

the Roundup

VOLUME XXXV NUMBER 49

December 16, 1983

20 Pages

LUBBOCK, TEXAS

Supply competes for Daedalian

by CMSgt. Norman Lall
supply superintendent

Reese and Mather AFB, Calif., have been selected by the Directorate of Supply, Headquarters Air Training Command, to compete as ATC's nominee for the 1983 Daedalian Supply Effectiveness Trophy for the period Oct. 1, 1982 through Sept. 30, 1983.

Each year ATC selects the organization that achieved the best supply performance record during the preceding year to represent the Command in the Air Force competition. This nomination marks the third time during the past four years that Reese has been selected to compete for this coveted award. Reese won the ATC award in 1980.

Col. Richard D. Edwards, director of supply, headquarters ATC and Capt. Gail Arant, on base Thursday through today, will evaluate the integration of the supply function with the total wing mission and review training accomplishments and efforts to enhance base and community relations. They will also visit base organizations to talk with supply's customers to determine how customers view the supply support effectiveness.

After being selected runner-up to Sheppard AFB, Texas, for the ATC award in 1982, the 64th Supply Squadron established another remarkable list of achievements in fiscal 1983. The squadron received an excellent rating during the ATC Management Effectiveness Inspection in April 1983, and 17 supply personnel were selected as outstanding performers. Also noteworthy was the Supply Systems Branch being only one of two units in the wing to receive an outstanding rating. The squadron won the Suggestion



(U.S. Air Force Photo by Sgt. Rich Tillman)

Checking the monitor

TSgt. Reginald McShan, NCOIC, automatic data processing equipment, monitors the UNAVAC 1050-II computer system in the computer room at base supply.

Program Semiannual Unit Award for consecutive periods of October 1982 to March 1983 and April to September 1983. The Fuels Management Branch was a runner-up in the ATC competition for the American Petroleum Institute Trophy for 1983. The 64th Supply Squadron also won the Commander's Trophy for excellence in sports events in 1982.

Individual achievements included Command recognition

to MSgt. William J. Burkhardt, ATC Fuels Superintendent of the Year, and Apolinar J. Garcia, ATC Fuels Federal Wage System Manager of the Year. SMSgt. (chief selectee) Charles W. Roach, former Materiel Management Branch superintendent, was selected 64th Flying Training Wing Senior NCO of the Year in December 1982. In March 1983, SSgt. George E. Spade II, NCOIC, Supply Administration Section, was selected 64th Flying Training Wing Outstanding Air Force Administrator, Staff Support, for 1982.

Many other management and facility improvements were accomplished during the year. Some of these included the renovation and upgrading of offices, warehouse floors, buildings, and equipment throughout the supply and fuels operations. All projects were completed through self-help. All supply storage areas have been rewarehoused for improved operation and safety, and additional security measures have been instituted in the main supply

warehouse. Other improvements within the fuels operation included the installation of digital level gauges on JP-4 storage tanks, protective gauges at fuel off-loading headers, and the widening and grounding of gates in the bulk fuel and liquid oxygen storage areas.

Maj. Ronald J. Tiehen, chief of supply, stated, "It is an honor to be considered as one

of the best supply activities in the command. The selection of the 64th Supply Squadron to compete as ATC's nominee for the Daedalian Supply Effectiveness Award for 1983 completes a very successful year of unit and individual achievements. This nomination is the result of many hours of hard work and devotion to duty by all supply and fuels personnel.

Annual tournament ends three-day stay at Reese

The 9th Annual Christmas Classic officially began Thursday after the honor guard and participants provided an Olympic style opening ceremony.

Eight of the classic's games were played yesterday and now the two divisions, President's and Commander's, have teams fighting for divisional trophies and to avoid the divisional consolation prize.

Today the teams will hit the Reese roundball courts at 10 a.m. and it will be nonstop from then until around 10 p.m. Saturday, teams will begin their final day of action at 10, too. The champions in both divisions will be announced Saturday night.

For tournament purposes, the teams wearing the light uniforms will be considered the home team.

The classic is open to the public. Cost is \$2 for the general public, \$1 for DOD personnel, dependents with IDs, and senior citizens. Military who attend the games in uniform get in free.

Inside the Roundup

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noted

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THE ROUNDUP is an unofficial newspaper published under exclusive written agreement with the 64th Flying Training Wing Commander in the interest of personnel of Reese AFB, Texas, of Air Training Command. It is published by Barron Publications, Inc., a private firm, in no way connected with the Department of the Air Force. Opinions expressed by the publisher and writers in this publication are their own and are not to be considered an official expression of the Department of the Air Force. The appearance of advertisements, including inserts, in this publication does not constitute an endorsement by the Department of the Air Force of products or services advertised.

CARE Line

A caller asked why his suggestion that dining hall menus be printed in The Roundup has not been implemented. Due to renovations at the dining facility, the daily menu has had numerous changes in entrees. However, the staff hopes to be in full operation by the end of the month. Beginning with The Roundup's first issue of the year, the menu will be printed each week. Meanwhile, patrons may call Dial-A-Menu at ext. 3293 for the day's dining hall selections.

Inadequate window washing supplies and air pump pressure was the target of a complaint of a base service station patron. The air pumps have been checked and are now working properly. Station personnel have also begun checking supplies used for the window washing as part of their daily set up procedures. Problems concerning the service station operation may be directed to the manager, Zera Hill, telephone 885-4965. He wants to meet the needs of his patrons. Thanks for the suggestions.

A base exchange customer asked why a baby crib he had ordered two months ago had not yet

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

been delivered. The crib has now been delivered and the customer has picked it up. The reason for slow delivery was that a shipment of cribs was rejected at the central warehouse that serves the Reese Exchange to quality assurance problems. The warehouse was out of stock and had to wait for a new shipment from the vendor.

A caller asked why Reese personnel are allowed to wear flight suits to the base credit union and a nearby barber shop on Fourth Street when they are not allowed to wear them to other nearby businesses. He felt the nearby businesses had been singled out. To clarify the issue, two items must be addressed. First, wearing the flight suit to a barber shop on Fourth Street is not acceptable. However, the flight suit may be worn to the Reese Credit Union because it is considered a part of the base and serves, with minor exception, only Reese personnel.

Secondly, no businesses have been singled out. It's just that Air Force Regulation 35-10 specifically prohibits the wearing of flight suits and fatigues in off-base establishments.

Recently, I received an anonymous call on the CARE Line from an individual complaining that a Reese master sergeant had approached and sold an insurance policy to a junior enlisted member. The matter is now under investigation. If this allegation is true, the conduct of the senior NCO is in direct conflict with Air Force Regulation 30-30, Standards of Conduct.

The regulation reads in part, "To eliminate the appearance of coercion, intimidation, or pressure from rank, grade, or position, Air Force personnel . . . are prohibited from making personal commercial solicitations or solicited sales to Department of Defense personnel who are junior in rank or grade, at any time, on or off duty."

That the Air Force considers violations of AFR 30-30 serious can be seen in recent courts-martial of a major and a master sergeant. Both were tried and convicted for selling Amway products to their subordinates.

All Air Force personnel, military and civilian, are required to be familiar with AFR 30-30. I urge everyone to review it and to become aware of all its provisions.

'I don't need the business'

by Capt. Patricia Andrepont
mortuary affairs officer

It can't happen to you? Well it just did, and it's a killer! You died last night!

Dead on arrival at Lubbock General... auto accident. Ever wonder what sequence of events takes place when something like this happens? I'm the base mortuary officer, and I'll tell you all about it.

It's 4 a.m., I'm home and sound asleep. The phone rings. It's frantic ringing finally penetrates my sleep. Even before I can stumble my way to the clanging pestilence, cold chills sweep over me, first from the cold winter morning and secondly from already knowing why I am being called at 4 a.m. I pick up the phone, it's the Command Post, "Is this the mortuary officer? It is? Well, there has been a death . . . yes . . . an auto accident . . . DOA at Lubbock General . . . it appears the vehicle rolled over on him. . . no, no seat belt."

I make a few necessary phone calls. After that, all there is to do is wait. Your parents must be notified of your death before I can call and talk to them. It's a sick feeling. I put on a pot of coffee and get the fireplace going. I sit there in front of it, listening to the flames crackle and sip coffee. An hour and a half goes by, along with two pots of coffee. I think about you, the deceased and hope you didn't suffer too much. I look at my watch and make a calculated guess that your parents are getting a knock at their front door just about now. The nearest military installation must go out to your parents place of residence and break the news to them.

I asked our base chaplain not long ago, "How do you tell someone their son or daughter has been killed?" He explained that when a chaplain, doctor, or nurse, and squadron commander, all in military uniform are standing in one's doorway, there's not much that has to be said. The parents know right then and there that something has happened to their son or daughter.

Casualty Affairs calls and informs me that the next-of-kin have been notified.

Now, the tough part begins. I call your parents, seeking instructions from them on how they want things handled. Their pastor answers the phone. In the background, I can hear a mother wailing her heart out and a full grown man in tears. That's a killer. I inform them of what I can and cannot do as a mortuary officer. They want the Air Force to handle all the arrangements. Good! I call Lubbock General and my contract funeral home. Lubbock General has performed the autopsy and is ready to release your remains to our contract funeral home.

At the funeral home, the necessary embalming is quickly performed. I obtain one of your military uniforms (service dress) from your belongings or if you don't have one in perfect condition, the Air Force buys one from clothing sales. I deliver it to the funeral home. After you are dressed, I perform an inspection to make sure everything is in order (yep, AFR 35-10 all the way, even after you're dead). I sometimes ask the morticians to touch up the cosmetics on your face, maybe to cover up some bruises a little better or just attempt to have you look as natural as possible. Sometimes I even help them. It doesn't bother me. But when I hear your mother and dad cry, that's a killer.

Let me introduce you to the summary court officer. This is the person that drops his or her normal duties for awhile and concentrates fully on settling your estate. We go to your room, which has been secured from the moment we knew of your death and start determining what is yours and what is your roommate's. We must go through any mail or papers you have and attempt to determine who owes you money and to whom you owe money. The summary court officer finds an envelope and opens it. It's a birthday card from your parents. It reads, "Dear Son, happy birthday and please write us more often. We love you. Mother & Dad." That one gets to me. I turn away from the summary court officer and busy myself with something else. I don't want him to see a pair of slightly misty eyes.

I call your father to get some questions answered. He growls at me, "Why didn't my kid write more often? Don't you Air

Force people make kids write home anymore?" He really catches me by surprise with that question. "Well, no sir, we can't make them write, but we do encourage them to." He regains control and apologizes. But that's OK. It's really tough on parents to lose a kid like you. Your dad asks if you were wearing a seat belt. He said he'd bet you were because he always preached to you about it. You weren't, but I haven't the heart to tell him that. I cough and sputter and decide to attempt a "quarterback sneak" around the question by subtly changing the subject. It doesn't work. How could you possibly be wearing a seat belt and have a car roll over on you?

Memorial services are hard on me. A flag draped coffin will get to me every time. Your friends and coworkers file in. Your boss says you were one of the best people he had . . .

Well, a hectic three or four days have passed with a lot of people scurrying to wind things up. Flight reservations have been made for you. Your folks will be at the airport to meet you when you arrive. Of course, on this trip you won't be traveling "first class" or even "coach." This one will be "freight"—in the cargo hold!

And why? Because there are always a few people who abuse the booze or who refuse to wear a seat belt when driving a car or a helmet when riding a motorcycle. Dumb! I wish you would have a change of heart. I don't need the business.

Thanks

Vickie and I would like to take this opportunity to thank all of the people on base for their help and support following the loss of our children and home to a fire Nov. 20.

Help came to us from people all over the base which makes it impossible to thank everyone in person. The money and gifts have certainly helped us with our physical needs, but the tremendous moral support we got from the people at Reese has helped most through this difficult time.

Thank you all.—Sgt. Steve Bryant

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New loans available

(AFSINC) — Recent college graduates who are facing repayment of government-backed student loans may be interested in a new loan program called Options.

Under this program, offered by the federally-charted Student Loan Marketing Association, of "Sallie Mae," Loans can be extended up to 20 years, to cut monthly payments by as much as 50 percent.

To be eligible the graduate must owe one or more lenders more than \$7,500 or owe two or more lenders more than \$5,000 or owe a lending institution and a college more than \$5,000.

These loans must be either Guaranteed Student Loans, Federally Insured Student Loans (made by financial institutions) or National District Student Loans (offered by colleges).

Any other kind of loan does not qualify. If you are accepted for the Options program, Sallie Mae pays off all existing student loans and creates one new one.

For more information call toll-free (800) 464-4000, or write to Sallie Mae, 1050 Thomas Jefferson St., N.W., Suite 186, Washington, D.C. 20007.

Don't spoil the holidays; be safe

Courtesy of Wing Safety

Everybody's happy at home for the holidays, right? I mean, back in your old bed with the squeaky springs, mom's cooking, Dad falling asleep during the football game, and how could anyone NOT be happy?

Unfortunately, too many holidays end in tragedy—all because of seemingly minor factors. Too many unsafe conditions allowed to exist for too long often result in the wrong kind of family reunions. Take the "Smith" family...

That Christmas tree Mr. Smith got at the corner lot has seen better days. It's so dry the needles are starting to fall off already. And that

string of lights, Mr. and Mrs. Smith got them for their very first Christmas 10 years ago. Just wouldn't be "Christmas" without them, even if they are a little frayed at the sockets.

Lots of presents under the tree this year. Timy's getting a rocket set with extra fuel, that's it behind Gamp's 50-year-old bottle of Scotch. Jeff will really enjoy his new chemistry set.

The whole scene looks warm and inviting, especially with the candles Missy made in kindergarten in the window sill.

The "Smiths" never saw Christmas Day. What happened? The string of lights sparked and started the dry tree on fire. The heat generated caused an explosion in the rocket fuel, chemistry set and the Scotch bottle—the alcohol

helped spread the flames. The smoke detectors had dead batteries—the family never woke up.

Sound far-fetched? Maybe, but it is a true incident that happened several years ago. A little safety awareness could have kept my best friend and her family alive.

Consider the gifts you buy. If they're flammable, store them separately until time to open gifts. Insure all your lights are UL approved and in good working condition. Keep your tree well watered and don't burn candles in window sills where they might catch drapes and curtains on fire. Most of all, insure any fire detection system in your home is in working condition. Even if a fire does start, insure your family can be warned in time to escape.

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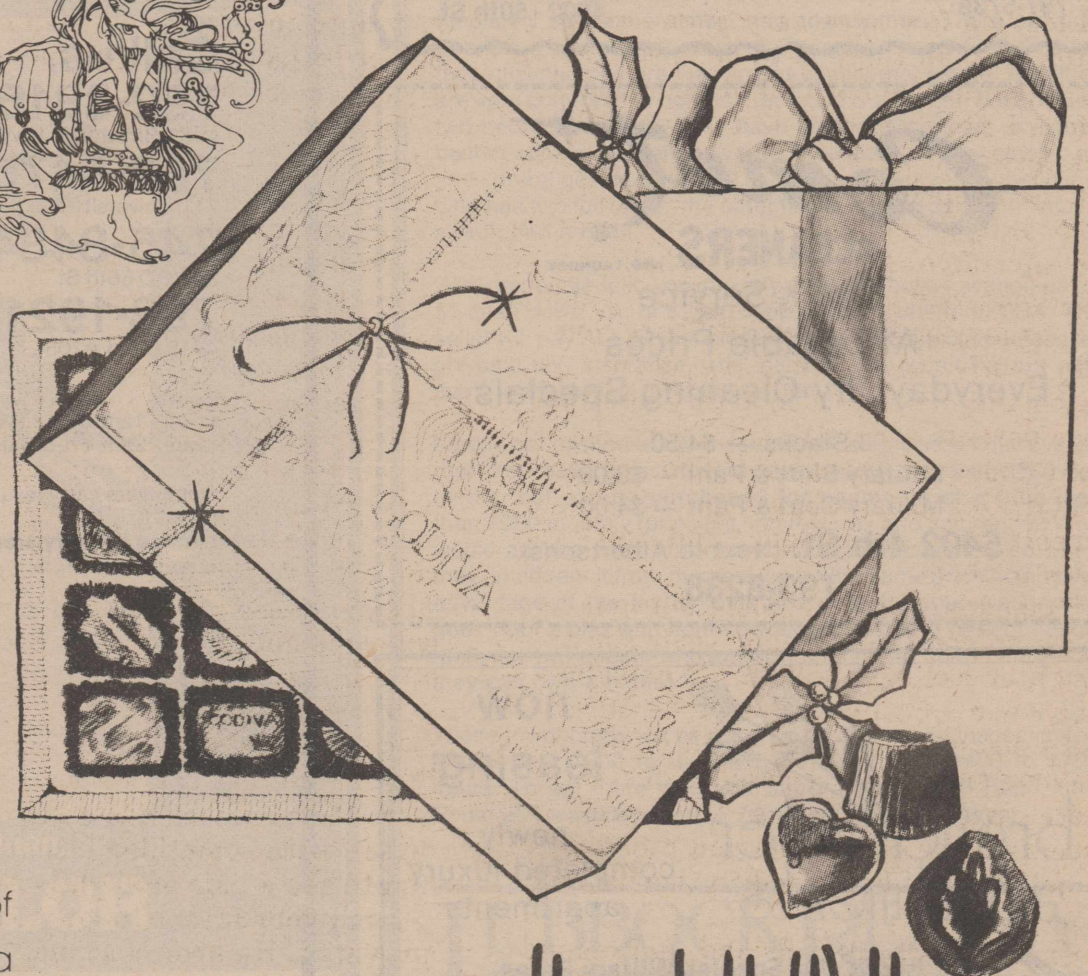
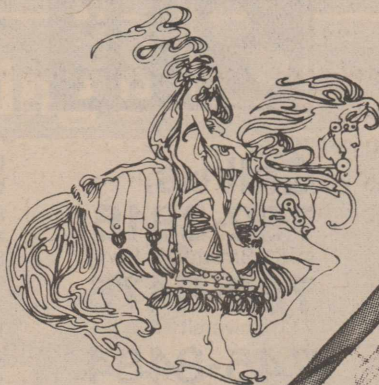


Christmas, it's a special time of year that deserves the special gift of Godiva

As always, Godiva makes the holiday season a deliciously merry occasion. Absolutely nothing enhances the mood of this special time quite like the gift for you. We'll give you a free 1/4 lb. box of our chocolate with each unit purchase of 19.00 or more.

What a delectable idea, especially when you think about our delicious milk and dark chocolates with their outrageously tempting fillings. In fact, even Santa Ho Ho Hopes you take advantage of our offer. Offer valid while quantities last.

Candy Dept



With a purchase of 19.00 or more of Godiva chocolates, receive a complimentary 1/4 lb. of Godiva just in the St. Nick of time for Christmas!

Hemphill-Wells

Downtown, South Plains Mall

Retirement system needed

(AFSINC) "We are in a period of extraordinary pressures to reduce federal spending. However, I believe that it would be false economy, in the long run, to seek those savings through radical changes to the military retirement system," said Air Force Chief of Staff, Gen. Charles A. Gabriel in a letter to the Senate Armed Services Committee's Subcommittee on Manpower and

Personnel.

He continued, saying: "The threat of radical change has already undermined its future value as our number-one retention incentive."

"The military retirement system serves many vital objectives, not the least of which is to partially offset the extraordinary rigors of military service. Consequently, it is not possible to equate the military system with

private sector pension plans.

"The demands we place on our military men and women are unlike those asked of most civilians. They must be prepared to live anywhere, fight anywhere and maintain high morale and combat efficiency under frequently adverse conditions. They are asked to undergo frequent exposure to risk, long hours, periodic relocations and family separations.

"They accept restrictions on their freedom of speech, political and organizational activity, and control over living and working conditions. These are all part of the very personal price our military people pay. The difficulties of service life are underscored by the fact that even with the perceived advantages of the system, only 13 percent of our

current retirement system. Our people give us the best years of their lives and in turn have this right to expect that we fulfill our commitment to them by providing long-term security through the military retirement system.

"It is my strong personal conviction that the retirement system is our principal means to assure a youthful,

Where to turn for manning

We are now entering the time of year when the Lubbock-South Plains area is subject to abrupt weather changes. Usually we will get from eight to 10 days when cold, freezing rain, ice or snow make travel hazardous. With the unusual weather conditions we have had so far this year, we may have many more hazardous weather days than usual before the winter ends.

Because of the nature of our mission, Reese can never "close for the day due to weather" even when many businesses and schools cancel their activities. We always have somebody working at Reese during hazardous weather days. This applies particularly to civil engineering and aircraft maintenance people. Other shift workers such as communications, food services, contractors, hospital, security police, weather and other personnel

must report to work on time.

If the occasion arises this winter when it is deemed in the best interests of the health and welfare of the majority of our work force to report to work late, or not report at all on a hazardous weather day, local radio and television stations will be contacted to request that they make the appropriate announcement of reduced manning. This will be broadcast during the 5:30-8 a.m. time frame. During hazardous weather, it is important that people do not call the wing command post to ask for duty day manning requirements or reporting instructions. Check the weather closing announcements on the following television stations:

KAMC-TV (Channel 28)
 KCBD-TV (Channel 11)
 KLLBK-TV (Channel 13)
 or listen to radio stations:
 KBBL-AM (1340)

KEND-AM (1590)
 KFYO-AM (790)
 KJAX-FM (92.7)
 KLFB-AM (1420)
 KLLL-FM (96.3)
 KRLB-AM (580)
 KRLB-FM (99.5)
 KRUX-FM (102.5)
 KSLE-AM (950)
 KSEL-FM (93.7)
 KTLK-AM (1460)

Key personnel who are responsible for snow and ice removal operations during hazardous weather conditions should have already been notified by their supervisors of their need to report to work during such situations. If you are in doubt, call your supervisor. Nevertheless, a pyramid alert recall of personnel needed to perform hazardous weather condition duties on base will always take precedence over a radio or television announcement for the individual recalled by his supervisor.



people will accept the demands of the way of life long enough to qualify for military retirement...

"I am convinced that the late '70s would have been more catastrophic in terms of re-enlistment and retention had we not maintained the

dedicated military establishment. Any changes should keep this fact clearly in mind and honor our commitment to those who are presently serving. Further, they should be made only if they contribute to this proper and historic objective for our forces."

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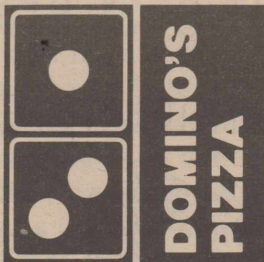
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Christmas party set for Sunday

The 64th Flying Training Wing Christmas party for master sergeants and GS-5s and above is Sunday. Cocktails begin at 6:30 p.m. followed by dinner at 7:15. Tickets for the party are \$9.50 each.

Party entertainment will be provided by the Reese "Spotlighters." For more information or last minute reservations contact Maj. Jim Wilson at Ext. 3961 or Capt. Gayle Brodale at Ext. 3930.

Thrift Shop closes Saturday

The Thrift Shop will close Saturday through Jan. 2, so volunteer workers can spend the holidays with their families. The shop will reopen Jan. 3.

Commissary sets holiday hours

The Reese Commissary will be closed Dec. 27, and Jan. 3, in addition to their normal holiday and weekend schedule in observance of Christmas and New Year's Days.

Reading improvement available

This January there will be a reading improvement class taught at Reese to help those who feel they need to improve their reading and to hone those already with good reading skills.

For more information contact Sandy Hardin at Ext 3469.

Lithographs are almost gone

The sets of Air Force lithographs advertised in the Dec. 9, Roundup are almost gone, but here are still a few lithos left so if you've been thinking about getting them contact Public Affairs as soon as possible (Bldg. 800, Room 307).

There are no complete sets left, but as other series and sets arrive, they too, will be advertised for distribution.

CHAMPUS deadline nears

If you or a qualified dependent received medical

News briefs

care during calendar 1983 and you have not filed your CHAMPUS claim, you must do so before Dec. 31, 1983.

Those needing help with the filing or more information can contact Robert Gregorio at the Reese Hospital at Ext (885-) 3581, the patient affairs section.

Mail your claims forms and bills to: Wisconsin Physicians Service, P.O. Box 8932, Madison, WI 53707.

NCOA give away turkey

The Windmill Chapter of NCO Association will meet at the NCO club Thursday at noon to draw for the turkey to be given away. The money raised by the turkey give-away will be given to a Special Olympics representative during the meeting, too.

NCOA members will be at the commissary and the main exchange again this weekend accepting donations and taking registrations for the turkey give-away.

In the event you are not present and win the turkey will be left at the chapel with your name. The NCOA membership stressed that this is the last chance to raise money to send the eight Lubbock special olympians to the Special Olympic Winter Games in New Mexico.

Radars will cut speeding

Due to the increase in speeding violations along the flightline, airfield management personnel ask that everyone help reverse this "negative" trend. Adherence to flightline driving speed restrictions will eliminate potential hazards between moving

vehicles, taxiing aircraft and flightline personnel.

If the rules are not voluntarily followed, the security police will be called to periodically monitor flightline traffic speeds.

Building 430 looks best

During the weekly facility grounds inspection conducted by the base commander and staff, Building 430 was credited with having the best looking grounds on base for the week of Dec. 7. The building managers for 430 are Mr. Majors and Mr. Granado.

JAG warns drinking drivers

The Reese Staff Judge Advocate Maj. Edward Kingsford recently warned drinking drivers to watch out. Texas has passed much stiffer driving while intoxicated guidelines that will take effect Jan. 1, 1984.

While the laws for DWI are already stiff, they get tougher with the new year. Both the jail time and possible fines that can be assessed have been increased. Second offenders will spend no less than three days in jail.

Under certain conditions, the vehicle of the driver may even be forfeited. One provision of the new law which will increase the number of convictions for DWI is the change that will allow the refusal to take a breath or blood test to be admissible in the court trial.

What the new law does not point out is that Air Force regulations require each commander to evaluate each individual convicted of DWI for administrative discharge. Loss of base driving privileges for one year is mandatory.

UNITED ARTISTS	
UA SOUTHPLAINS CINEMA 4 6002 SLIDE ROAD 799-4121	Mon.-Fri. Until 6 O'Clock All Seats \$2.50 — Sat. & Sun. The 1st Show Only is \$2.50
UNCOMMON VALOR A PARAMOUNT PICTURE 1:15 - 3:20 - 5:20 7:25 - 9:35	<i>The Man Who Loved Women</i> 1:05 - 3:15 - 5:25 7:35 - 9:50
SILKWOOD Meryl Streep Kurt Russel, Cher 1:00 - 3:30 - 7:00 9:30	DEBRA WINGER SHIRLEY MacLAINE <i>Terms of Endearment</i> 1:10 - 3:40 - 7:10 - 9:45

Wrap it up!

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Wrap Up Your Unique Christmas Creations!

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Why Are You Still Paying Rent?

Aren't you a little tired of a landlord who wants to run your life? Have you ever wondered why you have to park your car in a lot over in the south forty? Does it depress you to spend thousands a year in rental dollars you'll never see again?

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For most folks, the problem with home ownership is the amount of money needed for the "move-in" and the cost of the monthly payments. Maybe you're in the "rent trap", choosing to rent because you think there is no possible way you can buy a place of your own.

Our advice: Look again! We have been authorized to immediately sell some almost new townhomes. There are only two left. Located just west of Treasure Island Golf Course, these townhomes are investment-quality real estate. And they are very comfortable homes. Each one is different, but both are two bedroom homes. They have cathedral ceilings, skylights, built-in appliances, fenced yards, fireplaces, central electric air and central gas heat, as well as washer and dryer connections. One has two full baths; the other has a "Hollywood bath" (call it a bath and a half).

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I really got excited about these townhomes where I discovered that they have a fair market rental value of about \$550 per month, but can be purchased for payments of a little less than \$550 monthly (principal, interest, tax and insurance)! Why would anyone want to rent a home from someone else when they could rent it from themselves for the same price—and take advantage of the tax benefits and property appreciation that goes right along with home ownership! What a perfect opportunity for two people who are now sharing an apartment—now they can own a home!

These townhomes will be open for your personal inspection on Friday from 1600 to dark and Saturday from 1400 to 1700 hours. To get there, take 4th Street to Frankford Road, turn South at Treasure Island to 7th Street, then turn West.

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A Christmas feast

DINING



HALL FOR CHRISTMAS

The Wing Dining Hall will offer the traditional Christmas Day meal to enlisted and officer personnel, dependents, guests and DOD personnel from 11 a.m. to 3 p.m. Dec. 25.

This meal will be offered for the cost of the meal only. There will be no surcharge for civilians and officers. TDY personnel will be required to reimburse the government a \$3.15 surcharge.

The Christmas Day noon meal will consist of: shrimp cocktail with lemon wedges, roast turkey with cranberry sauce, cornbread dressing, giblet gravy, baked ham with cherry sauce, roast beef with natural gravy, mashed potatoes, buttered corn, French cut green beans with mushrooms, buttered peas, apple and pecan pie, assorted cakes, hot rolls with butter, fruit, candy and nuts.

ATC's accident death toll at 17

WILLIAMS AFB, Ariz. (ATCNS) — A 24-year-old airman was killed instantly after his Jeep left the road about a mile from the base, flipped end over end and landed upside down in a drainage ditch.

A1C David J. Voit was pronounced dead on arrival at a Scottsdale hospital from head injuries he received from the vehicle's windshield frame in the Nov. 27 accident. A passenger in the 4-wheel drive vehicle A1C Sonny L. Parker, suffered a dislocated shoulder and lacerations and was released from a Phoenix hospital on Nov. 30.

This is the second 4-wheel drive related fatality at Williams AFB this year. Another airman was killed here in May after she was thrown from an airborne Ford Bronco.

Investigators said Airman Voit and his

companion were travelling at approximately 55 mph when his vehicle left the road, hit a puddle of mud and water and slid into a concrete wall causing the Jeep to flip. Both individuals were wearing safety belts according to police reports.

"These 4-wheel vehicles are not well designed for highway speeds," said L.C. Walls, ATC's traffic safety manager. "Their high clearance, short wheelbase and relatively narrow tire tread all add to the vehicle's instability."

Airman Voit was assigned to Williams' 82nd Supply Squadron while Airman Parker is a member of Williams' 425th Tactical Fighter Training Squadron.

Airman Voit's death is ATC's 17th accident fatality of the year.



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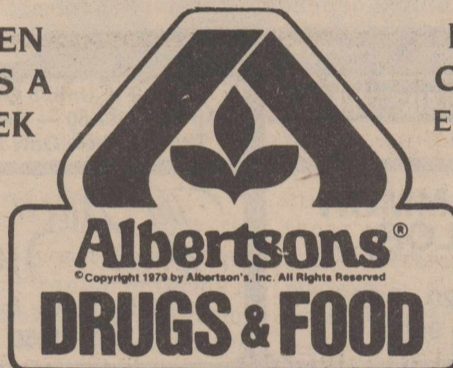
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Keep fireplace working safely

(ATCNS)—A roaring fire on a cold evening can be cozy, but it can also be dangerous. Here are some tips to keep your fireplace working safely:

—Burn the right fuel. Hardwoods such as oak, hickory, ash and maple will burn slowly and safely with a minimum of smoke. Care should be taken when burning softwoods such as pine, spruce or

fir since they produce a fast, hot fire.

—Don't burn paper. Gift-wrapping paper or newspaper also burns quickly and, like the softwoods, can overheat the fireplace. Burning paper can also be carried up the chimney, possibly igniting any creosote deposits that are in the chimney.

—Use dry wood. Burning

wet or even damp wood not only causes excessive smoke but can also leave creosote deposits on the inside of your chimney. If enough creosote builds up, it may ignite and start a fire in the chimney.

—Keep your chimney clean. With average use, a chimney needs to be cleaned every three to four years to prevent an accumulation of

creosote.

—Take care when using a bottled gas starter. If you use propane or butane gas to start your fire, be sure to keep accumulated ash off the top of the gas burner. Since propane and butane are heavier than air, the gas tends to flow down and out of the fireplace if the burner is blocked by ash. When the

burner is lit, the results could be disastrous. Natural gas is lighter than air and does not cause this problem.

—Use a fire screen. A well fitting fire screen is a must to keep sparks or hot coals from popping out into the floor.

Never leave a fire unattended and always make sure it's out before leaving home.

Nine ATC units get safety award

RANDOLPH AFB, Texas (ATCNS) — Nine Air Training Command units have earned the ATC Flying Safety Award for yearlong accident-free flying.

The Officer Training School's flight screening unit at Hondo, Texas, earned its award for the period ending Aug. 10, 1983. The unit flies the Cessna T-41 and has remained mishap-free for 10 straight years.

The 89th Flying Training Squadron, Sheppard AFB, Texas, earned its award for the period ending June 22, 1983. This T-37 unit has been accident-free for seven years.

The 455th FTS, another T-37 unit located at

Mather AFB, Calif., earned the award for the year ending Sept. 4, 1983. This marks seven straight years of safety for them.

The 88th FTS at Sheppard AFB has gone five consecutive years without an accident. They earned the award for the period ending Aug. 15, 1983, while flying the T-37.

The 35th FTS, a T-37 squadron at Reese AFB, Texas, earned its award for the period ending Aug. 22, 1983. Their last mishap occurred three years ago.

The 54th FTS at Reese AFB has also flown for three years straight without an accident. They

earned the award for the year ending Oct. 1, 1983, while flying the T-38.

The 97th FTS, a T-38 unit at Williams AFB, Ariz., has won its second consecutive flying safety award. They earned it for the period which ended May 16, 1983.

The 96th FTS at Williams AFB earned its award for the year which ended Aug. 8, 1983. This T-37 unit's last accident occurred Aug. 7, 1982.

The 8th FTS, a T-37 unit at Vance AFB, Okla., earned the award for the period ending Sept. 23, 1983. Their last accident took place on Sept. 22, 1983.

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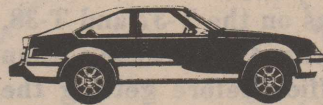
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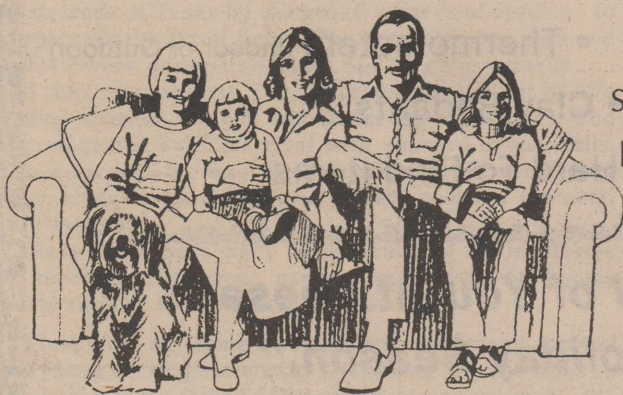
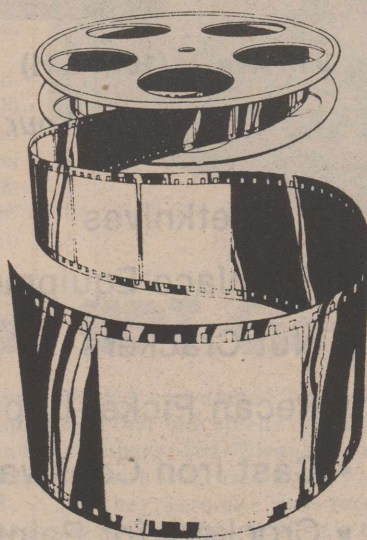
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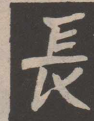
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(U.S. Air Force Photo by Sgt. Rich Tillman)



SMSgt. Joseph Dykes, 64th Organizational Maintenance Squadron maintenance superintendent, is the only Reese individual selected for a chief master sergeant stripe during the recent promotion cycle. The OMS maintenance boss, responsible for all maintenance activities on the T-37 and T-38, was called to Col. Richard E. Hearne's, then wing commander, office before getting the news of his promotion Nov. 21.

Medals

Air Force Meritorious Service Medal

SMSgt. Ronald E. Hodges
MSgt. Enrique De Los Santos, 1st OLC
MSgt. Michael R. Hall
MSgt. Lawrence M. Tackett, 1st OLC

Air Force Commendation Medal

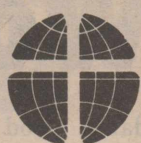
Maj. Phillip D. Bates, 2nd OLC
1st Lt. Richard A. Gosselin Jr.
2nd Lt. Thomas D. Fox
MSgt. Robert E. Claridge, 1st OLC
MSgt. Frank P. Sharpe Jr.
TSgt. Michael J. Dunn, 1st OLC
TSgt. Dennis Gaines, 1st OLC
Sgts. Robin E. Burg
Sgt. Cynthia F. Hammack
A1C Henry A. Komarek

Air Force Achievement Medal

Sgt. Glen A. Dunn Jr.
SrA. Michael F. Davis
SrA. Kevin D. Hatch
A1C David J. Record



Sgts. (front row) Ronald Estrada, Roger Cessna, Kenneth Hestley, Charles Richter and Wanda Jackson; (second row) Sgts. Stuart Riley, John Pallaschke, Timothy Sanderson, Brian Denny, Larry Frazer and Jeffrey Simon gather following their appointment to NCO status Dec. 1. Sgts. Melvin Britt, Michael Snyder and Cynthia Wilborn also received their NCO status Dec. 1, but were unavailable for photos.



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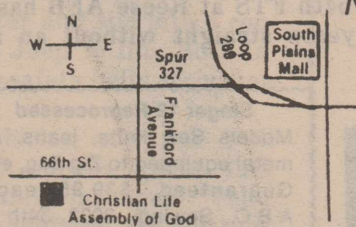
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Worship
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**"We Wish All of You At Reese
A Happy Holiday Season."**

the Roundup

UPT Graduation Section

4 pages

Dec. 16, 1983

Reese AFB, Texas

Class 84-02 accepts wings today

Fifty-two student pilots will join the ranks of already graduated pilots this morning following Undergraduate Pilot Training Class 84-02's graduation ceremony at the theater. The ceremony will begin at 10.

Along with an expected full-house of relatives, friends and well-wishers will be ceremony guest speaker Brig. Gen. Robert L. Rutherford, commander, U.S. Air Force Recruiting Service.

This morning's ceremony marks the end of almost a year of intensive classroom and hands-on training for the students. With their new aviators wings will come the responsibility and rating of an "aeronautical pilot."

Class 84-02 began their training in early 1983 in the wake of what has become known as the "snowiest West Texas weather" ever. Fortunately, all of the future pilots had demonstrated their potential flying ability in small, propeller-driven airplanes at their respective learning institutions or at Hondo Air Field near San Antonio.

The students began their Reese curriculum learning how to use and land with a parachute. They were also introduced to the physiological effects of high-powered jet flight in the Reese physiological training unit.

Ready for flight the student pilots began training in the T-37 jet trainer. After mastering the basic flying skills in the T-37 (75 hours in all), students progressed to the supersonic T-38 Talon.

The students spent 100 training hours flying in the T-38—an aircraft capable of Mach 1.2 speed (more than 800 miles per hour) and altitudes in excess of 50,000 feet.

During the tenure as a student, each new pilot had to work in time for the academics of flying: flight planning, weather, aircraft systems operation, accident prevention and instrument procedures.

At the conclusion of the graduation ceremony relatives, friends and the new pilots will have lunch at the officers' club. Immediately afterward, the 64th Student Squadron—the administrative home for all UPT students—will guide the relatives and friends on a tour of the facilities student pilots study and train in. Tonight there will be a dinner dance in honor of the class at the club, and then Class 84-02 will be history.

Recruiting Service chief to speak at graduation

Brig. Gen. Robert L. Rutherford, commander, U.S. Air Force Recruiting Service, will be the guest speaker at Undergraduate Pilot Training Class 84-02's graduation ceremony this morning at 10.

A native of Luling, Texas, General Rutherford is no stranger to Reese. In fact 21 years ago he earned his wings here, too.

After completing pilot training the general remained at Reese as an instructor pilot until 1966,

when he began F-4 training at George AFB, Calif.

Since his F-4 days, the general has seen duty around the world as a squadron commander, deputy commander for operations, base and wing commander.

General Rutherford is a command pilot with more than 3,700 flying hours in trainers and fighters. His decorations include: the Legion of Merit, Distinguished Flying Cross, Meritorious Service Medal and the Air Medal—to name only a few.

Aerologist looks back at UPT Class 84-02's history

by 2nd Lt. Christopher Norwood
member, UPT Class 84-02

Once upon a time, a band of young men and women gathered in a desolate area of the country to study the magical art of aerology. They were brought to the wastelands of Texas by the grand wizards of aerology to perpetuate the art of flying. The band of young men and women were designated Class 84-02 by the wizards . . . and they were special. The historians record that 84-02's arrival sparked strange and wondrous happenings. The air celebrated 84-02's arrival with unheard of snowfalls. The wizards of the wasteland showered 84-02 with green bags, shiny wizard hats and ancient books of learning. Life was good.

Class 84-02 spent many weeks studying the mysteries of aerology. Numerous parties were given in joyous celebration of their expanding knowledge.

Finally the day came when the wizard Kenagy deemed the young aerologists worthy of vaulting into the skies on the backs of the fabled 6,000 pound wizard's whistle, the T-37 "Tweet." Before the wizards would allow the young aerologists to actually fly the Tweets, they had to prove their worthiness by memorizing and reciting the magical E.P.s. These powerful incantations have been handed down from generation to generation to generation of Tweet flyers for as long as even the oldest wizard can

remember. The E.P.s protected Tweet flyers from harm when their loyal (but old) steeds malfunctioned.

When the members of 84-02 leapt into the skies above the wastelands with their instructor wizards they were excited . . . and they were sick. It is recorded that many white bags were filled to overflowing in the days of flying that followed. The instructor wizards, in their infinite wisdom, carried a copious supply of white bags for their young charges and frequently used 100 percent oxygen until their pupils learned self control.

The new aerologists had much to learn before they would be trusted to fly alone. Their vocabulary expanded as they learned about "fuzzy" and "fizzle," the "bud" and the "poppet," "colt," "peak" and "pogo." They learned to communicate with one another through the air and they were taught humiliation with a single word—"disregard." More important than all the rest, they learned how to pray as they repeatedly hurled their bodies at the ground.

When they had learned enough to be dangerous, the young fliers were sent into the skies to test their mettle. Miraculously all the members of 84-02 survived. Even more miraculously, they lived through the tree and water tank ceremony that followed every initial solo flight.

Time passed and the members of 84-02 who successfully met the challenges and mastered their gradebooks moved on to the white rocket (T-38 "Talon"). The young aerologists were forced to learn new E.P.s to protect

them and a new vocabulary with which to communicate. Fizzle and fuzzy were placed by "reload," "base hit," the "hub," "Spur," "Moore" and "ruby homeplate." No longer were the young fliers colts. Now they were dudes, bugles, torts, cubas and chums. But one word and its effect on 84-02 remained unchanged . . . disregard.

The hearty band of aerologists experienced many setbacks as they struggled to master the intricacies of their gradebooks.

It is recorded that many failed to pass their first test of flying skill in the white rocket and that some members were unable to meet the challenge. But it is also recorded that those who succeeded were rewarded with formation. Life was very good.

Now 84-02 is graduating. The surviving members have earned their wizard wings by avoiding the clerical pitfalls of their gradebooks and mastering the art of aerology.

Undergraduate pilot training is a strenuous year long program designed to mold highly qualified young men and women into Air Force pilots. Some of those who qualified for UPT were unable to cope with the rigorous training. Those who survived have grown close and become good friends. We've flown together, studied together and shared each others' setbacks. None of us are likely to forget our year at Reese. We can be proud of what we've accomplished as a class and of what we are . . . Air Force officers and pilots.



And the new pilots are . . .



Capt. Patton Causey
RF-4



Capt. Wayne Anderson
C-141



Capt. Gregory Fees
F-15



Capt. Michael Hendricks
C-141



Capt. Martin Potash Jr.
C-141



1st Lt. Patrick Duffy
F-15



2nd Lt. Nicholas Almond
C-19



2nd Lt. Brian Bacon
A-10



2nd Lt. Brian Becker
KC-135



2nd Lt. Todd Boyle
T-33



2nd Lt. W.R. Bragagnolo
KC-135



2nd Lt. Barry Brannon
T-38



2nd Lt. Harvey Breuer
T-37



2nd Lt. Gary Cantara
A-10



2nd Lt. Todd Cargill
T-37



2nd Lt. Chris Chukwu
Alpha Jet



2nd Lt. Keith Clifton
T-38



2nd Lt. David Coffman
F-16



2nd Lt. Kenneth Cotter
F-15



2nd Lt. Charles Derriso
T-39



2nd Lt. Glenn Derting
WC-135



2nd Lt. George Dillion
T-39



2nd Lt. David Dunton
T-37



2nd Lt. Philippe Elmers
KC-135



2nd Lt. Gilbert Gehle
C-141



2nd Lt. Timothy Grant
F-4



2nd Lt. David Guanell
OA-37



2nd Lt. Greg Hillbrand
KC-135Q



2nd Lt. Steven Jensen
KC-135



2nd Lt. Gary Kinzie
B-52



2nd Lt. Colin Lovett
B-52



2nd Lt. Michael Maier
T-38



2nd Lt. John McCarthy
EC-130



2nd Lt. Don McCrary
C-141



2nd Lt. Dean McDavid
A-7



2nd Lt. W.A. McHenry
C-141



2nd Lt. David Miller
F-16



2nd Lt. Peter Mullaney
O-2



2nd Lt. Chris Norwood
T-38



2nd Lt. Dan Phillips
C-141

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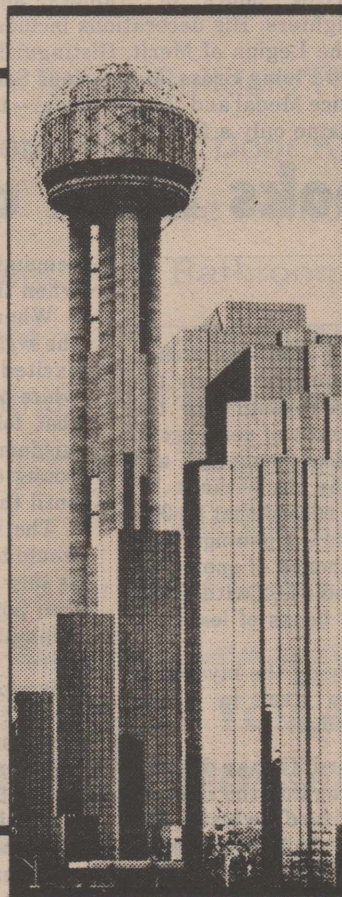


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New pilots



2nd Lt. Richard Quinlan
KC-135



2nd Lt. David Solomon
T-37



2nd Lt. Rebecca Strehle
KC-135



2nd Lt. Michael Updike
T-37



2nd Lt. Don Westlake
F-4



2nd Lt. Paul Whitney
T-38



2nd Lt. Thomas Raymer
KC-135



2nd Lt. Michael Stone
F-16



2nd Lt. M.L. Templeton
C-141



2nd Lt. Clark Walker
OA-37



2nd Lt. M.G. Wilson
B-52



2nd Lt. W.G. Wilson Jr.
KC-135



HIGH FLIGHT

By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered
wings;
Sunward I've climbed, and joined the tum-
bling mirth
Of sun-split clouds—and done a hundred
things
You have not dreamed of—wheeled and
soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with
easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of
God.



UPT Class 84-02's instructors

Section I

D Flight

Capt. Doug Hulsey, flight commander
Capt. Terry McCarthy, assistant flight commander
Capt. Steve Burke, assistant flight commander
Capt. Bruce Kuelz, assistant flight commander
1st Lt. Steve Weber, assistant flight commander
1st Lt. Gary Woltering, assistant flight commander

Instructor pilots

Capt. Bill Sever
Capt. Don Derosa
1st Lt. Charlie Adams
1st Lt. Steve Baker
1st Lt. Don Bingham
1st Lt. Debbie LaFrombois
1st Lt. Dan Leonard
1st Lt. Steven Troyer
1st Lt. Bill Schlecht
1st Lt. David Stoner
2nd Lt. Tim Popiel

A Flight

Capt. Lonnie Carpenter, flight commander
Capt. Bill Heinen, flight commander
Capt. Keith Davis, assistant flight commander
Capt. Dave Groves, assistant flight commander

Instructor pilots

Capt. Paul Smith
1st Lt. Tom Alserle

1st Lt. Charles Bassett

1st Lt. Paul Lafreniere
1st Lt. Dave Jones
1st Lt. Jim Clees
1st Lt. Larry Hills
1st Lt. Kevin Collins
2nd Lt. Russell Catanach
2nd Lt. Dominique Eanniello
2nd Lt. Craig Anderson

Section II

H Flight

Capt. Jerry Timm, flight commander
Capt. Steve Barnes, assistant flight commander
Capt. Terry McCarthy, assistant flight commander
Capt. Craig Scott, assistant flight commander
Capt. Wally Zare, assistant flight commander

Instructor pilots

Capt. Garth Anderson
Capt. Gerry Wegand
1st Lt. Eva Brock
1st Lt. C.D. Moore
1st Lt. Dale Ende

1st Lt. Dion Thorpe

1st Lt. Steve Gregg
1st Lt. Lou Durkac
1st Lt. Steve Burch
1st Lt. Gene Mitchell
2nd Lt. Bob Downey

E Flight

Maj. Gerald Boeshe, flight commander
Maj. Edward Poor, flight commander
Capt. Frank Meyer, assistant flight commander
Capt. Robert Faber, assistant flight commander

Instructor pilots

1st Lt. Donald Sadlowski
1st Lt. Joseph Walters
1st Lt. Brian O'Byrne
1st Lt. Charles Foster
1st Lt. Chris LeCraw
1st Lt. Kenneth Stapleton
1st Lt. Michael Reagan
1st Lt. Jonathan Martin
1st Lt. Charles Van Dine
1st Lt. Michael Stansbury
1st Lt. Michael Price

DOUBLE YOUR MONEY BACK IF IT'S NOT \$83⁰⁰ OVER FACTORY INVOICE

This is our way of thanking you,
Lubbock, for our best year ever!
SALE NOW IN EFFECT: Thru Dec. 23rd!

Gene Messer FORD

Dear Customers,

I would like to take this opportunity to thank everyone for making 1983 our best year ever. At this time, we lack selling 167 new units to reach our annual sales goal of 1800 new retail units. So to meet this goal, we've decided to throw the profits out the window this month and concentrate on selling at least 167 new units between now and December 31st. By having this great sale, we both profit. Gene Messer Ford profits by reducing our year-end inventory tax. Most importantly, you profit by purchasing a brand new car or truck for just \$83.00 over invoice.

You're probably wondering how this double your money back deal works. Well, there are no gimmicks and that's my personal promise to you. There are no addendum price stickers, no service charges, no delivery fees, no sales commissions or any other additions made to the invoice. All you pay is \$83.00 over the Ford Motor Company invoice, plus any accessories already on the car, or that you elect to buy at your discretion. If any one of my salespersons sell you a new car or truck for more than \$83.00 over factory invoice, you'll get double your money back. If there is a trade-in, you will be told exactly what the curb value of your car or truck is, and your mother, brother, neighbor, or anyone you select may buy your car back from us at its appraised price. In addition, we insist that each purchaser gets to see the Ford Motor Co. invoice when purchasing their car. Folks, there are no gimmicks. I personally guarantee there's not one ounce of "hokey-pokey" or "bologna" connected with this sale. Come on out early while the selection is good. Over 300 new cars and trucks are in stock.

Sincerely,

Gene Messer
Gene Messer

W. 19th at Loop 289 793-2727

Model	Stock #	Suggested Retail	Factory Invoice	Dealer Mark-Up	Your Cost
ESCORT	160766	\$6,677	\$5,775.67	\$83.00	\$5,858.67
TEMPO	111217	\$8,426	\$7,198.50	\$83.00	\$7,281.50
LTD	131600	\$10,391	\$8,784.67	\$83.00	\$8,867.67
RANGER	66319	\$7,744	\$6,146.14	\$83.00	\$6,229.14
F-150	19650	\$8,774	\$6,963.71	\$83.00	\$7,046.71
F-150	94560	\$9,886.62	\$7,846.53	\$83.00	\$7,929.53

Gene Messer



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& RV'S

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50% to 75%

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Many sizes up to 5 ct.
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Small, Quality Diamonds: \$4 per pt.

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DEALERS WELCOME

Ladies from our staff will be present to assist you.

INSPECTION BY YOUR PROFESSIONAL JEWELER WELCOME

JEWELRY EXAMPLES

Description	Size	Retail Appraisal	Dealers Wholesale Cost	Your Cost
Ladies Platinum Ballerina Swirl with 2 ct. Oval and 48 Tapered Bagett Diamonds	6 Ct. T.W.	\$30,250	\$15,125	\$14,500
Ladies 21 Diamond Yellow Gold Diamond and Emerald Dinner Ring	2.57 Ct. T.W.	\$5,000	\$2,500	\$2,395
Mens 10 Diamond Yellow Gold Cluster Ring	1 Ct. T.W.	\$2,800	\$1,400	\$1,300
Ladies Yellow Gold 31 Diamond Disco Ring		\$1,500	\$750	\$700
Ladies 25 Diamond Yellow Gold Dinner Ring		\$1,000	\$500	\$475
Mens Yellow Gold 22 Diamond Cluster Ring	2 Ct. T.W.	\$3,400	\$1,700	\$1,600
Mens Yellow Gold 3.60 oz. I.D. Bracelet	3.60 Ounce	\$3,600	\$1,900	\$1,800
Ladies 56 Diamond White Gold Wrist Watch	56 Diamonds	\$7,000	\$3,500	\$2,500
Ladies 55 Diamond and Rubies Dinner Ring	7.35 Ct. T.W.	\$7,500	\$3,750	\$3,500
Ladies 16 Diamond Yellow Gold Free Form Dinner Ring	16 Diamonds	\$1,100	\$550	\$525
Ladies 3 Diamond Yellow Gold Free Form Dinner Ring	.75 Ct. W.T.	\$1,800	\$900	\$850

LADIES DIAMOND DROPS

Round Brilliant VVS1 Clarity, K-L color	1.82 Ct.	\$23,500	\$11,750	\$10,900
Round Brilliant 1 Clarity G Color	.82 Ct.	\$3,200	\$1,600	\$1,250
Round Brilliant	.35 Ct.	\$900	\$450	\$425
Round Brilliant	.28 Ct.	\$725	\$360	\$300
Round Brilliant	.15 Ct.	\$350	\$175	\$150
Round Brilliant	.55 Ct.	\$850	\$425	\$400
Golden Round Brilliant	1 Ct.	\$3000	\$1500	\$1,450

JEWELRY EXAMPLES LOOSE DIAMONDS

Description	Size	Retail Appraisal	Dealers Wholesale Cost	Your Cost
Round Brilliant, VVS ² Clarity, IJ Color	2.30 Ct.	\$22,000	\$11,000	\$9,000
Round Brilliant, VVS ² Clarity, L Color	2.02 Ct.	\$18,000	\$9,000	\$7,500
Round Brilliant VS ² -SI ¹ Clarity, K Color	2.44 Ct.	\$26,500	\$13,250	\$12,000

DIAMOND EAR STUDS

.50 Ct.	\$1,100	\$550	\$450
.30 Ct.	\$600	\$300	\$275
.20 Ct.	\$500	\$250	\$225
.12 Ct.	\$275	\$185	\$135
.8 Ct.	\$140	\$70	\$50
.90 Ct.	\$3,200	\$1,700	\$1,600
.80 Ct.	\$2,800	\$1,500	\$1,400
.54 Ct.	\$1,150	\$600	\$575
.40 Ct.	\$700	\$375	\$350

WEDDING SETS LARGE SELECTION

Yellow Gold & White Gold Diamond Wedding Sets	\$3,000	\$1,500	\$750
Cultured Pearl Necklaces	\$1,000	\$600	\$450



PLENTY OF FREE PARKING

Autovon abuse hurts mission

Courtesy of the 1958th Communications Squadron

It was a dark and stormy night as I pulled duty with my friend Tom. I was busy reading a novel and Tom was busily dialing "8" on the phone, trying to get an autovon line.

I was suddenly pulled from my romantic imagination by a screaming "This is colonel Snrlz. I want Swampy Airplane Patch on Cosmic, Intergalactic Override."

I crammed my novel in the desk drawer, thinking we'd been caught, but there was only Tom, smiling as he heard

the ringing at the other end of the line, "Hi, Bobby, old buddy," he said. "This is Tom and I thought I'd give you a call and wish you Happy Birthday...I would also like to remind you about the \$20 you owe...well, I'll be. The operator pre-empted my call."

He immediately began looking through his telephone directory for the next higher precedence.

Although this is a fictional account, we can all relate to Tom's frustration and most of us can recall when we, or someone in our duty section

"upgraded" the autovon precedence for convenience.

Autovon abuse is a very serious matter, whether it is used for personal calls for simply over-rating your precedence.

Tom was lucky that the operator only pre-empted him from his personal call. The Air Force can charge people caught using autovon for personal or commercial use. Not only would the individual have to pay the bill, he or she could also face punitive action under the Uniform Code of Military Justice.

Almost as serious is the use of "priority" for a "routine" call, or "immediate" for a lesser precedent conversation. Priorities are spelled out in your phone directory. Use of too high a precedence can also lead to disciplinary action. We all need to practice more self-discipline in the use of autovon. It is an expensive medium and comparatively few circuits are asked to handle a lot of traffic. When we abuse the system, we deny its accessibility to people who really need it, and can seriously jeopardize the Air Force mission.

EOC scores outstanding

The top end of course results for November are in and A1C Jeffrey Ford headed the list with a 96 percent score.

Other scores exceeding the 90 percent mark belonged to Amn. Anthony James with a 91, A1C Mary Larkin with a 94, Amn. Dennis Burton with a 91, SSgt. Daniel Nuffer with a 91, A1C Bobbie Mims with a 92, and Amn. Matthew Pecoraro with a 93 percent.

Their achievement is significant because only one in five tested will score above 90 percent according to testing statistics.



(U.S. Air Force Photo by SMSgt. Pete Pike)

Safety first

SSgt. Debra Damien with the 1958th Communications Squadron, supports the 1958th's ongoing "use your seatbelt" drive. The communications unit is so safety conscious that squadron commander Capt. Jon A. Gardner and 1958th branch chiefs will provide steak dinners to any 1958th member catching them not buckled up. The dinner will be awarded whether the offender was in a private or government vehicle.

Lubbock's Distinctive Gourmet Shop

...and Gift Headquarters

Exciting cookware and gifts from all over the world to please everyone on your list... from the gourmet to the short order cook. We have everything with which to cook.



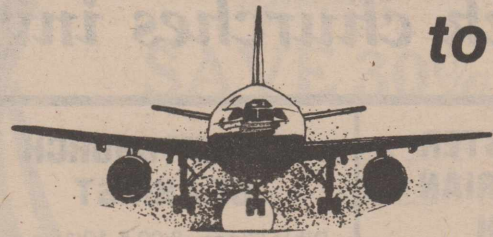
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★ Great Maintenance	French Quarter 4520 66th 799-4480	★ Swimming Pools
★ Different Floor Plans & Color Schemes	Plantation II 5204 50th 797-8612	★ 1 or 2 Bedrooms
★ Concerned Management	South Park 3001 S. Loop 289 745-5484	

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Bonnie's Place
Bouquet of Ballons
10-7 Mon.-Sat.
West 19th
1 1/2 Miles W. of Loop In Carlisle
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APARTMENTS
From \$240

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BEDROOM
APARTMENTS
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"where goodness comes to life"



**Recommendations for Nominees
are being accepted now by the
REESE FEDERAL CREDIT UNION.**

The Reese Federal Credit Union will accept recommendations for the Board of Directors through December 23, 1983. Anyone interested in this position should submit a statement of qualification.

Biographical data should include the member's name, employer, current position title, length of membership in Reese Federal Credit Union, a fifty-word-or-less statement of qualifications for the office desired, and a statement of willingness to perform the required duties.

Recommendations should be directed to the Nomination Committee, in care of the Supervisory Committee, P.O. Box 333, Reese AFB, TX 79489.



Lubbock churches invite Reese personnel to attend church

<p>WESTMINSTER PRESBYTERIAN CHURCH</p> <p>33rd & Indiana 799-3621</p> <p>Church School 9:30 Worship 10:45 Youth Fellowship 6:30 Evening Worship 2nd & 4th Sunday 7:30 PASTOR— SAM LAINE</p>	<p>SUNSET CHURCH OF CHRIST</p> <p>Bible Class 8:00 & 10:15 a.m. Worship 9:15 a.m. Sunday Evening Worship 5:00 p.m. Wednesday Bible Classes 7:30 p.m.</p> <p>3723 34th Street 792-5191</p>		<p>Temple Baptist Church</p> <p>Welcomes Reese Personnel to the Area</p> <p>Sunday School — 9:45 am Preaching Service — 10:50 am Sunday Evening — 6:00 pm Wednesday Service — 7:30 pm</p> <p><i>There is a Difference...Come and See</i></p> <p>Rylan Millet — Pastor</p> <p>795-5245 5413 38th</p> <p>Just West of Security Park Shopping Center at 38th & Brownfield Hwy.</p>	
<p>UNIVERSITY AVENUE CHURCH OF GOD</p> <p>University Avenue at 26th</p> <p>PENTECOSTAL SERVICES Joyful, Spirit Filled Singing and Preaching</p> <p>SUNDAY WORSHIP SERVICES 10:45 a.m. • 6:30 p.m.</p> <p>BIBLE CLASSES • 9:45 a.m. Sunday 744-9423</p> <p>ROY LOVE, Pastor</p>	<p>SOUTHCREST BAPTIST CHURCH</p> <p><i>Touching lives because we care.</i></p> <p>Sunday Bible Study 9:30 a.m. Worship Service 10:50 a.m. Evening Service 6:30 p.m. Wednesday Evening 7:00 p.m.</p> <p>REV. DON CASS, Pastor 4810 Ave. P 744-4523</p>		<p>BACON HEIGHTS BAPTIST CHURCH</p> <p>Sunday School 8:30, 9:45, 11:00 a.m. Worship 9:45, 11:00 a.m., 6:15 p.m. Church Training 5:00 p.m.</p> <p>Weekday Pre-School Mon. - Fri. 9:00-11:30 a.m. Mother's Day Out Tues. & Thurs. 9:00 a.m. - 2:30 p.m. Wednesday Evening 7:00 p.m.</p> <p>H.F. SCOTT, Pastor 5039 53rd St. (53rd and Slide) 795-5261</p>	
<p>FIRST FOURSQUARE GOSPEL CHURCH</p> <p>Sunday School 9:30 Morning Worship 10:50 Evening Service 6:00</p> <p>Pastor: PHIL DEMETRO C.E. Dir: Karen Douglas Youth & Evangelism: Steve Smart</p> <p>3115 2nd St. 762-8481</p>	<p>QUAKER AVENUE CHURCH OF CHRIST</p> <p>1701 Quaker Ave., 792-0652</p> <p>Sunday Worship Service 10:30 a.m. & 6:00 p.m. Family Bible Study Hour Wednesday 7:30 p.m.</p> <p>School of Ministry conducted week nights</p> <p>ELLMORE JOHNSON Evangelist</p>		<p>trinity church</p> <p>INTERDENOMINATIONAL . . . WE are ONE in the Bond of Love</p> <p>Sunday Worship Services 9:00 a.m., 10:45 a.m., 6:00 p.m. Sunday Bible Classes 9:00 a.m. and 10:45 a.m. Wednesday Family Night Services 7:15 p.m.</p> <p>TRINITY CHRISTIAN SCHOOLS (A Private Christian School) Loop 289 & So. Canton 792-3363</p>	
<p>LAKERIDGE</p> <p>UNITED METHODIST CHURCH</p> <p>4701 - 82nd Street Lubbock, Texas 79424 (806) 794-4015</p> <p>BILL COUCH, Pastor Worship 8:30 & 10:50 a.m. Sunday School 9:30 a.m.</p>	<p>HIGHLAND BAPTIST CHURCH</p> <p>4316 34th St. 795-6453</p> <p>Sunday School 9:30 a.m. Class for Reese Personnel Morning Worship 10:45 a.m. Evening Service 6:30 p.m.</p> <p>RICHARD WATERS, Pastor</p>	<p>VANDELIA CHURCH OF CHRIST</p> <p>Sunday Services 8:30 & 10:30 a.m., 5:00 p.m. Sunday School 9:30 a.m.</p> <p>DALE ANDREWS Pulpit Minister Gregory Boy Camp Minister of Youth & Family Kennon Rider Minister of Education</p> <p>2002 60th at Ave. T 747-8439</p>	<p>BEREAN BAPTIST CHURCH</p> <p>Sunday School 9:45 a.m. Morning Worship 10:50 a.m. Evening Worship 7:00 p.m. Wednesday Prayer Service 7:30 p.m.</p> <p>I.W. GREER, Pastor 60th & Hartford 799-8141 - Church Bus Service Available Presenting Christ as the Answer</p>	<p>CHRISTIAN LIFE ASSEMBLY OF GOD</p> <p>Sunday School 9:30 a.m. Worship 10:30 a.m. Evangelistic 6:00 p.m.</p> <p>Mid-Week Family Night 7:30 p.m.</p> <p>Pastors, David & Beverly McCune Youth Pastor, Ed Ainsworth</p> <p>5917 66th 794-6655</p>
<p>PILGRIM BAPTIST CHURCH</p> <p>Extends to You a Welcome</p> <p>Sunday School 9:45 a.m. Morning Worship 11:00 a.m. Church Training 6:00 p.m. Evening Worship 7:00 p.m.</p> <p>Mid-Week Service Wednesday 7:30 p.m.</p> <p>Leon Anderson, Pastor 6119 19th St.</p>	<p>FAITH ASSEMBLY OF GOD CHURCH</p> <p>5426 50th</p> <p>Sunday School 9:45 a.m. Morning Worship 10:40 a.m. Evening Evangelistic Services 6:30 p.m. Wednesday Bible Study 7:30 p.m.</p> <p>CURTIS NEWTON-Pastor 792-1163 - Rides Available A PENTECOSTAL FELLOWSHIP</p>	<p>BROADVIEW BAPTIST CHURCH</p> <p>1402 North Frankford 797-3038 797-1745</p> <p>BILL HATLER, Pastor</p> <p><i>Come As You Are</i> <i>God Will Have You No Other Way</i></p> <p>Sunday School 9:45 Morning Worship 11:00 Church Training 5:00 Evening Worship 6:00 Wed. Prayer Meeting 7:00</p> <p>WE CARE</p>	<p>Abundant Life Assembly <i>The Church Where Love Is</i></p> <p>SUNDAY Bible School 9:45 am Morning Worship 10:35 am Evening Praise 6:00 pm</p> <p>WEDNESDAY Family Night 7:30 pm</p> <p>Billy Gibson - Pastor W. 34th & Loop 289 793-9669</p>	<p>Flint Ave. Baptist Church</p> <p>"The Church That Cares"</p> <p>Sunday School — 9:45 Morning Worship — 11:00 Training Union — 6:00 Evening Worship — 7:00</p> <p>Dean Thomas - Pastor 765-5444 - 763-9169 900 N. Flint One Block Off (The Littlefield) Clovis Hwy</p>

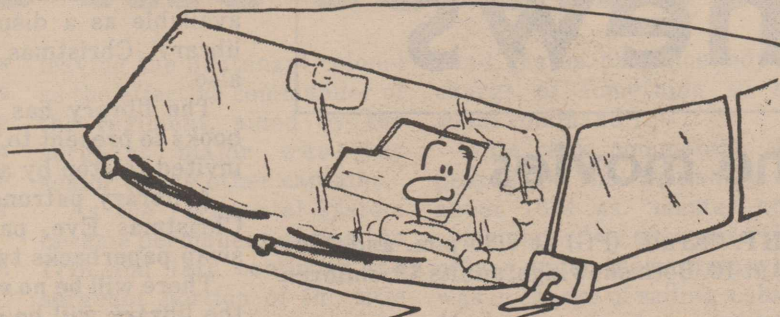
Scrape it clean

Peephole driving is one of the most dangerous of all "winter sports." It is not a technique of defensive driving.

Drivers who do no more than turn on their windshield wipers to make small holes to peep through after a snowfall are asking for trouble.

In icy weather these same drivers will scrape clear only small areas on the windshield and try to navigate before the defroster clears the windshield adequately.

A driver is only asking for trouble if he doesn't clear the side and rear windows for clear vision. A good driver knows that he must



be able to see in all directions. You'll never find an expert driver in a snow covered vehicle practicing peephole driving.

Throughout the winter, make a habit of removing ALL snow and ice from all windows—and from as much of the rest of the car as

possible. Snow, packed on the hood, can blow back against the windshield. Snow on your car's roof can blow off and blind another driver. Don't take the risk. The few minutes you spend clearing your vehicle could save your life. Why gamble?

Sports

Lubbock YABA tournament ends

The final standings are in in the Young American Bowling Association's tournament held at Lubbock Bowl over the past couple of weekends.

In the team event, the strikers—Michael McKelvy, Patricia Pike, Shanna Prince, Michael Kane and John Montgomery—took second place in the Class C division.

The Lucky Makeups, composed of Mark and Cindy Cissell and other Lubbock children, took second place in the Class B team event.

In doubles, Kane and Tommy Blair won first place in Class B and McKelvy and Montgomery paired up to place third.

In Class C doubles Pike and Jeff Sharpe placed third.

In the all events category Montgomery took third place for the Class C division.

The high game scratch honor went to Blair in Class C

for his 195 game.

Reese YABA bowlers can look forward to a Parent-Child bowling match and an I Beat My Coach competition later this season.

The bowling season for the children will end in April and

at that time the Reese Booster Club plans to present the children with patches for special designations like high game and high series.

For more information on youth bowling at Reese contact John Clark at 885-3534.

Roundball standings

As of Wednesday OMS was leading the Reese intramural basketball season with an 8-0 record. The Reese season marked its halfway point Tuesday night.

Other I-M basketball standings shape up like this:

OMS	8-0
Supply	8-1
CES	6-3
STUS	6-3
54th	5-4
ABG	4-5

35th	3-6
FMS	2-7
Hospital	2-7
Communications	1-8

A reminder, even after the 9th Annual Christmas Classic has ended Saturday evening the Reese basketball courts will not be reopened until Jan. 7, 1984. The long down time will allow contractors to completely resurface the basketball courts.



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Studio, 2 bd., 2 bath, 1100 sq. ft.
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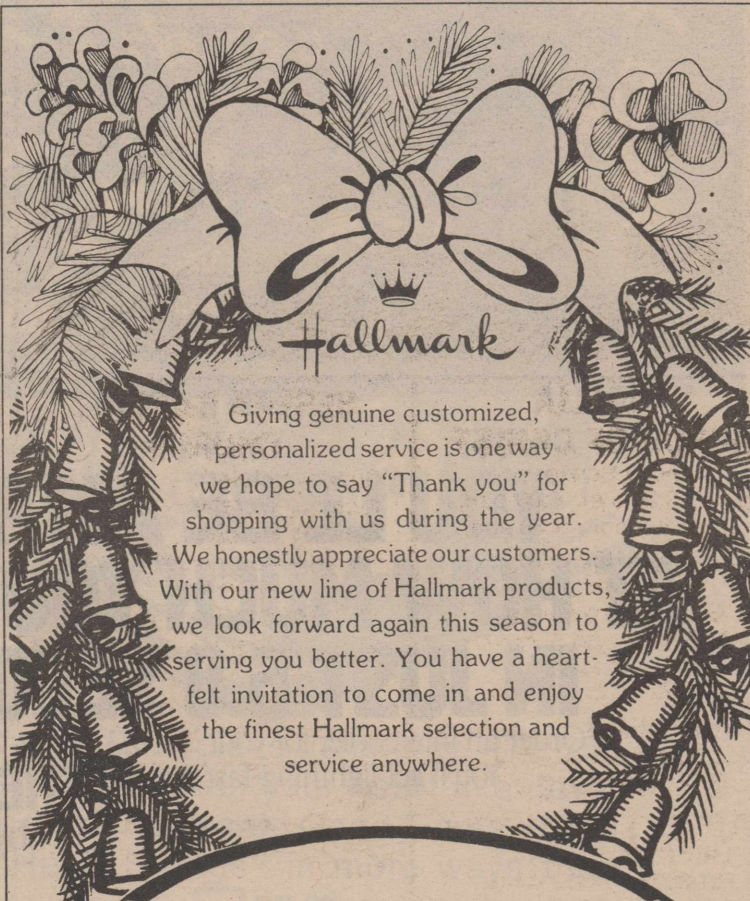
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Family news

Chapel

DAILY: Mass at 11:30 a.m.
TODAY: Friday School at 10 a.m. PYOC Bible study at 6 p.m.
SATURDAY: Mass at 5:30 p.m.
SUNDAY: Mass at 9:45 a.m. and 12:15 p.m. Adult Bible School at 9:45 a.m. Protestant church services at 11 a.m. Gospel services at 1:30 p.m. Country Church begins at 6 p.m.

A SPECIAL NOTE: The Women of the Chapel will host the home-baked "Cookie Capers." The WOC will accept all homemade cookie donations Sunday morning. The cookies will then be delivered to the Reese dorms and any duty section that is manned 24-hours a day. For more on the capers contact Madeline DeRego at 885-2624.

MONDAY: At 7 a.m. the chapel serves a continental breakfast and sponsors a Bible study session for any and all single individuals.

TUESDAY: The WOC luncheon begins at 11:30 a.m. Protestant choir practice at 7 p.m. Also at 7, Gospel Bible study. At 8, Catholic choir practice.

WEDNESDAY: Advent Penitential services at 7 p.m. Bible study at 7, too.

THURSDAY: Children's choir practice at 4:30 p.m. Gospel choir practice at 7 p.m.

FOOD BASKETS: Christmas is less than two weeks away and the deadline for giving to the chapel's food basket roundup this year will end Wednesday. Donations of food can be left at any collection area.

One chapel representative indicated that Reese responded well for to the Thanksgiving program, but seem to have slowed in their enthusiasm for the program. Remember, the donation deadline is Wednesday.

HOLIDAYS AHEAD: The Catholic Christmas and New Year's schedule is: Dec. 24, at 11 p.m. Christmas carols followed by a midnight Mass. Christmas Day Mass at 9:45 a.m. and 12:15 p.m. Mass for the New Year at 5:30 p.m. Dec. 31. New Year's Day Mass at 9:45 a.m. and 12:15 p.m.

The Protestant Christmas Eve Candlelight service will be at 7 p.m. Dec. 24. Christmas Day, Protestants will observe the normal Sunday worship services, but there will be no Country Church.

Information regarding Jewish services is available by calling Ext. (885-) 3237.

At the movies

TONIGHT: "Krull" (PG) at 7:30 p.m. and "Joy Sticks" (R) at 10. Both showings; adults \$2, children \$1.

SATURDAY: "Hercules" (PG) at 2 and 7:30 p.m. Tickets \$2 for adults; \$1 for children.

SUNDAY: "Under Fire" (R) at 7:30 p.m. Tickets \$2 for adults, \$1 for children.

THURSDAY: Closed until Jan. 5, 1984 for the holiday season.

JAN. 5: "Romantic Comedy" (PG) at 7:30 p.m. Tickets \$2 for adults' \$1 for children.

JAN. 6: "Cujo" (R) at 7:30 p.m. Tickets \$2 for adults; \$1 for children. At 10 see "Nightmare" (R); tickets also \$2 and \$1.

Arts & crafts

TODAY: Stable workshop for small nativity scene; 6-9 p.m. Cost is \$7.

SATURDAY: A Christmas Bazaar, 10 a.m. to 5 p.m. at the center. Table rental \$10 per person. Hand-crafted items only may be sold. For more on the weekend bazaar contact the Arts and Crafts Center at 885-3141 or Ext. 3241.

SUNDAY: Macrame wreath workshop; 1-3 p.m. Cost is \$5.

WEDNESDAY: Basic stain class; 9:30-11:30 a.m. Cost is \$5. Students should bring a small bisque item to work on.

THROUGH DECEMBER: All discontinued glazes will remain on sale at 20 percent off.

FIND OUT: Anyone interested in participating in any of the center's classes, workshops or just using the center is encouraged to contact the center at Ext. (885-) 3241.

Miscellaneous

FAMILY SERVICES: The Family Services Center will be closed Sunday through Dec. 30, to allow volunteer workers to be with their families. Anyone anticipating the need for an item normally loaned by Family Services should plan accordingly. The center will not reopen until Jan. 5, 1984.

AT THE LIBRARY: Happy Holidays can be yours just by checking out any of the many good books at the library, according to the library staff.

Both adult and children Christmas books are available as a display and for check out at the library. Christmas season records are available also.

The library has prepared more than 100 new books to present to the base community and you're invited to stop by and check them out.

A library patrons Christmas—Sunday through Christmas Eve, paperback reading patrons can swap paperbacks two-for-one.

There will be no story hour until Jan. 4, 1984 and the library will be closed Christmas day, Dec. 26, New Year's Day and Jan. 2, for the holidays.

MWR HOLIDAY SCHEDULE: The following is the schedule all Reese Morale, Welfare and Recreation Division facilities will follow Monday through Jan. 2, 1984:

Child Care Center: Dec. 24, 7 a.m. to 5 p.m., Dec. 25-26, closed, and Dec. 31, 8 p.m. to 1:30 a.m.; closed Jan. 1-2.

Gym: Dec. 22-23, 9 a.m. to 5 p.m., Dec. 24-25, noon to 5 p.m., Dec. 26, 10 a.m. to 5 p.m., Dec. 27-30, 9 a.m. to 5 p.m., Dec. 31 and Jan. 1, noon to 5 p.m., and Jan. 2, 10 a.m. to 5 p.m.

Golf course: Dec. 24, 8 a.m. to 3 p.m., Dec. 25-26, closed, Dec. 31, 8 a.m. to 3 p.m. and closed Jan. 1-2.

Auto Hobby Shop: Closed Monday and Tuesday, 8 a.m. to 3 p.m. Dec. 24, closed Dec. 25-27, 8 a.m. to 3 p.m. Dec. 31, and closed Jan. 1-2.

Arts and Crafts Center: 8 a.m. to 3 p.m. Dec. 24, closed Dec. 25-27, 8 a.m. to 3 p.m. Dec. 31, and closed Jan. 1-2.

Youth Center: Dec. 24, 10 a.m. to 3 p.m., closed Dec. 25, Dec. 31, 10 a.m. to 3 p.m., and closed Jan. 1-2.

Bowling center: Dec. 24, 10 a.m. to 6 p.m., closed Dec. 25, Dec. 31, 9-2 a.m., and Jan. 1-2, 10 a.m. to 10 p.m.

Mathis Recreation Center: Dec. 24, noon to 8 p.m., Christmas Day 8 a.m. to 10 p.m., Dec. 31, 1-10 p.m., Jan. 1, noon to 8 p.m., and Jan. 2, noon to 10 p.m.

MWR Supply: Closed Dec. 24-26, 31 and Jan. 1-2.

Package Store: Dec. 24 10 a.m. to 4 p.m., closed Dec. 25-26, 10 a.m. to 7 p.m. Dec. 31, closed Jan. 1, and 11 a.m. to 3 p.m. Jan. 2.

All other days during the holiday period these facilities will be open during their normal operating hours.

Births

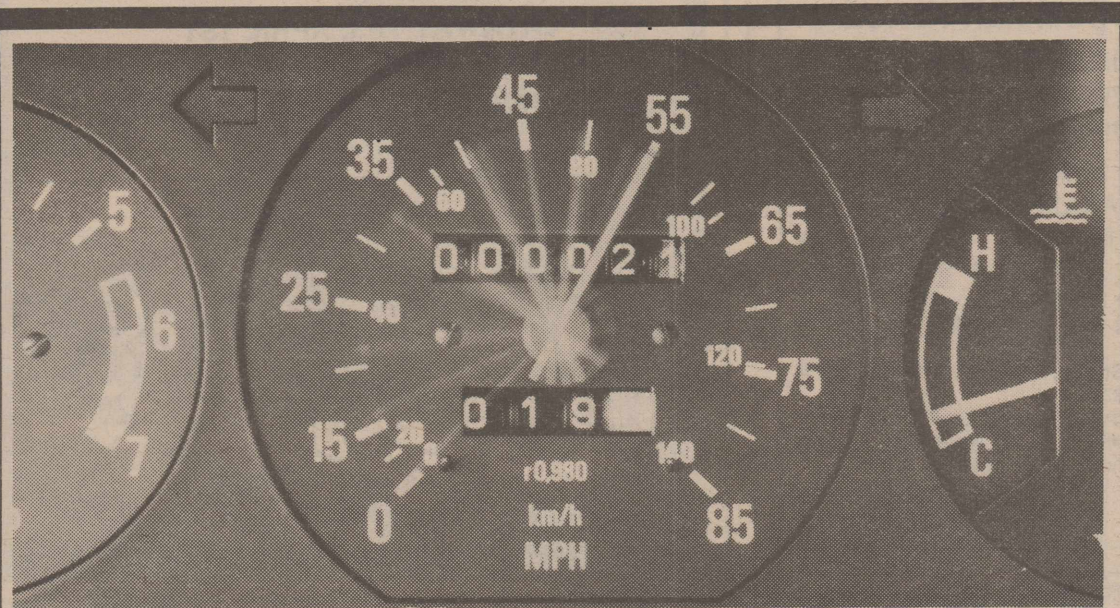
A son, Robert James, born to SSgt. Ewell and Rebecca Lynn Plyler, Nov. 23.

A daughter, Shannon Michelle, born to Alann and Cheri Boatright, Dec. 7.

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Why's the colonel called kernal

This is the third part of a five-part series on the origins and histories of military ranks. It is condensed from the booklet "Why Is The Colonel Called 'Kernal'?" by Air Force historian Ray Oliver.

Major. Major is a Latin word that means "greater." As a military rank, it started out in the 16th century or earlier as sergeant major, who was the "greater" of the sergeants. In those days, however, he was an officer, the 2nd or 3rd in command of a regiment or similar unit.

The French started forming regiments in the 17th century by copying the Spanish technique of combining several companies into a column led by a colonel. Sometimes the captains of the companies making up the regiment would choose one of themselves as colonel, another as lieutenant colonel and a third as sergeant major. Each would still be captain of his own company. In practice the colonel was often absent, looking after his own and his regiment's interests at court,

leaving the lieutenant colonel as the effective commander of the regiment, aided by the sergeant major who was senior to the other captains.

As the regimental system became permanent during the 17th and 18th centuries the sergeant portion of the title gave way, leaving just major as the regiment's staff officer.

Lieutenant Commander. The lieutenant commander rank is one instance where our Navy did not adopt something from the British navy. Shortly after 1775 a senior lieutenant who was "captain" of a smaller, 10-to-20-gun warship was called a lieutenant commanding, sometimes lieutenant commandant. In 1862, that rank became lieutenant commander. The British used the rank senior lieutenant until 1914, when they changed it to lieutenant commander.

Commander. A commander is one who give commands or has command over others. The word "command" comes from the Latin *mandare*, meaning to give into one's

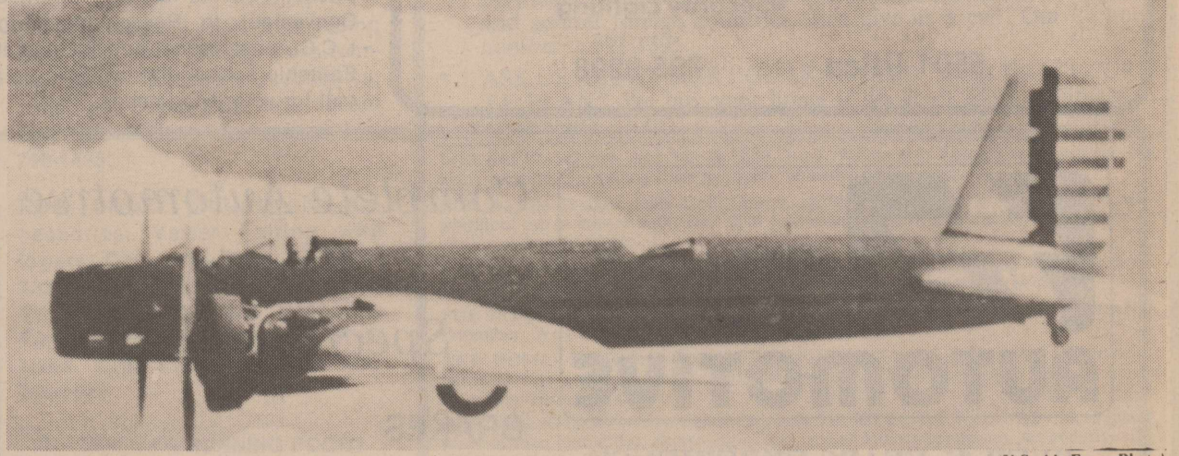
hand, that is, put somebody in charge of something so he could command it.

As a rank, commander appeared in the British navy about 1674 as "master and commander" to designate the officer under the captain who was in charge of sailing a ship. He might also be second in

command. The position had also been called sub-captain, under-captain, rector and master-commanding.

The master and commander could also command a smaller warship in which case he would be addressed as "captain." Since every warship had a captain, the British

worked out a system of three grades of captain depending on the size of ship commanded. The master and commander became the lowest of the three grades. In 1794 the British cleared up the confusion a bit by shortening the title to just commander.



(U.S. Air Force Photo)

Aviation buffs

First Lieutenant Geoff Loopinski, Sgt. Michael Keel, and Sgt. Steve Hisel are the only individuals to identify the Fokker XB-8 in the Dec. 2, ROUNDUP. If

you can identify this aircraft call Ext. (885-) 3843. Hint, it was the first all metal bomber capable of speeds as fast as the best planes of the day.

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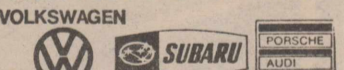
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18	Tiempo All Season	P205/75R15NWRPTL	67.90	2.39
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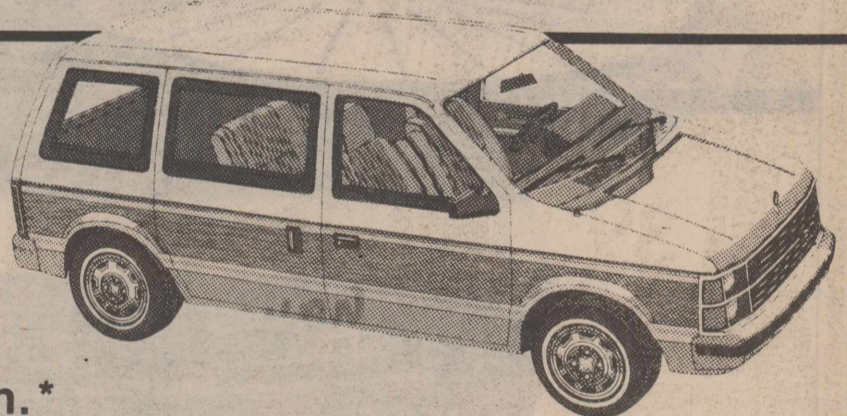
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