

Totaled

A civilian employee at Williams AFB, Ariz., became a firm believer in seat belt use recently after a four-wheel drive truck totaled his car. Story on page 6.

(U.S. Air Force photo by A1C Michael P. Richmond)

The Roundup

Friday, May 17, 1985

VOLUME XXXVII

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Twenty Pages

Lubbock, Texas 79408

Mission Enhancement Week begins Monday

Maj. Thomas NeSmith Wing Safety

Gen. Andrew P. Iosue has designated next week as Mission Enhancement Week 1985. The week leads up to the Memorial Day weekend and the 101 critical days Safety Awareness Campaign.

The goal of MEW is to provide a formal opportunity to raise the safety awareness level in each organization. The mission enhancement concept is rooted in the belief that virtually every aspect of your mission impacts safety; there-

fore, enhancing any aspect of your mission will improve our safety posture.

MEW can accomplish this by providing a vehicle for our people, from first term airmen to commanders, to make an in-depth assessment of the way we conduct our mission.

MEW is an opportunity to get each organization deeply involved in meaningful accident prevention.

To accomplish the objective of MEW, each unit was given the opportunity to develop individually tailored programs

to fit unique needs. The response has been excellent. Numerous activities have been planned in each organization to raise the safety awareness and enhance mission accomplishment. Several base-wide activities have also been scheduled.

For example, the Safety Division will highlight traffic safety by teaching the Defensive Driving Course Tuesday-Thursday from 8 a.m. to noon and conducting the Motorcycle safety foundation's beginner and advanced motorcycle

courses. They will also distribute traffic safety film to units throughout the week for use in their safety campaigns, and conduct random seatbelt and motorcycle checks all week.

The Auto Hobby Shop will provide free private motor vehicle safety inspections Wednesday-Friday next week, from noon to 4:15 p.m.

Air Training Command officials feel that in order for your MEW program to be effective it must raise the safety awareness level of your people and identify those areas and practices where proactive safety actions will prevent the occurrence of mishaps.

The ultimate result will be an enhancement in the way we accomplish our mission.

Command has safest months ever

RANDOLPH AFB, Texas (ATCNS)—January thru April 1985 was the safest first four months of any year in ATC's history.

The command broke nearly all the ground safety records, including lowest fatalities. Two ATC members died in ground accidents during that period, compared to seven in 1984. The previous low was three in 1976.

"If you believe in luck, you might say we've been real lucky," said Lt. Col. Robert F. Wendrock Jr., ATC's director of safety. "But luck has little to do with it. I think we're simply becoming more aware of the hazards around us."

There were 23 private motor vehicle mishaps during the record-breaking period, compared to 39 in 1984. Nine

of the 23 were motorcycle accidents, compared to 13 the previous year. A PMV mishap is recorded when an Air Force member is hurt and misses at least one day of work.

ATC safety officials are also encouraged by government motor vehicle mishap statistics. There were 23 mishaps from January thru April this year, compared to 37 during the same time last year. For a GMV mishap to be recorded, an Air Force member must lose a day of work due to injury or there is property damage in excess of \$1,000.

Lost duty injuries to military members are also down by nearly 30 percent from a year ago.

The command's flight safety record this year has also been

relatively safe. There have been two Class A mishaps and one Class B mishap this year. That compares to two Class A mishaps and three Class B mishaps by this time last year. In making the comparison, flight safety officials say they're pleased with this year's record because 1984's flight safety record was the second best in ATC's history.

"Our overall record wouldn't look this good if we all hadn't taken an active part," Colonel Wendrock said. "Safety has received increased emphasis all the way from General Iosue's leadership down to the individuals in the field."

"I'm going to stick my neck out and place a bet. I'm betting we continue the safe pace we've set. Help me win that bet."



Countdown

Reese Reunion

28 days left



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Commentary

Taking it out for a 'Spin'

By Col. Willard Grosvenor
Deputy Commander for Operations

Technology has had a tremendous impact on aviation over the past few years. This impact has resulted in the development of extremely sophisticated aircraft which rely heavily on computers and rather cosmic display devices to maximize performance. What, then, could an aircraft as old as the T-37 have to offer in terms of training future pilots for duty in a modern fighting force?

One of its most valuable contributions is spin training. Few people realize it, but the T-37 is the only aircraft in the Air Force designed to intentionally spin and safely recover.

Spins have been around about as long as

there have been aircraft. A spin occurs when an aircraft "quits" flying and begins falling like a leaf in autumn. When encountered inadvertently, it can be disorienting, and spins have cost us many aircraft and crews in the past. That's precisely why we train student pilots to recognize spins and successfully recover from them.

All aircraft will spin, if mishandled, although most are designed to resist spinning. Unfortunately, many aircraft enter spins far more easily than they recover from them. Additionally, even though procedures exist to recover aircraft from most types of spins, it often takes so much altitude to do so that attempts are sometimes unsuccessful. This is particularly true in high performance aircraft which usually fall

faster than a rock during fully developed spins.

This condition sets the stage for spin training in the T-37. The goal of practicing spins is to teach student pilots to recognize conditions which lead up to spins as well as to experience the usual gyrations which occur when an aircraft actually does spin. Naturally, it is safe to do this only in an aircraft like the T-37 which is designed to recover 100 percent of the time.

The next time you see (or hear) a T-37, don't let its age fool you. It can safely and routinely do something which many of its younger cousins just can't handle. And when you hear T-37 pilots talk about "taking it up for a spin," realize that they mean a great deal more than a simple joy-ride around the block!

Be proud, be ready and win

By Col. James H. Martin
Commander, 441st Tactical Training Group
Eglin, AFB, Fla.

As a child growing up in Montana, I heard many stories about the wild and woolly West. One phrase I heard quite often went like this: "God makes big men and God makes little men, but a Colt .45 makes them equal."

Those days of the wild, Wild West are over, but America still has potential adversaries to face if there is to be peace around the world. A hundred years ago, a weak sheriff didn't maintain peace very long.

To survive, a man had to have an edge. That edge was usually confidence in himself, pride in his abilities, proficiency with firearms and the willingness to demonstrate all three when necessary. I believe President Reagan is essentially saying the same thing with his determined approach to strong national defense.

Our potential adversaries are closing the

technological gap—one area where we presently have the edge. They already field more tanks, artillery, aircraft and army divisions than we do in central Europe.

Terrorism also has an edge because of the terrorist tactics being used. Car bombs, luggage and mail bombs, snipers and kidnapping are all used at the time and place of the terrorists' choosing.

America will be facing those kinds of threats in the future. We must determine how to tip the balance in our favor to give us the decisive edge when facing an adversary.

As a commander, I have found two prime ingredients that make one unit better than another are leadership and pride.

Leadership gives a unit direction and purpose. Pride builds confidence and courage which fosters the desire and willingness to demonstrate proficiency in the unit's mission.

Pride can be the decisive factor when everything else is equal—technology, divisions, tanks, artillery and aircraft.

Take a look at yourself and your accomplishments. Promotion, professional military education, awards and decorations, recognition, family and belief in God and country are just a few examples of what can contribute to individual pride.

"Can do" and "make it happen" are two phrases we often hear that reflect attitude and pride in the ability to accomplish any assigned task. An individual or unit that shows pride and stands up for its beliefs will make the difference when the moment of truth arrives.

Pride may determine whether you win or lose. Whether we win or lose as a nation is up to America's uniformed men and women.

Be proud, be ready and win! (AFNS—courtesy TAC News Service)

Careline

Ext 3273



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

I would like to pass on my appreciation to all who volunteered to assist with the 1985 South Plains Special Olympics competition. Reese put forth an outstanding effort. The number of Reese volunteers was estimated at 400 and, according to Sharon Donnell, Area 17 Special Olympics Director, the event would not have been possible without this tremendous effort.

Special thanks go out to the Honor Guard, Colonel Dale and the troops from OMS and FMS who performed in the opening ceremony. This presentation made a special day even more special for many handicapped people and their families.

It was a super effort by all involved and showed not only our strong ties with the city of Lubbock, but also the type of attitude that has made Reese number one in Air Training Command.

A caller from the Communication Squadron wanted to pass on his thanks to the entire staff at the base gym for all of their hard work and dedication. I concur with the caller, we are very proud of our athletic staff. They do work many extra hours and on weekends to get their job done. The Reese athletic staff is recognized throughout ATC as one of the finest in the Air Force and was so commended during the MEI. I would like to add my personal thanks to Mr. Schilling and his staff for their efforts.

Another caller was concerned about the proper procedure for requesting the softball fields to hold practice. On March 28 all squadron representatives for intramural sports were briefed on the procedure for reserving ball fields. No one should have use of a field unless approval has been given from the base gym. Thank you for bringing the problem to our attention.

The Base Exchange was the subject of another caller. It seemed that some sale items advertised in the BX were not stocked on the date they were to go on sale. The

caller felt that the advertisements were a waste of time. AAFES policy is that the Base Exchange will make all advertised items available at primary selling outlets. Some advertised items may not be carried at small exchanges, and those items, except those marked "limited quantity" or "special buy," may be ordered for delivery at the sale price.

An anonymous caller from one of the airman dorms questioned whether there were any strict guidelines on noise in the dorms in the evenings after duty hours? Evidently the Security Police were called in for a complaint. It is unfortunate that the caller did not give more information about the incident, which would help in giving a more detailed answer. It seems in this case the individual's neighbors were being disturbed, otherwise they would not have called the Security Police. Persons in the dorms are required to be reasonable and prudent in their actions to preclude disturbing the peace no matter what time of day or night. It never hurts to be sensitive to our neighbors' privacy too.

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Armed Forces Day Reminds country of members sacrifices

By Gen. Andrew P. Iosue
Commander,
Air Training Command

President Truman first proclaimed Armed Forces Day in 1950, to ensure that the contributions and the sacrifices of men and women in uniform wouldn't go unnoticed. He didn't want peacetime citizens to take their armed forces for granted. Rudyard Kipling voiced that same concern when he described Tommy, a British enlisted man. Kipling wrote: "For it's Tommy this an' Tommy that an'

'Chuck him out, the brute!' But it's 'savior of 'is country,' when the guns' begin to shoot."

Unfortunately, we sometimes still see that attitude. In peacetime, we seem to endlessly debate the size and cost of our military. But in times of crisis, all focus on support of a strong and ready armed force. President Truman wanted to eliminate some of the peacetime indifference by formally recognizing the military on their special day.

Armed Forces Day reminds this country of the sacrifices made by the men and women of the military. It also gives those of us in uniform a chance to display just what we are all about. And like so many things in this great democracy of ours, it's a team effort. While the civilian populace pays tribute to the missions we perform, we have the opportunity to show just how some of those missions are accomplished. With the cost of a strong defense so high, the people of this nation have a right to know where their tax dollar is going...and the military displays and events on Armed Forces Day are a good way to show just that.

ATC plays a major role in maintaining the defense of this country...and each of you, as members of the ATC family, should accept the Armed Forces Day tribute with a great deal of satisfaction and pride. You deserve it!

Top leaders salute service members

WASHINGTON (AFNS)—The Air Force's top leaders salute the service's men and women and their families on Armed Forces Day.

Secretary of the Air Force Verne Orr and Gen. Charles Gabriel, chief of staff, wrote: "We have come a long way in the 35 years since President Harry Truman proclaimed the first Armed Forces

Day. In May of 1950 we were probing the sound barrier; today we routinely operate in space. In 1950 Communist aggressors in Korea challenged us; today, our growing strength preserves peace. The people of today's Air Force are the best ever. We salute you and your families on your day—Armed Forces Day, 1985."

Officials encourage holiday caution

NORTON AFB, Calif. (AFNS)—Air Force Inspection and Safety Center officials here are urging members to make the 101 critical days of summer free of fatalities this year.

Officials said that the number of fatalities involving Air Force people has historically increased 20 percent above the norm between Memorial Day, May 27, and Labor Day, Sept. 22.

Last year, three people died during this period. Be-

cause automobile and water-related accidents are the most frequent causes of death, officials are encouraging members not to drive while intoxicated, to use seat belts and to remember water safety tips throughout the summer.

"We hope to start the 101 critical days with a fatality-free Memorial Day weekend," an official said.

They encouraged everyone to help the Air Force achieve the safest summer on record and prevent the loss of its most valuable assets—people.

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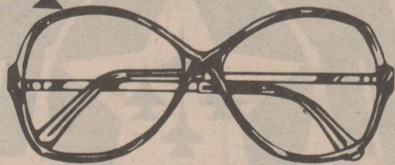
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Local officer named 'Thunderbird 10'

When the Thunderbirds arrive at the Aug. 25 Reese Open House for their first appearance here in four years, a familiar face will be seen among the small, elite group.

Capt. Rich Savko, 64th Air Base Group Squadron commander, will be wearing the distinctive blue and white uniform that identifies him as a Thunderbird.

The captain will don the uniform in July when he be-

comes the executive officer for the Air Force's premier aerial demonstration squadron.

"I'm very excited about going, and I think I'll do a good job," said the captain. "I'll be going from one winning team to another."

The 35-year old captain will be known as Thunderbird 10, the title designated for the exec. Each of the unit's 12 officers are given numeric titles

according to their position, beginning with Thunderbird 1, the team's commander/leader.

The captain was notified April 30 that he had survived the intensive application process that began with answering a "help wanted" ad and culminated with a five-day series of interviews last month at Nellis AFB, Nev., home of the Thunderbirds.

"I've always believed that if you take care of your peo-

ple, they will take care of you," said the 16-year veteran. That philosophy, said the captain, is also evident in the leadership at Reese because of the support he has received.

"People here are as excited about this as I am. Colonel Hullender (Col. Bob Hullender, wing commander) and Colonel Griffith (Col. Clark Griffith, base commander) have been extremely supportive. I can't thank them enough," he said. "It feels good to know you've got the kind of support I've received from the entire base."

As a matter of fact, the entire process of becoming a Thunderbird began months ago when then-base commander Lt. Col. Harry McMillin saw an announcement for the opening in an administration publication. Captain Savko received the publication with a note from Colonel McMillin that said simply, "You're the guy for this job."

The captain was one of 113 applicants for the job and then made the cut as one of five semi-finalists who were interviewed at Nellis.

"It was one of the most thorough, professional interviews anyone could ever go through," said Captain Savko. The five days were filled with exercises to determine if the applicants could think on their feet, a formal board presided over by the commander/leader, as well as personnel interviews with Brig. Gen. Joseph W. Ashy, 57th Fighter Weapons Wing commander, and Maj. Gen. Gene Fischer, commander of the Tactical Fighter Weapons Center.

The captain said just the interview process gave him a great sense of the pride and tradition associated with the team. "Each member is issued a special uniform which is a controlled item," he said. "When the person leaves the team, the uniform is burned in front of the departing member. This eliminates the possibility that it could be duplicated. Nobody will ever wear that uniform except a Thunderbird."

As the Thunderbird executive officer, Captain Savko will be responsible for the

squadron in the absence of the commander/leader. "Remember that besides all the glamour and showmanship, the Thunderbird squadron is a regular unit with orderly room functions. That will be my primary job—keeping the squadron running while the team is on the road." But, he too will make some of the trips with the team.

The captain, Reese's 1984 Company Grade Officer of the Year, said that he has always tried to lead by example. And it certainly seems to be working. His staff has had a lot of accomplishments, both individually and as a group, since he became the squadron commander in January 1984. Among the honors, the unit was named the Best Orderly Room in Air Training Command for 1984.

He said his 10 years enlisted experience combined with his managerial skills have been essential to his success. "But primarily you've got to work hard, have good people working for you, and have the support of your family."

His wife, Sarah, is also looking forward to the challenge. "She's excited about being Mrs. Thunderbird 10," he said. "She's always been very supportive of my career and that's very important." The Savkos' girls—Yvonne, 10; Sheri, 7; and Lindsey, 4—are also proud of their daddy.

"Family support is essential to the mission of the Thunderbirds," said the captain. "I've never seen a group of people dedicated to a mission as much as that one group of people."

The precision the team demonstrates in the air is no different on the ground. "Practice goes on constantly and close is never good enough. Perfection is the goal and that's the way it should be because the Thunderbirds represent the entire United States Air Force," he said.

Just as there are no clocks in the Las Vegas casinos near Nellis, AFB, there are no clocks in the Thunderbird squadron, said Captain Savko. The duty day ends when the goal is met. And the goal is perfection.



Capt. Richard Savko

U.S. Air Force Photo

Officers fight for coveted duty

Selection as a Thunderbird officer is an honor accorded few. These officers who are wearing and have worn the distinguished emblem of America's "Ambassadors in Blue" have proven themselves to be dedicated professionals who have constantly employed their training, natural talents and desire to excel at their profession.

Currently, 11 officers are assigned to the squadron, and, with the Air Force officer corps numbering more than 100,000, competition to become a Thunderbird officer is

keen.

Six of the openings are for demonstration pilots, three for support officers, and one each for logistics and narrator. The latter two positions call for qualified pilots as their presence is required for each demonstration. Executive, maintenance and public affairs duties are performed by the support officers.

Thunderbird officers are in a position like no others in the U.S. Air Force. In addition to their primary duties, they must handle the obligations assigned to all flying units,

nearly all of which are larger organizations. Add to this nearly 60 additional duties—and it is apparent that a Thunderbird officer is one of a kind.

Thunderbird flying officers normally serve a two-year tour. Usually close to one-half of the pilots change each year to ensure a smooth transition.

In 32 years only 158 officers have joined the ranks of the Thunderbirds; while many have expressed their reasons in different words—some eloquent, some plain and earthy—it's the pride of being a Thunderbird that explains it best.



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Habit saves man's life

By A1C Michael P. Richmond
Williams AFB, Ariz.

"The windshield probably would have cut my head off," surmised the Williams AFB jet engine foreman, referring to the jagged edge of glass which pointed directly at him when his car came to a stop.

Bob Shaffer started wearing a seat belt because he was told he had to. As an Air Force member at McClellan AFB, Calif., it was required. Later, as a civilian worker on other federal installations, the practice was continued,

and it became a habit.

Recently that habit saved his life.

On Feb. 9 Shaffer was driving east on the freeway when a four-wheel-drive truck heading west was forced across the median strip and into the oncoming traffic.

The truck jumped into the path of Shaffer's vehicle, and according to Shaffer, he had only an instant to veer sharply to the right to avoid a head-on collision. His car slid sideways and was immediately broadsided by the truck.

The force of the impact crumpled the driver's side of the vehicle like tin foil; the windshield shattered; and the roof caved in on Shaffer's head. Despite all this, Shaffer came away with relatively few injuries.

"When the police pulled me out of my car, they couldn't believe I lived through the crash...even with a seat belt."

Apart from minor scratches on the face and a case of whiplash, his only other injury was a bruise across his chest...caused by his shoulder harness.

Family saved by the 'Belt'

KEESLER AFB, Miss. (ATCNS)—"My little girl and I would never have survived that crash without seat belts," said the wife of a Keesler AFB instructor. "Look at what's left of our car and you'll understand why I'm so convinced."

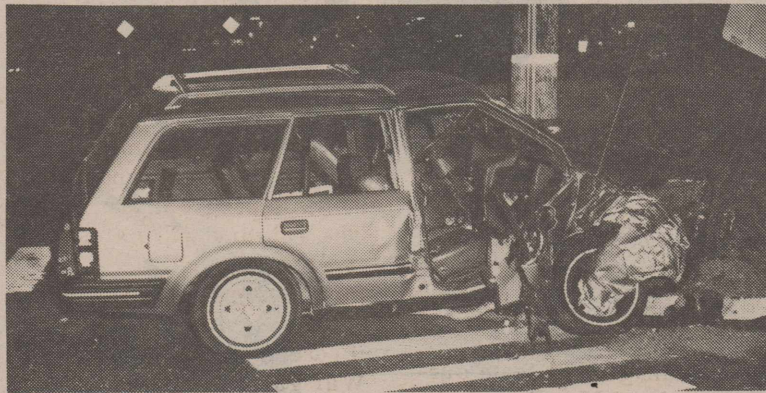
Michele Walsh and her 21-month-old daughter Lisa, received minor injuries after their car hit a telephone pole on Keesler March 15. Security police investigators said Mrs. Walsh blacked out at the steering wheel and lost control of the car prior to the accident.

The two were taken to the U.S. Air Force Medical Center at Keesler where Mrs. Walsh was treated for a fractured ankle and multiple cuts and bruises. Her daughter was also treated for multiple cuts. Doctors believe a prescribed medicine caused Mrs.

Walsh to lose consciousness.

SSgt. Timothy Walsh said he and his wife have used seat belts regularly since they were involved in an accident about five years ago. "I was

hurt pretty bad in that accident," he said, "and that convinced me." He added they also put their daughter in a child restraint seat when she's in the car.



(U.S. Air Force photo by Lou Ball)

Room to live

Michele Walsh and her 21-month-old daughter received minor injuries when their car hit a telephone pole on Keesler AFB, Miss., in March. She believes seat belts saved their lives.

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Spouses discuss Air Force Life

Thursday will mark the second year Air Force spouses have been honored with a special day. At installations around the world special events will be taking place.

Last year a number of Air Force spouses spoke out about how their lives are affected by being married to an active duty military member. Because the Air Force is so mobile, some of these people may not now be stationed at the bases they were a year ago.

In some instances the Air Force spouse is also a military member. Take the case of MSgt. Chris and SSgt. Pam Baker who were at March AFB, Calif., last year. The Barkers have been married about 11 years, have three children, and both work full time.

"It's really easier being a military person married to another military person. Married military couples tend to have a more complete understanding of each other's job and career," SSgt. Barker said.

The Barkers understand that there is always the possibility of assignments that will separate them. MSgt. Barker said, "It's getting to that point where we could get an assignment at any time. Both of us being on active duty means we could be separated for an extended period of time, due to availability of our jobs or a remote assignment."

And it was an extended separation for 2nd Lt. Key Russell last year when she was interviewed. While her husband was attending the Air Force Institute of Technology at Wright-Patterson AFB, Ohio, she was stationed at Keesler AFB, Miss. "We both decided it would be better for his career to go ahead and get his masters degree while he was still young," she said.

Lieutenant Russell estimates it costs an additional \$600 a month in phone, travel and living expenses to maintain a long-distance marriage. For couples facing the inevitable separations caused by a career, she recommends: "Remember that it's not forever. It may seem like it at times, but by planning you can minimize the separations, and you are not the only person in the world this is happening to."

Another way families can be separated is by remote assignments. How each family deals with a remote is unique, but the majority agree that communication is essential. Marty Furnish, whose husband, SSgt. Richard Furnish, was assigned to Shemya AFS, Alaska, explains her situation.

"You've got to try to fill the emptiness by keeping busy and, above all, by communicating with your spouse. You can't sit at home and sulk," she said, "or put yourself in a shell. You've got to get involved in something." Mrs. Fur-

nish filled her time working as the chairman of the welcoming committee at Family Service. "Working with Family Services has given me a chance to make new friends and help others," she said.

Not all military spouses are female. Mike Sisson and his wife, A1C Ruth Adams-Sisson, are surviving the ups and downs of a reversed-role marriage at McChord AFB, Calif.

"A more specific problem in the military wife-civilian husband syndrome may be caused by the man's ego, or his need to be the 'head of the house,'" said Airman Adams-Sisson.

"Fortunately, in our case, Mike has been very understanding," she said. Mr. Sisson is presently attending school and using his GI Bill before it runs out in 1989.

Jose Boya, who is married to 2nd Lt. Tommasina Boya, was asked what it is like to be a man married to an Air Force member? Mr. Boya says it's not much different from the other side. "One thing that some people don't seem to understand is that when your spouse is in the military, it's just as if you were too. The spouse has to adjust to certain things," he said.

The Boyas both worked last year at Grand Forks AFB, N.D. He is a U.S. Postal Service employee and his duties are primarily at the base. Lieutenant Boya is part of the shelter management team during exercises. Mr. Boya said the only thing that is hard to

get used to is her getting up at midnight or 1 a.m., while he has to get the kids ready and do the house work.

Karen Thom, wife of SrA. Robert L. Thom, at Grand Forks AFB, N.D., feels good about her role as a military spouse. "The pay is good, and Rob has a job that he likes. You know it's a secure job."

Mrs. Thom is active in the squadron wives club. She explained that they have a bake sale once a month called "Fat Tuesday." She added that the club also gives a college scholarship each year.

Lynne Palmer at Maxwell AFB, Ala., says, "I have been an Air Force dependent all my life, half as an officer's daughter, half as an enlisted

man's wife. I see the importance of both sides, and the primary word I would use to describe being a military spouse is pride.

"I take pride in my husband, TSgt. Fred R. Palmer, and the job he does," she said. Sergeant Palmer works with the Chaplain Resource Board at Maxwell.

"We all have our pet peeves within the military system, but there is joy, love and a sense of family if we take the time to find them. There are times to be dependent and independent.

"There are new friendships and locations to explore, and military life provides a golden opportunity to understand the many cultures in our own 50 states."

Activities

Library

Armed Forces Day military model plane contest closes Saturday. Those entered will be on display. Winners will be notified Monday.

It's not too late to enter the exercycle contest for Win with Wellness Month. Sample the exercycles for comparison shopping for your own physical fitness program.

The Library will be closed May 27, Memorial Day.

Some books were due back May 15. Avoid the missives and return the books.

War-gamers may enjoy Cornwell's latest "Sharpe's Honor." Descriptions of bat-

tles in Spain during the Napoleonic wars make good companions to the Hornblower series.

Rec Center

Today—Aerobics class at 8:30 a.m.; Poor Boy Special at 4:30 p.m.

Sunday—Pinochle Tournament at 3 p.m.

Monday—Road Warriors, 6 p.m. each Monday.

Tuesday—Aerobics Class at 8:30 a.m.; and Ping Pong at 7 p.m.

Wednesday—Pool Tournament at 7 p.m.

Thursday—Aerobics class at 8:30 a.m.

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Terrorist for a day

By A1C Lebra Redmond
831st Public Affairs Division
George AFB, Calif.

Editor's note: Airman Redmond wrote the following article after playing the role of a terrorist in a planned security police training exercise.

Sweat trickled down my forehead as I sat in the interrogation room. The handcuffs cut into my flesh. I tried to remember the right answers as I waited for the security police to question me further. "I'm not a terrorist; we got lost while touring the base." My thoughts drifted back to earlier in the day.

12:30 p.m.: The man in charge briefed us on our mission. We would go into the aircraft maintenance units and plant explosives.

The bombs were concealed in coffee cans and a tool box. What perfect cover-ups. Who would think to look for a bomb in such an ordinary container?

1:30 p.m.: We boarded the helicopter with great anticipation. We were supposed to land at 2 p.m. in front of the maintenance units. We had three minutes to go in, plant the bombs and hide.

As the helicopter lifted off, my adrenalin started flowing. There was no turning back. I knew once our mission was accomplished we would probably be caught. It was inevitable on a military installation; but the mission comes first.

The pilot and co-pilot discussed wind conditions and flight patterns as we cut through the air. The sharp turns took my breath away.

1:57 p.m.: My heart started racing. Three minutes until touchdown.

2 p.m.: Frenzied activity on the flight line caught my eye as we jumped from the helicopter. We'd been spotted. An unidentified helicopter just can't land on the flight line.

Crouching low, we ran from the chopper toward our targets. Those few short yards seemed to be the longest run of my life. A cloud of purple smoke blew in my face distorting my view for a brief moment. I kept running.

Another terrorist and I entered the aircraft maintenance unit in a casual manner and asked an airman where the tool room was. She told us the location and went back to her reading material. I hurriedly searched for a hiding place, while the other terrorist attempted to plant the bomb.

2:05 p.m.: The cabinet was very dark and reeked of cleaning fluids. Luckily, I could stand up. I stood there breathing heavily—hoping all the while the SPs couldn't hear me.

A fellow comrade suddenly opened the cabinet door. I told him to secure the latch. He did and ran to find another hiding place. I couldn't get out.

Two times the police jiggled the handle and assumed it was locked.

2:24 p.m.: The police jerked open the cabinet door. A hand grasped my arm and pulled me from the security of my dark niche. Fear spread through me as I imagined what was ahead.

They pushed me out into the harsh sunlight and told me to stand against the wall with my hands up. After searching me for weapons, they forced me to the ground.

Anger set in as an SP ground his knee into my back. As the gravel scratched my face, in my mind, I went over the answers I was supposed to give.

I was handcuffed to another prisoner who had a terrible, bleeding leg wound. She screamed in pain as they pulled us to our feet and made me

help carry her. What went wrong? How did we get caught?

2:42 p.m.: A hard-nosed SP handcuffed me separately.

They threw me into the back of a truck. There was no possibility of escaping—I was surrounded by guards with M-16 rifles. On the ride to the SP compound, thoughts of our plan passed through my mind.

We entered the compound. They put us against the wall on our knees with our faces touching the concrete. I wondered what was going to happen. My knees were aching.

3 p.m.: Two SP investigators and an Air Force Office of Special Investigations agent led me away from my comrades to be questioned. We went down a seemingly endless hallway and into a room with three chairs. I didn't even have time to catch my breath before the interrogation began.

What is my name? Where am I from? What was I doing in a helicopter with explosives? Who was the pilot? Do I realize what I've done? Do I want to spend time in jail? So many questions. I am under orders to say only one thing: "My name is Smith. We got lost while touring the base."

I have no idea how long I've been here. The interrogation goes on and on. I'm beginning to realize it would be in my best interests to cooperate with these people. Panic stirs in my mind. The mission failed and I see no other way out. I decided to talk.

I leave the interrogation room and as I walk to my car, I wave goodbye to my comrades and the SPs.

It's been an interesting, learning experience, but I have to get back to my typewriter as quickly as possible. I have a story to write. (AFNS—courtesy Hi Desert Flyer, George AFB)

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85-05 marks end, beginning

Roundup

UPT Graduation Section
Reese AFB, Texas



Forty-two Air Force officers and one foreign officer join the ranks of military pilots when they cross the Simler Theater stage to accept their silver wings.

Undergraduate Pilot Training Class 85-05 will accept their wings before their family, friends and Air Force supporters at 10 a.m. today at the theater.

The battle for aviator ratings began in April for the team called UPT Class 85-05. The class spent hours studying and practicing the techniques required to use and land with a parachute.

The class followed their desires for pilot status into the aerospace physiological training unit; better known as the altitude chamber.

Altitude chamber technicians gave the students a flight to remember; taking the class to 35,000 feet, yet never leaving the ground. While they were "up there," the class got a first-hand feel for high altitude flying with and without oxygen—a lesson that could save their lives someday.

To illustrate the point, chamber technicians allowed a student to remove the oxygen mask at 35,000 feet and another at 30,000. Having seen two of their peers experience physiological affects of flying without oxygen, the remainder of 85-05 removed their masks at 25,000 feet.

At 18,000 feet, the students found that even flying at low level could be dangerous without oxygen. Masks off,

students took a visual acuity test and watched as the colors began to blend, but without oxygen, the colors were distinctly separate.

Basics complete and ready for jet flight, the class began training in the T-37. All UPT students spend 75 hours training in the T-37 and completed three check rides before moving on to training in the supersonic T-38.

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

UPT students spend 100 hours in the T-38, capable of Mach 1.2 speed and an altitude of 50,000 feet. As in the T-37, students must pass the three T-38 check rides to complete the program.

The aircraft are not the only places for training. All student pilots spend numerous hours in classroom situations learning accident prevention and about aircraft systems as a whole.

The graduation ceremony, like today's, marks the end of training here, but only the beginning for most of the new Air Force pilots off to fly all types of aircraft here and around the world.

2nd Lt. Dundy L. Aipoalani
T-38 Reese AFB, Texas

2nd Lt. Brian L. Baily
C-23 Zweibrucken AB, Germany

2nd Lt. Neville P. E. Barrett
F-16 Luke AFB, Ariz.

2nd Lt. William R. Beckman
T-37 Reese AFB, Texas

2nd Lt. Gregory O. Blanchard
C-130 Yokota AB, Japan

2nd Lt. Charles W. Falkenmayer
T-33 Hickam AFB, Hawaii

2nd Lt. Frank E. Fields, Jr.
T-37 Reese AFB, Texas

2nd Lt. Jeffrey C. Gruver
T-38 Reese AFB, Texas

2nd Lt. Robert J. Grzywa
T-37 Reese AFB, Texas

1st Lt. Richard J. Hock
B-52 Clark AB, Philippines

2nd Lt. Richard M. Hotchkiss
KC-135 Loring AFB, Maine

Capt. Robert D. Hudson
C-141 Norton AFB, Calif.

2nd Lt. Scott M. Johnson
C-21 Norton AFB, Calif.

2nd Lt. Tracey W. Jones
C-130 Dyess AFB, Texas

2nd Lt. James D. Kellim, Jr.
C-21 McClellan AFB, Calif.

2nd Lt. Allan D. Kopack
KC-135 Griffiss AFB, N.Y.

2nd Lt. Lincoln E. Larson
KC-135 Dyess AFB, Texas

2nd Lt. Michael J. Lopinto
F-15 Louisiana ANG

2nd Lt. Steven S. Lyzenga
T-37 Reese AFB, Texas

2nd Lt. Jay D. Mathieu
C-12 Andrews AFB, Maryland

2nd Lt. James D. McCullough
F-4 George AFB, Calif.

2nd Lt. Leigh N. McDonald
KC-135 Blythville AFB, Ark.

2nd Lt. Pamela A. Melroy
KC-10 Barksdale AFB, La.

2nd Lt. Robert S. Messerli
C-130 ANG

2nd Lt. Roger W. Noble
F-4 George AFB, Calif.

2nd Lt. Derek E. Reinhard
F-11 Upper Heyford AB, England

2nd Lt. Gregory N. Remaley
T-37 Reese AFB, Texas

2nd Lt. Gary L. Rolf
T-38 Reese AFB, Texas

2nd Lt. Kevin M. Schafer
B-52 Mather AFB, Calif.

2nd Lt. Sheldon M. Schlicht
KC-135 Fairchild AFB, Wash.

1st Lt. Mark D. Sheedy
EC-135 Offutt AFB, Neb.

2nd Lt. Robert A. Silvestri
EC-135 Keesler AFB, Miss.

2nd Lt. William D. Smolinski
A-10 Grissom AFB, Ind.

2nd Lt. Brian J. Sullivan
F-15 Eglin AFB, Fla.

2nd Lt. Joseph C. Sussingham
F-16 Luke AFB, Ariz.

2nd Lt. Brian N. VanKouwenberg
T-33 Tyndall AFB, Fla.

2nd Lt. Christopher W. Wank
C-141 Travis AFB, Calif.

2nd Lt. William K. White
WC-135 McClellan AFB, Calif.

2nd Lt. Timothy L. Whitmore
KC-135 Altus AFB, Okla.

2nd Lt. Jude A. Woodhead
C-0141 Norton AFB, Calif.

2nd Lt. John A. Wright
F-16 Luke AFB, Ariz.

Not pictured
1st Lt. Joaquim M. Nunes Borrego
A-7 Portugal
2nd Lt. Gary L. Woodard
C-23 Zweibrucken AB, Germany



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Family Services Still Needs Volunteers

The organization run completely by volunteers, serves Reese personnel by lending pots and pans, car seats and other essentials, as well as brochures on other bases.

In addition, the Family Services Project Stork program gives layettes to the new-borns of personnel E-3 and below. Free child care is provided while a volunteer works.

For more information about volunteering, visit the Family Services office northeast of the main gate or call 885-3305.

Volunteers Receive Service Awards

Five Family Services Volunteers were given service awards at a monthly meeting held May 8.

Josiane Goupie, Project Stork chairman, was awarded a 1,000-hour guard. Office Chairman Stacey Marshall was given a 500-hour guard and Rita Pettit, publicity chairman, received a 250-hour guard. Tricia Grosvenor, advisor, was given a 100-hour guard.

Dorothy Jones, welcoming and sponsor packets chairman, received a one-year pin.

EWC Installs New Officers

The Enlisted Wives Club recently installed their new officers at an installation dinner May 11 at the Enlisted Open Mess.

Linda Prince replaces Beverly Sheppard as president of the organization, and Jackie Raush replaces Donna Grimmett as vice president. Terry Woodard succeeds Debbie Lane as secretary and Mandy Boyle takes the job vacated by Linda Prince as Treasurer.

Correction

Rod Jackson received a \$500 scholarship, not a \$250 scholarship, from the Enlisted Wives Club as reported in last weeks Roundup.

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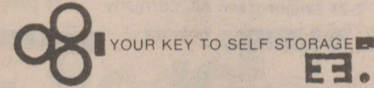
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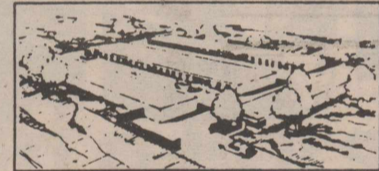
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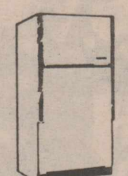
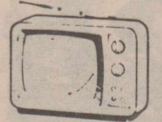
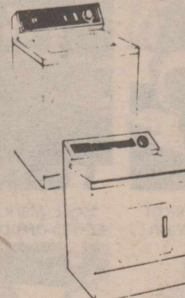
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Squadron News

35TH FTS

Outstanding check rides were recently flown by two students. Second Lieutenant Allan Cannamove received an outstanding Instrument Check, and 2nd Lt. Mark Brown received an excellent final contact check. Lieutenant Cannamove is in A flight, class 86-01, and Lieutenant Brown is in B flight, class 86-02.

Also, an outstanding check ride was flown by 2nd Lt. Dennis Anderson, class 86-01, E flight. His flight was an Instrument check.

RM

Congratulations are in order for SSgt. Lori Padgett. Sergeant Padgett was award-

ed the Distinguished Graduate Award at the recent NCO leadership School graduation, Class 85E. She is assigned to the Accounting and Finance office.

Amn. Bonita Brewer recently received outstanding results on her On the Job Training, scoring a 96 percent.

1958CS

There is a new arrival in the Weather Maintenance shop. A1C Soares arrived from Technical School last week.

TSgt. Ben Hall, NCOIC Material Control, was recently elected as the president of the Reese Elementary Parent/Teacher Organization. His

wife Dawn was elected as Vice President.

SSgt. Bill DeRamey is currently attending the Land Mobile Radio class at Keesler AFB, Miss.

Building P-7, Maintenance Branch, was selected as the Facility of the Week last week.

54FTS

Capt. George F. Burckle was named the Controller of the Quarter for the squadron. First Lt. Gregory S. Dullum was named the Observer of the Quarter. Both are Instructor Pilots.

Second Lt. Steven Lyzenga flew an outstanding navigational check ride recently.

On target

Today
Undergraduate Pilot Training Class 85-05 graduates.
Common Medications and their actions briefing for persons 40 and under, 9:30 a.m., rec center.
Common Medications and their actions briefing for persons 40 and over, 10:30 a.m., rec center.

Saturday
Armed Forces Day.
Hot shot basketball free throw contest, 4 p.m., Youth Center.

Sunday
Spring Fever Dance Marathon, 7 p.m., Youth Center.

Monday
Mission Enhancement Week Begins. Ends May 24.
Bowling, three games for a dollar, Bowling center through May 25.

Tuesday
Blood pressure check, 11 a.m. to 1 p.m. and 2-6 p.m., BX Mall.
Base Athletics Conditioning Classes, Base Gym, 10-10:45 a.m.

Wednesday
Free PMV safety check, Auto Hobby Shop, noon to 4:45 p.m.

Thursday
Free PMV safety check, Auto Hobby Shop, noon to 4:45 p.m.

May 24
Operation Petticoat.
Free PMV safety check, Auto Hobby Shop, noon to 4:45 p.m.

May 25
Let's dance "Get Fit" contest, 1 a.m., rec center (in conjunction with all night disco beginning at 10 p.m.)
Jump rope marathon, 2 p.m., Youth Center.
Bicycle Rodeo and inspection, 3 p.m., Youth Center

May 27
Memorial Day.
Base Athletics Conditioning Classes, Gym, 3:30-4:15 p.m.

May 31
Fitness Olympics Judging.

June 14
Reese Reunion.

Camp volunteers needed

Applications are now being taken for volunteer counselors at the 6th annual Easter Seal Day Camp held here.

The camp attendees include children and adults with temporary and permanent disabilities due to birth defects, ac-

cidents, or disease.

A camp will be held June 17-21 from 10 a.m. to 4 p.m. each day for campers 7-years-old through adult who are in rehabilitation from accidents, strokes, or who have other crippling diseases, vision or hearing impairments. A second

camp, held June 24-28, will be held for those 7-years-old through adult who have mild mental retardation and multi-handicaps.

For volunteer counselor applications, contact Debbie LaFrombois at 885-3691 or Early Hutchings at 885-3006.

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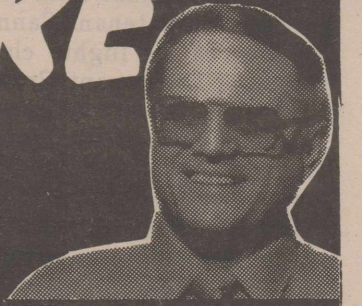
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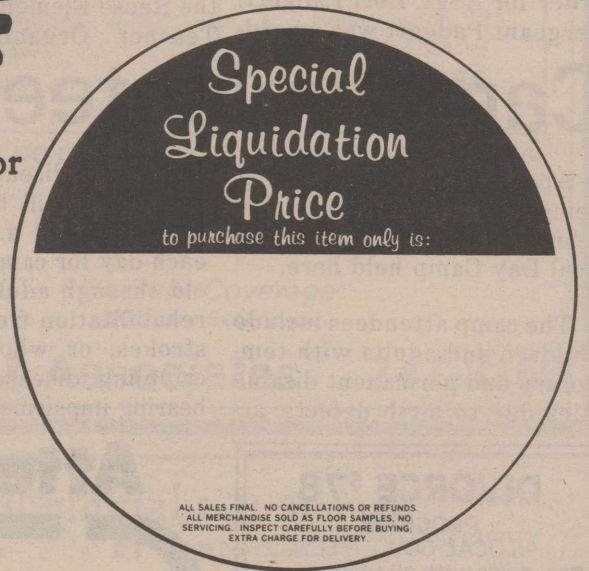
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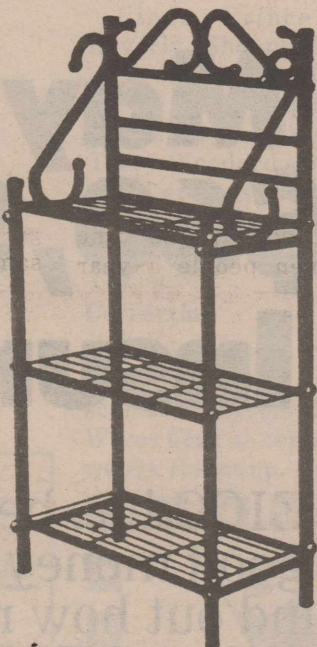
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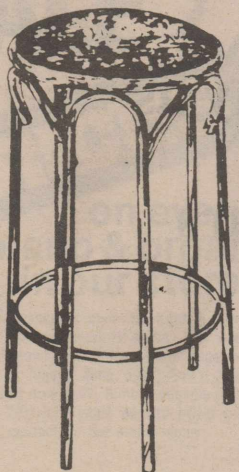
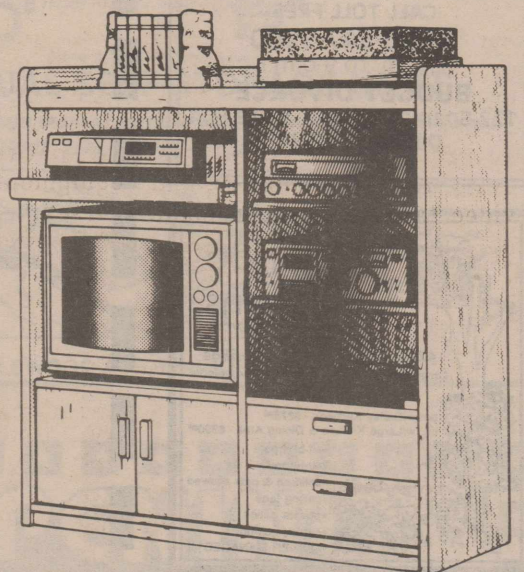


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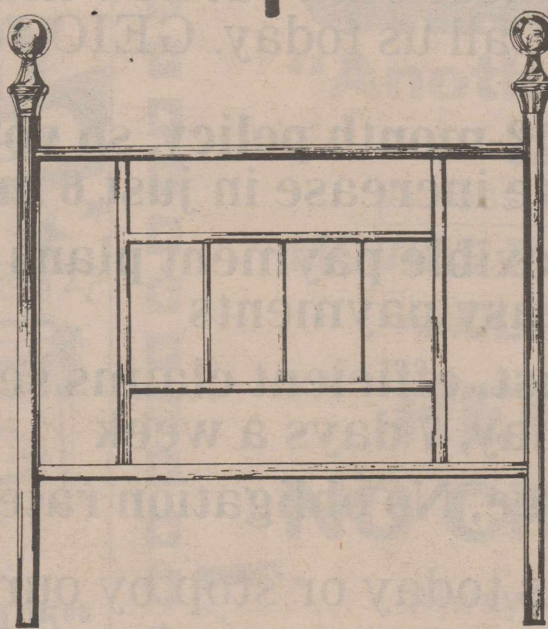
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'Wargames,' a tool for teaching

By Nancy Ragan
Air Force News Service
Kelly AFB, Texas

From Thule AB, Greenland, to Lackland AFB, Texas, and from the Pentagon to Los Angeles AFS, Calif., many Air Force members are discovering a new leisure-time activity—wargaming.

"Wargames are much like checkers and chess," said Capt. Kevin C. Andersen, assistant operations officer for the 3700th Security Police Squadron at Lackland. Wargame players use psychological and tactical strategy to outsmart and eventually defeat their opponents, he said.

Capt. Matthew B. Caffrey Jr., liaison officer for the Army Corps of Engineers at Nellis AFB, Nevada, said the ability to simulate combat is the single most valuable aspect of wargames.

"You don't learn to swim or fly by reading a book," he said. "Some things can only be learned by doing."

"Fighting and winning is that way too, but in peacetime we can only simulate combat experience in exercises like Red Flag. Wargames are low-cost supplements to those exercises that everyone can participate in."

He added that all across the Air Force clubs are starting up and Project Warrior groups are expanding into wargaming. A dozen games already have been sent to every Air Force library, and video tapes have been made

and more are planned to help people get started.

There are three principle types of games on the market; miniatures, board and computer. All require clever strategy and sound tactics to win.

Miniatures are the oldest type of game, according to Captain Caffrey. "Every Prussian regiment had a sand table representing the terrain it was expected to fight on and wooden pieces simulating the regiments and enemy forces."

He said all officers were required to participate in at least one wargame activity per year. "These games were quite complicated, cumbersome and unpopular," he said. "But when Germany defeated France in the Franco-Prussian war in 1871, sand table use spread to the other powers."

Today, according to Captain Andersen, miniatures are played with cast-metal models hand-painted to look like the real thing. Instead of a sand table, pieces of styrofoam are slipped under a piece of green velvet on a large table top to create mountains in relief.

Players put together buildings to create towns, cities and villages. They can add rivers, railroads and roads, depending on the battle they are playing. They also put together some of the equipment, said Captain Andersen.

Captain Caffrey said the principle difference between miniatures and board wargames is one of scale. Board games can cover a large geographic area on a small map board.

"Board games usually cost less too, and are simpler to play," he said. Most miniature rule books are about 70 to 100 pages long, but board game rules are seldom more than 20 pages.

Captain Caffrey's favorite is called "Across Suez," which depicts Israel's 1973 breakthrough on the Suez Canal.

"It's a great game for beginners with just three pages of rules, a map board the size of a piece of typing paper and a handful of units on both sides," he said.

"The game usually takes about an hour to play, yet it says a lot about the current air and land battlefield. The more missiles Israeli ground forces destroy, the better their air force can support them. The better the support, the more missiles can be destroyed."

Captain Andersen, on the other hand, has a unique game that he will probably play only after he retires.

"I have a game, 'War in the West,' that has a 48-square-foot map," he said.

"The game covers the entire area from Great Britain to Iran and the Arctic to North Africa. It has almost 4,000 counters. It will take maybe seven people a year

and a half to play the game and that's just the European theater of World War II."

He added that "War in the West" has a sister game which covers all of China to Hawaii and all of the island campaigns, as well as Thailand, Burma and Southeast Asia. "If you combined the two games," he said, "it would easily take two or more years and maybe a dozen people to complete just one game."

Captain Caffrey said the newest wargames are those made for personal computers.

"Since World War II there have been a few wargames played professionally on large mainframe computers in a few locations," he said. "The proliferation of increasingly powerful and inexpensive personal computers promises to return wargaming to where it started, at the unit level where history shows battles were won or lost."

Both captains feel wargames, regardless of the type, teach valuable lessons. "For one thing," said Captain Caffrey, "they are rich in information and contain the order of battle of both sides—the capabilities and limitations of the units and the key geography."

Captain Andersen added, "The better a player learns about both sides, the better his chances to win."

Captain Andersen pointed out the value of historical games. "Basic tactics are the same whether it's chariots in

Roman times or modern tanks," he said. "The goal is to outwit the enemy."

But can wargaming have more direct application? The captains believe so.

"The School of Civil Engineering at Wright-Patterson AFB, Ohio, uses a form of wargame in its contingency engineering course for officers," said Captain Caffrey. Students sandbag buildings and put plywood on doors and windows to lessen battle damage, then the buildings are attacked. Students are rated on the damage to their buildings.

"It's a real learning experience because it strengthens what was learned in the classroom," Captain Caffrey said. "I have adapted the same training for local Prime Beef teams."

Captain Andersen pointed out that sand tables are still used for training in the military. "Just like the 19th century Prussian regiments," he said, "the Security Police Academy at Lackland uses a sand table in security police training."

He uses wargame concepts in his job. He explained that wargaming is an excellent tool for teaching a ground defense squad how to defend an air base.

And although wargaming is presently a leisure activity, both Captains Caffrey and Andersen feel that the Air Force could make use of wargames to teach strategy. (AFNS)

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News Briefs

Team tryouts

Skeet team tryouts for the 4th annual Air Force Postal Skeet Tournament will be held tomorrow at 1 p.m. and Thursday at 4:30 p.m. at the skeet range here.

The team will consist of eight shooters. The rules require all participants to be a member of the MWR Rod and Gun club. Guns and ammo will be available. For more information contact TSgt. Covalt at Ext. 3477, or MSgt. Ertner at Ext. 3182.

CGOC Luncheon

Col. Rod Dale will speak at the Company Grade Officers' Council meeting Thursday at 11:30 a.m. at the officers' club. For reservations contact 2nd Lt. Debrah Dubbay.

AFSA drive

"There is no doubt that the Air Force Sergeants Associa-

tion has tremendous credibility on Capitol Hill. And with our numbers increasing so will our ability to influence lawmakers. Politicians listen to numbers and each AFSA member represents a potential vote." Said TSgt. Diana Brzozowski-Reynoso.

Reese has a local Chapter for AFSA members who want to be more involved with the base and have a need for personal growth. SMSgt. James Grimmett, is presently heading the chapter and really needs support. The chapter has taken the base Honor Guard as a target of prime concern and as an example of involvement. Interested persons should call Sergeant Grimmett at Ext. 3618 for more information.

Lost items

The Security Police Investigations Section is in possession of several items of abandoned or lost property. The items include a silver wristwatch and a key ring containing ten assorted keys. If any of this property belongs to you please contact the Security Police Investigations Section at Ext. 3999.

To close

Primary Care, Flight Surgeon and Pediatric Clinics will be closed May 31. Military sick call will be at 7:30-8:30 a.m. and 1-1:30 p.m.

ASMC meeting

The Windmill Chapter of the American Society of Military Comptrollers will hold its May meeting in the Davis Room of the Officers' Open Mess at 11:30 a.m. Tuesday. The guest speaker will be Charles Findley of the Empire Insurance Company. His topic will be "Life Insurance." Members are encouraged to attend this meeting and guests are welcome to come.

Rabies Clinic

The base veterinarian office will conduct a rabies clinic June 7-8 here. During the clinic, rabies and Parvo booster shots will be available for both dogs and cats. The cost for the shots is \$12.50, and the pets must be over 3 months old. Also, payment will be due at the time of the shots.

Appointments may be made on Mondays, Tuesdays, and Fridays by calling Ext. 3535.

Sports shorts

Tennis Tournament

A tennis tournament will be held June 1-2 here for military personnel only. There will be four divisions including womens, men's open, seniors, and junior vet. Sign up before May 30 at the gym. There is no cost.

Slow Pitch Tournament

The Men's Varsity Slow Pitch finished second in last weekend's slow pitch tournament sponsored by the Reese Little League. The Rattlers won their first game before getting knocked into the losers bracket. After the loss, the Rattlers exploded to win the next six games. In the sixth straight win they beat

the Daggers 21-9. In the championship game the Daggers came back to rip the varsity 18-17 with four runs in the bottom of the seventh. The Rattlers had seven hitters who hit over 500. They included Gary Grant, Craig Jenson, Steve Guiliano, Todd Codgill, Jeff Willis, Vince Brewster, and Bill Cody.



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Headlines don't emphasize all problems

By L.C. Walls
ATC Traffic Safety Manager

"Airliner crash kills 275"— "Nuclear reactor threatens thousands." Those headlines grabbed a lot of attention a few years ago. Aircraft and

reactor design were soon blamed.

Airplanes were grounded and thousands of people demanded the closure of nuclear reactors. But after the smoke cleared, investi-

gators said human error caused the accidents and not poor design.

Even after the findings, however, many scared and uninformed people still prefer autos, buses and trains to

planes and there are still calls for nuclear reactor closings.

How about these headlines? "Drunk drivers kill 25,000 Americans annually."

"5,000 injured in traffic accidents daily."

These "headlines" are true but seldom, if ever, printed. Few seem concerned about this awesome highway carnage. Few take to the streets to demonstrate. Vehicles are not being "grounded." Detroit keeps cranking them out, and people keep driving them.

Like the airliners and reactors, engineering design is not the culprit—it's human error and ignorance that account for the death and injuries.

What's the solution to our traffic problems? Fewer words are needed to give the answer than to state the problem:

- Obey the speed limit.
- Buckle up.
- Don't drink and drive.
- Drive defensively.

Regular to contain less lead

Regular gasoline sold in American service stations will contain less lead starting July 1, and Army and Air Force Exchange Service gasoline will be no exception.

New federal standards set by the Environmental Protection Agency will reduce the legal amount of lead in regular gasoline to .5 grams per gallon on July 1 from a present limit of 1.1 grams. The same EPA regulation calls for a further reduction of lead in regular gasoline to .1 grams per gallon Jan. 1, 1986.

The regulation is aimed at reducing air pollution caused by exhaust fumes from vehicles using leaded gasoline. EPA studies also indicate lower lead levels in gasoline prolong the life of some engine components. Industry

spokesman predict the new low lead regular will be more expensive and in shorter supply than the present mixture for the foreseeable future.

AAFES officials say they will try to minimize the impact of the change on their customers.

Because AAFES buys gasoline for its overseas facilities from a variety of sources, some low lead regular may be sold intermittently on American Military Installations in foreign countries.

Lead acts as an octane booster in gasoline. Octane controls gasoline combustion and helps determine an engine's performance. Refiners will compensate for lower lead levels by producing a high energy component gasoline that maintains acceptable

octane levels.

Besides being an octane booster, lead acts as an engine lubricant. EPA testing indicates .1 grams of lead per gallon is sufficient for engines designed to run on regular gasoline.

Most engines designed to run on regular manufactured after 1970 have hardened valve seats or other features that minimize valve seat wear caused by unleaded gasoline.

Engines manufactured in 1970 or earlier do not have these features.

AAFES officials suggest owners of vehicles designed to run on regular gasoline contact their vehicle's manufacturer for information on how low lead gasoline will affect their engine's performance.

Lodging goes up at several ATC bases

RANDOLPH AFB, Texas (ATCNS)—The cost of overnight lodging for temporary duty travelers has gone up at several Air Training Command bases.

The old \$4-a-night-rate increased to \$5 on May 1 at seven of ATC's smaller bases. They are: Columbus AFB, Miss., Laughlin, Randolph and Reese AFBs, Texas, Mather AFB, Calif., Vance AFB, Okla., and Williams AFB, Ariz.

According to CMSgt. Don M. Johnson, command billeting manager, the rising costs

of billeting operations and services were the primary reasons for the rate increase.

The chief said the change will have little effect on individuals traveling on TDY orders. "TDY travelers are reimbursed for lodging costs," he said, "but charges against unit travel budgets will go up. Space available travelers will also be required to pay the new rates."

Command billeting officials said this is the first VOQ/VAQ rate increase since 1981, when the rate went from \$3 to \$4.



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Cadets tour

Sgt. William Fletcher, an air traffic controller, explains to Cadets David Ledum, sitting, and Ricky L. Wyatt, the tower's responsibilities. They are visiting this base as part of the Air Force Reserve Officer Training Corps Advanced Training Program. The second pair of fourteen cadets will arrive Monday for their two week stay.

Rosary, Rifle reconfirm relationship

By SrA. Barry F. Dillon
Air Force News Service

The Rifle and the rosary have often been side by side during America's historic struggle for peace in the world. On April 30, that relationship was reconfirmed when Pentagon and Vatican officials celebrated Mass together.

The event was the installation of the Archbishop of the first American military Archdiocese. For about 2 million government employees and their families, the event marked a significant step up in the Roman Catholic Church's organization.

Archbishop Joseph T. Ryan, a marine Chaplain in World War II, took pastoral control over the newly created Archdiocese. The position was elevated from a vicariate and moved from New York to Washington. Appointed by Pope John Paul II to the new post, the Archbishop represents Catholics in the military, the Veteran's Administration and other government agencies overseas.

Catholic Priests have been part of the military since the Revolutionary War, but it wasn't until World War I that parishioners had formal representation in the religion. That came with the appointment of a military Bishop as part of an Archdiocese in New York. In 1957 that position was elevated to the Military Vicariate of the United States. With last month's establishment of the military Archdiocese, the office is no longer part of the New York organization.

Defense Secretary Casper Weinberger set the tone for the Mass by reading a con-

gratulatory letter from President Reagan.

"I want to declare my conviction that spiritual strength is vital to our national survival," the President wrote. "Once we let the sword of the spirit fall from our hands, we are defenseless."

The President's message also mentioned Archbishop Ryan's "tireless devotion" to Catholics and the "staunch devotion" to his faith that he demonstrated during the nine years as an assistant to the archbishop in New York.

Air Force Chief of Chaplains Maj. John A. Collins, who assisted at the altar during the Mass, had similar comments. He said, "I am very pleased with the Pope's selection. The archbishop brings with him a vast amount of experience. I am certain he will exercise good, solid pastoral oversight."

After receiving the kudos, the archbishop related some of his wartime experiences and said:

"We are a free nation today because of those who fought to defend our nation in all the wars in which we were engaged. Our duty to those who fought and won our wars is fulfilled by a vigilant and active patriotism which is ever alert to meet and conquer the forces of intolerance and bigotry.

"I salute you men and women today who are in our military services. You who care for our sick veterans, and you who serve in governmental outposts overseas. I commend you for your dedication to God and country," said Archbishop Ryan. (AFNS)

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Weinberger opposes \$4 billion cut

WASHINGTON (AFNS)—Secretary of Defense Caspar Weinberger strongly opposes a proposed cut of \$4 billion to military retirement funding, insisting it would have a "devastating effect" on recruiting and retention and would "impair combat readiness."

Reiteration of long-standing military position was made in an April 30 letter to Rep. Les Aspin, D-Wis., Chairman of the House Armed Services Committee, who introduced a bill in April to cut \$4 billion from the military retirement accrual account.

"We oppose this bill and continue to oppose other proposals for change which set cost reductions without concomitantly evaluating the impact on combat force readiness," the secretary's letter reads.

According to Secretary Weinberger, such a cut would require a significant reduction in retirement annuities and a possible permanent reduction

in cost of living adjustments. "While such reductions would affect only new entrants," he wrote, "the negative impacts on recruiting and retention would be felt almost immediately." He cautioned the congressman that "unless one is willing to accept an unspecified reduction in our national security posture, changes to the military retirement system of the magnitude required by this bill would be ill-advised."

The secretary said the services would have to recruit 13,000 to 22,000 people to make up for the potential loss of 40 percent of the enlisted people who have served 20 years. For officers, a 10 percent increase in accessions would be required to offset the possible loss of up to 30 percent of the senior members, he added.

Secretary Weinberger predicted that the "devastating effect would build because of the loss of future income and a perception that the retire-

ment system would be unstable."

Although the bill passed the House Subcommittee after Secretary Weinberger's letter was sent, his position has not changed, according to Michael Burch, assistant secretary of defense for public affairs.

"We continue to worry about the effect this might have on future recruiting," he said at a press conference May 7. "We understand that the intent of Mr. Aspin is not to hurt or harm those people who are already in uniform or who are currently on retirement."

Secretary Burch pointed out that the military has been studying ways to restructure the retirement system, but said the studies are "still under way."

"We continue to evaluate the total compensation package for people currently in the military and those we may want to recruit in the future," he said.

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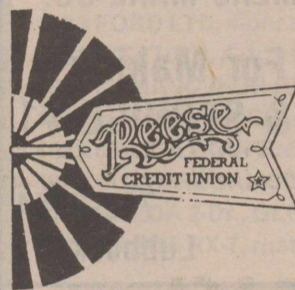
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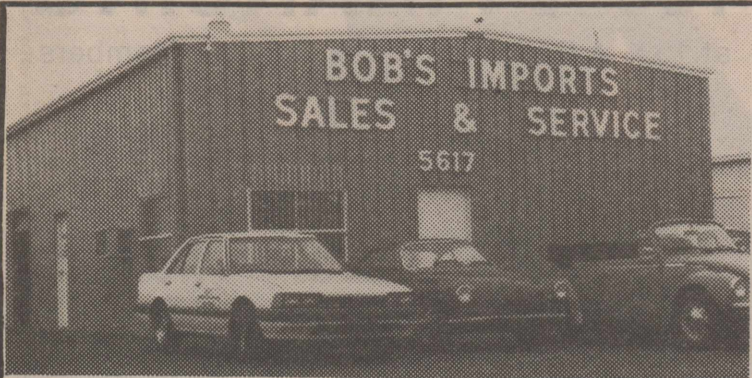
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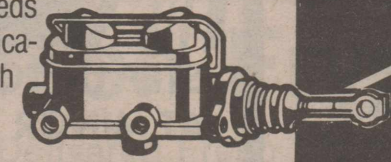
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3319 82nd
792-5951

Scotty's
Auto Supply
6419 University
792-6158

Scotty's
Auto Supply
2908 Slide Rd.
792-5210

Available at participating stores while supplies last. We reserve the right to limit quantities. Sale ends May 27, 1985.