

# Change of command scheduled for Monday

Lt. Gen. William V. McBride, who began his military career more than 30 years ago as a private in the U.S. Army Air Corps, will



Lt. Gen. William V. McBride

take over command of Air Training Command (ATC) Monday in ceremonies at Randolph AFB, Tex.

General McBride will officially relieve Lt. Gen. George B. Simler, who has been nominated for his fourth star and who will assume leadership of Military Airlift Command (MAC) Friday. (See editorial on General Simler on this page).

The impressive change of command ceremony will be attended by the commanders of the 16 centers and bases that make up the sprawling ATC complex, described as the largest training facility in the free world. Attending for Reese AFB will be Col. Walter H. Baxter III, wing commander.

General McBride comes to ATC from Headquarters, U.S. Air Forces in Europe, located at Wiesbaden, Germany, where he served as Vice Commander in Chief. He is a command pilot and navigator.

The new ATC commander is a native of Wampum, Pa., and a graduate of Garfield Business Institute, Beaver Falls, Pa., and of New York University, New York City. He is a

1960 graduate of the National War College in Washington, D.C.

General McBride joined the U.S. Army Air Corps in March, 1942, and in May of that year became an aviation cadet at Coral Gables, Fla. He attended bombardier school and navigation school then was assigned to the European Theater of Operations, serving from July, 1943, to October, 1945, in the 556th Bombardment Squadron of the 387th Bombardment Group in England, France and Holland.

Following World War II, General McBride trained new navigators at Ellington AFB, Tex., and then was assigned to Lackland AFB, Tex., to help organize the present Air Force basic training base. He attended basic and advanced pilot training at Randolph AFB, Tex., and Barksdale AFB, La., in 1947-48 to become a triple-rated officer. He served at Travis AFB, Calif., before attending New York University, graduating in 1950.

Upon graduation from NYU, General McBride (then a major) went to Tinker AFB, Okla. In January, 1951 he was assigned to

Kadena AB, Okinawa as deputy commander of the 2nd Air Rescue Service. From March, 1952 to October, 1953 he served as commander of the 2nd Air Rescue Group, Clark AB, P.I. He returned to the United States in October, 1953, for a Pentagon assignment followed by assignments to Headquarters, Air Rescue Service, Orlando, Fla., Stead AFB, Nev., Charleston AFB, S.C., Scott AFB, Ill., and several assignments in the Pentagon at Headquarters, USAF and the Office of the Secretary of the Air Force.

His military decorations include the Distinguished Service Medal, the Legion of Merit with two Oak Leaf Clusters, Distinguished Flying Cross, Air Medal with 13 Oak Leaf Clusters, Presidential Unit Citation Emblem, Air Force Outstanding Unit Award Ribbon, United Nations Service Medal and French Croix de Guerre.

General McBride is married to the former Kathryn Solsberg of Wampum, Pa. They have one daughter, Kathy Lee Davis of West Palm Beach, Fla.

## the roundup

VOLUME XIII NUMBER 35

Lubbock, Texas, September 8, 1972



# ATC bids farewell to General Simler

By Col. Walter H. Baxter III  
Wing Commander

Lt. Gen. George B. Simler ends a two-year assignment as commander of Air Training Command Monday when he passes over the huge training complex to Lt. Gen. William V. McBride. (See story on this page.)

General Simler has been nominated for his fourth star and will assume command of the Military Airlift Command (MAC) Sept. 15.

General Simler became commander of ATC in September, 1970 upon the retirement of Lt. Gen. Sam Maddox Jr. Shortly thereafter, General Simler let it be known that his objective was to make ATC the very best command in the Air Force.

As one of his first acts, General Simler set about to improve morale and a sagging retention rate by improving the living conditions of the people living on bases and centers. His institution of Project Volunteer as a prime means of achieving a draft-free environment for the Air Force by June 30, 1973, quickly bore fruit.

Dorms were remodeled and refurbished, new facilities went up and many of the so-called "Peoples' Programs" came into being. As a result, the retention rate quickly improved and ATC became a leader in the Air Force in the field of retention.

At a time when the popular belief was that only force could deal with such issues as racial unrest, General Simler again used initiative. It was then that he formed the much talked about ATC Human Relations Team, which visited every base and center in the command, interviewing people of all races and rendering a report.

The results were significant changes such as the inclusion of human relations courses in basic training, the teaching of same to all military and civilian employees of the command and the formation of Social Actions Offices throughout the command. The results were more than gratifying. Communications were improved, supervisors became more aware of their responsibilities in this critical area and today there is clearly greater stability in racial matters.

A strong believer in a quality Air Force, General Simler's latest contribution has been to strongly encourage education through a variety of methods—especially the Community College of the Air



Lt. Gen. George B. Simler

See General Simler ... Page 12

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 Boone 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 their

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# frame of reference



By Col. Kirk A. Brown  
Deputy Commander for Operations

## Why?

Here is a word which typifies the today generation in the Air Force just like it typifies today's youth in our country.

Having watched and worked with young people in the Air Force for two decades now, I believe this airman of today is more intelligent, but probably not quite as disciplined. In older days I remember we got the job done and asked few questions, if any.

Our supervisors now find a strict authoritarian approach with people just won't get the job done. Workers up and down the line deserve to know WHY just as much as they need to know WHAT.

Let me cite an example of what I'm preaching. Right here at Reese our wing faces a difficult and serious mission problem. What? Like a business downtown might be in trouble economically, right now Reese just doesn't have the dollars, people and airplanes to train the unusual

number of students on board and also to keep our instructor force fully trained.

Why? The high number of student pilots is not a result of poor planning, but, I hope, of good management, good instruction and good motivation. In short, more of our students are completing the training program than our planners reckoned.

Be assured that assistance is on the way, but it takes time to increase the numbers of people needed to prepare our airplanes to fly and to adjust the number of arriving students. Until help arrives we all need to pull together and shoulder a peak work load.

This will mean some overtime, some weekend flying, and above all, the closest possible management of every training sortie that rolls down our runways in the next few months.

It is important that we explain all up and down the line WHAT is happening and WHY it is happening to those who are tasked with the additional effort.

HQ. ATC—Whites wonder why blacks always sit together in the dining hall. "They" always sit in one corner together and "we" never sit there.

Whites wonder why blacks always seem to hang around together in front of the dormitory at night. "They" block the steps so people can't get through.

Whites know that blacks all live at the other end of the hall. "We" all live at this end. "We" switched rooms because "they" wanted to live together and so did "we." "We" like different things. "They" play music too loud.

And so it goes. The forces that keep people apart are forces of social polarization. People can become polarized because some are lifers and others are defiantly short, some are wealthy and others are poor, some are over 30 and some are under, and the divisions go on.

CMSgt. Thomas N. Barnes sees the social divisions that occur in ATC from two perspectives.

First, he is a black, career enlisted man. Second, as the command's senior airman advisor, he is the direct link from 85,000 enlisted men and women to The Man—Lt. Gen. George B. Simler, the ATC commander, who is white.

Sergeant Barnes explained to a recent ATC Commander's Conference that polarization occurs because young people of any race who are new in the Air Force often have trouble adjusting to the military lifestyle. The process of adjusting is called acculturation. Dropped into a strange environment, young people tend to cling to the lifestyles that remind them of the familiar civilian lifestyle back home. They seek out members of their own ethnic group who accept them as they are.

Many people coming into the Air Force have never casually associated with members of another race. They feel little reason to begin to do so away from home in the military. People who have never associated with other races feel overwhelmed living in a 24-hour-a-day integrated society.

Sergeant Barnes realizes that some polarization is inevitable but he says as people of all races tend to become more secure and confident as individuals, polarization will slowly end. The less secure a person, the longer he will cling to his familiar ways. The sooner he becomes proficient in his work and learns his way around the Air Force, the sooner he will seek other friendships, perhaps beginning with his supervisor, who may be of another race.

Sergeant Barnes puts it, "These days, an airman quickly detects the supervisor who isn't interested in him as an individual. You can't snow him any more. In the Brown Shoe days, a supervisor gave an order with no intention of giving a reason for it or why he gave it to that particular person. Now, the astute supervisor cites his reasons, the necessity of doing the job and the necessity of a particular person doing it. And he does so without compromising his authority."

Polarization, after all, is more a matter of social expediency than a rejection of other ethnic groups. Such rejection is separatism, the rejection of all other ethnic groups politically, economically and socially. It cannot exist in the Air Force because we are all too dependent on each other.

There are, however, some small groups of pseudo-separatists who vent their social frustration through hot talk. Like the rest of us, they have open to them such avenues of communication as the Human Relations Councils and Social Actions officers.

Sergeant Barnes says that people throughout the command are more aware than ever before of other people's needs and problems. There's no reluctance to discuss the problems. They have to be discussed in order to be solved. He says the obvious means to achieving success in this critical area is participation and concern by everyone at all levels and continuous communication.

## Black-white critical area is participation

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## White House program issues application call

WASHINGTON (AFNS)—Career members between 23 and 35 are encouraged to apply for the White House Fellows Program if they have demonstrated exceptional ability, marked leadership qualities, unusual promise of future development, high moral character and an active concern about problems facing the United States.

Established in 1964, the White House Fellows Program provides gifted and highly-motivated young Americans with first-hand experience in the process of governing the nation and a sense of personal involvement in the leadership of the country.

Selectees serve a one-year internship at the highest level of the Federal Government as special assistants to members of the President's cabinet and White House staff. Three Air Force officers presently are serving as White House Fellows: Majors Robert H. Baxter, John C. Fryer Jr. and Donald J. Stukel.

Inquiries and requests for application should be addressed to the President's Commission on White House Fellows, The White House, Washington, D.C. 20050. Applications for the 1973-74 program, which begins Sept. 1, 1973, must be submitted to the commission by Dec. 1.



**WELL DONE**—Dr. Floyd Boze, dean of admissions for Texas Tech University, (center), is presented a silver drinking mug - suitably engraved - by Col. Walter H. Baxter, wing commander, as Brig. Gen. James M. Breedlove, deputy chief of staff/Operations, Headquarters, ATC, looks on at left. The mug was sent by the ATC commander, Lt. Gen. George B. Simler, in appreciation for Dr. Boze, a reserve Air Force colonel, for fulfilling a graduation speaking engagement at Reese Aug. 11 for him when weather prevented the general from flying in to Reese. (U.S. Air Force Photo)

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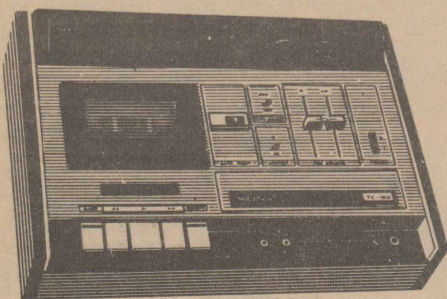
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## Yard of Month award cites 3 Reese families

Home of the Month awards for August at Reese go to Capt. and Mrs. James A. Erickson, officers quarters; SSgt. and Mrs. Kenneth R. Van Epps, enlisted quarters; and SSgt. and Mrs. Charles R. Fullenwider, trailer park.

The awards are given each month following weekly inspections in an effort to identify and reward those occupants in the officers quarters, enlisted quarters and trailer park for the outstanding maintenance of their grounds.

Each of the three winning families will receive the following prizes for their efforts: six lines of open bowling; certificate of achievement and letter of appreciation from the Air Base Group commander; a plaque commemorating their efforts; steak dinner for two; two hours of minor work in the Hobby Shop; two car washes at the Hobby Shop; two lube/oil changes at the Hobby Shop; use of camp trailer and equipment for one weekend; and 18 holes of golf with electric art.

In letters of appreciation to each of the three winners of the Home of the Month award, Col. Frank B. McKenzie, 3500th Air Base Group commander, stated, "I would like to express to you and your family my sincere appreciation for your support in improving the appearance of Reese Village. Pride of home is evident by the outstanding appearance of your

quarters and grounds. You can be justifiably proud in receiving the award of Home of the Month for August 1972. Please accept my sincere thanks and appreciation."

Some of the main points considered in the judging of the homes for the awards include: lawn (needs mowing, edging, watering); weeds or grass in

flower beds; shrubs need trimming; unauthorized or wasteful watering; garbage area needs cleaning; and carport needs cleaning.

All personnel living in Reese Village or Reese Trailer Park are encouraged to take part in this project and to make every effort to have their home named Home of the Month.

## Mathis Recreation Center announces week's activities

This week at the Mathis Recreation Center will feature dancing, tournaments and a special trip to Dallas to see the Texas Rangers in action.

**Tonight**—A dance has been scheduled to begin at 8 p.m. featuring the Soul Agents.

**Tomorrow**—A charter bus will be leaving the center at approximately 8 a.m. for Dallas to see the Texas Rangers baseball game. The bus will return after the game.

**Sunday**—Coffee and Doughnut Call will begin at noon and the weekly cookout has been slated for 6 p.m. outside the center building.

**Monday**—A Base-wide Bumper Pool Tournament will start at 7 p.m.

**Tuesday**—Finals for the bumper pool competition will be held beginning at 7 p.m.

**Wednesday**—The 1972 Reese AFB Art Contest has been slated for a 10 a.m. showing. Wednesday evening will see weekly eat-in night and the weekly table tennis tourney action starting at 7 p.m.

**Thursday**—Weekly pinochle, poker and blackjack competition will start at 7 p.m. There will be no charge for this event.

Special occasions coming up this month at Mathis include the recreation center's first "Soul Night," scheduled for Sept. 19. The following Tuesday will see "Chicano Night." Special entertaining events have been planned for these two evenings at the center for Reese personnel and their guests. Additional information may be obtained at Mathis or by calling ext. 2722 or 2787.

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**FAMILY SERVICES**—Mrs. Allen Dilley, right, welcomes a newcomer to Reese, Mrs. Bobby Owens. Greeting incoming personnel is one of the vital activities of Family Services at Reese. Anyone interested in volunteering for Family Services work should call ext. 2306 for information.

## Meeting times given for Reese Girl Scouts

Reese Girl Scout officials have announced the schedule of meetings for Brownies, Juniors and Cadettes to be held Monday, Tuesday and Wednesday in the Scout Hut on base.

The second-grade Brownies will meet with Chris Batt at 3:30 p.m., Wednesday. The third-grade Brownies will meet with Rena Weisbrod beginning at 3:30 p.m., Tuesday. The fourth-grade Juniors will meet under

the direction of Carol Wargo at 4:30 p.m., Monday, and the fifth-grade Juniors will meet with Sally Pardon at 4:30 p.m. Tuesday.

The Cadettes will be meeting at 6 p.m. Tuesday with Lillian Seese. No date has been released at this time as to when the Seniors will be meeting. Any further information may be obtained from Judy Rao at 885-2157 or Mrs. Nelson Frehulfer at 885-2150.

## OWC plans squadron coffee

The Officers Wives Club has announced that the wives of the members of the 3500th Pilot Training Squadron will be sponsoring a squadron coffee.

The event has been planned for 10 a.m., Wednesday at the home of Mrs. Walter H. Baxter III. Mrs. Lou Winter will serve as hostess for the affair and she will be assisted by the wives of the

members of Check Section.

A special program will be presented by Mrs. Gail Joyce, a decorating representative at a local department store. The program will include ideas on how to get the most out of a purchase and adapting decorations to new homes. Other ideas will center around how to buy drapes to fit any window.

## Wives club slates business meeting

The NCO Wives Club has planned their monthly business meeting for Tuesday at 7:30 in the new NCO Open Mess at Reese.

Serving as hostesses for the affair will be Mrs. Lee Armour and Mrs. William J. Gladden. Wives of NCO are invited to the meeting at the new facility. Membership information for

the wives may be obtained by contacting Mrs. Irvin E. Reigner at 885-4844 or Mrs. Fred L. Schulz at 885-2114.

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**SAFETY AWARD**—Brig. Gen. James M. Breedlove, deputy chief of staff/Operations, Headquarters, ATC, (right) presented the National Safety Council's highest citation for ground safety achievement, the Award of Honor, Aug. 29 in ceremonies at Reese. At left, about to receive the award for the 3500th Pilot Training Wing, is Wing Commander Col. Walter H. Baxter. The award was for a 41.1 per cent reduction in the base's ground accident rate over the past two years. (U.S. Air Force Photo)

## Bonuses, incentive pay ideas scanned to end draft in '73

SAN CLEMENTE, Calif. (AFNS)—Defense Secretary Melvin R. Laird said that Congressional approval of pending legislation that would allow bonuses for Reserve and Guard enlistments and special incentive pay would enable the United States to reach the goal of no peacetime draftees by June 30, 1973.

Secretary Laird said that the incentive pay legislation is designed to attract people with special skills, especially doctors.

He pointed out in a briefing to newsmen that other provisions which Defense Department had sought in the pay field have all been implemented. "Last year, as you know," he said, "we received the authority from the Congress to go forward with the enlistment bonus and the special reenlistment bonus incentive program. Those have been placed in operation and they have proven to be very successful and adequate as far as attracting young men and young women to serve in the military services."

Secretary Laird said that on June 1 the Army started paying enlistment bonuses for volunteers for the combat arms. The volunteers were paid an enlistment bonus of \$1,500 for a four-year contract. The Army came within

200 men of meeting its 5,000-man goal during 90-day test, Secretary Laird said, adding that he had extended the test for an additional 60 days. He emphasized that enlistment bonuses were not being paid in all areas but in areas where there are shortages.

"I think the important thing for us to bear in mind as we discuss this volunteer service for all of the four services", the secretary continued, "is that for a long period of time the young men and women that were particularly in the lower brackets of the military services were not adequately compensated for their labors. For the first time we are carrying the labor cost in the Department of Defense budget, and I'm sure that young people all over America support paying adequate labor rates and wages and salaries to these young men and women that are needed and necessary to fulfill our national security requirements."

"Our labor costs are going up...we have had the greatest cost growth in the Department of Defense in the personnel costs and we are going to have continuing increases in this area."

Secretary Laird said that since 1939 the Defense Department has relied on the Selective Service System, an

independent agency, to fulfill manpower requirements when any of the services had difficulties meeting manpower requirements.

Responding to a question about black enlistments in 1972, Secretary Laird said that black enlistments were up in all of the services. "The greatest increase has been in the Army and Air Force. It is running at a higher rate than the average population of blacks as far as America is concerned."

He suggested that the high black enlistment rate is due to the "Human Goals Programs" which the Defense Department has established. "Black Americans," he said, "certainly are treated in a much more favorable way in the military services than they are in any other section of our society today."

Secretary Laird concluded: "I would only state that we are carrying out a program here which we believe is very important for young people in America. We believe that the volunteer service route is the best route to fulfill the manpower requirements and we feel that these young men and women that are serving their country in this particular role should be adequately compensated."

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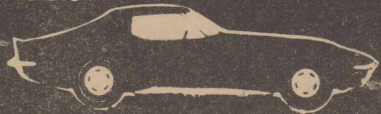
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# "Slipping the surly bonds"...

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By A1C Jeff King

"... and if he is ready, he'll wag his tail too. This is really the last signal before we start climbing."

These are terms common to glider pilots. Capt. Richard Apgar is a glider pilot as well as an academic instructor in the 3501st Student Squadron at Reese.

The captain has been interested in flying these silent eagles since the age of 13 when he and his friends spent hours watching the smooth, quiet soaring planes. "We saw them near the municipal airport one day while on a bicycle hike in Richmond, Ind., my home town. Being the age we were, we tried to scrounge a ride with whomever we could. After watching for a while, we were finally able to get a ride in the tow plane," the captain remarked.

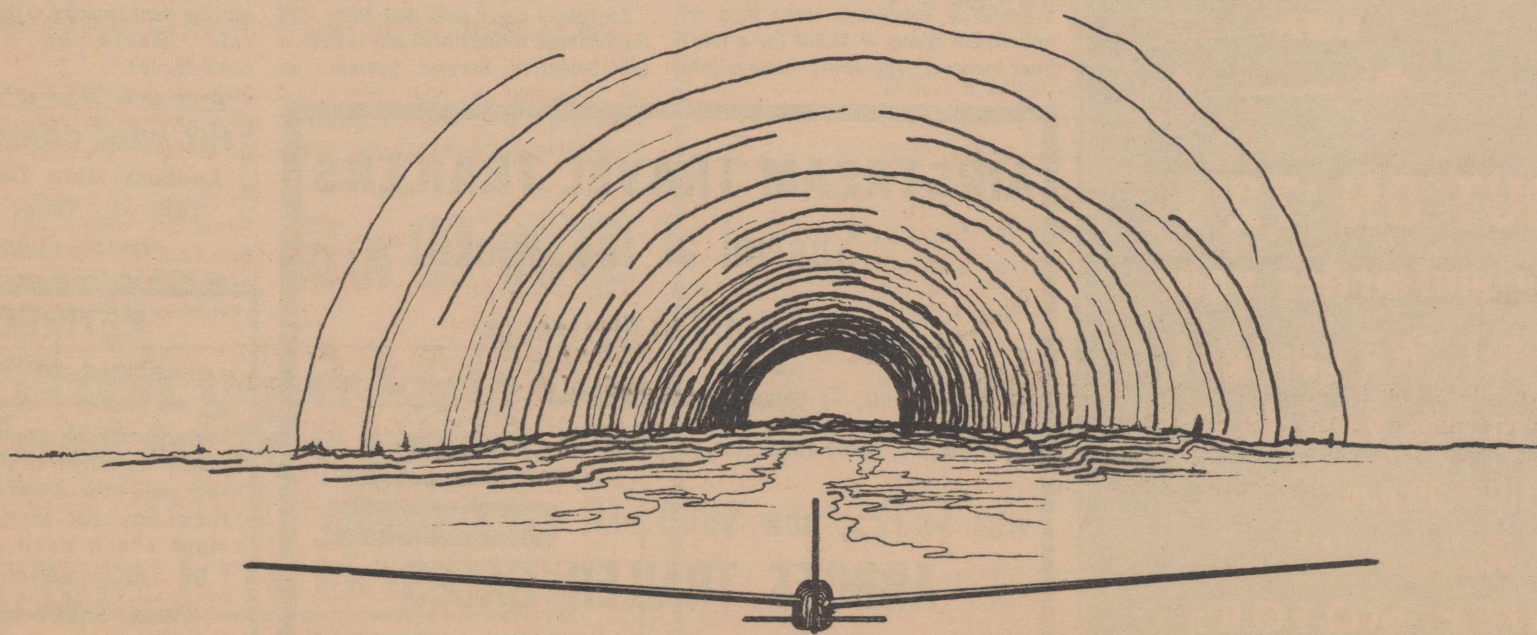
After seven or eight weeks of watching and becoming more familiar to the resident gliders, Captain Apgar got to ride in a sailplane for the first time. Up until this time, he had learned how to "run the wings"

as well as the other preparations for each flight before he was considered able to fly himself. "This was my first time airborne and I really enjoyed it. I went out there nearly every weekend after that until I was 17-years-old and left home."

Not having flown in much of anything previously, fear was a small but obviously present factor in that first flight. "It was fantastic to say the least. It's like hanging in mid air," Captain Apgar continued, "once you're up in the air and released from the tow plane it's like hanging from a cloud. All you can hear is a 'woooosh' sound racing past the cockpit."

Captain Apgar has been in the Air Force for five years and at Reese for a year and a half. He has been flying Air Force jets for three years and gliders for about 13 years. When asked which he preferred, he quipped, "I suppose being in the Air Force, I should answer jets, but that's not the case. Anytime I want to fly for sport, if I have a choice, I'll fly a glider.

"I don't think the Air Force has many planes without engines, either jet or propeller. I like to fly and I think that there's no better deal in the Air Force than to fly and get paid for something that you really enjoy doing."



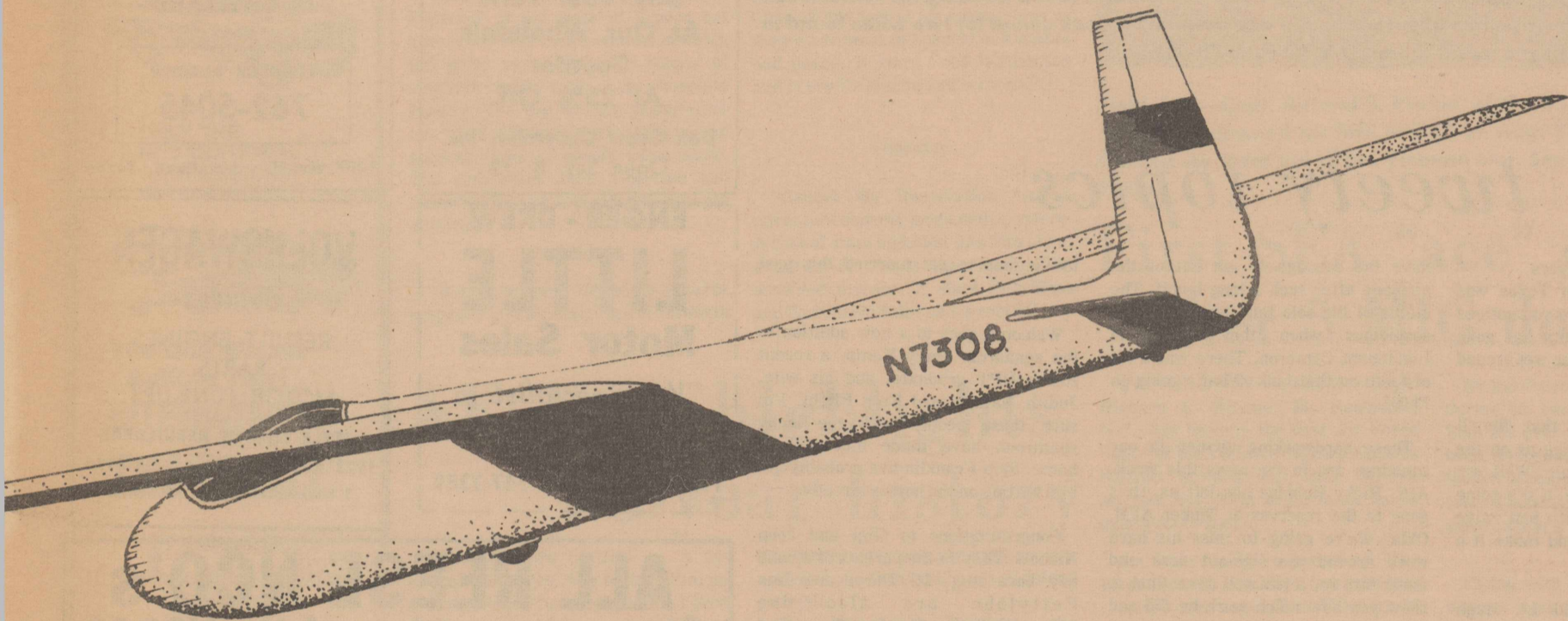


When asked about the major differences and compensations that have to be made for a craft without thrust, Captain Apgar said, "You have to plan every landing as if it were going to be a forced landing. You also have to plan each final approach a little higher than you know it will take to get you where you want to go. These things have to be done in the event that there may be a downdraft to foul things up. If this is the case, you still have time and room to compensate for any emergencies.

"Most glider pilots, after they've flown for 20 or 30 hours, can touch down within about a 100 feet of where they planned to and stop within about a foot of where they've planned to stop," the captain concluded. Some of the basic fundamentals of glider flying include the right kind

of tow. Captain Apgar's favorite type of tow is an aerial tow, usually behind a plane the likes of a Cessna 172 (the civilian counterpart of a T-41 Mescalero).

Before the tow, final preparations are made. The canopy is sealed and the tow line is connected to both craft. When the pilots are in the glider and ready, and the canopy is locked, the tow plane pilot looks for the signals. The glider pilot signals to the man standing by the craft to raise the wing so that the glider is level. The tow plane pilot then knows that the glider pilot is ready.



*Artwork by*

*Amn. Buddy Lerch*

One last signal is usually given. "The tow plane will flap his rudder at the glider pilot. If the glider pilot is ready, he'll wag his tail too. This is really the last signal before we start climbing," Captain Apgar added.

Since a glider is so light, it leaves the ground at relatively slow speeds. It will be sailing along at about 30-40 miles per hour while the tow plane won't leave the ground until it reaches about 50-60 m.p.h. The two craft climb to an altitude of about 2,000 feet and then release. Unless some difficulty is encountered, the glider will release from his end of the rope.

Glider pilots are always looking for thermals, masses of warm air that rise from the ground. The most favorable conditions for thermals exist in wide flat areas that are easily exposed to the sun. Early morning seems to be the best time due to the calmness of the air and

the fact that the sun's warm rays are hitting the cool ground for the first time of the day. Pilots try to catch these thermals to prolong the ride. A general circular pattern is used to remain in the area of the thermal and fantastic heights can be reached.

Captain Apgar is interested in a relatively new design in sailplanes. He calls it a "flying wing." It consists of a standard aircraft without a tail. It does have a vertical stabilizer but the horizontal is eliminated for the purpose of cutting down on drag. With this type of design, a flying wing with only a 42-foot wingspan can be as effective as a regular craft with a 50-foot wingspan. This would be more practical and a lot less expensive, according to the captain.

Two words have been used to describe aircraft in this story, glider and sailplane. Captain Apgar noted the difference, "I usually consider a glider as a plane with a glide angle of 25:1. This means it will travel 25-feet forward for each foot that it drops. A sailplane, to me, is a craft with a glide angle of anything greater than that."

If the captain had his "druthers" he would "slip the surly bonds" as often as possible... without an engine.



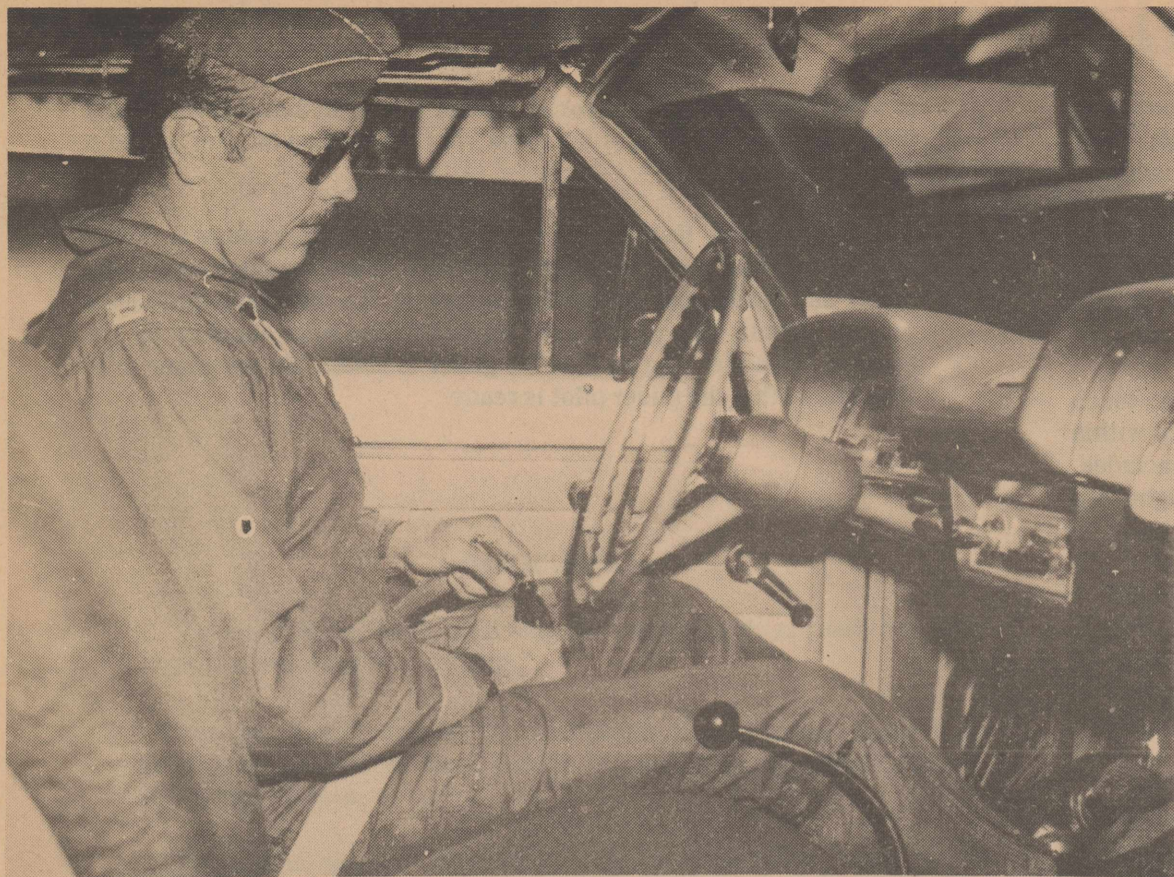
## palace flicks

This week's review of the Palace Flicks program available at the Consolidated Base Personnel Office (CBPO) at Reese centers around the sound-on-film cassette entitled "New Pilot AFSCs."

This five-minute film is aimed solely at Air Force pilots and details the "what" and "why" of the new pilot AFSC system. It explains why pilot AFSCs were changed, what the changes are, who is affected and how the changes affect the individual pilot.

In its explanation of the new AFSC system, the film points out that the pilot classification structure has been changed to improve pilot management, distribution and utilization throughout the force. A pilot AFSCs more accurately show individual qualifications.

Besides identifying specific weapon systems, the new AFSCs include a skill level for experience identification and prefixes to identify instructor pilots, stan board, flight examiners and squadron ops officers.



**BUCKLE UP FOR SAFETY**—Capt. John Wilson, Flight Test Section, has found buckling his seatbelt can be rewarding in more ways than one. The captain was awarded a steak dinner for two when found to be wearing his seatbelt in a recent check. (U.S. Air Force Photo)

## tweety topics

By Capt. Jim Bayers

I thought this area of Texas was supposed to be dry? Have you noticed that ever since the county has gone "wet" it has really become wet around here.

Someone is thinking that they'll punish us pilots by keeping us on the ground for clouds and rain. Well, we out foxed them this time, if it's going to rain all day we'll just give everybody the day off and make it a four day weekend.

Congratulations to 2nd Lt. Hugh Cameron of 73-09 class. He successfully completed his initial solo ride and was the first from 73-09 to solo the T-37. His I.P., 1st Lt. Jim Killen, had to get him soloed because the Killens were planning a long Labor Day weekend and Jim didn't think he'd

have the courage to get out of the airplane after such a long layoff. The status of the solo tank looked a little suspicious when they threw in Lieutenant Cameron. There was a lot of foam on that tank. What's going on 73-09?

Those hardworking airmen in our squadron are in the news this week. A1C. Ricky Robbins has left us. He's gone to the reserves at Tinker AFB, Okla. We're going to miss his hard work around the sign-out desk and thank him for a job well done. Just to show you how much work he did and the importance of his job there's no one to replace him.

A1C. Steven Hanger succumbed to the lure of a comfortable home with supper waiting, and a good book, book?, to curl up with. He tripped off

to Virginia to get married this past week.

Welcome goes to a new addition to the squadron. Jerry Kemp, a recent Reese UPT graduate, and his wife, Judith, have joined Frog Flight. I'm sure those people with the lucky shamrock have made him feel at home. Skip Franklin has probably got him betting on the horses already.

Congratulations to Gigi and John Nichols. They're the parents of a baby boy born Aug. 24. Daryl and Dan Pettyjohn are also due congratulations. They're the proud parents of a baby boy.

LOCATOR SERVICE: Capt. Charles Thrash, you're foursome is waiting to tee off and your FCIF card needs signing. Anyone knowing his whereabouts, please send him back or return his dog tags to the SOF, 3501st Pilot Training Squadron.

## Volunteers sought to expand recreation activities program

The Mathis Recreation Center is in the process of recruiting both military and civilian volunteers to aid the staff in instituting a larger recreation program.

The center is seeking personnel who are considered qualified instructors in any art or special recreational activity. These people are encouraged to visit Mathis and fill out an application listing the area of interest and some qualifications.

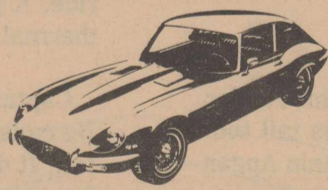
The responsibility of any individual will be to organize and supervise all activities in his specialty. These qualified individuals will work directly

with the recreation center staff and will have access to the center's facilities.

As recreation center volunteers, personnel will be given an identification card that will entitle them to the use of all the center's facilities free of charge. This program at Mathis gives everyone a change to change or add something that they feel is not quite sufficient as far as recreation at Reese is concerned.

Full details may be obtained through Joe Reiner, center director, or by calling ext. 2722 or 2787.

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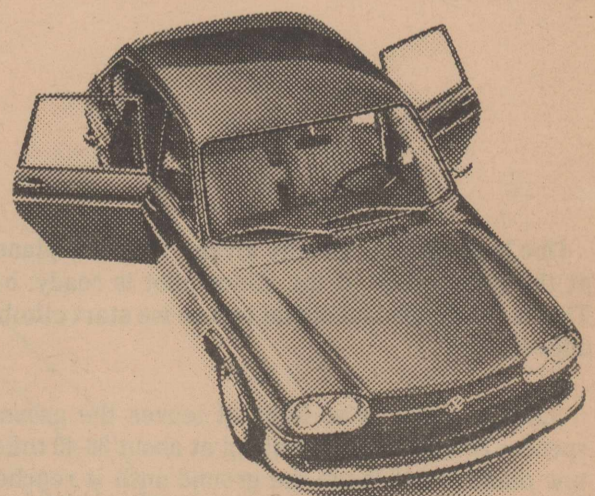
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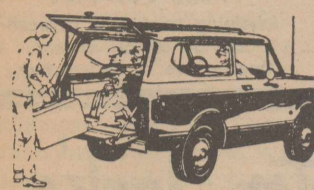
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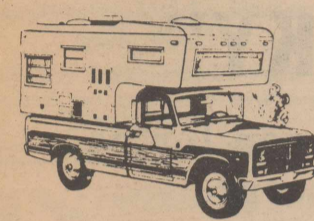
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## flick flack

Comedy, fantasy and a host of "whodunit" dramatic performances highlight this week's slate of feature films at the base theater.

All evening performances at the base theater begin at 8 p.m. unless otherwise noted. The Saturday matinee begins at 2 p.m. and there is no longer a late show Saturday. The theater is open Tuesday through Sunday.

### Tonight

"Buck and the Preacher" stars Sidney Poitier as a former Union cavalryman. He portrays a wagonmaster of a wagon train of freed slaves heading for a homestead in the west. He is joined by Harry Belafonte who stars as a con man and a preacher who helps Poitier against white labor recruiters who are after the slaves. It is rated PG, all ages admitted, parental guidance suggested.

### Matinee and Tomorrow Evening

"Willy Wonka and the Chocolate Factory" is the story of a poor but honest boy who wins a contest in which the prize is a life time supply of chocolate and a tour of the chocolate factory. The boy and his grandfather run into rival chocolate makers and an unusual chain of events takes place. The film stars Jack Albertson and Gene Wilder and it is rated G, all ages admitted.

### Sunday

"Horror on Snape Island" is a horror suspense thriller starring Jill Haworth

and Bryant Holiday. It involves two fishermen who are confronted with an insane female and the aftermath that causes havoc and unnatural conclusions. It is rated R, under 17 requires accompanying parent or adult guardian.

### Tuesday

"Blindman" stars Tony Anthony in the title role as a hired gunman who is requisitioned to transport a group of women to a miner camp. He is attacked by a band of Mexican bandits and he vows to track them down with the aid of his trusty seeing-eye horse. The film also stars Ringo Starr and it is rated R.

### Wednesday

"The Legend of Nigger Charley" is the story of a freed southern slave who kills his overseer and flees the plantation. The story centers around Charley and two of his companions as they move west to a world of freedom and peace. It stars Fred Williamson and D'urville Martin and is rated PG.

### Thursday

"Cancel My Reservation" is an adventure comedy laced with mystery. A host of stars highlight this film about a series of events that lead to an unsolved murder. It stars Bob Hope and Eva Marie Saint and is rated G.

## AF Now highlights 25-year history

WASHINGTON (AFNS) — A 39-minute Air Force Now feature film on the history and future of the Air Force will be shown at Commander's Calls at major installations throughout the world during September.

Entitled "The Giant Step," the film celebrates the 25th anniversary of the Air Force. It covers a quarter century of airpower achievement in interviews with the Air Force leaders who made it happen.

Lt. Gen. William H. Tunner, commander of the Berlin Airlift Task Force, recalls that first international test of the newly formed Air Force. Walter Cronkite, who reported the event as a foreign correspondent, adds that the Berlin airlift and its 275,000 flights of more than two million tons of food and supplies "was undoubtedly one of the greatest demonstrations of the use of airpower for peace."

Gen. Curtis E. LeMay recalls his days as commander of Strategic Air Command and the philosophy behind deterrence: "It should be perfectly plain to anyone that you can't wait in

this modern day and age until you are attacked and then build tools to defend yourself...."

Gen. Bernard A. Schriever, the former commander of Air Force Systems Command who headed the Air Force missile program, feels that "The Air Force has been on the leading edge of technology...."

Among other Air Force greats in the film are Senator W. Stuart Symington, first secretary of the Air Force; Gen. Carl Spaatz, first chief of staff; Gen. Nathan Twining, the only Air Force chairman of the Joint Chiefs of Staff; Lt. Gen. Ira C. Eaker, top advisor to all the chiefs of the air arm from 1924 to 1947; and, Brig. Gen. Frank Everest, one of the first men to break the sound barrier.

Brig. Gen. Lucius Theus, the third black Air Force officer to wear a star, recalls his enlisted days in the Air Corps of 1941.

Brig. Gen. Jeanne M. Holm, the first Air Force woman to become a general, feels that positive changes in race relations have been paralleled by positive changes in women's rights.

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**NEW ACE**—Capt. Richard S. Ritchie, of the 555th Tactical Fighter Squadron, downed his fifth Mig-21 on Aug. 28, 1972, to become the first Air Force ace of the Vietnam war. See story below. (AFNS Photo)

## First SEA "ace" cited after 5 MIG downings

WASHINGTON (AFNS)—Capt. Richard S. Ritchie, 30, Reidsville, N.C., has become the first Air Force "ace" of the Vietnam conflict. Captain Ritchie downed his fifth MIG-21 aircraft Aug. 28 in an air-to-air battle southwest of Hanoi.

His other "kills" occurred on May 10, and May 31 and July 8 (when he was credited with two). Two Navy flyers became aces in May.

Captain Ritchie, 1964 graduate of the U.S. Air Force Academy, is serving his second tour of duty in Southeast Asia.

He has flown more than 300 missions during his two tours, including more than 150 over North Vietnam. He has been flying the F-4 Phantom with the 555th Tactical Fighter Squadron of the 43rd Tactical Reconnaissance Wing since January.

Flying with Captain Ritchie as the weapon systems operator was Capt. Charles B. DeBellevue, 26, from Lafayette, La. This was Captain DeBellevue's fourth MIG-21 "kill," all while flying as Captain Ritchie's weapon systems operator.

## classified advertising

**FOR SALE** — Men's golf clubs, bag and shoes. Set includes 1, 3 and 4 woods; 2 through 9 irons; putter and pitching wedge. This set has been used for only three months. New, would cost \$200, will sell for \$115. Will also throw in a used set of lady's beginner clubs. This set has two woods and four irons. Call ext. 2771 and ask for Sgt. Hertzog.

**TAKE** a playful pet home this week. We have a pure black female cat and three kittens. Call 885-4614 after 4 p.m. weekdays or anytime weekends.

**ORIGINAL** art, oils and drawings. Full size and miniatures. Reasonably priced. Call 792-9007 or 795-4406.

**FOR SALE** — Polaroid 440 Land Camera with flash, \$70. Call 799-1834.

**FOR SALE** — 1971 Vega. Has custom interior, 4-speed and a Performance Axle, \$1950. Call Capt. Poliner at ext. 2151 and ask for ext. 280 or call 797-2740 after 5 p.m.

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during its Golden Anniversary Year  
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AUGUST 31, 1972

*Harold Jones*  
Club President

**KIWANIS AWARD**—This award was presented to Col. Walter H. Baxter III, wing commander, when he spoke at the weekly meeting of the Downtown Kiwanis Club of Lubbock Aug. 31. The award was in recognition of the contributions Reese has made to Lubbock and the West Texas area. (U.S. Air Force Photo)

## Mailing procedure outlined

HQ. ATC—"Neither snow, nor rain, nor heat, nor gloom of night" has ever prevented the Air Force's mail from getting through, but someday no money for postage just might.

Since 1957, the Air Force has paid a flat fee between \$9 and \$12.7 million each fiscal year for mail. However, beginning this year, the new U.S. Postal Service (USPS) will charge the Air Force mail by the DOD-318 printed below the indicia. Because more mail than ever before is zipping around the

military, the USPS charge will surely be more than the flat fee.

The Air Force is now implementing what is called mail discipline to counter what could almost be called the Great Zip Code Zap on its mail.

The people in the ATC Directorate of Administration make the following recommendations to encourage people in the command to send official mail as if they bought the stamps themselves:

1. Fold mail to smallest size

suitable. For example, an 8 x 10 1/2 letter costs 24 cents sent flat but 8 cents folded to fit a 3 7/8 x 8 7/8 envelope.

2. Consolidate several letters to one organization in the same envelope. Four letters cost 32 cents sent First Class in separate envelopes but 24 cents consolidated in one larger envelope.

3. Do not use air mail for letters between points in the continental United States. Much First Class mail is routinely sent by air; mail service between cities in the same region is often just as fast by surface transport as by air.

4. Learn to use classes of mail other than First Class. For example, a parcel weighing from 14 to 27 pounds costs \$12 to mail First Class or Priority. The same package costs \$3.50 when sent Fourth Class with Special Handling Service. The service is the same from one post office to the other.

The chief of administration at each ATC base can deliver an answer to specific questions about mail service. It's part of the education program he's beginning to make ATC people aware of the proper use of the indicia and classes of mail available for use. He's planning to post bulletins and notify each office--by letter.

## Reese participates in telethon

The Jerry Lewis Telethon for Muscular Dystrophy is soon to be \$196.49 better off due to the efforts of the Reese Mexican-American Club.

SSgt. Ramon S. Campos got members of the group together Monday as they toured Reese Village and Reese Trailer Park collecting money for the Telethon in addition to that which already had been pledged from Reese.

One local Girl Scout joined in with the Mexican-American Club in their collection campaign. She was Rita Ceballos, daughter of TSgt. and Mrs. R.A. Ceballos.

The group was most enthusiastic about the amount of money they collected and expressed their appreciation to everyone from Reese who gave so generously. The check will now be forwarded to the Telethon officials in Lubbock.

## Dancing highlights slate at open mess

Dancing entertainment this weekend at the NCO Open Mess will feature Tommy Hancock and his country and western band.

The Dinner Special will be offered tonight and tomorrow nights from 5

until 10 p.m. in the mess dining room. Dancing music tomorrow night will be provided by Louis Holt and the Past and Present.

Discotheque Night with Gerald Lewis will be presented Sunday and Thursday nights in the mess ballroom.

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69x14x2	\$9,312	\$8,060
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60x12x2	\$6,189	\$4,995

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# Combined Federal Campaign initiated

WASHINGTON (AFNS)—A six-week Combined Federal Campaign will be conducted at Air Force installations and activities throughout the 50 States, Panama Canal Zone and Puerto Rico, according to Air Force Secretary Rovert C. Seamans Jr.

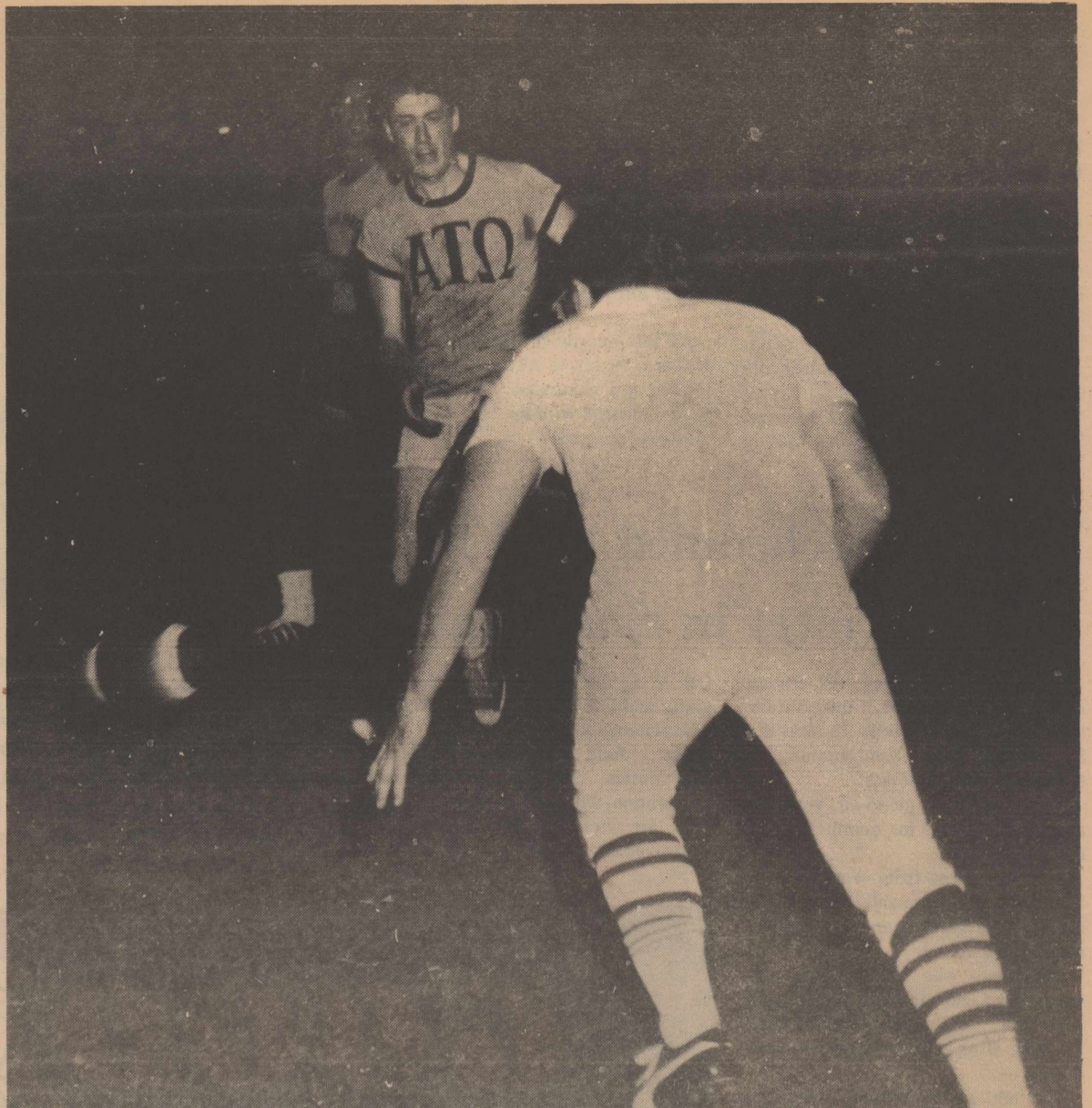
The annual campaign will be conducted between Sept. 1 and Nov. 30, with local authorities announcing the specific dates.

The secretary noted that organizations benefiting from the annual campaign are striving to fulfill the basic wants and needs of more and more people. He further stated "... needs of the local voluntary

organizations supported by the 1972 Combined Federal Campaign are greater than ever."

Contributions must be voluntary, according to the secretary. He said policies and procedures prohibiting individual employee quotas, assessment or any other form of coercive action are to be maintained.

Defense Secretary Melvin R. Laird, in his endorsement, urged all members to give generously to the drive. He said: "Each of us wants to do as much as possible to help a neighbor or a friend who has a special need. While alone we can do little, together we can do much."



**PIGSKIN PREVIEW**—Getting ready for the upcoming intramural football season is a popular pastime these days around Reese with everyone vowing to be on the winning team. Pictured in this late afternoon practice are from left: Bob Murio, John Loudhe and Ron Cawthon. (U.S. Air Force Photo)

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## Youth bowling to begin

Bantam and Junior-Senior bowling leagues are slated to begin their seasons tomorrow.

The Bantam League is comprised of youth ages 9 through 12 and the Junior-Senior League is made up of people 13

to 21 years-old. Sign-ups are now being taken for competition in any of these leagues.

Information, bowling times and sign-ups may be obtained at the Reese Lanes

## Ladies basketball meeting set

A ladies basketball league is presently in the organizational stages at Reese with a special membership meeting planned for Sept. 16.

The league will be composed of all ladies at Reese. This includes wives and all military dependent ladies. The meeting will be held at the Mathis

Recreation Center at 1 p.m.

Also, ladies interested in learning to be referees, scorekeepers and coaches are urged to attend this meeting. Further information and signups may be accomplished by contacting Mrs. Williams Porter at 885-2262; Mrs. Brian Smeiles, 885-4308 or Mrs. Michael Weber at 885-4902.

## AF approves permanent press pants

WASHINGTON (AFNS)—Air Force has approved cotton/polyester permanent press blue trousers for optional wear. The trousers (AF Shade 1549) will be the same color as the wool/polyester blue trousers approved earlier for optional wear.

Officials say that the permanent press trousers should be available at

commercial sources during 1973. It is permissible to wear either type polyester blue shirt (AF Shade 1500).

The two-tone blue summer service uniform will replace the tan (AF Shade 1505) summer service uniform. No timetable was given for the phaseout of the tan uniform to recruits.

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# General Simler...

(Continued from page 1)

Force—which will give college credits for completion of Air Force technical schools. With such encouragement as receiving some college credits, Air Force officers and airmen are enrolling for off-duty educational classes at a record clip, and at Reese, we lead the pack.

A strong supporter of flying safety, General Simler instituted measures that bore fantastic results. Flying safety records fell before a vigorous program built on teamwork, safety

education and common sense. At Reese alone the wing was awarded first the 100,000 hour flying safety award, followed by an unprecedented 200,000 hour award. These are statistics that all Air Force personnel can appreciate—especially those who fly our aircraft.

All this and much more is General Simler's legacy to ATC as he departs for his new command. He leaves the best command with the best wishes of all Reese personnel.



**HISTORICAL AIRCRAFT**—"Juggernaut" or affectionately "Jug," was the name given to the rugged Republic P-47 Thunderbolt by its pilots. Twice as heavy as any single-engine fighter ever built, the 47 was the culmination of years of work by Maj. Alexander DeSeversky. It was a direct descendent of the tiny P-36 provided the Air Corps in 1936 by the Seversky Aircraft Company. The "Jug" had the reputation of being the roughest, toughest fighter of the war, with the ability to take a tremendous amount of punishment. Big and clumsy on the ground, it was an outstanding performer in the air. A highly versatile fighter, it piled up an impressive record. In 546,000 sorties, the P-47 destroyed 11,874 enemy planes, 9,000 locomotives, and 160,000 railroad cars and motorized equipment.

## War Aces scheduled for 13th annual meet in San Antonio

HQ. ATC—More than 100 Flying Aces from all branches of the military services will gather Sept. 15-16 at the St. Anthony Hotel, San Antonio, for their 13th annual meeting.

Five confirmed air-to-air victories are a prerequisite for membership in this elite group.

American Aces from World War I, World War II, Korea and Vietnam will attend. Aces from Japan and Germany also will participate.

Activities will include a golf tournament and barbecue at Randolph AFB. ATC and Randolph's 12th Flying Training Wing will be hosts for these events.

Highlight of the reunion will be a reception and dinner-dance Saturday evening when six outstanding personalities will be named honorees of the American Fighter Aces Association. The six selected for this honor are:

Sen. Barry Goldwater, R-Ariz.; Maj. Gen. Daniel (Chappie) James, deputy assistant secretary of defense (Public Affairs); Gen. Roberto Salido Beltran, commanding general of the Mexican Air Force; Don L. Rodewald, a former Air Force pilot who became a paraplegic as a result of a plane crash but—overcoming tremendous obstacles—taught himself to fly again. He has a current pilot's license, and is manager, Customer Relations, Lockheed Aircraft. Also, Navy Lieutenant Randall H. Cunningham and Lieutenant (junior grade) William P. Driscoll who, flying as a team, are the first to have five confirmed victories in Vietnam.

Aces include three active duty officers from Headquarters, ATC: Maj. Gen. Felix M. Rogers, deputy chief of staff for Technical Training;

## Leave prior to separation receiving axe

WASHINGTON (AFNS) — A survey has revealed that six per cent of all leaves are being taken just prior to separation, a practice which must be stopped, according to an article in the July 28 issue of The Inspector General (TIG) Brief.

The Brief said granting leave just prior to separating violates the provisions of the joint uniform military pay system. According to the Brief, leave will not be granted within 30 days of separation, except for verified emergencies.

"Commanders should ensure compliance with these procedures to avoid delays in final payment to affected members," the Brief continued.

The Brief further stated that leave in conjunction with retirement should be approved.

Additional information concerning leave is contained in AFM 177-373, Volume III.

Col. V. E. Bocquin, assistant chief of staff; and Col. Joe Z. Matte, director of Maintenance and Engineering.

Col. John Keeler, chief of Information, ATC, who is assisting the association with the convention, has four air victories and two planes destroyed on the ground.

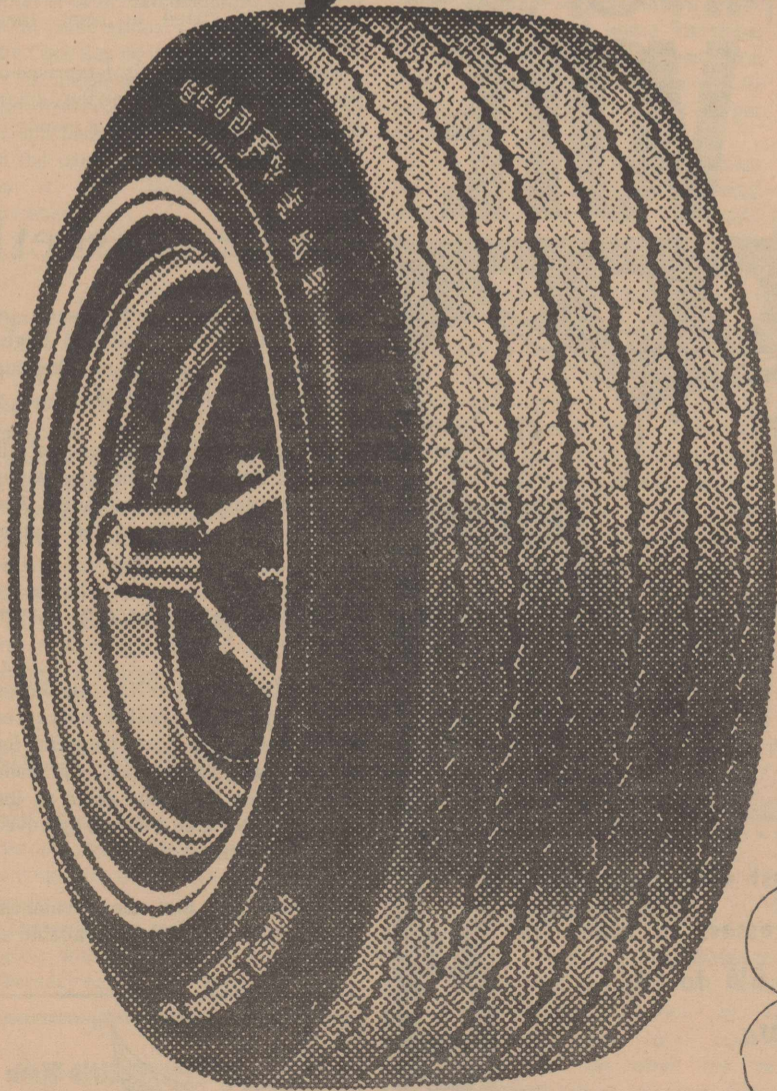
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