



THE ROUNDUP

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NUMBER 40

October 8, 1976

Lubbock, Texas

Reese extends welcome for Open House



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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FROM THE TRAIL BOSS



Col. Edward Mendel
Wing Commander

A warm welcome to everyone of you to our annual Reese AFB Open House.

There will be something for everyone attending: for our base people, it is the time of the year to show your family and friends what you do and how it fits in with the base mission; for our very good friends in the local communities, it is an opportunity for you to see how we go about our training mission and to see some of the equipment used to accomplish it.

We hope that all of you take the

opportunity to see the variety of airplanes we will have on display, to look at the weapons used by our nation's air defense forces. We are particular proud to have with us the Thunderbirds who will demonstrate the expertise of our pilots and airmen in the same type aircraft we fly daily at Reese AFB.

Again, a warm welcome, enjoy the day, have a good time while getting to know a little better what we do and how our efforts contribute toward our nation's defense.

Reese named in memory of local airman

Lubbock Army Air Field became Reese Air Force Base in ceremonies held Jan. 22, 1950. The renaming of the base was in memory of 1st Lt. Augustus F. Reese Jr. who was killed in action at Cagliari, Sardinia May 14, 1943, while flying a P-38 Fighter plane on a volunteer mission from the 94th Squadron, 1st Fighter Group in North Africa, to destroy a railroad supply train.

Lieutenant Reese was born Nov. 8, 1917, to Katie Lee Ball Reese and Augustus F. Reese Sr., at Josephine, Collin County, Texas. The family moved to Lubbock County where he completed his public school education by graduating from Shallowater High School in 1935. Continuing his education, Lieutenant Reese entered Texas Technological College in Lubbock in 1935 and graduated in 1939 with a bachelor of science degree in Civil Engineering. In line with his training he worked with the Texas

Highway Department until entering the Army in February 1941 and was stationed at Camp Bowie, Brownwood, Tex.

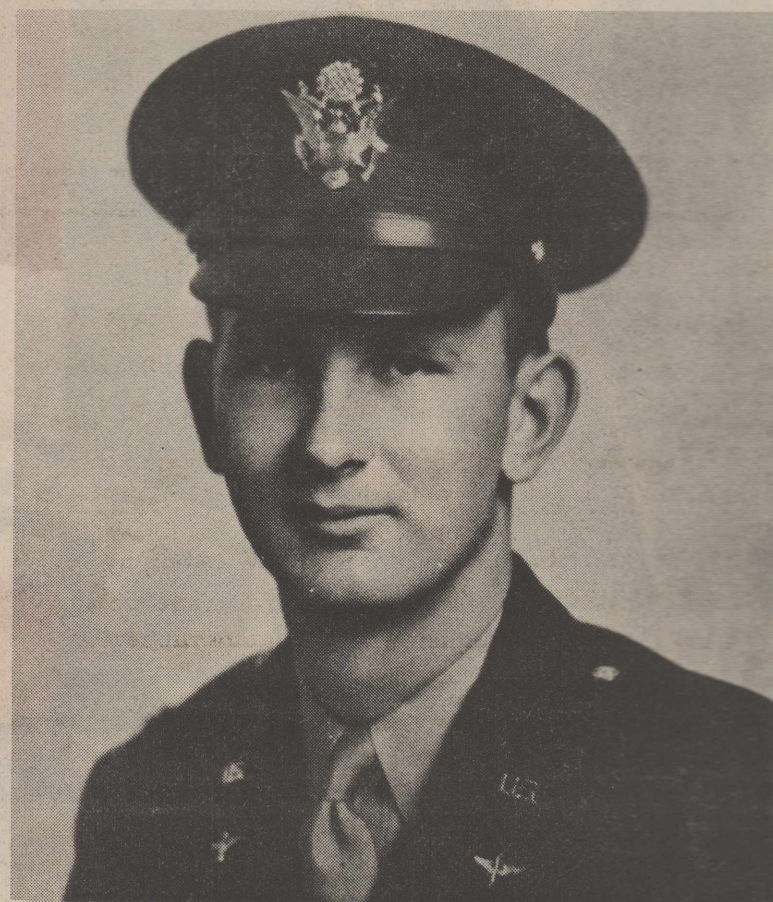
In October of the same year he was discharged from the Army to enter Aviation Cadet training at Rankin Field, Tulare, Calif. in November 1941. His flying training was received at Merced and Stockton, Calif. Upon graduation and receiving his commission as a second lieutenant he was assigned to Payne Field, Everett, Wash. where he did coastal patrol duty in P-38s.

Lieutenant Reese's next tour of duty was at Patterson Field, Dayton, Ohio, where he served as a test pilot for the P-38 and P-47 aircraft. Following a short training course at Daylight Pursuit School in Florida, Lieutenant Reese reported to Englewood, Calif. for his last stateside assignment.

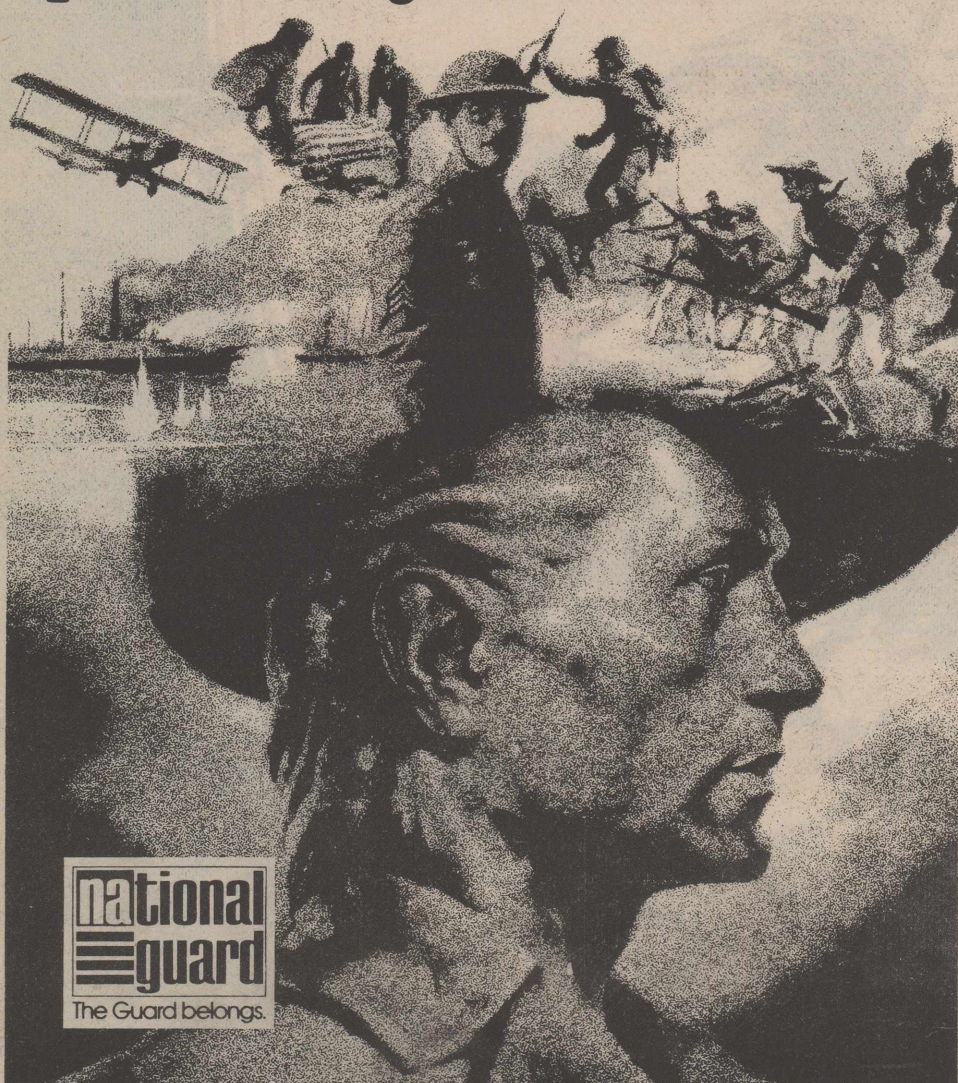
During the months of November

and December 1942 Lieutenant Reese ferried planes in England, before being assigned to the "Hat-in-the-Ring" squadron made famous by Capt. Eddie Rickenbacker, stationed at that time in North Africa. Six weeks previous to his fatal mission, Lieutenant Reese was reported missing while on a mission over the Sicilian Straits. His plane was out of gas 500 miles from his home base, but he managed to land wheels down and save the plane. He lived with natives for about two weeks before getting back to his unit.

Lieutenant Reese was killed in action at Cagliari, Sardinia on May 14, 1943, while flying a P-38 Fighter plane on a mission to destroy a railroad supply train. In his endeavor to successfully complete his bombing and strafing mission, Lieutenant Reese was enveloped in the explosion from the strafing and bombing of the train.



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TO THE MEMBERS OF THE AIR NATIONAL GUARD

On behalf of the members of the United States Air Force, it is my pleasure to extend our best wishes to the Air National Guard on the 340th anniversary of the founding of its antecedent, the militia, October 7, 1636.

Since its establishment in 1947, taking its place side-by-side with the Army National Guard, the Air Guard has met each of its challenges with professionalism and dedication. In each case of federal mobilization and state duty, the Air Guard upheld the rich tradition of the first "Minutemen" of Massachusetts Bay Colony.

During its 340 year history, the National Guard -- older than the nation -- has remained one of the major cornerstones of our republic's independence.

Each of you can be extremely proud of the accomplishments of the Air Guard, and we look forward to our continued close association.

David C. Jones
DAVID C. JONES, General, USAF
Chief of Staff

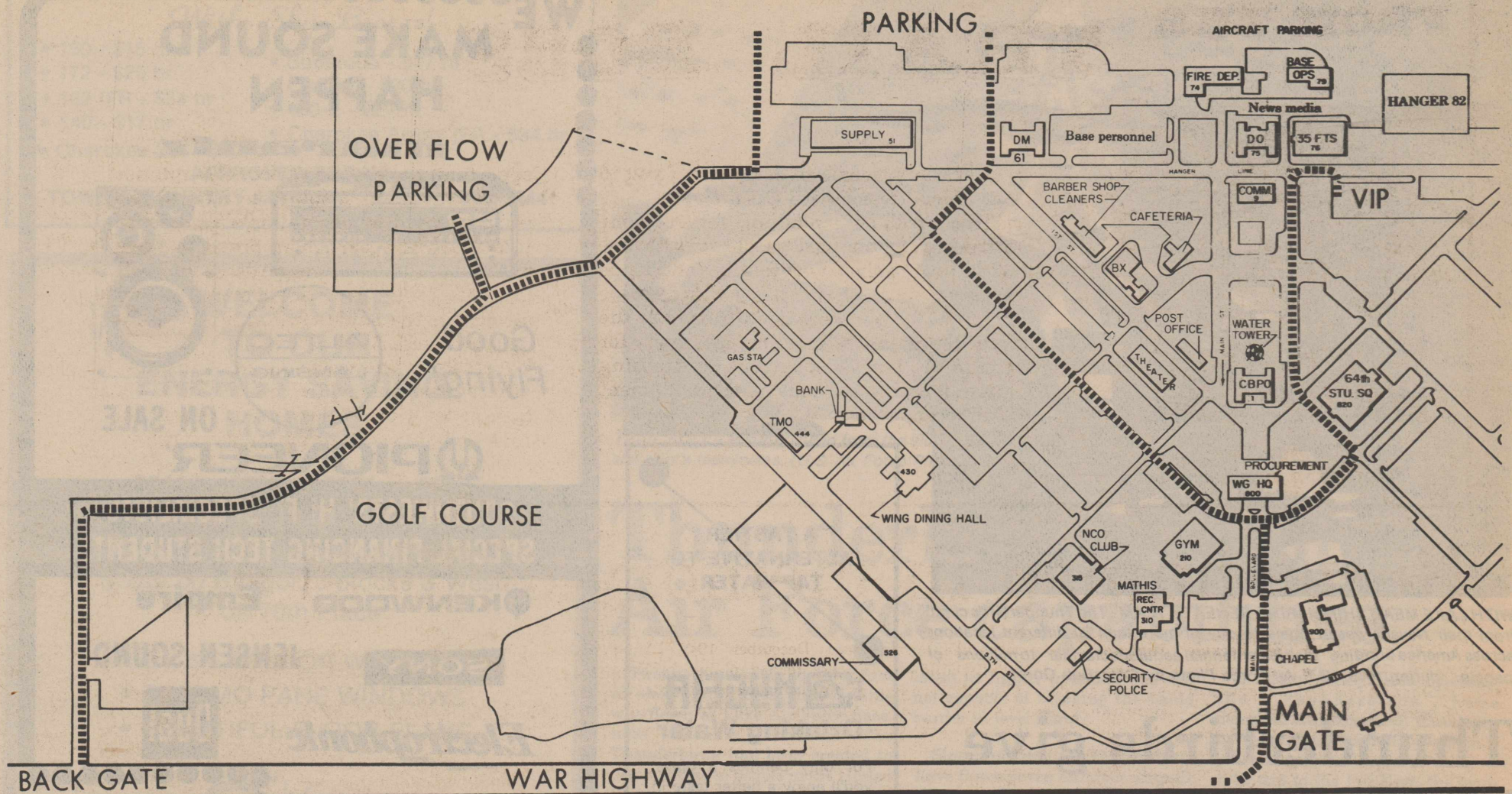
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News for THE ROUNDUP should be delivered to the Information Division, Bldg. 800, no later than noon Monday prior to the Friday publication date. Classified ads of a noncommercial nature may be placed free of charge by Reese personnel if they are in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



Schedule of Events

- 12:30 p.m. Gates open to public
- 1-1:30 p.m. Radio controlled airplane demonstration
- 1:30 p.m. Golden Knights narrator makes flag-jump
- 2-3:35 p.m. Golden Knights perform parachute jumps
- 2:35 - 3:05 Golden Knights sign autographs in Hangar 82
- 3:05 - 3:30 p.m. Thunderbird pre-show ceremony
- 3:30 - 4:15 p.m. Thunderbirds perform maneuvers.
- 4:15 - closing Thunderbirds sign autographs

Open House Exhibits

Numerous exhibits and booths will be inside of Hangar 82 for this year's Open House.

The 64th Student Squadron will have an exhibit showing cutaway T-38 and T-37 aircraft engines. They will also have a sound slide presentation and a mockup of a cockpit.

The Physiological Training Unit will have a parachute, helmets and an ejection seat set up for veiwing.

Model airplane enthusiasts will want to

check out the display by the Model Airplane Association.

South Plains College will have their Blue Grass band in the hanger for listening enjoyment.

Karate demonstrations will be staged at various times throughout the day by the Texas Karate Institution.

Numerous food and refreshment booths will be inside the hanger and the Security Police will have a lost and found booth set up in front of the hanger.

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WITH LAKE MEAD SHIMMERING BENEATH TEAM - The Thunderbirds climb from their Nevada desert home to one of more than 90 different locations across America bringing their Bicentennial aerial spectacular to millions of people during 1976. (U.S. Air Force Photo by Capt. Bob Gore)

Thunderbirds give bicentennial display

The USAF Thunderbirds are an official Bicentennial organization and, as such, are offering millions of Americans a Bicentennial spectacular this year.

This is being accomplished through the skillful use of narration, the placement of Bicentennial emblems on the already red, white and blue aircraft, with each maneuver being flown in memory of great Americans and great moments in the country's history.

Assigned to the Tactical Air Command, the Thunderbirds are the official Air Demonstration Squadron of the United States Air Force with the vital mission of demonstrating the professionalism, versatility and flexibility of Air Force personnel and equipment.

This year, for the first time since 1968, the Thunderbird demonstration team consists of six aircraft. The sixth pilot is teaming up with number five, performing dual solo maneuvers.

Commanded by Maj. Chris Patterakis of Modesto, Calif., a veteran combat pilot, the Thunderbirds fly the Northrop T-38 Talon, a supersonic trainer, which at one time held 12 world records, establishing it as one of the world's best performing aircraft.

In addition to commanding the squadron, Major Patterakis leads

the six ship demonstration team. Following his lead is Capt. John Lapointe, left wing, Pasadena, Calif.; Capt. Steve Mish, right wing, South Boston, Va.; Capt. Lloyd Newton, slot, Ridgeland, S.C.; Capt. Jim Simons, lead solo, Grass Range, Mont.; Capt. Lacy Veach, second solo, Honolulu, Hawaii; Maj. Joe Prater, logistics officer, Atlanta, Ga.; and Capt. Walt Parker, narrator, Orlando, Fla. Major Patterakis also commands two support officers: Captains "Matt" Mattingley, executive officer, Tulsa, Okla.; and Bob Gore, information officer, Fairmont, W. Va.

The Thunderbird squadron is composed of 76 men and women working together in over 25 different career fields. The noncommissioned officers are specialists in the fields of aircraft maintenance, life support, information, operations, administration, supply and training.

Although famous for their aerial demonstrations, the Thunderbirds are a highly diversified, flexible Air Force squadron. Each Thunderbird must do his or her job to the highest of standards as well as present the U.S. Air Force to the American public, and the United States to the people of the free world ... truly America's "Ambassadors in Blue."

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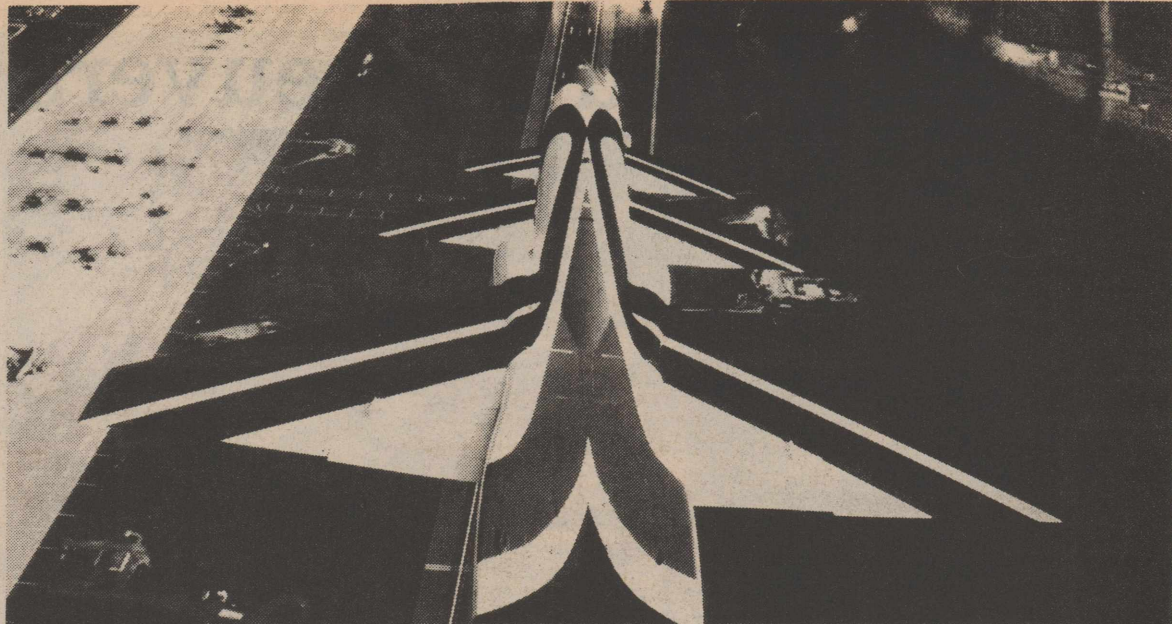
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TRAIL ROLL - Photographed from the slot position, the earth becomes a sky of green filled with the airplanes of the slot pilot's teammates. (U.S. Air Force Photo by SSgt. Henry Dutcher)

Thunderbirds exemplify Air Force capabilities

Twenty-three years ago the first air show of the USAF Thunderbirds was flown at Luke Air Force Base, near Phoenix, Arizona. The Thunderbirds had been created to demonstrate to people in the United States and overseas the capabilities of the men and women and aircraft in the Air Force.

Needless to say, the 1953 Thunderbirds were representing a very different Air Force from today's. As a separate service, the Air Force was only six years old. The

latest jet fighter in action was still not capable of breaking the sound barrier in level flight.

Since that time, the Thunderbirds have flown seven different aircraft. They began in the straight-wing F-84G Thunderjet and in 1955 switched to the swept-wing F-84F Thunderstreak. Both aircraft were built by Republic Aviation Company. The F-84s, however, were subsonic planes, and it was not until 1956 that the Thunderbirds moved to a supersonic aircraft, the North American F-100C Super Sabre. The team retained the C-model F-100 until 1964 when they spent part of a season in the Republic F-105B Thunderchief. Returning to the F-100D later that year, the Thunderbirds flew Super Sabres until November 1968. In 1969, they transitioned to the McDonnell Douglas F-4E Phantom II.

The Thunderbird demonstration aircraft since 1974 has been the Northrop T-38 Talon, an aircraft that has been flown in the Air Force by more than 31,000 pilots.

In recent years, the Thunderbirds have averaged approximately 100 air shows per year, making them the world's busiest precision flying team. To reach show sites located from coast-to-coast and overseas, the team covers up to 100,000 air miles in 200 days of travel. To date, the Thunderbirds have appeared before more than 118 million aviation enthusiasts in all of the 50

states and in 45 countries of the Free World.

In many deployments overseas, the Thunderbirds have demonstrated American friendship by meeting millions of people on a person-to-person basis. During a 1959 trip to the Far East, the team performed 27 air shows within one 30-day period. Returning to the United States, it received the 1959 MacKay Trophy, an annual award given for the most meritorious flight of the year.

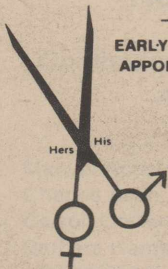
In 1973, the team toured Latin America, performing 19 aerial demonstrations in 10 countries before more than six million spectators. That tour, combined with 78 performances in the United States, helped the Thunderbirds set a new yearly attendance record of over 12 million spectators.

In 1975, the team flew 90 air shows before some 5,570,000 spectators. In November of that year, the Thunderbirds were officially designated a Bicentennial organization.

The most important part of the Thunderbirds is the people that make up the squadron. All are volunteers, chosen in competition with other specialists throughout the Air Force.

In 1953, there were four demonstration pilots, three other officers and 15 enlisted maintenance specialists. Today, there are eight pilots, two support officers and 65 noncommissioned officers. Together, they make up a team that is known world-wide as America's "Ambassadors in Blue."

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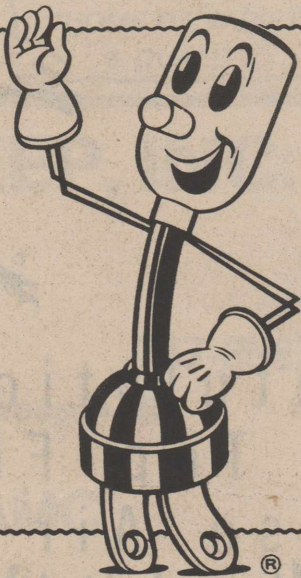
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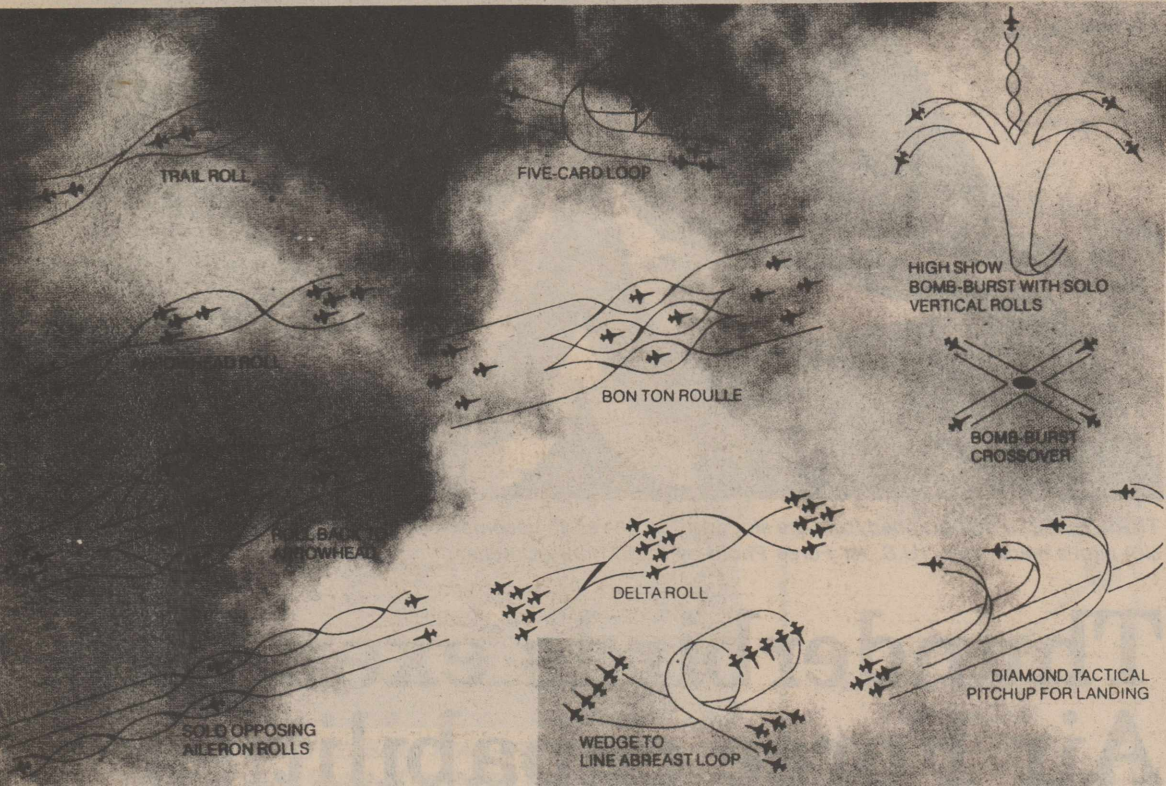
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Thunderbird Maneuvers



The Thunderbird Years

1953 - The Thunderbirds became a reality at Luke AFB, Arizona; performing before almost two million people by the end of the first year.

1954 - The team leaped off on the first overseas goodwill deployment. Flying the Republic F-84G Thunderjet, the team visited 10 Latin American countries, where more than three million watched the Thunderbirds perform.

1955 - The Thunderbirds changed aircraft from the F-84G to the Republic F-84F Thunderstreak. The latter had more speed and greater maneuverability.

1956 - The "Ambassadors in Blue" flew their last demonstration in the Thunderstreaks, before 400,000 people. The Thunderbirds ended a proud era in the F-84, having appeared before nine million people in 222 shows. The Thunderbirds went supersonic in North American F-100 Super Sabres and moved from Luke AFB to Nellis AFB, Nevada.

1966 - The Thunderbirds confirmed their popularity at small show sites. They drew 17,000 spectators from the Coffeyville, Kansas, area, although it was a city with a population of only 17,000.

1973 - The Thunderbirds performed 78 demonstrations in 31 states and 19 in 10 Latin American countries. More than six million spectators attended the shows in South America. The team set an all time yearly record when 12,020,800 spectators attended air shows in 1973, ending an era in the F-4E Phantom II.

1974 - The Thunderbirds converted from the F-4E Phantom II to the Northrop T-38 Talon supersonic jet trainer, performing 35

demonstrations before 2,317,950 spectators in a season shortened by the T-38 modification program.

1975 - The Thunderbirds appeared before 5,570,000 spectators in 90 air

shows, including performances in Alaska and Canada. In November, the Thunderbirds were officially declared a Bicentennial organization.

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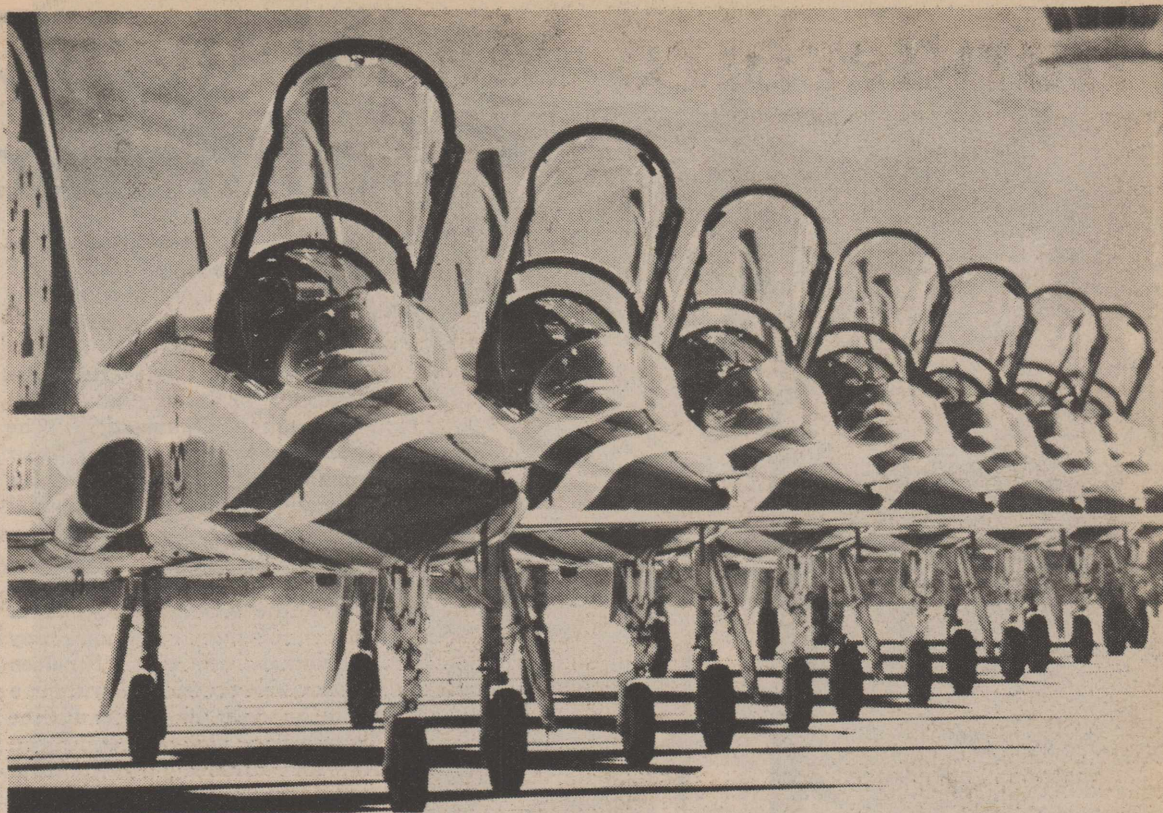
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ECHELON TAXI - Some say the only thing that can match the visual dynamics of the Thunderbird flight demonstration is the precision taxi display. (U.S. Air Force Photo by Capt. Bob Gore)

Thunderbirds bring life to ancient Indian legend

Hundreds of years ago, when thunder cracked in the skies over North America, Indians would raise their heads in search of the Thunderbird.

Whether on still summer evenings or during violent storms, arms would spread to speak of the width of his wings; voices could be heard speaking of his greatness. From the long houses of the Northeast to the teepees of Middle America and Pueblos of the Southwest, stories were told and retold of this god.

For each time lightning twisted into the ground, the American Indian believed the Thunderbird was flashing his eyes or shooting flaming arrows from his powerful talons. The booming thunder was attributed to the flapping of his wings.

The Thunderbird was credited with many powers. He could decide wars and grant long life and represented an overwhelming force for good overcoming evil - his bolts of light overcoming darkness.

Depicted in many ways, the Thunderbird was portrayed on the walls of caves or on animal hides. To

some he was an eagle or a hawk. One Southwest tribe painted the Thunderbird in red, white and blue.

A jet fighter cracks the sky much like the legendary Thunderbird; so thought a newly formed aerial demonstration team at Luke Air Force Base, Arizona, in 1953, and what, they thought, is more American than an Indian legend? Thus the United States Air Force "Thunderbirds" were born. The roar and fire from their jets, much like the thunder and lightning in the legend, represents peace and goodwill.

Thunderbirds use supersonic trainer

Eight Northrop T-38 Talon demonstration jets make up the USAF Thunderbird fleet.

A highly reliable aircraft, the T-38 is the seventh type of jet flown by the team since it began with the F-84G in 1953.

The Talon is the world's first supersonic airplane designed specifically for training. At one time it claimed 12 world records, some of

which established it as one of the world's best performing aircraft.

Powered by two General Electric turbojet engines producing 3,850 pounds of thrust each (with afterburner) the aircraft can attain a maximum level flight airspeed of Mach 1.23 or 830 miles per hour with one thousand pounds of fuel aboard. The T-38 can go from brake release to 20,000 feet in 43 seconds.

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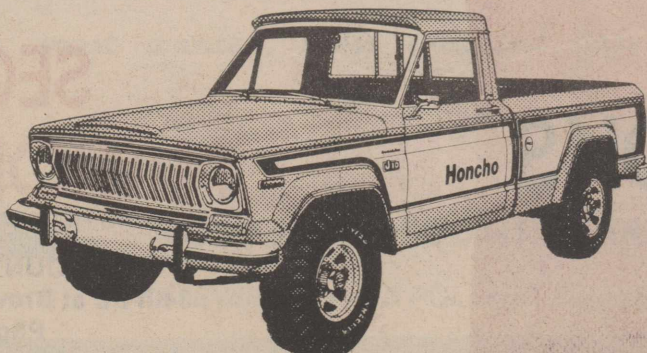
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Major Chris Patterakis commands Thunderbirds

Serving his second season as commander/leader of the USAF Thunderbirds is Maj. Chris Patterakis of Modesto, Calif.

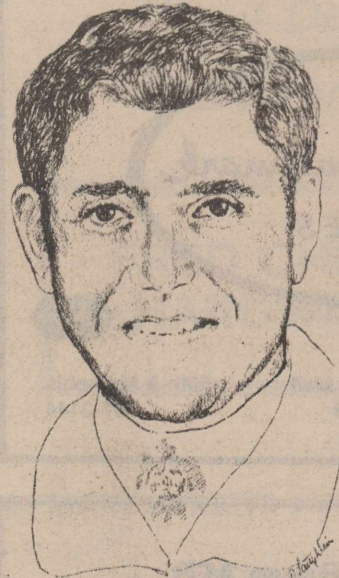
This year, Chris has the distinction of leading an official Bicentennial organization. The Thunderbirds were the first Air Force unit to be recognized by the American Revolution Bicentennial Administration.

The leader of the Thunderbirds looks at the team mission this year most profoundly. Without any reservation Chris says, "Nineteen hundred seventy six will, without a doubt, be a year the country and the Thunderbirds will long remember. As an official Bicentennial organization, we are naturally more conscious of our obligations for the preservation of our free society. Be assured, we will be in the forefront hoping to inspire every American to renew his faith in our Country."

The youngest of three children, Chris was raised in Modesto where at the age of seven he thought he was ready to fly airplanes. "Come back in another ten years, son," he was told. And that he did. Chris entered the Air Force as an enlisted man at age 18 and was later commissioned through the Aviation Cadet Program.

After his enlisted tour of duty in the Air Force, the young air enthusiast joined the California Air National Guard where he was to accomplish his life-long dream - flying fighter aircraft.

He flew F-86 Sabre jets with the Guard from 1961 through 1964. At the conclusion of his tour with the Guard, he re-entered the Air Force



Maj. Chris Patterakis
Commander/Leader

and was assigned to the Air Training Command as an instructor pilot.

Through his instructor duties, Chris gained his first experience in the aircraft currently flown by the Thunderbirds, the Northrop T-38 Talon. He flew the sleek trainer for two years, recording more than 550 flying hours.

Following his instructor tour, today's commander of America's "Ambassadors in Blue" returned to

fighter aircraft of the Tactical Air Command (TAC) as a member of the Thunderbirds.

In 1966 and 1967 Chris flew the left wing position, piloting an F-100 Super Sabre. On leaving the Thunderbirds, Chris completed 18 months of duty in Southeast Asia, flying the F-4 Phantom. While there he flew more than 315 combat missions, 60 over North Vietnam.

For his combat flying, he was awarded five Distinguished Flying Crosses and 21 Air Medals.

His other decorations include the Air Force Commendation Medal with one Oak Leaf Cluster; the Republic of Vietnam Campaign Medal; and the Vietnam Service Medal.

On his return to the states, Chris assumed F-4 instructor duties at the Fighter Weapons School at Nellis AFB, Nev., from June 1969 to June 1971. Until June 1973, he was with the F-4 Operational Testing and Evaluation branch at Nellis. He has accrued more than 4,700 flying hours in jet fighter type aircraft.

Prior to assuming command of the Thunderbirds, Chris was at TAC Headquarters as project officer for the F-5E and TAC's newest fighter, the F-15 Eagle.

He is married to the former Vicki Frazier, a native of San Francisco. The Patterakis reside in Las Vegas with Alicia, the youngest of their four children.



THE LAND OF THE THUNDERBIRD LEGEND - The Thunderbirds perform a loop over a desert in America's great Southwest, the land that gave birth to the team's namesake, the Thunderbird. (U.S. Air Force Photo by SSgt. Ben Jones)



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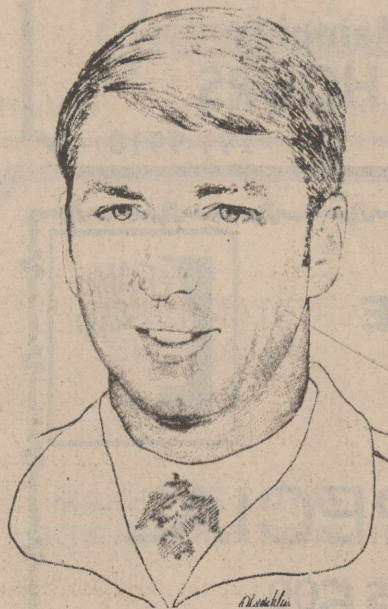
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Capt. Lapointe fills left wing position



Capt. John Lapointe
Left Wing

Flying left wing for the USAF Thunderbirds is Capt. John Lapointe of South Pasadena, Calif.

John's aviation experience dates back to 1960 when he flew his first aircraft at the age of fifteen. Receiving his private pilot's license just after his seventeenth birthday made him, for a short time, the youngest private pilot in the United States.

"I am especially excited that 1976 is my first year with the team. As a part of the United States Bicentennial celebrations, the Thunderbird shows will be a special tribute to America," John says.

In June 1967 John received his commission through the Air Force Reserve Officer Training Corps

program at the University of Southern California.

In 1968 he was awarded his pilot wings from Williams AFB, Ariz. After graduation he remained at Williams for instructor duty. During this tour his exceptional instructional ability was recognized and he was advanced to the academic training section. Here he had command responsibility for a course of instruction as well as maintaining his flight instructor qualifications.

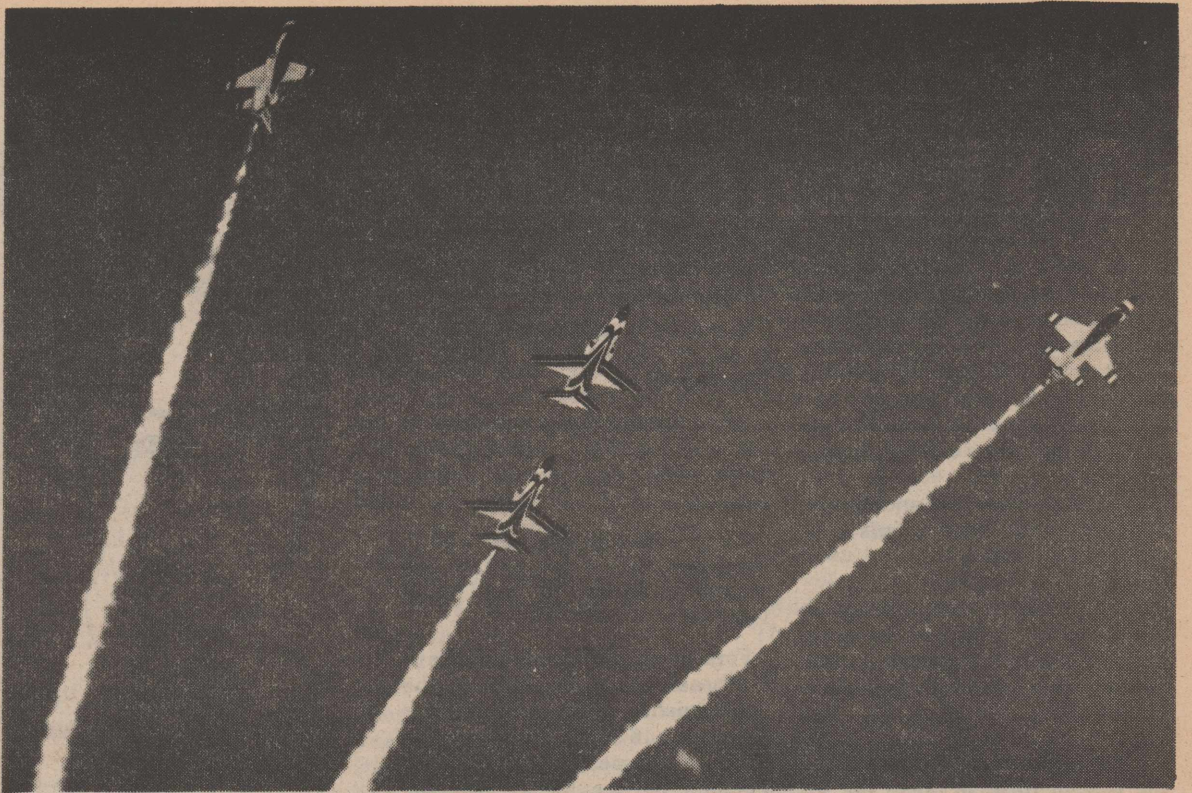
In 1972 John entered F-4 combat crew training at Luke AFB, Ariz. After graduation he went to Udorn Royal Thai AFB, Thailand. During his stay at Udorn, he flew combat missions and was upgraded to an F-4E instructor and air combat maneuvering instructor pilot.

Prior to his reassignment to the Thunderbirds, John was a T-38 Fighter Lean-In instructor pilot at Holloman AFB, N.M.

He has accrued more than 2,000 hours in Air Force jet trainer and fighter aircraft.

His decorations include the Air Medal, Air Force Commendation Medal, Outstanding Unit Award, Armed Forces Expeditionary Medal, and the National Defense Service Medal.

John is married to the former Melanie Atkinson of Laguna Beach, Calif. The Lapointes reside in Las Vegas with their three year old daughter, Hillary.



THE ROLL BACK TO ARROWHEAD - The Thunderbird wingmen are photographed as they pull up and roll to the outside of the formation and position to rejoin on the wing of the slot pilot. (U.S. Air Force Photo by Capt. Bob Gore)

Right Wing

Capt. Steve Mish

Flying right wing for the USAF Thunderbirds is Capt. Steve Mish of South Boston, Va.

Initially assigned to the Thunderbirds in 1974 as team narrator, Steve moved to right wing in 1975.

Steve, one of two children, earned his pilot wings in 1969 at Randolph AFB, Tex., after which he was assigned to England AFB, La., where he received fighter pilot training in the A-37B.

Steve departed Louisiana for Southeast Asia and his first operational assignment with the 3rd Tactical Fighter Wing (TFW) in the Republic of Vietnam.

While flying 243 combat missions

and accumulating 316 combat hours, Steve earned the Distinguished Flying Cross, the Air Medal with 10 Oak Leaf Clusters; the Republic of Vietnam Cross of Gallantry with Palm; the Republic of Vietnam Campaign Medal and the Vietnam Service Medal.

After Vietnam, Steve was assigned to Hurlburt Field, Fla., and in 1971 returned to England AFB as an instructor pilot in the A-37. He was with the 23rd TFW when notified of his selection to the Thunderbirds.

He is married to the former Jayne Ralston of San Antonio, Tex. The Mishes reside in Las Vegas with their son, Jerry.



Capt. Steve Mish
Right Wing

THUNDERBIRD FOR 1977



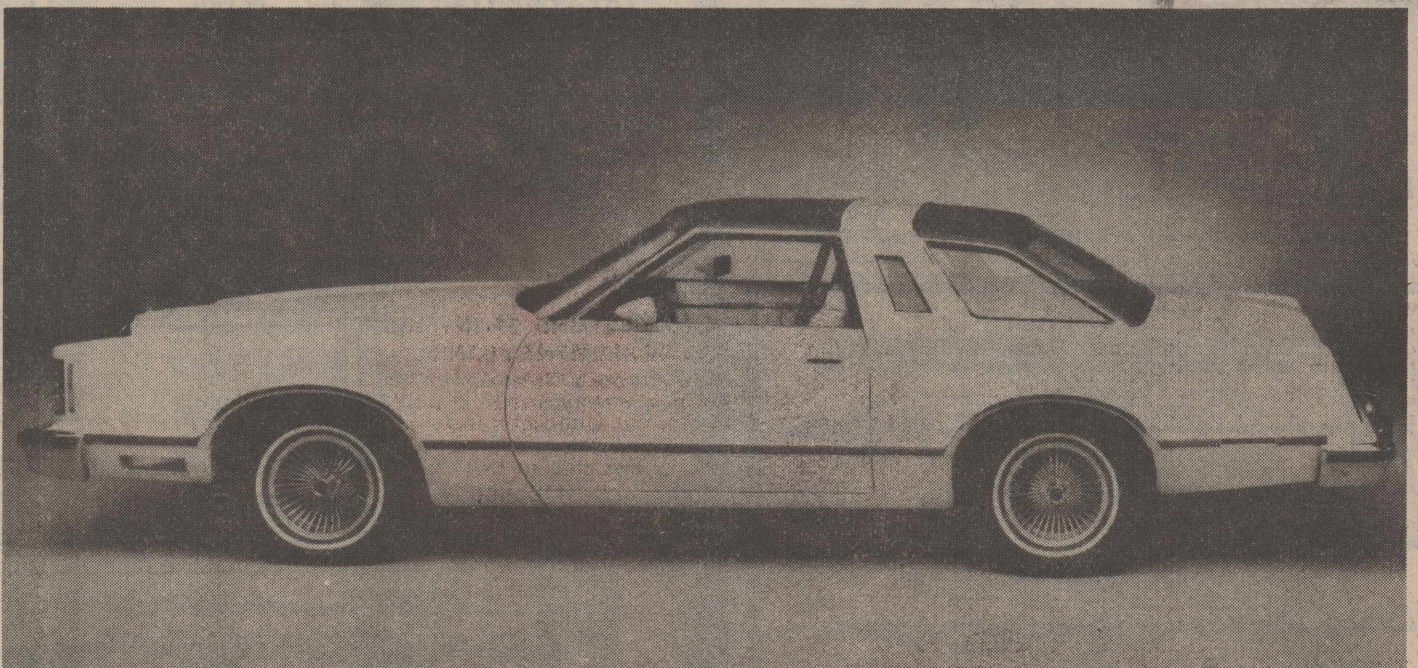
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Dream comes true for pilot flying slot

Slot pilot for the Thunderbirds during this year's Bicentennial observance is Capt. Lloyd Newton of Ridgeland, S.C., who was narrator during the 1975 show season. He described the intricate maneuvers of the Thunders to over 5,500,000 spectators at 90 air shows.

Dreams do come true and the new slot pilot for the Thunderbirds is one of the first to agree.

Since childhood Captain Newton dreamed about flying aircraft, never once thinking that one day he would be a member of the world famous Thunderbirds.

Lloyd is one of eight children and the first of three to make the Air Force a career.

He graduated from Tennessee State University in 1966 with a Bachelor of Science degree in Aviation Education and earned his commission as a distinguished military graduate through the Air

Force Reserve Officer Training Corps program.

It was in college that Lloyd made it one of his goals to become a Thunderbird.

After earning his pilot wings in 1967, he reported to George AFB, Calif. where he received combat training in the F-4 Phantom.

Lloyd's next assignment was to Southeast Asia where he flew 269 combat missions, 79 over North Vietnam.

For his flying accomplishments in Southeast Asia he earned the Distinguished Flying Cross; Air Medal with 16 Oak Leaf clusters; Air Force Commendation Medal; Vietnam Service Medal; and the Republic of Vietnam Campaign Medal.

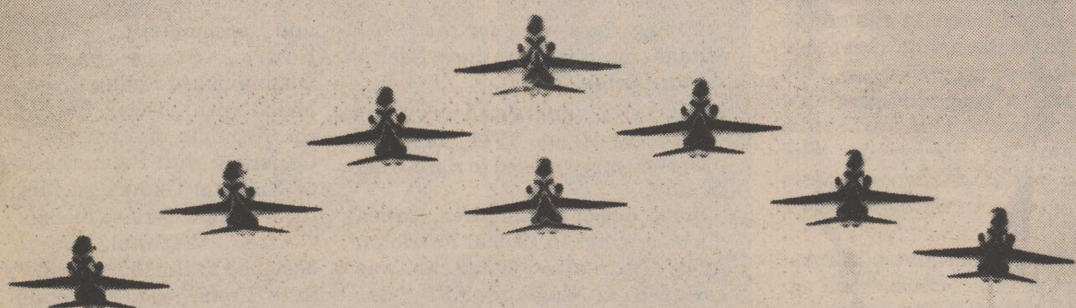
Lloyd has a total of more than 2,000 hours of jet aircraft flying time.

He is married to the former Ruby M. Gadson of Yemassee, S.C. The



Capt. Lloyd Newton Slot

Newtons reside in Las Vegas with their three children, Lloyd Jr., Cheryl and Lori.



THUNDERBIRD TRAVELING CONTINGENT - Eight aircraft will be a common sight this year as the team wings its way to almost 110 shows in nearly 40 states and Canada. (U.S. Air Force Photo by Capt. Bob Gore)

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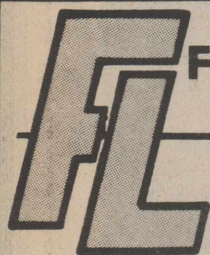
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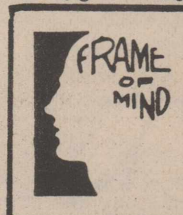
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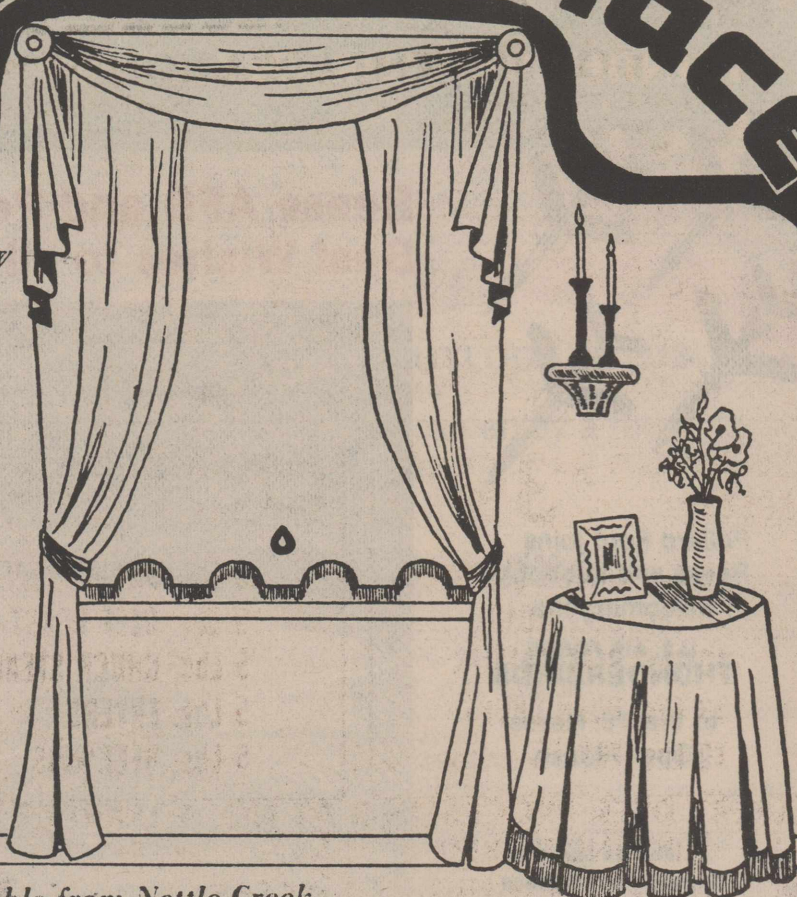
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Lead Solo

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Lead Solo

Captain Simons

Lead solo pilot for the USAF Thunderbirds, the Air Force's first officially recognized Bicentennial organization, is Capt. Jim Simons of Grass Range, Montana.

Jim was the team's only solo pilot in 1975. This year, for the first time since 1968, he and a second solo pilot are performing dual maneuvers.

On America's 200th birthday Jim says, "The Thunderbirds reflect a desire to excel that has been typically American. I hope each appearance in '76 reinforces that tradition, and motivates Americans to future excellence in their individual lives."

Born in Glasgow and raised on a cattle ranch 27 miles from Grass Range, Jim's elementary education was in a one room country school. His interest in aviation began with a light plane that was used in ranch operations.

He first saw the Thunderbirds perform at a local air fair while in high school. The performance created a desire to one day fly with the Thunderbird team.

Jim was sufficiently motivated to enter the Air Force by means of a commission from the United States Air Force Academy. He graduated in 1969 with a bachelor of science degree in Aeronautical Engineering and then entered pilot training at Webb AFB, Tex. He earned his pilot wings one year later, graduating first in his class, and then completed a six month fighter training course

in the F-4E at George AFB, Calif., again graduating at the top of his class.

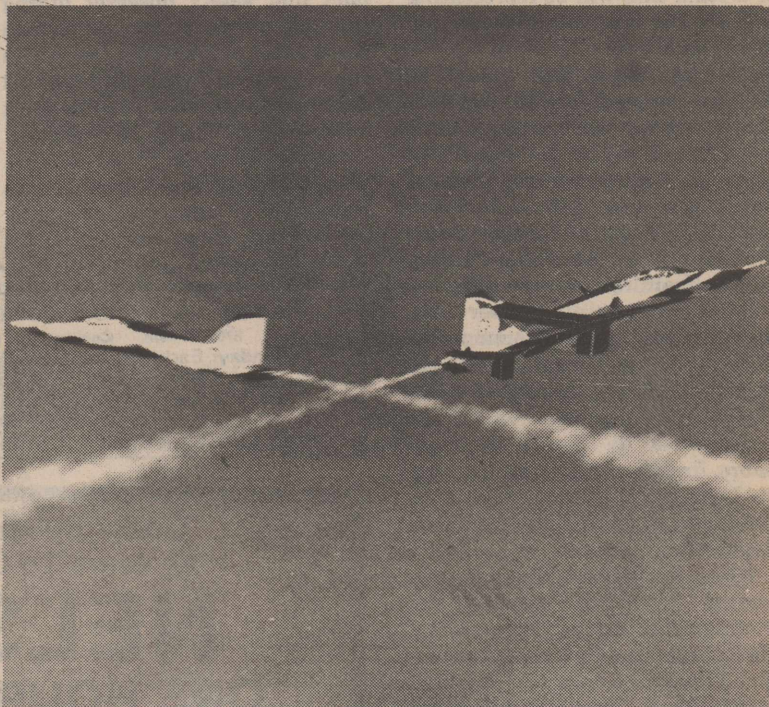
Jim's first operational unit was the 526th Tactical Fighter Squadron at Ramstein Air Base, Germany, where he flew the F-4E. He served 18 months there, fulfilling the squadron mission of air superiority, including duty on air defense alert as part of the United States commitment to the North Atlantic Treaty Organization. His short European tour came as a result of his voluntary reassignment as a "Wild Weasel" pilot in the F-105 Thunderchief.

Following a tour of duty at Korat Royal Thai Air Base, Jim returned to Nellis AFB in 1974 as a Fighter Weapons School instructor pilot flying the F-105D, F, and G. He was serving in that capacity when selected for the Thunderbirds in October 1974.

His decorations include the Vietnam Service Medal; the Outstanding Unit Award; and the Combat Readiness Medal.

Off duty, Jim still keeps airborne. He is an active civil aviation pilot, holding a Certified Flight Instructor rating as well as ratings in multi-engine aircraft, gliders and helicopters. He has taught light plane aerobatics and worked part time as a tow pilot for glider operations.

Jim is a bachelor and resides in Las Vegas.



OPPOSING LOOP - Entering at the bottom of the loop, Thunderbird solos criss-cross smoke trails to perform opposing loops. The planes will cross at the top and again at the bottom to end the sequence. (U.S. Air Force Photo by SSgt. Ben Jones)

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Capt. Veach is 2nd solo

Second solo pilot for the USAF Thunderbirds is Capt. Lacy Veach of Honolulu, Hawaii.

Lacy attended the United States Air Force Academy and graduated in 1966 with a bachelor of science degree in Engineering Management and a commission as a second lieutenant. He received his pilot wings in 1967 following pilot training at Moody AFB, Ga.

His next stop was Luke AFB, Ariz. for gunnery training in the F-100 Super Sabre. Lacy departed Arizona for his first operational assignment with the 31st Tactical Fighter Wing at Tuy Hoa Air Base, Republic of Vietnam. After eight months combat experience, Lacy volunteered, and was selected, for duty as a Forward Air Controller (FAC), flying the F-100 from Phu Cat Air Base, Republic of Vietnam. During his tour in Southeast Asia, Lacy flew 27½ combat missions, amassing over 600 combat hours.

Lacy next travelled to the other side of the globe to RAF



Capt. Lacy Veach
Second Solo

Woodbridge, England. He had been at "Woody" for only six months when his unit, the 79th Tactical

Fighter Squadron, gave up their F-100s and moved to RAF Upper Heyford, England, to prepare for the arrival of the first swin-wing F-111s to be assigned to the European Theater.

When selected for the Thunderbirds in 1975, Lacy was serving as aide-de-camp to the commander of the Tactical Fighter Weapons Center at Nellis AFB, Nev.

Among his decorations are the Distinguished Flying Cross with one Oak Leaf Cluster; the Air Medal with 13 Oak Leaf Clusters; the Air Force Commendation Medal with one Oak Leaf Cluster; the Purple Heart; the Combat Readiness Medal; the Vietnam Service Medal; and the Republic of Vietnam Campaign Medal.

He is married to the former Alice Meigs Scott of Augusta, Ga. The Veaches reside in Las Vegas with their son, Scott and daughter Maile.

Logistics Officer

Maj. Joe Prater

Logistics officer for the USAF Thunderbirds is Maj. Joe Prater of Atlanta, Ga.

"Being selected as a member of the Thunderbirds has been an aspiration of mine for many years. I am especially proud to be a member of a team that will be representing the Air Force in this Bicentennial year," says Joe.

Joe was born and raised in Atlanta. He graduated in 1964 from Florida State University with a bachelor of science degree in Business Administration, while at the same time earning his Air Force commission as a distinguished graduate of the Air Force Reserve Officer Training Corps program.

Prior to pilot training, he served in the Air Force Logistics Command at Kelly AFB, Tex. He then earned his wings in 1968 at Randolph AFB, Tex. Following graduation he was assigned to fly the F-100 Super Sabre, first in combat crew training at Luke AFB, Ariz., then as a volunteer at Tuy Hoa Air Base, Republic of Vietnam.

While in Vietnam he flew 190 combat missions, earning the Distinguished Flying Cross, the Air Medal with nine Oak Leaf Clusters, the Vietnam Cross of Gallantry with Palm, the Republic of Vietnam Campaign Medal, and the Vietnam Service Medal. Joe also holds the Air Force Commendation Medal.

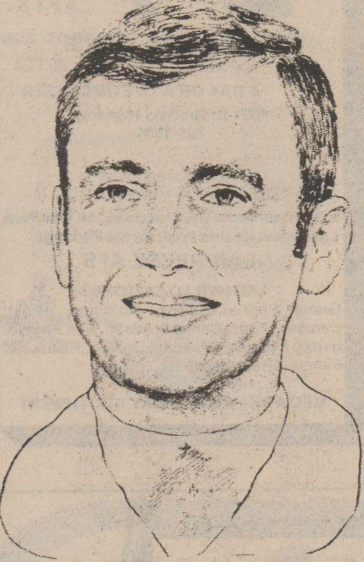
At the completion of his combat tour, Joe was assigned to RAF Lakenheath, England. He continued to fly the F-100 until RAF Lakenheath converted to the F-4 aircraft. Joe has the distinction of flying the last single seat, single engine fighter out of Europe - the departing F-100. He spent over four years in Europe, holding the position of flight commander in the 493rd Tactical Fighter Squadron at Lakenheath.

Joe returned stateside in 1974 to become a flight commander and instructor pilot in F-4s at MacDill AFB, Fla., where he trained fighter aircrews in all aspects of F-4 operations, culminating in their graduation as operationally ready pilots and weapons system officers.

His tour of duty at MacDill AFB ended when he was selected as the Thunderbird Logistics Officer.

His duties as logistics officer encompass the supervision of all squadron maintenance and supply personnel. Joe's flying duties include flying all demonstration aircraft on functional test flights; accompanying the team as chase pilot and safety observer during training missions; and as airfield coordinator and safety observer on the ground during aerial demonstrations. He flies aircraft number seven.

Joe resides at Nellis AFB, Nev., with his wife, the former Lynda Webster of Atlanta, Ga., and their two children, Paige and Patrick.



Maj. Joe Prater
Logistics Officer

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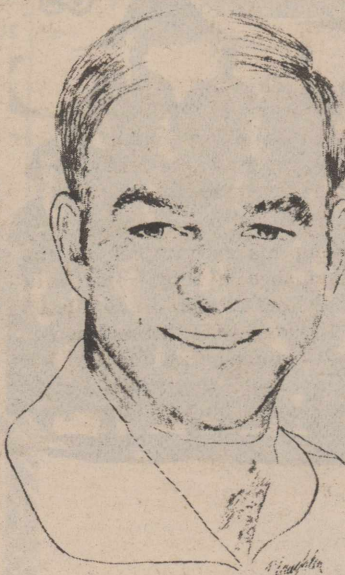
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Thunderbird Narrator

Captain Walt Parker



Capt. Walt Parker
Narrator

Narrator for the Thunderbirds is Capt. Walt Parker of Orlando, Fla., a newcomer on the team who arrived in November 1975.

"To be a team member of the unit that enhances the image of the United States and the Air Force motivated me to apply for a position on the Thunderbird team," says Walt who graduated from Florida

State University in 1966 with a bachelor of science degree in Social Welfare. He earned a second lieutenant commission through the Air Force Reserve Officer Training Corps program, graduating with honors.

The oldest of three children, Walt earned his wings in 1967 at Vance AFB, Okla., after which he was assigned to England AFB, La.

After volunteering for a tour of duty in Southeast Asia, Walt departed Louisiana in 1968 and entered F-100 combat crew training at Luke AFB, Ariz. After graduating, he served a 12 month tour with the 615th Tactical Fighter Squadron at Phan Rang Air Base, Republic of Vietnam.

While at Phan Rang, he flew 244 combat missions, accumulated 360 combat hours, and earned two Distinguished Flying Crosses and 13 Air Medals.

His other decorations include the Air Force Commendation Medal with Oak Leaf Cluster, Air Force Outstanding Unit Award with "V" Device, Vietnam Cross of Gallantry with Palm, Republic of Vietnam

Campaign Medal and the Vietnam Service Medal.

Upon his return from the Republic of Vietnam, Walt was assigned to the 524th Tactical Fighter Squadron at Cannon AFB, N.M., where he gained instructor pilot experience in the F-100.

In 1971, following F-111 transition training with the 442nd Tactical Fighter Training Squadron at Nellis AFB, Nev., he returned to Cannon AFB as a member of the initial F-111D instructor cadre in the 4427th Tactical Fighter Replacement Squadron. Additionally he served as a flight examiner with the 27th Tactical Fighter Wing while at Cannon AFB.

Walt came to the Thunderbirds from Tactical Air Command Headquarters, Langley AFB, Va., where he served as a flight examiner in F-100 and F-111 aircraft.

The Florida native has accumulated more than 2,800 flying hours with 2,400 in jet aircraft.

He is married to the former Kay Beebe of Enid, Okla. The Parkers reside in Las Vegas with their two children, Kelly and Ashley.

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Information headed by Captain Gore



Capt. Bob Gore
Information Officer

Virginia University in 1967. After receiving his commission through the Air Force Reserve Officer Training Corps program at his university, he entered pilot training at Craig AFB, Ala.

Bob graduated from pilot training with the "Air Training Command Flying Award" for having the highest flying grades in his class. He also received the "Best T-38 Pilot" award.

After graduation he was assigned to C-141s at Robins AFB, Ga., and within a year upgraded to aircraft commander. He entered helicopter training at Sheppard AFB, Tex., and upon graduation was selected for advanced training at Eglin AFB, Fla.

Following a few months at Myrtle Beach AFB, S.C., where Bob flew rescue missions, and was later appointed as the 354th Tactical Fighter Wing chief of information, he learned he was to be the next Thunderbird information officer.

He is married to the former Sally Ann Meadows of Macon, Ga. The Gores reside in Las Vegas with their daughters, Salan and Summer, and son, Robert.

Information officer for the USAF Thunderbirds is Capt. Bob Gore of Airmont, W.Va. He joined the team in October 1973.

Bob graduated with a bachelor of arts degree in speech from West

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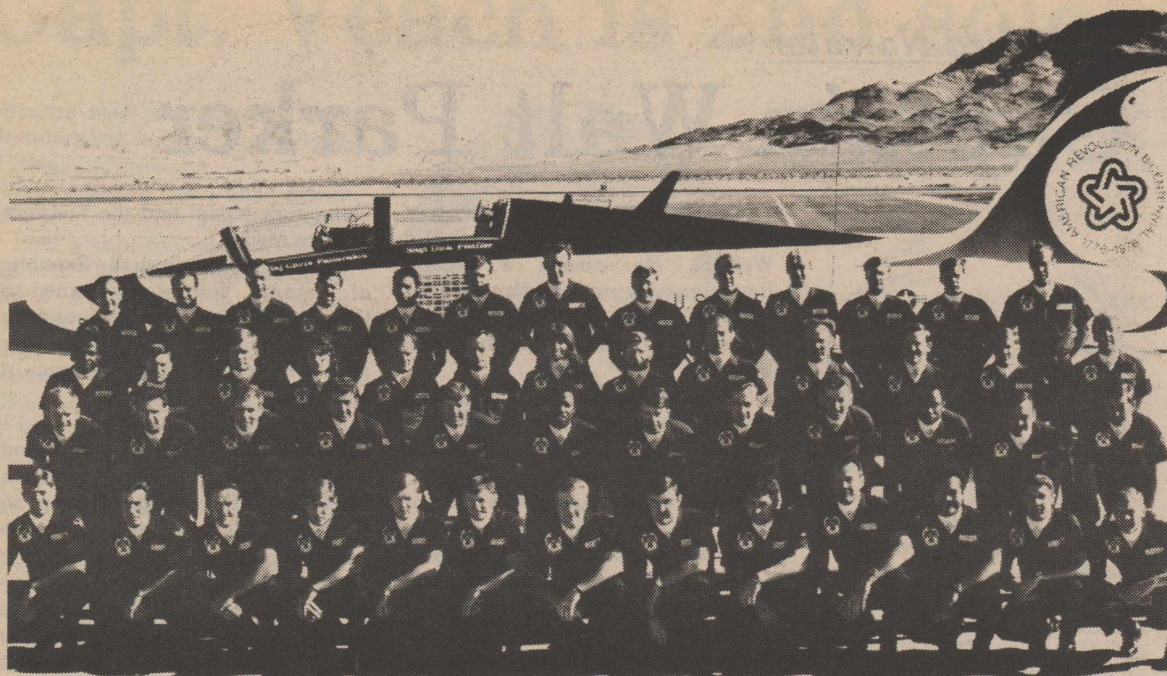
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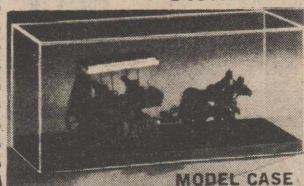
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Army parachuting team performs at Open House

The Golden Knights, the Army's Parachute Team, will be one of the attractions for this year's Reese Open House. The team will begin their demonstration parachute jumps at 1:30 p.m.

The Golden Knights compete in national and international parachute competition; help develop new military parachuting techniques and equipment; and put on demonstrations in support of the U.S. Army Recruiting Command.

Normally, the team schedules 150 to 200 demonstrations during its nine month season, which begins the first week of March each year.

Accomplishments

Since it was formed in 1959, the team has performed in all 50 states and in 24 foreign nations. Members of the team currently hold eight of the 10 World Parachuting Records. The Knights have produced 10 national and three world parachuting champions. They began the bicentennial season having performed more than 2,150 live demonstrations before some 90 million spectators. The team has made more than 154,000 individual parachute jumps, with each man presently on the team averaging more than 1,400 free-falls.

Membership

Each member of the team is selected, after a lengthy competitive tryout period, from hundreds of applicants the team receives each year. Each prospective Golden Knight must be a qualified military parachutist with an unspilled military record, have a minimum of 200 free-fall jumps and hold a Class

"D" International Parachutist license.

Parachutes

The team primarily uses rectangular ram-air canopies that resemble an air mattress. These parachutes, called Para-Planes, Strato-Stars or Strato-Clouds, are highly maneuverable, flexible-wing gliders with an inherent forward speed of about 22 miles per hour. While most of the team jumps these "squares", some of the Knights still utilize the more conventional round parachutes, or Para-Commander. On special occasions, certain team members use the "Delta II Para-Wing" that has a canopy closely resembling that of a Hang-glider.

Aircraft

The Golden Knights can jump from a variety of fixed and rotary wing aircraft. Normally, however, the team uses its own distinctive YC-7A Caribous during demonstrations throughout the United States. The Aviation Section, in addition to the two Caribous, has two U-1A Otters that are used by the competition team for daily training. Besides flying our aircraft, the Aviation Section also maintains all four craft.

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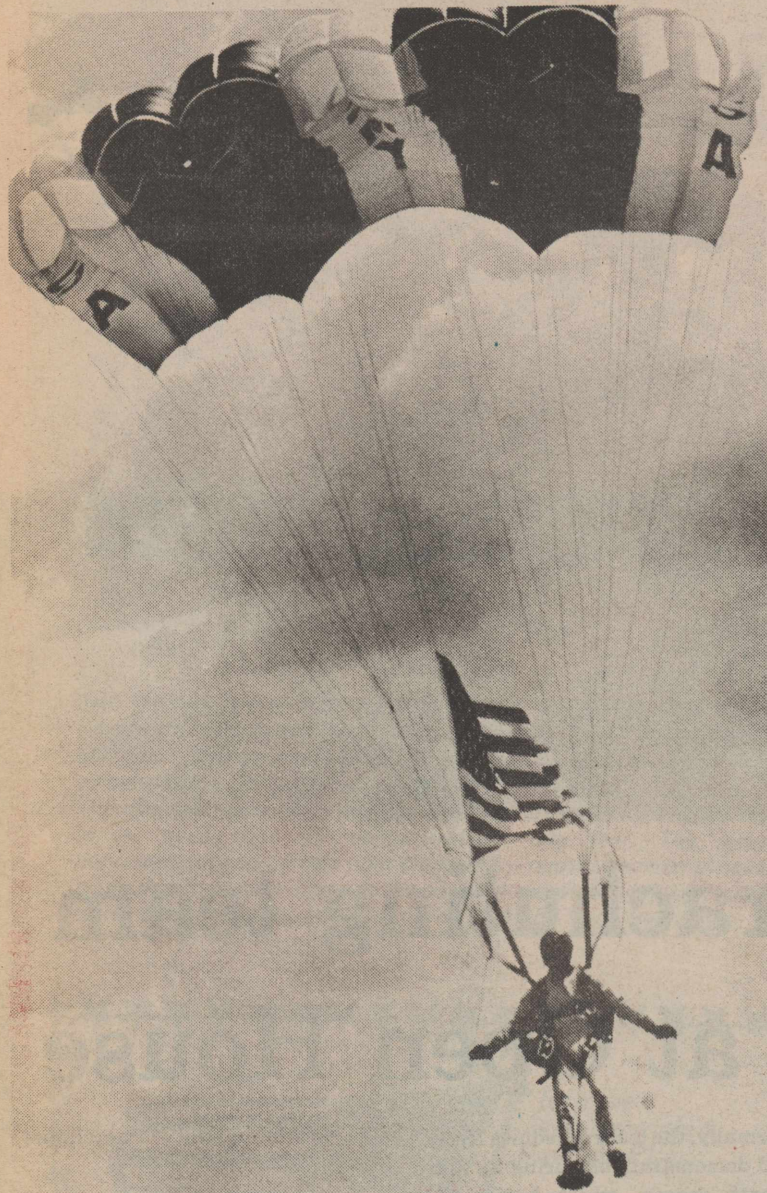
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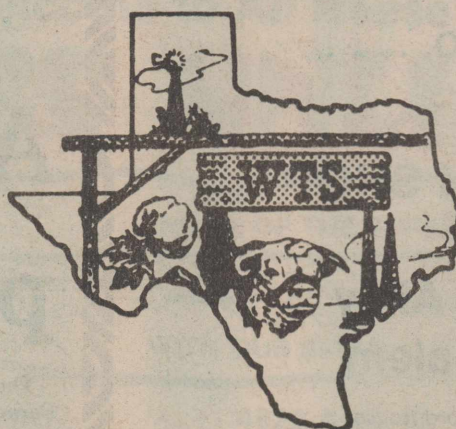


SLOWLY - Gliding gracefully earthward, a member of the U.S. Army's Parachute Team, "The Golden Knights", proudly flies our Nation's colors as part of the Team's world-famous parachuting demonstration. (U.S. Army Photo by SFC Joe Sumakeris)

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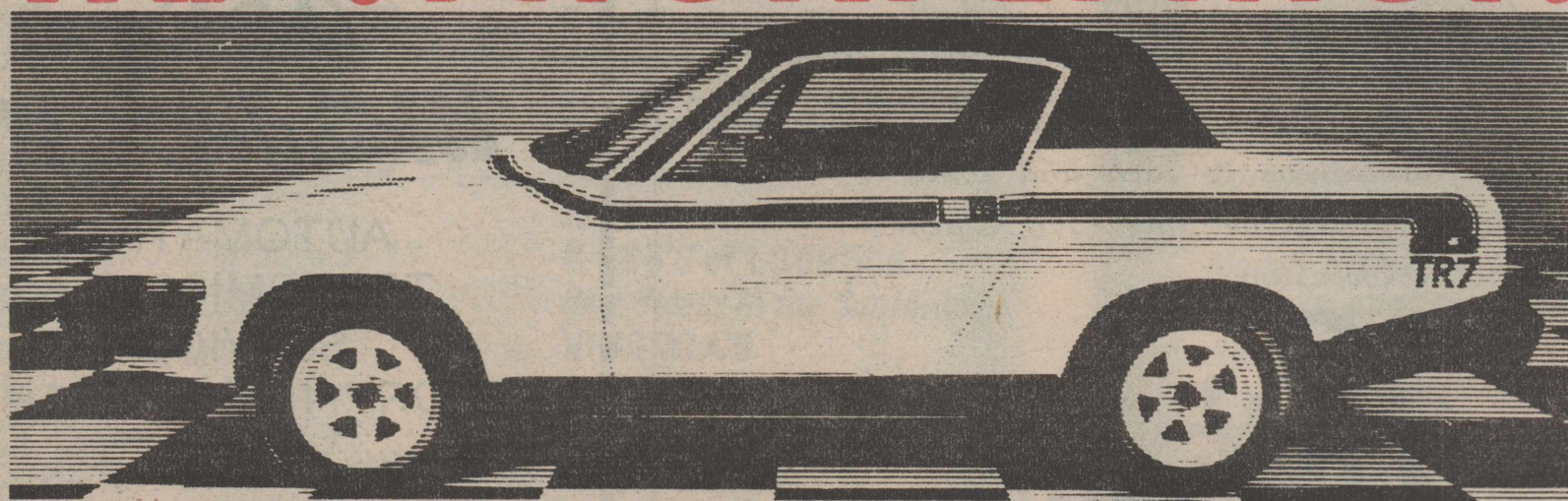
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Open House highlights aircraft

The 1976 Reese Air Force Base Open House will feature a wide array of fighter and cargo type aircraft. The following article gives a short history of each plane featured on static display.

T-37

The twin-jet T-37 "Tweety Bird" is used by Air Training Command (ATC) as a primary jet pilot trainer. It has side-by-side seating for student and instructor, and more than 600 are being used in the pilot training program. The T-37 made its first experimental flight in October 1954 and has been in production since 1957. It is built by Cessna Aircraft Company and is powered by two Continental turbo-jet engines which give it a speed of 350 m.p.h. and a flight ceiling of 35,000 ft.

T-38

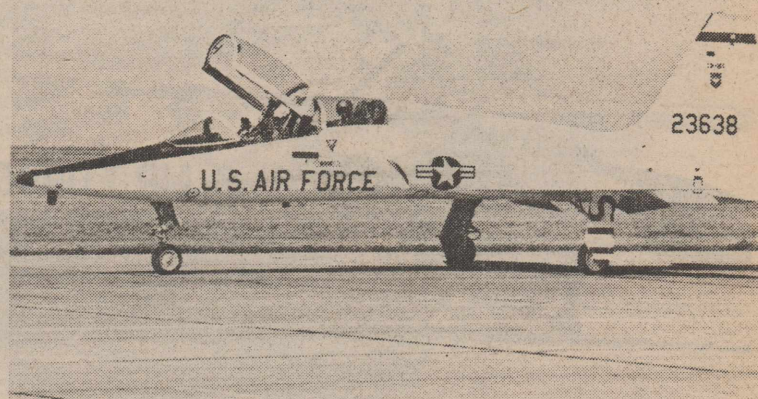
The T-38 "Talon", which made its first flight in April 1959, is used by ATC for undergraduate pilot training in supersonic techniques, multijet handling, aerobatics, night and instrument flying, and cross-country navigation flights. The T-38 is also flown by Tactical Air Command for fighter lead-in training and for developing air-to-air tactics. The Talon is also the plane flown by the USAF Thunderbirds.

A-7D

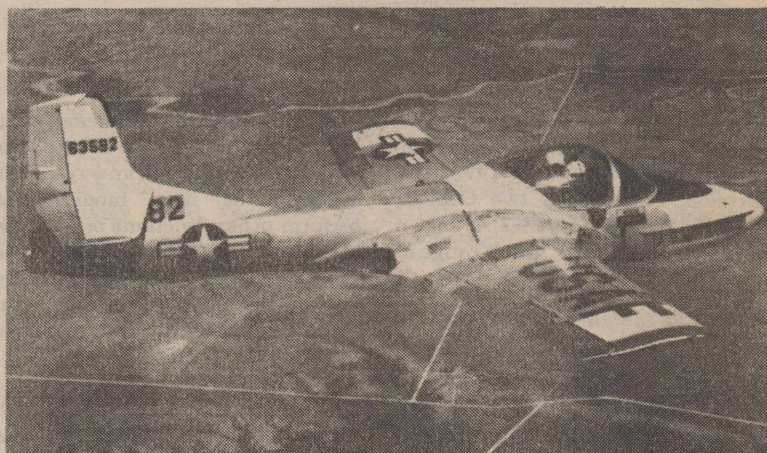
One of the latest close air support fighters in the Air Force is the A-7D Corsair. It is a single-engine, single-place attack aircraft equipped with a 20 mm Gatling gun and capable of carrying and expending a wide variety of conventional ordnance over a large radius of action. The aircraft is designed primarily for the air-to-ground attack role employing advanced radar, navigation, and weapons delivery systems to optimize visual delivery accuracy and permit operations in marginal weather and lighting conditions. The Corsair was used in Southeast Asia in its role as a close air support fighter aircraft.

F-105

Another aircraft used widely in Southeast Asia is the F-105 Thunderchief, it is a Mach 2, multipurpose, adverse-weather fighter-bomber capable of delivering conventional and nuclear weapons. The aircraft's characteristics, performance, and firepower qualify it for use in counterair close support, or interdiction roles in either limited or general war. It's 20 mm. Vulcan cannon fires 6,000 rounds-per-minute and the aircraft can deliver 16 750-pound bombs carried on external mounts. It is built by



T-38



T-37

Republic Aviation Corporation and powered by a Pratt and Whitney turbojet with afterburner and has a speed of 1,400 m.p.h.

RF-4C

The RF-4C is a two-place tactical reconnaissance aircraft.

The primary mission of this aircraft is all-weather, high-low, day-night selective reconnaissance. For extended range missions, both centerline and external wing tanks can be carried, and it can be refueled in flight. It has a full range of radar

Continued on page 18

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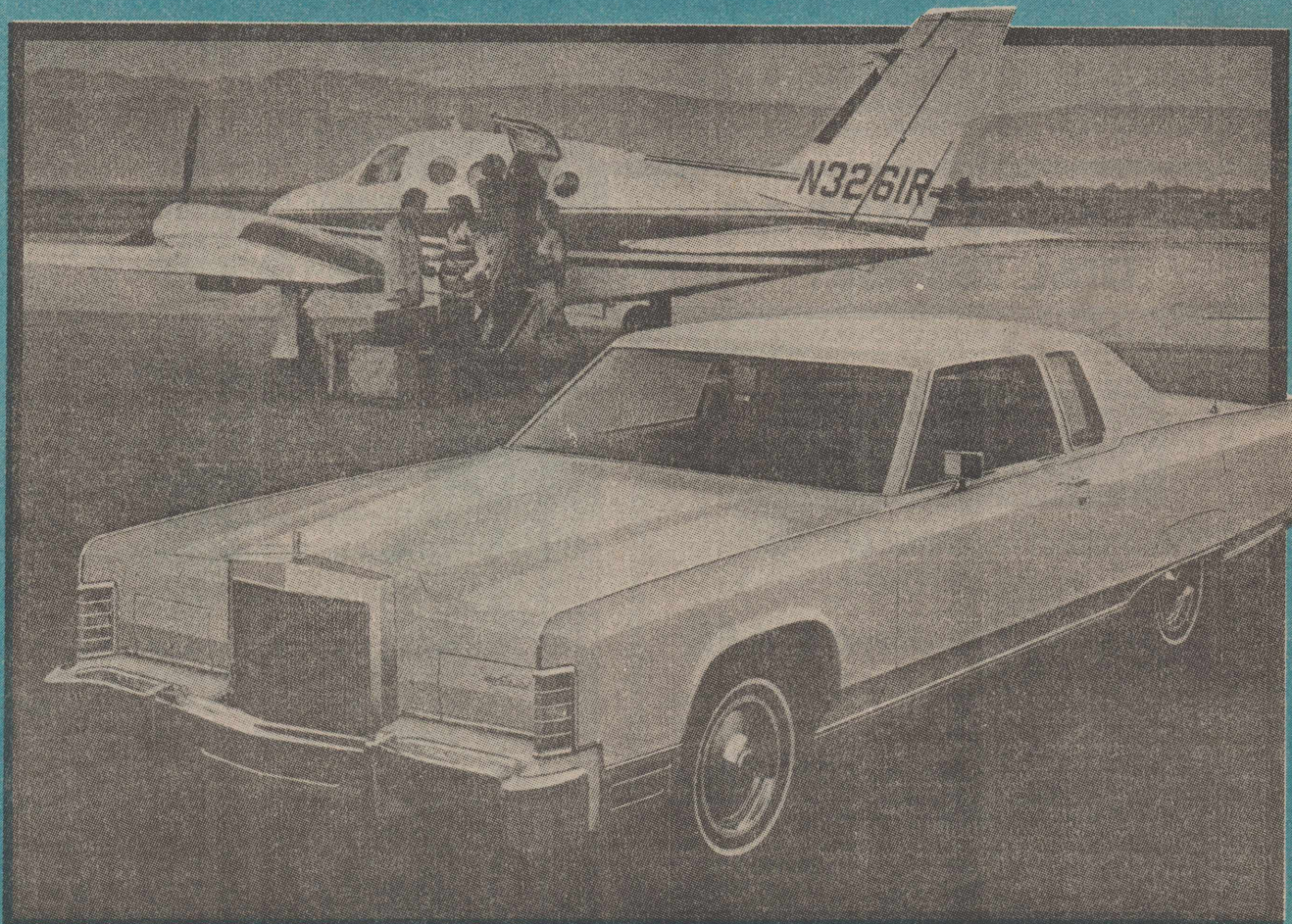
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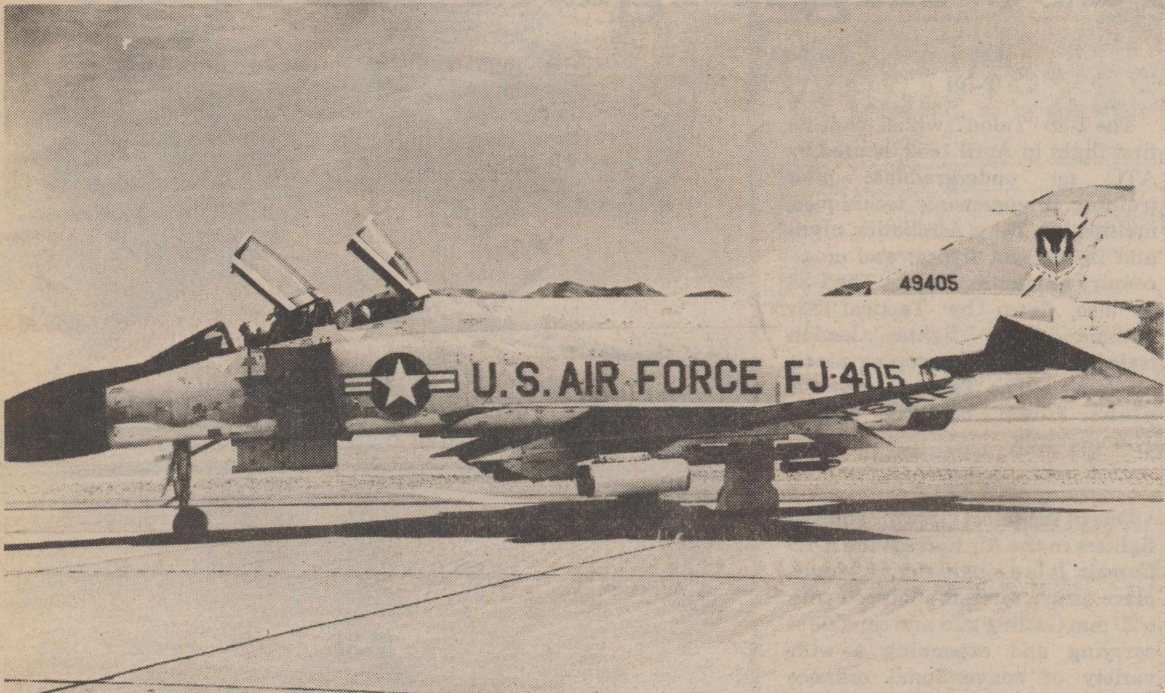
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Display aircraft



RF-4

Continued from page 17
and camera equipment as well as other equipment to help it fulfill its mission. Powered by two General Electric turbojet engines, it has a speed of 1,600 m.p.h. and a range of 1,400 miles.

O-2

The Air Force's O-2 aircraft is a military version of the Cessna Model 337 Super Skymaster. It can be used in forward air control, liaison, observation, and psychological warfare functions. It is a high wing, all metal, twin-boom aircraft. Its unusual center-line mounting of engines, with a tractor and pusher propeller arrangement, provides twin-engine safety and reliable handling characteristics. It is easier to fly than a conventional two-engine aircraft. It has dual, side-by-side pilot controls and can carry two additional passengers or about 700 pounds of cargo. Capable of taking off or landing in less than 1,000 feet, the O-2 can operate at speeds from 80 to 200 m.p.h.

C-130

The only cargo type aircraft on display is the C-130 Hercules. It has long and short range capability of delivering personnel and material by air, landing, parachute, or auxiliary delivery modes. It can land and takeoff on comparatively short runways and was the major airlift

support aircraft in Southeast Asia. It can be equipped with skis to take off on snow covered runways. This aircraft has been modified to perform other functions other than cargo and personnel carriers. It is used by the Weather Service to fly into hurricanes and has also been used as an attack aircraft, and flare ship.

A-37

The A-37 "Dragonfly" was designed for the Air Force to meet specific requirements for counterinsurgency operations. It is used for close air support, armed escort for troop-carrying helicopters, combat air patrol for truck convoys, armed reconnaissance, and night interdiction. It has approximately double the weight of its trainer version, the T-37, and twice the engine thrust.

KC-135

The Air Force's KC-135, powered by four Pratt and Whitney turbojet engines, has made jet-to-jet refueling possible. This means that Strategic Air Command's bombers can take on a full load of fuel without slowing down, changing course or descending to altitudes at which they burn fuel at a much faster rate. The "Stratotanker" can exceed 600 m.p.h. and can fly at altitudes above 50,000 feet. It can carry 40 tons of

fuel for air-to-air refueling over distances of more than 4,500 miles.

F-106

The most advanced all-weather fighter interceptor in the Aerospace Defense Command (ADC) is the F-

Continued on page 19

"GETTING ALONG"

SOONER OR LATER, a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take.
He learns that it doesn't pay to be sensitive soul — that he should let some things go over his head like water off a duck's back.
He learns that he who loses his temper usually loses.
He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously.
He learns that carrying a chip on his shoulder is the easiest way to get into a fight.
He learns that the quickest way to become unpopular is to carry tales and gossip about others.
He learns that most people are human and that it doesn't do any harm to smile and say "good morning" even if it is raining.
He learns that most of the other fellows are as ambitious as he is, that they have brains that are as good or better, and that hard work, and not cleverness, is the secret of success.
He learns that it doesn't matter so much who gets the credit so long as the business shows a profit.
He comes to realize that the business could run along perfectly without him.
He learns to sympathize with the youngsters coming into the business, because he remembers how bewildered he was when he first started out.
He learns not to worry when he does not make a hit EVERY time, because experience has shown if he always gives his best, his average will break pretty well.
He learns that no man ever got to first base alone and that it is only through co-operative effort that we move on to better things.
He learns that the fellows are not any harder to get along with in one place than another, and that "getting along" depends about 98 per cent on himself.

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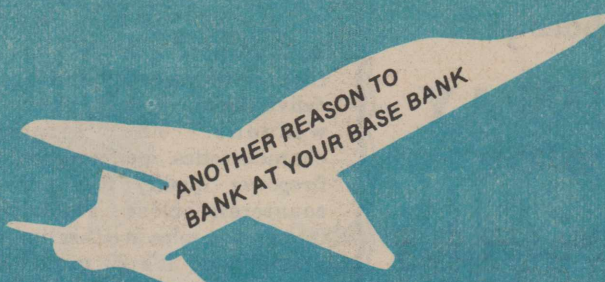
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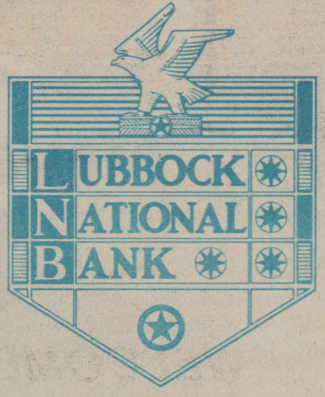
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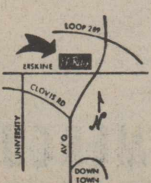
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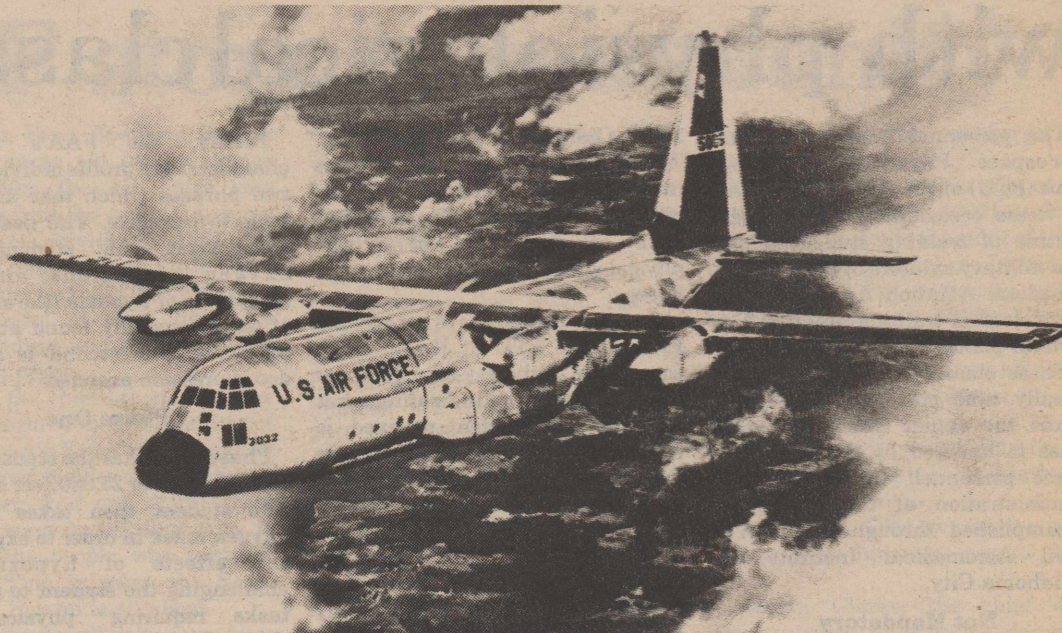
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Display aircraft



C-130

Continued from page 18
106 "Delta Dart". It is powered by a Pratt and Whitney turbojet with a speed of 1,400 miles per hour. Capable of air - to - air refueling, it carries all of its armament inside the weapons bay. The F-106 is currently being flown by active-duty ADC squadrons, at the Air Defense Weapons Center at Tyndall AFB, Fla. and by several Air National Guard units.

F-111

A tactical strike aircraft, the F-111's primary mission is near all-weather,

day-night operation in the conduct of conventional and nuclear warfare. It has a variable-sweep wing which can be positioned in flight at various angles between the full forward and aft positions. This feature enables it to operate from relatively short runways, fly at supersonic speeds at low altitudes and reach Mach 2.5 above 60,000 feet. It first became operational at Nellis AFB, Nev. in 1967.

OV-10

The OV-10 called the Bronco, performs many missions for the

U.S. Air Force including observation, armed reconnaissance, forward air controller operations, helicopter escort, gunfire spotting for ground forces, target marking, and many other utility functions. It can also be adapted to many peace time missions such as disaster relief, medical missions, aerial mapping and spraying operations. It is powered by two turboprop engines. The pilot and copilot sit in tandem forward of the propellers and have a completely unobstructed view from the bubble-like "greenhouse" cockpit.



KC-135

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Base PTU assists FAA with physiological class

The personnel assigned to the Aerospace Physiology Training Unit (PTU) of the USAF Hospital at Reese occasionally break their routine of training student pilots and military aviators by conducting a Federal Aviation Agency (FAA) physiological training program for civilian pilots.

These classes for civilian pilots usually take place on week-ends. While the actual teaching of the class is handled by assigned Air Force personnel, enrollment and administration of the course is accomplished through the FAA's Civil Aeromedical Institute at Oklahoma City.

Not Mandatory

The FAA has no mandatory requirement for civilian aviators to receive physiological training, but favors the program in the interest of promoting aviation safety because it realizes that human factors are involved in a great number of civil aircraft accidents. The prospective students, usually civilian pilots in the National Aviation System are made aware of the program through articles published in aviation periodicals and through contact with FAA employees, flying services, and aviation industry personnel. All these sources work to promote the program and encourage airmen who have no other authoritative means of receiving physiological training to apply for the course.

How to Apply

Prospective civilian students may schedule themselves for a physiological training session at Reese by mailing a request to the: Physiological Operations and Training Center (AAC-143), Civil Aeromedical Institute, FAA Aeronautical Center, P.O. Box

25082, Oklahoma City, Okla. 73125. The FAA will forward the applicant information sheets describing the program, application forms and the date of the next scheduled physiological training session at Reese.

A roster of students is sent by the FAA to the PTU at Reese. Upon completion of the day-long course, a roster of attendees, indicating what training each student received, is returned to FAA offices in Oklahoma City. Applicants who wish to participate in the altitude chamber flight must produce evidence of proper physical qualifications in the form of a current FAA Class I, II, or III medical certificate. In many instances, wives, husbands, or others who are not qualified to take the chamber flight may attend the lecture portion of the course. Non-participants may observe the altitude chamber flight through observation windows located in the chamber's walls. On similar occasions, the PTU has hosted groups of aviation buffs interested in the subject such as the scouts and local model airplane club members and ROTC cadets. They have been provided the classroom lectures similar to the FAA's but have had to settle for a simulated flight and briefing on the capabilities of the altitude flight chamber.

Restrictions

The fact that a person has a valid medical certificate does not guarantee him of participation in the altitude chamber flight. Such passing complications as a cold, a respiratory infection, diarrhea, use of some medications, a recent SCUBA dive or even a heavy beard, which would prevent proper oxygen face mask fit are cause for medical disqualification from the exercise.

Briefly, the FAA's altitude chamber flight profile is divided into two phrases which take about an hour to complete. The first phase familiarizes the student with oxygen equipment and the symptoms of hypoxia (the shortage of oxygen usually found at higher altitudes). The second is a rapid decompression exercise.

Phase One

Phase one takes the student from ground level to 25,000 feet altitude. The student then takes off his oxygen mask in order to experience the effects of hypoxia. By challenging the student to perform tasks requiring physical and mental dexterity (which are accomplished unthinkingly under normal conditions) the effects of hypoxia are brought home in a very personal and impressive manner. Oxygen masks are then replaced so that the student can return to normal breathing rather than lapsing into complete hypoxia unconsciousness. Then a gradual descent to ground level is made.

Phase Two

In the second phase of the exercise, a rapid decompression to simulate a loss in cabin pressure from 8,000 to 23,000 feet during a period of from 10 to 15 seconds is conducted. Students are taught to suppress anxiety and maintain self-control in order to avert possible hyperventilation (or overbreathing) and the dizziness and fainting caused by that phenomenon. Students learn to use their oxygen equipment quickly in this exercise before returning to normal oxygen breathing and a gradual return to ground level to terminate the altitude flight chamber portion of the day's activities.



F-106

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Speakers Bureau takes AF story to community

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 AFB Information Office at telephone number: AC (806)-885-4511, Ext. 2410 or 2236 or write 64FTW/01, Attn: Speakers Bureau, Reese AFB, Tx. 79489.

A few of the Speakers Bureau's more popular members at present are Majors Joseph E. Hickox, Robert L. Clark and John C. Reimer, and Captains Thomas N. Clarke, Jack D. Cusano, Michael V. Nelson, and Thomas D. Pipkin.

Major Hickox is a former Air Attache assigned to the U.S. Embassy to the Soviet Union in Moscow. He is one of the most prolific public speakers in the Air Force today. During the past two years he has made more than 130 speeches and eight radio and television appearances discussing the topics of "The Soviet Military Buildup" and "Life in the Soviet

Union." He is a perfect speaker for a patriotic occasion.

Major Clark is a former pilot of a "hurricane hunting" C-130 Hercules aircraft. He presents the story of the U.S. Air Force's hurricane hunting squadron to adult audiences, and has a special program entitled "How Things Fly," for young school children and young at heart adults.

Major Reimer is the commander of the base weather detachment and talks on two topics: weather and his experiences in the Air Force weather service overseas, and his experiences on Okinawa during its reversion to Japanese control in 1972.

Captain Clarke, the chief of security police, talks on his stay in Turkey during 1975-76, a time when Turkey assumed control of U.S. bases there, and also on security police operations.

Captain Pipkin has an excellent presentation explaining the Instrument Flight Simulator, the first of its kind in the world that is becoming operational at Reese.

The topics of the many other speakers bureau members can be obtained from the Reese Information Office.

Reese announces entries for basketball tourney

Reese AFB has always had a strong interest in surrounding communities and last year the first high school basketball "Christmas Classic" tournament was hosted here in the Base Gym to promote this interest.

Thirteen high schools participated in the 1975 tournament and they were all unanimous in their agreement that the tournament was a highlight of the 1975 - 76 season. This favorable response has led to Reese sponsoring the tournament again this year.

Two Divisions

As with last year's tournament, the 1976 affair will be a three day competition with play divided into two divisions. The large schools (AAAA and AAA) will play for the President's Trophy and the small schools (AA, A and B) will play for the Commanders Trophy.

The dates for this year's tournament will be Dec. 16, 17 and 18.

President's Division

Six teams will compete in the

President's Trophy Division of the tournament. This will be a double elimination event with each team guaranteed of playing two games and the possibility existing that teams could play as many as five games.

The six teams competing in this division are: El Paso Andress (Defending champions,) Abilene Cooper, Big Spring, Lubbock Dunbar, Rowell (New Mexico), and Seminole.

Commander's Division

The eight teams in the Commanders Trophy Division will play the traditional single elimination tournament format with each team guaranteed of playing in the championship and elimination brackets.

The teams competing in this division are: Abernathy, El Paso Cathedral, Denver City, Kermit, Lubbock Christian High School, El Paso Lydia Patterson, Morton, and Muleshoe. Lubbock Christian is the defending champion.

During their time on base, each team - will have an individual Instructor Pilot assigned to it as an

escort officer. He will help the team solve any problems that may arise at the last minute and can arrange tours of the base and its facilities. While at Reese for the tournament, participating teams will be permitted to use the Base's other recreation facilities and to eat in the Wing dining hall and the Officer's and Noncommissioned Officer's Clubs if they desire to do so.

The Air Force is interested in telling high school students of the age group that our participating team members, cheerleaders and fans fall into, of its numerous career opportunities for both men and women. The Christmas Classic is a unique way of exposing these students to some aspects of Air Force life. Hopefully, through their visit to Reese some of our participants and their fans may develop an interest in pursuing an Air Force career either as an enlisted man or woman after graduation from high school or in college through the Air Force Reserve Officer Training Corps (ROTC) program or at the U.S. Air Force Academy in Colorado.



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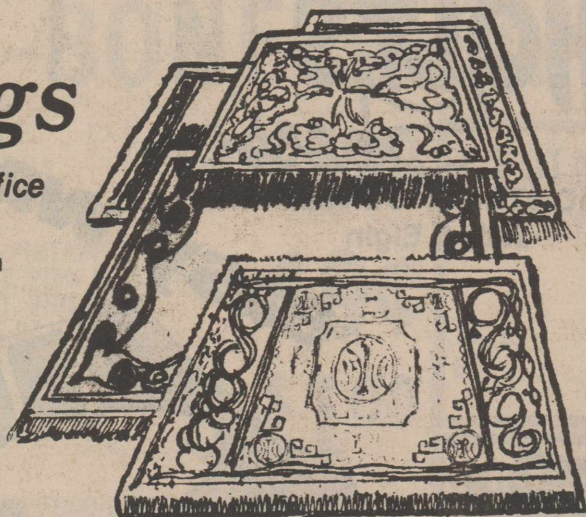
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Regulations were simple when aviation 1st began

With the evolution of the airplane came more and more complex flight regulations.

When pilots flew in open cockpits wearing knee-length flying britches with top airspeeds of less than 60 miles per hour, the regulations were not so hard to understand.

Return with us now to those thrilling days of yesteryear, as we peruse actual US Air Service regulations set forth circa 1920:

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Don't turn sharply when taxiing. Instead of turning short,

3. Never leave the ground with the motor leaking.
4. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
5. Pilots should carry hankies in a handy position to wipe off goggles.
6. Riding on the steps, wings, or tail of a machine is prohibited.
7. In case the engine fails on take-off land straight ahead regardless of obstacles.
8. No machine must taxi faster than a man can walk.

9. Do not trust altitude instruments.
10. If you see another machine near you, get out of its way.
11. Before starting a landing glide, see that no machines are under you.
12. Hedge-hopping will not be tolerated.
13. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
14. Pilots will not wear spurs while flying.
15. If an emergency occurs while flying, land as soon as you can.



FLIGHT SCHOOL - This early flight training session is drastically different from what would be seen on the flightline at Reese today. The advent of jet engine aircraft and more modern equipment has also changed many of the flight regulations that were used by the pilot pictured above (U.S. Air Force photo)

Reese mission remains same over many years

Lubbock Army Air Field came into existence on June 23, 1941, shortly after the citizens of the Lubbock area had donated more than 2,000 acres of land west of the city to the government for construction of a 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, a total of 7,000 bomber, fighter, and transport pilots had been trained at the facility. With the end of the war, the base was closed down on Dec. 31, 1945.

The base was reactivated on Aug. 1, 1949, with the 3500th Pilot Training Wing moving here from Barksdale AFB, La.

The citizens of the area wanted the base to have a name honoring a local man and the honor was given to 1st Lt. Augustus F. Reese, Jr.

In April, 1961, Reese was named as one of seven Air Training Command 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 locations.

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. However, the mission remains the same - to train military pilots.



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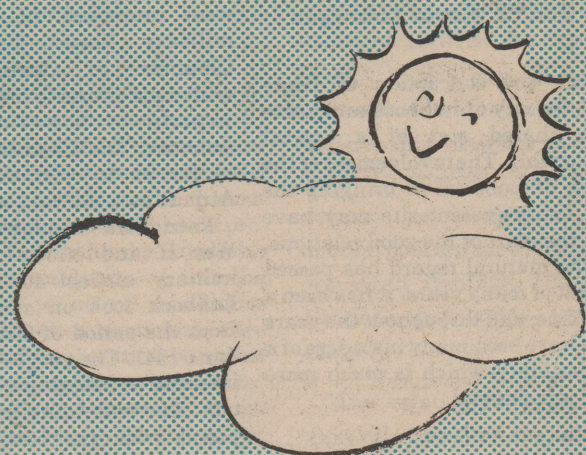


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Local involvement brought Reese to area

by 2nd Lt. Kevin Lonergan

Since the conception of Reese AFB, the city of Lubbock and Reese have shared sort of a special relationship. The involvement of the people of Lubbock in bringing the base to its present site may have been the start of the good relations, but the mutual regard has passed the test of many years. It has been a long time, and throughout the years there have been many instances of a compatibility which is much more than coincidental.

Lubbock Efforts in Obtaining an Air Base

As early as 1932, the local citizens

were interested in obtaining a military base. The Lubbock Chamber of Commerce made numerous efforts to interest the War Department in putting a base in Lubbock. The Chamber even went so far as to offer the Municipal Airport as a military airfield.

Patriotism was high during World War II and efforts to obtain a military airfield for the city of Lubbock took on special interest from the period of October 1940 to June 1941. The people had varying interests in bringing a base to their city. The overriding interest of the people was the concern for the American military and the War, but with the arrival of a military base would come great business opportunities, jobs for local people,

and just general growth for the city of Lubbock.

Arrival of Military in Lubbock

On 13 June 1941, Congress had concluded its preliminary surveys and officially announced the selection of Lubbock for the site of a military installation. The people of Lubbock were very happy with the announcement. The actual site for the base was described as the land owned by the late Mrs. J.D. Lindsey, an active local civic leader. The City bought the land from Mrs. Lindsey for \$35.00 per acre or \$49,000. The land was leased by the city of Lubbock to the United States Government for \$1 per year. On 26 June the War Department officially established the base as the Lubbock Advanced Flying School

In August 1941 preparations began in full force. On Aug. 6 Brooks Field was designated as the station of activation (the Lubbock Advanced Flying School was to be filled with squadrons from Brooks). On the 11th, the new project officer, Major H. M. Newstrom, arrived. The construction contracts were awarded on the 22nd. The main contractors were W. S. Moss of Lubbock and C. S. Lambie of Amarillo, with the contract for buildings going to W. C. McMillan of Lubbock. On the 23rd, a cadre of five men arrived from Brooks to supervise preparations. At first, headquarters was located in City Hall, but was later moved to another downtown business building.

The Air Field began taking the shape of an Air Field in early 1942. In January, organizations came from Brooks to activate the field. On Feb. 6 the name was officially redesignated as the Lubbock Army Air Field, and on the 25th, the first

class of cadets arrived (section 42-E). The class graduated on April 29 as single engine pilots as a result of their training in AT-6's. Finally, on June 21, 1942, Lubbock Army Air Field was officially dedicated with a big Open House acknowledging the many people involved in bringing the Air Field to Lubbock. After 10 long years of concentrated effort, the city of Lubbock had finally received its reward.

Inactivation of the Air Field

On 15 November 1945, the government made the decision to inactivate the base. The decision was made due to the end of the War and fewer military requirements, but also due to the fact that the land was owned by the city of Lubbock and not the U.S. Government.

In late 1945, the base was maintained only on a limited basis as a sub-base of Goodfellow Field in San Angelo, Tex. The base housed some of the local needy veterans and their families. The barracks were also used as low-rent apartment units for veterans attending the local universities on the GI bill. Other uses for the base included recreation, and meeting places for the National Guard, AAF and Navy Reserve Units.

Reactivation of the Air Field

During the years the base was inactivated, the city of Lubbock continued efforts to reopen the base. Extensive visits and committee work by prominent citizens kept interest alive.

On April 19, 1949 the decision was made to reactivate the base, but only after great efforts by the city of Lubbock (the decision also coincides with the Korean conflict). In order to reactivate the base, the city made many promises. It was agreed that

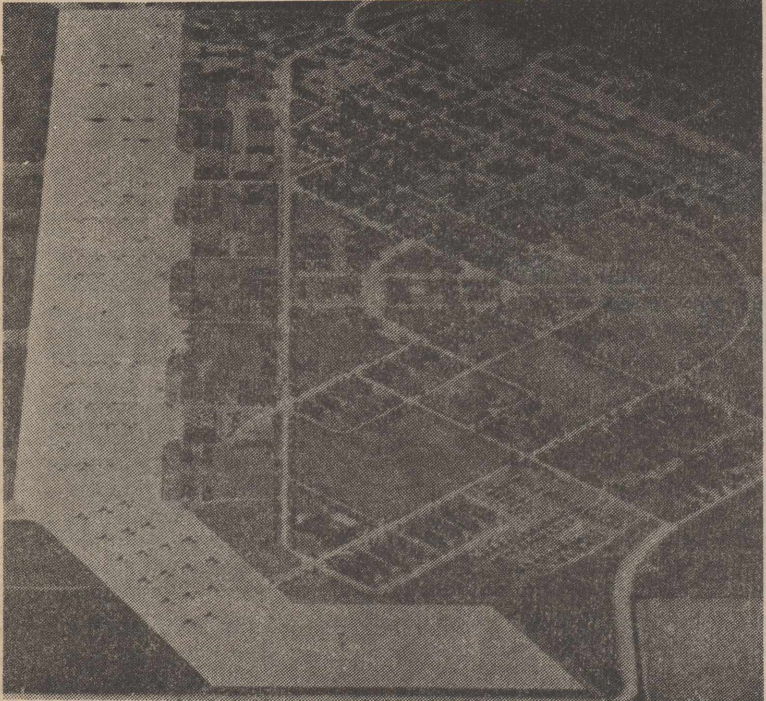
the City would sell the land to the U.S. Government, and the price was \$1. Lubbock physically helped put the base in operating order by finding homes for the veterans and their families presently living on the base, paving 4th Street between the city and the base, and providing bus service between the city and the base. Lubbock also helped in obtaining Abernathy as an auxiliary field.

On August 1, 1949, reactivation was begun, and the city of Lubbock had achieved another victory. On Oct. 5, 1949, base reactivation was officially opened. On Nov. 5 the base was officially named Reese Air Force Base, after 1st. Lt. Augustus F. Reese, Jr., of Shallowater, Tex. The city of Lubbock was involved in the choice, and the local aviator seemed the logical pick.

The Fifties

During the fifties, the base took on a more permanent stature. Permanent buildings began appearing around the mid-fifties and have continued to the present. The wooden barracks buildings were moved away to fulfill South Plains needs; school space for war babies, apartment buildings, migrant worker homes, barn storage, or anything buyers could think of.

The early fifties were marked by the Korean Conflict, and training was in the B-25 Mitchell. Also during this time, the city and base teamed up to contribute 1,346 pints of blood to the Korean War Effort (701 pints by the base and 645 by the city). This combined effort broke the national record for a ten day period. On May 25, 1953, General Robert W. Harper, commander of Air Training Command, said that the relations between Lubbock and Reese were among the best he ever had observed



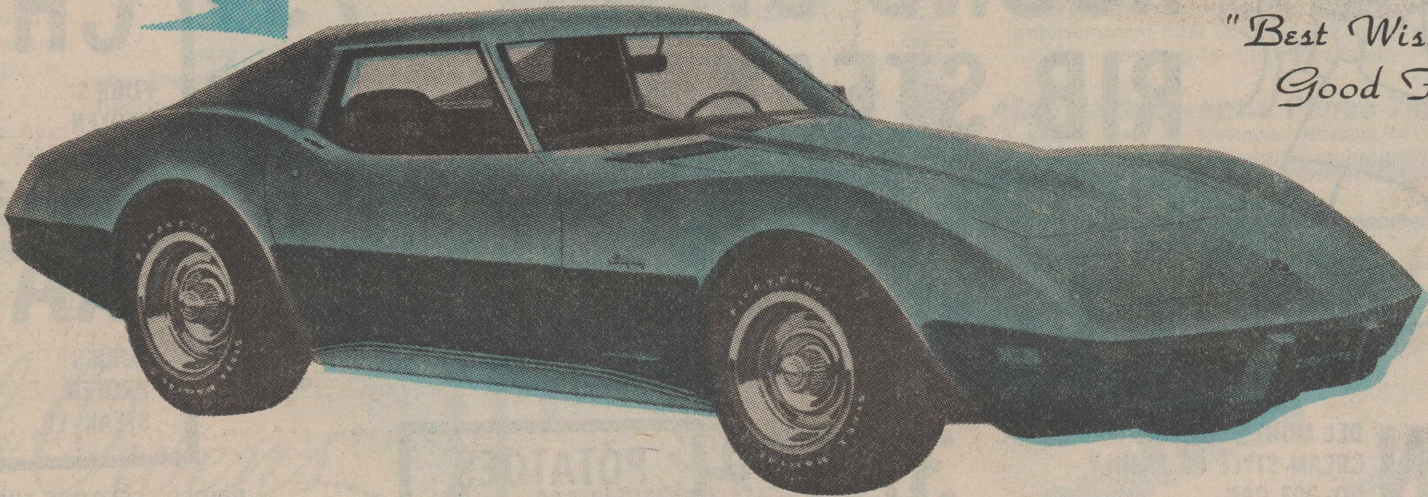
WHERE'S HEADQUARTERS? - An aerial view of Reese AFB back after the reactivation of the base back in 1949 shows the many changes the base has gone through. The base has taken on a much more modern look from these days of temporary buildings and B-25's. (U.S. Air Force Photo)

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Area continues support through the years

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The Sixties

In the early sixties, Lubbock and Reese maintained a Base-Community Council, which was instituted for the sole purpose of furthering the relations between the two parties. In reviewing the 1962 activities of employees, Colonel James Gunn III, Base commander, stated: "Not only do Reese civilian workers accomplish the vitally important task of helping to train highly qualified pilots for our United States Aerospace Force, but they contribute abundantly to the economic and social life of nearby communities."

The Seventies

There were two significant Open House dates in the sixties. On Nov. 7, 1964, 38,000 people came to help Reese celebrate "Founders' Day," honoring all those who helped in bringing the base to Lubbock. On May 8, 1965, 20,000 came to the Open House to see the base sign unveiled. The sign, near Highway 116, cost approximately \$2,000 and was donated by citizens and groups.

Late in the sixties, the base had a million in construction gave the base a new look. Looking over the base, many new and impressive buildings and facilities help the base fulfill its mission even better, but one building stands above the rest. The \$3.75 million, 75,887 square foot simulator building scheduled for operation in June helps make Reese one of the most modern UPT bases in the Air Force.

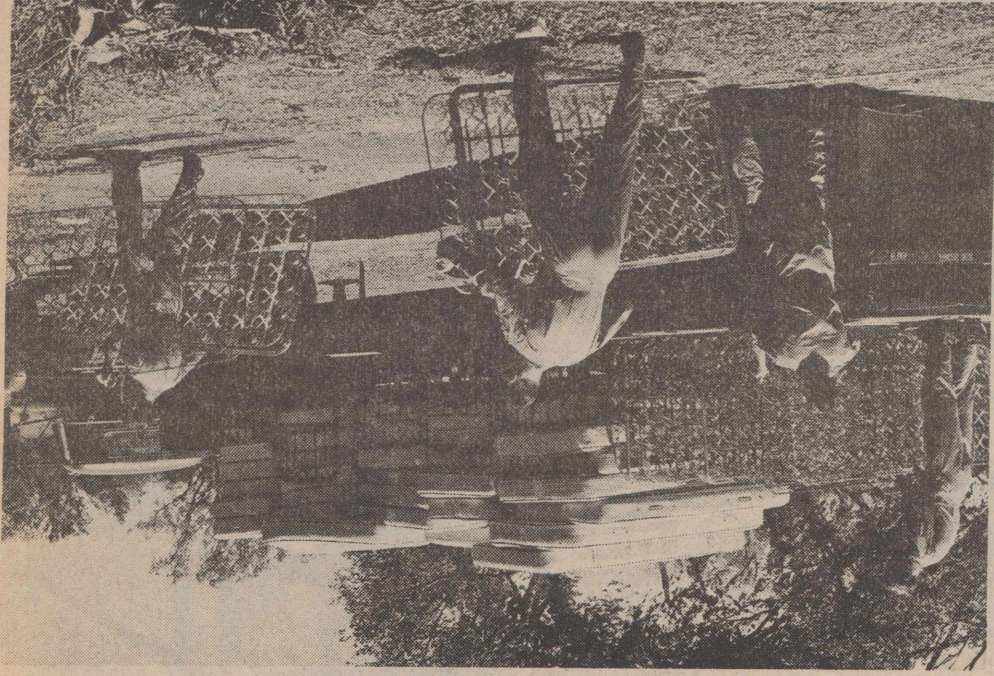
The Present

Col. Edward Mendel, the Wing commander, summarized present relations between the city and the base: "This city is intensely patriotic. There is a warm and active relationship between us based on mutual interest regarding our defense establishment, and a mutual concern for the ideals of our American Heritage. The city sees Reese as an important part of that effort."

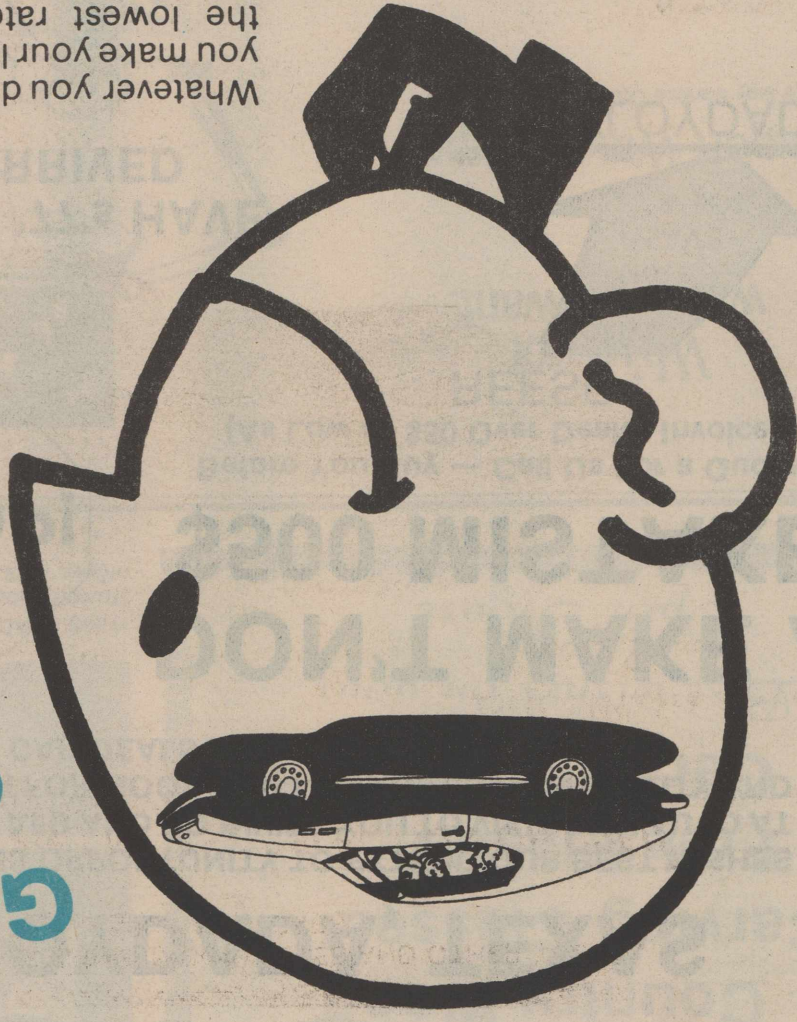
"The relationship goes beyond that of a base to a city; and it goes much further than just economics. The people of Reese and the people of Lubbock have developed, over time, a sense of personal closeness."



A NEW SIGN? - Yes, but this was back on May 8, 1965. The occasion was the unveiling of the base sign at the Open House. The sign was donated by citizens and groups from Lubbock at a cost of \$2,000. The idea and much of the work may be attributed to Dr. O. W. English and Mr. Jack Davis. (U.S. Air Force Photo)



RESE TO THE RESCUE - After the disaster caused by the tornado which ripped through Lubbock on May 11, 1970, four students from the Class of 71-04 unload a flat bed of bedding that was at the central fire station in Lubbock. Reese was commended by local, state, and Air Force officials after the extensive aid given to the city of Lubbock after the disaster. (U.S. Air Force Photo)



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Base pieces contributions together to get windmill

By 2nd Lt. Glenn Koshiyama

Nestled among the rustling elm trees, a windmill creaks and groans under the first breath of wind, but a more persuasive breeze arrives to spin the blades lazily, but steadily.

The sucker rod glides gently downward and upon its upstroke the water churns through the trough and the stream spills into the crystal pool of water.

The words above were intended to paint a new scene into the

broadening picture of Reese, but like the person who clumsily describes that funny episode of last night's party, you might say that you had to be there to appreciate it.

From the rustic days of West Texas, Reese's windmill is a genuine Eclipse model which means that they don't make 'em anymore. Constructed of timber and cast iron, the towering structure stands solidly in its foundation.

Like the common cold, the idea of a windmill at Reese was once a mere germ, but by the initiative of Col. Richard Ingram and the generosity and cooperation of the base and surrounding community, the anatomy of contributions were sutured together over the past months. From the Kansas plains came the blades and tail sections, and from nearby Lamesa, Tex. the tower was hauled to its present site. Thus, with the resourcefulness of all the people, a windmill was reconstructed.

On Columbus Day, the windmill and the park in which it rests will be dedicated. After the event, you may sneak over during your lunch break, and unless you like gritty sandwiches, you would be wise to heed the windmill and eat with your back to the wind.



TOUCH OF OLD WEST - Reese's very own windmill will be dedicated Monday when the base opens Founder's Park in honor of those men and women who were instrumental in getting Reese established. (U.S. Air Force Photo)

Reese's priority mission: quality pilots at low cost

Reese Air Force Base here at Lubbock is one of seven Undergraduate Pilot Training (UPT) bases in the Air Training Command (ATC). The other UPT bases are: Craig AFB, Ala.; Vance AFB, Okla.; Williams AFB, Ariz.; Columbus AFB, Miss.; and Laughlin AFB, and Webb AFB in Texas.

The mission of the UPT bases is to train pilots for today's aerospace Air Force. The Air Force defines the mission as: "To train top quality military pilots with the greatest efficiency and minimum possible cost."

The training the officers receive at these UPT bases enables them to fly any aircraft in the Air Force inventory with only a short

transition training period needed to familiarize them with the new plane.

Reese is a typical UPT base. It has a force of approximately 1,350 enlisted men and women, 390 permanent party officers, and 585 civilians. There are normally about 300 students undergoing training. Besides Air Force officers in training there are also officers from allied nations.

It costs approximately \$54 million to operate Reese for a year. The cost of training each pilot is estimated at \$197,000.

The aircraft in inventory at Reese include approximately 69 T-37 and 109 T-38 jet engine planes. On one average flying day as many as 180 aircraft may be in the Reese area at one time.

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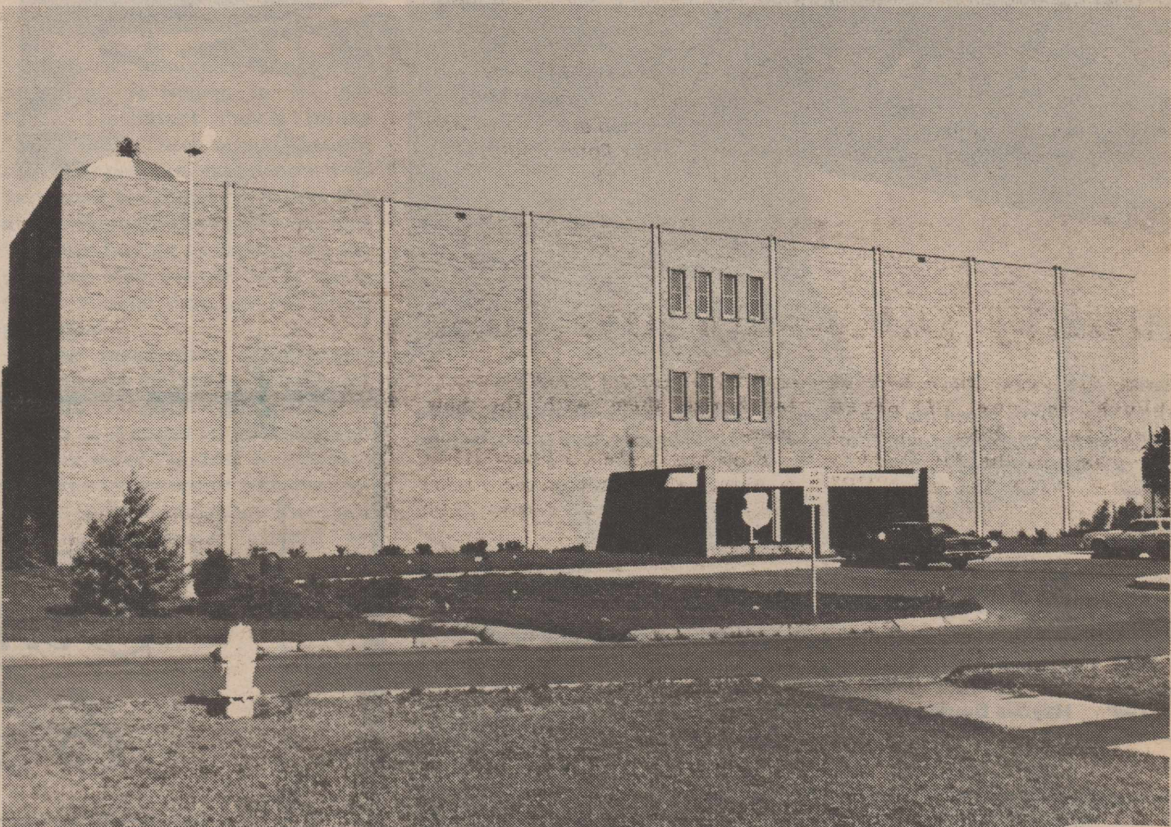
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WING HEADQUARTERS - This view of the Wing Headquarters is probably not too familiar to many people stationed at Reese today. It shows the Headquarters building as it was in the 50s. (U.S. Air Force photo)

and the way it is . . .



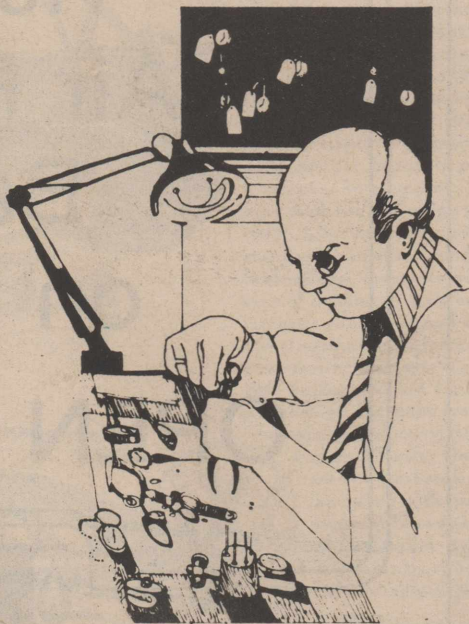
WING HEADQUARTERS - This is a front view of the new Wing Headquarters Building as it is today. This modern structure houses many of the wing offices such as finance, procurement, as well as the Wing and Base Commanders offices. (U.S. Air Force photo)

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Simulator building helps produce aviation history

Reese's newest building represents a milestone in Air Force technology. It is the first Undergraduate Pilot Training (UPT) simulator facility to be constructed at an Air Force base. All aviation eyes will be on Reese where the fate of this new project could radically change the Undergraduate Pilot program.

The new building is three stories high and measures 329 feet at its greatest width, and 200 feet at its

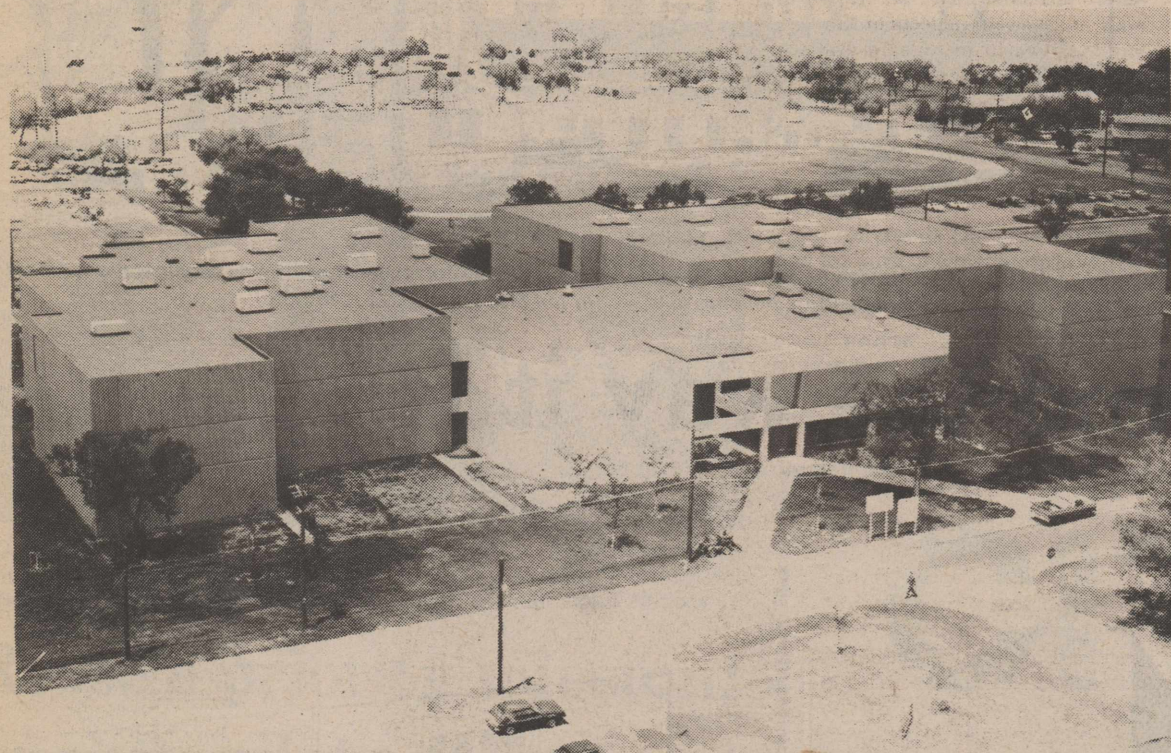
greatest depth. Its total of 75,887 square feet will make it the largest building at Reese. Total cost of the structure is \$4,048,960 and the building became a part of Reese on Sept. 1, 1976.

Currently the interior of the building resembles a giant series of handball courts, but will soon house four training areas and motion bases that will permit the simultaneous training of eight student pilots in each of the T-37 and

T-38 simulator cockpits. By June 1977, all simulators are expected to be installed and operational.

The Instrument Flight Simulator building is designed to be utilized 24 hours a day, 7 days a week once the simulator units are installed. These units will give the student pilot the complete sensation of flight without the possibility of accidents and the high consumption of fuel.

At this very moment, aviation history is being made at Reese.



FIRST FOR UPT - When the new simulator building is opened in June, Reese will be the first Undergraduate Pilot Training (UPT) base to have such a facility. (U.S. Air Force Photo)



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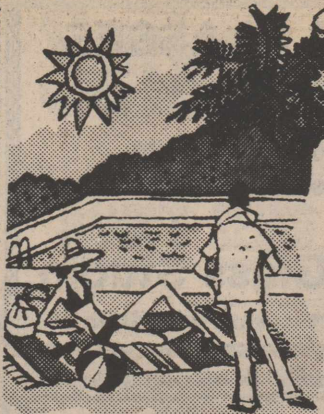
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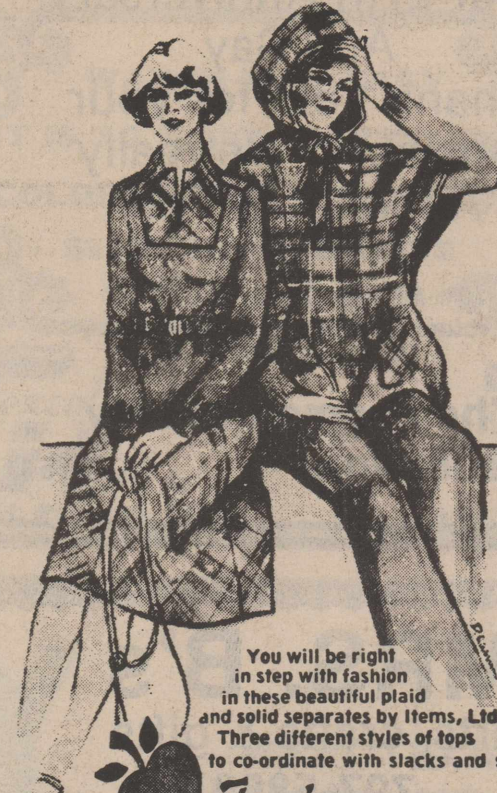
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Military women express attitudes about Air Force

By 2nd Lt. Kevin Lonergan

Four things a woman should know:

*How to look like a girl,
How to act like a lady,
How to think like a man,
How to work like a dog.*

The poem may or may not elaborate on the truth of a woman working in a so-called "man's world," but actually, how many of us really do stop and think about the many women around us, especially here, who are now in the very thick of what was once known as a "men's Air Force."

Five women on base shared their views about different aspects of the real woman's world in today's Air Force: 1st Lt. Ethel Pascal, the nurse in charge of the medical surgical unit; 1st Lt. Nancy Valenta, an Administrative Officer from the 64th Field Maintenance Squadron (FMS); 1st Lt. Shirley Underwood, an Aerospace Physiologist from the Physiological Training Unit; A1C Debbie Savage, an Air Frame Repair Specialist from the 64th FMS; and A1C Sandra Gruber, an Air Traffic Controller from the 1958th Communication Squadron, all contributed their viewpoints to this article.

Treatment

Speaking generally about the treatment of women in the Air Force, Lieutenant Pascal thinks "it's great!" Three others thought that their personal experiences were very good, but they've seen or heard about others who had problems. One lady was having problems with the civilians who seemed to be more closed minded than the Air Force personnel.

When asked about the changes that should be made, Lieutenant Valenta thought the hair standards should be changed for both men and women, since "women do not look feminine in short hair." Lieutenant Pascal said the uniforms (other than nursing uniforms) should be changed, also stressing the

importance of femininity. Airman Gruber was satisfied, but Airman Savage wanted more women supervisors and Lieutenant Underwood stressed the importance of women in Undergraduate Pilot Training (UPT).

Women in UPT

Speaking of women in UPT, responses to women entering UPT as a test at Williams AFB, Ariz., ranged from "It's neat" and "It's great, but I wouldn't want my husband (an instructor pilot here) to fly with one." Lieutenant Underwood, an Aerospace Physiologist, had special insight into the topic, noting differences

and stressing a different role for women pilots.

Generally the women like having females at the Air Force Academy. One comment was very straight forward, "If they can make it, then I'm all for it, but if they complain, they shouldn't be there."

Better Off

All the women thought they were much better off than their civilian counterparts. Some of the similar civilian jobs were only available to women in limited circumstances. Opportunities such as cross training, advanced education, and equal pay and responsibilities (with

Continued on P. 30



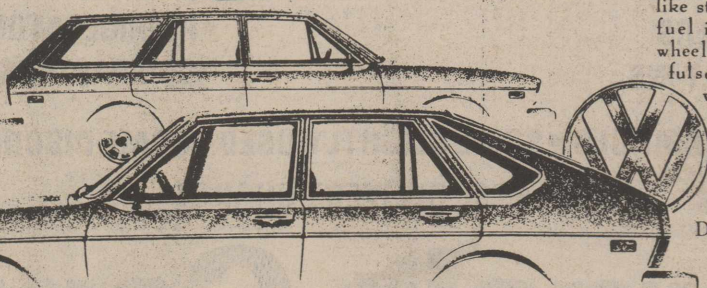
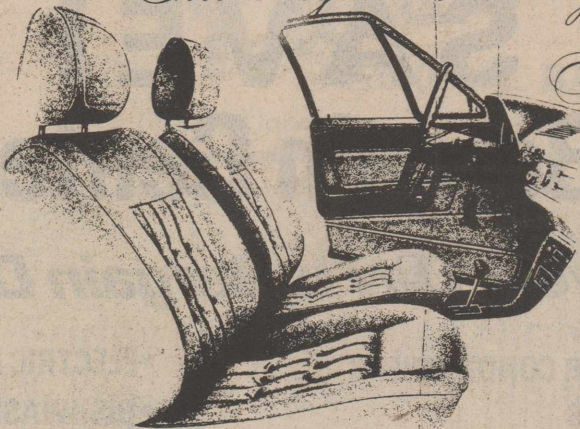
DEFIBRILLATING - 1st Lt. Ethel Pascal, charge nurse of the Reese Medical-Surgical Unit, uses a defibrillator to change the heart rhythm of a patient. (U.S. Air Force Photo by 2nd Lt. Ron Young)



OPEN DOOR - Women on the flight-line is becoming an ever increasing sight. Here A1C Debbie Savage, an air frame repair specialist, inspects the seal on a T-38 gear door. (U.S. Air Force Photo by 2nd Lt. Ron Young)

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Officer Wives' Club recognizes morale problem among women

By Nancy Feibelman

One of the better known dependent organization at most military bases is the Officers' Wives' Club (OWC). This institution usually meet in the Officers' Open Mess, but is not a member of the Open Mess.

A wives' organization such as the OWC is a necessity and in most cases is a morale factor for the woman. When orders come, these PCSs not only affect the Air Force officer, but his family as well.

At the new base the husband is introduced, becomes involved with his job, and makes new friends for this contact.

Those with school age children find that they make the adjustment of the new environment and new acquaintances at school. However, in many cases, the wife is left to her own personality and experiences to locate friends. This is where an

Officers' Wives' Club becomes important to all the family as it gives the newcomer the opportunity of meeting her husband's friends' wives, to make new friends, to join activities, and also become content with the new base.

At Reese the OWC is really divided into two organizations, each with its own constitution.

The Reese OWC Social and Recreational Association came into being on Dec. 11, 1975.

According to the constitution membership is voluntary.

In Article II it states that "object of this organization shall be to promote social and recreational activities and similar non-profitable purposes. The organization encourages fellowship among members. This organization shall be a private association as that term is defined in AFR 34-3 Volumes II and XI. It shall have no official

status with or in the Air Force, and shall not be entitled to any sovereign immunities, privileges, insurance benefits, or other exemptions and advantages to which nonappropriated fund instrumentalities are entitled. It shall be subject to such restrictions, laws, taxes, licenses, ordinances, etc., to the extent which may be imposed upon it by local, state, and Federal jurisdiction. No part of the ROWC's net earnings may insure to the benefit of any person having a personal or private interest in the activities of the organization.

The OWC Social and Recreational Association executive board is composed of the following elected officers: President, First Vice-President, Second Vice-President, Third Vice-President, Recording Secretary, Corresponding Secretary, and Social Treasurer. Appointed Standing Committee

Chairmen who sit on this board are the following: Breeze Editor, Luncheon, Coffee, Publicity, Special Activities, T-37 representative and T-38 representative.

As counterpart is the Reese Officers' Wives' Club Charitable Association which was voted into existence Dec. 11, 1975.

In this Constitution it states "Whereas the Constitution of the

Continued on page 31

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Air Force women

men) were all mentioned as advantages which civilian peers did not have in all instances.

Should there be a feminine role in the Air Force? Lieutenant Underwood says, "Women will

always be unique. It'll always be that way. Men always want women to be women." Lieutenant Pascal stated, "Women should act as women." Lieutenant Valenta said, "There should not be a feminine role

in the Air Force if we are at war." Airman Savage said, "Women should be feminine. Women in the Air Force should be thought of as women." Airman Gruber said, "Women are just the same as men" and the actual job should be looked at as a "unisex" role.

Lieutenant Valenta thought she could "most definitely" use her womanhood to gain something a male peer could not obtain, and said she also has an advantage because "men expect more mistakes from women." Airman Savage says she sees opportunities to use her womanhood to her advantage, but she shouldn't. The other three women didn't think womanhood was an advantage. Most thought that womanhood was not used to their disadvantage, but sometimes it does happen to others.

Happy with Air Force

Overall, all five women were happy with the Air Force. Lieutenant Valenta summarized it very well, "The attitudes of women have to change as much as those of the men. Each expect something different, but the men are really trying."

The attitudes of these five ladies indicate that the Air Force is making a strong progression towards the goal of a total incorporation of women in the Air Force.



MAN'S WORLD: "NO WAY" - 1st Lt. Nancy Valenta, administration officer for 64th Field Maintenance Squadron, goes over paper work with 2nd Lt. Mike Milburn. (U.S. Air Force Photo)



GOIN' UP - 1st Lt. Shirley Underwood monitors the events as a group of men are taken to the simulated atmosphere of an 8,000 ft. flight in the altitude chamber. Lieutenant Underwood is an aerospace physiologist at the Reese Physiological Training Unit. (U.S. Air Force Photo by 2nd Lt. Ron Young)

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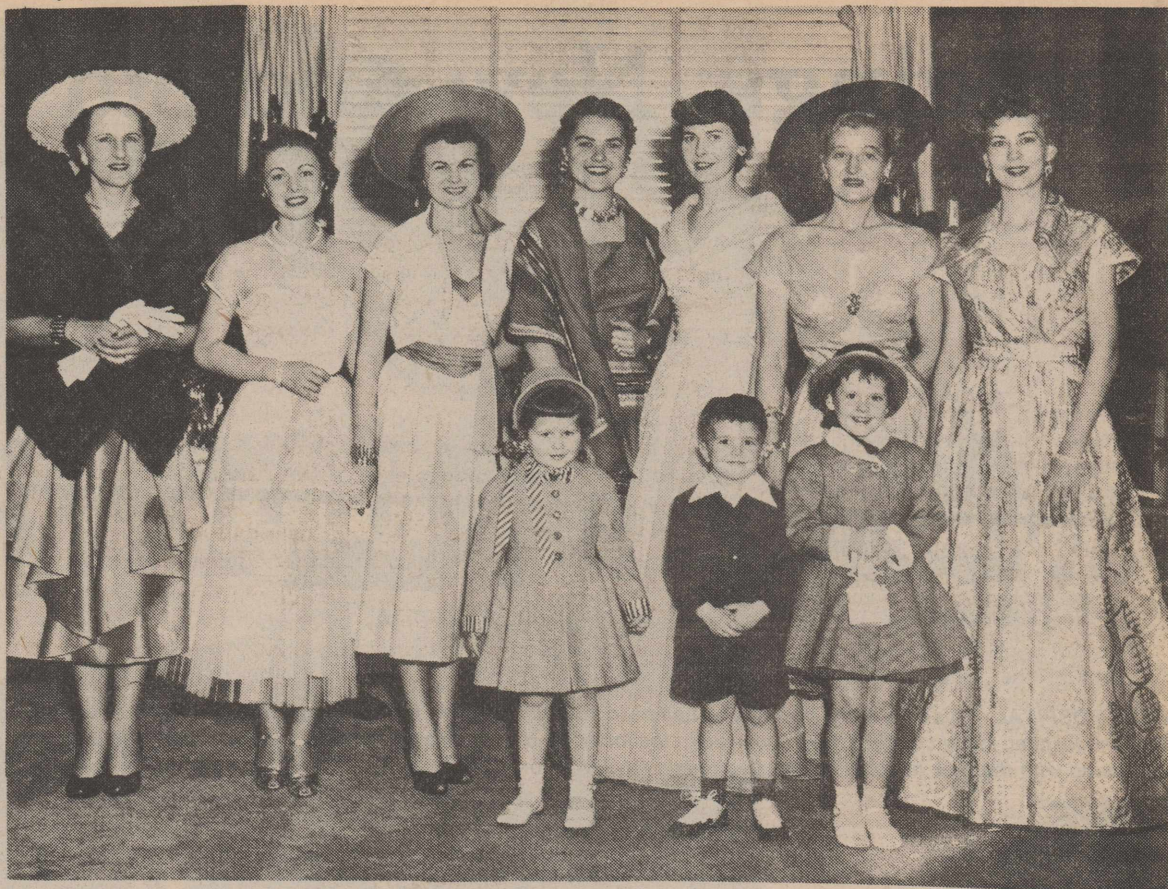
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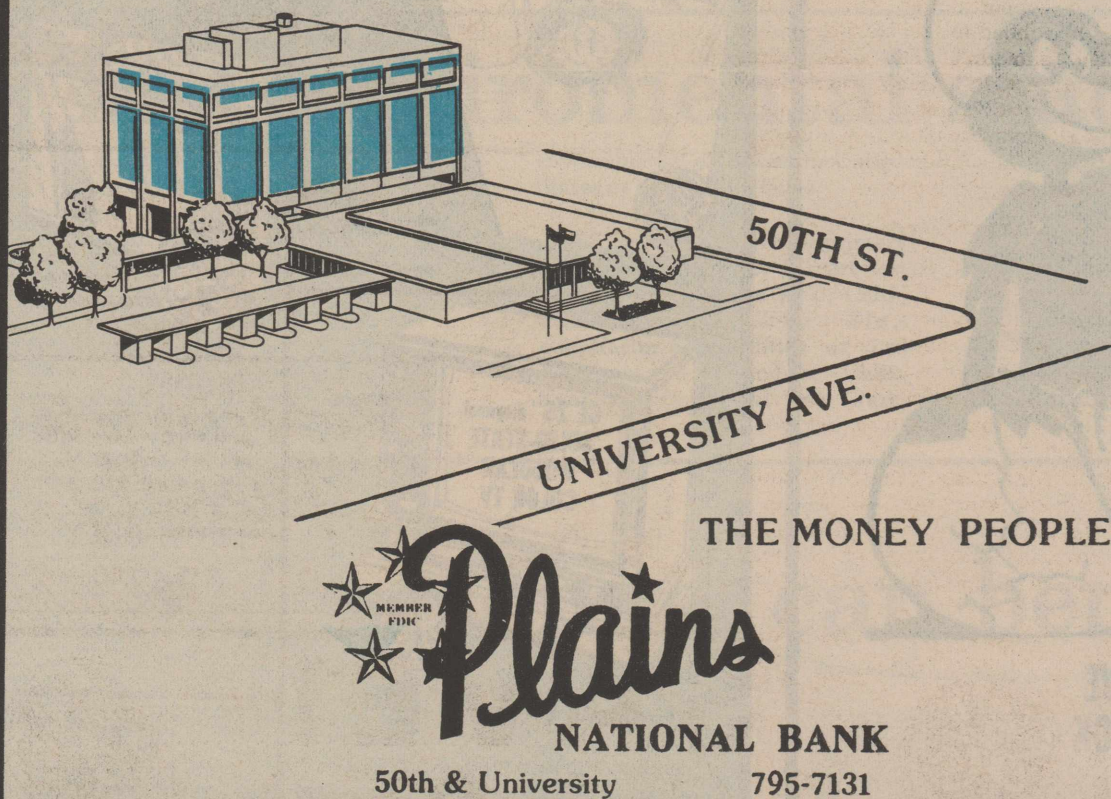
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SPRING FASHION SHOW. The Officer's Wives Club have traditionally held fashion shows during the history of this useful club. This show was held on March 20, 1952. (U.S. Air Force photo)

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ROWC state that the object of the organization shall be to promote social recreational, and welfare activities; it is now necessary to form a separate and distinct organization for the purpose of administering the charitable funds. This organization shall be known as the Reese Officers' Wives' Club Charitable Association.

Members of the OWC Social and Recreations Association are also members of this organization in the same member status, "unless they express, in writing, their desire not to be."

The object of this "association is organized exclusively for charitable purposes, including for such purposes the distribution of donations to organizations that qualify under Section 501 C-3 of the Internal Revenue Code. This organization shall be a private association as that term is defined in AFR 34-3, Volumes II and XI. It shall have no official status with or in the Air Force and shall not be entitled to any sovereign immunities, privileges, insurance benefits, or other exemptions and advantages to which nonappropriated fund instrumentalities are entitled.

Members of the executive board of the OWC/CA are all those mentioned before except the Social Treasurer but includes the Charitable Funds Treasurer.

Advisors of both the organizations

are an honorary President who is the wife of the wing commander, and honorary Vice-President who is the wife of the base commander, and the Parliamentarian who is chosen by the executive board.

Standing Committee Chairmen are Thrift Shop and Ways and Means.

Under the social side of the OWC are committee chairmen who are not members of the board. These positions are bridge, bowling, cookbooks, custodian, historian, hospital, nametags, program, spotter, typing, BX representative, nursery representative, commissary representative, and reservations.

OWC Contributions

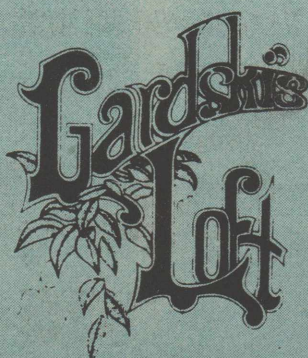
Last year the OWC/CA contributed more than \$7,000 to various charities, both military and civilian. These funds were raised through a Christmas Bazaar and Art Auction, both of which will not be held this year, and the profits from the Thrift Shop, cookbooks and stationary sales.

The OWC, as it is meant to mean the Social and Recreational part, has monthly luncheons except during the summer and in January, hosts a Invitational Lubbock Ladies Christmas Punch Party this year, and each month has a Hail and Farewell coffee.

In addition the club sponsors teas and last year a Fiesta! Party for its members.

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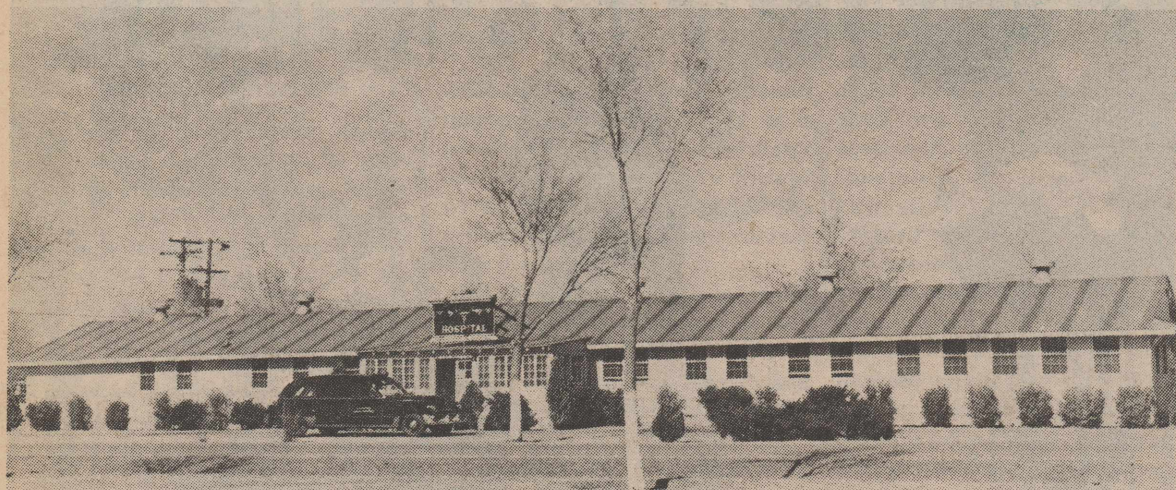
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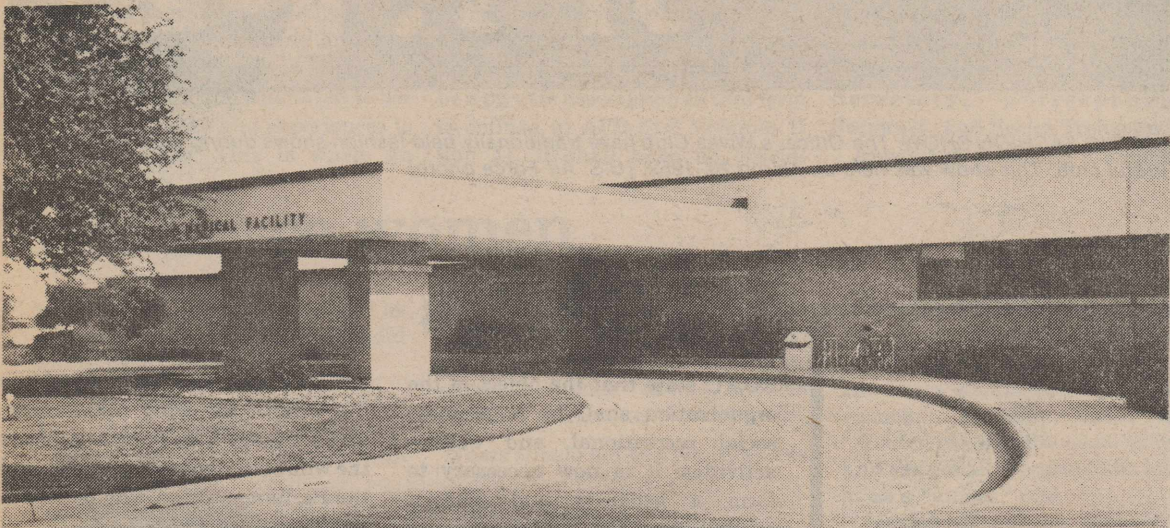


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Buildings: New and old



BASE HOSPITAL - This view of the hospital, sometime in the 50s, shows the front entrance to what was called then the Station Hospital. Many changes have occurred in the look of the base through the years as is evident in this picture compared with the new hospital being used today. (U.S. Air Force photo)



BASE HOSPITAL - This modern structure houses the medical staff and facilities in use by Reese personnel today. It reflects the ever changing face of Reese as it enters its 35th year as a pilot training facility. (U.S. Air Force photo)

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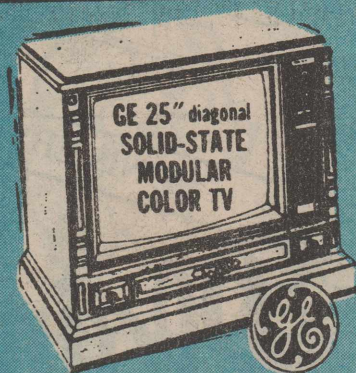
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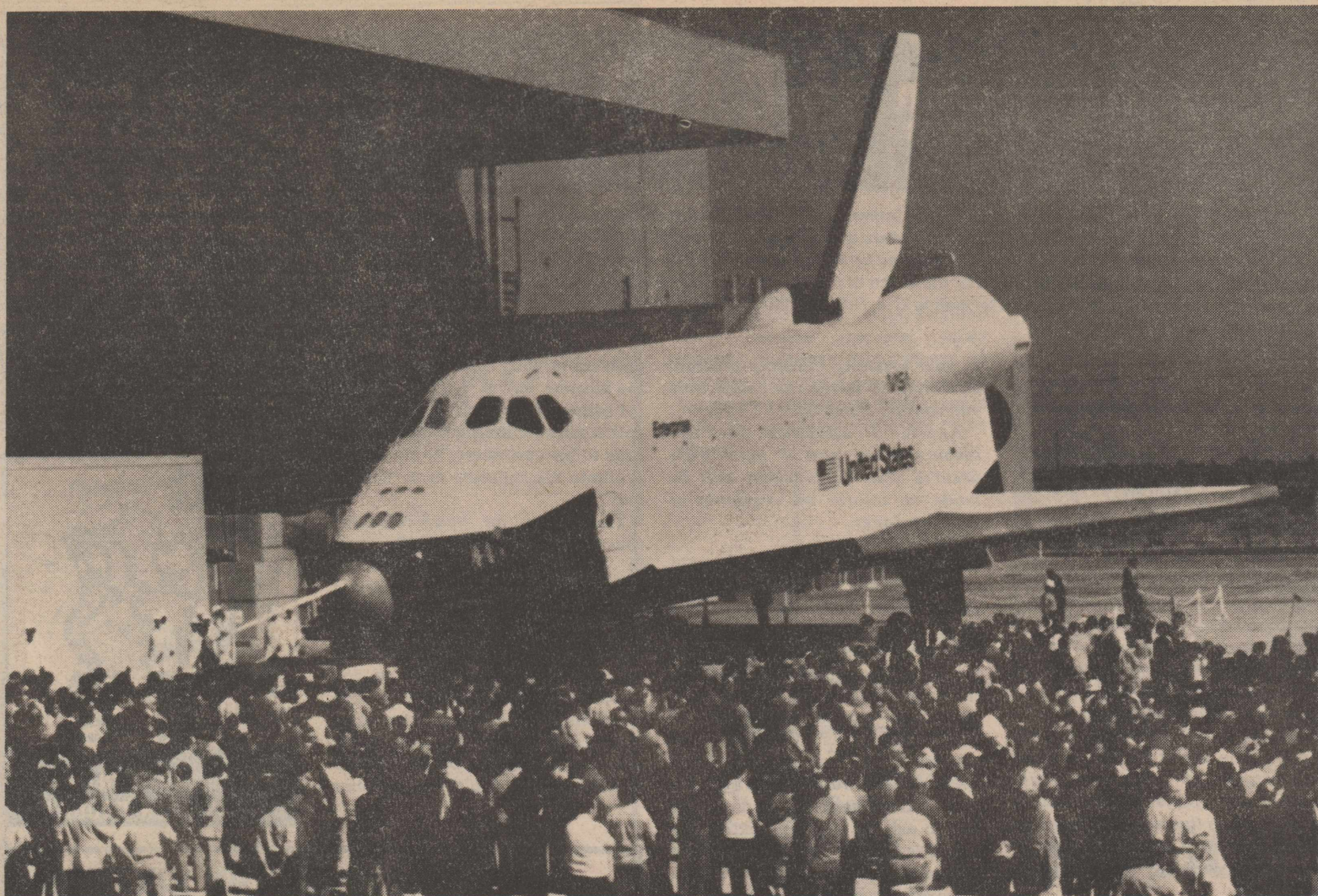


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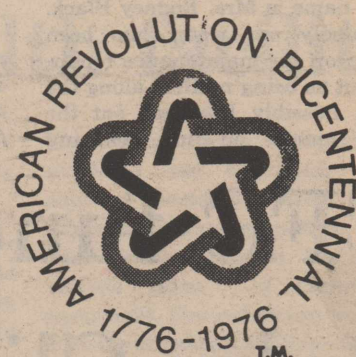


ENTERPRISE ROLLOUT - A new space era began Sept. 17 with the rollout of the Space Transportation System's orbiter Enterprise at Rockwell International's assembly plant in Palmdale, Calif. National Aeronautics and Space Administration (NASA) officials estimate that during the 1980s the reusable craft (five orbiters are planned) will make more than 600 flights into space and back. The Department of Defense will build launch facilities and conduct launches from Vandenberg AFB, Calif. (U.S. Air Force Photo by TSgt. Herman J. Kokojan)

THE ROUNDUP

Open House Issue

Base News Section



B-1 environmental statement updated

WRIGHT-PATTERSON AFB, Ohio (AFNS) - The Air Force has filed its updated final environmental impact statement for B-1 aircraft development and procurement with the Council on Environmental Quality.

The B-1 is anticipated to produce no significant adverse

environmental effects in the United States or on a global basis.

The statement shows the primary areas affected by the B-1 are test facilities at Edwards AFB, Calif., and Eglin AFB, Fla.; manufacturing facilities at Los Angeles and Palmdale, Calif., Evandale, Ohio, and Deer Park,

N.Y.; and operational facilities at other bases in the United States.

The B-1 will produce noise levels similar to current bomber aircraft. Its engines have high combustion efficiency and are virtually smokeless.

The impact of sonic booms is expected to be minimal because only

a small percentage of the B-1's flight time will be at supersonic speeds. Supersonic training missions will be necessary and will be flown over approved water or land corridors to further minimize disturbance.

Cruise and refueling altitudes will be assigned by air traffic control facilities and will be similar to those used by commercial airliners.

Reese personnel can benefit from CFC

By Lt. Col. Ivan Jenkins

During our recent CFC Kickoff Luncheon, someone asked if Reese personnel can receive help from local service agencies. Definitely! Reese personnel and their dependents are eligible for and do receive assistance provided by the agencies supported through United Way and CFC Funds. Federal and state supported agencies will also provide services to Reese personnel.

However, certain downtown agencies that receive funding only from the city of Lubbock, such as the City Health Department, can limit services only to persons residing in the city of Lubbock. Likewise, many private agencies, such as the Child Care Development Center, will provide services to individuals that can pay for the assistance they receive.

United Way, National Health, and International Service Agencies, in contrast, will provide services to individuals based on their personal needs; and charges will generally be based on the individual's ability to pay.

Since everyone is eligible and can benefit, we are equally responsible for insuring the money is available through voluntary contributions. A recent letter from General Jones, Chief Staff Air Force, and from General Roberts, ATC Commander, strongly indorses our support of the Combined Federal Campaign.

General Jones stresses the fact that more essential services are being provided to more people in the community and the support of all federal employees is needed to enable them to continue their worthwhile efforts.

General Roberts encourages all ATC personnel to be generous in their contributions and to use the payroll deductions plan as an effortless way to contribute and support this essential assistance to the disadvantaged.

Colonel Mendel has stated his support of the local campaign in last week's ROUNDUP. Please don't assume that someone else will fulfill your responsibility - Be sure to give your fair share!



ANOTHER KIND OF ARMY - Salvation Army is just one of the many charities supported by Combined Federal Campaign (CFC) contributions. Salvation Army Major Avedis Kasarjian eats with some of the men who have sought shelter at the Lubbock Salvation Army. Major Kasarjian feels that it is the Army's primary responsibility to give men the chance to love and be loved again. (U.S. Air Force Photo)

This is Steve Cupps. I am a Base Civil Engineer. I am concerned about playing in intramural sports. I have received information from our athletic officer that civilians are not allowed to participate. This seems to go contrary to your wishes for civilians and military to work together and it concerns me greatly. I would appreciate any comments that you have or any information you could get.

Yes, I am very interested in civilian and military personnel working and playing together as a team. For this reason, I have authorized DoD civilians to use base recreational facilities on a space available basis. However, it is contrary to current Air Force policy for civilians to participate in official intramural or varsity sports programs. Recently, ATC Headquarters conducted a survey of their bases to determine whether or not a waiver to this policy should be requested. Unfortunately, the response was overwhelmingly in favor of military-only in organized sports programs because these programs are primarily supported by military welfare funds. I encourage you to participate in our self-directed recreational programs or activities, and if enough interest is generated, I would be willing to open the subject again with ATC. Thank you for your interest in the Reese Sports Program.

My name is Mrs. Rodney Black. Repeatedly our water has been turned off for maintenance repair, without us being notified along the block. Possibly I burned out the water pump on my washing

Commander's CARE Line

[Editor's Note: THE ROUNDUP will publish Commander's CARE Line calls which are of basewide interest. Names of callers will not be published, but callers should leave their name and duty extension in case their problem needs clarification. All calls are reviewed by Wing Commander Col. Edward Mendel. Reese people are urged to use their chain of command or the office of primary responsibility to air complaints or comments, if possible. If not, call the CARE Line by dialing C-A-R-E (Ext. 2273). Please provide your name and duty section when calling.]

machine, which is brand new, because of this failure to notify me that the water would be turned off.

Thank you for calling this communication problem to my attention and I sincerely regret the inconvenience caused you and your family. Our policy regarding utility outages requires publication of the dates and times for scheduling outages in the Reese Bulletin and the Roundup in sufficient time for all occupants to be aware of the planned work. We sometimes deliver letters of notification to the affected quarters. Unfortunately, we do have emergency instances when such notification is not possible and we must turn off utilities to make emergency repairs. We did have a broken water line near your home on Aug. 31 and the water was shut off for a short period of time because of the break.

With respect to your washing machine, it is unlikely that pump damage would occur by shutting off the water supply because of the function and design of the machine.

If your washing machine is under warranty, it is recommended that you contact the dealer.

Again, I apologize for the inconvenience and I have been assured that every effort will be made to inform all residents of utility outages.

As a matter of reflection, I would just like to say a few things about the medical food service at the Hospital.

This concerns the general attitude towards the public expressed by these individuals at eating time. One could notice an attitude of inconformity as they, in an expression of reluctance, asked, "What do you want?" This makes a person feel like if the feeding was free to ask for anything extra that would season the food brought tones of annoyance and sarcasm. To ask required extra courage. Ironically, they all seem to have been hand-picked to fit these characteristics of contempt. I don't know if this field contributes in the formation of these attitudes, due to the amount of frustrations, but certainly the

problem is with the work not with the patrons.

I believe if a person is unsatisfied with a job and finding himself being rude to his customers, he should re-evaluate his concepts of service or quit.

Thank you for your call and concern for the attitude of personnel in the Hospital Food Service. Courtesy for customers is one of the requirements which I expect of all our service-oriented people to offer routinely. Courtesy to diners is a policy which the NCOIC of the Hospital Food Service emphasizes to all his people. He continues to be vitally interested in how each of his employees treats the people who eat at the hospital, and the importance

of treating all persons in a courteous and helpful manner.

It is important to point out too, that on Sept. 25, the Hospital Food Service was curtailed. They now provide convenience-type foods for the hospitalized patients and are not allowed to serve meals in the Hospital Dining Room. This is a part of an overall USAF effort to provide meals for patients in the most economical way.

Our people will continue to stress courtesy to our patients and I hope that their efforts will be recognized in turn.

Col. Edward Mendel

BIG or small ...



we need 'em all!

PARTICIPATE IN YOUR SUGGESTION PROGRAM

CFC funds help support Baby Clinics, Day Care

By 2nd Lt. Adrian Arrington

Consider the following items: A black haired baby crying vigorously, yes, even screaming, as he is administered a shot; a toddler sitting in a high chair just finishing his lunch, though some of it has been artistically placed on and about his person; a smiling nurse who is unashamedly proud of a new building where she can better serve her patients; a room full of four year olds who have no idea why they must lie down and take a nap; and 50 or more children in a playground having a ball.

What is the point you may ask. The point is that here is a side to the Well Baby Clinic and the Day Care Centers of Lubbock that is often overlooked. This glimpse of another side of these agencies serves to focus our attention on the sometimes neglected aspect of agencies of this land. By "this kind" I mean agencies that depend on our support; support that is obtained through the Combined Federal Campaign (CFC).

Most Important Part

The sometimes neglected aspect is the human element underlying any solicitation of donations. We sometimes lose sight of this human element in our quest for 100 per cent participation and the achievement of our monetary goals. We shouldn't! If we do we run the serious risk of forgetting the most important part of the CFC helping other people,

and I might add, helping ourselves. How do we help other people and ourselves through agencies like the Well Baby Clinic and the Day Care Centers? To answer that I'll describe some of the services provided to individuals, the community, and you and I, by these agencies.

Well Baby Clinic

The Well Baby Clinic makes available the facilities which promote good health in children from infancy to three years of age. While these services are directed at families of low income, any one can use them. The community benefits, though it is indirect. The immunizations and other medical care that the children receive insures a community protected from disease and epidemics. In other words, your child is protected because another child has received a shot he might not have gotten otherwise. Other services of this agency are consultations and referrals to other agencies or private physicians; house visits to newly registered families regarding home conditions; classes on child care covering cleanliness, feeding, formula preparation and other topics; a situation class room for the Texas Tech School of Medicine students; and others.

Day Care Centers

The Day Care Centers, of which there are three, provide the facilities to care for children of working par-

ents. Ninety per cent of the families using this agency are single parent families. These parents pay a fee commensurate with their income. The benefit to the working parents is knowing their children will be well cared for while they work. The community benefits because the parents can now hold a job, where otherwise they might have had to rely on welfare for support.

I'd like to again emphasize the need to maintain a proper perspective as we continue our CFC this year. That perspective is the end result to which our donations will be applied, the helping of people. Please keep that in mind when you are asked to contribute.

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BEST WISHES AND HAPPY FLYING

HELPING OTHERS - SSgt. Edmund Ford, physical therapist, tapes therapy equipment to a patient's leg and foot. This clinic provides service to surgery patients and others sent to it by the physician. (U.S. Air Force Photo).

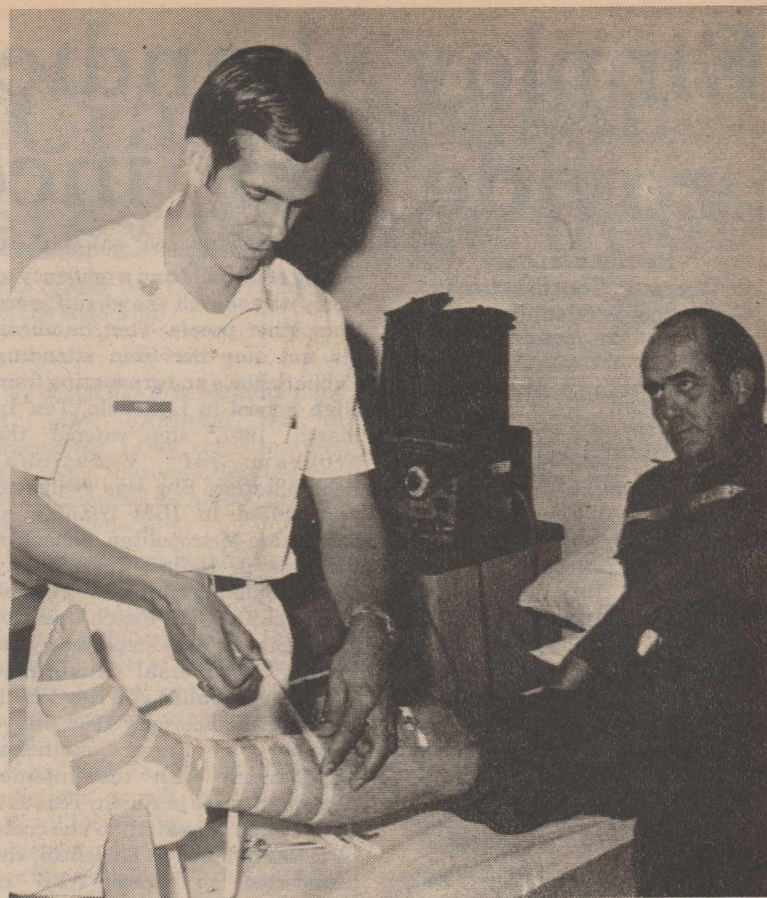


Reese
Bicentennial
Babies

CONGRATULATIONS TO

Mr. and Mrs. William Robert Toft, 5606 Amherst, on the birth of a daughter weighing 9 pounds 6½ ounces at 8:37 p.m., October 4, 1976, at St. Mary's Hospital, Lubbock, Texas.

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.



Hospital provides a total health facility

by MSgt Robert A. Gregorio
Patient Affairs Representative

There are many people who must for one reason or another, utilize our medical hospital. These patients never come into contact with many people of the staff or clinics. There are many different areas comprising a total health facility to serve our military community. One such area is the Physical Therapy Clinic.

Physical medicine has been defined as that branch of medicine using physical agents, such as light, heat, water, and electricity and mechanical agents in the management of disease. Rehabilitation involves treatment and training of the patient to the end that they may attain his or her maximal potential for normal living. The USAF Hospital at Reese offers a complete Physical Therapy Clinic.

When a physician feels a patient can benefit from therapy, he or she is referred to the clinic. The clinic can offer many of the same types of treatment found in larger hospitals.

The various types of equipment available are whirlpool, ultrasound, electrical stimulation, intermittent cervical traction, moist heat packs, paraffin bath and various types of exercising equipment. The technician working with the physician develops the best type of treatment for each individual patient. The most common ailments seen are low back pain, neck strains, shoulder problems, elbow pains and strains and sprains of the knees and ankles.

Since little orthopedic surgery is performed here, most patients go to another medical facility for such surgery. After such surgery, physical therapy is almost always a must. These patients need not remain at a medical facility for from home and family but can return to Reese and receive their rehabilitation at the Physical Therapy Clinic here at the hospital.

The Physical Therapy Clinic, just one of the many areas in the hospital, a small hospital, which provides total medical care for the people of Reese Air Force Base.

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Employ handicapped: provide an incentive

By Bill Flanders
Placement Coordinator for
Handicapped/Disabled
Veterans

National Employ the Handicapped Week is being observed Oct. 3-9 this year. This program is designed to recognize and add incentive for handicapped people who wish to utilize their capabilities to the fullest.

A civilian employee is selected annually by the Base Selective Placement Advisory Committee from the handicapped civilian employees at Reese. According to Tom Ireland, Civilian Personnel Officer, there are 102 handicapped/disabled veteran civilians at Reese - 15.7 per cent of the total civilian work force.

Mrs. Billye Jones Selected

Mrs. Billye Jones (formerly Billye Smiley), Data Transcriber in the Item Accounting Branch, 64th Supply Squadron, has been selected as the 1976 Reese Handicapped Employee of the Year.

Billye was born with a mild case of brain damage affecting her central nervous system which caused waves

of unbearable tension giving her a feeling of disquiet and a tendency to worry why she felt she was different than other people. That handicap did not stop her from attending Public Schools and graduating from High School in Littlefield, Tex. In March 1967, she entered the program of Vocational Rehabilitation. She was evaluated and placed in IBM training at Rutherford-Metropolitan School of Business in Dallas, Tex. Shortly after completing her training course as a qualified Card-Punch Operator and Typist, she was employed by the Trinity Universal Insurance Company in Dallas as a Key-Punch Operator. In February 1968, Billye accepted a Career-Conditional Appointment with the Internal Revenue Service in Austin Tex., as a Card-Punch Operator. So she could be closer to home in Littlefield, she transferred to Reese AFB in December 1968 into her current position.

Varied Interest

She has been employed in this branch continuously since that time with the exception of approximately 15 months service in the Reports

and Analysis Section of Transportation. In 1972, she received a Sustained Superior Performance Award for her superior performance as a Card-Punch Operator in the Item Accounting Branch. In addition to her continuing exemplary work performance, she has completed 22 semester hours at South Plains College in Basic Accounting, Algebra, and Basic COBOL Programming; and is also very active in church work in that she has been the Plainview District Membership Chairman of the United Methodist Church for the past four years.

Praise Given

Fritz Wisdom, Supervisory Supply Technician, states, "Billye has proven herself to be exceptionally well qualified in all aspects of her current assignment. She is an outstanding Card-Punch Operator. Her proficiency with the IBM 26 Card-Punch machine is made evident in that the unit operates continuously without a backlog. Since working in the Punch Card Account (PCAM) Unit, Mrs. Jones learned to operate the IBM 082 Card Sorter and IBM 548 Interpreter and also the Decolorator. She also gives on-the-job training to newly assigned card-punch operators. I believe her handicap has not deterred her in any way in the performance of her duties and she is seldom absent due to sickness. In fact, her 'can do' attitude and cheerful outlook are an inspiration to everyone that comes in contact with her."

Mrs. Jones said, "I hope other handicapped employees will see what I have done and apply themselves to go after whatever type of work they desire." She also mentioned that Chapter 7 "School of Solitude" in the book entitled "Help is only a Prayer Away" by Etta Lynch tells how she overcame her handicap.

Billye was married to Richard Jones on Oct. 2, 1976. Richard is also handicapped and operates a 1,000 acre farm near Littlefield, Tex., with only one man to help him.



EMPLOYEE OF YEAR - Mrs. Billye Jones, Data Transcriber in the Item Accounting Branch, 64th Supply Squadron, has been selected as the 1976 Reese Handicapped Employee of the Year. (U.S. Air Force Photo)

Admin shredouts possible

WASHINGTON (AFNS) - The Air Force administrative career field may be restructured for enlisted personnel as a result of past proposals from directors of administration and administrative superintendents.

The proposals call for three shredouts in the 702X0 career ladder. These are being coordinated in the Air Staff.

The proposed shredouts are administrative management

specialist (702X0A), staff support administration specialist (702X0B) and unit/orderly room administrative specialist (702X0C).

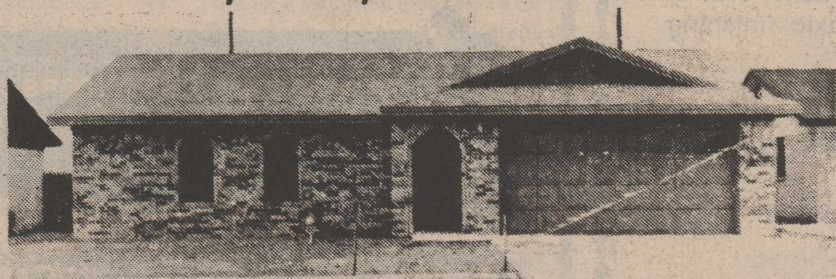
Each shredout will provide specialized training into the career field. Individuals trained in the "A" shred will specialize in publications, forms, orders, correspondence, office systems, documentation and functions defined in Air Force Regulation 4-1.

Staff support or "B" shred will provide specialists to function in staff elements and trained in general administration and office management.

Those in "C" shred will be trained in management and administration required to support the many actions of unit and headquarters squadron-level orderly rooms.

Individuals will be consolidated at the 9-level for promotion opportunity to E-8 and E-9.

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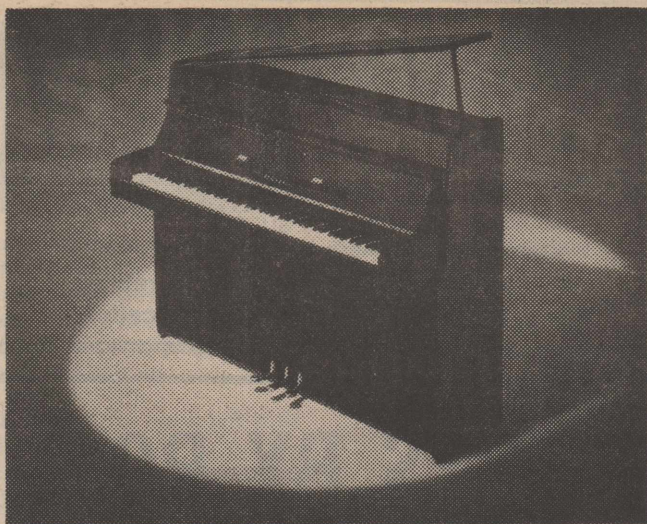
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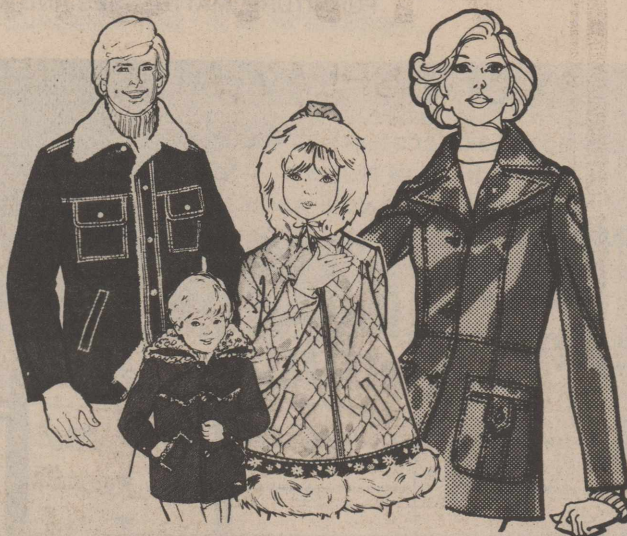
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**MONTGOMERY
WARD**

Sturon News

Capt. 'Crash' Nelson ventilates garage door

by 2nd Lt. Bret Mercer

To avoid the heat of the local Stan/Eval inspection, Capt. Jim Nelson took leave to visit his sister in the cool climate of Northern California. Before leaving, however, he "ventilated" Capt. Earl Smith's garage door. It seems that he depressed the clutch pedal of this 240Z but forgot to depress the brake pedal. Thus his newest nickname, "Crash".

Congratulations to Capt. and Mrs. Gene Johnson on the birth of their son, Aaron, last week; also, Amn and Mrs. Mark Sounder on the birth of their son, Mark Jr.

1st Lt. Steve Sheehan is heading up the squadron's part in the Combined Federal Campaign. Your participation in this worthwhile project is heartily encouraged.

Rumor is that Capt. Roger Moore, winner of the UCLA/Ohio State football pool, has generously offered to treat squadron personnel to drinks and dinner.

Bill Webster says he's still hunting for another pigeon concerning Cowboy football games

since Steeler fan, Capt. Pat Logan, left the squadron.

77-01/I

We would like to congratulate 2nd Lt. John Farnham for his outstanding I-Nav check and 2nd Lt. David "Barney" Barnhouse - yes Barnhouse! for his outstanding formation check.

The Disco Duck trophy has to go back to Capt. Doug "Duck" McCoy for his patriotic support of America's bicentennial. He was reportedly seen at our section party running around ringing a bell and chanting, "the British are coming!" Alllll right.

Note: 2nd Lt. Frank "Dubius" Dubuison is still in 77-01/I. His lack of screw-ups and fast-neat-average-good-good performance has kept him out of our article until now!

77-03/II

This week has been a fairly quiet one for us. The RSU controllers would probably use a different phrase than "fairly quiet", but we did get all our guys soloed-out with

no major incidents. The trends of the week seemed to be overshooting, angling, or dragged-in finals with an occasional pitch into aircraft on closed downwind.

The well-known "post solo slump" seems to be upon us with, unfortunately, the coincident arrival of our contact checks next week. It's the general consensus that the major contributing cause of the "post-solo slump" is the removal of the rear seat stick-actuator on most solo flights.

The "Stick Award" for this week will probably go to 1st Lt. Glen "What if" Williams who, as the first in our class to do a real-life "simulated single-engined straight-in, demonstrated his technique for contacting the runway well within the first 1,000 feet. It's rumored that he then decided to select full flaps to increase his aerobreaking capability. A second nominee for the award is 2nd Lt. Craig S. "Suave" Spielmann, for his "gear check" call with "rollers in the well".

Crosswinds

100% make Capt. promotion

By 1st Lt. Mike Dendinger

Headlining last weeks events is

the fact that the 35th scored 100 per cent on promotions to captain. Congratulations are in order for

captain selectees Ed Graf, Roger Tyler, Eric Root, Pat Rooney, Bill Fox, Mike Truax, Denny Pascal, Ted Kammire, Kelly Ewen, Mike Wilken, Sam Jeter, and John Boggs. Yours truly also slipped onto the list, an obvious clerical error.

I'm sure everyone in the squadron would like to express their appreciation to Rachal Wortham and Karen Jackson. Their fine decorating job helped to make last Saturdays Oktoberfest a real hit. Thanks also to Scoop Jackson for organizing the event and making it such a success (Thereby avoiding a spot transfer to the Arctic.)

This weeks human interest story comes out of "A" Flight. Seems that in his zoomie days, 2nd Lt. Richard Pauley reported to T-41s to find that his IP was the dreaded Hans Hardin. Being a stout soul of indomitable courage, Pauley not only survived, but managed to learn something about flying. Imagine his disbelief and terror, then, upon finding that his new IP at Reese was none other than - Hans Hardin. Reports that poor Pauley assumed the fetal position and has been babbling ever since are still being investigated. Meanwhile, the search continues in "A" Flight for missing Jay Baldwin. Ken Hamlin claims Jay left weeks ago to star in a new movie, "The endless cross country" and hasn't been heard from since.

TOAD 01, IDENT

Where to begin? Do we name the two crews photographed on the flight line, engines running and feverishly going through the checklist, who apparently were intending to drag the ramp out to the runway with all those chains? Do we chastise the students who found out what all those red line and ropes at a SAC base mean - the hard way? How about the crew who flew a great formation ride - in the wrong plane? Or the IP who demonstrated a flawless spin prevention on channel 9 for the world to hear? Oh well, everybody IDENT!



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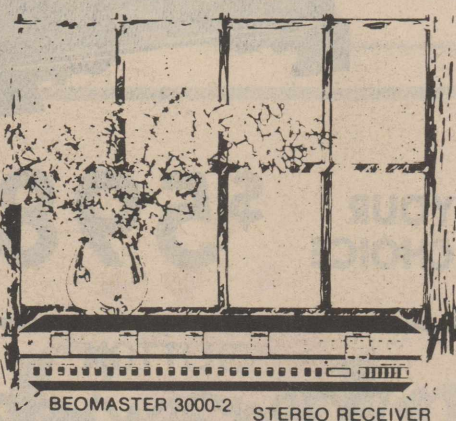


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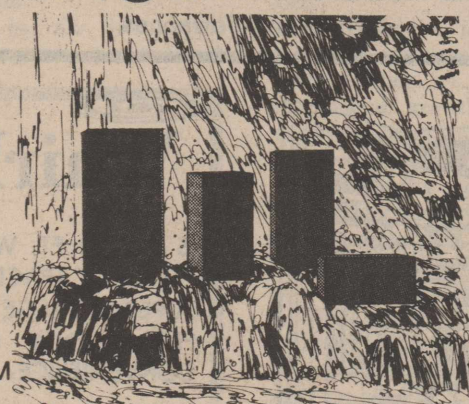
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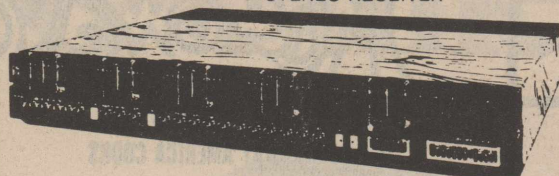


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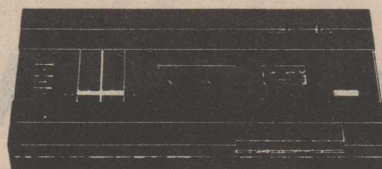
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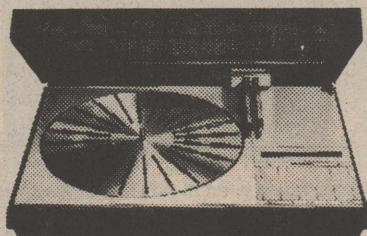
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Hi! I'm SrA Terry Harris and am one of your representatives on the Human Relations Council (HRC). As a member of the HRC, I'm closely associated with the Social Actions Office. Let me tell you some things about the Social Actions Program.

Most of us are familiar with some Air Force regulation of some form or another, but few of us have heard of AFR 30-2, which is the Social Actions regulation. Most of us also know that Social Actions is responsible for conducting Human Relations Education, but did you know that they also run the Drug and Alcohol Abuse Program, Equal Opportunity and Treatment, provide Human Relations Council Representative training, and write the Base Affirmative Plan. All to make Reese a better place to live and work.

Equal Opportunity and Treatment probably has the most impact on every day life. The whole purpose of this program is to prevent discrimination based on sex, race, religion, color or national origin. This is both on and off base. Did you know that the Drug and Alcohol Abuse Programs included such things as control and rehabilitation, counseling and education.

Reese is very fortunate to have a dedicated and professional Social Actions Staff. If you've got a problem or a question call Ext. 2763 or go by the office at Bldg. 35, behind the Credit Union. Even if they can't answer your question or help with your problem, they can tell you who to talk to to find out.

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You can check your speedometer for accuracy. First check the number of seconds it takes you to go one mile. You can determine a mile from your odometer, or better yet, from mile-posts. Divide the number of seconds to go a mile into 3,600 and you've got your speed.

Seconds to go one mile	Speed in m.p.h.
80	45
76	47½
72	50
69	52½
65	55



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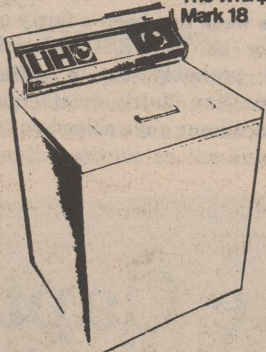


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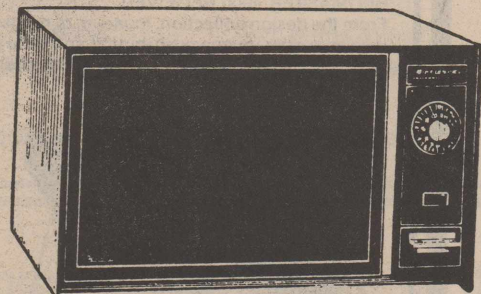
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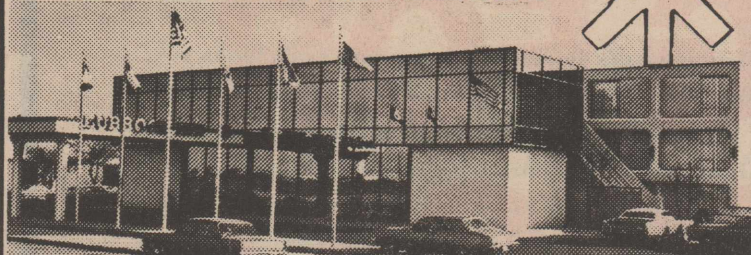
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Supervisor must provide opportunities for voting

RANDOLPH AFB, Tex. (ATCPS) Air Force Chief of Staff Gen. David C. Jones has told commanders and supervisors at all levels to make every effort to insure that active duty personnel have the means to vote in the coming elections and are motivated to do so.

In the message to major commands, General Jones stated

that about 15 per cent (as of Sept. 5) of the active duty military personnel had not been counseled on their voting right and furnished a Federal Post Card Application (FPCA) for absentee ballots.

"Our goal should be 100 per cent. With general elections less than 45 days away, it is equally important that we vigorously encourage all of

our people to exercise their precious right to vote, whether at local polls or via absentee ballot," General Jones said.

"Each individual who does not exercise his right to vote should do so knowing full well he has failed not only to exercise his right, but his responsibility as a citizen," General Jones said.

Base weather unit gives wide service to aircrews

by 1st Lt. Reginald Kennedy
Unit Information Officer

Detachment 11 is a tenant unit assigned to Reese AFB. The detachment provides weather support to the 64th Flying Training Wing. Specifically, it provides weather warnings, forecasts, surface observations, weather briefings to Reese's crews leaving the local area and briefings to transient aircrews.

The detachment has the capability to provide weather information to airborne pilots through their pilot to Metro Radio. To accomplish these tasks, the detachment receives weather data from military bases located in the continental United States and the National Weather Service. The detachment also prepares and analyzes local charts.

A Storm Detection Radar is another tool the detachment uses to

provide thunderstorm warning service to the base and the Wing, allowing them to take necessary protective measures.

Detachment 11 provides the weather information necessary for the Wing to accomplish their mission of training Air Force pilots. It provides weather information to the base so it can take protective measures from weather phenomena and its hazards.

Air Staff training application must be submitted before Jan.

RANDOLPH AFB, Tex. (AFNS) - Officers interested in the Air Staff Training (ASTRA) program must get their applications to the Air Force Military Personnel Center (AFMPC) before Jan. 1. Individuals will then be considered for the fiscal year 1978 (Oct. 1, 1977 - Sept. 30, 1978) program.

ASTRA is an informally structured program, operated on the

management-intern concept, for junior officers. Each year about 75 officers are assigned for 12-month controlled tours to Headquarters U.S. Air Force agencies at the Pentagon, the Air Force Inspection and Safety Center at Norton AFB, Calif., or AFMPC, Randolph AFB, Tex.

The objective is to develop a potential resource of future Air Force leaders by stimulating the early career growth of some of the more promising young officers. This is accomplished through early exposure to the complexities of Air Force management and decision-making activities, followed by re-assignment back to the operational or comparable level after the ASTRA tour. Selected officers actively participate in — rather than simply observe — current air staff projects.

Regular or career reserve captains, with outstanding records indicating potential for substantial career growth, are eligible for the fiscal year 1978 program. Other eligibility criteria include less than seven years' total active Federal

commissioned service (TAFCS in 1970, 1971, or 1972). Rated officers must have completed three years of rated service since finishing flying training. Overseas-based officers must have a rotation date during fiscal year 1978.

Selected officers will carry the duty specialty most closely related to the duties they perform in the ASTRA assignment. Training reports during the tour will be rendered as required by Air Force Manual 36-10.

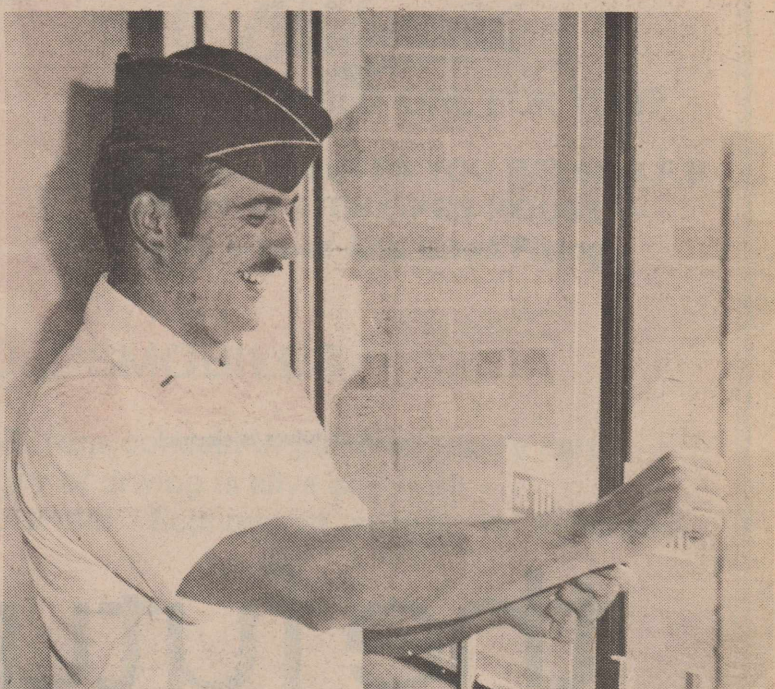
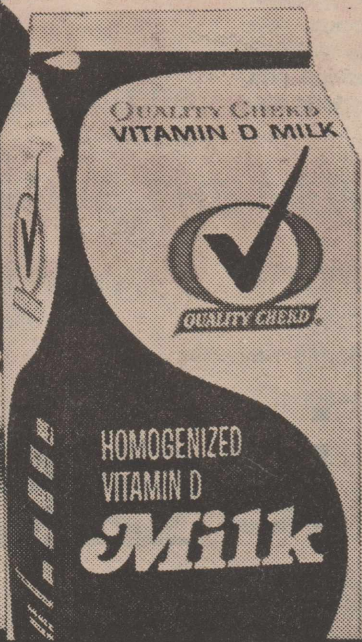
Although most selected officers will begin their ASTRA tour during the summer, entry may be any time during the fiscal year. Overseas officers will enter their tours upon normal return to the states.

Interested officers should apply via Air Force Form 90 (Officer Career Objective Statement) by entering "ASTRA" in the special duty assignment block.

The ASTRA selection board is scheduled to convene the first week of February. Announcement of selections, through consolidated base personnel offices, is expected in early April.

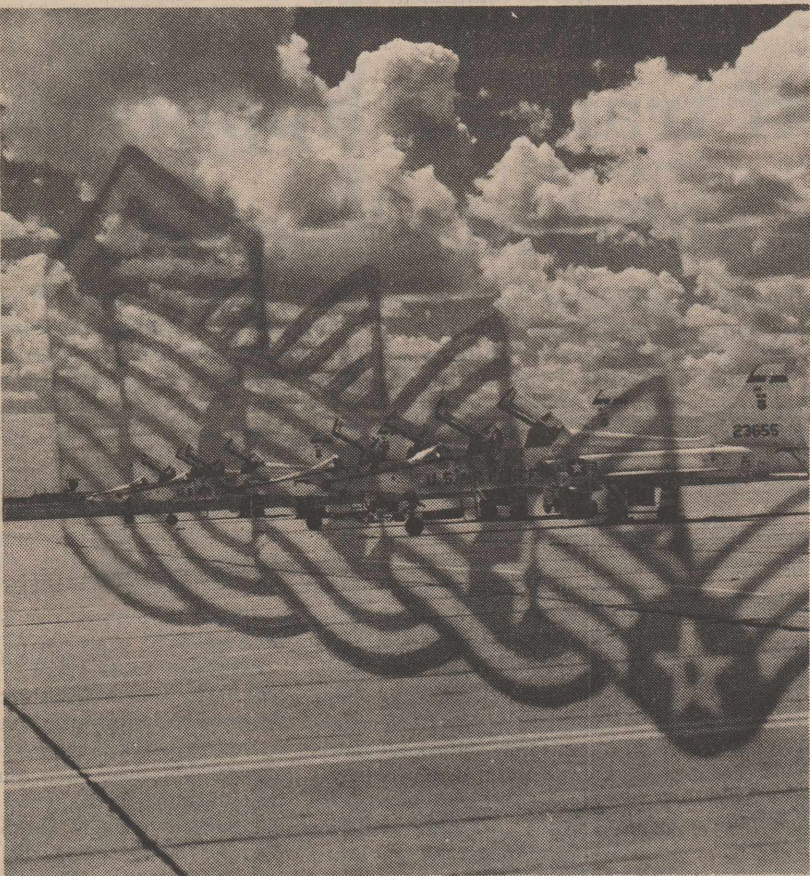
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CFC VOLUNTEER - 2nd Lt. Donald Graham of Accounting and Finance places Combined Federal Campaign stickers on the front doors of the Headquarters Bldg. They remind everyone to push for CFC. (U. S. Air Force Photo by 2nd Lt. Ron Young)

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Insurance plays role in protecting assets

By Capt. Paul N. Cox
Deputy Staff Judge Advocate

Our last article briefly described casualty and liability insurance, the role of insurance in protecting estate assets, and types and necessity of automobile insurance. You should also be aware of new developments in automobile insurance that affect the type and cost of insurance you will purchase in the future.

Liability Policy

The liability coverage of a standard automobile insurance policy is designed to protect you

from risks of loss arising from our current liability system composed of plaintiffs, defendants, lawyers, juries, and courts. They are designed to allocate losses from auto accidents on the basis of "fault." Typically a "negligent" driver must pay damages to a non-negligent driver if the party not at fault can prove his case to a jury. The liability policy is an agreement by the insurance company to pay damages if an insured is found to have been negligent. The liability system has been criticized by some as unduly expensive, inefficient and ineffective, and defended by others

as necessary to preserve property rights and as an effective means of allocating losses.

No-fault Insurance

One proposal for reform is the so-called "no-fault" insurance. There are several different types of no-fault proposals and many differences in the no-fault laws which have been enacted. But, in a general way, all in common require an insurer to pay persons insured under a policy for the losses incurred without regard to fault. For example, if Smith and Jones, both operating separate automobiles,

and both carrying passengers, are injured when they collide with each other, Smith's insurance company will automatically pay for the injuries sustained by Smith and his passengers and Jones' insurance company will pay for the injuries sustained by Jones and his passengers, regardless of whether Jones or Smith caused the collision. A lawsuit to recover damages would be theoretically unnecessary. Most states' no-fault laws however, limit the monetary amounts payable for loss or apply only to limited types of injury, for example, personal injury but not property damage. Lawsuits based on the fault liability system still fill the gap for those situations not covered by these no-fault laws.

Controversy Continues

The present controversy over no-

fault includes questions of whether no-fault should be enacted at all, whether the Congress should enact a Federal no-fault system or leave the matter to the states, whether a no-fault system is less or more expensive for the insurance consumer than the present fault system, and whether no-fault laws are unconstitutional as deprivations of property rights. The outcome of this controversy is important to anyone concerned with protection of his assets because no-fault laws change, for better or worse, how losses may be recovered, the amount and timeliness of recovery, and the cost of insurance.

Next week's article will discuss other forms of casualty and liability insurance.

For about three years now, Briercroft Savings and Loan has been telling West Texas about our heritage of 1776. Scores of antiques from this historic era have been displayed to students and public alike. These artifacts become even more significant as we mark our Bicentennial. We join in saluting Reese Air Force Base — an important part of the South Plains heritage — and welcome all to visit the Briercroft Collection at 50th and Avenue Q, Lubbock.

BRIERCROFT

SAVINGS AND LOAN ASSOCIATION

Scout Troop court honors scoutmaster

Boy Scout Troop 548 held a Court of Honor (awards ceremony) on Sept. 29 at the Chapel. Outgoing Scoutmaster, Dave Woodall was presented with a plaque of appreciation for his devotion to the troop. New scouts Joe Balager, Ray Eldridge, Oscar Eldridge, and Dan Slagle were inducted into the local troop.

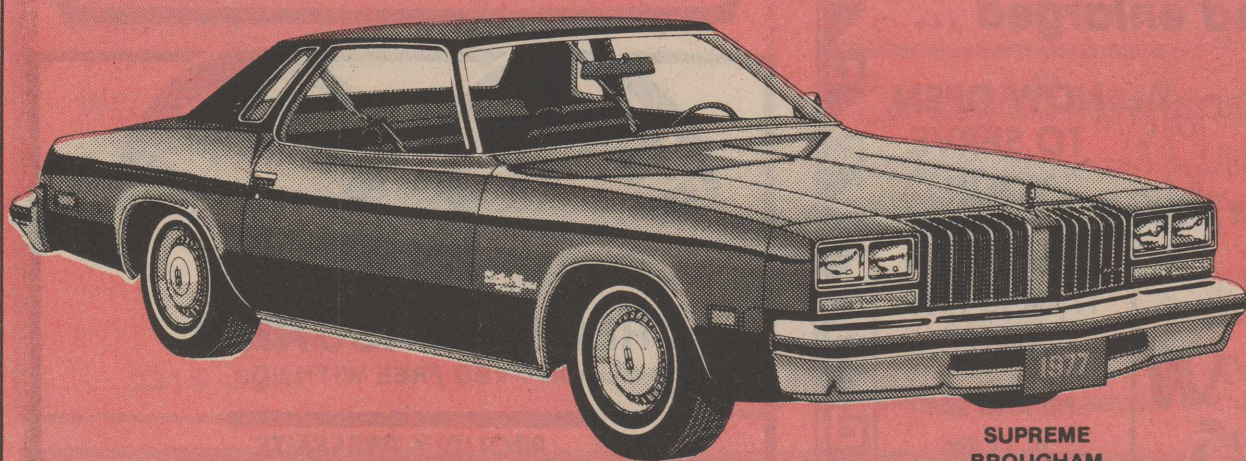
Many awards were presented. They were Tenderfoot Rank Achievement - Brian Johnson; Swimming Skill Award - Brian Johnson, Ken Knowton, and David Martin; Second Class Rank - Steve Speciale and Phillip Knowlton; Emergency Preparedness Merit Badge - Marty Anderson;

Scholarship Merit Badge - David Bradshaw; Citizenship in the Nation - Hal Langston; Conservation Award - Dave Martin; Water Skiing Badge - David Woodruff; and the Safety Merit Badge - David Bradshaw and Ricky Spotts.

The troop is looking for adults to help teach some of the more than 100 Merit Badges offered, from atomic energy to camping. Anyone interested in giving an hour or two each month for this service should call MSgt. James Millward at ext. 2238 during duty hours. Boys interested in joining the troop should call David Bradshaw at 885-4966.

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Electoral College voters elect two top men of United States

By CMSgt. Frank Weatherly
ATC Office of Information

The President and Vice President of the United States are elected by people who never meet as a body or discuss the merits of the individuals for whom they cast their votes. The 538 individuals who make up the Electoral College come from all walks of life, yet the votes they cast for the Nation's Chief Executives do not reflect their backgrounds.

On the first Monday after the second Wednesday in December in a presidential election year, the electors from each state meet at a designated place in the individual states and the District of Columbia, cast their votes for the president and

vice president, and mail their votes to the Senate.

Insofar as possible, the votes of the electors reflect the decisions made by the American voters. They cast their votes for the candidates for the offices of president and vice president who have received the highest number of popular votes in their respective states.

Most of the states' laws require each elector to follow the popular vote. From time to time, however, electors have not followed the mandate of the public and have instead cast a vote for a "favorite son" or some other individual.

Essentially, what the electors do is put the final stamp of approval on the American people's choice for president and vice president.

The Electoral College vote does not always reflect the popular vote accurately, since there has been a trend toward the "winner-take-all" system. The candidate with the highest number of votes in each state receives all the electors' votes.

Thus, a candidate might win by large majorities in a number of the smaller states and receive all their votes, only to lose by a small number of votes in one of the states with a large delegation to the Electoral College.

For the 1976 election, 49 of the 50 States and the District of Columbia will use the "winner-take-all" method of instructing the electors.

(Next: How the Electoral College Works.)

Air Training Command wins top gun honors in competition

VANDENBERG AFB, Calif. (AFNS) - Air Training Command (ATC) won first place in the World-wide Security Police Rifle and Pistol Match here recently. Former Air Force Chief of Staff Gen. Curtis E. LeMay took "top gun" honors in special competition.

The ATC team captured first-place honors in both the M-16 rifle and .38 caliber pistol competition with scores of 3,669 and 3,814, respectively, for a total 7,483.

The host Strategic Air Command (SAC) team finished second with an overall score of 7,465, followed by the Military Airlift Command team with 7,322.

General LeMay finished first in a field of 25 shooters in .38 caliber pistol competition among security police chiefs from the major air commands and distinguished guests and general officers.

In regular competition, SSgt. Melvin Helderman took first place in the M-16 match with a 932, and TSgt. Jim Carnley won the .38 caliber pistol shoot with a 961 to lead the ATC team to victory.

SSgt. Harold Moore from SAC was top gun in the overall competition with a total score of 1,885 for both the M-16 and .38 caliber matches. Sergeants Helderman and Carnley followed with scores of 1,882 and 1,881 respectively.

In separate competition among first-team security policemen, SAC took first place in M-16 competition with a 3,599, outscoring Air Force Systems Command's 3,562. The TAC first termers won the .38 caliber pistol shoot with a 3,739 score. Second place went to MAC's team which scored 3,734.

Individual first-termer honors went to SAC's A1C Eric

Etherington who shot 926 in M-16 competition, and to A1C Richard Johns of MAC, who scored 957 with the .38 caliber pistol.

Airman Johns also captured the overall first-termer award with a total of 1,863 points for M-16 and .38 caliber pistol scores combined.

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NCO wives establish their club

A group of interested NCO wives met Sept. 30 at the NCO open mess club to discuss re-establishing an NCO Wives Club. They were welcomed by Steve Collins, club manager. He introduced Mrs. Edward Mendel and Mrs. Joseph Brotherston, who both expressed the many benefits of an active wives club.

It was unanimously decided by those present that an NCO Wives Club should be started to create a closer relationship between the enlisted wives of the Air Force. Many fresh ideas and suggestions were introduced.

A nominating committee was appointed to assemble names for nomination at the election to be held at the next meeting scheduled for Thursday at 7:30 p.m. in the main ballroom of the NCO Club. Again all NCO wives who are interested in a newly organized NCO Wives Club are welcome to attend this meeting.

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TONIGHT: Peter Fonda and Yul Brunner star in the Science-Fiction thriller "Futureworld."

TOMORROW'S MATINEE: Walt Disney's "Gus" will delight children of all ages.

TOMORROW: "Gus"

SUNDAY: "The Killer Elite" relates the story of hired killer James Caan's escape from memesis Robert Duvall. Directed by film great Sam Peckinpah.

WEDNESDAY: "The Exorcist" needs no introduction. Hope you like nightmares.

THURSDAY: "All the President's Men" is based on the book by the same name that talks about the early days of the Watergate Scandal.

Youth Activities

TONIGHT: Assorted Tournaments Night (7 p.m.) Prizes!
TOMORROW: Juke Box Dance (7 p.m.) We furnish the music, you make the selections.

SUNDAY: Co-recreation at 1 p.m.
MONDAY: Columbus Day Word Generating Contests (7 p.m.) Individual and team competition in teen and pre-teen categories. Prizes! Tap, ballet, and gymnastic instruction (1 p.m.)

TUESDAY: Teen pool tournament and pre-teen pin-pong tournament (7 p.m.)

WEDNESDAY: Chess tournament begins at 7 p.m. Prize to winner.

THURSDAY: Baton at 1 p.m.; teen ping-pong and pre-teen pool tournaments at 7 p.m.

At Open Mess

TONIGHT: Steak and Lobster for \$7.95. Dance to the music of "Crossbow."

TOMORROW: Country Kitchen Special for the Family \$6 for 2, \$2.50 each additional person.

SUNDAY: Club Closed.

MONDAY: VIP-Thunderbird Reception. Club closed to membership.

TUESDAY: Family Night Beefeaters Special, \$3.95 each or \$6.95 per family.

WEDNESDAY: Mexican Dinner Special to be announced.

THURSDAY: Chicken Cordon Bleu special for \$3.85.

Inside the Loop

TONIGHT: Texas Tech University Theatre presents "Seascape," by Edward Albee at 8 p.m. at the University Theatre.

TOMORROW: "Six Wives of Henry VIII," episode six at the Mahon Library, 2 p.m.

MONDAY: "Henry V," University Center Coronado Room, 8 p.m.

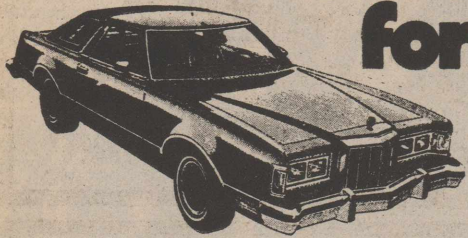
TUESDAY: New Artist Series, "Texas" rock and roll band, Univ. Center Theatre 8:15 p.m.

WEDNESDAY: "Search for the Nile," episode one, Mahon Library 7 p.m.

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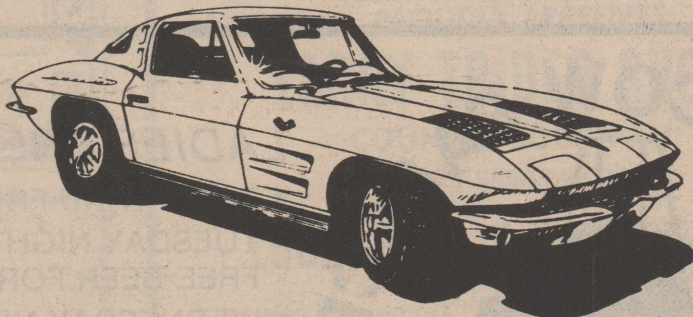
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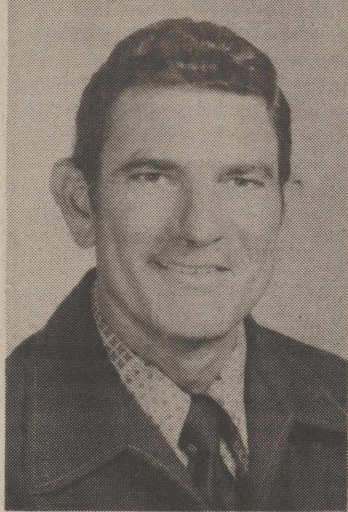
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Charles Guy

Charles Armor Guy was born in Baltimore, Maryland on March 30, 1902. Throughout his career, Mr. Guy has worked diligently for the U.S. government and the Department of Defense. It is for this reason that he was presented the Air Force Exceptional Service Award in 1972.

During his career, Mr. Guy has been the editor of the Lubbock Avalanche-Journal, vice-president and director of the El Paso Times newspaper, president of the Panhandle-South Plains Association, member of the Texas Commission on Alcohol, and past president of the West Texas Press Association and the Associated Press Editor's Association. Before his retirement as editor-publisher of the Avalanche-Journal in 1972, his editorial column, "The Plainsman," was believed to be the longest running column in the United States.

Mr. Guy has used all these offices, associations, civic club memberships and writings to promote a strong Air Force. He is credited with being the motivating force behind having Lubbock Army Air Field established here in 1941, then was instrumental in having Reese Air Force Base reactivated in 1949.

It is because of his dedication to the United States Air Force and Reese Air Force Base, that we salute Mr. Charles Armor Guy.

Realignment of AF Reserves to increase responsiveness

WASHINGTON (AFNS) - The Air Force Reserve will realign its intermediate management structure as a positive step under the total force policy.

Air Force Reserve regions will be redesignated as numbered Air Forces (Reserve) or NAF (R) on Oct. 8. Each NAF (R) will interface with specific active-duty numbered Air Forces of the major commands that gain the reservists upon mobilization.

Since 1960, Reserve regions have been the intermediate management level between Headquarters, Air Force Reserve and Air Force Reserve units. The regions were responsible for training supervision and command support, much like the active-duty numbered Air Forces. Reserve officials say aligning the regions directly to the gaining commands' numbered Air Forces was a logical step.

Gen. William Lyon, chief of Air Force Reserve, said, "Not only will the realignment increase the responsiveness of the Air Force Reserve to mobilization requirements, it will also assist in establishing an improved wartime mission for the Reserve numbered Air Forces. In addition, the new alignment provides the needed Reserve intermediate management structure while maintaining flexibility to adjust to future force changes."

Secretary of the Air Force Thomas C. Reed has predicted that, "Implementation will be accomplished with a minimum of turbulence. It will not impair unit readiness and will be effected at or below currently programmed Air Force Reserve resources."

The former Eastern Region, Dobbins AFB, Ga., will become Fourteenth Air Force (Reserve) and Western Region, McClellan AFB, Calif., will become Fourth Air Force (Reserve), aligned with the 21st and 22nd Air Forces, Military Airlift Command. Units gained by Strategic Air Command (SAC) and Tactical Air Command (TAC) will be organized under the Tenth Air Force (Reserve) will be aligned with 8th and 15th Air Forces (SAC).

The former Eastern Region, Dobbins AFB, Ga., will become Fourteenth Air Force (Reserve and Western Region, McClellan AFB, Calif., will become Fourth Air Force (Reserve), aligned with the 21st and 22nd Air Forces, Military Airlift Command. Units gained by Strategic Air Command (SAC) and Tactical Air Command (TAC) will be organized under the Tenth Air Force (Reserve), formerly Central Region, Bergstrom AFB, Tex. The Tenth Air Force (Reserve) will be aligned with 8th and 15th Air Forces (SAC) and 9th and 12th Air Forces (TAC). An Aerospace Defense Command gained squadron will be

assigned to the 10th AF(R) also.

General Lyon said, "Consider the final development and implementation of this concept to be the single most important action the Air Force Reserve has undertaken in several years."



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Dining Hall

The Wing Dining Hall will follow a regular week-day schedule on Monday.

NCO Wives Club

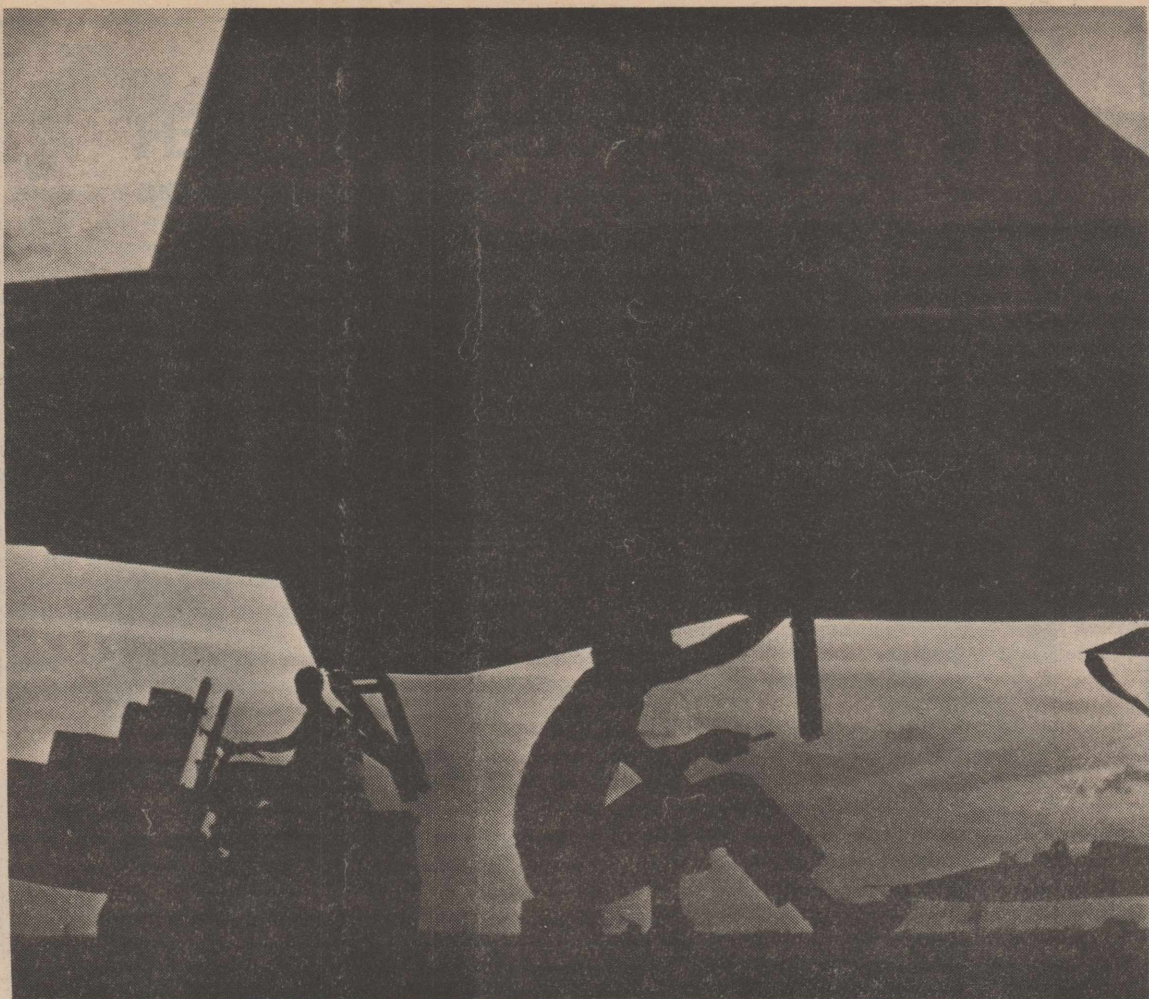
The newly organized NCO Wives Club will meet on Thursday at 7:30 p.m. in the main ballroom of the NCO Club. Officers will be nominated at this meeting.

Graduation

Class 77A of the Reese NCO Leadership will graduate on Oct. 15 in the NCO Club at 3 p.m. Guest speaker for this occasion will be Col. Robert J. Sanvick, Deputy Commander for Resources.

Commissary

The Base Commissary will be closed Saturday, Oct. 9, 1976 for the federal holiday. It will resume normal operation on Tuesday, Oct. 12, 1976.



CRACK OF DAWN - While most of us are asleep, members of the Maintenance Team at Reese are on the job insuring that all planes are safe for flying. These two workers are half-way through with their work day at the crack of dawn. (U.S. Air Force Photo)

Base Supply helps accomplish mission

by 2nd Lt. Brad Summers

Base Supply is responsible for receiving all items used in support of the flying training mission of Reese AFB. It also stores and issues those items as required.

Last month, Supply transacted 15,000 items ranging from pencils to G-suits. There are approximately 144 military personnel and 68 civilians employed in performing this operation.

The Fuels Section of Supply issues approximately 2 million gallons of fuel per month. To illustrate this figure, picture fueling 200 aircraft every working day, and in addition, 1200 motor vehicles per month.

Supply also supports other Federal Agencies and departments throughout the West Texas region, and provides in-line computer support to AF Reserve and Air National Guard Base Supplies in Pittsburgh, Penn.

Air Force announces changes to uniform

WASHINGTON (AFNS) - Air Force men will be authorized optional wear of high-gloss (patent finish) poromeric shoes with service uniforms.

Women will be allowed to wear boots with the pantsuit/pants and overblouse year round. However, boots will not be authorized indoors with the uniform skirt.

These are two major changes proposed by the Air Force uniform board and approved by the Air Force Chief of Staff.

Other changes include:

Permission for missile combat crewmembers to wear a small metallic pin on alert duty scarves.

Approval of a distinctive hat for women military training instructors at Lackland AFB, Tex.

Approval of sleeve braid by women officers on the pantsuit uniform coat.

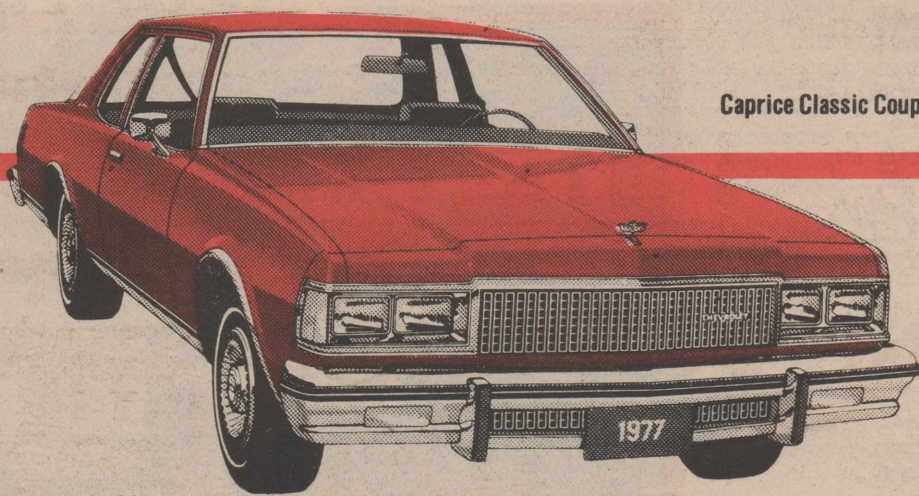
Authorize optional wear of the cotton/polyester, durable press, blue trousers (shade 1577) with the new long-sleeve blue shirt.

Women will be allowed to position badges above their ribbons and/or name tag, instead of below them, on the overblouse when worn as an outer garment and on the service uniform coat.

Other actions include phase out of the uniform combination 2. This is the long-sleeve blue wool/polyester shirt when worn under the blue service coat. Also phased out will be combination 5 - tan shirt and bermuda shorts. Combination 4A, the tan summer service uniform, will also be phased out when current inventory is depleted.

Another approved proposal was to delete wear of the tan sun helmet with the blue summer service uniforms combinations 4B and G.

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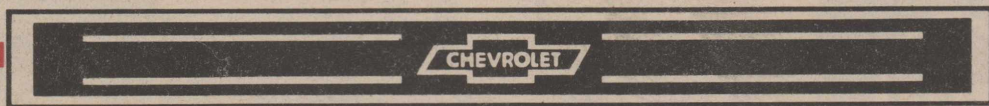


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Credit cards pose problems to buyer

Credit cards are here to stay. The convenience and benefits they offer are undeniable, but they are also a constant temptation to overspend.

There seems to be no end to the buying power of credit cards. Food, clothing, gasoline, furniture, theater tickets, and airline tickets all can be yours for only a signature.

Cash-free purchases may seem like money from heaven to Air Force families caught short between paychecks. Besides the power to buy on credit when broke, you get neat monthly statements for tax and financial records and freedom from the risk of carrying large sums of cash. But there are dangers.

Your family budget can be wrecked as quickly as you can say, "Charge it." A charge here, a charge there - and at the end of the month you have a stack of bills. Impulse buying and credit abuse are traveling companions with family and financial ruin. Is it any wonder, then, that money difficulties are at the root of most marriage problems handled by Air Force legal officers?

What's more, late minute charges are sometimes forgotten by Air Force families in the frenzy of a transfer. Creditors, however, never forget. A bad credit rating can come back to haunt you when you need credit the most - when buying a home, for instance.

Remember, too, what you save on a sale price by buying now on credit may be lost to the interest charges you pay on your account. High interest rates - anywhere from 12 to 20 per cent - are charged on many credit-card accounts. Chances are, if you really need to make a purchase on credit, you could borrow the money for less interest from other sources - such as a credit union.

After weighing the risks, you should think twice about credit-card purchases. It's easy to give in to the temptation to "have now, pay later."

Next time, before you pull out a credit card to make a purchase because you can't afford it in cash, ask yourself if you will be in any better position to pay for it a month later when the bill comes in.



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Friends of Reese AFB

Doctor O.W. (Babe) English began a deep attachment with the military services when he served as a member of the United States Navy. Since that time, he has proven that he is a true friend to the U.S. Armed Forces, and particularly the U.S. Air Force.

Doctor English was born July 29, 1901 in Dallas, Tex. He graduated from Bentonville, Arkansas High School in 1917 and received a Bachelor of Arts Degree (BA) from Hardin Simmons University in 1921 and his MD in 1926 from Baylor University of Medicine. During his career, he has been extremely active in community events and committees. Since 1972, Dr. English has served as the Chairman of the

Armed Services Committee of the Lubbock Chamber of Commerce.

He was instrumental in getting Reese Air Force Base located in Lubbock and has been a true friend of Reese ever since. He has been the motivating force behind big projects such as getting 4th Street paved all the way to Reese, getting Levelland Highway enlarged to four lane, getting a base sign at the end of Levelland and War Highway, and receiving an ample water supply for Reese.

Not a month goes by that Doctor English is not active in behalf of Reese Air Force Base. He has helped further the feeling that Lubbock is

"home" for all Reese personnel. It is because of this feeling that numerous personnel have remained in Lubbock after retiring from an Air Force career.

His support and friendship have made life safer and more enjoyable for the Reese community. A physician and surgeon held in high esteem in the Lubbock and entire South Plains area, Doctor English has used his great influence socially, politically, and in civic affairs to advance the Air Force mission and policy. He richly deserves acknowledgement of appreciation for the many tireless hours he has spent in behalf of Reese Air Force Base.



Dr. O.W. English

FAC pilot receives Trophy

WASHINGTON (AFNS) - A 39-year-old OV-10 forward air control pilot has received the 1975 Mackay Trophy. Gen. David C. Jones, Air Force Chief of Staff, presented the trophy to Maj. Robert W. Undorf for his contribution to the successful evacuation of U.S. forces involved in the rescue of the crew of the SS Mayaguez on May 15, 1975.

The Mackay Trophy is sponsored by the National Aeronautic Association and is awarded annually to the Air Force participant(s) in the most meritorious flight of the year.

Major Undorf was pilot of an OV-10 Bronco during the joint military operation to recover some 225 U.S. Marines pinned down by enemy fire on the northern tip of Koh Tang Island, Gulf of Thailand.

Under hostile fire, Major Undorf pinpointed the Marine positions with marking rockets, directed heavy air and naval fire support and coordinated rescue attempts before he ran low on fuel.

The citation accompanying the award stated "Major Undorf's heroic action was primarily responsible for the timely evacuation of the U.S. ground forces and the saving of many lives."

Major Undorf is assigned to the Directorate of Programs and Resources, Headquarters Air Force.

Republic of China to honor Chennault

BARKSDALE AFB, La. (AFNS) - The Republic of China will present a statue of Lt. Gen. Clare Lee Chennault to the State of Louisiana Oct. 8.

General Chennault retired from the Army Air Corps in 1937. A year later the Chinese military asked him to become their director of aviation training. In 1941 he founded the American Volunteer Group - destined to become known as the "Flying Tigers."

Following a second retirement in

1945, General Chennault founded the Civil Air Transport and moved to Monroe, La., in 1953. He died in New Orleans in 1958.

The Louisiana Tourist Commission is arranging a flyover by a P-40 "shark's mouth" fighter of the "Flying Tigers" to open the ceremonies. Louisiana Governor Edwin Edwards will accept the statue from Chinese Ambassador James Shen. The general's widow, Mrs. Anna Chan Chennault, will be the guest of honor.

Space medal given to USAF astronaut

WASHINGTON (AFNS) - Maj. Gen. Thomas P. Stafford, commander of the Air Force Flight Test Center, Edwards AFB, Calif., received the Federation

Aeronautique Internationale (FAI) Gold Space Medal in a ceremony in Tehran, Iran, Oct. 2.

The space medal is awarded for the most outstanding accomplishment in space by an astronaut or cosmonaut during the previous year. Along with the Gold Air Medal, it is co-equally the highest award of the federation. The medal was presented to General Stafford for his contribution as commander of the Apollo space craft.

Air Force Maj. Gen. Brooke E. Allen (ret.), who heads the U.S. delegation to the international convention said the federation normally presents only one Gold Space Medal each year.

However, "In view of the exceptional nature of the Apollo-Soyuz test project and the outstanding success achieved on this joint mission by two nations in space, the FAI graciously, and by a special exception to the internal regulations, awarded the Gold Space Medal both to Astronaut Thomas P. Stafford and to Cosmonaut Alexei Leonov as commanders of the Apollo and Soyuz spacecraft," General Allen said.

"Under the same considerations, Astronauts Vance Brand and Donald Slayton and Cosmonaut Valery Kubasov were each awarded the Yuri Gagarin Gold Medal as members of the crew of these spacecraft."

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Two Wheel

Prominent people bike also

by Chuck Maas

Perchance have you gotten a bit down in the mouth of late when you stopped to think of all the people who appreciated and supported your interest in the great sport of motorcycling? Unless I miss my guess, you probably haven't felt that too many folk are in favor of your riding at all, let alone supporting it. With the special safety courses and almost weekly barbs about the hazards of biking, you can't help but feel you're being singled out. But,

Ten pin Alley

All bowlers remember to get your scores in

By Sonny Serutan

The scores are coming in rather slowly, sometimes not at all. It makes it interesting when a bowler shoots a good score and doesn't get credit for it in print and begins asking questions and answers start with the league secretary's name.

The Wednesday night league hasn't started as this is being written but we would like to welcome them back. We sure missed them.

Thursday night, the Ball and Chainers come to bowl. Ron Crouch led the action with a 548 series, Gladys Meli led the ladies with a 532. Other good series were bowled by Rod Wilson, 530, Bill Allen, 531, and Johnnie Caskey, 511. Johnnie is the secretary of this league and makes a special trip out here to get the scores in the paper. Thank you M'am.

M.A.S.H. came roaring down the pike Friday night. Lynn Leppo led the way with a 202 game, 557 series. Karen Botkin led the ladies with a 191 game, 496 series. Rob Willoughby had a 544 series, Bob Hotaling, 505 and Bob Gregoria, 504.

We have a lot of talk about a scratch trio league. Some of the people that bowled in the summer want to start again. Remember 510 scratch. Those interested call 2116 to register.

Some of my loyal readers that

there's a ray of hope in that gray overcast.

If you'll check back to the inside cover of the June AIRMAN, you'll find a nice little color snap and a few words about a guy that has a great deal to do with the way the blue-suiters' company runs. In fact, he's the boss—Thomas C. Reed, Secretary of the Air Force. And would you believe...he rides a motorcycle!

Yes siree; it's right there for all to read. But really, that's not so surprising. As I've tried to point out before, cyclists tend to be active

people, people who refuse to be bounded by convention. They're aggressive, in their own way, and are not content to live all in a cocoon of isolation from life's experiences.

There are a lot of other prominent folk who ride. Jimmy Carter's sister is a confirmed biker. Even closer to home, the former DCO here at Reese, Col. Richard Ingram, has ridden for nearly three decades. If you can get him in a talkative mood late at night, he'll describe adventures on Vincents and Indians that will entertain for hours. Malcolm

Forbes, founder of the prestigious Forbes Magazine, recommends cycling as an outlet for his executives. He claims that workers who spend all their free time on job related matters are stunting their potential. Everyone needs the chance to break away from routine tasks and participate in activities that offer a challenge to their abilities.

So you see, it's not just the young, hot-headed adventurers who ride. Prominent people in important places ride and recommend it. So keep that in mind the next time you hear a questionable remark or pointed comment about your riding. Chances are, the one who made it doesn't know what he's missing.

can't stand it unless I'm in trouble with the editors, all asking why I haven't written about football this year. Well, here are some of my observations.

It is difficult for the laymen to understand how the Associated Press and the United Press International rate these college teams. I think they have twenty pieces of tile with team names written on them. No matter what else happens these twenty names stay in the top twenty.

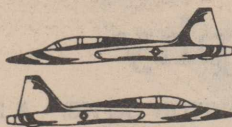
Penn State, the 20th team in the nation, lost again Saturday. Now if they are the 20th team, did you ever wonder what the 50th team's record would be like or what the coach says to the team at half time.

Did you ever wonder how many "upsets" a team has to pull off before somebody realizes that it isn't upsets, it's just that somebody rated them wrong. Like the University of Houston is running around upsetting some of the South West Conference teams, the Aggies for one. I think the only thing upset was the people that allowed the Cougars to join the Conference. You know, acid indigestion and heartburn.

Not much happening at Sonny's Place. S.S., our no account entertainment director had another losing week. He tried to get an animal act but most of the donkeys and elephants are busy this year.

Sonny says, "Try to practice the

day before you bowl in competition, you will find it to be more beneficial than practicing the same day your league bowls.



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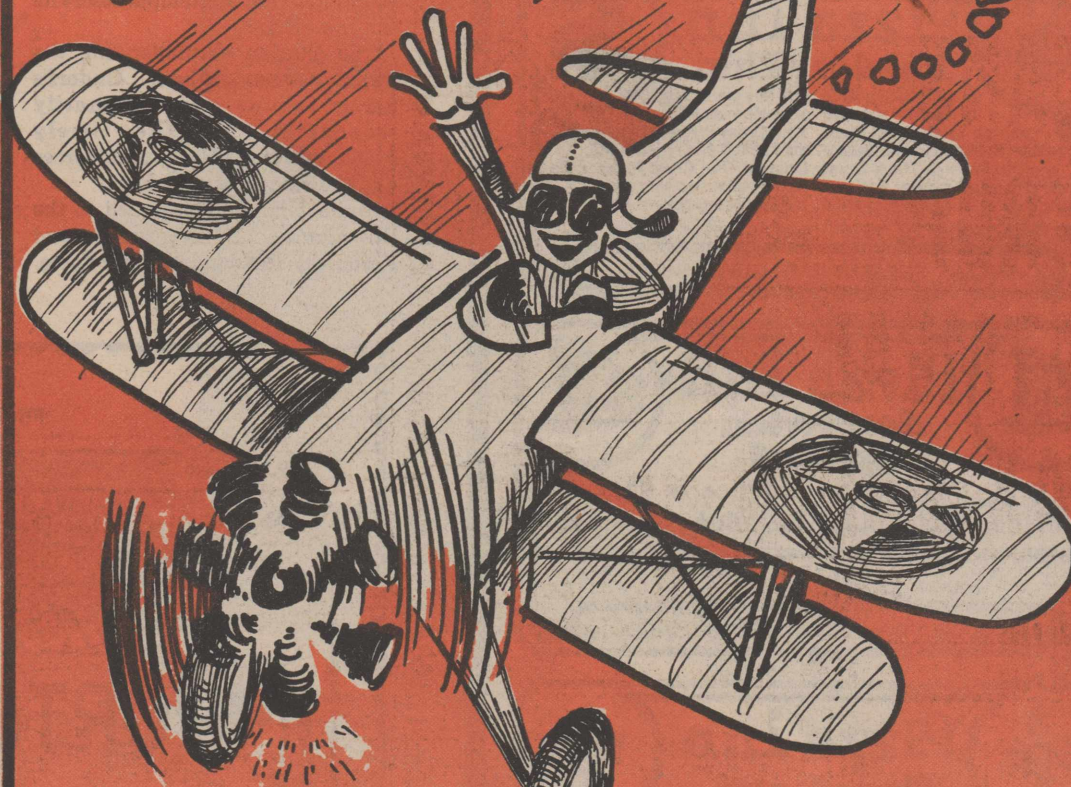


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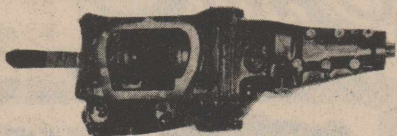
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YMCA starts program

The Young Men's Christian Association (YMCA) has a variety of programs beginning in October that will compliment the already started fall schedule.

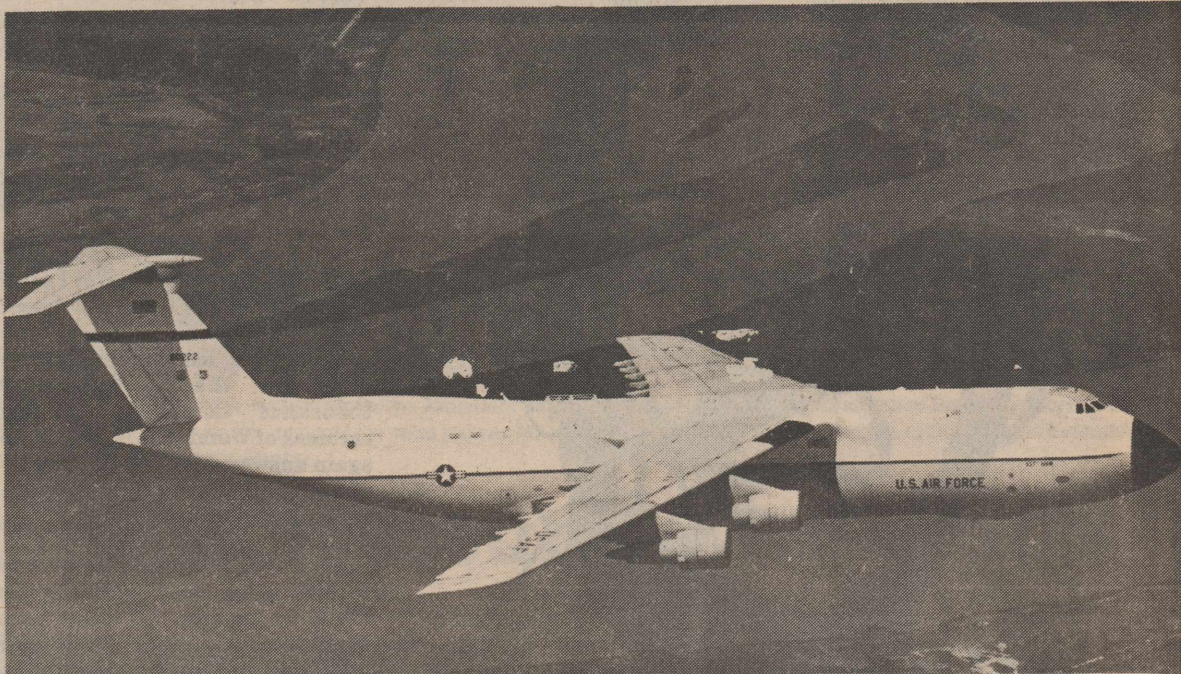
Youth Wrestling skills will be taught starting October 5 at the YMCA. Classes will run Wednesday, 3:30-4:15 and Fridays 4:30-5:30 p.m. Children eight to high

school age will be taught wrestling skills.

Beginning adult tennis classes will meet Monday, Wednesday, and Fridays from 11:30-12:30 starting Oct. 4. Youth classes will meet 4-5 p.m. on Monday, Wednesday, and Friday. Fundamentals, positioning, and strategy will be featured.

Lifesaving will be taught to youth 12 years and up. Certification in both YMCA and Red Cross given if you pass the course. A basic swim test will be given to enter the class. The program starts Oct. 18.

The Lubbock YMCA is located at 1601 24th Street. If you have any questions, call Bill Beisiegel at 762-0588.



UNRESTRICTED - Air Force Officials have lifted restrictions put on the C-5 aircraft, the largest in the Air Force inventory. The restrictions were placed on the plane because of recent accidents involving Air Force planes. (U.S. Air Force Photo)

Air Force Officials lift restrictions on all C-5s

WASHINGTON (AFNS) - Air Force officials have announced that precautionary operational procedures have been lifted for C-5 Galaxy aircraft.

Military Airlift Command has limited all C-5 operations to unpressurized training flights and

priority special missions. The precautionary procedures were imposed Sept. 1 after a C-5 from Dover AFB, Del., experienced a pressurization problem on a flight over Europe. There were no injuries or other damage to the aircraft which landed safely at Rhein-Main AB, Germany.

With the exception of eight C-5s undergoing programmed depot maintenance, all elements of the Air Force C-5 force have passed a rigid inspection and resumed operation under procedures in effect prior to the incident. C-5s in depot maintenance will be inspected along with that maintenance.

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Tossed Salad
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Tuesday
Meatloaf
Mashed Potatoes
Cranberry Muffin

Mixed Vegetables
Banana Pudding
Milk

Wednesday
Bean Chalupe
Tossed Salad
Corn Bread
Sliced Peaches
Milk

Thursday
Lasagna

Green Beans
Hot Rolls
Tomato Wedge/Celery Sticks
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Jack Davis

Lloyd Evans "Jack" Davis was presented the Air Force Exceptional Service Award on Sept. 25, 1971. Over the years, Mr. Davis has contributed much to the relations between Lubbock and Reese Air Force Base.

Lloyd Davis was born in Kirkwood, Ill. on Sept. 24, 1890. He attended public school in the Kirkwood-Monmouth area. Following his graduation he attended Knox College in Galesburg, Ill. Upon leaving Knox College he became associated with the National Biscuit Company as a cost accountant.

Mr. Davis spent World War I as an instructor pilot at Hicks Field near Fort Worth, Tex. In 1927 he established a loan and insurance business, the Davis-Colson Insurance Company. At the outbreak of World War II, Mr. Davis again answered the call to arms by serving in the Army Air Corps as a lieutenant colonel.

Mr. Davis returned to Lubbock to become a top civic and religious leader in the area. He served as a member of the Lubbock City Council in 1952-54 and as president of the Lubbock Chamber of Commerce in 1957. Since his days as a "Jenny" pilot in World War I, Lloyd "Jack" Davis has supported aviation and the United States Air Force.



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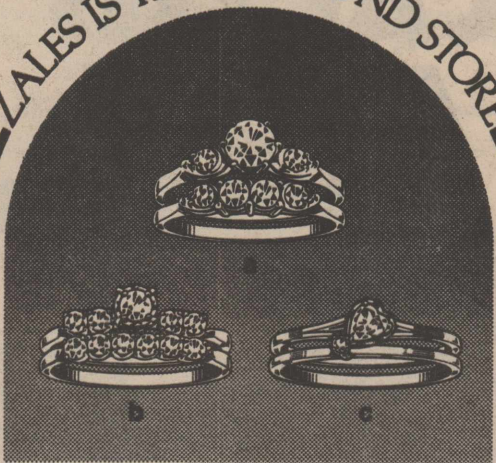
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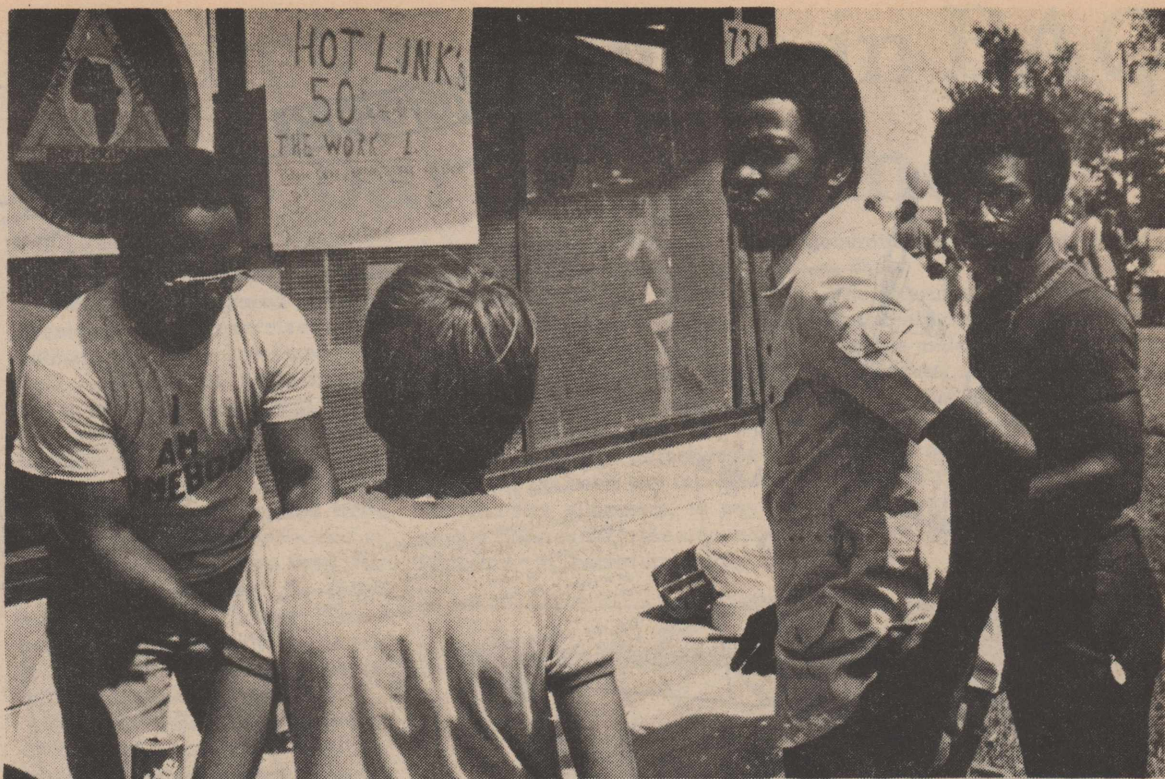
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BLACK CULTURE - MSgt. Arnold Mathews, President of the Black Culture Club, works at one of the many projects the club has sponsored over the past year to raise money for such worthy causes as scholarships to Dunbar and Estacado High Schools. (Courtesy Photo)

Black Culture Club aids Reese, local community

The Reese Black Culture Club was organized to promote greater understanding and harmony among the base population. However, since its organization, the club activities have not been limited to the confines of Reese, but have taken an active part in the local community of Lubbock.

During 1976, the Black Culture Club sponsored Martin Luther King Day at the Base Chapel, supported the Reese Bicentennial Committee, took part in the base's 4th of July celebration, and contributed to Hispanic and American Heritage

Week. The club also provided martial arts demonstrations for Camp Blue Yonder.

In the local community, the club provided a booth for sickle-cell testing during Ebony Expo '76. The membership took part in Miss Black Teenage Lubbock Contest, provided the Easter Bunny for Methodist Hospital, and supported local community organizations like Texas Tech's Student Organization for Black Unity (SOBU) and East Lubbock's People for Progress in everything from social events to voter registration.

The Black Culture Club is planning a Halloween Party in order to raise money for a Thanksgiving and Christmas Food Basket Program for East Lubbock.

Everybody is encouraged to come out and take an active part in the club and its activities. The meetings are held in Room 5 of the Student Squadron at 6 p.m. on the first and third Tuesdays of the month. The officers for the club are MSgt. Arnold Mathews - President; Sgt. Mike Williams - Vice President; A1C Patricia Dapney - Sec.-Treasurer; and Leon Payne - Sgt. at arms.

Mexican-American club aids customs and culture

What is the M-A club? Is there any need for such ethnic type clubs within the Air Force? Just what are the purpose of these clubs?

Whether they are called Mexican-American, Hispanic, Latin or any other name the clubs differ in purpose, goals, and structure from base to base. Here the Reese AFB. Mexican-American Club was initiated five years ago with purpose

of providing the Mexican-American personnel with a recreational outlet in an atmosphere familiar to them. It also provided an avenue for interested military and civilians Hispanics to get involved in projects involving the Mexican-American community in the area. It serves to promote and maintain the customs, culture, and the rich heritage which other cultures have all but lost. It also serves to remind the young Hispanics that being bi-lingual is an asset and not a liability.

something in common, where certain bonds unites them, where as a group they can provide a service to humanity, then there is a need for clubs such as the Mexican-American club. Many of the civic, social or other types of organizations are brought about because the membership shares a few things in common. A club such as the Mexican-American club is based on bonds ranging from language and music to the customs and a culture learned from infancy.

If there is a need for any kind of a club where the membership shares

Since it was originated five years ago, the Mexican-American Club has strived to promote all these things while helping the needy, the underprivileged and those other causes which benefit all humanity such as fund raising for muscular dystrophy, cancer and other dreaded diseases. The sponsoring of youth athletic teams both on and off base, distribution of candies and toys at Christmas time and the helping needy families whenever the need arises are only a few of the charitable projects the Mexican-American Club undertakes each year.

So next time you hear someone ask, what is the Mexican-American Club? You can tell whoever asks that it is a worthwhile organization dedicated to maintain and preserve the rich Hispanic culture, while helping those in need and promoting those values which we as Americans hold so dear.

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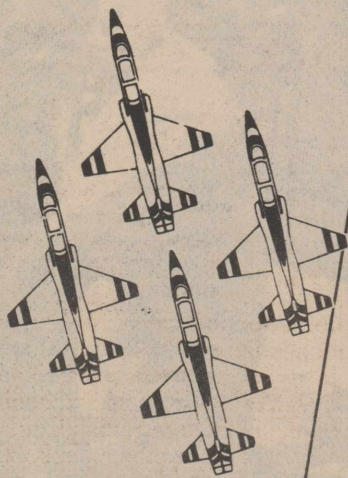
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October 4, 1976

Col. Edward Mendel, Commander
64th Flying Training Wing
Reese Air Force Base
Reese Air Force Base, Texas 79489

Dear Colonel Mendel:

Congratulations on planning an Open-House at Reese Air Force Base on October 11, 1976. You may be assured that it will be well attended by your many Lubbock friends.

The citizens of Lubbock have always considered Reese Air Force Base an important, integral part of the community. This Open-House will not only help to reaffirm this relationship, but will give all of them an opportunity to become better acquainted with the facilities and mission of the base.

Your thoughtfulness in designating an area to be known as "Founders Park" where a windmill typical of this area has been erected is greatly appreciated. This expression of gratitude to the citizens of Lubbock who worked so hard to establish the base in the beginning is most gracious. We know that the dedication ceremony will be a memorable occasion.

You may be assured that we also look forward with great anticipation to the thrilling performances of the Golden Knights and the Thunderbirds.

Sincerely yours,

O. W. English
O. W. English, M. D., Chairman
Armed Services Committee

Reese Air Force Base:

It's too bad that Reese Air Force Base is thought of only as a Military Reservation...or maybe that's good! Reese's mission is successfully brought to fruition each year because of the sum total of its people.

Reese is populated daily by men and women who are, for the most part, "military." They work hard at their jobs and for that reason, Reese is an outstanding ATC base.

Those men and women are also ours. But, they have so successfully infiltrated the Lubbock community, that we really do not know who they are. We know they pay taxes, raise budgets for churches, coach children's sports, work on the United Way campaign, join PTA groups, and do the million things that make any community a great place to live, earn a living, and play.

We know they get involved in all community issues. They take pride in the community. They vote. They take stands. They contribute.

Many of these people never heard of Lubbock, Shallowater, Idalou, Wolforth, Hurlwood, or a dozen other area towns, before the "luck" of the military brought them here.

We're the lucky ones, and we would like to say welcome, thank you, or whatever to really show our warm feelings. But, we can't. That's why I am proposing to my congressman that a law be enacted making it mandatory for all military personnel to wear a uniform for a full 24 hours, one day a year. Then, and only then, could we spot those people who have helped to make this community the kind of place that has become the envy of almost every other city in America.

Then, and only then, could we say..."Thanks, Neighbor."

Bob Nash, Board of Directors
Lubbock Chamber of Commerce



City-Reese relations solid

The relationship between Reese Air Force Base and the community of Lubbock is the envy of bases throughout the nation. Ever since the base was activated the Chamber of Commerce, through its Armed Services Committee, has been an avenue of communication between the officers and men at Reese and local citizens. This relationship has been mutually beneficial to all concerned.

Through the years the Chamber of Commerce's unselfish devotion to public responsibility has contributed to the success of such projects as the acquisition of a base sign, construction and improvement of access roads, placing of pictures in most major buildings on the base, the providing of shrubs, trees and flowers for base beautification and the placing of a wing emblem marker in front of the new Wing Headquarters building.

Projects of a continuous nature include recognition of the Reese Air Force Base Airman of the Month, the presentation of a citizenship award to a deserving pilot in each graduating class, the making of quarterly awards to non-commissioned officers, providing orientation tours of the community for foreign students assigned to the base, co-sponsoring Armed Forces Day celebrations and the giving of banquets and other social events to help base officials become a part of the community.

Other activities have included participation in the National Prayer Breakfast each year, co-sponsoring a semi-annual golf tournament, a fishing trip for officers and enlisted

men from the base and ranch tours for military personnel.

The Chamber participated with Reese Air Force Base in the establishment of a Base/Community Council to help insure the continuation of the outstanding community-base relationship by identifying common

interests of the civilian and military, to guarantee free participation of leaders in solving problems of mutual interest, facilitate effective use of community and base facilities and provide continuity in the public relations program in spite of frequent changes of military personnel.

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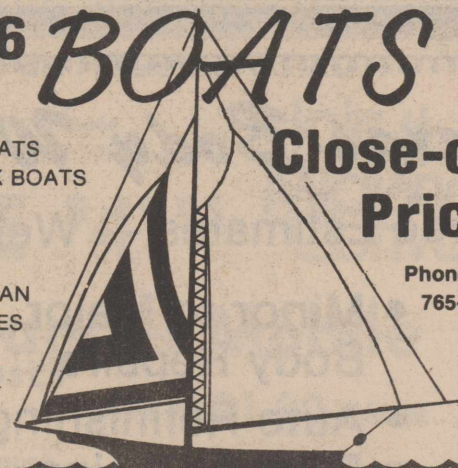
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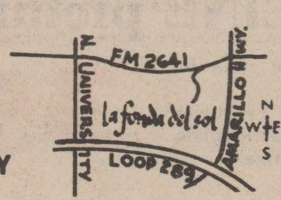
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A LA CARTE MENU

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Bachelor Airmen in BAQ to get partial payment

WASHINGTON (AFNS) Secretary of Defense Donald Rumsfeld has announced that the President has exercised his authority under the fiscal year 1977 DoD Appropriation Authorization Act to reallocate 25 per cent of the Oct. 1, 1976, military basic pay increase to the Basic Allowance for Quarters (BAQ). He has also directed payment of a partial BAQ, equal to the amount reallocated to the quarters allowance from the basic pay increases, to those members of the Armed Forces without dependents, who are on sea or field duty, or who reside in military bachelor quarters.

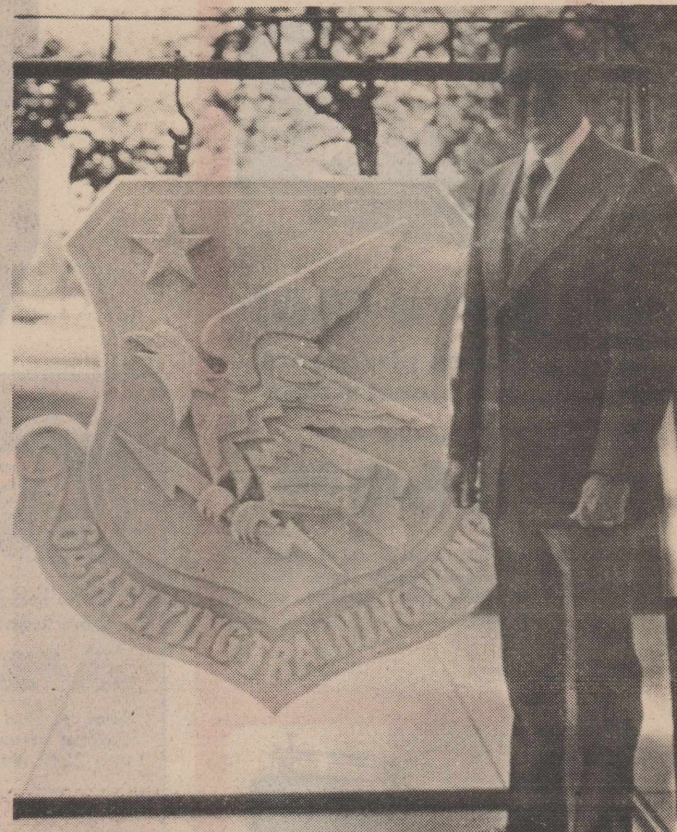
The military pay raise this year is 4.83 per cent when applied equally to basic pay, BAQ and the subsistence allowance (BAS). Under the reallocation, the basic pay increase will be 3.62 per cent.

The DoD Appropriation

Authorization Act 1977, was signed into law by President Ford on July 14, 1976, as Public Law 94-361. Section 303 of the law gives the president discretionary authority to reallocate up to 25 per cent of military basic pay increases to the nontaxable BAQ. It also allows the president, whenever he reallocates a portion of the basic pay increase to the quarters allowance, to pay a partial BAQ, equal to the amount reallocated, to bachelors living in

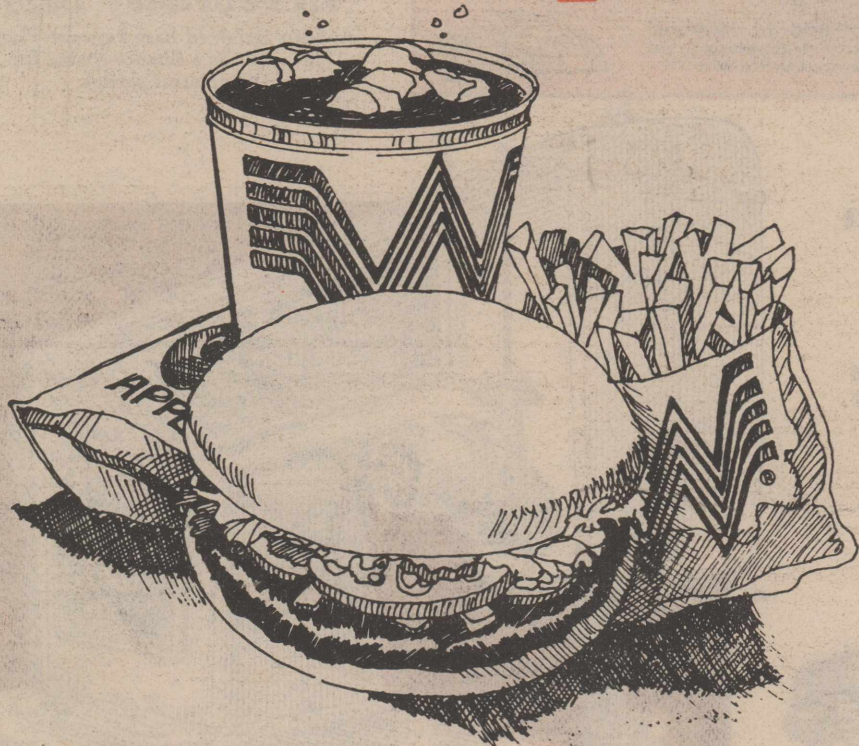
government quarters and on field or sea duty.

The President has elected this year to reallocate the full 25 per cent allowable under the law, by grade, all to the BAQ, and to pay the partial BAQ to bachelors. Thus a portion of the BAQ, not previously received by bachelors, will be paid to them in recognition of the lower value of the quarters provided on sea and field duty, and of military bachelor quarters.



DONATION - Mr. W.G. McMillan, Jr. is one of the best friends that Reese has. Mr. McMillan has donated much time and energy to benefit Reese. Here, Mr. McMillan stands next to one of the three Wing emblems that he helped get donated to the base. He is president of the McMillan Construction Company, a company responsible for several of the buildings on base, including the Headquarters Bldg. (U.S. Air Force Photo)

Mother's little helpers.



After a hard day with the family, let us help with the cooking. We've got Whataburgers for everyone in the family. From Justaburgers for kids, to Whataburger Jrs. for moms and big quarter-pound Whataburgers or cheeseburgers for dad and the boys. They're all made with 100% pure beef and the finest garden fresh ingredients. Add some fries, some ice-cold Coca Colas and you've got a happy family. And that's a big help.

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- * COST \$10.00 ENTRY PLUS GREEN FEES
- * DEADLINE FOR SIGNING UP FOR TOURNAMENT IS 1500 hrs WEDNESDAY, 20 OCT 76
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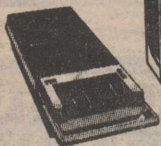
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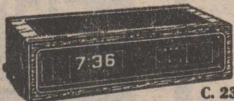
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plays and records tapes. Two
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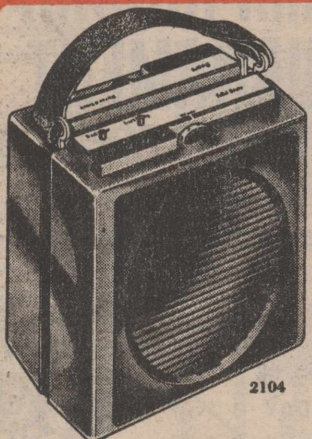
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PICTURE TUBE: In-line picture tube for
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Color TV has 13-inch
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**Kenmore Free-Arm
stretch stitch
convertible**

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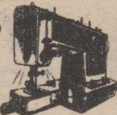
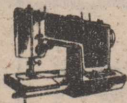
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Sewing machines with flat
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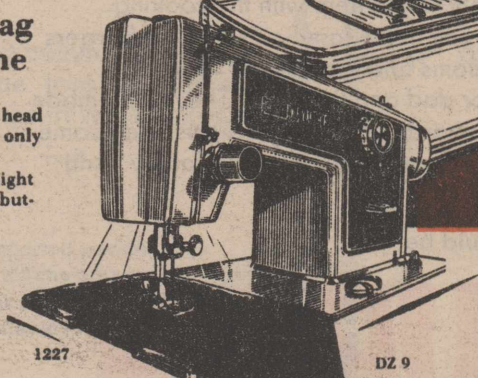
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Sears
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