

## Montgomery becomes DCO

Col. Monte D. Montgomery assumed duties as the deputy commander for operations at Reese Wednesday. This action came on the heels of the joint service assignment to Japan of Col. Joseph H. Brotherston as chief of the Mutual Defense Assistance Office in Tokyo. Colonel Brotherston has been at Reese since June 1976; first as base commander, then becoming DO in March 1978. He arrived here after graduation from Air

War College and receiving his master's degree in public administration from Auburn University.

Colonel Montgomery has been base commander since his arrival at Reese in July 1978. He arrived here after a stint as commander of the 3504th Recruiting Group at Lackland AFB, Texas.

A replacement for Colonel Montgomery has not yet been announced.

# the Roundup

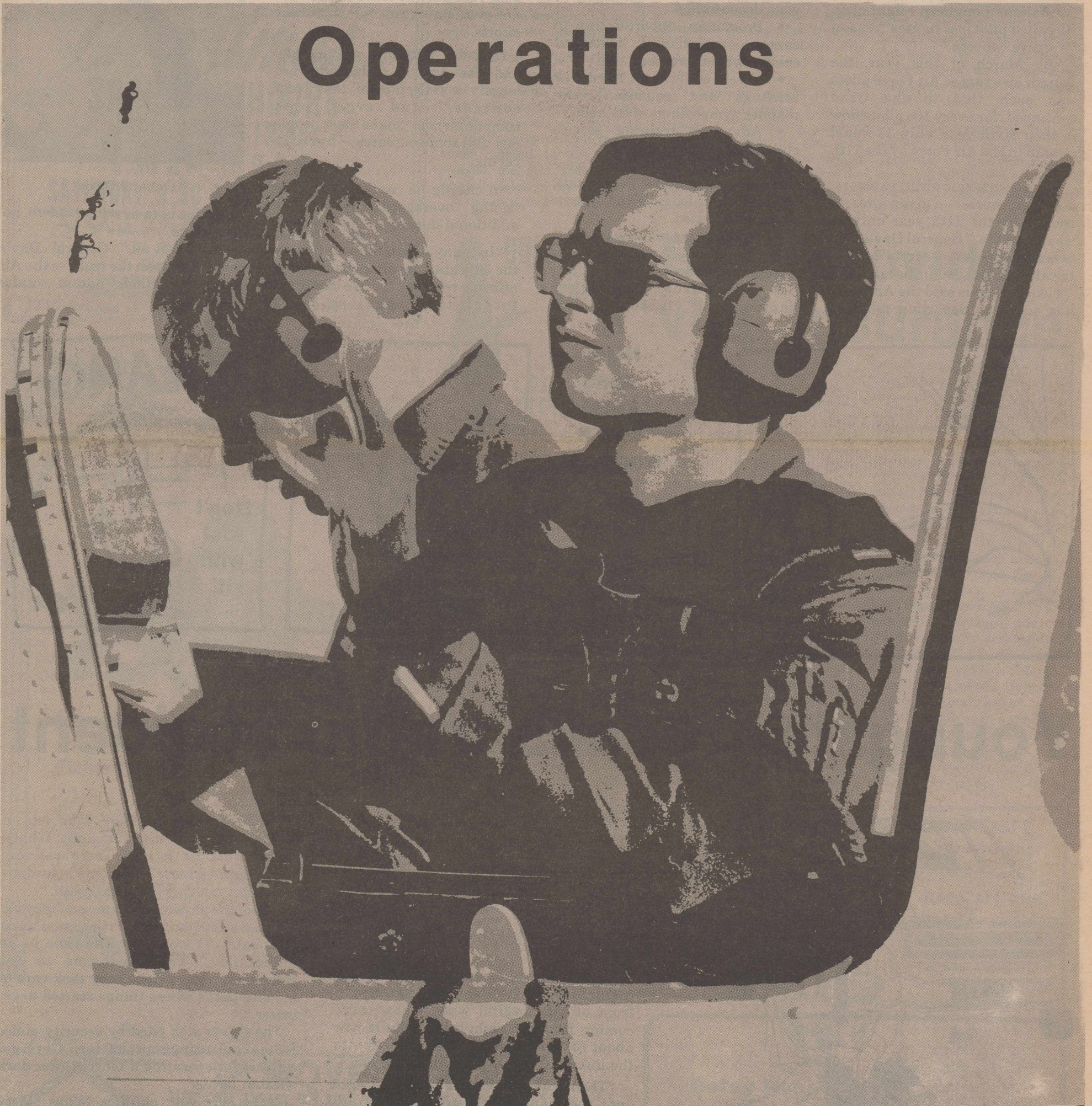
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LUBBOCK, TEXAS

## Operations



### Special report

Second Lt. Mike Fountain, a student in Undergraduate Pilot Training, and 35th Flying Training Squadron instructor pilot Capt. Dana Longino check over a T-37 before leaving on a training flight here. The two fliers are among the many

Operations workers putting in long days on the job. The "Roundup" takes an inside look at Operations this week, featuring an interview with Col. Joseph Brotherston. See pages 3-6. (U.S. Air Force photo)

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# War: Davis calls retention issue one of AF's toughest fights

The commander of Air Training Command compared the pilot retention problem to a war "as important as any our Air Force has fought," and said the struggle must be directed against "every impediment to productivity, every wasteful practice, (and) every inadvertent act of neglecting our people."

Gen. Bennie L. Davis made the remark in a speech to the Daedalians Longhorn Flight here. He called pilot loss figures "reason for grave concern."

"By March of this year, the annual loss rate of Air Force pilots was such that, if the trend continued, for every 100 pilots now in their sixth year, only 33 would remain in the Air Force by the 11th year.

"In the strategic airlift category, it's even worse — given present trends, by the 11th year only 18 would remain." General Davis said overall pilot loss rose from 2,300 in fiscal 1978 to 3,000 in fiscal 1979.

General Davis said the Air Force has surveyed departing pilots to

learn their reasons for leaving. He said Air Force is using these findings to embark on a program to stem the loss. Actions being taken include:

- Special retention groups at major commands were formed to listen to pilot concerns and to supplement the work at Headquarters Air Force.
- Officer effectiveness reports were decontrolled.
- Promotion opportunities to captain, major and lieutenant colonel were increased.
- Special crew member briefings and squadron commander symposiums were held.
- Advanced training service commitments were reduced.
- Pilot additional duties were reexamined by major commands, reduced where feasible and in some cases, eliminated.
- Efforts were made to increase individual involvement in the assignment process.
- Air Force leadership campaigned vigorously and

publicly on pay and benefits issues.

• Programs for decentralization of decision making were started.

• Numerous initiatives such as higher aviation incentive pay were begun.

General Davis said that leadership closest to the pilots, at squadron or unit level, will "in the long run, play at least an equal, if not more important role," in these efforts.

He said "Attitudes, perceptions and feelings of belonging are largely a reflection of that local contact," and urged unit commanders to "make these people feel that someone cares — by really caring."

In closing he cautioned against "going overboard in reducing additional duties.

"In many cases, these duties are the only staff experience our young officers receive . . . We must not forget that our long-range



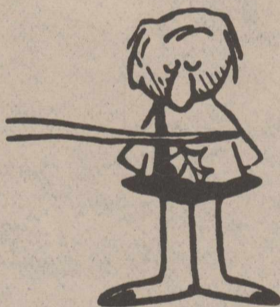
General Davis

objective is to develop leaders, not just pilots."

"Most of all," General Davis said, "tell them the truth — the Air Force and their nation vitally needs them."



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# Youngster recalls traffic accident



## An AFNS editorial

Chris is the 10 year-old son of a master sergeant stationed in Europe.

This is what happened to him:

"I left football practice on my bike and was halfway down the road when I stopped to check if I had everything. Then I went on.

"I was riding down the street by the commissary and was at the intersection in front of the hospital when I saw a car coming from the right-hand side. It was about 70 yards away so I was halfway into the intersection and looking all ways.

"Then I saw another car and I went right into the fender. I thought, 'O God, it's gonna hit me and it's gonna hurt.' Right after that — BAM! — and I blacked out.

"When I woke up there were lots of people around me and I thought 'What's going to happen to me?' There was also lots of pain—I hurt. The people helped me through it but there was still pain.

"Then the ambulance came and they put me on a stretcher and into the ambulance. I thought, 'O wow, my first time in an ambulance.' They took me to the emergency room where they took care of me and that's where things started to get better."

The driver was cited by security police for making an improper left turn. Chris got a ticket for operating a bicycle after dark without lights.

Make sure your children follow safety rules. You, too—the next Chris may not be in a football uniform.

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# Reese instructor pilot glad to be back in AF

Lured from the "great way of life" by the big money promises of the civilian airlines, some veteran Air Force pilots have found the "friendly skies" aren't really that great.

One of these pilots is Capt. Robert Brooks, an instructor pilot in the 35th Flying Training Squadron. Captain Brooks left the Air Force four years ago to work for a civilian airline. But it wasn't long before the 10-year veteran realized that there was something missing — something he could only find in the Air Force.

"While still on active duty, a friend approached me with a very tempting civilian job offer," recalled Captain Brooks. "I was completely satisfied with my Air Force career, but; the big bucks offered by my friend swayed me into making the worst decision of my life."

It wasn't long before those

promises of "big bucks" fell flat. The corporation Captain Brooks went to work for went bankrupt within a year after he left the Air Force.

Determined not to look back, Captain Brooks soon found a job in an aviation related company and joined the Air Force Reserve. His combined salaries far exceeded that of an active duty captain on flying status and the promise for future growth with the company seemed bright.

Despite the financial gains, Captain Brooks was troubled with his new way of life. The truth was he missed the Air Force.

"I honestly missed the Air Force," admitted Captain Brooks. "Frankly, I became tired of working for and with people in a system which appeared more interested in the quantity of work than in the quality of it."

The captain observed that everywhere he turned, achievement and success appeared to be measured by product output rather than by excellence.

"I failed to meet people who genuinely expressed true pride in a job well done," added Captain Brooks. "I found the self-esteem and dedication I had witnessed in the Air Force lacking in my civilian associates."

Unable to continue in this type of environment, Captain Brooks elected to return to the Air Force. He says he has no regrets about giving up those "big bucks" for the challenge of the Air Force.

"I have returned not for money," he concluded, "I returned to find self-satisfaction and fulfillment. I learned a lesson... and this time I think I'll stay."



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# RSU provides vital insurance

by Capt. John Janson

When a base the size of Reese, with only three small runways, rivals the volume of many major airports, safety considerations are an everyday concern.

One important factor in keeping pilots safe is the Runway Supervisory Unit; alternately called the "Box" and the "Short Tower." These units are located opposite the touchdown zone of each of the three runways at Reese.

Each RSU is manned by two instructors and two students. The controller, an instructor pilot, is in command of the team effort to ensure smooth and safe traffic flow. He monitors the approach end of the runway and advises aircrews of changing weather conditions and potential traffic conflicts.

The other IP, the observer,

monitors the departure end of the runway. He has at his disposal hotlines to the tower, radar controller and the Supervisor of Flying.

One student functions as a spotter and monitors the approach end with the controller to ensure each aircraft has the proper configuration. The other student records the takeoff and landing time of each aircraft.

Each RSU functions as a miniature tower controlling high density jet traffic. To give one idea of how busy it is, over 360,000 takeoffs and landings were recorded at Reese since the first of the year, a rate that exceeds that of the Dallas/Ft. Worth Regional Airport.

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# DCO talks shop

(Editor's note: Sgt. Steve Holmes, Public Affairs Division, talked about the challenges facing Operations with Col. Joseph Brotherston, deputy commander for Operations at the time of the interview. Wednesday, wing officials announced that Colonel Brotherston had received an assignment to Japan and that Col. Monte Montgomery is now the DCO)

**Roundup:** The Air Force is losing a number of veteran pilots to civilian airlines. What programs are being worked to try to slow down or halt this trend?

**Brotherston:** There are a number of initiatives both locally and at command level.

For example, one of our squadron commanders participated in a seminar at the Military Personnel Center a few months ago. From it, the Air Force came up with a number of positive ideas to stem the attrition problem.

One of the irritants mentioned was additional duties and there has been a large effort to reduce those. There has been an initiative to improve the pay for TDY and this



Colonel Brotherston

one we're still working. There is an initiative in Congress right now to increase flying pay which, of course, is ongoing. There is currently an initiative working at ATC to take a hard look at our training program and ways to reduce the work day of our instructor pilots.

**Roundup:** How many hours are crewmembers actually putting in right now?

**Brotherston:** The perception amongst our instructor pilots is that they're working about a 12 hour day, and in many cases they are. The students, as a matter of fact, are scheduled for an 11 and a half to 12 hour day as part of their normal training program.

**Roundup:** Does this include home study?

**Brotherston:** No. That is the time from when they report to duty until they finish the work day.

**Roundup:** And that is a standard thing?

**Brotherston:** That is primarily during the initial part of the program when they have a full load of academics as well as flight line activities.

As far as the IP is concerned, I think there is a difference between the actual work hours and the perception of how long they work. That is understandable because an instructor pilot in ATC is very unique in that his day is very, compressed.

He starts out in the morning with a mass briefing with the students and then individual briefings. Then he goes and flies with one student. He may eat while he's briefing the second student, then go fly with him. He'll come back and then have to catch up with a lot of paperwork, grade slips and so forth.

The fact of the matter is that even if they work a 10 hour day, they work hard and are very busy during that 10 hours. When they get home they feel like they've been working for a week. So even working a 10 hour shift is a hard day because there's just no time to relax.

I can say very realistically that the minimum average we have is a 10 hour day. In peaks of high activity we can reach an average 11 hour day, and when you say average, there are, of course, people putting in more hours than that.

**Roundup:** Is there any relief in sight from that problem?

**Brotherston:** Yes. Reese now has about 40 instructor pilots training at Randolph. Most of these will arrive here by mid-January. We will go from our present 85 percent manning level into the mid-ninety percent level.

**Roundup:** In the area of additional duties, what is being done to relieve pilots from extra work?

**Brotherston:** One initiative that has been taken, and General Davis has given us his full support, is the assignment of a squadron administrative officer. Where that's really going to help us is that it's going to be a person who can absorb the small jobs that, by themselves, don't take that much time, but collectively are a full-time job. Things like building custodian, vehicle control officer and serving on various boards and committees.

Some of the additional duties we'll never eliminate, they're part of the normal function of operating the squadron. Flying safety, for example. We also have a standardization officer, we have schedulers, people that monitor our mobile control units. There are things that have to be done and they have to be done by the rated air crews.

Another thing that should be pointed out is that within the Operations complex we have approximately 90 percent of all the officers on base. Which means that if you're going to have a court martial board, a survey, an investigation, a project like Combined Federal Campaign or anything where you need an officer, with 90 percent of the officers on base, you can see where they're going to come from.

**Roundup:** It was recently announced that officers working in rated supplements will return to flying status after their present tour is over. What impact will that program have locally?

**Brotherston:** The only really significant impact will be in our rank structure. In the past all of our flight commanders were captains. This will change somewhat. As we get more of these senior officers back in the system, many flight commanders will be majors, maybe even lieutenant colonels.

**Roundup:** What are the chances of increased flight pay and TDY pay for cross country flights being approved?

**Brotherston:** It all ties to money. Increased flying pay is getting very close to going to Congress. It's up to them. There is hope that we will be able to give full TDY pay for at least two or four cross countries per year.

**Roundup:** Figures indicate that for calendar year 1978, Reese graduated 30 percent of the student pilots from ATC, even though there are five UPT bases. Why is Reese carrying this extra load?

**Brotherston:** We are not really carrying a heavier load. The program at Reese has been almost all U.S. Air Force pilots. Three of our other UPT bases have nearly half of their student load under the Security Assistance Training Program. These figures do not reflect the foreign training commitment.

**Roundup:** How many student pilots do we have on board now as opposed to a year ago?

**Brotherston:** We now have 414 students where one year ago at this time we had approximately 290.

**Roundup:** Are there any more projected increases in the size of student classes?

**Brotherston:** No.

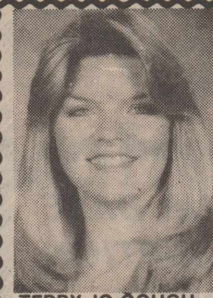
**Roundup:** There are indications that by April of '80 there will be a worsened T-38 airframe shortage. Have you made any contingency plans to cope with this shortage?

**Brotherston:** Yes. There are several things that are happening. One is that we have a large number of airplanes in storage right now because of a crack in the wing radius. There are plans to procure new wings to get those airplanes back in the system.

We have a few T-38s that, if we had to, we could convert our Accelerated Copilot Enrichment Program to T-37s and recall the T-38s. That would be approximately 15 aircraft.

Further on downstream there is a plan to go to a dual track system. Students would be identified for either single or multi-engine assignments and ATC plans to procure a new airplane to put into the dual track program; something like a Lear jet or a Cessna Citation.

There is also a plan in the works right now to buy a replacement aircraft for the T-37.



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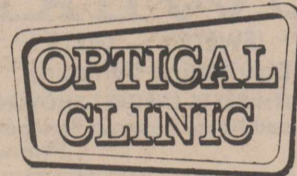
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# Students, instructors log long days

With Reese carrying its heaviest Undergraduate Pilot Training load since the late stages of the Vietnam conflict, both students and instructor pilots are finding days on the job long and hard.

According to Col. Joseph Brotherston, deputy commander for Operations, the daily schedule for students and instructors is incredibly demanding. Few days pass for either without 10 to 12 hours of that day having been spent on the job.

Long hours of training and study are nothing new for UPT students. There just aren't any shortcuts for producing quality Air Force pilots. When students enter UPT they are well aware

that becoming an Air Force pilot will occupy most of their time until graduation.

But the story is slightly different on the instructor side of Operations. The increase in students, up more than 100 from last year, adds extra weight to an already heavy workload for Reese instructors.

At present, Reese is approximately 20 percent undermanned in instructor pilots. More than 40 pilots are being trained at Randolph AFB, Texas for instructor duty here. When they arrive in the spring, Reese will be about 95 percent manned.

Also adding to the heavy schedule for instructors is the weather. As the South Plains moves into the cold days of winter the flying window becomes shorter. That means instructors must jam as many student flights as possible into each day.

In addition to a shorter flying day, the winter months traditionally have fewer days of good flying weather. That forces the wing to play "catch up" on good days.

But that's not an easy thing to do. Students must wait at least one hour between activities (flights in aircraft or simulators) and can participate in no more than three activities per day.

Reese also has a slight airframe shortage. It takes about two hours and 45 minutes to turn (recover and launch) each aircraft. By mid-December the daylight window will allow only 3.16 turns per day, down from 3.68 in October.

What all of this means is that instructors have to fly as often as possible during good weather. The end result is that the instructors have to work late to catch up on paperwork and whatever additional duties they may be responsible for.

Colonel Brotherston pointed out that many initiatives are being worked here and at



**Capt. Ron Emenheiser, T-38 Academic Branch, steps down behind 2nd Lt. Alex M. Rankin, Class 80-05. The two had just returned from Lieutenant Rankin's first T-38 flight. Air Training Command and Reese leaders are examining ways to reduce the instructor's 10 to 12-hour duty day. (U.S. Air Force photo)**

**T-38 ride**

command level to ease the workload. One example is the addition of a squadron administrative officer. The administrative officer will be able to assume duties such as building custodian and vehicle control officer, the type of time consuming jobs that keep

instructor pilots on the run. Reese and command officials are working hard to come up with viable solutions for the long duty day. And although they admit that all of the problems haven't been worked out they are confident relief is in sight.

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# Reese, Holloman form 'Buddy Wing Program'

by Capt. Danny Clifton

In an effort to increase inter-command communication and understanding, Tactical Air Command has organized a program in which a TAC base and an Air Training Command base could become familiar with each other's activities. The name of the project is the "Buddy Wing Program."

Following is an excerpt from "Fighter Pilots Do It Better:"

"A fighter pilot is more than a flyer. A fighter pilot is an attitude, and people with that attitude, no matter what their

station in life or their job, really do it better."

For those who have been fighter pilots, it is easy identify with this attitude. For others, it may be somewhat abstract. In fact, some even belittle this attitude.

The Reese Buddy Wing Program should help show Reese instructor pilots what the fighter pilot world is like.

Reese's Buddy Wing is Holloman AFB in Alamogordo, N.M. The program was kicked off last month when two pilots from the 54th FTS, Capt. Tim Reid and 1st Lt. Lee Pitts, traveled to Holloman for sorties

in the F-15. More recently, the 35th FTS sent two instructors, 1st Lt. Charles Precourt and 1st Lt. Stephanie Wells to Holloman for similar sorties.

These sorties have been tremendously motivational, but are not the only activities planned. In the near future, more Reese IPs will visit Holloman to fly AT-38s, and TAC plans to visit Reese to discuss general items of interest. Included in these discussions will be the viewing of inflight gun camera film and a synopsis of the activities during the fighter pilot's normal duty day.

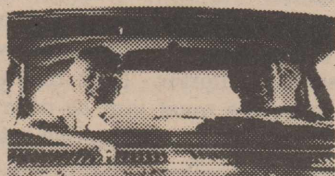


Colonel Meisterling

## 64th FTS commander

Lt. Col. Harold E. Meisterling has assumed duties as the 64th Student Squadron commander here.

Colonel Meisterling headed the fixed wing conversion program at Sheppard AFB, Texas before coming to Reese.



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# Three SAC bases have extra 'ACE'

by Maj. Hubert Boyd Chief, ACE Division

Three Strategic Air Command bases have an ACE up their sleeve. That ACE is Reese and the Accelerated Copilot Enrichment program.

ACE provides increased flying opportunities for younger B-52 and KC-135 co-pilots in order to strengthen their self-confidence and increase their opportunities to develop decision making skills that will enhance their potential for future assignments as aircraft commanders.

Reese supports this program

by providing five T-38s, three instructors (two of which are permanent party), and nine maintenance people (again, two permanent party) to each of the three bases: Minot, Ellsworth and Grand Forks. Temporary duty for the tour is 45 days.

Each unit handles approximately 35 copilots and flies about 700 hours per quarter.

Feedback from SAC management indicates that the program has produced an extremely well rounded pilot despite the harsh weather conditions that are encountered in the northern tier.

## Operations opens doors

Reese personnel were offered a chance to get an inside look at Operations new settings last week as the unit held an Open House.

The special event was scheduled to let people get a look at the new offices Operations put together in its move to the Instrument Flight Simulator.

Among the offices moved to the IFS are the DCO, Administration Branch, Operations Division, Airspace, Flight Management, Flight Records (Form-5 section) and Standardization/Evaluation Division.

## RUSSELL D. DAVES

ATTORNEY AT LAW

Formerly with Brown & Brown, Attorneys at Law, wishes to announce the continuation of his Law Practice at:

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**GROWING WITH THE GREAT SOUTHWEST**



# Name sought for jet

Reese people are invited to submit their choices for a popular name for the F-16 as part of an Air Force move to name the new fighter.

Submissions for the "name the F-16" drive must be turned into the Public Affairs division, room 306, building 800, by 4:45 p.m. Dec. 3.

A local panel will select three of the entries for consideration at command level. Air Training Command officials will then pick three of the names submitted from throughout the command to Air Force.

F-16  
???

The F-16 is a nameless aircraft. Air Force officials are planning on giving the fighter a "popular" name soon and Reese people are being asked to help. (U.S. Air Force photo)

**REWARD**

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**Thom McAn**  
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## Honor roll

**Joint Services Commendation Medal**

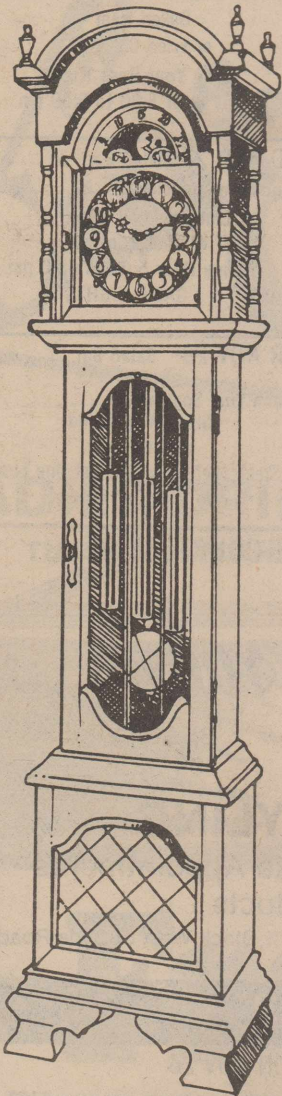
Capt. Larry R. Palmer 54th Flying Training Squadron

**Meritorious Service Medals**

MSgt. Adrian G. Conger 64th Flying Training Wing  
MSgt. Walter L. Buford 64th Supply Squadron  
Lt. Col. Kenneth L. Leonard 64th Air Base Group  
Capt. William E. Unger 64th Flying Training Wing  
Lt. Col. Robert G. Holcomb 64th Civil Engineering Squadron

**Commendation Medals**

Capt. Robert J. Schwartz 54th Flying Training Squadron  
TSgt. Robert E. VanBuren Weather Hospital  
SSgt. Revonds A. McNeil 64th Supply Squadron  
TSgt. Thomas P. Tritz 1958 Comm. Squadron  
Capt. Kelly W. Cartron Hospital  
SSgt. Donald S. Marsh Hospital



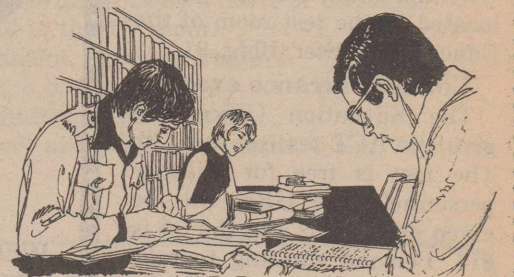
**CANNONDALE** From its gracefully contoured top with fully turned finials and columns to its finely carved base and legs, this clock's solid oak and veneer cabinet is a masterpiece of the traditional clockmaker's artistry. The dependable 8-day chain and weight driven movement offers triple chimes with Moon Phase dial.

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FURNITURE

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Featuring Free . . .

Soft Water • Steam Presses • Stereo

OPEN 7:30 to 10:30



**SPEED QUEEN**  
COIN-OP LAUNDRY

34th & Frankfort, Inside Loop 289, By Minit Mart



# Tidbits



**Don't forget!**  
Several Reese personnel are getting new home telephone numbers because of a change in the telephone system for parts of southwest Lubbock.

Those having their telephone numbers changed should contact the Customer Service branch of Personnel (Ext. 3643) and their individual squadron orderly rooms and notify them of the change.

**Free show**

Midnight Star, a show stopping disco and top 40 group, will perform at the Mathis Recreation Center Nov. 28 at 9 p.m. There will be no cover charge for the special show.



**Chapel dinner**

The Catholic and Protestant Chaplains and the Councils of both chapel congregations invite all newcomers to Reese to a potluck dinner on Dec. 10 at 7 p.m. in the Base Chapel Social Hall.

Chapel will furnish beverages, salads and some meat. Couples attending are asked to bring a covered dish to feed themselves and three others, if possible. Singles just bring a good appetite.

Base Nursery will be available at Chapel expense. Please RSVP to Base Chapel (Ext. 3237) by Dec. 6 if you plan to attend.

**Wayland Baptist**

A yearbook photographer will be at Reese Dec. 4 from noon-3 p.m. to shoot photographs of all Wayland Students. He will be located in the test room of the Education Center, Bldg. 91.

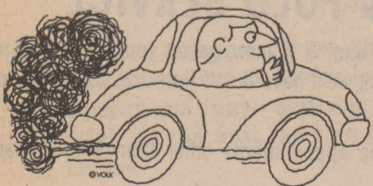
**College entrance exams**

The Education Office will give the ACT test on Dec. 10. The test is free for military personnel. The GRE will be given on Dec. 12 and the fee is \$14. Persons wanting to take either test should contact the Education Office at Ext. 3634/3469.

**Holiday schedule**

All exchange facilities will be closed Thanksgiving Day with the exception of the Reesette which will be open from 7:30 a.m. - 2 p.m.

The commissary will also be closed.



**Defensive driving**

A Defensive Driving Course sponsored by the Lubbock Citizen's Traffic Commission will be conducted in Bldg. T-100 on Dec. 11 and 13 from 6-10 p.m. Cost of the course is \$2.15 per person and class will be limited to the first 40 people who pre-register by calling Ext. 3737.

Those attending the course can receive a reduction in their insurance premiums. Insurance agents can supply the amount of rate cut.

**December luncheon program**

The Federal Women's Program manager, Mary Figg, has announced the upcoming December luncheon program.

A style show featuring holiday fashions, lounge and ski wear will be presented by Hemphill-Wells. The luncheon will be at the Officers' Club on Dec. 6 from noon-1:15 p.m. Cost will be \$2.25. Tickets will be available Monday from Candy Cook, Ext. 3148; Durita Cagle, Ext. 3843; Linda Huffman, Ext. 3853; Billy Swanson, Ext. 3801; Marsha Wood, Ext. 3711 or Jeane Yarbrough, Ext. 3149.

**Outstanding check rides**

T-37 students who recorded outstanding check rides last week included three from "E" Flight. 2nd Lts. Wayne Lewis and Geir Gillebo both rated outstanding in the mid-phase check as did 1st Lt. John Hicks.

2nd Lt. Bryan Longuill of "C" Flight received top rating in his instrument check.

T-38 outstanding check rides included 2nd Lts. Steve Burgess and Louis E. Hazlett, both of "H" Flight, who aced the nav phase.

2nd Lt. Christian E. Christiaens of "G" Flight received a top rating in contact phase as did 2nd Lt. Petter Sem-Henriksen of "C" Flight. 2nd Lt. Frederic Zietz of "D" Flight was rated outstanding information phase.

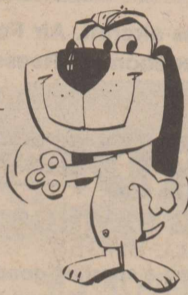
**Golf Course Gate hours**

Due to some misinformation received by the Roundup last week, the hours of the South Gate were incorrectly reported. The correct times are 7:20-8:05 a.m. and 4:45-5:15 p.m. Monday-Friday.

**OWC news**

An Officers Wives Club board meeting is scheduled for 9:30 a.m. Thursday in the Officers Club.

On Nov. 30, club members will meet at the Officers Club to decorate the facility for Christmas. Work is scheduled to start at 2 p.m.



**Pet owners**

Veterinary Zoonoses Clinic hours have been changed to Monday - 1-2 p.m., Tuesday - 9-10:30 a.m. and Thursday - 9-10:30 a.m.

All clinics are operated under an appointment system. Appointments may be made on Monday, Wednesday and Friday between 9 a.m. and noon. The appointment request line is 3534.

## STARDUST CLUB

**WEDNESDAY** — "Drink & Drown"  
Men. Free Draft beer all nite.

**THURSDAY** — "50¢ Nite" - 50¢ draw beer, wine, & bar drinks 7-10 p.m.

**FRIDAY & SATURDAY** — Regular prices on all drinks

**SUNDAY** — "Amatuer Nite" - 2 for 1 beer & bar drinks 7-10 p.m.

*Open 5 Nights a Week  
Wednesday thru Sunday*

Where you never  
have to hang  
your HAT!

**5302-34th  
at SLIDEROAD**

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**ED CHAUNCEY'S RARE COINS and CURRENCY**

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- Obsolete U.S. Notes
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**Every Wednesday**

**Family Night SPECIAL**

3 TACO BURGERS  
3 CHALUPAS  
Regular Price: \$3.84

**\$2.79** Plus Tax

5:00 p.m. 'til Closing

**TACOVILLA**

1620 Ave. Q • 4516 50th St. • 1911 50th

**NCO CLUB**

<p><b>FRI NOV 23</b> Salad Bar ..... \$1.65 Lunch Line Special ..... \$1.75 Fried Fish or Smothered Steak Happy Hour 5:00 to 6:00 p.m. Disco In The Lounge</p>	<p><b>MON NOV 26</b> Salad Bar ..... \$1.65 Lunch Line Special ..... \$1.75 Liver &amp; Onions or Hamburger Steak <b>MEMBERSHIP NIGHT</b> Happy Hour 5:00 to 6:00 p.m. Casual Bar Open 1200 Hrs.</p>
<p><b>SAT NOV 24</b>  Dining Room Open  Disco In The Lounge</p>	<p><b>TUE NOV 27</b> Salad Bar ..... \$1.65 Lunch Line Special ..... \$1.75 Baked Ham or Fried Chicken "Bring Your Boss Night" Happy Hour 5:00 to 6:00 pm</p>
<p><b>SUN NOV 25</b> Bar Opens 1200 Hrs. Pinochle 1400 Hrs. Dart Tournament</p>	<p><b>WED NOV 28</b> Salad Bar ..... \$1.65 Lunch Line Special ..... \$1.75 Chicken Fried Steak or Chef's Choice Happy Hour 5:00 to 6:00 pm <b>GAME NIGHT</b></p>
<p><b>COMING ATTRACTIONS</b>  Fri., Nov. 30th "TRACTION"</p>	<p><b>THR NOV 29</b> Salad Bar ..... \$1.65 Lunch Line Special ..... \$1.75 Steamship Round or Meat Loaf Steak Night-Buy One Get One Free No Take Out Orders</p>

THIS WEEK'S SCHEDULE COURTESY OF

*Gwynn's salon*  
FASHION 795-8319  
BEAUTY 799-3236

**UNISEX STYLING**

15 Stylists — Early & Late Appointments  
Redken Products

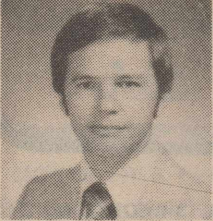
5217-50th

1/2 Block West of Slide Road

**'O CLUB**

<p><b>FRI NOV 23</b> Lunch ..... 1100-1300 Fried Ocean Perch or Beans &amp; Franks Dinner ..... 1800-2200 Steak &amp; Wine Special ..... \$6.95 80-02 Assignment Release <b>DISCO IN THE LOUNGE</b></p>	<p><b>MON NOV 26</b> Lunch ..... 1100-1330 Chicken Special or Ravioli</p>
<p><b>SAT NOV 24</b> Lunch ..... Closed Saturdays Dinner ..... 1800-2100 Saturday Chicken Special ..... \$2.95</p>	<p><b>TUE NOV 27</b> Lunch ..... 1100-1330 Hamburger Steak or Roast Pork Dinner ..... 1730-2100 Chicken Fried Steak ..... \$3.25</p>
<p><b>SUN NOV 25</b> <b>CLOSED SUNDAYS</b></p>	<p><b>WED NOV 28</b> Lunch ..... 1100-1330 Chicken Fried Steak or Chef's Choice Dinner ..... 1730-2100 <b>STEAK NIGHT</b> Buy One - Get One Free ..... \$6.95</p>
<p><b>Laurie Hutson In The Lounge</b> Wednesdays 1800 Hrs.</p>	<p><b>THR NOV 29</b> Lunch ..... 1100-1330 Mexican Plate or Ham &amp; Cheese Casserole Dinner ..... 1730-2100 Fish &amp; Chips ..... \$2.95</p>





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HOME OFFICES: BLOOMINGTON, ILL.



**Public concerts**

The Air Force Academy show band, the Falconaires, will perform two public concerts here Wednesday. The first will be at Lubbock Christian College's Moody Auditorium at 2 p.m. The second will be at Texas Tech's Hemmie Recital Hall at 7 p.m. Both shows are open to the public. (U.S. Air Force photo)

2610 Salem Ave. 806-792-2590  
Lubbock, Texas  
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★ IT'S NEW! ★  
The 'BIG APPLE' Combo Sandwich made with 3 meats & 2 cheeses... with chips & our own baked bread. **\$1.65**  
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**SANYO**  
**SYLVANIA SALES & SERVICE**  
795-4334  
4706-4th • Holiday Center

OPEN 12:45 DAILY Phone 799-4121 SOUTH PLAINS **CINEMA 4** HAPPY TIME \$1.50 UNTIL 2:00 LOOP 289 & SLIDE ROAD

**Double Feature**

**When a Stranger Calls** 1:00 - 5:15 - 9:30 R  
**Meteor** 3:00 - 7:15 PG

**Legacy** 1:15 - 3:20 5:25 - 7:30 9:35 R

Ticket Sales Open 12:45 p.m.  
Advance Sales 1 1/2 Hrs Before Each Show Time

**Running** 1:15 - 3:15 5:15 - 7:15 9:15 PG

**Time After Time** 1:00 - 3:10 5:20 - 7:30 9:40 PG

**HAPPY HOUR**  
4-7:30 P.M.

**Currency Club**  
3002 SLIDE RD.  
797-3435

**LADIES DRINKS 1/2 PRICE**  
TUESDAY, WEDNESDAY, & THURSDAY

**Film Fare**

Movie feature films are shown at 7:30 p.m. each Wednesday through Sunday at the Simler Theater. Saturday Matinee begins at 2 p.m.

**Tonight:** Charles Bronson, Jill Ireland and Rod Steiger in "Love and Bullets." (PG) 103 min.

**Saturday:** Edward Herrmann and Susan Clark in "The North Avenue Irregulars." (G) (RE) 99 min.

**Sunday:** George Burns and Brooke Shields in "Just You and Me, Kid." (PG) 95 min.

**Wednesday:** William Smith and Barbara Leigh in "Seven." (R) 101 min.

**Thursday:** Stan Shaw, Andrew Stevens and Michael Lembeck in "The Boys in Company C." (R) (RE) 129 min.

**At Mathis**

**Tonight:** Pinball special, highest score for the month wins two theater tickets to downtown theater.

**Saturday:** Dart night, bring your own darts or use ours.

**Sunday:** NFL football in the TV room.

**Monday:** Pool tournament, monthly trophies.

**Tuesday:** Card night, 8 p.m.

**Wednesday:** Midnight Star, 9 p.m.-1 a.m.

**Thursday:** Ladies pool and ping pong night, 7 p.m. Monthly trophies.

**Youth Center**

**Tonight:** Disco dance and free refreshments, 6-10 p.m.

**Saturday:** Table games and tournaments, 2 p.m.

**Sunday:** Call all shots pool tournament, 2 p.m.

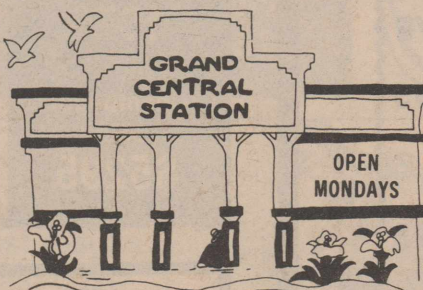
**Monday:** Closed.

**Tuesday:** Table games, 7 p.m.

**Wednesday:** Dealer's choice card tournament, 7 p.m.

**Thursday:** Table tennis tournament, 7 p.m.

**Grand Central Station**



4625 - 50th  
Live Entertainment • Mon-Sat  
**HAPPY HOUR**  
4:30 til Closing  
Every Night • Mon-Sat  
2 for 1 Drinks  
and chips & Queso  
ALL NIGHT LONG!

**"Bite the Bullet"**  
Luncheon Specials

Three of the best tasting, most mouthwatering delights that ever crossed the border.

**\$2.75** EVERYTHING!  
... Even Iced Tea  
(tax and tip not included)

**Free Pizza**

**Buy one pizza, next smaller size free.**

With this coupon, buy any giant, large or medium size pizza at regular menu price and get your second pizza of the next smaller size with equal number of ingredients, up to three ingredients, free. Present this coupon with guest check.

VALID THRU NOV. 30, 1979  
Coupon not valid with Gourmet Pizzas

**Pizza inn**

**Pizza inn**

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- 2907 Slide Rd. .... 797-3469
- 3605 34th St. .... 797-3223
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- 3411 Loop 289 South ..... 797-0368
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TRADE-INS

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- 1979 Toyota
- Cressida Luxury.....**8295**
- 1979 Datsun 280Z 5spd..**9950**
- 1979 Chevy Camaro
- Z28-T-Top.....**7495**
- 1978 Toyota Corolla.....**4295**
- 1978 Honda Civic
- 2 door 17,434 miles..... **4295**
- 1978 Toyota
- Celica Liftback.....**5495**
- 1978 Corolla Liftback
- 8 in stock.....**4495**
- 1978 Ford Fiesta 2dr....**3695**
- 1978 Audi 5000 4dr.....**7495**
- 1977 Toyota Celica
- Liftback.....**4795**
- 1977 Honda Civic.....**3495**
- 1977 Chevy
- Suburban 4x4.....**6995**
- 1977 Toyota Celica Liftback
- 3 in stock.....**4695**
- 1977 Chevy Camaro.....**4495**
- 1977 Toyota Corolla
- 5 speed.....**3495**
- 1977 Pontiac Firebird
- Formula.....**4995**
- 1977 Chevy Monte Carlo **3899**
- 1977 Pontiac Trans-Am
- T-Top Black.....**5495**
- 1977 Chevy
- Cheyenne Blazer.....**6495**
- 1976 Chevy Vega Hatchback
- 10,440 miles.....**2295**
- 1976 Honda Civic
- Hatchback.....**2795**
- 1976 Dodge Dart 6 cyl...**2495**
- 1976 Mercury
- Capri II.....**3495**
- 1976 Toyota Corona.....
- 1975 Toyota Corolla
- Wagon.....**2995**
- 1974 Volvo
- 164E 4 door.....**3995**
- 1973 Toyota Corona
- Mark II Wagon.....**2495**
- 1973 IH
- TravelAll.....**1495**
- 1972 Toyota Corolla
- 2 door.....**1595**
- 1972 Toyota Corona
- New-Engine.....**1595**
- 1971 Toy
- Cruiser **SOLD**.....**1995**
- Pickups**
- 1980 Ford
- Ranger XLT.....**7995**
- 1979 Toyota LWB 4spd..**5295**
- 1979 To **SOLD**
- Dually.....**6495**
- 1978 Chevy
- Big 10 Bonanza.....**4995**
- 1976 Toyota SR-5
- w camper.....**3895**
- 1976 GMC Sierra
- Classic.....**3495**
- 1976 Toyota
- SR-5 speed.....**3495**
- 1976 Chevy
- Custom Deluxe.....**2995**
- 1975 Toyota LWB 4spd...**2995**
- 1974 Chevy Stepside.....**3495**
- 1973 Toyota
- Utility Bed.....**2295**
- 1973 Toyota
- w camper.....**SAVE**
- 1970 Datsun
- w large Camper.....**1695**

### Vans

1978 Chevy Midas  
Van-Loaded.....**7495**

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**EQUITY BUY:** Very nice 3-2-1; brick; drapes; central air/heat; built-ins. Immediate possession, ready to live in now. Total equity \$7,200 or \$3,500 down and owner will carry 2nd loan. Less than 2 yrs old. Call Wil Mar Realtors, 792-5588.

**HORSE FOR SALE:** Seven year old AQHA Registered Quarter Horse mare. Very gentle, just needs riding. \$1,000. 747-0473.

**BY OWNER:** Brick 3 or 4 bedroom. 1,920 sq. ft. Rec. room w/fireplace, patio, curbed gardens. \$8,000 equity and assume 8 1/2 percent VA loan on \$30,900 balance with payments of \$321. 797-9231.

### McWhorter's, Inc.

**FAST SERVICE**  
"Only Goodyear has Polysteel"  
**COMPLETE LINE OF GOODYEAR TIRES**  
TOP TRADE...LOW PRICES  
—INSTANT CREDIT—  
**TIRE STORE**  
762-0231 10th & Texas  
**TRUCK CENTER**  
763-8208 213 N. Ave. U

**FOR RENT!** 2 bedrooms - 1 bath, single car garage, carpeted, close to Methodist Hospital & Tech. At 4117 18th St. \$235/mo. plus bills. Call 763-6151.

**CLOSEST KENNEL TO REESE**  
**K-9 KENNEL - HORSE CARE CENTER & CATTERY**  
North of Haynes Meat Mkt.  
**PHONE 792-1325**  
Hours - 8:30-5:30 Mon. thru Sat.  
4 p.m.-8 p.m. Sundays

**BICYCLE FOR SALE:** Boy's five speed 20 inch. \$45. 885-2118.  
**BY OWNER:** Low \$5,500 equity. Assume 9 percent VA loan. Immaculate 3-2-2 in SW Lubbock. One and a half years old. 1,640 sq. ft. Corner lot, earth tones, beautiful fireplace w/built-in bookcases, wet bar, isolated master, marble top vanities. Established lawn. Low utilities. 793-1793.

### Singer 12 Reprocessed

Models Sew knits, jeans. All metal equipped to Zig Zag, etc. Guaranteed. \$39.95 each. A.B.C. Sewing, 3104 34th & Flint. 799-0372.

**UNDER NEW MANAGEMENT:** South Park Apartments at 3001 South Loop 289 (Just off Indiana Ave.) One & two bedroom units, Furnished or unfurnished. **Special Military Package.** Call 745-5484.

**BEAUTIFUL 2 & 3 BEDROOM APTS:** Two baths; individual washers & dryers; tennis courts; pool; & club room. Adult living. Beautiful waterscape in park-like setting. The Chimneys of Willow Hill. 792-6339.

**BEAUTIFUL 3-BEDROOM:** 2-Bath, has sunken den, fireplace, 2-car garage. Convenient to Reese in Westwood addition. \$450 per month. Call 792-1930.

**INTEREST IN AIRPLANE:** 1/4 interest in 260 Commanche, 200 SMOH. Recent annual, dual Narco Nav Com, ADF, Transponder, EGT, DME, 3-Axis autopilot, fully coupled, 3 LMB. Call 762-2644 or 792-2414.

**MUST SELL TO BEST OFFER!** 1977 1/2 Porsche 924. All options, touring package, new Michelin tires. Call 747-0143 or 797-2684 (after 5:30 or weekends).

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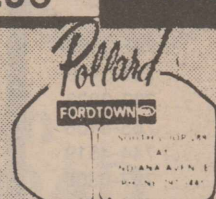
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**FOR SALE:** Ethan Allen Salem Maple dining table (no chairs). 40" x 60" w/two 12" leaves and table pads. \$150. AKC Cocker Spaniel pups, whelped on Oct. 15. Red and white party color, \$150; buff and white party color, \$125. All males. 885-4883.

**CALL 763-4551 FOR CLASSIFIED ADS.**

**FOR SALE BY OWNER:** 4-2-2 brick, two years old. Horizon West. Approx. 1670 sq. ft., fireplace, drapes, central heat and air. 10 min. from Reese, TI and Tech. Assume 9¼% non-escalating loan with payments of \$424. Call 797-4496.

# Classic boasts powerful field

Sixteen teams will participate in the fifth annual Reese Christmas Classic high school basketball tournament, scheduled Dec. 13, 14, and 15.

Olympic style opening ceremonies will officially start the Classic. These ceremonies will feature the Whiteface High School Marching Band and tourney teams.

The teams will be divided into two eight-team divisions each with the large schools (Class 4-A & 3-A) competing for the President's Trophy and the small school teams competing for the Commander's Trophy.

Both division champions El Paso Andress, President's Division, and El Paso Cathedral, Commander's Division, return to defend their titles from last year.

Andress won the very first Christmas Classic in 1975. They finished second the next two years before squeaking out a 45-42 win over Dimmitt last year. If they can win the title for a third time they will take home the coveted, giant traveling trophy permanently.

If Andress does not win its third championship, Abilene Cooper is a likely bet to do so. They were the Christmas Classic co-champions along with Morton in 1976, and won the title outright in 1977. They too, can retire the giant traveling trophy by winning this year.

Challenging Andress and Cooper in the President's Trophy Division are Clovis, N.M., the New Mexico defending state AAAA champion, Andrews, Texas and Roswell, N.M. The area schools near Reese will be represented by Lubbock Coronado, Lubbock Dunbar and Lubbock Christian High School.

The Commander's Trophy Division offers the most representative AA field to ever compete in a West Texas high school basketball tournament. El Paso Cathedral will be joined by representatives from University Interscholastic League districts 1-2-3-4 and 5-AA. Even the UIL regional tournaments only bring together representatives from four districts.

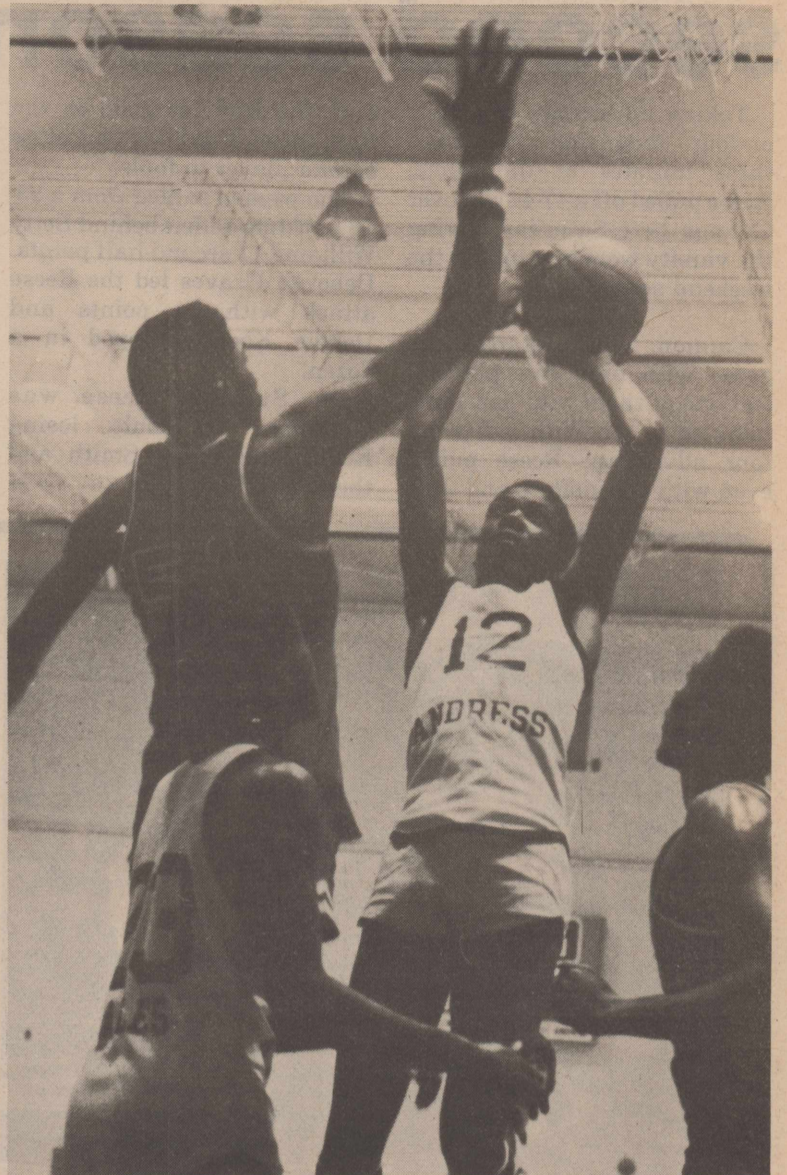
In addition to Cathedral, Boys Ranch, and Spearman will represent district 1-AA, Olney district 2-AA, Morton district 3-AA, Idalou district 4-AA, and Denver City and Lubbock Roosevelt district 5-AA.

Lubbock Christian High School won the first championship of the Commanders Trophy Division in 1975. Since then, Cathedral has swept to three consecutive championships by running up a 9-0 record, the best of any team to participate in the Classic.

According to Maj. Jack Cusano, the project officer for this year's Christmas Classic, Reese will be hosting the best high school basketball tournament to be played in West Texas this year.

"Our fans will be seeing some exciting, balanced competition among the best teams in the West Texas-New Mexico area," boasted Maj. Cusano. "Last year's records for the Classic teams show that they won better than 70 per cent of their games."

In the large school division, only Roswell had a final record that was under .500, while Clovis' 27-1 state championship team was the best.



Abeline Cooper center Woody Martin (51) goes up to intimidate a shot by El Paso Andress forward Felix Bonds during Reese's Third Annual Christmas Classic. Both teams are expected to be in the thick of the President's Division race this year. (U.S. Air Force photo)

## Tourney action

More than a dozen all-district players will be competing in each division of the Classic. They are topped by two High School All-America selections, 6-8 Woody Martin from Abilene

Cooper and 5-10 Brooks Jennings from Clovis.

For further information, please contact Bill Tynan at the Reese AFB Public Affairs Office at (806) 885-3410/3169.

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# Reese cagers capture second season win

Taking advantage of a five-on-four mismatch the final three minutes of the game, Reese pulled off a 47-44 win over Cannon here Saturday, giving the varsity women a split in the weekend series.

Cannon, which started the game with only five players, lost one of them with just three minutes to go. With a five-on-four advantage Reese pulled even with the visitors and then

took the lead for good in the final seconds as Cannon lost its second player to fouls.

The women rallied from a 23-18 halftime deficit behind Betty Williams 11 second-half points. Deborah Graves led the Reese attack with 14 points and Debbie Koonz chipped in a dozen.

On Sunday, Reese was victimized by fouls, losing Koonz and Sonja Smith and then the game in a 73-21

pounding. Graves again led the local cagers by scoring 11 points, the only Reese player to notch more than two points.

Hot shooting Nora Navarro and Vickie Howse each topped the 20-point mark for Cannon.

Reese will tackle Sheppard AFB here this weekend. The 2-4 base team will play Sheppard at 6 p.m. tonight and at 11 a.m. on Saturday.



## Rattler action

Cecil Spivey drives past an Altus player during the Rattlers last home game.

The varsity cagers will tackle Sheppard AFB here tonight at 8 p.m. and Saturday at 1 p.m.

Reese dropped a pair of games to the Senators earlier this year at Sheppard.

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## Sports in brief

### Intramural basketball

Thirteen intramural basketball teams began their quest for the base championship Tuesday night as league play opened here.

Defending the base crown is the 54th Flying Training Squadron. The 54th is the team to beat again this year as the squad returns most of last year's starting five. The key players returning are all-league cagers Jeff Steig, center; Mike Narkiewicz, forward; and Pat Moran, guard.

The 54th was unbeaten in regular and post season play last year.

Hoping to end the 54th's dominance will be an even

dozen other squads. Among the challengers are: Air Base Group, the Civil Engineers, Organizational Maintenance, Sturon-1, Field Maintenance, Resource Management and Sturon-2. Rounding out the field are: the 35th FTS, Sturon-3, the Youth Center, Supply 2nd and the Medics.

Games will be played Tuesday through Thursday with the first of three pairings scheduled to start at 6 p.m.

### Gym lockers

People using lockers in the base gym are reminded that all lockers must be cleared by Dec. 9. The gym needs the lockers for the annual Reese Christmas Classic.

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