members from hospital beds during goodwill visits. People. They've stood on freezing flightlines in Alaska, scorching runways in South America and rain-drenched concrete and mud to watch a Thunderbird demonstration.

Nine months of each year, the Thunderbirds travel the length and breadth of North America. For team members the daily activities of toting suitcases, pressing uniforms, arranging for hotels and transportation, inspecting aircraft, offloading equipment and the hundreds of other behind-the-scenes tasks which must be done, admittedly become a matter of routine. But they guarantee there will never be a routine Thunderbird performance.



FLYING INVERTED is the trademark of the Thunderbird solo pilot, Capt. Lacy Veach. He enters the maneuver at an altitude of 100 feet traveling 250 miles per hour. He then raises the nose slightly, rolls to an inverted position, and extends the landing gear. At the center of the demonstration area Captain Veach will select military power and climb inverted at minimum air speed. (U.S. Air Force Photo by SSgt. Ben Jones)

Daredevil or professional

Thunderbird pilot

To the unseasoned spectator, a Thunderbird performance seems reminiscent of daredevil barnstormers who leapfrogged cross-country in the twenties. Landing their open cockpit biplanes on grassy meadows after performing several heart-stopping rolls and spins, the enterprising aviation pioneers offered rides for less than the price of a hamburger and fries at today's prices.

Nothing was planned. There were no schedules to meet, no special sequence to fly and no regulations to follow. Only the weather guided their wanderings. It was a carefree era when thrilling a crowd with dazzling aerial stunts and showy acrobatics took precedence over the safety of spectators and performers.

Today, however, airspace is rigidly controlled and monitored with sophisticated computers and radar tracking equipment. Strict regulations are enforced and safety is the prime consideration.

Without special waivers from the Federal Aviation Administration,

which ultimately grants approval for the exacting half-hour sequence of intricate maneuvers, the Thunderbirds could not perform. At some Thunderbird show sites, adjacent highways must be temporarily blocked in the interest of safety.

While a Thunderbird demonstration is, indeed, a spectacular sight, some people refer to the maneuvers as "daring, death-defying stunts." But not one portion of a Thunderbird performance is created specifically as a crowd thriller.

When the planes sweep past the spectators in diamond formation, the Thunderbirds are demonstrating maneuvers which have proven successful in actual combat situations. The same is true for each maneuver in the show — and every Air Force pilot has been taught variations of these same aerial tactics. It's the ingrained discipline, concentrated practice and precise timing required of the pilots which provide the basis for a Thunderbird show.

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Team celebrates silver anniversary

As the Air Force Thunderbirds launch their half-hour sequence of precision aerial maneuvers, one thought is prevalent — they make it look so easy!

Such proficiency is the result of concentrated practice, self-discipline and the willingness to strive for perfection. This has been the hallmark of the team for more than two decades.

This, their 25th or silver show season, will take the Thunderbirds to communities throughout North America to display the skills and capabilities of Air Force people and equipment. In 200 days of travel they are scheduled to perform shows in 40 states (including several performances in Canada.)

Assigned to the Tactical Air Command, the Thunderbirds are the official Air Demonstration Squadron of the United States Air Force. Commanded by Lt. Col. Dan Cherry of Marietta, Ga., a veteran combat pilot, the Thunderbirds fly the Northrop T-38 Talon, a supersonic trainer which once held 12 world records.

Performing with Colonel Cherry are Captains John Lapointe, left wing, South Pasadena, Calif.; Walt Parker, right wing, Orlando, Fla.; Lloyd "Fig" Newton, slot, Ridgeland, S.C.; and Lacy Veach, solo, Honolulu, Hawaii. Captains Parker, Newton and Veach have been selected for promotion and will advance to the rank of major during the show season.

Thunderbird officers with supervisory responsibilities in squadron activities such as main-

tenance, supply, executive support, publicity, air show coordination, personnel and administration are Maj. Joe Prater, logistics officer, Atlanta, Ga.; and Captains Gail Scarbrough, narrator, Grover Hill, Ohio; Steve Hyle, executive officer, Lancaster, Ohio; Rudy Miller, information officer, Hope, Ind.; and Mike Thomsic, maintenance officer, Ft. Collins, Colo.

The Thunderbird team is composed of 75 men and women working in more than 25 different career fields. The noncommissioned officers are technicians in the fields of aircraft maintenance, life support, information, operations, administration, supply and communications. It is their job to make sure the planes are show ready and that the myriad of minute details which accompany each performance have been completed. In 24 years and more than 2,000 air shows, the team has never canceled a show due to maintenance difficulties, a record of which they are extremely proud.

Although known throughout the world for their aerial prowess, the Thunderbirds are a highly diversified, closely knit Air Force organization. Each team member must perform his or her job to the highest of standards, presenting the best possible Air Force image to the American public and the heritage of the United States to the people of the Free World.

Throughout their existence, the Thunderbirds have spread their goodwill to more than 125 million people, earning them the title, "America's Ambassadors in Blue."



LIEUTENANT COLONEL DAN CHERRY
Commander/Leader

Lt. Col. Dan Cherry flies the lead aircraft for the Air Force Thunderbirds and serves as the unit's commander. In this dual capacity, it is his responsibility to manage the most visible flying unit in the Air Force.

"It's a most challenging job," says the Marietta, Ga., native "and I'm looking forward to showing the public just what the Air Force is — an organization dedicated to maintaining America's freedom — and capable of rising to any task we may be given."

Dan received his commission through the Aviation Cadet Training program in 1960. He graduated from Florida Southern College through the Air Force's Bootstrap education program with a Bachelor of Science degree in mathematics. Dan is currently studying for a master's degree in systems management from the

University of Southern California.

Prior to his selection as the team's commander/leader, Dan worked under the deputy chief of staff for plans and operations at the Pentagon as chief of the Air Force operations briefing team. During two tours of duty in Southeast Asia, he recorded 295 combat missions in the F-105 and the F-4, 147 of which were over North Vietnam.

Dan, his wife, Sylvia, and their two daughters, Jill and Kim, are especially proud to be associated with the Thunderbird team this year. "America is beginning her third century of freedom," he comments, "and the comparatively young Thunderbirds are celebrating their silver show season — 25 years of demonstrating the skills that help keep this country strong. If nothing else, that's the one thing I want everyone who sees the Thunderbirds to remember."



WILLIE WIREDHAND SEZ'

Congratulations and Best Wishes to Reese AFB on your Open House!

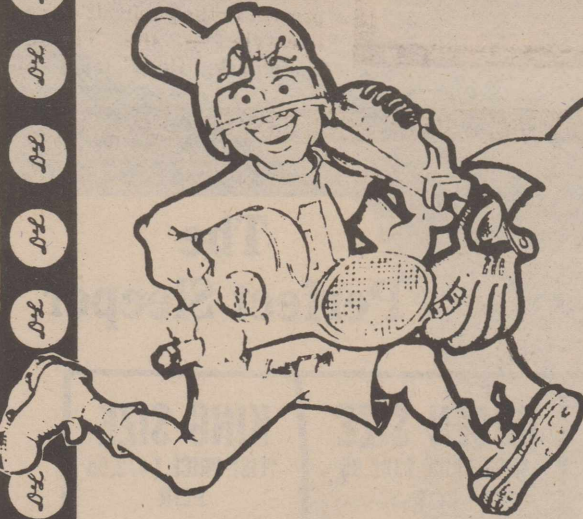
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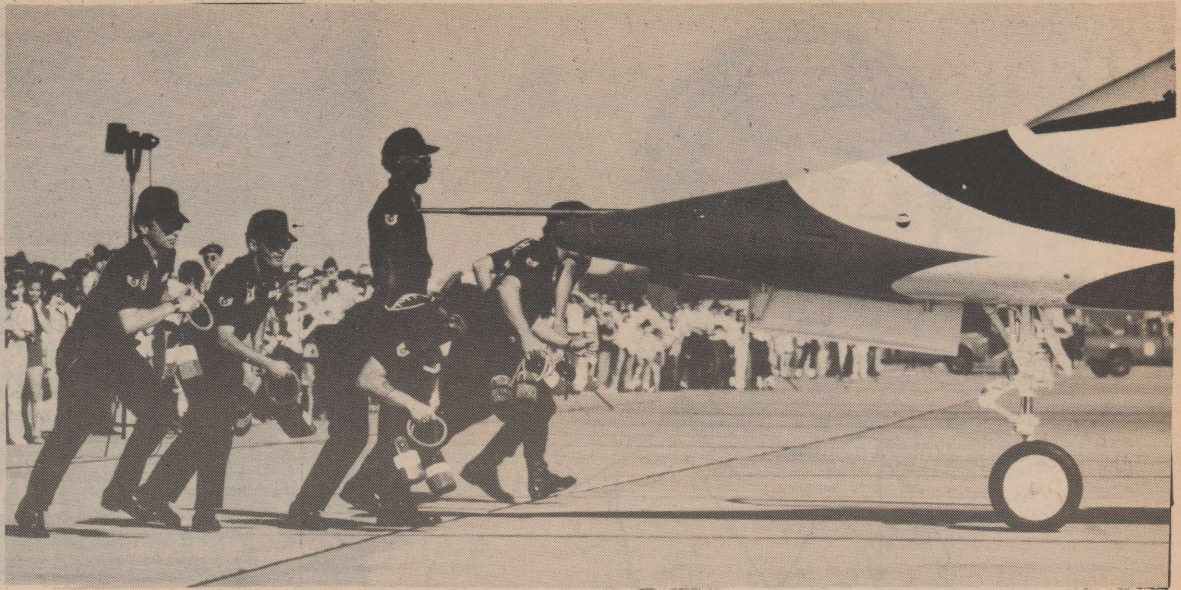
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THE 1977 THUNDERBIRD NONCOMMISSIONED OFFICERS (NCOs) are hand-picked volunteers who have demonstrated expert knowledge, professional competence and personal dedication to their specific jobs. The 68 men and women who comprise the NCO complement represent more than 24 Air Force career

fields. Team members proudly claim that not one Thunderbird performance in 24 years has been canceled due to maintenance difficulties, a tradition they vow to uphold. (U.S. Air Force Photo by SSgt. Ben Jones)

NCOs important to team

Challenging. Frantic. Exciting. Grueling. Rewarding. It's an accurate but incomplete description of the daily lives of the 65 Thunderbird noncommissioned officers (NCOs). A group of hand-picked volunteers, they are especially honored to represent Air Force men and women worldwide during the 1977 show season.

It's a hectic schedule, one that requires the utmost in ability and performance. The job demands long hours of bone-tiring travel. Yet as the Thunderbird NCOs step from their aerial home — a cargo transport — their pride, professionalism and dedication are evident.

It's not merely an image they present to the public. It's a complete lifestyle — the Thunderbird trademark. Each team member

earns the right to wear the coveted Thunderbird patch only after successfully completing a competitive selection and observation process.

More than 50 of the team's NCOs are responsible for assuring all Thunderbird aircraft are maintained in a flight ready status. They proudly claim that in the team's 24-year history, not one performance has been canceled due to maintenance problems. The remaining NCOs provide the essential skills needed to support the flying mission.

Specialists and technicians in administration, supply, life support, photography, graphics, operations and information work with their maintenance counterparts to produce a smooth, precisely timed and professionally executed air

show.

The "average" Thunderbird NCO — if indeed, there is an average — is 29 years old, has been in the Air Force 10.4 years and has logged one overseas tour. Married NCOs outnumber the bachelors nearly two-to-one and men outnumber the women 62 to 3. Collectively, enlisted members have received 65 individual medals and have worked at their various crafts a combined 722 years.

All Thunderbird NCOs are aware of the demands and responsibilities placed upon them prior to applying for a tour with the team. Without exception, these "Ambassadors in Blue" are fully committed to represent the best Air Force ever. They expect nothing more — and the American public deserves nothing less.



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**CAPTAIN
RUDY MILLER**
Information Officer

This is Capt. Rudy Miller's first year with the Thunderbirds. He's the team's information officer and as such is responsible for the overall task of coordinating the details involved in each Thunderbird performance.

"Numerous details need to be arranged for every performance," Rudy notes. "We coordinate everything from hotel accommodations to news media interviews. Perhaps our most visible job, however, is in creating the copy, photography, and artwork for the thousands of promotional items we produce — and that takes place before the show season ever begins."

A 1967 graduate of Indiana University, Rudy holds a Bachelor of Science degree in journalism and business. He earned his commission upon completing Officer Training School and served as a squadron commander prior to attending the Defense Information

School where he was named an honor graduate.

Rudy worked as an advertising and publicity officer for Air Force Recruiting Service for three years and has received numerous photo and writing awards, among them a Freedoms Foundation award and two special merit awards for his talents as a photographer in international competition.

Prior to his selection for the Thunderbirds, Rudy was the assistant director of public affairs for the 22nd North American Air Defense Command (NORAD) Region in Canada.

A bachelor from Hope, Ind., Rudy hopes to increase the team's visibility to the public. "We've reached millions of people through radio, television, magazine and newspaper articles. I want to ensure that trend continues because I believe we have an interesting, vital story to share with people everywhere."



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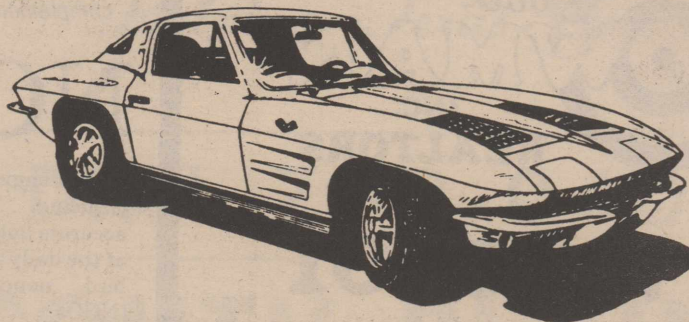
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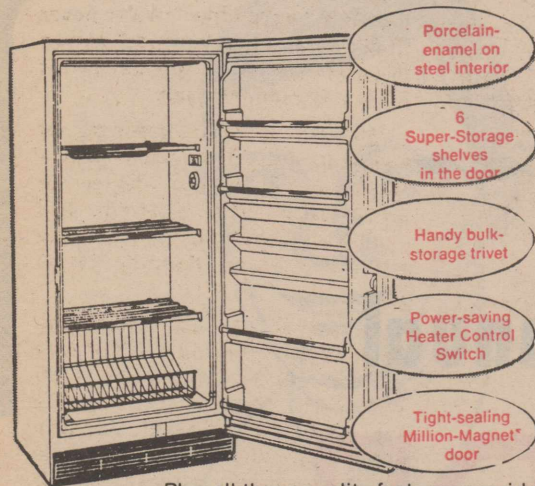
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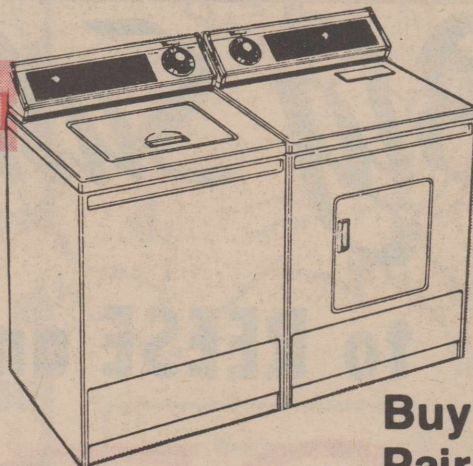
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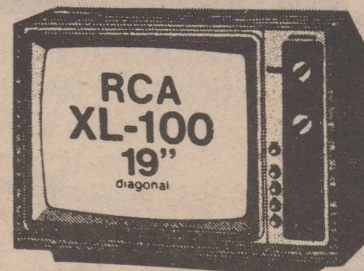
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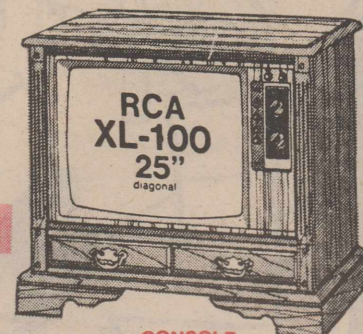
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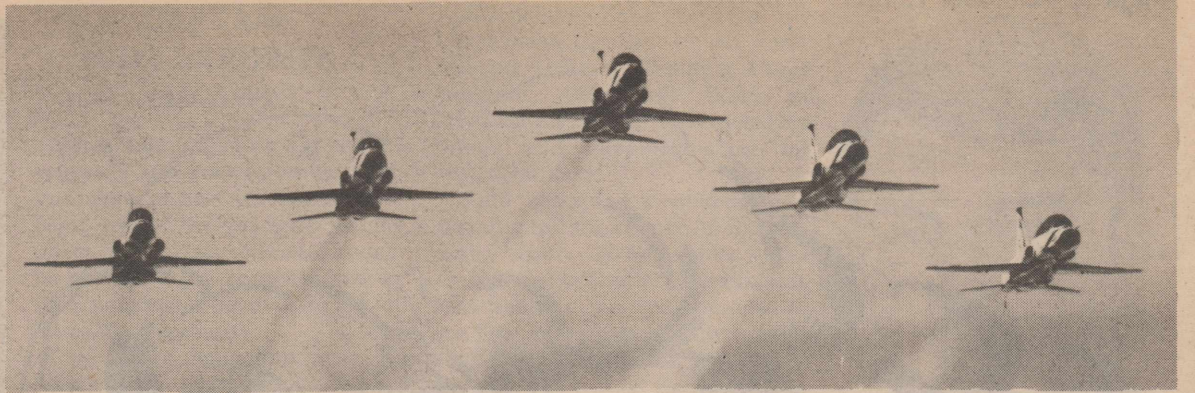
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THE THUNDERBIRDS enter the demonstration area in a wedge formation to perform the line-abreast loop. Their schedule this year will take the team to 43 states

and Canada during the nine-month season which began on March 19. (U.S. Air Force Photo by SSgt. Ben Jones)

The Thunderbird officer

Tradition of excellence

Selection as a Thunderbird officer is an honor accorded very few. Those who have worn the Thunderbird crest usually agree their tour with the team was a rare privilege and the highlight of their careers.

Of the 102,000 Air Force officers currently on duty, only 10 can be members of the distinctive Thunderbird team at any one time. Half of the openings are for demonstration pilots, three are for support officers, one is for the logistics officer and one is for the narrator. The logistics officer and narrator

must also be qualified pilots since their presence is required at all performances. The support officers conduct the squadron's executive, maintenance, and public affairs functions.

Thunderbird officers have the responsibility of supervising and operating one of the most visible squadrons in the Air Force. In addition to their primary duties, the officers must also handle the obligations assigned to all flying units, most of which are much larger organizations. In all, they share 56 additional duties required to function as a cohesive unit.

For example, the slot pilot is also the squadron operations officer and the flying training officer. The left wingman is also the instrument training officer and the standardization officer. The solo pilot has the extra tasks of flight safety and personnel selection. The maintenance officer is charged with

vehicle control, supply and ground safety. And the executive officer, in addition to his normal responsibilities, is tasked with various assignments which range from voting assistance, budget and security to tax advisor and suggestion monitor.

Thunderbird pilots serve a two-year tour with the exception of the narrator who serves three years with the team. Normally, half the officers are chosen every year to provide an experience overlap and to help facilitate a smooth transition for the new team members.

They have proven themselves to be dedicated professionals who have continually employed their training and talents beyond normal requirements.

In 24 years, only 104 Air Force officers have joined the ranks of the Thunderbird alumni. They have experienced what few can — the pride of being a Thunderbird.

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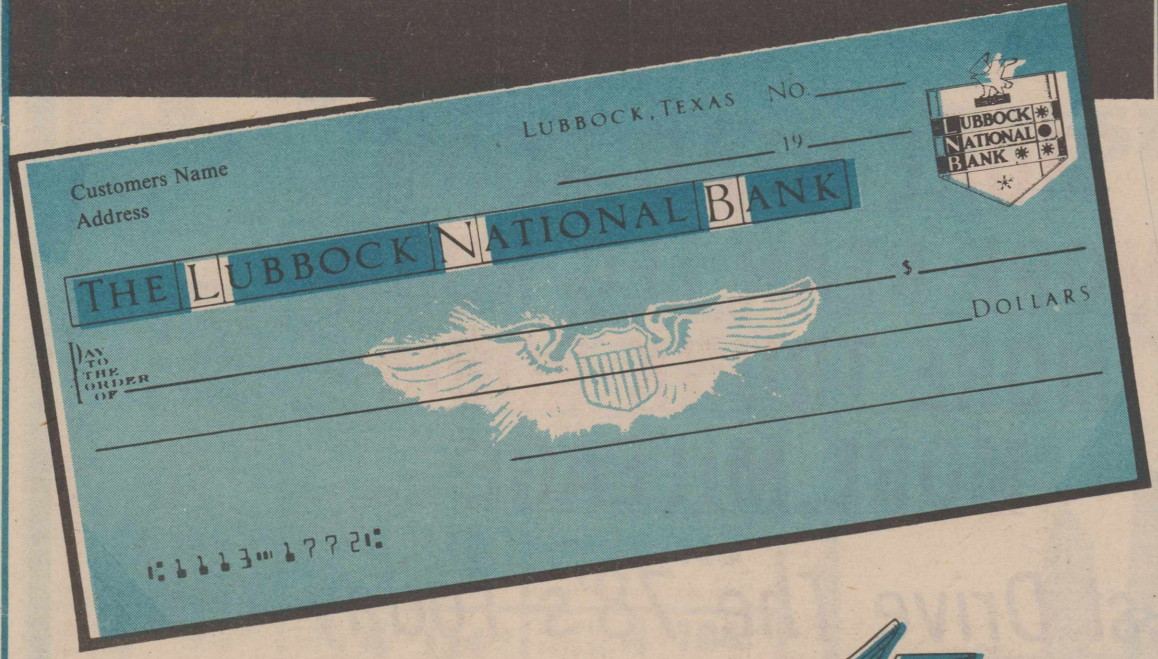
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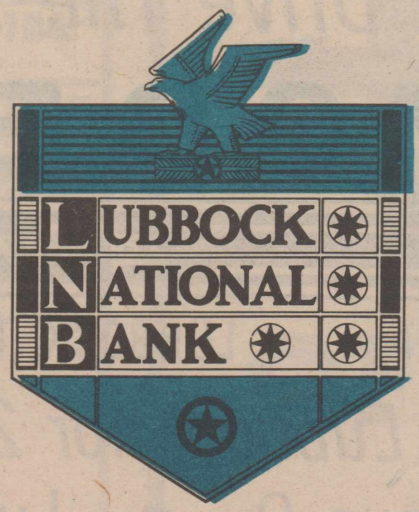


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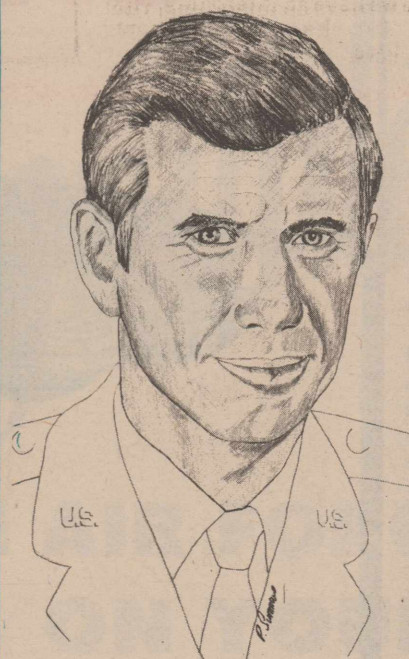
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CAPTAIN MIKE THOMSIK
Maintenance Officer

Maintenance officer for the team is Capt. Mike Thomsic from Ft. Collins, Colo. It's his job to supervise the maintenance of the team's most recognizable trademark — the pampered, brightly painted T-38s.

"Without constant inspections and preventive maintenance, we would never be able to meet our schedule," says Mike. "We've never in our history had to cancel a show because we were incapable of getting the planes ready."

Mike is a 1966 graduate of Colorado State University with a Bachelor of Science degree in education. He earned his commission through the Air Force Reserve Officers' Training Corps program.

He served as organizational maintenance officer during a tour of duty in Thailand, supporting the F-105 and F-4E aircraft. He was the maintenance control officer supporting the B-57 electronic counter measures aircraft at Hill AFB, Utah, and Malmstrom AFB, Mont.

Prior to his selection, Mike was a member of the Aerospace Defense Command inspector general team at Colorado Springs, Colo.

His wife, Susan, and their children, Beth and Chip, share Mike's pride in the team. "I enjoy working with those who are precise," he readily admits, "and the people on this team are exactly that. We intend to continue our outstanding maintenance record."

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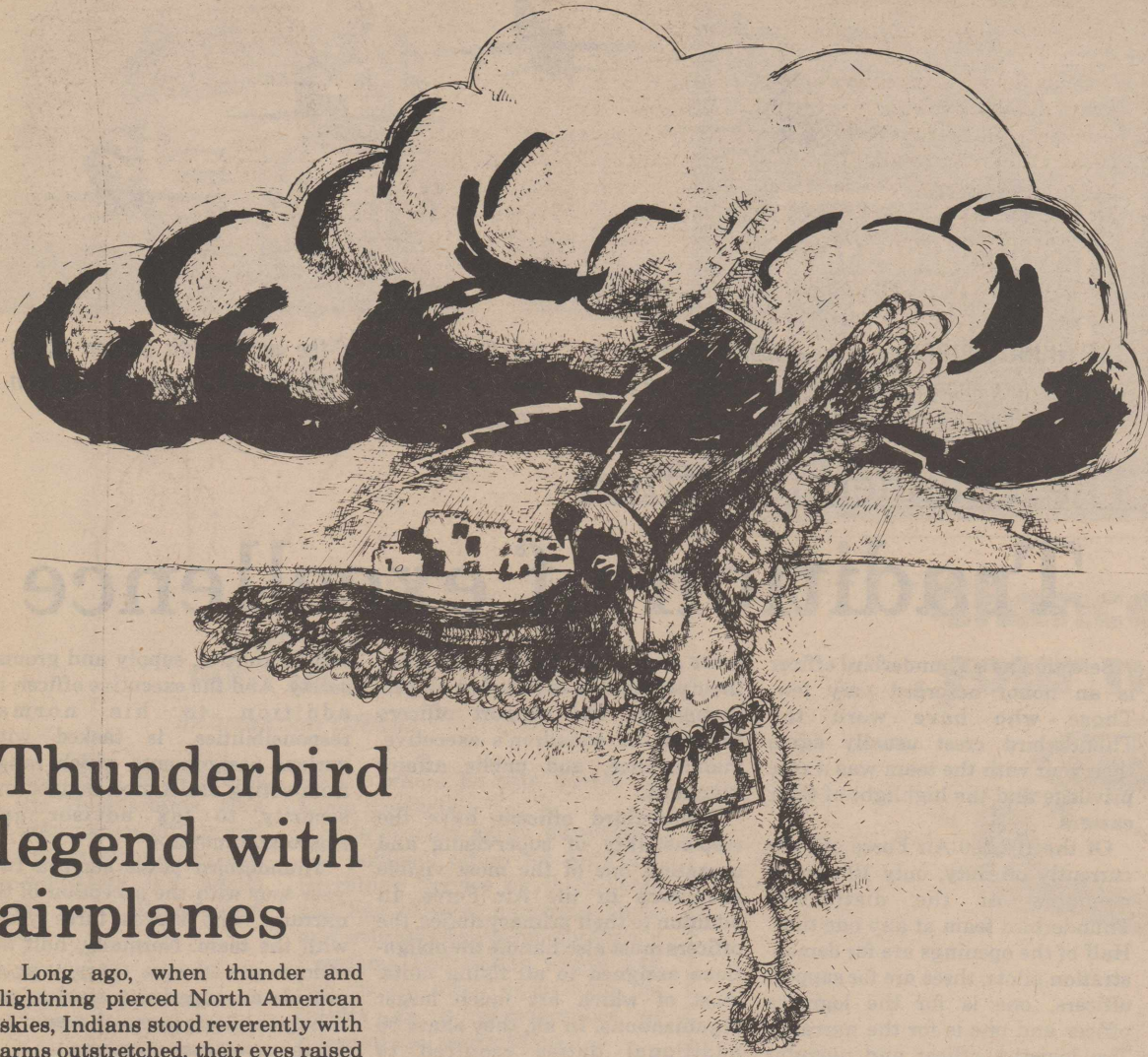
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Thunderbird legend with airplanes

Long ago, when thunder and lightning pierced North American skies, Indians stood reverently with arms outstretched, their eyes raised to the heavens in search of the great Thunderbird. Huddled around glowing campfires near weathered tepees, respected chiefs spoke cautiously of the bird's infinite strength.

Many tribes believed the majestic creature controlled nearly all the powers man could imagine, especially the invisible forces of good conquering evil and light conquering darkness. His long and honorable life, coupled with his ability to grant success in war, elevated the Thunderbird to equal status with such Indian deities as the Earthmaker and the Sun God.

While reports of the bird's physical appearance are vague and varied, experts generally agree that the Thunderbird resembled a gigantic eagle or hawk. Crude drawings and burnt outlines on leather and buckskin depicted the bird in typical southwestern Indian colors of red, white and blue.

Thunder was believed to be caused by the flapping of the bird's wings and lightning was attributed to the opening and closing of the bird's eyes or to arrows carried in its razor-sharp talons and hurled to earth.

When the name "Thunderbirds" was selected by the first team in 1953, the Air Force's Air Demonstration Squadron was based near Phoenix, Ariz., an area steeped in Indian lore. Then, as today, the roar and fire from their sleek jets, similar to the thunder and lightning in the legend, symbolize peace and goodwill — a tradition with which the Thunderbirds firmly identify. Thunderbirds. No other name would do. No other name could do.

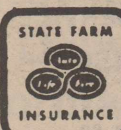
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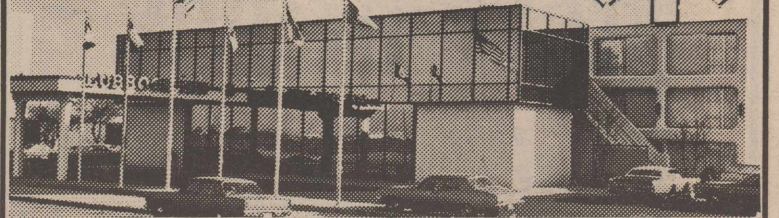
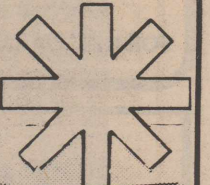
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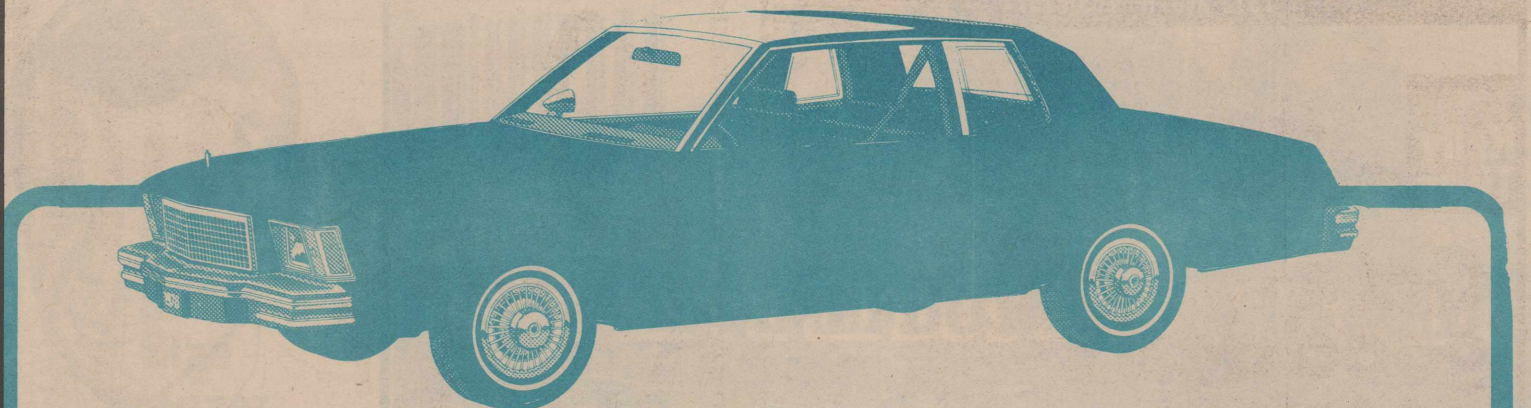


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CAPTAIN JOHN LAPOINTE
Left Wing

When John Lapointe was only 17 years old and growing up in South Pasadena, he held the distinction of being one of the youngest private pilots in the United States. Today, he is Capt. John Lapointe, and he flies the left wing position for the Air Force Thunderbirds.

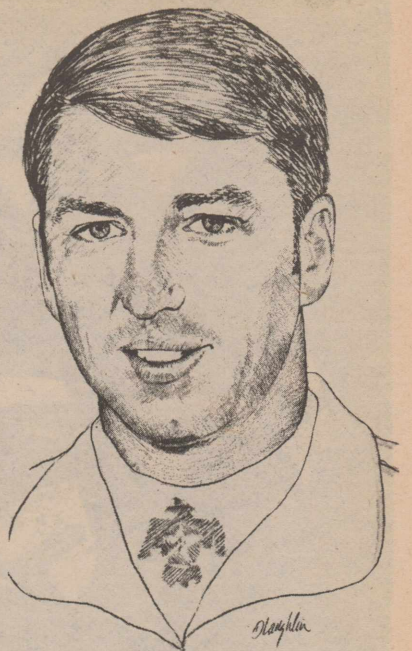
The team's demanding schedule leaves little time for his family during the nine-month show season. "We knew we'd have to make some sacrifices if I was selected for the team," says John, "and being away from home was one of them. Sure it's tough. But we've learned to accept and understand it."

A 1967 graduate of the University of Southern California, with a Bachelor of Science degree in

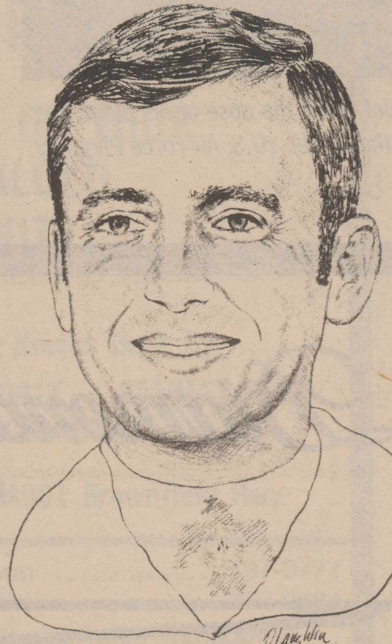
anthropology, John received his commission through the Air Force Reserve Officers' Training Corps program. One year later, at Williams AFB, Ariz., he received his wings and remained there for instructor duty.

John entered F-4 combat crew training in 1972 at Luke AFB, Ariz., and upon graduation was transferred to Thailand. During this overseas tour, he was upgraded to an F-4E instructor and air combat maneuvering instructor pilot.

John was a T-38 fighter lead-in instructor pilot at Holloman AFB, N.M., when he received the nod for the Thunderbirds. His wife, Melanie, and daughter, Hillary, share John's enthusiasm for being a Thunderbird. "It's a great thrill to travel and represent the Air Force," he remarks, "and it's a great thrill to work with an outstanding group of people like the Thunderbird team."



MAJOR JOE PRATER
Logistics Officer



As the logistics officer, Maj. Joe Prater is responsible for many of the unseen but important functions needed to meet the Thunderbirds' schedule. He flight tests all Thunderbird aircraft, accompanies the team as chase pilot and safety observer during training missions and serves as airfield coordinator and ground safety observer during all air shows. In addition, he supervises all Thunderbird maintenance and supply personnel. "There's more to putting on our show than most people realize," Joe comments. "Just keeping the planes show ready is a full-time job."

Joe, who is from Atlanta, Ga., attended Florida State University where he graduated with a Bachelor

of Science degree in business administration. He earned his commission through the Air Force Reserve Officers' Training Corps program and was selected as a distinguished military graduate.

Prior to pilot training, he was assigned to the Air Force Logistics Command at Kelly AFB, Tex. He earned his wings in 1968 at Randolph AFB, Tex., and flew the F-100 in combat crew training and later as a volunteer in Southeast Asia, where he logged 190 combat missions.

Joe was an F-100 and F-4 fight commander in England and returned to MacDill AFB, Fla., as an instructor pilot and flight commander in the F-4E.

Congratulations

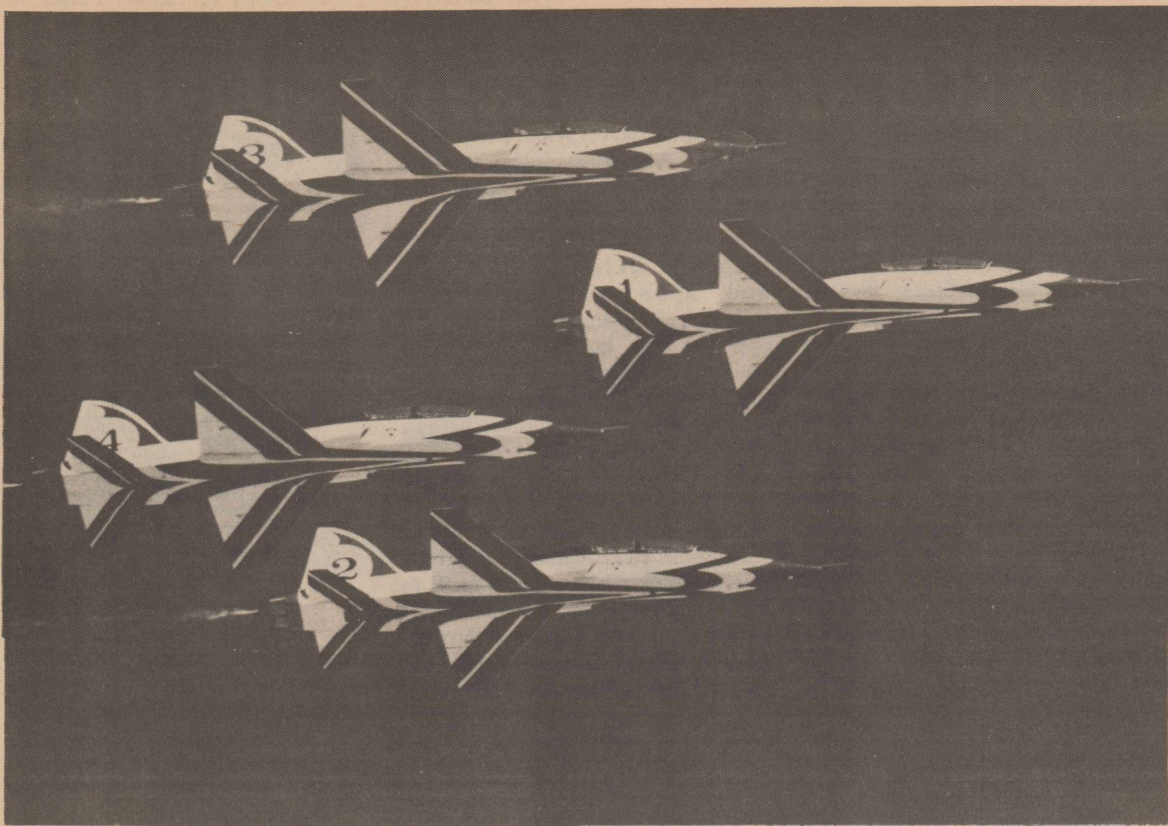
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THE DIAMOND, most familiar of the Thunderbird formations, shows off the closely-knit T-38 Talon and its dramatic paint scheme. While the wingmen position their aircraft to the side and slightly behind the lead

aircraft, the slot pilot tucks the nose of his plane just under and behind the leader. (U.S. Air Force Photo by SSgt. Ben Jones)

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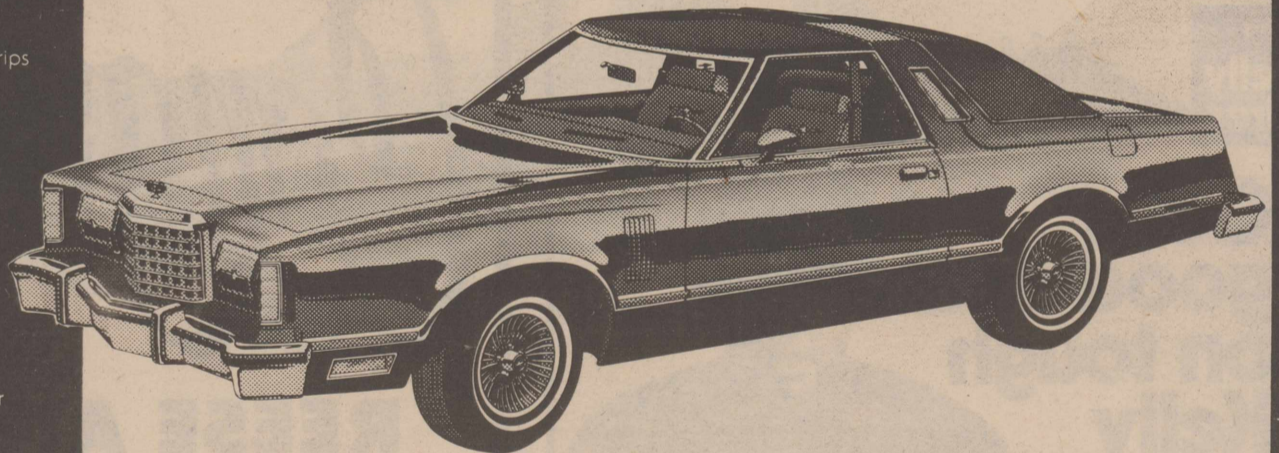


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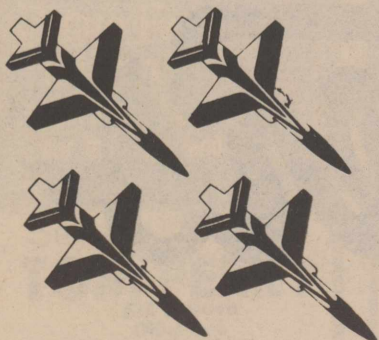
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Slot pilot, Capt. (Major selectee) Lloyd "Fig" Newton, firmly believes it's safer to fly in close formation at 450 miles per hour with the Thunderbirds than to drive 55 miles per hour down the freeway. "The reason is quite simple," he says. "When I'm flying with the team I know exactly what everyone is going to do and the precise moment they are going to do it. I don't have that safety advantage on the freeway where I have to try to anticipate the other driver's move. If I considered my job dangerous, I wouldn't be doing it."

"Fig," who began his assignment with the Thunderbirds in 1975 as the team's narrator, is a graduate of Tennessee State University with a Bachelor of Science degree in

aviation education. He earned his commission as a distinguished military graduate through the Air Force Reserve Officers' Training Corps program.

After earning his wings in 1967, he was assigned to George AFB, Calif., where he received combat training in the F-4. He was then transferred to Southeast Asia where he flew 269 combat missions, 79 of which were over North Vietnam.

Raised in Ridgeland, S.C., "Fig" is one of eight children and the first of three to make the Air Force a career. He and his wife, Ruby, have three children, Lloyd Jr., Cheryl and Lori.

"Fig" always dreamed of becoming a pilot but it was in college that he decided he wanted to become a Thunderbird. "I worked hard to be the best," he comments. "I had the determination to reach a personal goal — and it paid off. I think that's the key — working for something you really want."



CAPTAIN LLOYD NEWTON
Slot

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IN PERFORMING the wedge roll maneuver, all five Thunderbird planes roll simultaneously. This maneuver is one of many which will be seen during 94 shows in this, the Thunderbirds' 25th show season. (U.S. Air Force Photo by SSgt. Ben Jones)

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Whether he's performing a low, inverted pass or soaring straight up in a high performance climb, Capt. Lacy Veach, (Major selectee), solo pilot for the Thunderbirds, likes his job. "Flying a supersonic jet is an exhilarating experience," he says smiling. "I don't think I'll ever get tired of it."

From Honolulu, Hawaii, Lacy attended the Air Force Academy and graduated in 1966 with a Bachelor of Science degree in engineering management. A year later he had earned his wings and was assigned to Luke AFB, Ariz.

Following gunnery training, he was assigned to Southeast Asia where he flew 275 combat missions in the F-100 Super Sabre. Lacy's

next assignment took him half-way around the world to England where he flew both the F-100 and the swing-wing F-111A.

Lacy volunteered for a second tour in Southeast Asia, this time as a "Wild Weasel" pilot in the F-105 Thunderchief. After this tour he returned to the States as a "Wild Weasel" instructor pilot and was serving as aide-de-camp to the commander of the Tactical Fighter Weapons Center at Nellis AFB, Nev. when he was selected for the team.

His wife, Alice, and their two children, Scott and Maile, share his enthusiasm for the Thunderbirds. "It's a tough but enjoyable job," he says. "I wouldn't trade places with anyone."

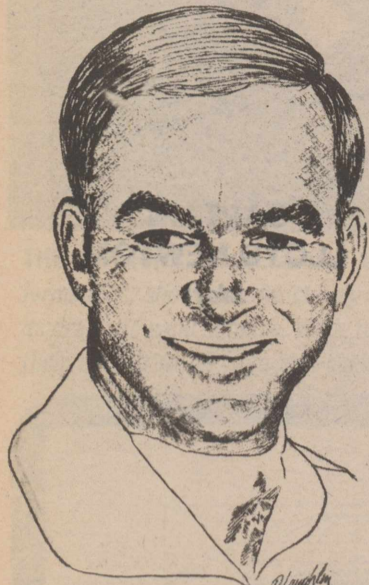


CAPTAIN LACY VEACH
Solo

looks so smooth to the spectator, the perspective from the cockpit is one of rapid changes in position, G-forces and speed. This ever fluid environment demands a high level of alertness and is physically just plain hard work. During a show we approach speeds close to 700 miles per hour, depending upon the formation... and when we pitch up for landing, we pull a force of 6.5 Gs, making your effective body weight 6 and 1/2 times greater than normal."

Walt received his pilot wings in 1967 at Vance AFB, Okla. While serving a tour of duty in Southeast Asia, he flew 244 combat missions and recorded 360 combat hours. He has been an instructor pilot in the F-100 and F-111D and served as a flight examiner at Cannon AFB, N.M. and Langley AFB, Va.

His wife, Kay, and two children, Kelly and Ashley, have no qualms about Walt's flying with the Thunderbirds. Of his flying responsibilities, Walt says, "Whether we're cruising at 40,000 feet or performing at 50 feet during a show, I have complete trust in every member of the team. In my mind, our job depends on the ultimate in team work and mutual trust — it's a very special thing and I wouldn't want it any other way."

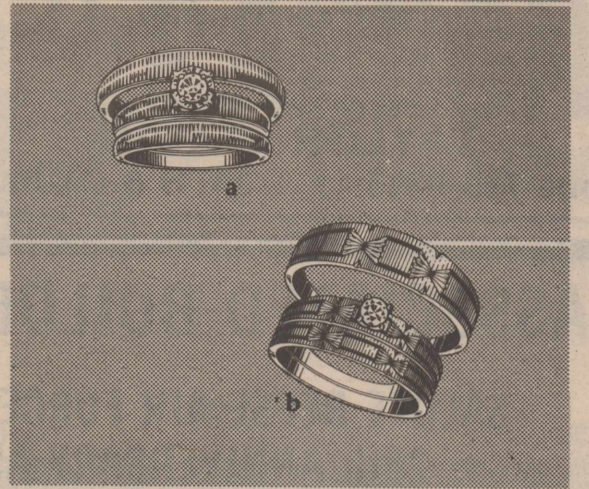


CAPTAIN WALT PARKER
Right Wing

Last year, Capt. (Major selectee) Walt Parker of Orlando, Fla., was the Thunderbird narrator, but 1977 will see him performing graceful loops and rolls as he flies the right wing position in the diamond formation. "Flying an air show is much different than viewing it from the ground," Walt says. "While it

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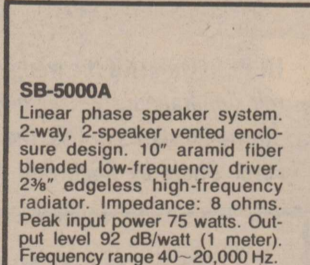
SL-2000
"One chip" IC-controlled direct drive turntable. Direct-drive achieves very low rumble, wow and flutter. 78-element IC for motor control provides excellent speed stability and reliability. Universal tonearm with anti-skating and oil-damped cueing device. Insulation fiber board and isolators in turntable feet provide high resistance to feedback. Illuminated stroboscope and pitch controls.

\$149⁹⁵



SL-23
Frequency Generator Servo-Controlled Belt-Drive Turntable and Tonearm with Automatic Return. Ultra-compact DC motor is controlled by F.G. servo circuits using highly-reliable IC's. Outstanding specifications include inaudible rumble—65 dB (DIN B), —40 dB (DIN A), and inaudible wow and flutter 0.05 percent (WRMS). Semi-automatic tonearm operation provides automatic lift-off, return and shut-off. Viscous damped cueing. Anti-skating. Statically-balanced universal tubular tonearm. Two speeds: 33 1/3 and 45 rpm. Electronic speed change. Independent variable pitch controls for each speed. Built-in strobe light and strobe markings. Vibration-absorbing, audio-insulated legs. Removable hinged dust cover. Simulated metal cabinet.

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SB-5000A
Linear phase speaker system. 2-way, 2-speaker vented enclosure design. 10" aramid fiber blended low-frequency driver. 2 3/4" edgeless high-frequency radiator. Impedance: 8 ohms. Peak input power 75 watts. Output level 92 dB/watt (1 meter). Frequency range 40—20,000 Hz.



SL-20
Belt-driven by DC motor with frequency generator servo-controlled circuits. Full size 12"

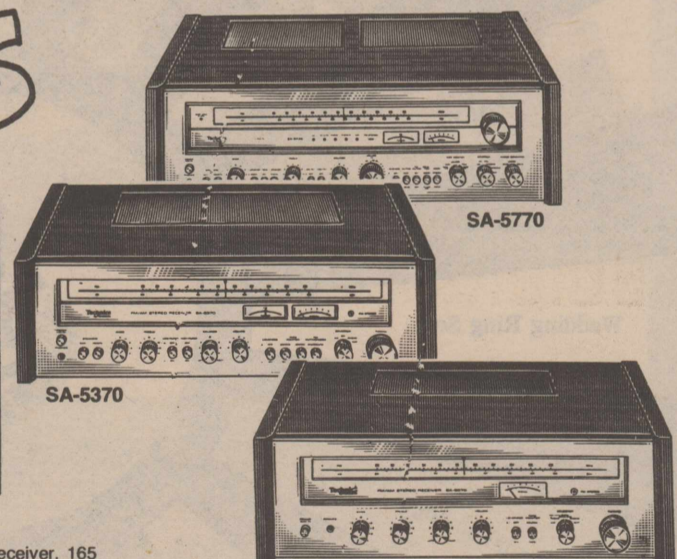
\$99⁹⁵



SB-6000A
Linear phase speaker system. 2-way, 2-speaker vented enclosure design. 12" aramid fiber blended low-frequency cone driver. 1 1/4" high efficiency, soft-dome high-frequency radiator. Impedance: 6 ohms. Peak input power 100 watts. Output level 91 dB/watt (1 meter). Frequency range 39—22,000 Hz.

platter, yet compact overall size. Wow/flutter = 0.05% WRMS. Rumble = —65 dB (DIN B), —40 dB (DIN A). Frequency generator servo-controlled speed switching. 33-1/3 and 45 rpm speeds. High quality universal tonearm. Low-capacitance phono cables. Anti-skating. Viscous-damped cueing. Built-in audio insulators.

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SA-5770
FM/AM stereo ultrareceiver. 165 watts per channel, minimum RMS at 8 ohms, from 20—20,000 Hz, with no more than 0.08% total harmonic distortion. Pure complementary OCL power amplifier, parallel push-pull at output stage. Enormous power supply with two 22,000 µF electrolytic capacitors. Multiple protection circuitry. Bass/treble control turnover frequency selectors. Current-mirror loaded phono equalizer. Sophisticated FM section achieves superior waveform fidelity. 2-way tape-to-tape dubbing. 2 tuning meters. Simulated wood cabinet.

\$799⁹⁵

SA-5370
FM/AM stereo receiver. 48 watts per channel, minimum RMS at 8 ohms, from 20—20,000 Hz, with no more than 0.1% total harmonic distortion. Pure complementary OCL power amplifier with current-mirror loaded differential initial stage. High/low filters. MOS FET FM front end. Flat group delay filters in FM IF. Phase locked loop in FM MPX. 2 tuning meters. Tape 1 → tape 2 dubbing. Simulated wood cabinet.

\$329⁹⁵

SA-5070
FM/AM stereo receiver. 15 watts per channel, minimum RMS at 8 ohms, from 40—20,000 Hz, with no more than 0.8% total harmonic distortion. Differential amplifier with direct-coupled OCL design. Phase locked loop in FM MPX. Flat group delay ceramic filters in IF. Two high-capacitance electrolytic capacitors. FET FM front end. Linear signal strength meter. Tape monitor. Simulated wood cabinet.

\$179⁹⁵

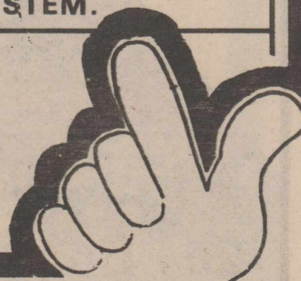
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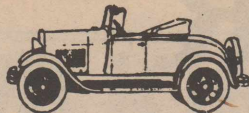
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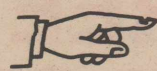
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Arts Roberson 797-3392	Haynes Baumgardner, Broker 792-6719



Air Force
Association
NOTICE!



Please Mark Your Calendars!
Hilton Inn 7:15 • Friday Oct. 7th

Speaker: Major General George J. Keegan Jr. USAF Retired
Subject: THE SOVIET THREAT.



OUT WE GO — Members of the Navy parachute team will jump for your enjoyment at 1:15 p.m. (Courtesy photo)

**Navy team to perform
at annual Open House**

If the winds cooperate Monday, visitors to Reese's Open House will see the U.S. Navy Parachute Team perform their sky diving demonstration beginning at 1:15 p.m.

about 200 jumps each year. Each parachutist is a graduate of High Altitude/Low Opening school which requires a jump from 28,000 feet with supplemental oxygen.

Using multi-colored smoke trails and parachute canopies, the parachutists will thrill viewers with formation free fall and aerial maneuvers. Emphasizing land accuracy, each team member will attempt to touch down in a landing area within a few feet of spectators.

The Navy Parachute Team origin dates back to 1962, when frogmen from the Coronado-based underwater demolition and Seal teams thrilled Armed Forces Day spectators with a parachute drop onto the Naval Amphibious Base. Deviating from the "strictly business" parachute training, the jumpers attached smoke canisters to their boots and marked multi-colored patterns against the sky. Originally called the "Leap Frogs," the team now has the official title "Navy Parachute Team" and colorful nylon canopies have replaced the black parachutes used operationally.

The team is from the U.S. Naval Amphibious Base at San Diego and was formed in 1973. Team members are assigned to units in the Special Warfare Community, and make

The parachutists scheduled to jump at the Open House are: Tom Lee, Frank Radford, Tom Gade, Michael Davies, Robert Bender, Mark Cummings, Harry Ahrendt, David Bantom, Raymond Hollenback and Linda Stewart. All are enlisted members of the U.S. Navy. The show narrator and team commander is Lt. John Smart.

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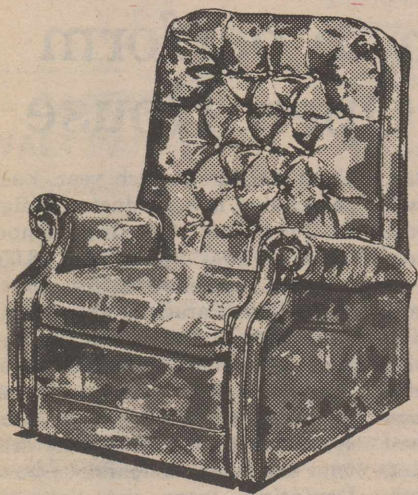
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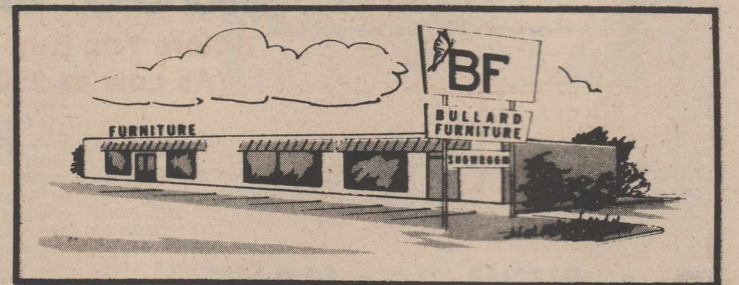
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American people benefit from military research

Although military reserach and development projects are primarily undertaken for national security purposes, many times people's individual safety, comfort, and convenience are also served.

It would be difficult to list all the specific items or concepts used in commercial aviation, industry, medicine, or in the home, that began in an Air Force laboratory or in the development of an Air Force system.

Scientific initiatives by the Air Force have contributed to the economy, health, and living standard of the American people — dual benefits the country receives from investment in military research.

Commercial aviation

Commercial and military aviation have always had a "wingtip-to-wingtip" relationship. In the early days, many commercial aircraft were converted to bombers or military transports. Even today, commercial aircraft are purchased by the Air Force and modified to save research and development costs. Borrowed technology works both ways, however. In fact, commercial jet airliners were based on the development and production of the B-47 Stratojet and B-52 Strato-fortress strategic bombers and the KC-135 Stratotanker.

Another Air Force advancement adopted by commercial airlines was the turbofan engine developed for the B-52 bomber and the C-141 Star-lifter jet transport. A descendant of one of the Air Force's most sophisticated aircraft inertial guidance systems is used on the Boeing 747 jetliner. It provides greater flight accuracy at the high altitudes and speeds at which the world's largest jet airliner operates.

The Identification — Friend or Foe (IFF) electronic equipment developed for the Air Force to identify aircraft from the ground in combat is being used by air traffic controllers to spot aircraft in commercial airlines. Runway skid resistance and antihydroplaning surface treatment was developed by the Air Force and has been adopted

by commercial airport managers. Air Force development dividends are reflected on a broader scale in products that would be recognized by the average consumer.

Typical retail items include an electric wristwatch, powered by a tiny nickel-cadmium battery developed for Air Force use, and a razor blade that owes its special cutting edge to a thin film-sputtering technique developed as a metal processing refinement by the Air Force.

Many advances used in producing long-lasting emergency flares for hunters and private pilots are based on Air Force-developed technology, as are lead-free antiknock additives for gasoline used in automobiles and aircraft. Another idea adopted by the automotive industry is the radio antenna installed in the windshield, a technique used for years in cockpit canopies.

Consumer products

Materials developed by the Air Force have found their way to the retail buyer in many forms. These include a man's smoking pipe, made from a heat-resistant, compressed carbon lining used for rocket propulsion fuel cases, and a white ceramic cookware that uses the same material developed for the nose cone of an intercontinental ballistic missile. Super alloy yarns, developed for high-speed parachutes and space clothing, are now used in modern carpeting, drapes, and mothproof, stain-proof, fire-resistant clothing.

Lathams joins with Lubbock and all of West Texas in Extending the warmest Best Wishes and Congratulations to each and every one at Reese on this 1977 Open House Occasion.



"We Get Personally Involved"



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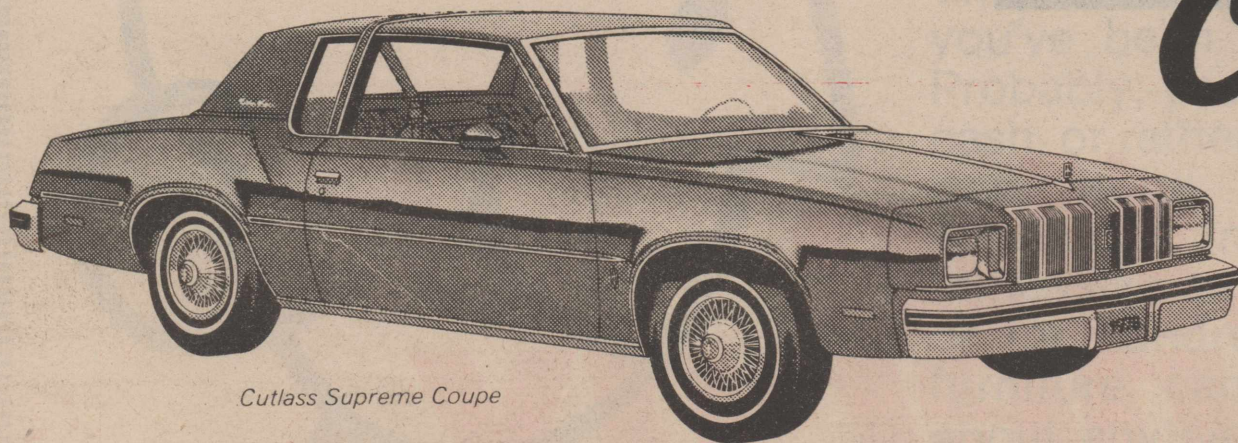
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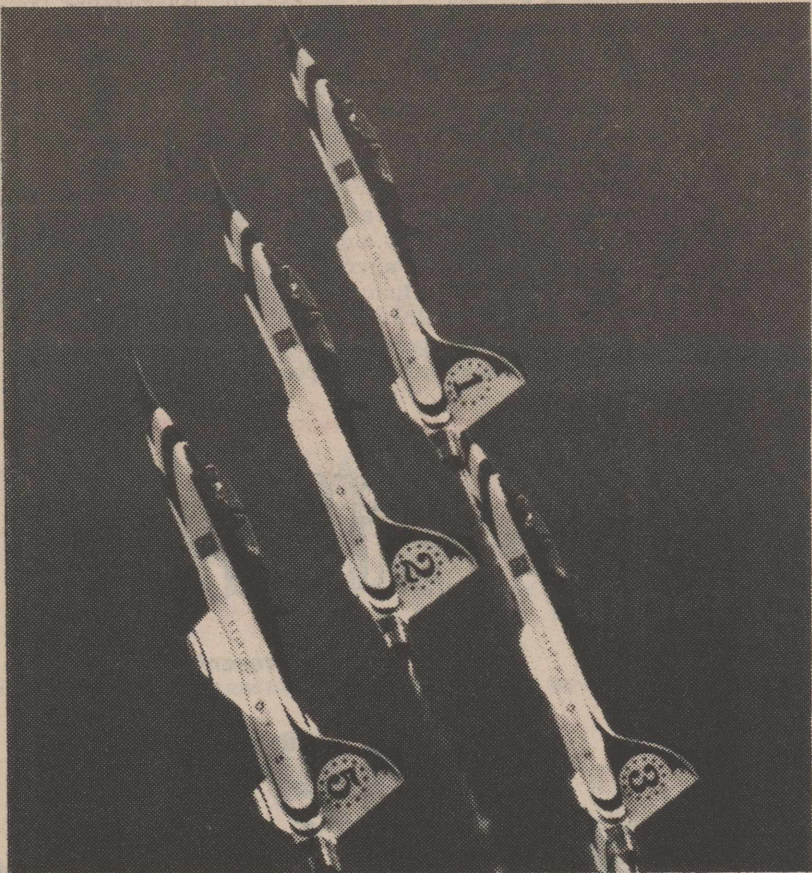
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If no answer, call 799-8351.

**AF unit
aids Santa
with mail**

Randolph AFB, Tex. (ATCPS) — The men and women of Detachment 2, 11th Weather Squadron, Eielson AFB, Alaska, are getting ready to give Santa Claus a hand with his mail, as they've been doing for the past 22 years.

In that time they have helped children share Christmas joy by returning some 165,000 letters to youngsters through the Santa's Mailbag program.

The program involves taking letters sent to Det. 2 by the children's parents, written in the guise of Santa Claus, and mailing them back to the children. The letters are personalized with Santa's picture

and bear the postmark of North Pole, Alaska.

In addition to the letter from the child to Santa, the parents must include a letter to their child from Santa Claus, along with a self-addressed, stamped envelope. When the letter is received by Det. 2, it is placed in the self-addressed envelope, embellished with Santa's picture and delivered to the North Pole Post Office for mailing back to the child.

Maj. Mike Fox, Det. 2 commander, urged parents to be sure to include the letter from Santa to their children and the self-addressed, stamped envelope. "We handled more than 16,000 letters last year, and a continual problem was that many had no letter from the parents to be sent back to the child. This triples processing time and more than once we had to pass the hat to get postage funds when parents did not include the stamped envelope."

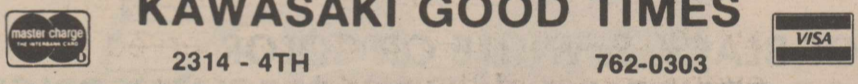
Letters may be mailed to Detachment 2, 11th Weather Squadron, Santa's Mailbag, Eielson AFB, AK 99702. Major Fox urged parents to mail early to insure Santa's letter arrives in time for Christmas.

*Kawasaki invites you to an
Open House on October 29th
for the introduction of
the 1978 models — including
the Z1-R, the fastest Kawasaki street bike
ever built. As a memento, the first one hundred
guests will receive a poster of the Z1-R.
Don't miss the Open House, October 29th.*

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To Our Many Friends and Customers at RAFB on your OPEN HOUSE, OCTOBER 10TH

KAWASAKI GOOD TIMES

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Informing the public

**Speakers bureau
tells AF story**

The Air Force Speakers Bureau Program is as old as the service itself. When the Air Force was separated from the Army to become a separate service in 1947, its original commanders understood that in order for the U.S. Air Force to be successful, it must have the understanding and support of the American people.

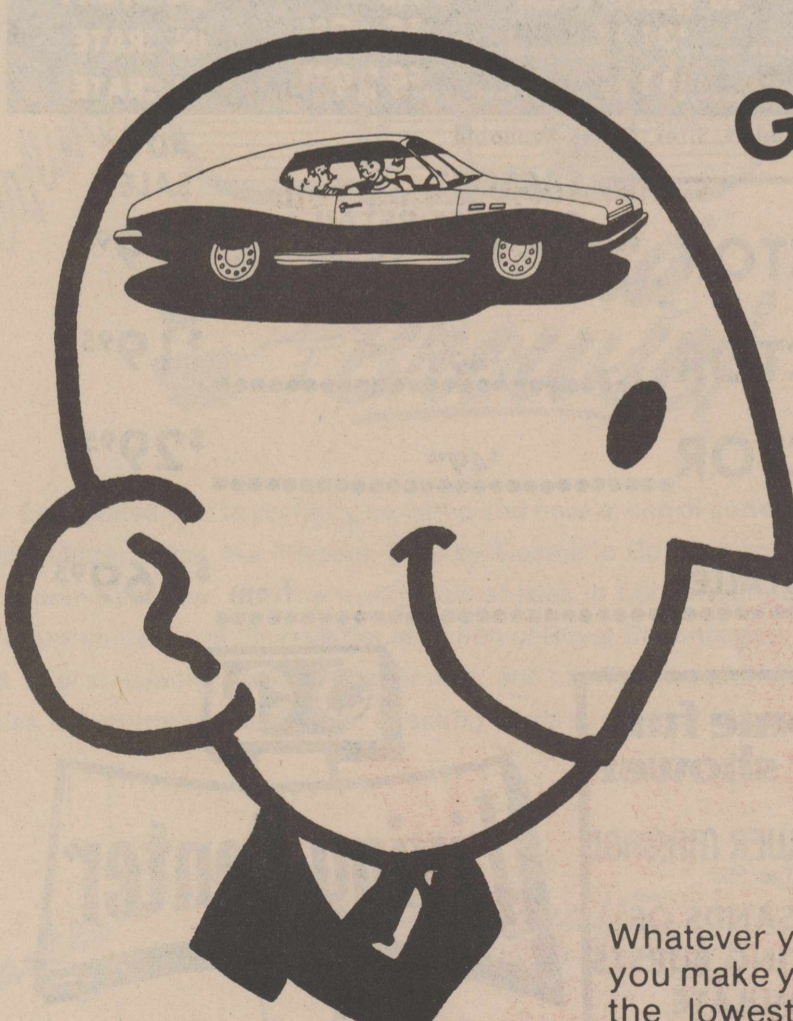
One of the chief functions of the Reese Information Office is that of telling the Air Force story to South Plains area residents. Experience has shown that one of the most effective ways to tell this story is through the people who make it happen. This is what the Reese Speakers Bureau is all about.

The speakers, all volunteers from the officer, enlisted and civilian ranks working at Reese draw upon years of personal and professional experience to make even the most complicated subjects understandable and enjoyable. The current Speakers Bureau roster lists 30 speakers, both men and women, with a diverse number of topics on which they are willing to talk.

During a typical month members of the Speakers Bureau present their talks to large and small gatherings in communities ranging from Morton to Matador and Plainview to Lamesa. A few talks have even been presented in the Eastern New Mexico area.

If you have a club, school or church group that would like to avail themselves of an Air Force speaker, contact the Reese Information Office at telephone number: AC (806)-885-4511, extension 2410 or 2236 or write 64FTW/OI, Attn: Speakers Bureau, Reese AFB, TX 79489.

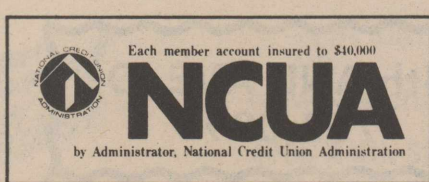

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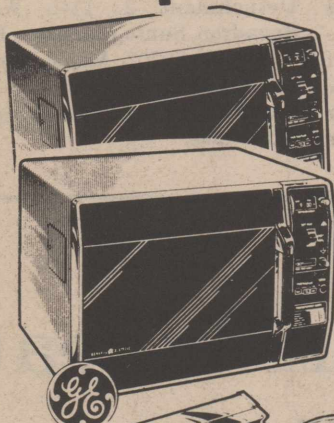
Whatever you do, check with us before you make your loan. We think we've got the lowest rate available — maybe you'll agree with us.

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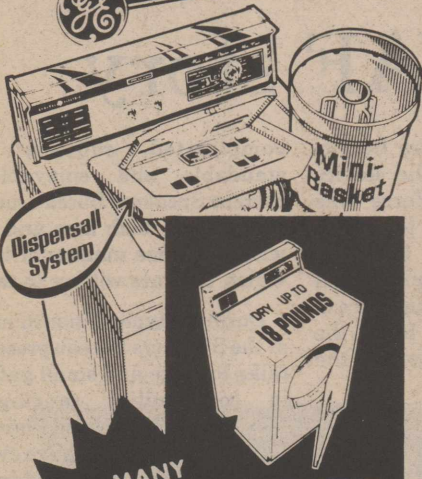


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JET 89 OVEN		\$379⁹⁵	IN CRATE
JET 86 OVEN	\$349.95	\$279⁹⁵	IN CRATE
JET 82 OVEN	\$329.95	\$259⁹⁵	IN CRATE

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	FACTORY SUGGESTED RETAIL	PAIR SALE	INDIVIDUAL SALE	DELIVERY
DELUXE HEAVY DUTY WA8420* WASHER	\$349 ⁹⁵		\$299⁹⁵	IN CRATE
*DELUXE HEAVY DUTY DE 7200 DRYER	\$249 ⁹⁵	\$499⁹⁵	\$209⁹⁵	IN CRATE
TOP OF LINE WA 8508 WASHER	\$419 ⁹⁵		\$329⁹⁵	IN CRATE
**TOP LINE DE 9208 DRYER	\$299 ⁹⁵	\$549⁹⁵	\$219⁹⁵	IN CRATE

*PRICED IN WHITE-ADD \$7.50 PER UNIT (\$15.00 PAIR) HARVEST OR ALMOND
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WMB 9250 WD 25" 100% SOLID STATE	\$519⁹⁵	IN CRATE

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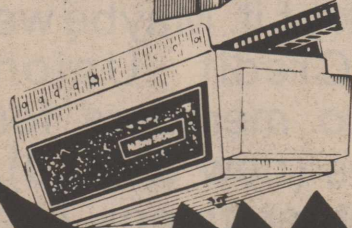
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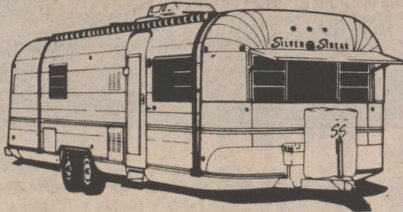
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Medal of Honor pays tribute to nation's heroes

The Medal of Honor is the highest award for heroism in military action which this Nation can bestow upon a member of its Armed Forces.

The first Medal of Honor bestowed by this Nation to an airman was awarded posthumously to Lt. Frank Luke Jr., but it was Lt. Edward V. Rickenbacker who first earned the right to the medal on Sept. 25, 1918, four days before Luke's heroic act. Besides Rickenbacker and Luke,

two other members of the U.S. Air Force's predecessor service earned it in World War I. Thirty-eight earned the medal in World War II, and the Korean conflict produced four Air Force Medal of Honor winners, all posthumously. Twelve Air Force men received the medal for acts of supreme bravery in Southeast Asia.

All these men, without regard for their own safety, made one of the most formidable decisions they could be called upon to make — jeopardizing their own lives. Because of their daring exploits — "above and beyond the call" — each has earned a high place among the Nation's most courageous warriors.

has assumed in various parts of the world.

On July 25, 1963, an act of Congress made the Medal of Honor available for acts performed by military people while engaged in an action against an enemy of the United States; while engaged in military operations involving conflict with an opposing foreign force; or while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party.

The medal itself has taken a variety of forms in the years of its existence. The Army and Navy have always had distinctive awards. For a time, the Air Force was content with the Army design, but in 1965 it announced its own Medal of Honor. Congressional action was not required because the new medal involved only a change in design, without change in name or criteria.

The Air Force Medal of Honor is a five-pointed star in gold-finished bronze, four-fifths surrounded by a wreath of laurel in green enamel. The Star is suspended from a trophy consisting of a bar bearing the word Valor above an adaptation of thunderbolts from the U.S. Air Force Coat of Arms. The 13 white stars on the ribbon clasp above the pendant represent the 13 original states of the Union. The center of the star bears the head of the Statue of Liberty instead of the image of the goddess Minerva, as does the Army Medal.

How it started

Gen. George Washington started it all in 1782. Sacrifices at Bunker Hill, Lexington, and Valley Forge had won independence for the United States and brought honor to General Washington. But he realized that he alone could not take credit for the defeat of the British. The general felt that some kind of recognition should be given to the anonymous men of the Continental Army — those soldiers whose efforts extended beyond the normal call of duty.

Thus, the Badge of Military Merit — our country's first military decoration — was born.

From that first decoration, awarded to only three men, grew both the philosophy and the method by which this country expresses its appreciation to the members of its military.

Following that guideline, the Medal of Honor was authorized by Congress, Dec. 21, 1861, to be awarded only by direction of the President for heroic action. It was the second decoration to be created.

Originally, the medal was given only to enlisted men. The law was amended in 1963 to include officers. In 1918, the basic criteria were changed to read: "... the President is authorized to present, in the name of Congress, a medal of honor only to each person who, while an officer or enlisted man of the Army, shall hereafter, in action involving actual conflict with an enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty."

The criteria remain almost the same today. The eligibility requirements, however, have been expanded to provide for the responsibilities the United States

The medal

The 58 airmen who have earned the Medal of Honor, out of all the thousands, have reached the very top of the list of honor. Some of them were old and some were young, and they came from all walks of life. Each heard the call of duty in an hour of hard challenge, and answered that call with a courage beyond demand.

Bravery is something that can be with anyone. These airmen, who are the bravest of the brave, have but one real thing in common. They were willing to put their obligation to country or the welfare of their comrades above themselves. These are the Air Force's and America's greatest heroes — the men, living and dead, whose names are inscribed on the roll of this Nation's ultimate decoration — the Medal of Honor.

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COLOR GUARD — Four members of the Reese Color Guard march in a parade in downtown Lubbock. The members are (left to right) Sgt. Gary Thoms, SrA Craig Dybvig, Amn Bill Nuzzo and A1C John Finnegan. (U.S. Air Force Photo)

Honor Guard helps Reese, community

The Reese Honor Guard is composed of 46 men and women selected from all permanent and tenant units assigned to the base. Its members are all volunteers who represent the finest traditions of the United States Air Force in appearance, competence, and discipline.

The Honor Guard's primary duties are to provide honors and ceremonies for distinguished visitors; at military funerals; at on-base parades, reviews, special occasions; and off-base at celebrations, parades, special events, and other programs in the civilian community.

The Honor Guard is divided into a Color Guard and two ceremonial flights. The Color Guard's members are selected from among the Honor Guard members who have demonstrated superior proficiency in the required drill and ceremonies and, for their physical uniformity.

The Color Guard is the Honor Guard's most requested unit and can appear either in the regulation U.S. Air Force blue uniform with blue beret and white accessories, or in the distinctive Continental Soldier uniform of the type worn by soldiers during the American War for Independence in the late 1700's.

Each Honor Guard flight is capable of providing military honors including a rifle firing party to render the traditional salute, pallbearers, and a bugler. A standby detail is kept on call 24 hours a day, seven days a week, including non-duty days. Once accepted into the Honor Guard, its members practice and study the traditional military appearance and bearing, and ceremonial drill, formations, and protocol at least three hours monthly.

In addition to official Air Force appearances, the Honor Guard is called upon about 50 times annually to participate in activities in the surrounding civilian communities. Due to the voluntary nature of the members participation and the requirement of normal duty commitments, not all requests for participation in unofficial events can be accepted. However, over the years, the members of this elite group have appeared at church services, dedications of civic buildings, parades, sports events, and presented the Colors at the meetings of numerous civic clubs and other organizations.

Requests for Honor Guard participation in civilian activities should be made to Capt. Gary Taylor, 885-4511 Ext. 2437.

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F-16 gives Air Force superior fighter aircraft

Today's Air Force continually searches for weapon systems incorporating the latest technology and outstanding performance at the lowest possible cost. The F-16 is one such weapon system. It is expected to be able to outperform any known enemy threat in the foreseeable future. Compared to other jet fighters, the F-16 will be economical to maintain and operate.

Much of its expanded capabilities and lower cost are based on its Pratt and Whitney F100 turbofan engine, which will produce 25 per cent more power for its weight than any other fighter engine. It develops more thrust than the F-16 weights. The F100 will produce savings in research and development costs since it is the same engine developed for, and used, in the F-15.

The F-16 will support the F-15 and A-10 in air superiority and close air support missions respectively.

Adding the F-16 to the Air Force inventory will help modernize and fully equip our tactical airpower forces. It will replace some of our older fighter aircraft, and will allow transfer of F-4s to the Reserve forces. The F-16 will also be used by the Reserve forces, enabling them to perform their vital role more efficiently.

Let's compare the F-16 with current first-line aircraft. The F-16 can turn tighter, accelerate twice as fast, carry a comparable payload twice as far, and with its superior avionics system, can deliver nuclear or conventional ordnance with greater accuracy. The F-16 should require only one-third as many maintenance hours per flight, and its operating and support costs should be about 30 per cent less.

Air Force Chief of Staff Gen. David C. Jones has referred to the F-16 as filling a dual role, in both air-to-air and air-to-surface missions. It provides an advantage over all known enemy aircraft in air-to-air combat because of its advanced maneuverability and speed. It will also be extremely effective against ground targets due to its improved radar and weapons delivery

capability. Four of our allies in the North Atlantic Treaty Organization (NATO) are buying the aircraft to modernize their air forces. Belgium, Denmark, Norway and the Netherlands will share production of parts, assembly, and costs with the United States. Five countries using the same aircraft will help standardize NATO operations, and will provide better cooperation and close working relationships.

As former Secretary of Defense Donald Rumsfeld said at the F-16 rollout, "If such a multi-nation venture can be successfully undertaken with a complex weapon system such as the F-16, then surely we can succeed in other efforts as well."



F-16

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Technology a must says Secretary of Air Force

WASHINGTON (AFNS) — "Our achievements in developing a strong military defense structure are due in large part to the technology and productivity of American industry," Secretary of the Air Force John C. Stetson told members of the Air Force Association convention here.

The Secretary said that today's technology is the backbone of national defense. Also, that our favorable balance of military strength is not in kilograms of aircraft, or megatons of nuclear explosives. "Rather," he said, "it is in computers, communications, sophisticated guidance systems and in responsiveness."

Soviet threat

Mr. Stetson said that our major concern continues to be the Soviet Union. Noting that the Soviets have been conducting a relentless buildup of military forces unmatched in size and scope, he said that the Soviets are developing four new types of intercontinental ballistic missiles. They also have a continuing program of civil defense, with hardening and dispersal of industry and command centers.

"It is difficult to determine the Soviet's purpose in building such forces. We certainly do not think that a major conflict with the Soviets is inevitable. But we must surely understand that there are some very serious situations which could lead to a confrontation with the Soviets," the Secretary said.

Mr. Stetson pointed to the serious situation facing America and the rest of the free world concerning limited availability of low-cost oil and gas.

"Historically, the Soviets have always coveted Iranian territory and seaports. The added prospect of obtaining cheap Middle East oil by military means, and denying it to others, undoubtedly has crossed their minds . . . The Free World simply cannot let the Soviets be tempted to try to control Middle East oil," he said.

Hardware

Speaking of this nation's hardware, the Secretary stated, "The cruise missile system now under development will add new dimensions to our nuclear and conventional forces. They will reinforce the message to the Soviets that any attack on the United States or its allies will be answered with devastating consequences."

He said that while the cruise missile is not a new concept, advances in technology have moved it to a new plateau of important weaponry. With the ability to achieve pinpoint accuracy in enemy territory, the Secretary said, "Current cruise missile designs are only the start of a whole new family of related and very sophisticated offensive and defensive weapons."

Speaking about ballistic missile systems, the Secretary said that steady progress has been made in missile technology and in new ways to base ICBMs.

"We are bringing these together in the MX program," he said.

Mr. Stetson said a number of ways are being explored to use new technology in conventional systems such as the "smart" munitions, air-to-air missiles and the advanced fighter technology integration program.

He spoke of "revolution" in describing the dramatic impact of new space systems to carry out military operations and how new navigation and communications satellites will assist our military forces anywhere in the world.

The Secretary said that the space shuttle program will allow us to place larger payloads in space and permit us to retrieve, repair and replace satellites in orbit.

He said, "The Soviets already have run multiple tests of a satellite killer. To counter that threat, we are exploring new ways to protect our satellites, including things like space surveillance systems and techniques to reduce vulnerability."

As for laser technology, he said, "We now have an Airborne Laser Laboratory. We are using it to examine the possibilities of high-energy laser weapons in many Air Force applications. This is a very

important area, because lasers could eventually revolutionize all of our concepts of combat. A first-generation laser weapon system could be deployed in the 1980s."

Looking to the future, he said, "The Air Force will put strong technical and management emphasis on any new system within our franchise that can maintain our technological lead over the Soviet Union. There should be no doubt — we will maintain the lead."



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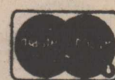
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The complexity of our modern world requires the Air Force to have a professional officer corps with special abilities in a wide range of skills. The Air Force needs young officers to work with research and development, complex communications-electronics systems, high speed computers, fly and navigate new sophisticated aircraft and work as missile launch officers. To develop such officers, Air Force ROTC has as its mission to recruit, educate, and commission officer candidates through a college campus program.

Students entering college, as a Freshman or Sophomore, may enroll in the Air Force ROTC Four-Year Program and will incur no obligation while they investigate the many opportunities available to them. In addition, Freshman and Sophomore students may apply for Air Force ROTC Scholarships. A formal application is not required for students entering the Four Year Program. Students register for the program at the same time and in the same manner as they enroll in their other college courses. Those enrolled in Air Force ROTC attend one hour of class and one hour of leadership development per week in their Freshman and Sophomore Year.

Those students interested in the two-year program, current college Sophomores, Juniors, Seniors and Graduate Students, should take the Air Force Officer Qualifying Test and an Air Force physical examination to determine their qualifications. If qualified, participants attend six weeks of Field Training (Summer Camp) at

an Air Force Base prior to entry into their final two years of college.

Travel will be paid to and from Field Training and participants will be paid one-half the salary of a second lieutenant. During the Junior and Senior years of college, three credits per term of AFROTC courses and one hour of leadership development are required.

Two-year scholarships

Two-year scholarships are awarded to men and women who are majoring in selected scientific and engineering academic fields, men and women who are pursuing certain medical degrees, men interested in becoming pilots, navigators, or missile launch officers, and for undergraduate nursing students enrolled in a National League of Nursing School; that is, an accredited school of nursing. All ROTC cadets while in their last two years of the program receive a nontaxable subsistence allowance of \$100 per month.

Upon graduation they are commissioned a second lieutenant in the United States Air Force. After entry on active duty the starting salary is approximately \$11,500 per year. Benefits include medical care for the officer's family, complete medical and dental care for the officer, 30 day annual vacation, low cost life insurance, commissary and base exchange privileges, and education opportunities.

For more information on Air Force ROTC, write P.O. Box 4589 Texas Tech University 79409.

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AFCS sergeant designs backup flight procedures

By TSgt. Charles G. Carney

The use of radar for air traffic control is so widespread that many people don't realize there's an alternative. But what happens when the radar goes out? Or where radar is not installed?

Conventional control is the separation of aircraft by time, distance, or altitude. Under these procedures, landings and take-offs are accomplished by instrument approaches and standard instrument departures. How, and by whom, are these procedures designed?

Among MSgt. Stanley H. Stahl's long list of additional duties with the 1958th Communications Squadron (AFCS) is Terminal Instrument Procedures NCO. He plans, designs, and coordinates all instrument approaches and departures for Reese, both radar and conventional.

In planning an instrument approach, Sergeant Stahl examines the existing uses and control of airspace and the established traffic flow. Also considered are water towers, buildings, TV and radio antennas, and even power lines. Performance characteristics of local aircraft are also in this group of inputs.

All conventional instrument procedures use electronic signals, called radials, from ground-based radio aids to navigation (navaids). Depending on the type of navaid involved, the number of radials

available varies from the instrument landing system's single course for final approaches to the 360 radials of the VHF omnidirectional range (VOR), tactical air navigation system (TACAN), and VORTAC, a hybrid of these two. Rather than transmitting separate radials, the older nondirectional radio beacon broadcasts its signal in all directions and is used as a homing device.

After selecting the type of navaid to use, tentative choices are made about the arrangement of the four approach segments: initial, intermediate, final, and missed approach. The final segment — about the last five miles of flight — is always a straight line. The other segments can be straight courses, arcs, dead reckoning turns, or a combination of the three.

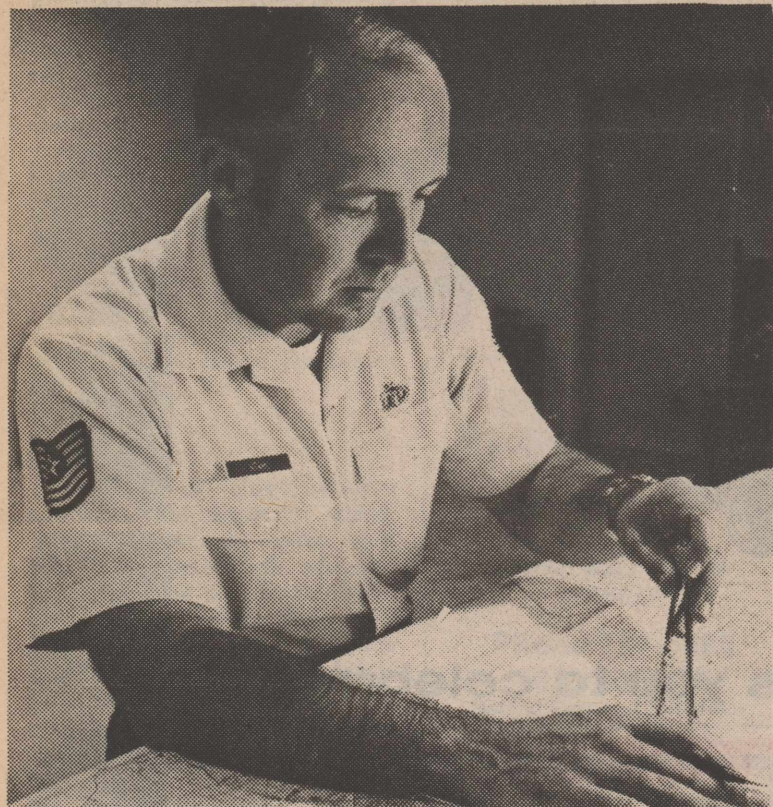
Now the pencil work begins. A detailed map is overlaid with tracing paper, and the approach segments are drawn. More questions arise: Does any portion overlap airspace used for other purposes? Will the new procedure blend with existing traffic flow patterns? Will aircraft flying the approach cause a noise problem in populated areas?

Perhaps the most important design question is this: Will the procedure allow the aircraft to get low enough at the missed approach

point (MAP) to see the runway in bad weather? The answer depends on obstructions, airport lighting, and the type of navaid providing final approach guidance. If any of these factors dictate excessive altitude at the MAP, Sergeant Stahl usually has only two choices: select another final approach course or change the missed approach, since obstacles in this area can affect how low the aircraft can descend on final.

Finally, all the decisions are made. The procedure is on paper. Weather minima have been established. The last local step is the flyability check. A local pilot familiarizes himself with the approach. Then it's off to the initial approach fix to answer one last question: Can the approach be safely flown by the average pilot in the average aircraft? If not, Sergeant Stahl gets another chance to sharpen his skills at the drawing board.

When this lengthy process is complete, the proposed procedure is sent to higher headquarters for review. Every decision, every calculation, every drawing is painstakingly checked. Several weeks (and a few phone calls) later, the cherished "APPROVED" stamp is affixed to the package. The last step is publication at the Defense Mapping Agency Aerospace Center at St. Louis for worldwide distribution.



REVIEWS MAPS — MSgt. Stanley H. Stahl reviews aeronautical publications. Sergeant Stahl plans and designs all instrument procedures for Reese. (U.S. Air Force Photo by TSgt. Charles G. Carney)



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Lay-A-Ways

Reese training program ensures top quality pilot

The business of flying airplanes has changed dramatically since the Wright Brothers' historic achievement at Kitty Hawk, N.C. Leather helmets and open cockpits have given way to pressurized flight suits and aircraft that can exceed three times the speed of sound.

While still dedicated to a demanding job, today's pilots are different. Flying is much more scientific and sophisticated, from short hops to massive strategic airlift — even a trip to the moon.

U.S. Air Force pilots are among the best trained and most professional aviators in the world. Applicants for pilot training must be between the ages of 20½ and 26½, have a college degree, pass a rigid physical examination, and score a satisfactory grade on the battery of tests comprising the Air Force officer's qualifying test.

Reese pilots trainees come from a number of different sources, including Air Force Reserve Officers' Training Corps, Officer Training School, Air Force Academy, and from navigators and nonrated officers on active duty. Since the aviation cadet program was eliminated in 1961, all pilot trainees must be commissioned officers.

Flying training

Initial training is conducted in the twin-engine, subsonic T-37 jet, a fast and rugged aircraft that is equal in speed and maneuverability to most of the fighters of World War II. Students receive 90 hours of flying instruction in the T-37.

Each student and instructor, seated side-by-side in the T-37, are assigned a specific practice area.

During training flights — each lasting about 80 minutes — students learn the characteristics of the aircraft; emergency procedures; takeoff and landing techniques; aerobatics; and formation flying. Students also practice night, instrument, and cross-country flying and navigation.

After the T-37 phase of training, students transition to the T-38 Talon, the Air Force's first supersonic UPT aircraft. Its twin jet engines can boost the Talon to a speed in excess of 800 miles per hour (Mach 1.2) and to an altitude above 50,000 feet. The T-38 provides excellent preparation for future transition to high-speed operational aircraft.

Academic and military training

When student pilots aren't flying, much of their 12-hour workday is taken up with class briefings, physical training, synthetic trainer practice, or evening study. Academic training includes navigation, flight planning, weather, aerospace physiology, aircraft systems operation, aircraft accident prevention, principles of flight, applied aerodynamics, flight instruments, and instrument procedures. Military training subjects include career information,

physical training and moral leadership.

Flying instructors are specially selected military pilots and graduates of the Air Training Command's Pilot Instructor Training School at Randolph AFB, Tex. Instructor pilots must meet rigid personal, flying, and professional standards.

Each instructor pilot is normally assigned two or three students. He is basically a teacher who must have patience, a keen understanding of human nature, and an eye for painstaking detail.

Instructors are supplied with some of the most modern and effective teaching aids. One of the more recent is a computer which stores each student's record of training activities. This provides each instructor with access to all training information on each of his students. Those who are experiencing difficulty in any portion of flying training can be identified early and corrective action taken promptly.

Graduation

After a long period of intensive training, the final realization of each student's goal comes with graduation. They then receive their silver pilot's wings, climaxing almost a year of dedicated effort, and marking the beginning of exciting careers as Air Force pilots.



TRAINING CONTINUES — Training doesn't end with sundown at Reese. This instructor is getting ready to give his student a night training mission. (U.S. Air Force Photo)

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'Blue ribbon' panel holds first public hearings

WASHINGTON (AFNS) — The President's Commission on Military Compensation, a "blue ribbon" panel, held its first public hearings at Hampton, Va., recently.

The commission is looking into the whole area of military compensation — pay, allowances and benefits. It is planning other such hearings in San Antonio, Southern California, and Washington, D.C.

The panel spent two days listening to airmen, soldiers and sailors during public testimony and individual discussions during visits to military installations in the Norfolk/Hampton area.

The young married airmen's viewpoint was expressed by SSgt. Clarence Johnson of Langley AFB, Va., who stressed that the pay of the lower-grade airmen often is not sufficient to cover basic family needs, which forces airmen to moonlight and their spouses to take jobs — even when there are small children in the family who need supervision.

He also pointed out that military pay is lower than that of civilian workers who are not subject to the same long hours without overtime pay, frequent moves and remote tours.

He concluded with a plea to the commission to retain commissaries, and improve medical care — two programs which he called a must for the lower enlisted grades. "We could not make it without them," he said, "if you take them away, please compensate our base pay."

CMSgt. Max L. Brown, a representative of senior noncommissioned officers, called on the panel to consider removing several pay "inequities among enlisted and

officer ranks on matters which affect retention and morale." Among Chief Brown's recommendations were that temporary duty and permanent change of station travel entitlements be made available for all ranks, and that present restraints on E-4s with less than two years' service be removed.

A mother of six from Langley helped tell the family side of the military compensation problem. Following separate presentations by two Navy wives, Mrs. James Hightower said "Piecemeal hacking away of our pay and benefits, our future security and retirement pay, keeps the military man and his wife in a constant state of unrest and uneasiness."

"Erosion of benefits is real, not imagined," said Mrs. Hightower who noted that her husband's career ranged from duty as a Navy hospital corpsman in Korea to that of a colonel and hospital commander at Langley AFB. She said she felt military hospital services are more important than CHAMPUS benefits and stressed the need for commissary and base exchange services at remote bases.

Testimony by military and private association representatives at the hearings underscored many issues raised by Air Force witnesses: higher pay and equal entitlements for lower-grade enlisted members; consideration of family members on subjects such as commissaries, medical care, base exchanges; and an equitable recomputation of retired pay.

The panel will hold hearings in the San Antonio area Oct. 19. Individuals — military or civilian — may make their views known to the commission through the public

hearings.

Also, interested persons may write to the commission at the following address: Chairman, President's Commission on Military Compensation, 666 Eleventh St., N.W. (Suite 520), Washington, DC 20001.



REESE BABIES

CONGRATULATIONS TO

Sgt. and Mrs. David Orzechowski, of 6801 W. 19th St., on the birth of a daughter, Shaughan Michelle, at 3:35 a.m. Sept. 19 weighing 8 pounds 1 ounce at Methodist Hospital.

AIC and Mrs. Don McKnight on the birth of a daughter, Becky Jean, at 11:45 a.m. Sept. 24, weighing 8 pounds 3 ounces in Grand Rapids, Mich.

NOTICE — If you have a new baby that has not been reported in "The Roundup", please call 763-4551 or 795-6991 or 885-4511 ext. 2410.

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White House Fellows

Serve one year in Nation's capitol

RANDOLPH AFB, Tex. (AFNS) — Career Air Force members are being urged to apply for the White House Fellows Program. The program features one-year internships as special assistants to the vice president, cabinet officers or principal members of the White House staff.

The White House Fellows Program is open to all U.S. citizens who are 23 years of age or older. It is administered by a civilian commission.

Interested personnel should write directly to the President's Commission on White House Fellows, 1900 E. Street NW, Room 1308, Washington, DC 20415, by Nov. 15, 1977, for application forms and brochures.

Completed applications should be submitted directly to the commission by the applicant, and must be postmarked not later than Dec. 1, 1977.

Air Force Military Personnel

Center officials said selection is extremely competitive and academic accomplishments are emphasized.

Since its 1964 establishment, 14 Air Force officers have been selected. Most selectees have had master's degrees and many have had Ph.D.s.

Other criteria include community involvement, interest in and understanding of world affairs, job experience and the ability to project a favorable image during personal interviews. Officers who are selected as White House Fellows receive an active-duty service commitment date equal to three times the length of the training.

Besides their work assignments, White House Fellows participate in an extensive education program. The program includes some 150 to 200 off-the-record seminar meetings with top government officials, scholars, journalists and business leaders.

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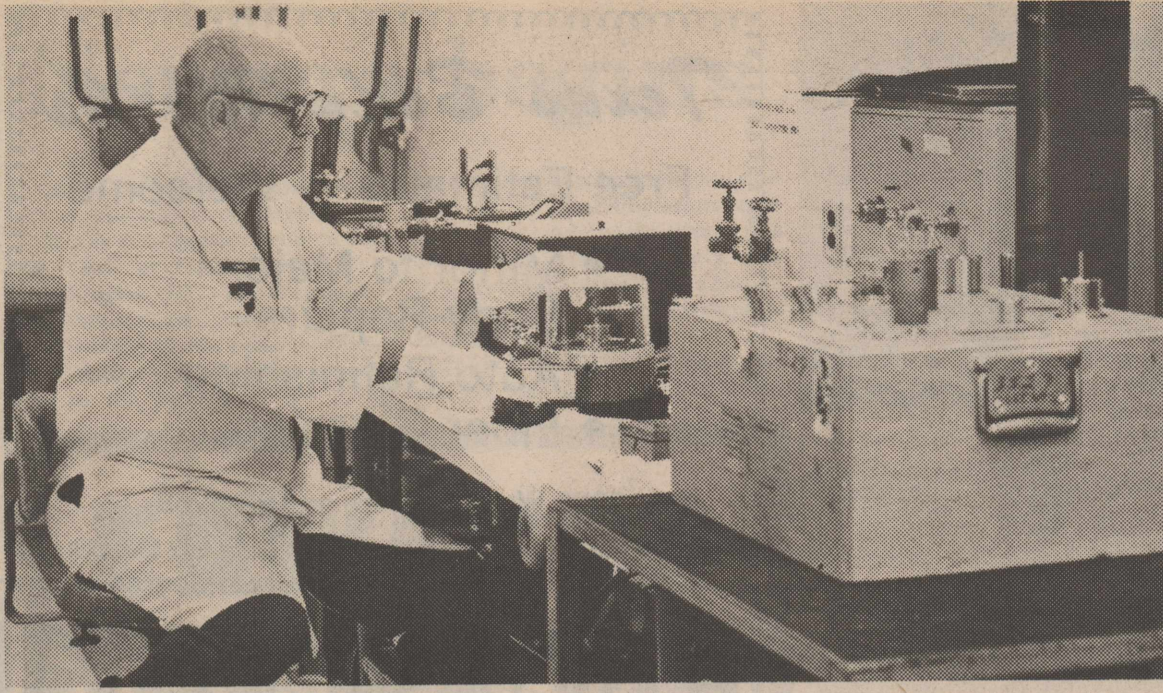
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MR. N.T. CONNER uses a primary pressure standard to calibrate altimeter testers.

Making it correct mission of PMEL

By MSgt. C.C. Huenergardt
NCOIC PMEL

In football, an inch can mean the difference between winning and losing. In Air Force aviation, an inch means much more than the difference in a game. As a matter of fact, the accuracy required for the successful completion of Air Force flying missions is measured in increments as tiny as one-millionth of an inch. The Reese unit which works with these uncommon measurements on a daily basis is the Precision Measurement Equipment Laboratory (PMEL).

The PMEL, a part of the 64th Field Maintenance Squadron's Avionics Branch, is responsible for insuring that more than 1,800 items of test

equipment are in proper working order. The process of adjusting such precise equipment is called calibration, which is the act of comparing an instrument or device against a known standard.

Rigid procedures

The procedures used by the PMEL are rigidly controlled. The Air Force Guidance and Metrology Center at Newark AFB, Ohio, is the agency which serves as the example for all Air Force Precision Measurement labs. The Aerospace Guidance and Metrology Center maintains a complete set of reference standards, which are used to ensure that the calibrations performed by base PMELs are precise. These reference standards are obtained directly from the U.S. National Bureau of Standards.

Work assigned to the PMEL is carried out in a unique environment in order that measurements may be as accurate as possible. The temperature inside the lab is kept at a constant 73 degrees and the humidity remains below 50 per cent relative humidity at all times. These precautions are necessary since many measurement standards are only accurate within precise temperature and humidity ranges.

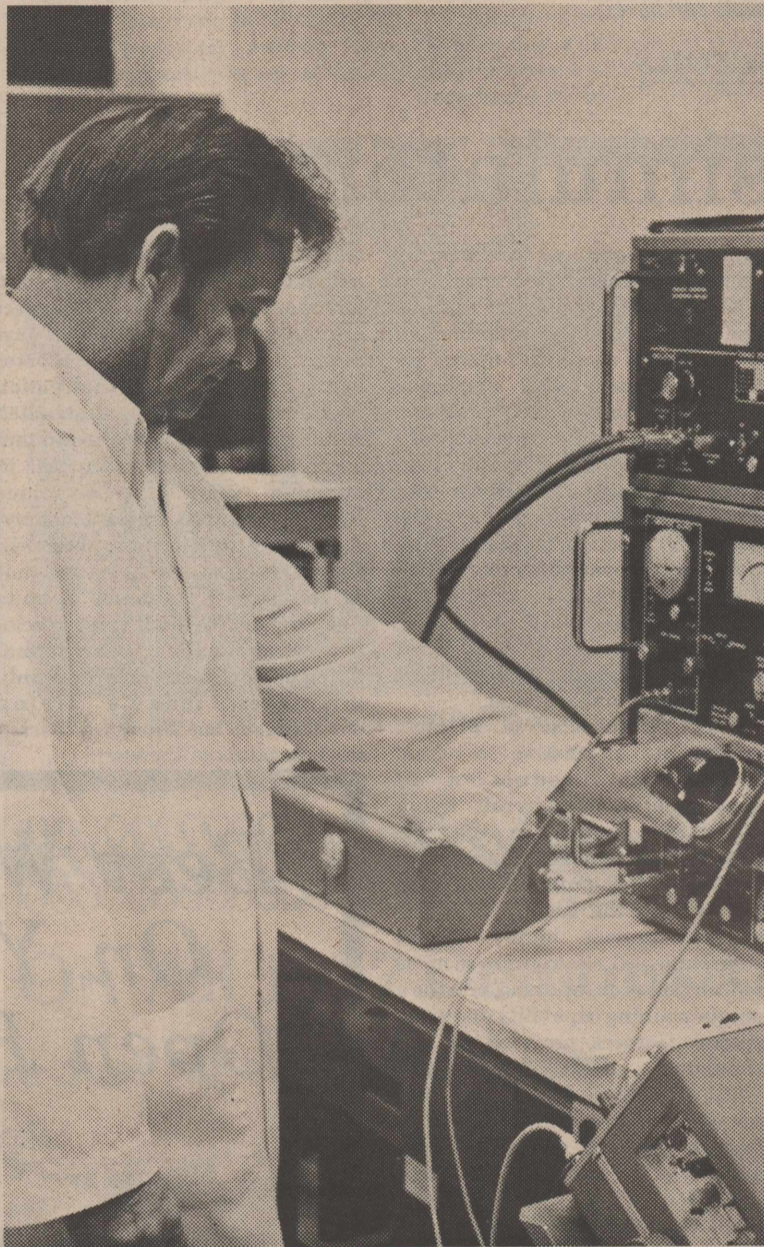
Variety of work

The technicians assigned to work in the PMEL have a challenging job. They must work with such different units of measure as voltage, power, frequency, distance, time, pressure, radiation, temperature and weight. They work with units as small as one-billionth and as large as trillions.

The people who work in the PMEL include technicians TSgt. Mitch Baloga, SSgt. Steve Davis, SrA Bob Barna, Mr. N.T. Conner, Mr. Eddie Kohanek and Mr. Simon Rios on temporary loan. Record-keeping and scheduling are handled by TSgt. Jessie Small.

This past May, the Aerospace Guidance and Metrology Center inspection team visited Reese. They were unable to find any errors in the quality of calibrations performed or in the records kept in PMEL. On the basis of these findings, the inspection team awarded the PMEL a "Zero Defects" rating. This was the first perfect score given since the inception of these inspections in 1970.

It seems only fitting for a unit with a job such as PMEL has to attain a perfect score. After all, accuracy is their business.



MR. ED KOHANEK takes a reading from one of the many standards in the lab.

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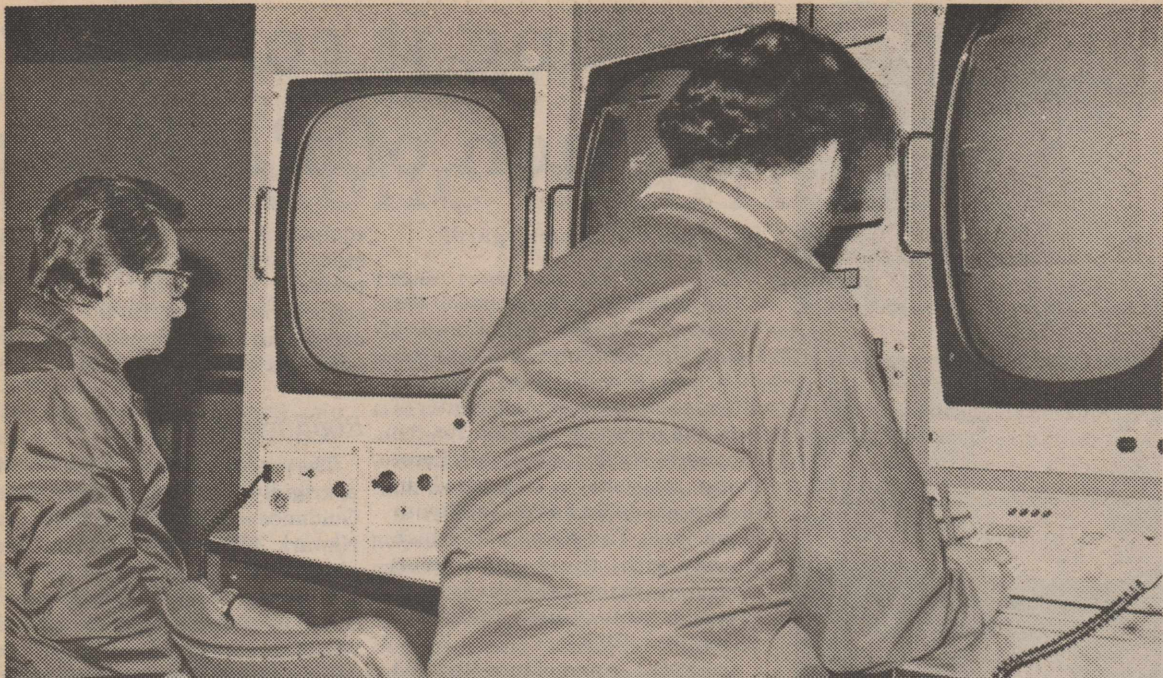
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MAKING IT WORK — Ed Ewald and Harold Dry are two of the console operators in the Instrument Flight Simulator. Through them, instructor pilots can have a simulator programed for just about any situation he wants his students to experience.

Benefits are numerous

Flight simulator opens

One of the most recent additions to the facilities at Reese AFB is the Instrument Flight Simulator (IFS). The IFS building houses all the equipment needed for flight simulation.

Flight simulation for Undergraduate Pilot Training (UPT) was identified as a requirement in January 1972, and Reese was selected as the first of six IFS locations in Air Training Command. Building construction began in May 1975 and at a cost of about \$4 million the building was completed in August 1976. The first of the simulation equipment arrived also in August 1976.

Flight simulation is carried out with modern, complex, computerized equipment, and ours is among the most advanced equipment for flight simulation in the world. Simulation for the aircraft used for UPT, the T-37 and the T-38, is accomplished via a visual system and a cockpit motion (movement) system.

The motion system allows the pilots to experience the sensations of turning, climbing, and descending. To complete the sensation of flying, a realistic terrain is observed on an elaborate television screen mounted on the cockpit windscreen. On the television screen is projected an image from a terrain board which features miniature runways, cities, lakes, and other landscaping which enhances the realism of the simulation. Pilots are able to fly in day, night, or dusk conditions;

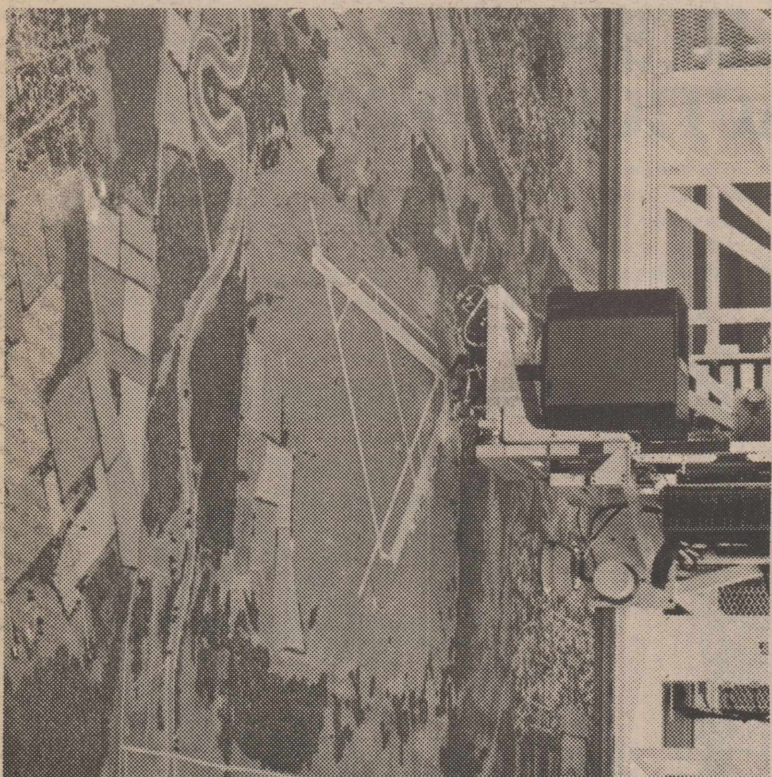
practice takeoffs and landings; fly under instrument conditions; and also fly in visual conditions within a few miles around the airdrome.

The special equipment needed for the simulation was developed exclusively for the UPT program. The visual terrain model board system was developed by American Airlines and the Link Division of The Singer Company built the simulator motion, cockpit and computer subsystems. Even though flight simulation is costly, the money savings which will come about due to the reduction of aircraft operating expenses makes flight simulation a viable option.

Flight simulation is a most appropriate alternative to actual flight. The reduction of approximately 40 aircraft flying hours per student in the IFS training program from the previous 210 hour UPT program will save fuel, extend the useful life of the aircraft, provide highly desired environmental alternatives to noise and air pollution; and also, provide a unique training capability due to the special features provided by our simulators.

Our mission is to train the best pilots in the world and the special features in our equipment that allows us to do just that are: Automatic Maneuver Demonstration - the computer will fly the maneuver automatically allowing the instructor to point out references and talk to the student without having to fly the simulator at the same time; Freeze - this

feature stops the movement of the simulator in-flight or on the ground and allows the instructor to correct errors, or stop prior to flying the next maneuver; Reset - the computer automatically positions the location of the simulator to a designated point location allowing maximum number of maneuver repetitions in minimum time; and, a unique Playback feature (instant replay) that allows the student to observe in the television screen the actions that he performed for a period of up to five minutes. With all these special features in addition to the normal flying capabilities, the IFS not only simulates today's flying environment but allows us to train the best pilots in the world.



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New era begins with birth of Air Force

It has been said that the U.S. Air Force was born in an airplane.

It was shortly after noon on July 26, 1947, at National Airport in Washington, D.C. The President of the United States, Harry S. Truman, sat waiting in his personal plane, the "Sacred Cow." He was going to fly to the bedside of his dying

mother. But, first he wanted to sign some of the most important legislation in his Administration. It was a bill that would set up a new defense organization for the Nation and bring into being an independent U.S. Air Force.

The bill, the National Security Act of 1947, was brought to him in the

plane. He signed it. Then he signed the Executive order defining the roles and missions of the Armed Forces. He also signed the nomination of James V. Forrestal as the first Secretary of Defense.

Officially, the U.S. Air Force didn't begin functioning until that September when its first Secretary, W. Stuart Symington, was sworn in on the 18th. A week later the President appointed Gen. Carl Spaatz as the first Chief of Staff.

Airpower comes of age

When viewed as an organization of people devoted exclusively to air power, the Air Force was already 40 years old in 1947. By then, airpower had proved itself a major force in modern warfare. The grim logic that comes with the urgency of winning a war had raised the Air Force to its proper position among the American Armed Forces in World War II.

Since 1942, the Army Air Forces (AAF) had been treated almost as a separate service. It had become necessary to include an airman in all topside decisions on strategy. Gen. H.H. "Hap" Arnold was appointed to the Joint Chiefs of Staff for Army, Navy, and Air, and to the combined chiefs of the Allied Nations.

After the war, some of the staunchest supporters for a separate co-equal air force were outstanding Army leaders. Generals of the Army Omar N. Bradley, George C. Marshall, and Douglas MacArthur, and Generals J. Lawton Collins and Alfred M. Gruenther were in basic agreement with the then General of the Army Dwight D. Eisenhower that there should continue to be "three complementary forces, the Army, the Navy, and the Air Force."

Congress reflected the American people's new awareness of defense matters when it wrote the National Security Act of 1947. What Congress

wrote and what President Truman signed at National Airport was the air-age concept of our country's defense. Few laws could be more important for every American citizen to understand.

Contained in the National Security Act of 1947, with its amendments, and the orders, agreements, and directives based on it, is the overall Air Force job description, as well as that of the other services.

Very simple, the new act made the Air Force responsible for "offensive and defensive air operations" for the Nation.

Congress intended that each service specialize in either air warfare, land warfare, or sea warfare. But, it wanted all to work "as an efficient team under unified control." The whole purpose was to establish a more effective and economical defense organization for the United States.

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SEPT. 18, 1947 — W. Stuart Symington (left) is sworn in as the first Secretary of the Air Force. Chief Justice Fred M. Vinson officiates, with (left to right) Army

Secretary Kenneth C. Royall, Defense Secretary James W. Forrestal and Navy Secretary John L. Sullivan attending. (U.S. Air Force Photo)

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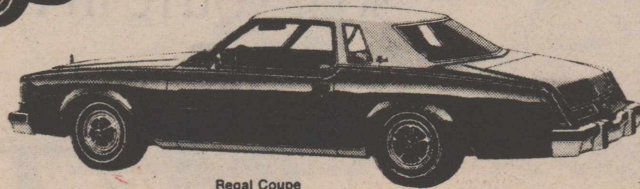
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Lighted Visor Vanity Mirror
Tilt Steering Wheel
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AM - FM Stereo Radio With Tape Player
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Custom 4 Dr.**

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Elec. Trunk Release
Pulsating Windshield Wipers
Elec. Rear Window Defroster
Dome Reading Light
Litter Container
Lighted Visor Vanity Mirror
403 - 4BBL. Engine
Wire Wheel Covers
Cornering Lights
Front Light Monitors
AM - FM Stereo Radio With Tape Player
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THE ROUNDUP

ATC vice commander visits

Rosencrans tours base, talks with Reese people

By 2nd Lt. Charles Butler

Major General Evan W. Rosencrans, recently appointed vice commander of ATC, toured Reese facilities last Friday, accompanied by Wing Commander Col. Charles Bishop. This was his first visit to a

training mission and base activities.

General Rosencrans began his base tour at the Security Police building. Joined by Capt. George Porter of Services Division, the general then visited a family

At the Instrument Flight Simulator building, General Rosencrans attended a briefing on simulator training conducted by IFS chief Lt. Col. Phil Raign. The General's base tour concluded with a short "local flight" in the T-37 simulator.

Before touring the Wing Dining Hall kitchen, General Rosencrans lunched in the dining room with SMSgt. Dix Cutler, MSgt. Leon Archie, Sergeant Reep, and A1C Fausto Vega. The general made a walk-through tour of the Airman's barracks following lunch.

Before concluding his Reese visit, General Rosencrans dropped in on the Operations and Maintenance picnic being held at the picnic grounds. He chatted briefly with several picnickers before returning to the Wing Commander's office for a private discussion with Colonel Bishop. General Rosencrans flew back to Randolph AFB later in the afternoon.



TALKING IT OVER — General Rosencrans was often seen talking things over with Reese personnel. The general came across as a "people" man during his visit here.

"Hello — my name is Rosencrans!"

UPT base since becoming Deputy Commander.

General Rosencrans visited a full schedule of mission and support functions. Joined by the organization chiefs, supervisors, the wing commander, and senior enlisted advisor CMSgt. Al Chock, the General stopped frequently on the day-long tour to chat with base personnel.

The 51 year old General Rosencrans arrived from Randolph AFB piloting a T-38 Talon. After changing clothes, he reenlisted Sgt. Victoria Reep during a brief ceremony held in the Wing Commander's office. Moving to the Command Post, the General received a Wing briefing on the pilot

housing unit in Reese Village. After a stop at the Guest House, he toured both flying training squadrons at the flight line.

Led by Col. Richard Pierson, the general visited several docks and shops along the flight line. Greeting each facility tour guide with "Hello, my name is Rosencrans," the general inquired into the operations of nearly every unit he visited.

*U.S. Air Force
photos by
Larry Houston*

General reenlists sergeant

By SMSgt. Jim Morrison

It wasn't an ordinary day for Sgt. Vicky Reep. Not when Air Training

Command vice commander Maj. Gen. Evan W. Rosencrans gave her the oath of reenlistment.

In her Carolina accented voice,

the NCOIC of the Security Police Pass and Identification Section, recalls, "I was so nervous!" That's understandable. Along with the general, Col. Charles Bishop, wing commander, and CMSgt. Al Chock, senior enlisted advisor, were on hand for the ceremony. "It was almost like a dream," said Sergeant Reep.

Following the ceremony, she joined General Rosencrans and Colonel Bishop for coffee. Says Sergeant Reep, "We had a personal chat. The general asked me about myself and the jobs I have had in the Air Force. I guess we talked for about 20 minutes. It was hard to believe that a general would take that much time to talk with me. But he did!"

If all of that wasn't enough, she was also invited to join the general's party for lunch. "By then I was beginning to lose some of my nervousness," she explained. "The general came across to me as someone who really does enjoy talking with people. He's very natural and I liked that."

SSgt. Billy Shields, base career advisor, added that along with her reenlistment she also receives her base of preference, which will be to Homestead AFB, Fla.

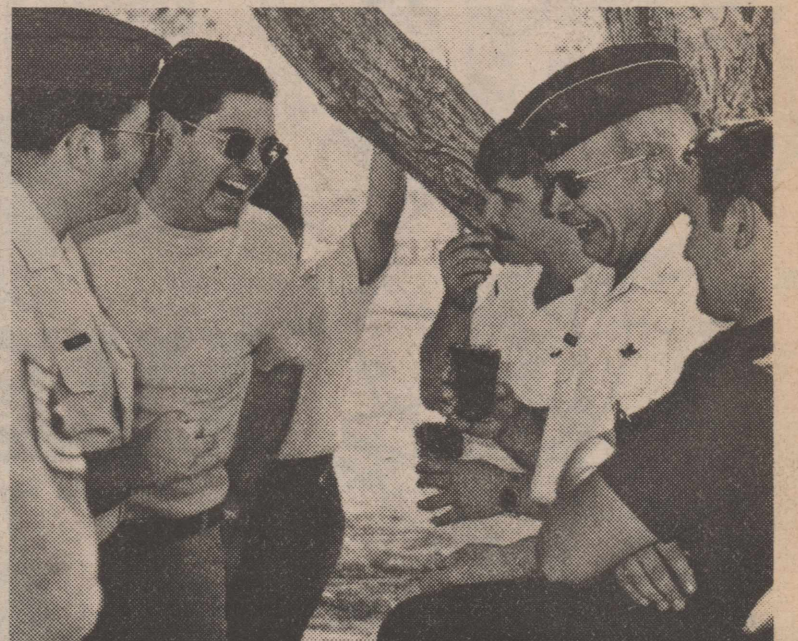
As Sergeant Reep put it, "It was one of the best days I ever had."



SIGNS PAPER — Sergeant Reep watches as General Rosencrans signs her reenlistment papers.



WATCH THIS SIR — A1C Brenda Ervin shows General Rosencrans how things are done in her Field Maintenance shop.



JOINING THE FUN — General Rosencrans joined in a special picnic party held for Reese's maintenance personnel by the flying squadrons.

Week stresses fire prevention

By Bob J. Hitch
Reese Fire Chief

Each year within these United States, one week is set aside to reflect upon and renew our determination to curtail and eliminate one of our Nations largest avoidable problem areas. This villain kills thousands and maims over a quarter of a million men, women, and children each and every year. Age, ethnic background, or social status makes little difference to this menace. Like the thief it is, it strikes without warning and leaves devastation and sorrow in it's wake. It's appetite is enormous and you pay the bill. You grudgingly hand over to this thief billions

each year. Who or what is this phantom that drains our budgets and scars our families. The answer is simple . . . it is fire!

Fire strikes some type of structure in the United States every sixty-six (66) seconds. It claims one victim every 34 minutes, and scars for life, one individual every 2 minutes. Grim statistics? Yes, they are, but look at the daily newspaper and see how many fire stories are presented each day. That phantom is making headlines.

What can be done to eliminate or control this situation? The answer to this question is very simple . . . effective fire prevention practices. The vast majority of fire causes can be summed-up in a short formula.

People plus carelessness equals fire. Eliminating the carelessness from this formula would drastically reduce this ever-growing trend. Some of the more common and simple fire prevention practices are often overlooked or disregarded. Examples of common fire hazards are:

POOR HOUSEKEEPING PRACTICES: Get rid of unnecessary combustibles that let a fire spread, store items properly.

ELECTRICAL PRACTICES: Overloaded circuits, use of multiple plugs. Extension wires under rugs, or in traffic areas, poorly maintained or improperly repaired fixtures or appliances.

COOKING PRACTICES: Heat set too high, appliances left unattended, grease coating on walls, shelves, and appliances.

SMOKING PRACTICES: Smoking in bed, careless disposal of residues. Setting the lit cigarette down for "just a minute".

MISCELLANEOUS: Allowing children access to matches, cleaning items, and storing gasoline in the house. Storing combustibles next to water heaters and furnaces, and/or drying clothing on these items.

Eliminating these major causes of fire from your home or work area will reduce the potential of the uneventful fire striking.

Letters to editor

Is the Constitution working?

I would like to make an observation about an event that was not observed. On Aug. 2, 1956, a law became effective that set aside the week of Sept. 17-23 as Constitution Week. The Constitution was signed, "with the unanimous consent of the states present", on Sept. 17, 1787. The impact of a week long observance of any event has been diluted by the preponderance of such observances. However, the silence concerning Constitution Week is deafening and, unfortunately, appropriate.

When does one hear the Constitution mentioned? Apparently, the only sections still in effect are:

(1) the First Amendment - as a defense for pornography and security leaks; (2) the Fifth Amendment - often a criminal's salvation; and (3) the Fourteenth Amendment - a convenient tool for a judge who is actually a frustrated legislator. The rest of the document has slipped into the oblivion reserved today for anything that might stand in the way of society's redeemers. Have we, as a nation, become so preoccupied with the fruits of freedom that we have failed to notice the root rot that is destroying the tree? For anyone who is willing to sacrifice 30 minutes or so to glance at the Con-

stitution and compare it to the government (and the popularly conceived role of government) that exists today, the answer is all too evident.

Capt. Richard L. Bailey

Thanks

My family and I would like to express our extreme gratitude to all the personnel at Reese who recently donated blood for my son Kyle.

Burwin Compton




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September HRC meeting features variety of topics

The results of a dormitory survey, a military discount project and a proposed column for the Roundup highlighted the September meeting of the Human Relations Council.

A1C Randy Jennings briefed the council on the findings of HRC committee survey in the dormitories. According to the survey, most airmen in the dorms perceive lack of space and privacy and excessive noise in the dorms as problems affecting morale. The survey and other inputs indicate that most residents would prefer living off base, or at least to have a private room.

Col. Charles Bishop, wing commander and chairman of the HRC, said that the survey provided good feedback and that he would pass on the results at an appropriate time.

However, Colonel Bishop pointed out that airmen should not expect to immediately be allowed to move off base.

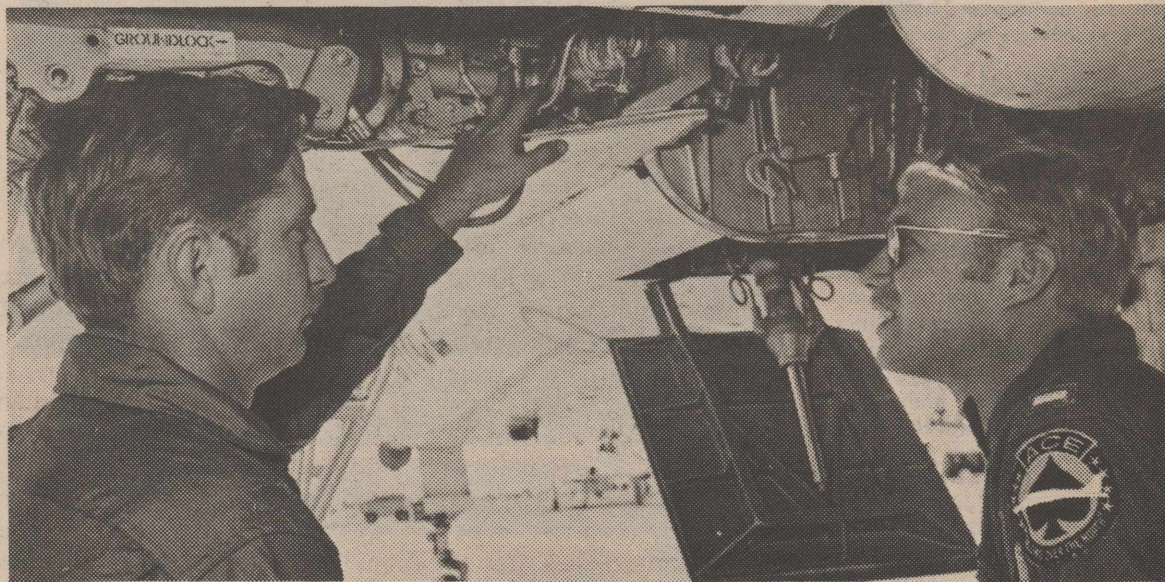
Another major topic discussed at the Sept. 19 meeting was the possibility of soliciting military discounts from area merchants. Hailed by Colonel Bishop as a good project for the HRC, the council elected to place the task of contacting area merchants on the HRC membership and possibly solicit the help of the Enlisted Advisory Council and the Junior Officers Council.

The Colonel pledged his support to the project, offering to solicit the Chamber of Commerce and the Military Affairs Committee for support. He also cautioned members that steps for the project should be

coordinated through the Staff Judge Advocates office.

SrA Timothy Young suggested that the base newspaper might begin a monthly column in Spanish. The idea was to provide stories for the Spanish speaking personnel on Reese and to provide reading material for the many students on base taking Spanish courses. (Editors note: Although there is merit to this suggestion, the problems of standing columns, especially those that only a limited number of personnel can read, prevent it from being feasible. The Roundup thanks Airman Young for the suggestion and encourages more from the HRC membership.)

The next HRC meeting will be Wednesday at 3:30 p.m. in the Wing Conference Room.



CHECKING IT OUT — 1st Lt. Kevin Casey and Sgt. Dallas Heslet preflight their aircraft before take off. The lieutenant was selected as the 54th Flying Training

Squadron IP of the Month for August and Sergeant Heslet was selected as the Crew Chief of the month in the T-38 section.

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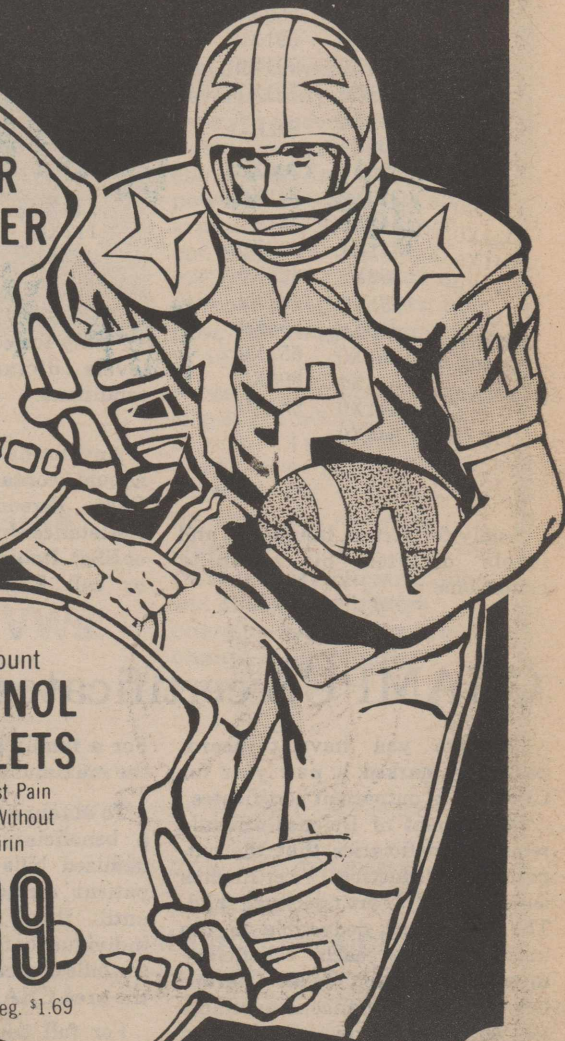
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64th OMS collects cans for area children's home

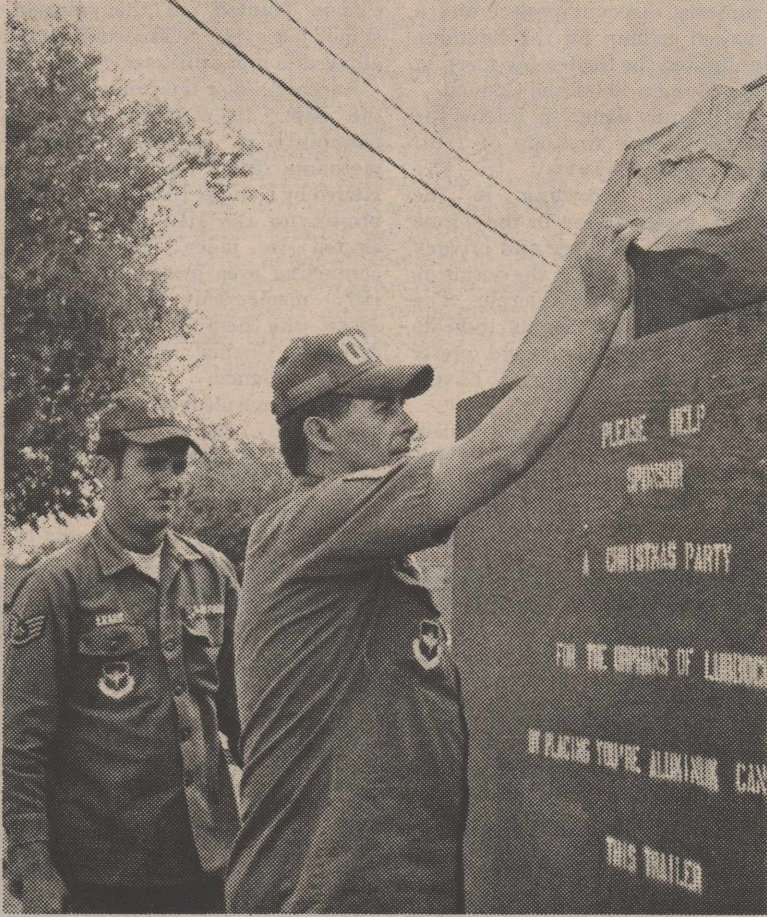
If everything goes according to plan, orphans from the Lubbock Children's Home will have a Christmas party they will never forget. At least that is what members of the 64th Organizational Maintenance Squadron's T-37 Section "A" Flight are hoping will result from their recycling drive.

The flight got together a couple of weeks ago and decided they wanted to help some worthwhile group from Lubbock. A Christmas party for the Children's Home seemed like the best idea and recycling aluminum cans seemed the best way to raise the money for the party.

With the help of Hal Green, chief of Morale, Welfare and Recreation Division, containers have been placed in various MWR facilities. In addition, containers have been placed in front of the Reesette and Commissary.

Hopefully, \$1,400 can be raised from the sale of cans to finance the party. With 12 weeks remaining until Christmas it will take about 1,000 pounds a week to meet this goal.

"A" flight is hoping that everyone on Reese will join them in this worthwhile drive and put their aluminum cans in the containers. Clubs or organizations planning a get together can call TSgt. Frank Sharpe at Ext. 2669 and he will arrange for containers to be provided for empties.



COLLECTING CANS — SSgt. John Leard watches TSgt. Frank Sharpe, both of 64th OMS, dump a sack of cans into one of the recycling containers on base.

In Zone-A or B

Certain AFSCs get SRB

Effective Oct. 1 certain Air Force specialties are authorized the Selective Reenlistment Bonus (SRB) in either Zone A or Zone B skills.

The SRB in Zone A skills are paid to first term airmen only upon their initial reenlistment. The specialties listed in Zone B are paid to second term airmen reenlisting for the second time who are between 6-10 years total active military service.

Zone A skills

SRB-4	114X0	545X0
272X0	115X0	553X0
SRB-3	307X2	791X0
111X0	251X0	791X1
108X0*	274X0	
276X0	305X4	SRB-1
306X1	306X0	208X0*
309X0	316X0	241X0
324X0	341X3	321X1
341X5	341X7	403X0
341X6	362X2	427X0
511X0	491X0	427X2
99104	463X0	554X0
99106	464X0	651X0
SRB-2	511X1	905X0
112X0	541X0	982X0
	544X0	

* only for certain languages and levels dictated by manning conditions.

Zone B skills

SRB-3	307X2
272X0	208X0*
208X0*	241X0
	251X0
	274X0
	276X0
	296X0
SRB-2	297X0
208X0*	297X0
341X5	307X0
341X6	306X1
341X7	309X0
511X2	316X1
99104	322X2
99105	326X2
99106	328X2
	341X1
	463X0
SRB-1	511X0
	511X1
111X0	742X0
112X0	791X1
307X1	981X0

* only for certain languages and levels dictated by manning conditions.

Anyone having an AFSC listed, should contact the Consolidated Base Personnel Office Career Assistance Unit, SSgt. Billy Shields or SSgt. Robert Conner in room 10A, or call Ext. 2672 to determine

eligibility for SRB money entitlement. All first term airmen who have been selected for reenlistment with one of these AFSCs should take advantage of these entitlements and apply now for a Career Job Reservation to insure receiving a quota.

CHAMPUS certificates expire

In case you haven't heard, Saturday marked a new year for CHAMPUS outpatient certificates.

Department of Defense officials remind beneficiaries that the outpatient deductible certificates issued for FY-77 are no longer valid. The outpatient deductible is the initial amount each beneficiary must pay each year before CHAMPUS assistance is available for outpatient expenses. For an individual it is the first \$50 of authorized charges in a fiscal year.

For a family group of two or more the maximum would be \$100.

To obtain a deductible certificate, a beneficiary should accumulate itemized bills or receipts for outpatient services during the year until they meet the required individual or family amounts. Then, the bills or receipts, should be sent to the area CHAMPUS agency.

For full details contact 2nd Lt. Carmelo Scalzi, Reese CHAMPUS officer, at ext. 2521.

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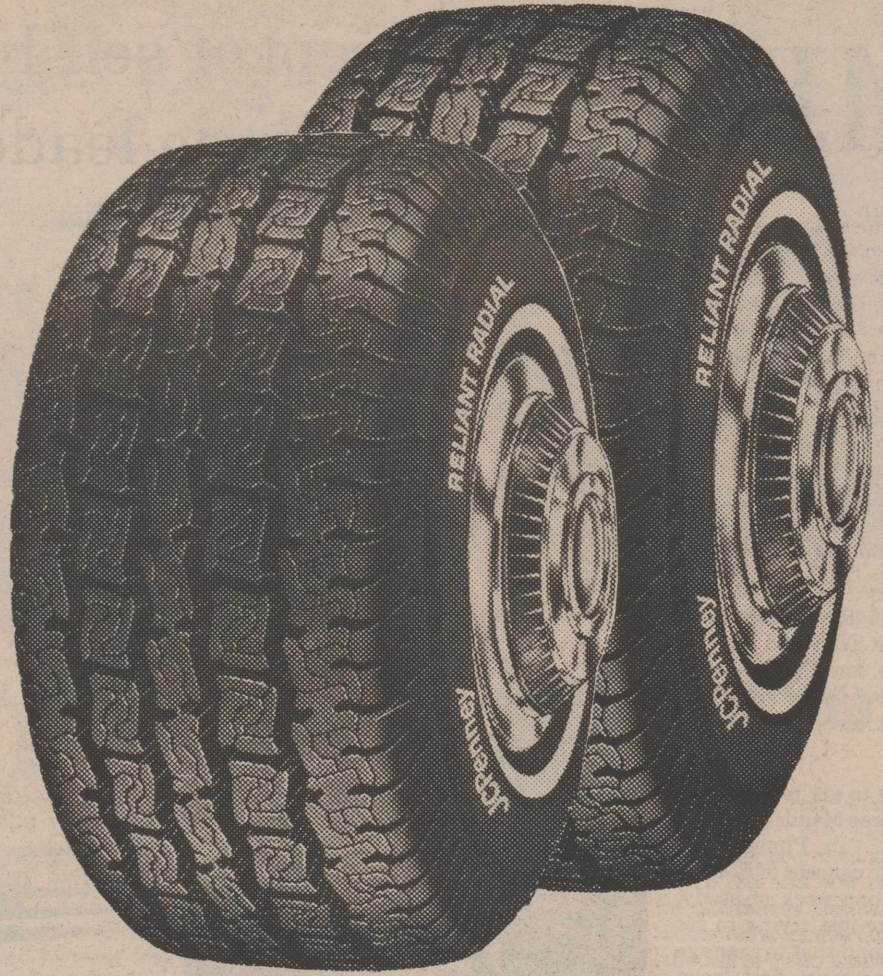
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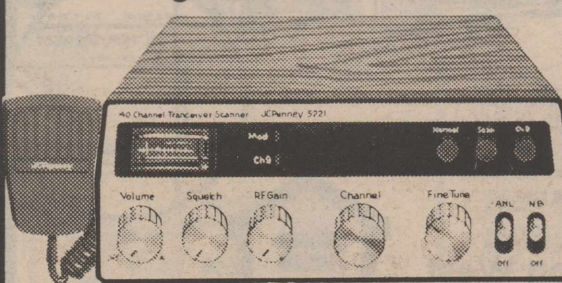
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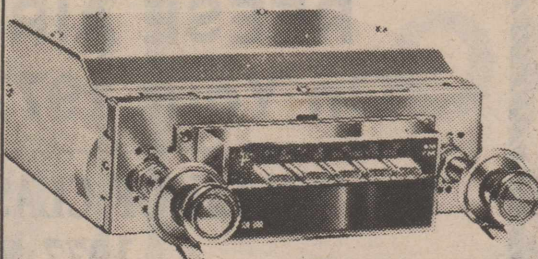
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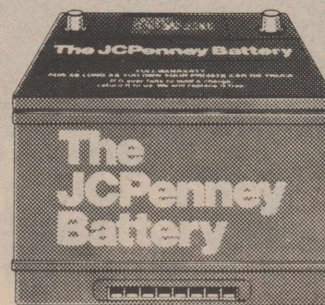
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PME: Basic concept of self helps students become leaders

By R.D. Monson

One of the things people learn through Professional Military Education (PME) is to give credit where credit is due. Congratulations Air Force — PME is a winner!

Like all success stories, PME has its critics. But, the majority of the students who have attended any of the three phases agree that PME provides worthwhile, if not vital, training for the military supervisor.

TSgt. Buddy Trull is the commandant of the Reese PME Center. Sergeant Trull and his four man staff have some pretty basic reasons why they think that PME has turned the corner in the Air Force.

"We don't try to get real fancy," says SSgt. Thomas Mendez, Phase I course director. "In Phase I we present the basic concept of PME to the student in one week of study. Basically we are just trying to get them to understand that to manage other people one must first learn about himself.

Wendell O. Swisher, the director of the 10-day Phase II course, echoes Sergeant Mendez' thoughts. "We add a little more mechanics to Phase II," says Swisher, "but, concept of self remains as the basic theme."

Phase III, more commonly known as NCO Leadership School, is directed by TSgt. Roy Hughes. During 19-days of instruction the NCOL students receive instruction in Communication Skills, Leadership Management, Military Studies and World Affairs. "The whole man concept is stressed in Phase III," explains Sergeant Hughes. "How can we as NCOs understand tomorrow if we don't know today? PME in the Air Force today gives us that reality."

A1C James D. Denson, who keeps the center running administratively, says he gets a lot of good feedback from students in each phase. No one can accuse the students of trying to 'brown nose' when talking to Airman Denson because he isn't an instructor.

"Education is the key," concludes Sergeant Trull. "Air Force leaders realized that and created PME. Now



KEEP IN STEP — SSgt. Thomas Mendez runs a NCOLS class through some morning drills.

its being recognized by the men in the field."

The PME commandant points out that more and more graduates of Phase I and II are volunteering for NCOLS. "We aren't out of the woods with Phase III yet," he admits. "Many of our students are still being selected to attend by their squadron commanders, but; the important thing is to remember that most of selectees are going back to their units with good words about PME."

And the good thing for the Air Force is that these young NCOs attending PME, often required to fill slots beyond their grade, are becoming better prepared to handle supervisory responsibilities than were the NCOs of just three years ago. The Air Force doesn't have to worry about where tomorrow's leaders are coming from — they're being trained through PME today.



CAGE THOSE EYEBALLS — TSgt. Roy Hughes, NCOLS director checks some NCOLS students during one of the regular inspections.



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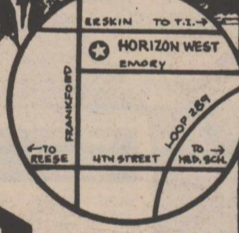
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RSP board meets soon

RANDOLPH AFB, Tex. (AFNS) — A rated supplement prioritization board (RSPB) will convene here in November to set up guidelines for the distribution of a declining rated supplement inventory.

Approximately 7,200 support positions are being filled by rated officers. However, officials said that by the end of fiscal year 1980 rated officers available for rated supplement duty will be reduced to approximately 2,500.

The board will include senior officers representing functional areas, major commands and separate operating agencies. The RSPB will identify the minimum

number of rated officers necessary in support duties to permit mission accomplishment. Also, it will provide for executive development and provide for a necessary rated presence.

Once the board's recommendation is approved by the Chief of Staff, Air Force Military Personnel Center will use these guidelines to manage the rated supplement inventory.

This does not necessarily mean rated officers will be withdrawn from current assignments early. In most cases, the supplement drawdown will be accomplished through normal assignment actions at the completion of the supplement tour.



PROCESSING — SSgt. Norman Jones, Air Force Recruiter, talks to James Richard Turner, Jr. about his orders prior to his departing for basic training. (U.S. Air Force photo by SSgt. David Galloway)

AFRAP is going strong

The Air Force Recruiter Assistance Program (AFRAP) is still going strong after it's kickoff week in February. In fact, according to MSgt. Fox, NCO In Charge of the local recruiting office, "the program is working much better now than when it first started. We are getting much better people referred to us. Individuals are not just turning in the cards to fill a quota as was occurring when the program was first started. We are running on the average of 20 to 25 referrals per month now."

AFRAP was designed to tap the full potential of the Air Force in support of the recruiting mission and has as its major ingredient, the lead referral system. The lead referral system provides a way for all people at Reese or retirees in the local area to directly assist the recruiting effort. The card pictured below is used to gather information about an individual that the

recruiter needs to facilitate contact with a potential applicant.

Another aspect of AFRAP is the Hasty Rap or Recruiter helper program. This is where an first-term enlistee goes back to his hometown and helps the local recruiter in his recruiting effort. This program is working because recruiters have found that the best salesman is a satisfied customer. Individuals chosen for this two week vacation back home must be willing to work with the home area recruiter to sell the Air Force, must be highly motivated, and be recommended by their commander. Several individuals from Reese such as SrA Billy Giano from the Physiological Training Unit has already taken part in the program.

One of the big pushes in which you can help the recruiting effort now is in the area of women enlistees. The recruiting service has announced a one-third increase in the number of

vacancies for women enlisting during FY 1978. The increase will bring the projected goal for women to 13,120 or 1,600 volunteers each month during December to May and some 700 a month during the rest of the fiscal year. Opportunities exist for enlistment and training in one of some 140 specialties in mechanics, electronics, administrative, and general vocational areas. All specialties are open except for the seven combat related jobs, which are closed to women by public law.

Be you active duty or retired, the recruiting program needs your help in meeting the needs of the Air Force in enlisting highly motivated, qualified people to fill the many jobs offered by today's Air Force. If you know of an outstanding individual 17-27 years old whom you think will meet the needs of the Air Force, fill out the lead referral card below and send it to the Recruiting Liaison Office Box 8672, at Reese AFB.

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MC 9224PN

BASE KEY CODE IRA086D

FROM PERSONAL KNOWLEDGE AND/OR CONTACT, I BELIEVE THE FOLLOWING 17-27 YEAR OLD MAY BE INTERESTED IN ADDITIONAL INFORMATION AND MAY BE QUALIFIED FOR AIR FORCE ENLISTMENT:

NAME _____ MALE FEMALE
(Last, First, Middle Initial) (Please Print)

ADDRESS _____
(Number and Street)

(City) (State) (Zip)

PHONE NUMBER _____ DATE OF BIRTH _____
(Area Code and Number) (Day, Month, Year)

SOCIAL SECURITY NUMBER _____ HIGH SCHOOL NAME _____

DATE OF GRADUATION _____

PERSON REFERRING PROSPECT _____
(Organization, Base) (Date Card Filled Out)

NOTE: When personally contacting the prospect for the above information, it is mandatory by law that you show the potential applicant the following statement, or, if contact is by telephone, that you read it:
 "The Air Force needs this personal information to provide prospective members with information about Air Force opportunities. Providing this information is voluntary, but failure to provide it may preclude sending information about Air Force employment opportunities. The information will be used for recruiting purposes. There is no obligation. (Authority: 10 USC 5031)"

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Pay hike includes 12 per cent shift

WASHINGTON (AFNS) — Secretary of Defense Harold Brown announced that the President has reallocated 12 per cent of the Oct. 1, 1977, military basic pay increase to the Basic Allowance for Quarters (BAQ) element of military compensation.

The military pay raise is 7.05 per cent applied equally to basic pay, BAQ and the subsistence allowance (BAS). Under the reallocation, the basic pay increase will be 6.20 per cent. The BAQ increase will range from 10.28 per cent to 14.24 per cent depending on grade. BAS will increase 7.05 per cent.

Members of the Armed Forces without dependents who are on sea or field duty, or who reside in military bachelor quarters, will receive an increase in partial BAQ. This will equal to the difference between the amount of increase which would have been paid had the reallocation not been made and the amount of increase which will result from the reallocation.

Public Law 94-361 gives the President discretionary authority to reallocate up to 25 per cent of military basic pay increases to the nontaxable BAQ and BAS

allowances. However, the President elected not to reallocate the full 25 per cent allowable under the law.

This action was taken out of concern for the adverse impact which reallocation has on some military personnel.

In addition, 12 per cent reallocation was selected so as not to prejudice the conclusion of the current study of military compensation by the President's Commission on Military Compensation.

The intent of reallocation is to

raise the BAQ and BAS rates to more appropriate levels. The average cost of off-base housing is still above current BAQ rates. Therefore, 12 per cent reallocation continues the movement toward improving the current relationship of the quarters allowance to off-base housing costs and, at the same time, is sensitive to the needs of military members.

In the judgment of the President, conditions do not dictate a reallocation to the subsistence allowance this year, Secretary Brown said.

Energy — what if we didn't have any?

ENERGY - we all use it; we can't get along without it. But, what if we had to? Forty per cent of the energy-producing resources we use in this country come from outside our country; with the fluctuating, sometimes volatile, nature of world affairs, a sudden and forceful

change of our life style, not to mention our national security, is a real and frightening possibility.

Energy independence is, therefore, a critical national goal. However, until alternate sources of energy can be made environmentally and economically

feasible, the greatest immediate potential for energy independence is conservation - a word that has you and me inescapably connected to it.

Oct. 17-21 has been designated Energy Conservation Week for Reese in an effort to bring to the attention of everyone here the

absolute necessity of conserving energy and to present a lot of good, concrete ways to do it - ways that will save you and Uncle Sam money.

ENERGY - it's something we all use and can't get along without. But ... what if we had to?

Retirees still need to use CBPO

A lot of things may change for the military member after retirement, but one thing stays the same. The Consolidated Base Personnel Office is still the place to go with personnel problems.

The Customer Service Center

helps the retiree with new ID card applications and serves as the focal point for inquirees. The Personal Affairs Section assists with pay inquirees, insurance, survivors benefits, casualty assistance and many other personnel related

matters. In fact, the unit has copies of the Retiree's Handbook available.

Base hosts career day

Reese will sponsor a Career Day Tuesday.

The purpose of the Career Day is to further motivate Undergraduate Pilot Training students and give them a unique insight into possible assignments they may receive upon graduation. Students will have the

opportunity to attend major command briefings, talk with crew members and view static display aircraft. Wives, permanent party and any other interested people are encouraged to attend.

The briefings will start at 7 a.m. in the base theater.

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FPW kicks off Sunday

Sunday begins National Fire Prevention Week, seven days in which fire fighters across the country hope to motivate people into the year-round fire prevention habit.

Locally, the Reese fire department will host a variety of events, kicking off the whole thing with the annual parade through base housing. Led by the base commander and fire chief, the parade begins at 2 p.m. on Sunday. Also on tap for Sunday afternoon will be a special fire prevention presentation featuring remote controlled model aircraft.

On Tuesday, Reese workers will be

greeted by water arches near the base chapel. The department also plans a morning visit to the kindergarten and an afternoon stop at the nursery.

A visit to the Reese school that includes a poster judging contest is slated for 9 a.m. Wednesday. The NCO Wives Club will be the judges and award prizes. The fire department also plans another remote controlled model aircraft presentation at the school. Courtesy housing inspections and briefings are also slated for Wednesday.

Thursday's activities include fire

drills and demonstrations in various buildings on base. And on Friday there will be a base fire prevention display contest with judging and prizes by the Officers Wives' Club. The judging is set for 1:30 p.m. Courtesy fire inspections will continue that afternoon in base housing.

Wrapping up the week of activity will be an aircraft progress drill. The drill is set for 9 a.m. Transportation to the drill site will be available at the fire station. Afterwards the children will get a tour of the fire station.

Looking forward

NCOLS slates graduation

Graduation ceremonies for NCO Leadership School Class 78-A will be held Oct. 14 in the NCO Open Mess.

The guest speaker for the 3 p.m. ceremony will be MSgt. Leon E. Archie, Field Maintenance Squadron. Reese personnel are encouraged to attend the 11-man class graduation. It is open to the public.

Project MEDIHC

Veterans interested in employment in health related career fields should stop by the base education office Wednesday morning.

Bob Winter of Project MEDIHC (Military Experience Directed Into Health Careers) will be available there from 8:30 a.m. until noon.

Both health trained military personnel considering separation from the service and non-health skilled veterans are invited to call

the education office for an appointment. Call ext. 2469 or 2634.

Commissary meeting

The Reese Commissary Item Selection Committee will meet Tuesday at 1:30 p.m. in the Commissary Office.

All representatives are encouraged to attend the quarterly meeting. Reese personnel should contact their squadron representatives about items they would like to see the Commissary carry before the Tuesday meeting.

Exchange hours

Five base exchange facilities will be open for a limited time Monday.

The main exchange, Four Seasons and Toyland will all be open from 10 a.m. through 4 p.m. The Reesette will be open from 10 a.m. until 7 p.m. and the Talon Inn will operate from 11:30 a.m. to 11 p.m. All other facilities will be closed on Monday.

Commanders Call

Civilian employees are invited to attend a Commander's Civilian Call at 4 p.m., Oct. 7 at the base theater.

Entertainment

At the Movies

Feature films are shown at 7:30 p.m. Wednesday through Sunday at the Simler Theater. The Saturday matinee begins at 2 p.m. Box office opens 30 minutes before each show.

Tonight: The crowned prince of comedy, Richard Pryor, headlines this fast moving flick about a World War II veteran who gets himself into the taxi business and trouble. Also starring in "Greased Lightning" are Beau Bridges and Pam Grier. Rated PG.

Tomorrow's matinee: Two titans of the cinema battle in the G-rated "Godzilla vs. Cosmic Monster."

Tomorrow evening: Rob Reiner and Alan Arkin star in "Fire Sale." Several sub-plots combine in this zany film which centers around Reiner's third rate clothing store. Rated PG.

Sunday: Peter Sellers returns in "Murder by Death" along with David Niven and Peter Falk. By the time the world's greatest detectives find out "who dunnit" . . . you could die laughing. Rated PG.

Wednesday: Bobby couldn't make it . . . until he went "Fun Truckin." The wild story of a teenager's great desires . . . a super van and a super girl. Rated R.

Thursday: The man that wouldn't quit is back. Bo Svenson stars in "Final Chapter — Walking Tall." The R-rated flick also stars Forrest Tucker.

Youth Activities

Tonight: Meet at the Center and go with your friends to see Greased Lightning at 7 p.m.

Tomorrow: Rock dance to Beggar from 9 p.m. to midnight. Admission for members is \$1, for guests \$1.50.

Sunday: Stop by in the afternoon and say hello to the new recreation aid.

Monday: Come out to the Reese Open House.

Tuesday: The Reese Christian Youth Organization meets at 8 p.m.

Wednesday: The Culture Club meets at 8 p.m.

Thursday: Tournament Night begins at 7 p.m.

Inside the Loop

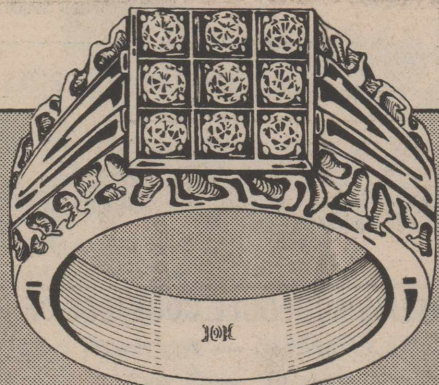
Tomorrow: The Lubbock and Texas Tech Chapters of the "Young Americans for Freedom" are sponsoring a National Defense symposium in the Lubbock Memorial Civic Center beginning at 9 a.m. Guest speakers include Lt. Gen. Daniel Graham (U.S. Army Ret.), Maj. Gen. George Keegan Jr., (U.S. Air Force Ret.), Rear Admiral Joseph Russel (U.S. Navy Ret.), Frank Shakespeare, and Lt. Col. Robert Thieme. They will be talking on National Security and Worldwide Strategic Balance. Registration is \$6.50 for students and \$7.50 for adults.

Thursday: Chrysalis recording group UFO will be performing at 8 p.m. in the Municipal Auditorium. Tickets are on sale at the Auditorium box office, Al's Music Machine, B&B Records and both locations of Flipside Records.

Mathis happenings

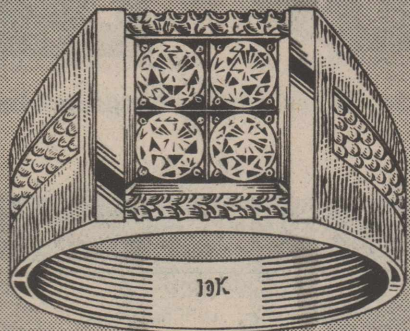
Tonight: Rock and Roll Disco at 9 p.m.
Tomorrow: Soul Disco at 10 p.m.

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AFA sets meeting

The local chapter of the Air Force Association will hold its quarterly meeting at 7:15 p.m. tonight at the Hilton Inn.

Guest speaker for the meeting will be Maj. Gen. George J. Keegan Jr., USAF (Ret.). General Keegan is widely recognized as one of the nation's top military experts on the Soviet Union and will speak on the Soviet threat.

Reservations are not necessary and there is no cost. Dress for the meeting will be suit/sports coat. Everyone is invited to attend.



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Putting - key to good golf

By Curt Wilson

... Putting is that all important stroke that makes a bad hole good, or a good hole bad. After it's all said and done it's still "How many" not "How" ...

Make no mistake about it a certain element of making long putts is luck - but, if one consistently strokes the ball and makes it roll smooth, he will make his share of long putts.

It's those little knee knocking, four to eight footers that's the key to desired suicide for the golfer. These are the putts you should make and very little luck is involved.

The average golfer misses these very important putts because he, (1) Does not play enough break on the putt, or plays to much break, and (2) He generally leaves the putt short or fails to hit it hard enough to hold the line of break he has picked to roll the ball on.

The thing to remember is a putt,

three feet long, or shorter, counts just as much as a 200 yard drive, it's one stroke. The whole of the game of golf is just two things, distance and direction. But distance and direction are never more important than the knee knocking five foot putts.

There are two very important keys to these short putts. One is, on fast greens you play the putt to die in the hole and play more break. On slow greens like ours you play the ball firm to the back of the cup and play less break. Lets say you have an eight foot putt that breaks right to left, and you figure the maximum break is three inches, then, on our greens reduce this amount of break to two inches and hit the ball firm. If you have the same putt at five feet you would reduce the amount of break to like one inch. The closer to the hole the less break you play.

Many short putts can be made by simply, "not giving the hole away." In other words let's say this putt is now only three feet away. Then you play just on the right rim of the cup, or play the right center of the cup.

The putting cup is broken down to five different parts of entrance: (1) The right lip of the cup; (2) The right center of the cup; (3) The center of the cup; (4) The left corner of the cup; (5) The left rim of the cup. Naturally any putt that breaks right to left has very little or no chance of entering the cup if you play it from the center

of the cup to the left rim.

This is why we have the statement, "Pro side of the cup," that means keeping the ball on the upper side of the cup with the break.

There are as many different grips and stances for putting as there are golf clubs made, maybe more. The one thing I can tell you is try to keep the putter on a straight line, "and putt through the ball", don't jab it, hit down on it, or try to hit the upper half of the ball. Simply stroke the putter head through on the line you have picked. Most short putts are missed because the golfer didn't, "simply stroke the putter head on through the ball on his intended line."

You can practice putting on the living room rug, the putting green or most anything that is reasonably smooth. If practicing on the putting green start with a two foot putt. When you have made 10 in a row, back up to three feet, then four feet, five feet, etc. . . Always (at least up to six feet) make yourself hole out 10 putts in a row. Past that allow yourself to miss one, at 10 feet two, etc. . . These short putts are what you must consistently make in order to score.

If practicing on your living room rug, place a quarter at two feet and make yourself hit the quarter 10 times in a row and so on. Putting is a matter of feel, and there is nothing I

can do to help you develop feel. Practice is the only way.

The putter is also very handy for shots from two to fifteen feet off the green. In hitting a putt from off the green address the ball with your hands slightly in front of the ball causing you to hit down on the ball. This will eliminate scuffing or topping the ball or hitting behind it. It will assure you that you are at least going to hit the ball, also, it causes the ball to roll smoother as it takes a little jump off the putter head and therefore will not sink down in the frog-hair. As with anything else in golf the more you practice the proper things the better you will get.

The most important thing you must develop in putting is learning to look at the ball, "only," while making your stroke. After you've picked the intended line, look at the back of the ball relative to the line you have picked: Looking at the line instead of the ball, or trying to look at both the line and the ball while making your stroke, leads to every disaster known in trying to putt.

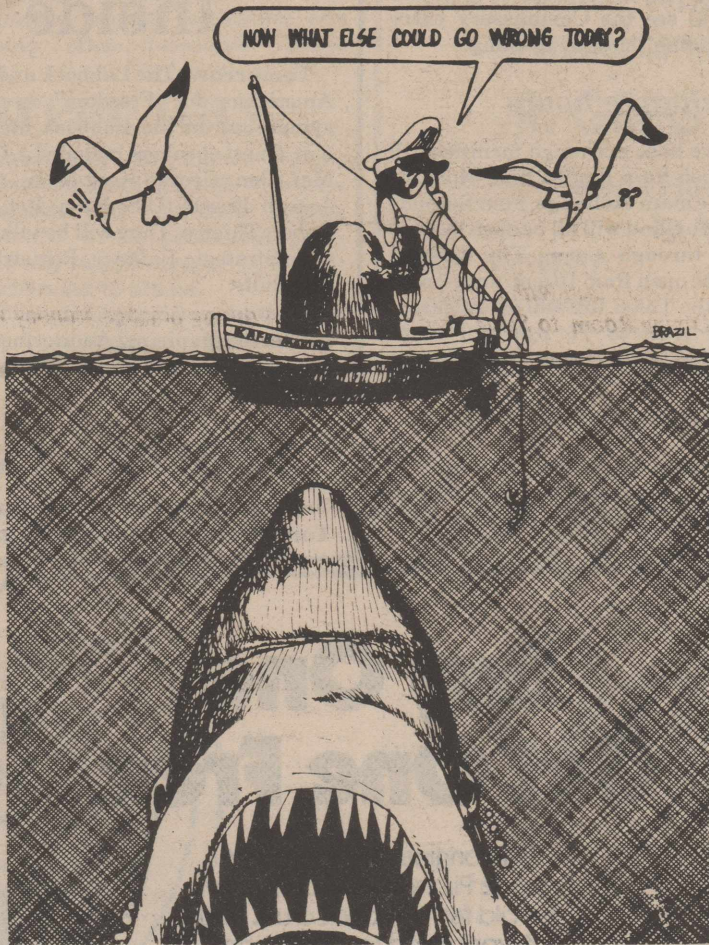
SPORTS QUIZ

American Forces Press Service

1. Baltimore beat the Cincinnati Reds in the 1970 World Series. By what margin?
2. Who did the Orioles and the Reds beat in the playoffs to get to the World Series?
3. Who wrote the controversial baseball book, "Ball Four"?
4. This player set the record in 1970 for most games at short-stop. His name?
5. How many no-hit games were there during the 1970 season?
6. In 1970, two players became the 9th and 10th men in major league history to get 3,000 base hits. Their names?
7. His fielding was so spectacular in the 1970 World Series that Cooperstown asked for his glove. Who was he?
8. In 1970, this pitcher tied the major league strikeout record of 19 strikeouts in one game, and set another record by striking out 10 batters in a row. His name?
9. This year, Vida Blue, Oakland Athletics pitching phenomenon, lost only three games to the All Star break. Which teams beat him?

ANSWERS:

1. Four games to one.
2. Baltimore beat the Minnesota Twins and Cincinnati beat the Pittsburgh Pirates by the same margin, three games to none.
3. Jim Bouton.
4. Louis Aparicio (now with the Boston Red Sox), 2219 games.
5. Eleven: seven in the AL, four in the NL.
6. Willie Mays (San Francisco Giants) and Hank Aaron (Atlanta Braves).
7. Brooks Robinson, third baseman for the Baltimore Orioles.
8. Tom Seaver, New York Mets.
9. Washington, Boston and Minnesota.



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<p>SAT OCT 8 "5th STRING" BLUEGRASS 2100</p>	<p>TUE OCT 11 LUNCH LINE SPECIALS \$1.50 Sauer Kraut & Weiners or Roast Beef</p>
<p>SUN OCT 9 BAR OPEN 1200 Pinochle Tournament Every Sunday Prizes! 1400</p>	<p>WED OCT 12 LUNCH LINE SPECIALS \$1.50 Chicken Fried Steak</p> <p>GAME NIGHT—PRIZES 2000</p>
<p>AIR FORCE ACADEMY BAND AND SINGING GROUP 2000</p>	<p>THR OCT 13 LUNCH LINE SPECIALS \$1.50 Corned Beef & Cabbage or Hamburger Steak</p> <p>Steak Night, Buy One at \$3.50 Get Second One Free</p>

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'O CLUB	
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<p>SAT OCT 8 LUNCH CLOSED SATURDAYS Music By AFA Band & Choir Special Buffet Dinner \$4.50 1800 - 200 w 2000-2030 Dance 2100-2400</p>	<p>WED OCT 12 LUNCH 1100 - 1330 Mexican Plate DINNER 1730 - 2100 Teriyaki Steak \$4.25 MR. MAGIC DISCO</p>
<p>SUN OCT 9 CLOSED SUNDAYS</p>	<p>THR OCT 13 LUNCH 1100 - 1330 Fried Chicken or Chili Moco 1730-2100 Mexican Plate \$2.95</p>
<p>MON OCT 10 OPEN HOUSE CLUB CLOSED</p>	<p style="text-align: center;">COMING ATTRACTIONS</p> <p style="text-align: center;">OKTOBERFEST OCT 14 & 15</p>

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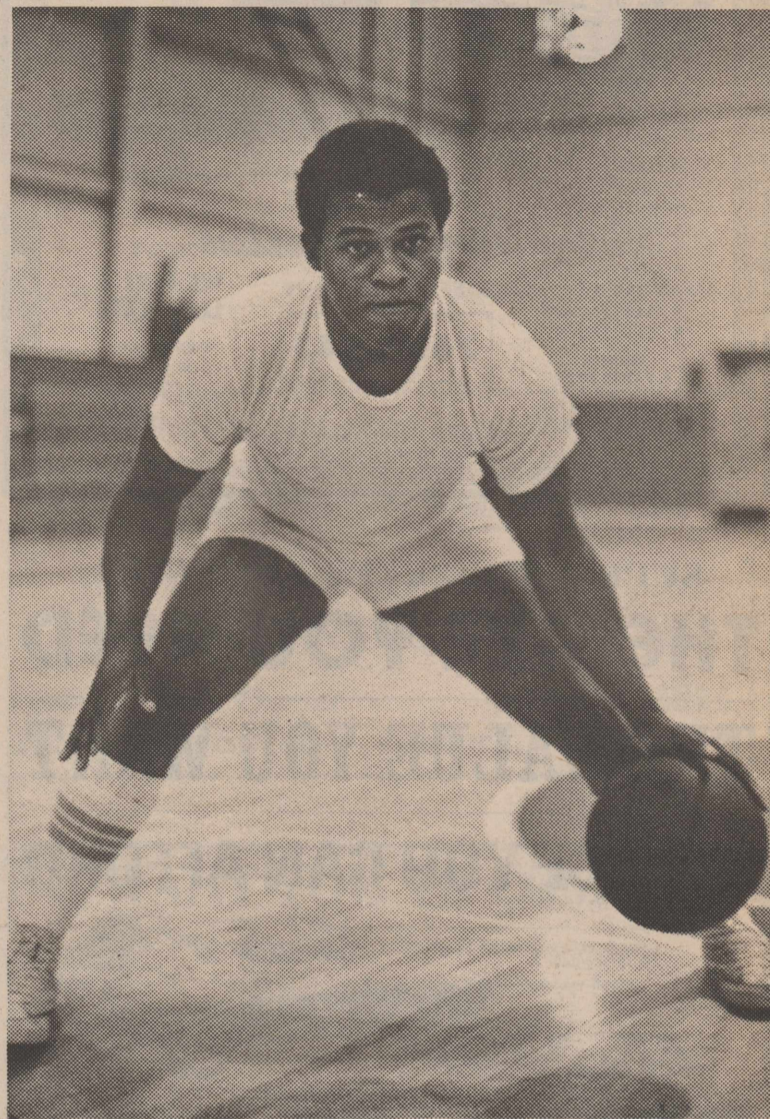
By R.D. Monson

With Webb's Curtis Marshall and Larry Kelly gone from the ATC cage scene, Reese may just have the best backcourt combination in the command.

"We are extremely deep at guard," says co-coach Nate Jones. "In fact, we are so deep that our biggest problem is figuring out who will start."

The first scrimmage game of this season is still a few weeks off, but, right now it looks like the starting assignments belong to returning starter Calvin Shelby and former Sheppard star Willie Hollis. "Both Shelby and Hollis are playing well now," points out co-coach Stan Jordan, "but they will be pressed for starting roles by Belvin Eddington and Franshaw Jackson."

Shelby, at 5 foot 10½ is a fluid player with an excellent shot from anywhere on the court. "He handles the ball as well as any guard I've seen in service ball," adds Jones. "He is so smooth and effortless on the floor that he surprises teams with his quickness. He just moves much faster than he looks." ATC fans remember another player with



BALL CONTROL — Rattler guard Belvin Eddington practices his ball control during practice Monday night. Eddington is one of about half a dozen guards expected to battle for a starting position on the squad.

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similar qualities . . . Marshall. His quickness, aided by the shooting and passing of Kelly, enabled the duo to reign as the best backcourt in the command for years.

The perfect running mate for Shelby seems to be Hollis. At 6 foot even and 185 pounds, Hollis is the classic game-controlling guard. He is a veteran of service play and is ranked among the best passers, shooters and ball handlers on the team. "We (the coaches) are looking for great things from Hollis," admits Jordan. "He has the leadership ability and skill we need to build a championship team."

As good as Hollis and Shelby may be, there is no room for them to stumble. Eddington has been a fixture in the starting rotation here and will not sit the pine without a struggle. "Eddington is coming along a little slower than we had hoped," noted Jones, "but, by the season opener we think he'll be ready to do whatever we ask. He is deadly from within 20-feet, but, he still has a desire to fire up the bomb and our offense isn't geared to that type of shot."

"Jackson is the best 5 foot 11 leaper I've ever seen," praised Jordan. "He is very quick and will be hard to keep out of the line up." Like all the Reese guards, Jackson is an above average shooter inside 20-feet and can take the ball to the basket

with authority. He is also tabbed as one of the best in a fine group of guards as far as ability to move without the ball is concerned. "For our offense to click our guards must be active without the ball," stresses Jones. "I think all of our guards are improving on that."

In case the relatively short tandem gets overpowered by bigger guards, Jordan and Jones have an ace. Lee Sanders stands 6 foot 3 and although slated for full duty at forward this season he may be pressed into action as a guard. "Sanders will help us a lot if we get into foul trouble or are just being overpowered."

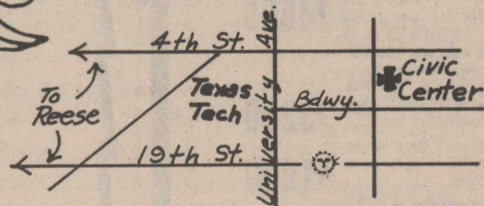
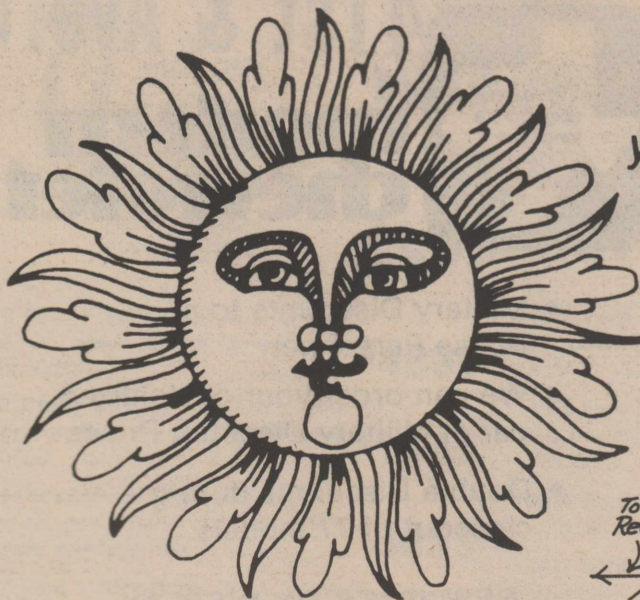
Rounding out the roster at guard are Paul Caviel and Alex McClanahan. Both have the tools to step into starting roles if needed. "I think its safe to say that Caviel and McClanahan will see plenty of playing time this season," Jordan said. "With the controlled break offense we run we have to have a deep lineup of quick ball handling guards. Caviel and McClanahan fill the role beautifully."

What does all this mean? Right now — nothing! Some players play better in games, some in practice. Nothing will be sure until the Rattlers get a few preseason games under their belts. At any rate, it looks like the one thing the coaches don't have to worry about is who will play guard . . . their loaded!

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Reese Kickers dominate Amarillo soccer team

Riding a 30-10 bulge in shots-on-goal, the Reese soccer team coasted to a 6-4 win over Amarillo ASC here Sunday.

The win raised the host Kickers to 2-2 on the season and established the club as one of the top clubs in the South Plains. Amarillo came into Sunday's contest as the favorite because of the way they had man-handled West Texas State earlier this season.

But, it was Reese that showed the power last weekend. Cecilo Young, having his best day this year, got things going early with a break away net ripper from 12 yards out and only 10 minutes gone in the game. Minutes later Jamie Bosworth shocked Amarillo and his own teammates with a 50-yard bomb from mid-field that floated in over the outstretched arms of the Amarillo goalie.

Amarillo came back about 10 minutes later, scoring from about 10-yards out when a loose ball popped out on the right side of the defense.

Reese forward Bruce Shafer gave

the host squad a 3-1 lead when he fired a low screamer into the left corner. Brian O'Dell made sure the goal was good, giving it an insurance tap as it crossed into the goal.

The visitors drew to within one at half by slipping a 20-yard shot past partially screened Reese goalie Chuck Helvey.

The second half was a replay of the first. Shafer took a perfect crossing pass in front of the goal and headed it in for his second goal of the day and a 4-2 Reese lead. Fifteen minutes later, Young notched his second score of the day too, booming a line drive into the left side of the net.

After another goal by Amarillo, Rick Spots put the game away, breaking through the defense and duplicating Young's 20-yard shot a few minutes before. That made it 6-3. Amarillo made it a 6-4 game in the final minutes against the Reese reserves.

"We played the best we've played all year," said player coach Ed Ford after the confidence building win. "Everyone logged a lot of playing

time and our offense started to get the passing game together. Young had about four shots hit the goal posts, so he nearly had a hat trick."

Coach Ford said that the team is developing a championship attitude and will be better each game. Their next chance to prove that will be at Cannon AFB Oct. 16. Reese beat Cannon here two weeks ago, 3-2.

"The one thing we need," stressed Ford, "is better fan support. We feel like we are one of the best teams around, yet more than half of the spectators here Sunday were from Amarillo."

Winning teams have a way of drawing fans. If the Kickers keep playing up to their potential, the fans will be there too.

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Sports in brief

Cage clinic on tap

Basketball clinic

Personnel interested in a basketball clinic, which will be conducted by Texas Tech University, should contact the gym. The clinic is for both players and coaches and college credits for attending the clinic are available.

V'ball teams begin practice

Reese's varsity volleyball teams will begin practice session in mid October with special emphasis on developing the women's squad.

Charlie Mathews, the gym representative handling the volleyball squads, said Monday morning that both the men and women's teams

will be looking for a first division finish this year. Players wanting a shot at making either team should contact Mathews at the gym, ext. 2783, as soon as possible.

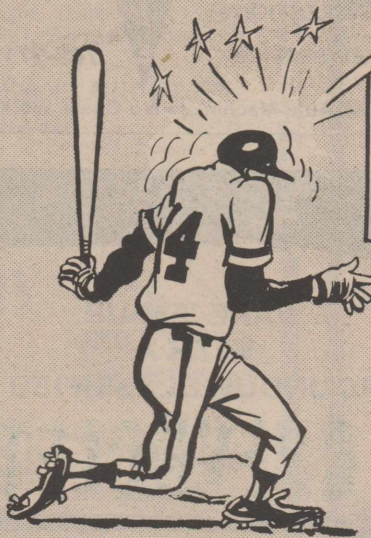
The first practice for the varsity squads is set for 4 p.m. on October 15.

Tennis court reservations

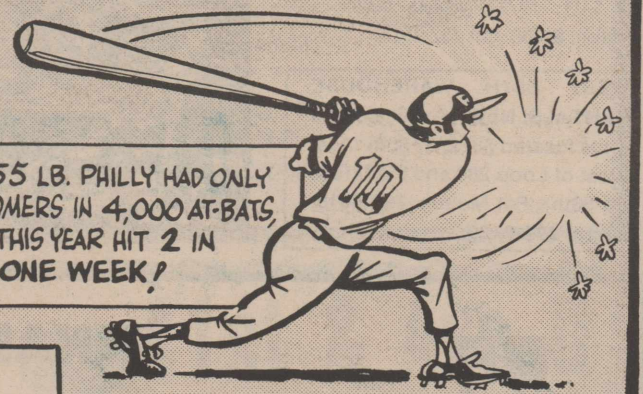
Base gym officials report that several tennis buffs on Reese appear to have forgotten that courts are available on a reserved basis only. The tennis courts must be reserved for play from 9:30 a.m. through 12:30 a.m. To reserve a court simply call ext. 2783 during normal gym operating hours.

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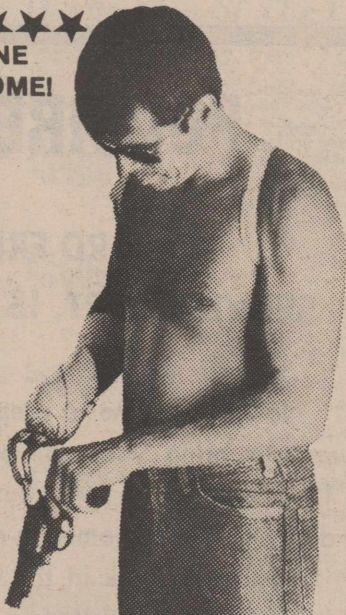
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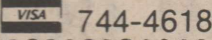
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RUN FOR IT — Sturon signal caller Dan Clifton scrambles out of trouble during an intramural flag football game Monday. Sturon remains unbeaten through three weeks of league play.

Sturon remains unbeaten

By Dav Davis

Sturon survived a scare by Supply, 15-12, to remain unbeaten

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and in first place in the intramural flag football league standings.

Extra points provided Sturon with the winning difference. Steve Sheehan hauled in a short conversion toss and Dan Clifton ran in for two-points and the win. Clifton hit Jack Madison with a 45-yard bomb in the second quarter and rounded out the Sturon scoring with a 30-yard pass to Rick Wilson in the third period.

Supply signal caller Martin Robels connected on a 30-yard strike to Jimmy Johnson and 60-yard pass to Alex McClanahan. Both extra point attempts failed.

The 54th Squadron picked up a pair of wins last week to move into second place, one game off the pace. Tim Brown led the 54th to a 34-0 whitewash of the Medics. Brown tossed scoring passes of 50, 30 and 35 yards to Mike Warden, Greg Vitalis and Dick Ritchie respectively. Warden also fired a 60-yard touchdown pass to Mike Erdle. Kelsey McCall led the defense with a 40-yard interception return for a touchdown.

Warden unloaded for a pair of touchdown throws to give the 54th their second straight win, 20-13, over Air Base Group. Brad Sharpe and Mark Moore nabbed the Warden TD passes and Brown hit

Tim Cantwell on a 25-yard bullet for the final score. Ron Benevidies toucheddown passes to Sherman Chew and Phil McNally rounded out the scoring for Group.

In other loop action, the 35th Flying Training Squadron blanked the 54 FTS, 19-0; Field Maintenance downed the Civil Engineers, 19-14; Organizational Maintenance shut out the Medics, 16-0; and the 54th FTS stopped the Communications Squadron, 21-8.

The standings in the intramural flag football league, as of Sunday, were:

Team	W	L	GB
Sturon	4	0	—
54th Sq.	3	1	1
CE	2	2	2
Medics	2	2	2
OMS	2	2	2
54th FTS	2	2	2
35th FTS	2	2	2
Group	2	2	2
FMS	2	2	2
Supply	2	3	2½
Comm. Sq.	1	2	2½

Pigskin Predictions

By John Grusser

There were several surprises in last week's games which made scoring very difficult. Seven people tied for the least number missed at three wrong. The tie breakers were used to determine the winner. The

scores predicted ranged from 19 to 42 points different from the actual scores.

AIC Fausto Vega of ABGP won the shoes from Oshman's Sporting Goods.

Keep the entries rolling in.

Name _____ Unit _____ Duty Phone _____

Example: _____ San Francisco at Los Angeles **X**

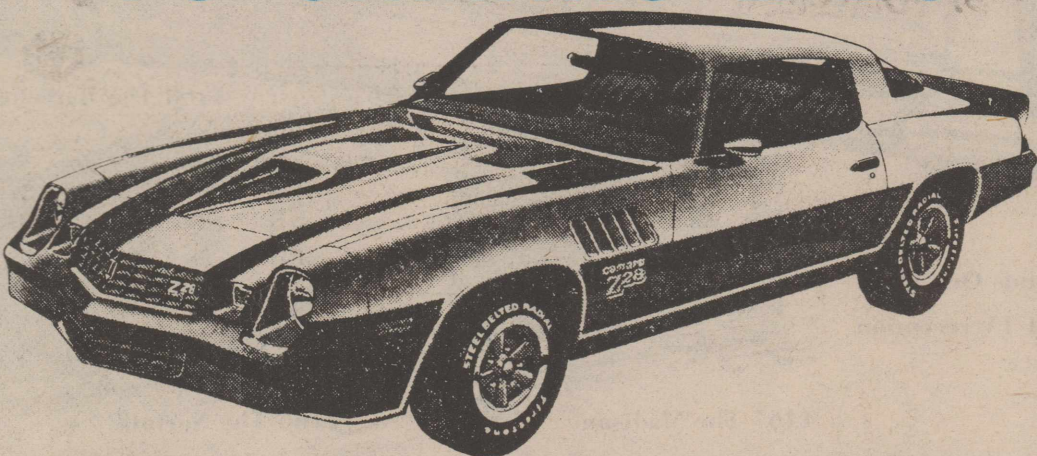
- _____ Atlanta at San Francisco _____
- _____ Cincinnati at Green Bay _____
- _____ Dallas at St. Louis _____
- _____ Detroit at Minnesota _____
- _____ Kansas City at Denver _____
- _____ Miami at Baltimore _____
- _____ Washington at Tampa Bay _____
- _____ New York Jets at Buffalo _____
- _____ Oakland at Cleveland _____
- _____ Philadelphia at New York Giants _____
- _____ Pittsburgh at Houston _____
- _____ San Diego at New Orleans _____
- _____ Seattle at New England _____
- _____ Oklahoma at Texas _____

Tie Breaker:

- _____ Pittsburgh at Houston _____
- _____ Kansas City at Denver _____

This week's prize will be dinner for two at the Officers' Open Mess.

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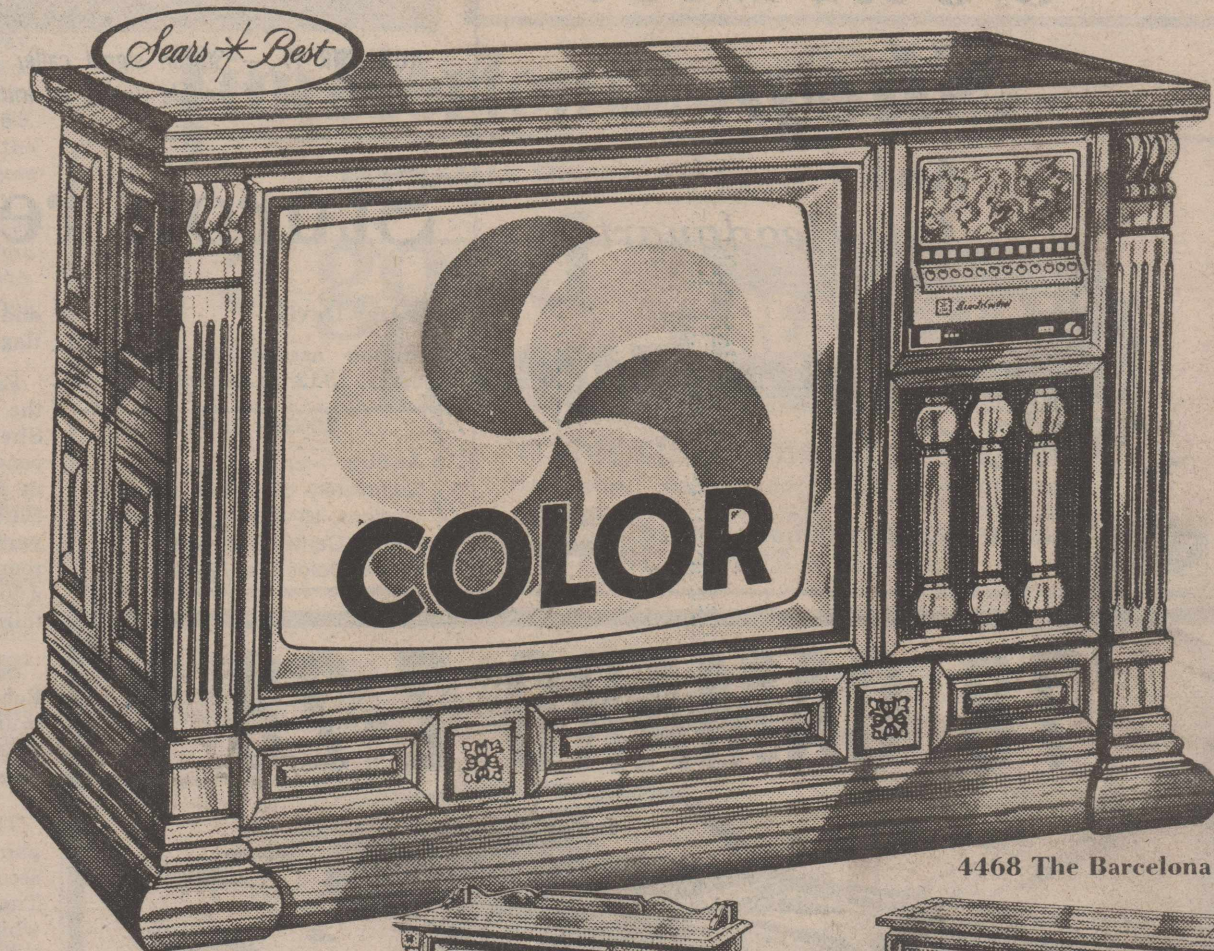
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Sale ends Oct. 29

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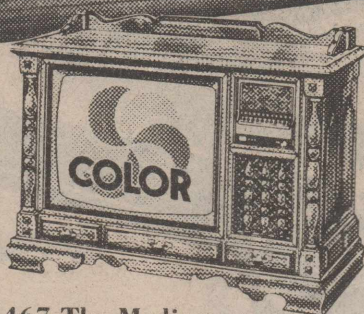
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on console color TV with Sensor Touch tuning and remote control

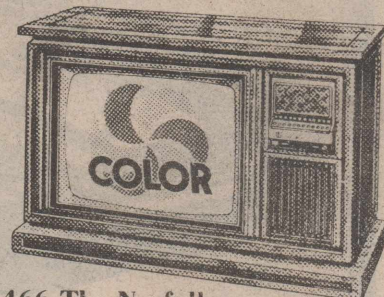


4468 The Barcelona

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4467 The Madison



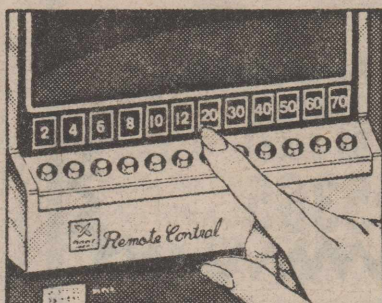
4466 The Norfolk

25 - inch diagonal measure picture, Three cabinet styles

Change channels at a touch with electronic Sensor Touch tuning, no flipping through intervening channels. Or use the 3 function wireless remote control to turn set on or off, change channels and adjust volume. Super Chromix® black matrix in-line picture tube and one button color for vivid picture. 100% solid state chassis for dependability. Three handsome cabinet styles for you to choose from.

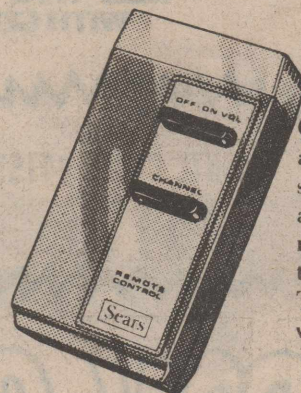
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