

the Roundup



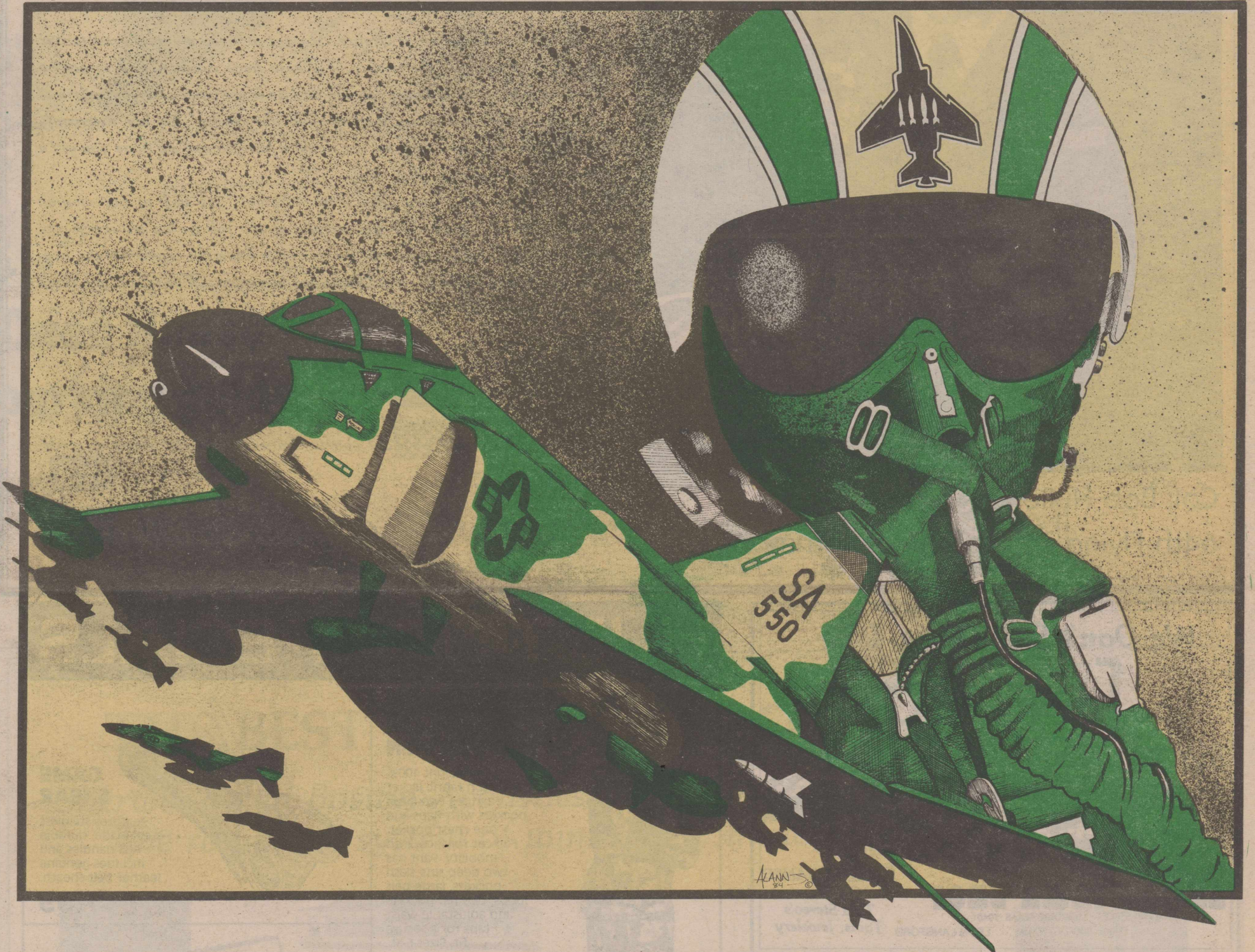
VOLUME XXXVI NUMBER 35

September 7, 1984

16 Pages

LUBBOCK, TEXAS

Welcome to Reese



Open House 1984

September 8th

9 a.m. to 4 p.m.

For a guide to parking see page 3

For an events schedule see page 4

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.



U.S. Air Force Photo

Col. Bob Hullender
64th Flying Training Wing commander

Welcome

As wing commander at Reese, I want to welcome everyone to our annual open house. The people of Reese have worked hard to put on the best possible open house for you and we hope you enjoy yourselves as you get a close look at our part of your Air Force. We are extremely proud of Reese. We think we are doing a fine job and we hope you get a sense of pride during your visit.

Those of us who wear Air Force "blue," as well as our civilian employees, understand the importance of the job we've chosen to do. We also realize how important it is for us to have the support of the people who pay the bills — the American taxpayer. That is why we think it's important for us to give you a look at what we do "inside the fence."

So while you're here, look around; ask questions; find out a little more about the Air Force than you knew before you came through the gate. I think you'll be pleased with what you see. Like I said, we're proud of Reese and we want you to share with us our sense of pride. Enjoy your visit.

Colonel Hullender

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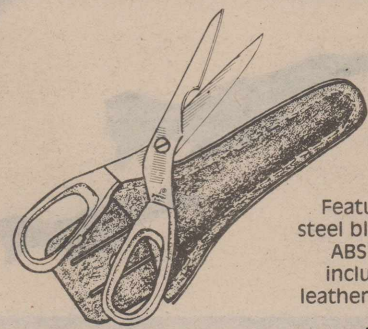
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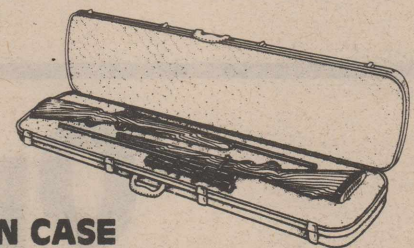
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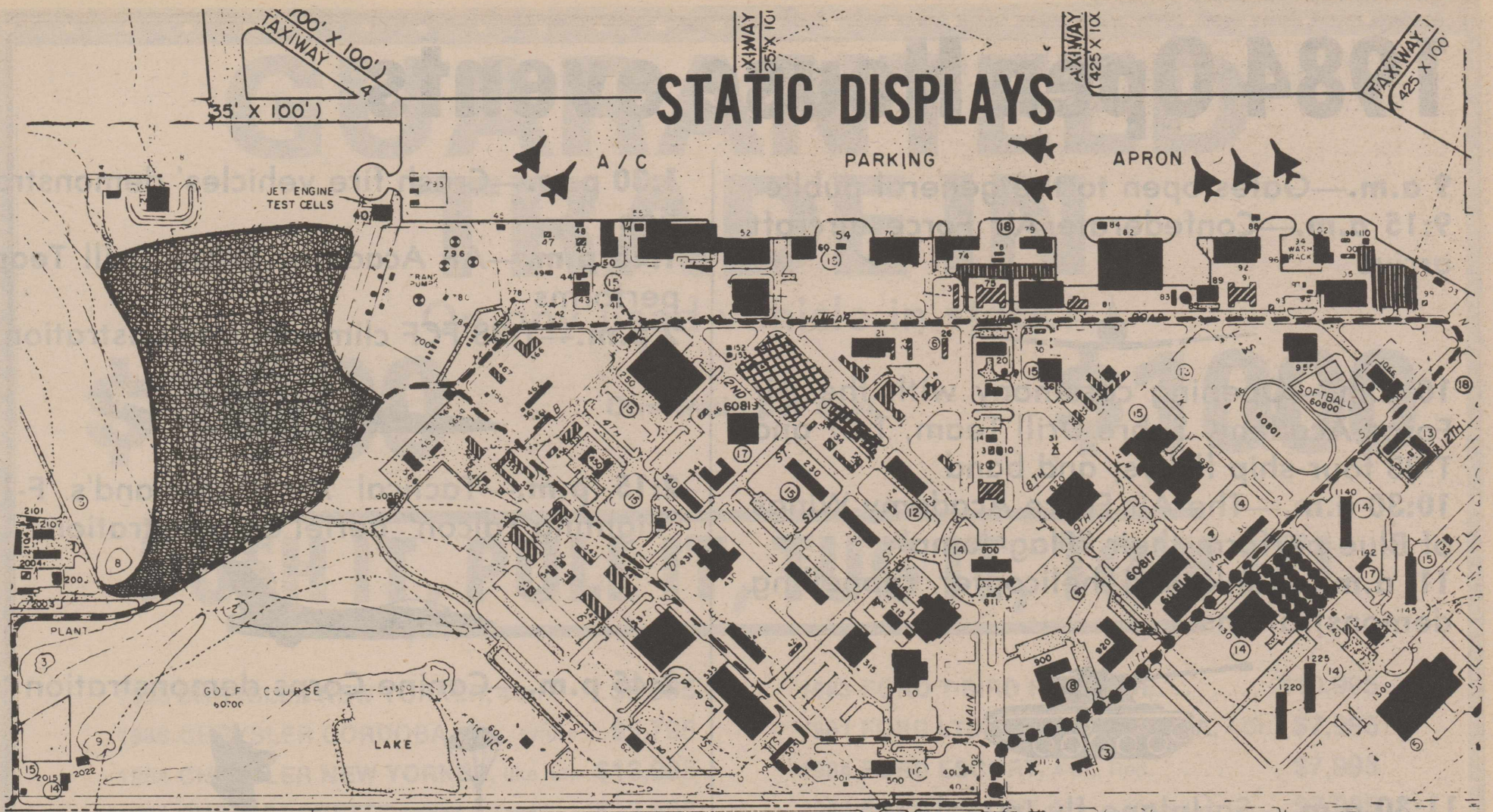
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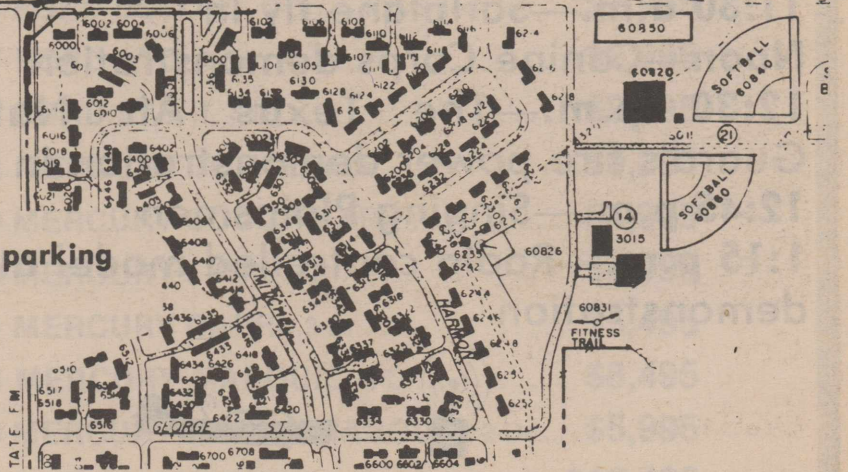
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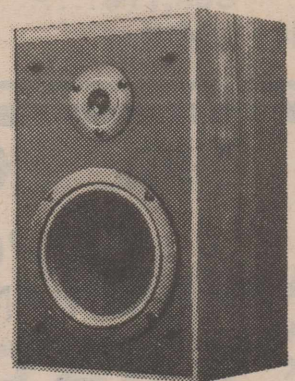
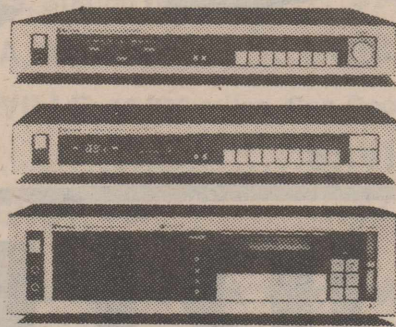
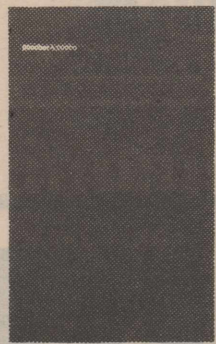
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- Public parking
- Open House workers' parking
- VIP parking
- News Media parking
- Primary traffic route
- VIP traffic route



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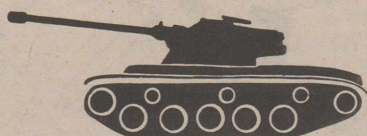
9 a.m.—Gates open to the general public
9:15 a.m.—Confederate Air Force aircraft arrive



10 a.m.—Opening ceremony with the Air Force Academy Sabre Drill Team, T-37 and T-38 four-ship flybys, and band

10:30 a.m.—The Air Force Academy Wings of Blue perform their "Flag Jump"

11 a.m.—Tank and helicopter rappelling demonstrations



11:30 a.m.—Sailplane fly-in

Noon—Canine Corps demonstration

12:30 p.m.—The Texas Air National Guard's fire power demonstration in F-4s

12:45 p.m.—Singing Plainsmen

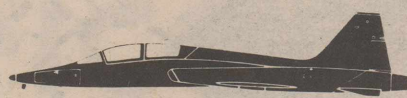
1:15 p.m.—Radio controlled model aircraft demonstration



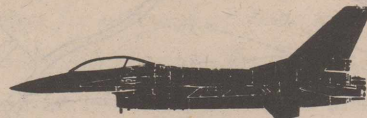
1:30 p.m.—Crash fire vehicles' demonstration

1:45 p.m.—AF Academy Sabre Drill Team performs

2 p.m.—T-38 FCF climbout demonstration



2:15 p.m.—Tactical Air Command's F-16 "Fighting Falcon" aerial demonstration



2:45 p.m.—Canine Corps demonstration



3 p.m.—The AF Academy Wings of Blue perform their second jump demonstration

3:30 p.m.—Confederate Air Force aircraft begin departing

3:50 p.m.—T-37 and T-38 four-ship flybys

4 p.m.—Open House 1984 ends

Refreshment concessions and various static aircraft displays will be available to spectators throughout the open house.

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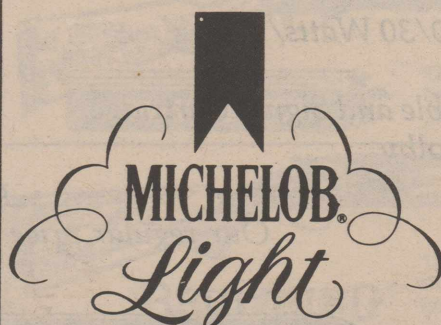
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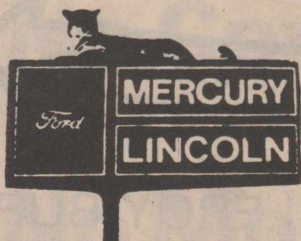
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A look at Reese — then, and now

Lubbock Army Air Corps Advanced Flying School was established by the War Department in June 1941, shortly after citizens of Lubbock County donated almost 2,000 acres of land in western Lubbock County to the federal government for the construction of a military air field.

The field began operating in late 1941, and the training of aviation cadets began Feb. 25, 1942, with Class 42-E. Subsequently the base became known as the Lubbock Air School, then Lubbock Army Air field, and Lubbock Army Air Base, before becoming Reese Air Force Base.

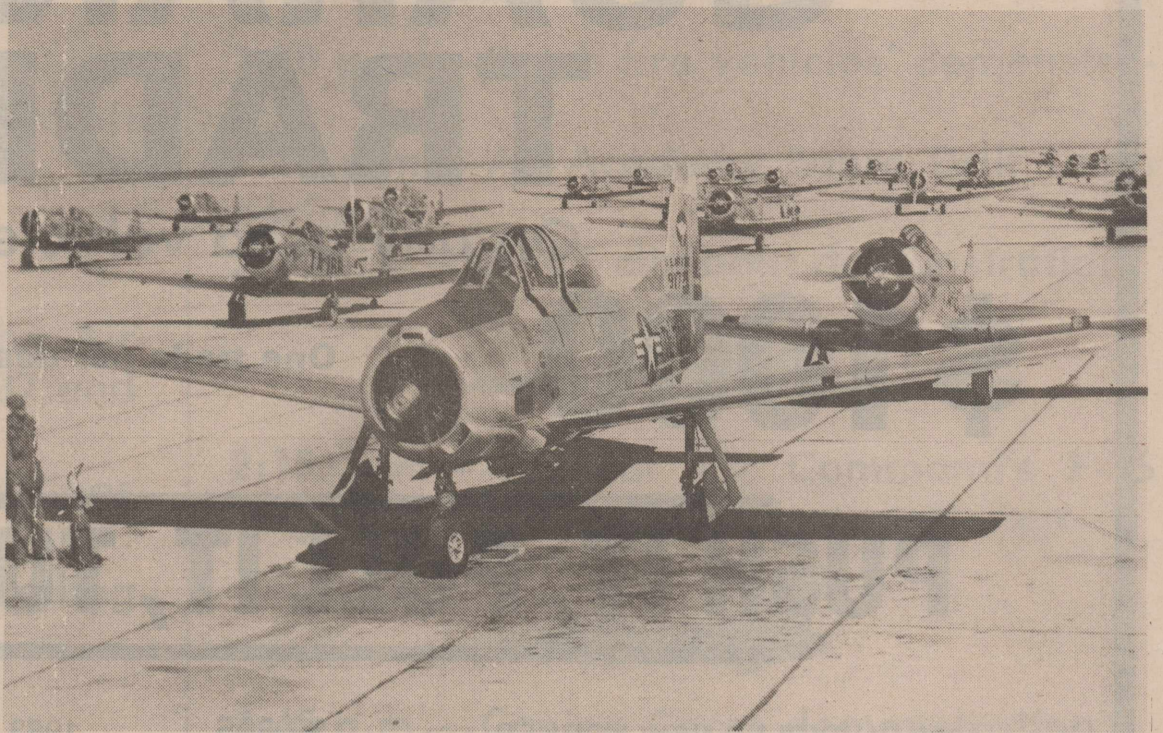
Class 42-E graduated April 19, 1942, after training in the single engine AT-6s. When Class 42-H graduated on Sept. 6, 1942, it was the first to train pilots in the AT-9 and AT-17. The field was formally

dedicated during its first open house in June 1942. By the end of World War II 7,008 bomber, transport and fighter pilots had trained here. The base was closed Dec. 31, 1945, with the end of the war.

During the closure, Reese became a housing area for veterans and their families. National Guard units used the base for training.

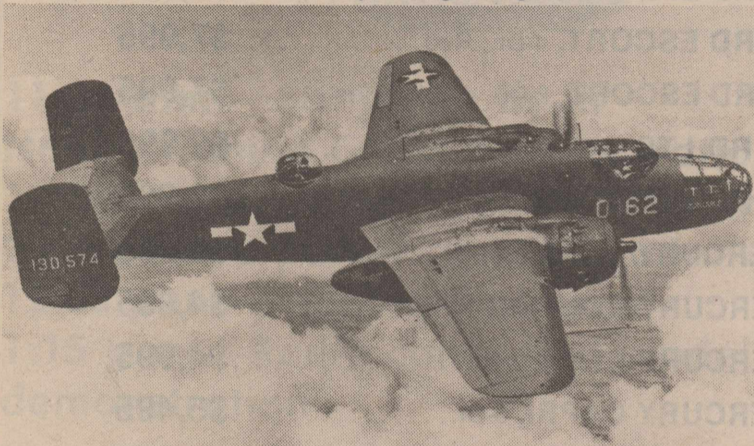
The base was reactivated Aug. 1, 1949, as the 3500th Pilot Training Wing moved to Reese from Barksdale AFB, La. The wing was redesignated as the 64th Flying Training Wing April 14, 1972.

Reese was named in honor of Lieutenant Augustus F. Reese Jr., a Shallowater, Texas, native, during a Nov. 5, 1949, ceremony. Lieutenant Reese was killed in World War II fighting. He flew the P-38 "Lightning" until he was lost in



U.S. Air Force Photos

Reese and the 3500th Pilot Training Wing begin to get the newer T-28 (foreground) January 1951, which eventually replaced the old T-6 trainers (in the background).



The ever popular B-25, the guns were removed and these World War II vintage planes buzzed the Lubbock skies as student pilots got their multi-engine training.

Cagliari, Sardinia, on May 14, 1943.

Many training airplanes have been used at Reese. In World War II, the AT-6 "Texan," AT-7 "Navigator," AT-9 "Jeep," AT-10 "Wichita" and the AT-17 "Bobcat" were all flown here. Following reactivation, the T-28A was flown from January 1951 into early 1955.

Perhaps the best known training aircraft to fly at Reese was the TB-25 "Mitchell." The TB-25, flown from September 1945 through January 1959, was used as the only trainer

from January 1955 to September 1955. The last TB-25 at Reese is displayed at the main entrance to the base. Reese was the last basic flight training school to use the plane.

The first jet trainer, the T-33A "Shooting Star," was introduced on Sept. 4, 1958. The second was the T-37B "Tweet," which entered the program March 13, 1961. The T-37 is used as the primary jet trainer even today.

Training went supersonic in September 1963, when the T-38 "Talon" replaced the "Shooting Star." The advanced flying

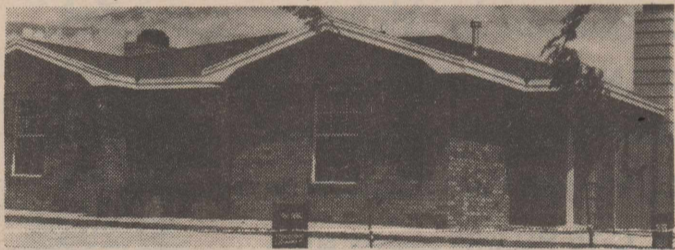
stages of undergraduate pilot training is still taught in the T-38. Many of these aircraft now operate with more than 10,000 hours of flying time.

From 1965 through 1973, the T-41A "Mescalero," a military version of the Cessna 172, was used as the preflight trainer. These flights were flown from Lubbock International Airport. Today's students receive the training before they arrive at Reese.

The Air Force's first undergraduate pilot training instrument flight simulator

Continued on page 8

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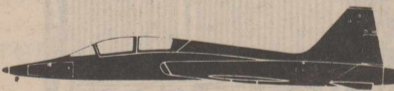
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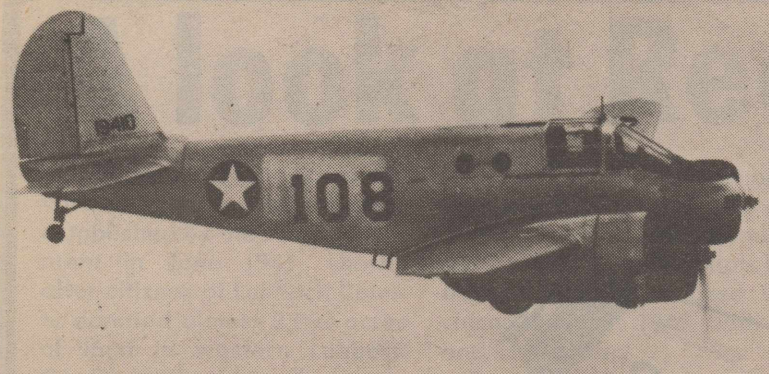
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The AT-10 multi-engine trainer was flown at Reese along with several other trainers during World War II.

A look at Reese

Continued from page 6

became operational here in August 1977, when the members of UPT Class 78-06 began training in the T-37 simulator. UPT Class 78-07 was the first to train in the T-38 simulator here in February 1978. Students in 78-07 were the first to undergo the full UPT curriculum. The simulator facility houses eight T-37 and eight T-38 simulator cockpits plus the associated visual computer equipment.

The majority of instrument training is conducted in the simulator to reduce the number of flying hours required for UPT. The results are substantial savings in fuel, aircraft wear and tear, and maintenance expenses.

The years have brought many changes to Reese. Silver wings have been pinned on more than 22,000 Air Force pilots since 1941.

That total includes about 200 sergeants who graduated during World War II as members of Classes 42-G, 42-H, 42-I and 42-J. Between August 1949 and Sept. 14, 1961, 4,005 aviation

cadets graduated. The cadets were commissioned second lieutenants upon successful completion of flying training. Included among Reese's graduates are more than 1,000

The T-41A "Mescalero" once put potential pilot candidates through an aerial aptitude test from the grounds of Lubbock International Airport. Today tests of that nature are performed at the Air Force Academy, at college and university Reserve Officers' Training Corps units, and at HondoField in San Antonio.

foreign students from more than 50 countries.

Reese's first three women pilots, members of UPT Class

79-08, graduated on Sept. 21, 1979. Now, if not all, most

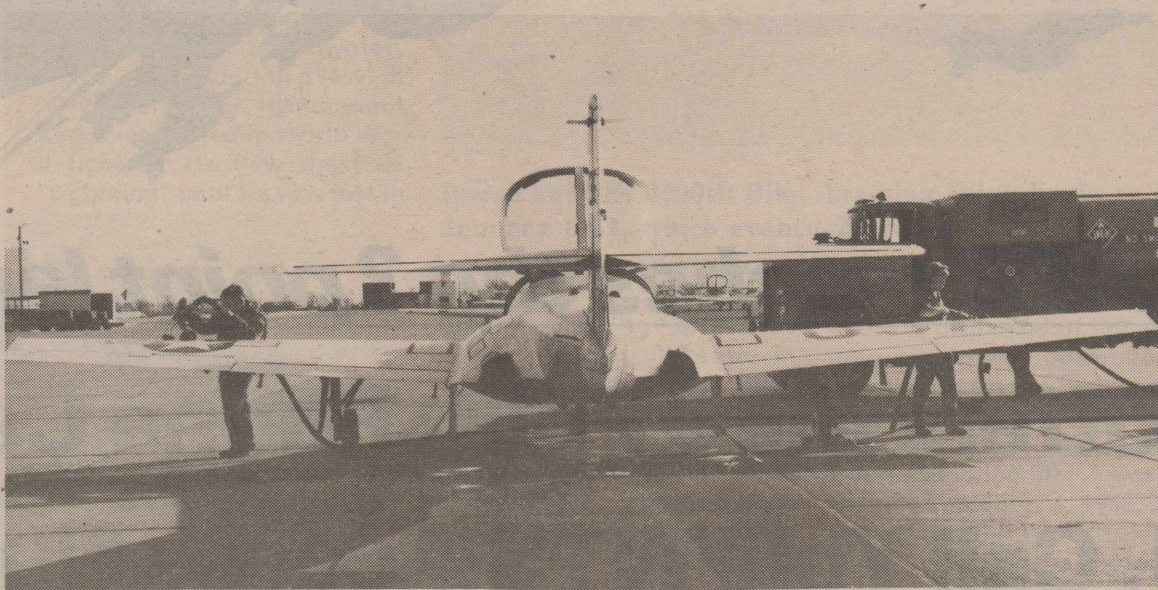
classes include women as students along with the men.

Women have served along side the men here continually since the first contingent of Women's Army Air Corps personnel arrived at Lubbock Army Air Field in June 1943.

The three-phase program of preflight, primary and basic flight training, each taught at different bases, ended in 1961. As set up now, UPT is conducted in three phases over a 49 week period. These phases include ground preflight training, T-37 flying training, and T-38 flying training.

In the late 1980s, the T-46A "Next Generation Trainer" is scheduled to replace Reese T-37s as the primary jet trainer. Plans are also being discussed for replacement of Reese's T-38s with an executive-type jet trainer.

Reese can and will continue to concentrate on training pilots for the Air Force's fleets of tankers, transports, fighters and bombers into the next century.

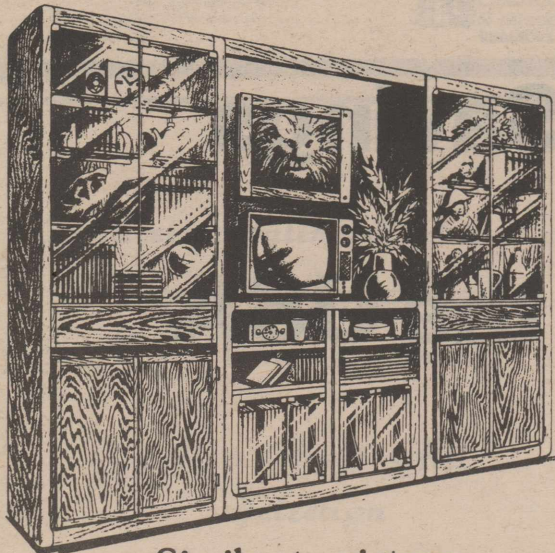


U.S. Air Force Photos

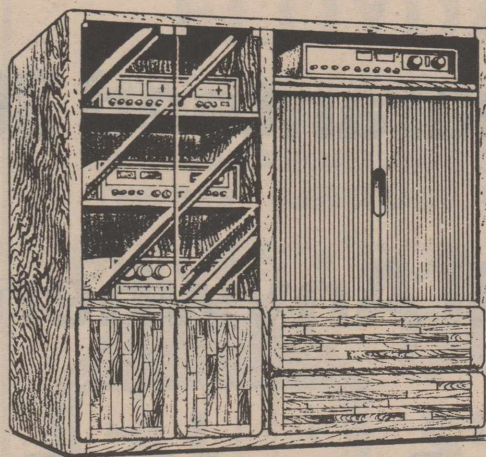
Reese's 64th Organizational Maintenance Squadron crews and 64th Field Maintenance Squadron specialists are among the best in the Air Force. Refueling aircraft like this T-37 is only part of the job, both units' personnel combined talents in 1983 to become the best maintenance complex in Air Training Command and number two in the Air Force.

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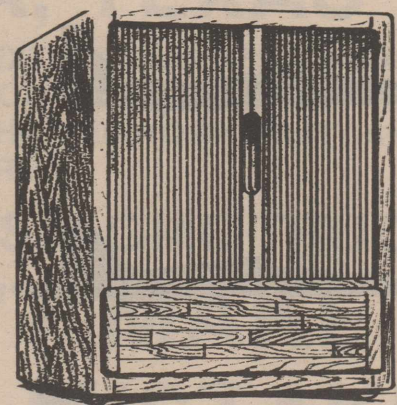
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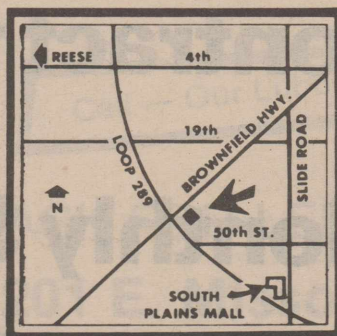
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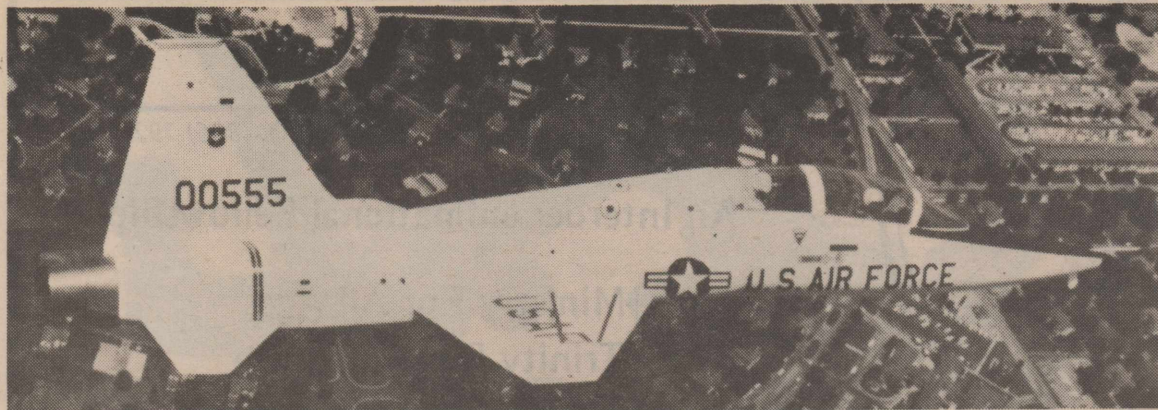


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U.S. Air Force Photo

In the air since 1959, the T-38A "Talon" is the mainstay of the Air Force's supersonic jet pilot training. The T-38 was also the aircraft flown by the U.S. Air Force Aerial Demonstration Team "Thunderbirds" prior to the F-16.

Learning to fly the T-38A means supersonic speeds

The T-38 "Talon" was first flown in 1959, but didn't arrive at Reese until Jan. 11, 1963, when it was phased in to replace the T-33 "Shooting Star" as the jet trainer of undergraduate pilot training.

Flown today in the second phase of training, Reese's student pilots find the "Talon" is a twin-engine, high-altitude supersonic jet trainer, more affectionately known as the "white rocket."

The "Talon" is used primarily by Air Training Command for undergraduate pilot and pilot instructor training. However Tactical Air Command, Strategic Air Command, Air Force Systems Command, Air Force Logistics Command and the National Aeronautics and Space Administration also use the jet in many various roles.

Students fly the T-38A in pilot training to learn supersonic flight techniques, aerobatics, night and instrument flying, and cross-country navigation. More than 50,000 pilots have earned their wings in the T-38A to date.

The "Talon" is capable of rocketing as high and higher than 50,000 feet, yet it needs only a minimal 2,300 foot runway to take off. It can climb from sea level to 30,000 feet in 60 seconds. The "Talon" can also reach 812 miles per hour.

During training, the student pilots sit in front of the instructor, unlike the side-by-side seating in the T-37. Students spend 101 hours training in the T-38 during their undergraduate pilot training here.

Aircrews will demonstrate the T-38's power at 2 p.m. Saturday during Reese's Open House 1984.

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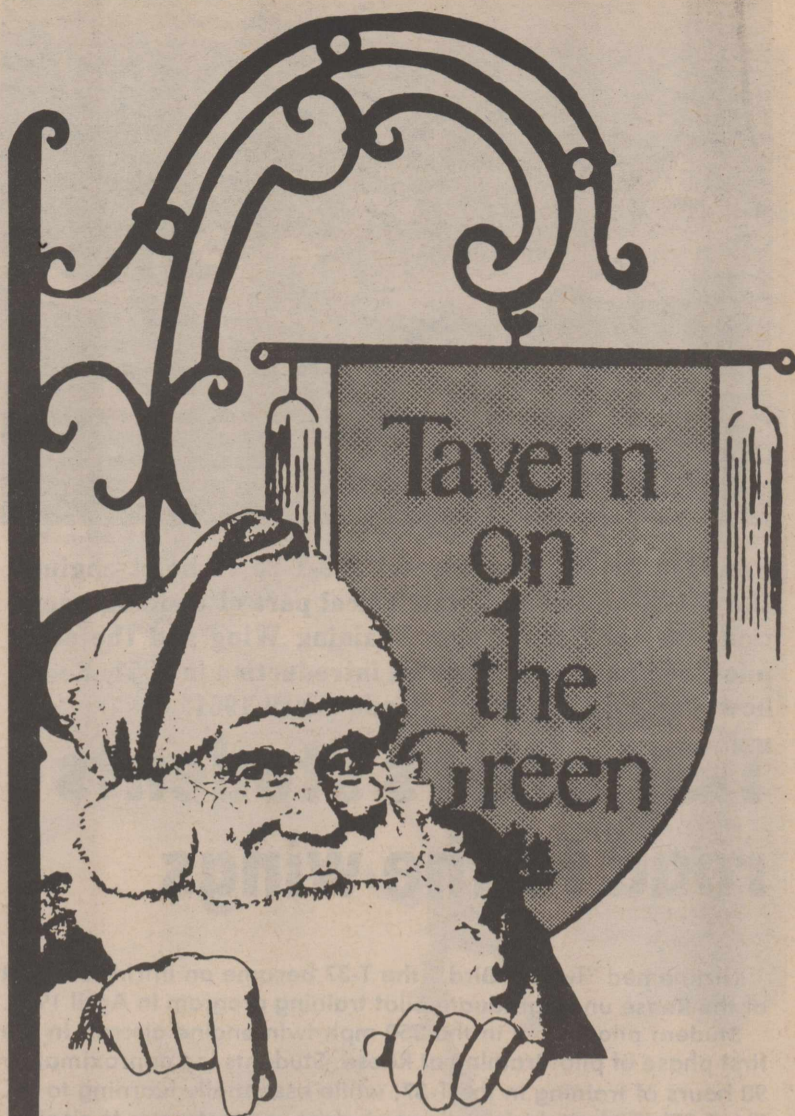
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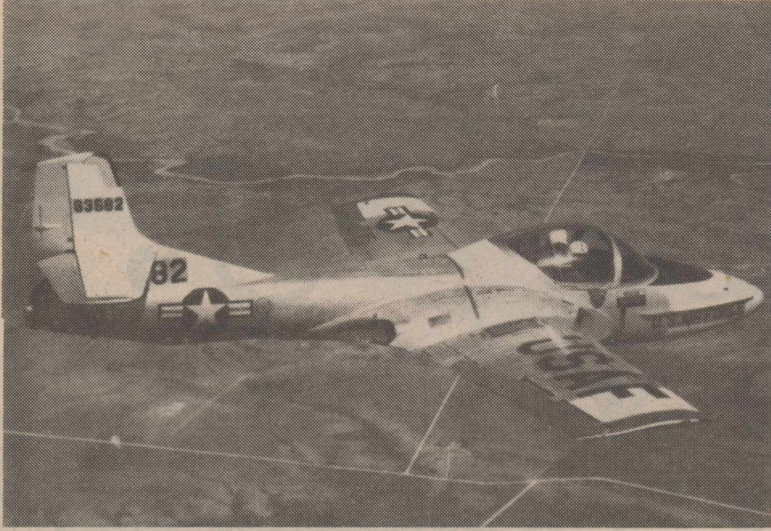
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U.S. AirForce Photo

Powered by two Continental J69-T-25 turbojet engines, the T-37B has been an intrinsic part of training operations for the 64th Flying Training Wing and the other pilot training wings since its introduction in 1957. Reese, however did not get the "birds" until 1961.

T-37 offers students road to the wings

Nicknamed "Tweety Bird," the T-37 became an intrinsic part of the Reese undergraduate pilot training program in April 1961.

Student pilots train in the 350 mph twin-engine aircraft in the first phase of pilot training at Reese. Students log approximately 90 hours of training in the T-37, while essentially learning to fly. The T-37's cockpit design allows student and instructor to sit side-by-side during the training flights.

The aircraft, built by Cessna Aircraft Corp., is often jokingly referred to as "the 7,000 pound dog whistle" due to the high-pitched noise of its engines.

The aircraft measures 29 feet long, nine feet high and has a wing span of 34 feet. Weighing 6,600 pounds, including a 300-pound load of fuel, the aircraft is capable of climbing to 35,000 feet.

Student pilots are able to get a feel for handling larger, faster tactical jet aircraft used in the Air Force by training in the T-37.

There are more than 650 T-37s assigned to Air Training Command for pilot training. Of that 650, 77 are assigned to the 64th Flying Training Wing.

The T-37 is also used for the Accelerated Copilot Enrichment Program. ACE detachments are sponsored by pilot training bases. The aircraft commanders on such planes as the KC-135 aerial refueler are credited with the flying time while their aircraft is in the air. Through the ACE Program the junior pilots, copilots, can amass flying time too, while honing their proficiency as a pilot.

When the T-37 first arrived at Reese it was flown with the T-33. The T-37, the second jet trainer to go into training at Reese will be replaced by the T-46A "Next Generation Trainer," in the late 1980s. The T-46A will, however, begin operational service in 1985 at other ATC units.



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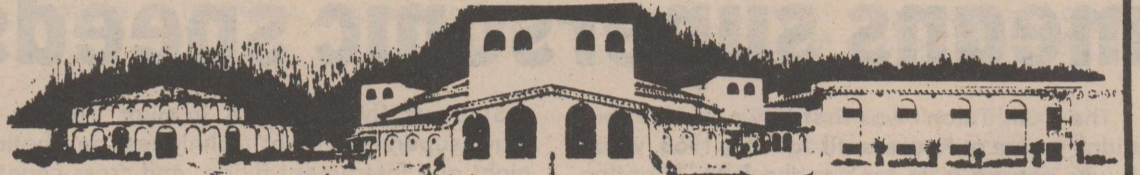
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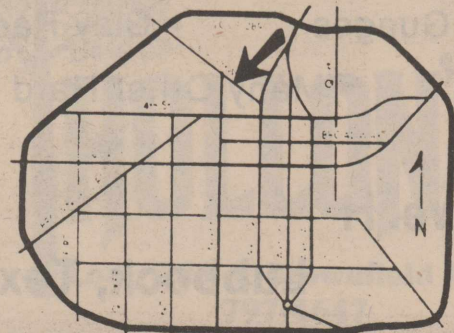
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U.S. Air Force Photos

Wings of Blue falling in form. They use the "square" canopies rather than the traditional round ones, because their's resemble and operate like an aircraft wing.

Academy jumpers to drop in

Wings of Blue, the United States Air Force Academy's precision parachuting team, is scheduled to perform at Reese's Open House 1984 Saturday at 10:30 a.m. and at 3 p.m.

The Wings of Blue performed at 34 special events in 1983, before over two million spectators. Trailing colored smoke, the team members free-fall toward earth at 120 mph before opening their parachutes. The team performs a variety of maneuvers as their aircraft makes several passes over the drop zone.

The Wings of Blue was form-

ed in 1966 to give Academy cadets the opportunity to learn the intricacies of free-fall parachuting. The team is comprised solely of cadets under the supervision of Air Force officers and noncommissioned officers.

Each member of the team is a qualified jumpmaster and an instructor in the Academy parachuting programs.

The Air Force Academy, located a few miles north of Colorado Springs, Colo., has one of only a few military free-fall parachute schools in the United States. It's the only school in the Air Force autho-

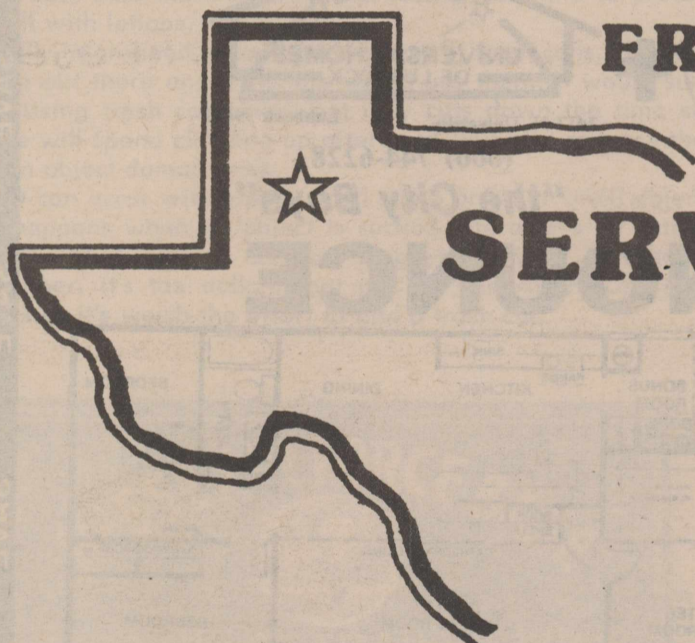
rized to award the coveted parachutist badge.

Jumping as taught at the Academy, is designed to familiarize future Air Force aviators with the basic skills needed to safely complete a free-fall parachute descent from a disabled aircraft.

More than 700 cadets complete the basic free-fall course each year. Those who want advanced training must compete for selection. Selection for the Wings of Blue, is based on the cadet's maturity, ability, academic and military standing.—U.S. Air Force Academy Colo.



Coming in for a Reese landing. Saturday the Wings of Blue will perform at the base open house.



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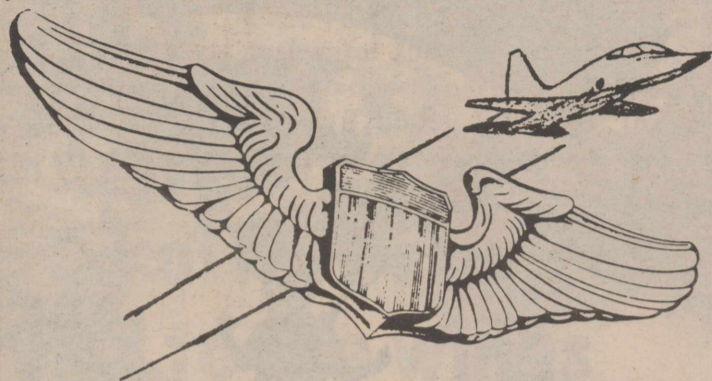
More than 400 earn their wings at Reese

United States Air Force pilots are among the best trained and most professional aviators in the world. More than 400 student pilots train and graduate at Reese annually.

Air Force pilots must enter pilot training prior to age

demics, officer development, cockpit familiarization trainer practice, and evening study.

Academic training includes performance computation, flight planning, weather, aerospace physiology, aircraft systems operation, aircraft accident prevention, applied



27-and-a-half, and they must also be commissioned officers.

Initial training is conducted in the twin-engine, subsonic T-37, a ruggedly fast aircraft equal in speed and maneuverability to most World War II fighters. Students get around 90 hours of flight instruction in the T-37 during the first phase of undergraduate pilot training.

While in the first phases of learning to fly, the student pilot and instructor are seated side-by-side and assigned specific practice areas.

The 80-minute training sessions teach students the characteristics of their aircraft, emergency procedures, take off and landing techniques, aerobatics, and formation flying. The students also practice night, instrument, and navigation flying; including the required cross country flights.

Once a student is capable of flying, he or she makes the transition to T-38 "Talon," the Air Force's first supersonic, faster than the speed of sound, undergraduate pilot training aircraft. Its twin jet engines boost the "Talon" to speeds in excess of 800 mph and altitudes above 50,000 feet. The T-38 is considered excellent preparation for the student's eventual transition to high-speed operational aircraft.

Of the 101 flying hours spent in the T-38, the student spends approximately 37 on contact missions, 17 on navigation flights, from 5-11 on instrument sorties, and from 37-41 in formation flying.

When the students are not flying, much of their 12-hour workday is filled with aca-

aerodynamics, flight instruments, and instrument procedures.

After almost a year of intensive training the student pilot realizes the dream and becomes an Air Force pilot. Students are presented with the silver pilot wings during a special graduation ceremony in their honor. There are eight classes that graduate during a year here. UPT Class 84-08 will be the next to be honored as they receive their wings Sept. 14.



U.S. Air Force Photo

It's the end of training here for UPT Class 84-07 and class Honor Graduate Capt. Michael Crandall as Leanne Crandall pins pilot wings on the officer following the Aug. 10, graduation ceremony. The end here is only the first step in the class' training as pilots.

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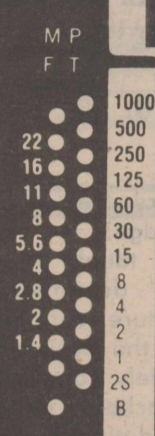
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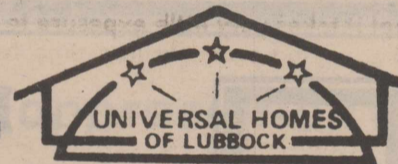


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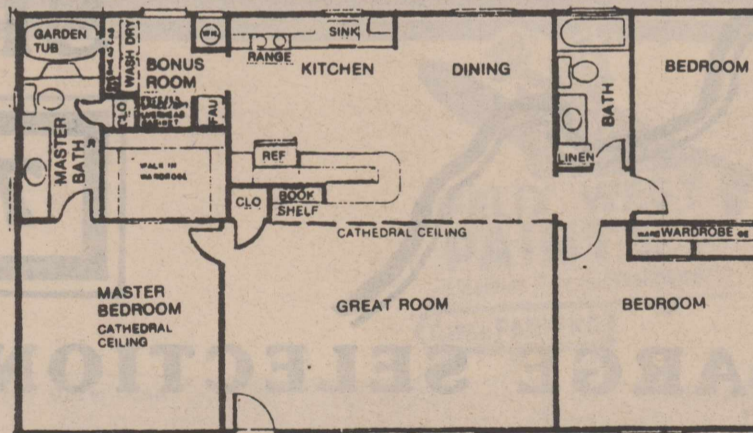
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Aircraft to see

These aircraft are scheduled to be on static display throughout the open house. Some will perform aerial demonstrations, too.

- T-37 "Tweety Bird"
- T-38 "Talon"
- T-43
- KC-10
- B-52 "Stratofortress"
- KC-135
- F-4 "Phantom"
- F-15 "Eagle"

- F-16 "Fighting Falcon"
- A-7
- A-10 "Thunderbolt II"
- RF-4C
- F-111
- C-141 "Starlifter"
- C-130 "Hercules"
- C-5 "Galaxy"

There will also be a balloon, sailplanes, Army helicopters and war birds of the Confederate Air Force at the annual event.

Reese's Open House enjoy it the safe way

Everyone is invited to the open house, but when they're on the flightline ramp with the aircraft there are some simple rules, that if followed will make the day accident free and fun for all, said Reese Safety Manager John Morehead.

Cigarettes are out. Due to the fumes from the JP-4 jet fuel and the Confederate Air Force's highly flammable high-octane fuel a spark could destroy private and government property into the millions. But more importantly, said Morehead, lives could be lost.

The fumes are not safety's only concern, however, there is also the fuel that will very probably be leaking from CAF and Air Force planes that could ignite a fire.

An additional concern is photographers seeking to get a better vantage point by climbing upon buildings along the flightline—don't. There will be stands available for people to shoot their pictures from, said Morehead.

Safety pins in the landing gear of all aircraft must be left alone. There will be aircrews available at each of the planes on display to answer questions, but if they are busy, "please don't mess around with the aircraft," Morehead added.

For personal safety, Morehead and the Reese safety staff advised spectators to remember, school may have already started and summer seems over, but the bright, hot sun is still out. Visitors should wear sun glasses if it is a bright sunny day and put on a sun screening lotion to protect themselves from sunburn.

In the West Texas heat it takes very little exposure to sunburn really bad, said Morehead. And probably less time to protect oneself with lotions.

Finally, Morehead encouraged the use of trash cans. The cans will be out there and if visitors would use them, it would sure help. Using trash containers not only cuts down the time someone will spend cleaning up afterward, but also reduces the foreign object damage risk.

FOD can occur with only a small stone or other small object. FOD happens when an object is sucked into a jet's air intake system. What results can be staggering, said Morehead. Remember, it's tax dollars that pay for the Air Force's FOD repairs so it's worth the effort to find a trash can.



U.S. Air Force Photo

Want to see more?

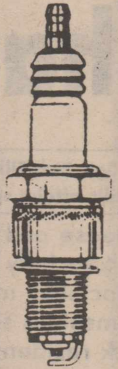
It was true then, and it's certainly true today. "You are cordially invited to visit and see your Air Force at work." If, after your visit to Reese's Open House 1984, you would like to find out more about Reese and the Air Force contact 2nd Lt. Pat Barnes in Public Affairs; Ext. (885-) 3410 for tour information.



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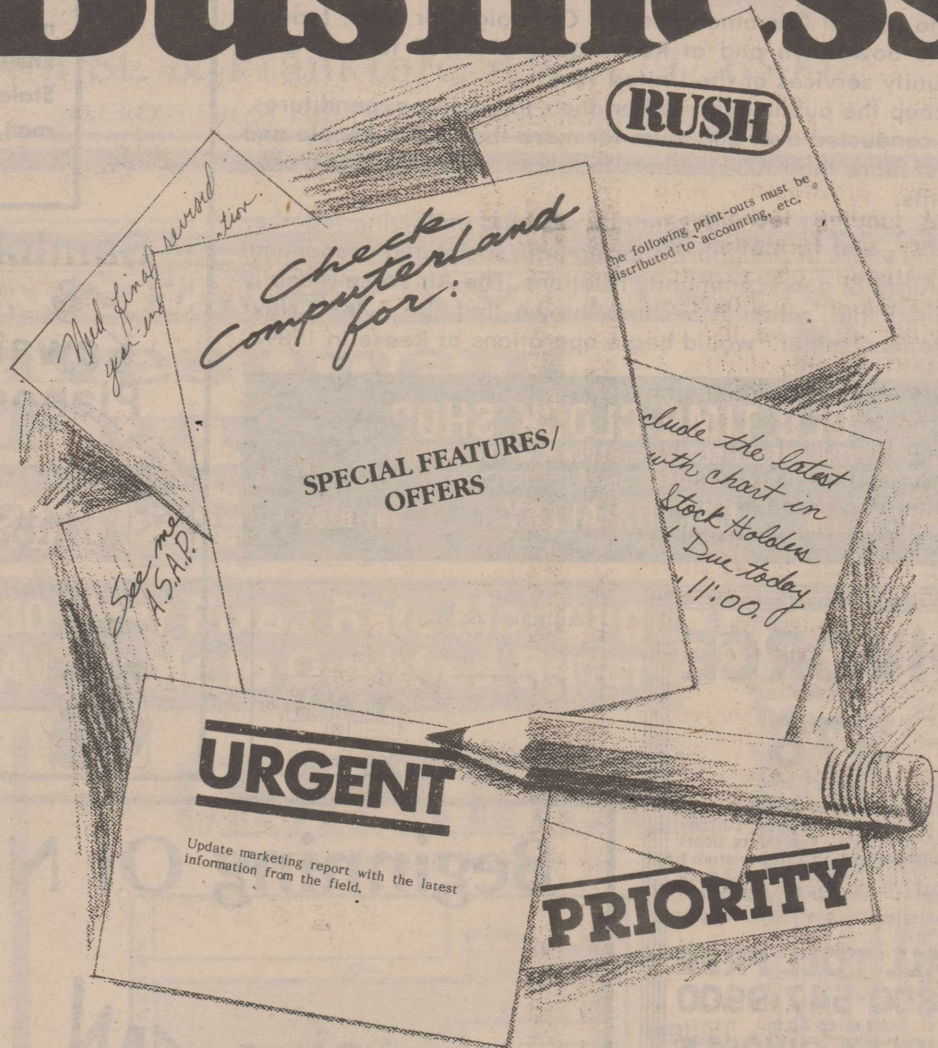
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Reese, Lubbock share in benefits

by Sgt. Rich Tillman
public affairs specialist

Reese and Lubbock have long benefitted one from the other both socially and economically.

Socially, many Air Force personnel assigned to Reese find themselves somewhat awe-struck by the friendly nature of Lubbock residents when they first arrive.

The Lubbock community seems to go out of its way to work with Reese and the base returns that spirit of cooperation.

For instance Camp Blue Yonder is a summer camp for children who otherwise might not get to go to camp to spend a week of their summer here. The camp is operated primarily by Reese personnel and some Lubbock residents.

The city has various outdoor and indoor malls which allow Reese employees and their dependents convenient shopping. With the malls and stores so readily available, it is no wonder that in fiscal 1983 base personnel spent an estimated \$74 million in Lubbock.

Economically, Reese requires 3,638 military and civilian employees to get the job of training pilots and supporting those trainers done. Of the 3,638 jobs at Reese only 2,588 are held by military personnel, the remainder are filled by government civilian employees and residents of Lubbock and the surrounding communities working for government contractors.

Military retirees generate their share of Lubbock economic good fortune, too. Typically retirees settle in an area that like Lubbock is not too far from a military installation in order to use their earned benefits.

While living in Lubbock and area communities in fiscal 1983, the 1,587 known retirees received \$16,764,425 in retirement pay to spend as they pleased in Lubbock stores.

The military contracted for services, bought items not readily available through Air Force supply channels, authorized new construction sites on-base, and paid for necessary utilities to the tune of over \$8.5 million locally in fiscal 1983.

In the annual Combined Federal Campaign for 1983, federal workers downtown and at Reese gave \$115,935 to help area community services of the United Way.

To keep the public informed on their tax dollar expenditures, Reese conducted over 200 tours for more than 6,700 people and sent out more than 100 speakers to talk to more than 8,000 area residents.

Reese and Lubbock will continue working and living together for many years in the future sharing both social and economical advantages of good community relations. The Air Force recently confirmed that, when it became known that the T-46A "Next Generation Trainer" would begin operations at Reese in 1989.

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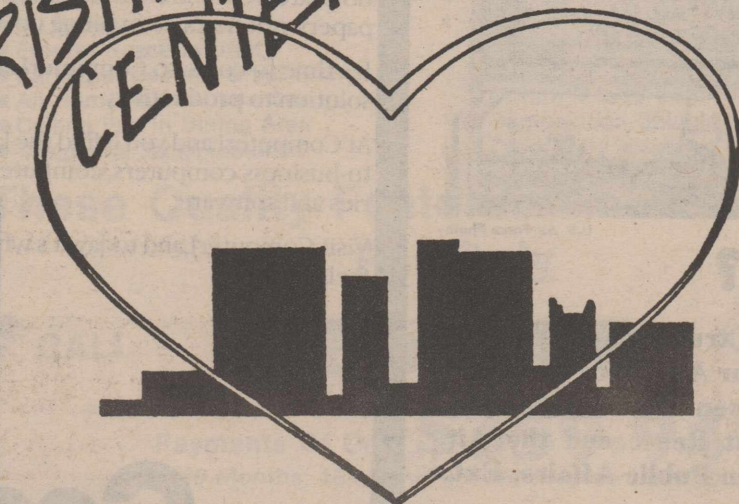
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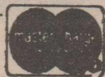
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Beginning Of New Church—

"AGAPE CHRISTIAN CENTER"

Reaching out in Love . . . to the Heart of Lubbock best expresses the desire of Agape Christian Center, a new church which has formed in Lubbock. Pastor Ed Ainsworth and the congregation would like to invite you to be part of the opening services. Beginning Sunday, September 9, 1984 at 10:30 a.m. and 6:00 p.m. at their temporary location in the KoKo Palace, 5101 Avenue Q. (Nursery provided).

Agape Christian Center has grown out of a group of people who have been meeting for two years in a home. This culminating in the beginning of a new church.

Pastor Ainsworth expresses that the major emphasis of the church will be upon a renewed sense of worship to God and ministry to Him. Believing that all areas of ministry to men flow from our ministry to the Lord through worship. Through this philosophy the church can be more effective in meeting the spiritual needs of the community.

Love which is the basis of christianity will be the outstanding characteristic of the church. This is best exemplified in the desire of the congregation to serve and care for their fellowman.

If you are looking for a church home, we extend a heart of love and a hand of greeting to you the people of Lubbock, once again inviting you to join us for the celebration of a new church to the Glory of God.

To the Air Force

Good morning up there, buddy
 Here's a word to you from me
 I thank you for the job you did
 While I slept peacefully
 I got up kinda early
 Thought I'd see you passing by
 But all I see is contrails
 You have gone on down the sky
 Now and then I see a flash
 Of your wings in the morning sun
 And I know we won't get caught again
 Like we did in '41
 I know you'll always be up there
 In fair and stormy weather
 'Cause man, you have to hold 'em off!
 'Til we got it all together
 So please don't let your spirit sag
 'Cause things been kinda slow
 That horn could sound for real today
 And the man would holler Go!
 Keep your trigger finger ready
 And don't think I'm not aware
 Of the job that you are doing
 As you keep in trim up there
 Now I know that you get lots of help
 Thanks! To all who give you boost
 I know your replacements climbing up
 Before you come in to roost.

Archie Bruce
 retired Air Force tech sergeant

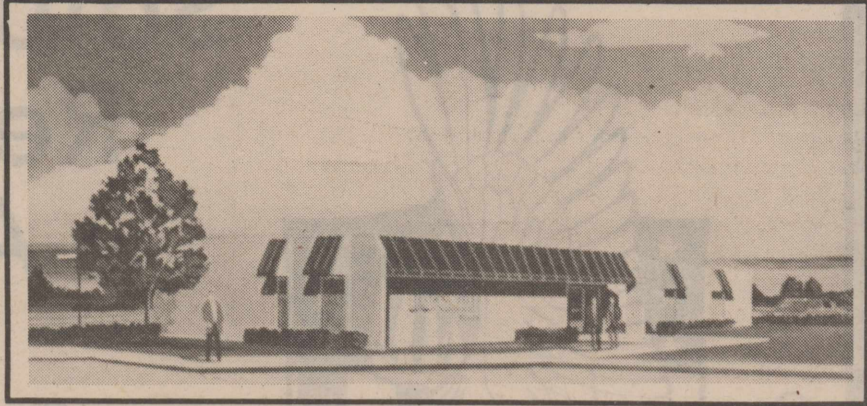
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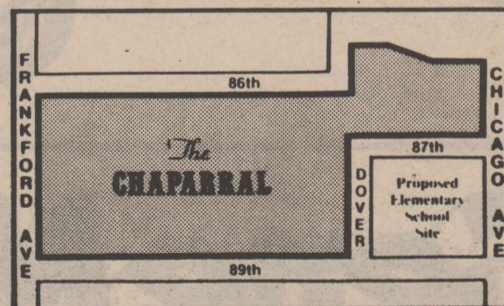
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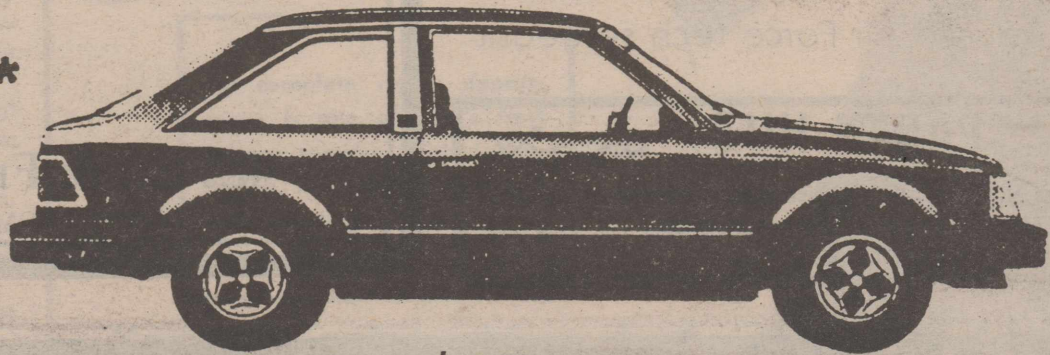
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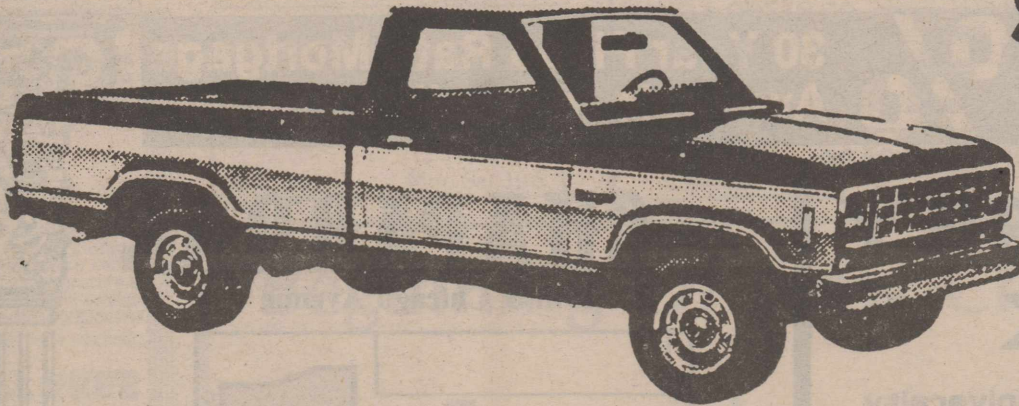
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'Zip plus 4' becomes local reality

Nine-digit ZIP codes, known as "ZIP + 4," are being used to speed up Air Training Command's mail—Reese included.

Designed by the U.S. Postal Service, "ZIP + 4" is the current five-digit ZIP code followed by a hyphen and four more numbers. The new code is used to direct mail to a particular building, mailroom or organization.

The following organizations have their own add-ons here:

Contracting - 5320; Supply - 5350; Transportation - 5426; Traffic Management - 5270; Hospital - 5300; Library - 5438; Base Exchange - 7428; Accounting and Finance - 5260; Publications Distribution Office (PDO) - 5280; and Civilian Personnel - 5436. All other base organizations, including tenant units, will use the add-on - 5000.

The Reese Postal Service Center has a list of the correct ZIP + 4 codes for per-

sons with lock boxes. If your add-on is not -53XX, check for the proper add-on with the post office.

The add-on for general delivery for all Air Force bases is - 5360.

Add-ons for military family housing will be assigned by local postmasters.

ATC officials say the longer ZIP codes will reduce the number of times the mail is handled, thereby increasing efficiency.

"ZIP + 4" also saves the command and the Air Force money. "The postal service will give large volume mailers almost a one cent discount on each piece of first class mail using "ZIP + 4". This could save ATC thousands of dollars each year," said MSgt. Sheldon K. Madsen, NCOIC of postal policy for ATC.

Sergeant Madsen said "ZIP + 4" codes should be used on both forward and return addresses.

Officials said new official letterhead paper with the add-on will not be printed until present stocks are used. Until such time, add-on numbers should be typed on the present letterhead immediately following the five-digit ZIP.

If outgoing first class mail arrives at distribution without the "ZIP + 4" code, BITS officials may begin returning mail to the sender, Sergeant Madsen said.

the Roundup



VOLUME XXXVI NUMBER 35

September 7, 1984

24 Pages

LUBBOCK, TEXAS

Depot repair done locally

Depot level repairs are not normally done at wing or base maintenance facilities, but a corrosion damaged T-38 here didn't have to wait for a depot team to arrive from Kelly AFB, Texas.

Instead, Jerry Howard, an aircraft sheet metal mechanic, Sgt. Hector Garcia, a member of the Aerospace Repair Shop, and Walter Brumit, also in the AR Shop, were given the go-ahead for the task and to work they went.

The aircraft's top skin area around the vertical stabilizer had become extensively corroded and needed replacement. The task required the maintenance team to pre-fit and pre-drill the new panel before installation.

The entire operation took roughly six weeks, Howard said. Sergeant Garcia and Brumit removed the vertical stab in order for Howard to get the corroded skin off and begin replacing it with the new skin.

Although the job is usually done at depot, "we took it as a challenge," quipped Howard. Howard and Brumit teamed up to get the aircraft's new skin in place. Once the job was done, Sergeant Garcia and Brumit had only to replace the vertical stabilizer.

The engines were replaced along with the boattail and the jet went back into service.

The job gave us a break from the routine, said Howard, "We were glad to do it."

Since the T-38s are totally field maintained, there is not an accurate means of figuring what the local repair saved the Air Force. It is, however, certain that the Reese trio saved at least the cost of sending the depot team to and from Reese, their lodging and the man-hours the team would have had to work on the jet.

Prototype bomber crashes

The Air Force has released the names of the dead and injured crewmembers of a prototype B-1 bomber that crashed near Edwards AFB, Calif., Aug. 29.

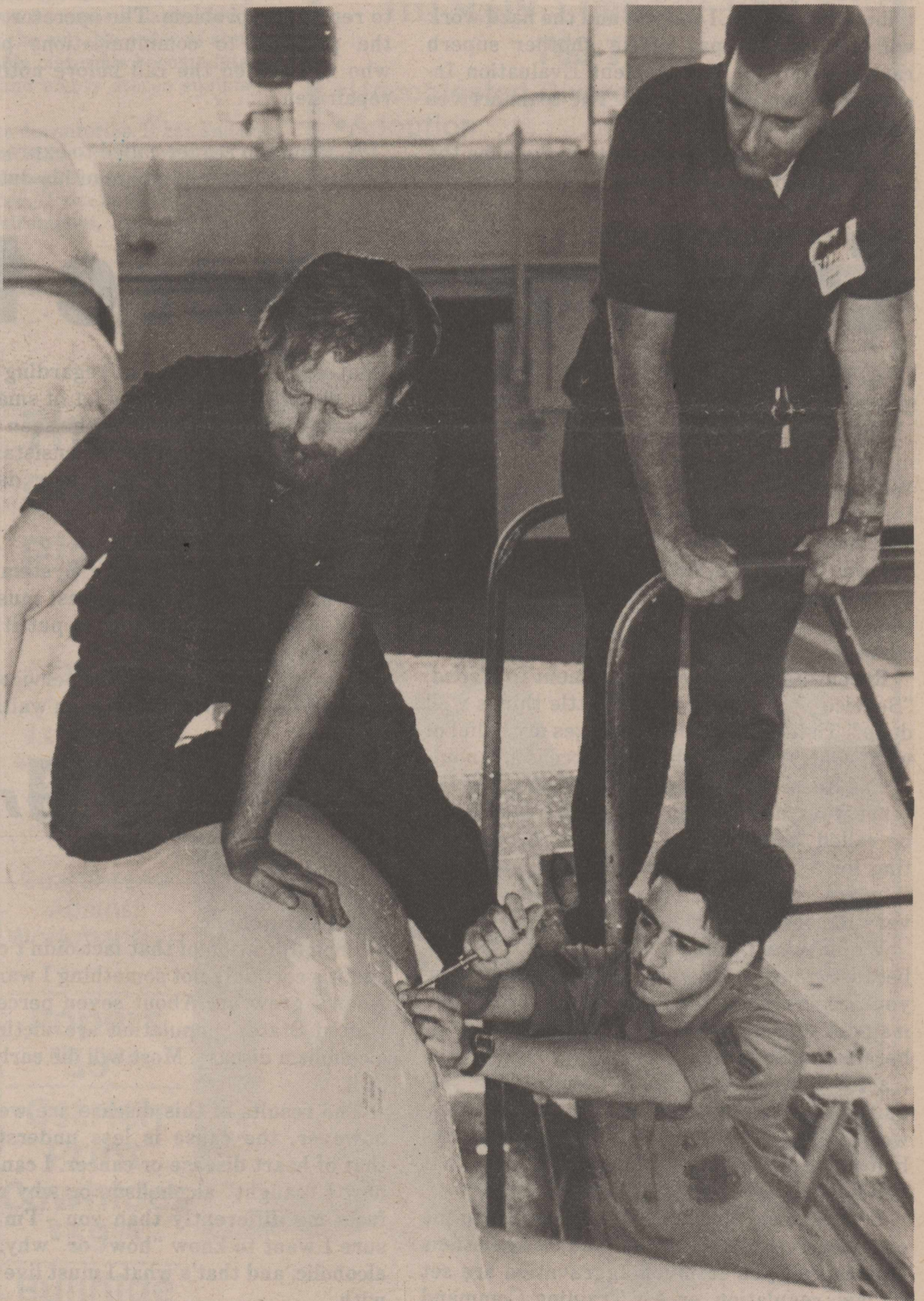
Dead is T.D. "Doug" Benefield of Marshall, Texas, who was the chief test pilot for Rockwell International. The injured members are Air Force Maj. Richard V. Reynolds and Capt. Otto J. Waniczek, both assigned to the B-1 Consolidated Test Force at Edwards.

The crash occurred about 10:30 a.m. PDT in the Mojave Desert, about 10 miles north-east of the Edwards AFB boundary. An "escape capsule" separated from the air-

craft shortly before the crash, officials said. A board of officers has been appointed to investigate the incident.

The plane was the second of four prototypes built in the B-1 Program. The bombers are being developed to improve U.S. strategic capabilities over the aging B-52, currently the mainstay of the Air Force's strategic fleet.

The plane's advantages over the B-52 include an ability to fly faster low-level missions while carrying a larger payload and requiring fewer crewmembers—four on the B-1 compared to six on the B-52. Only three crewmembers are used during the test program—Washington (AFNS)



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

Sergeant Garcia and Howard put on the final touches to the T-38 panel they replaced as Brumit supervises.

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

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



I received several calls from individuals wanting to know why the majority of offices closed down from noon to 4:15 p.m. Aug. 17, but theirs did not.

It would be great if everyone at Reese could take a down day following a successful exercise like the recent Mission Capability Inspection, but the nature of many Reese positions simply demand that personnel remain on-duty.

The base is a microcosm of the community, and we must be able to meet the demands and uphold our responsibilities to the total base population. Those responsibilities include providing needed supplies, security, medical attention and airfield operations.

I am very proud of all the men and women of the 64th Flying Training Wing. Everyone contributed to the MCI success and the hard work will continue to pay off in another superb rating when the Management Evaluation Inspection team leaves Oct. 6. The team arrives Sept. 30.

Every effort will be made to make sure the same individuals who worked following the

MCI are not on-duty during the next exercise success celebration.

Contacting General Telephone repairmen when you need to was the subject of another call. The caller expressed concern that when someone needs to contact a GTE repairman, they have to physically go and find them. The caller suggested radio pagers for the repairmen issued by the government or GTE.

Officials from the 1958th Communications Squadron have discussed the matter with GTE and the company has agreed to issue the pagers to their repairmen. To preclude confusion, however, the pager numbers are known only by communications personnel.

While the repairmen can be reached by pager, persons experiencing trouble with their lines should call the Reese operator as before to report the problem. The operator will relay the problem to communications personnel, who will screen the call before notifying the repairmen.

A Roundup reader called to express the collective opinion of members of his duty section

about the placement of a recent article. They thought the story in the Aug. 24 edition about 2nd Lt. Alonzo Babers' second Olympic gold medal should have been on the front page instead of the sports page and should have included a picture of the Air Force athlete.

The front page of the Roundup is usually reserved for news concerning Reese people that is prominent and not available through other sources. Lieutenant Baber's great accomplishment was certainly prominent, but the story was presented in the civilian media almost two weeks before it was made available to the Roundup through Air Force News Ser. No photo of Lieutenant Babers and his medals was made available to our newspaper.

Another caller wanted to complain about the apparent lack of attention his units flight shack air conditioner was getting from civil engineering. His concern was that the quality of work might drop due to the sweltering heat.

Checking into the situation, we found that the air conditioning unit was back in service within a week of the call. The action was not because of the CARE Line inquiry, but because CE had returned from Prime BEEF development and the ordered parts had arrived. The unit was fixed on schedule through normal channels.

Sometimes it just takes a little more cooperation and communication between the units to get the job done. After all, we are all here to support and train the best new pilots in the world.

Contracts here to serve

by Maj. Richard J. Hentzler
contracts division chief

"Lubbock—for all reasons" greeted me as I neared Lubbock earlier this summer. Whatever other peoples' reasons for coming to Lubbock might be I don't know, but Uncle Sam sent me here to serve at Reese.

I was pleased to be moving here then and I'm genuinely glad to be here now. Thanks to each of you here at Reese who have helped make my "settling-in" period easier.

Recently I came upon a statement that read, "Service—the sum of a lot of little things well done." That pretty much packages my belief of what contracting for the Air Force is all about.

The Reese Contracts Division staff is here to serve your needs. Many of those needs could be called "small" when compared to contracting for a B-1 bomber, or a space shuttle, but they are your needs. They are real, and to you very important.

We in the Contracts Division exist only because your needs must be met. About now you are probably ready to skip over the remainder of this article and march off in a huff because somewhere, sometime you felt contracts just didn't care about your requirements. They told you to do more paperwork and you had to make five separate trips before they were satisfied enough to buy what you needed, or have an item repaired.

It does seem that way I know, but give me one more chance. The rules and stipulations that caused you so much aggravation are set by law, regulation, or Air Training Command policy. We too would like to be able to circumvent them sometimes, but we can't.

What we can do is help you better understand what we need from you, and why we need it the first time you talk to us. This will be easier for you the second time around. But

what about the statement regarding service?

It really is the total of a lot of small things, actions, done well and it can be seen when the Supply Branch of Contracts consistently buys your requirements within two days after receiving your request.

It can be seen when the Systems Branch staff explains why your request must contain more information and how to put it down on your request.

It can be seen when the Services Branch gets the new carpet you've been waiting for in-

stalled in a professional manner, or your lawn mower repaired quickly.

Each action is small, yet the total of these actions—done well—constitutes service to the Reese community. The people who live in Lubbock are here for all sorts of reasons, but the people at Reese are here in service to their country.

The people who make up the Contracts Division are here to "serve those who serve." Given the opportunity, we try hard to do this job very well.

Admitting, facing alcoholism

by Jim H.
a recovering alcoholic

I'm an alcoholic.

The realization of that fact didn't come easy and it's certainly not something I wanted to be when I grew up. About seven percent of the United States' population are victims of the alcoholism disease. Most will die early because of it.

The results of this disease are well known, however, the cause is less understood than that of heart disease or cancer. I can't tell you how I "caught" alcoholism, or why alcohol affects me differently than you - I'm not even sure I want to know "how" or "why." I am an alcoholic, and that's what I must live and work with.

My alcoholism is not a result of being in the military - I brought it with me when I joined. In the 20 plus years since then, I saw it grow and kept it healthy with regular feeding while achieving an outstanding record in the Air Force.

There came a point though, when I ran out of "enablers." Who would excuse my behavior because of my performance when sober and not hungover? All alcoholics, if they are lucky, reach a point where the lies, the booze, and the denial quit working. In my case it was a concerned boss who forced me to acknowledge that truth and decide which way I wanted the rest of my life to go. Thanks boss.

How is it today? It's not easy and at times it becomes one minute at a time, but it's better now than it ever was before. The 28 days I spent in the Alcohol Rehabilitation Center were some of the roughest, most wonderful days of my life. I met airmen, dependents, general officers, and retired personnel who understood my disease as only an alcoholic can understand. I also met "me" for the first time in many years and came to like me again.

Today I'm recovering from alcoholism and will be until I die or take a drink. I may drink again, but not today and that's all any of us really has.

THE ROUNDUP is an unofficial newspaper published in the interest of personnel at Reese AFB under contract with Barron Publications, Inc., mailing address: P.O. Box 2415, Lubbock, Texas 79408.

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

Air Force reduces stencils on aircraft weapons system

The Air Force has started reducing the number of stencil markings and decals on its weapon systems. The change does not affect Reese's aircraft.

According to Air Force officials, more than 1,500 markings have been eliminated, ranging from panel markings to fuel and oil servicing instructions. Some markings have also been simplified by replacing three-color decals with flat black stencil markings, such as the national star and command logos.

They say the reduction reverses the trend of proliferating decal and stencil markings dating from the post-World War II era.

Those markings that remain are required by law, such as the national star and aircraft serial number; for safety reasons, such as emergency access and exit markings; or to bolster morale, such as pilot and crew chief names.

Air Force Logistics Command officials, who suggested the reduction, say combat readiness will be increased by reducing the number of hours an aircraft stays in maintenance for painting and by

minimizing compromises in aircraft camouflage paint schemes.

The reductions also eliminate more than 100,000 man-hours required to reapply decals and repaint stencils,

saving some \$2.5 million annually.

In addition, markings on the A-10 aircraft were cut from 681 to 95, while markings on C-130 B and E models were reduced from 270 to 84.

Proper storeroom maintenance a must

A fire occurred in an Air Force dormitory storeroom, recently. No injuries were reported, but the potential for injury or even the loss of lives was highly probable.

The storeroom was being used to store dormitory occupants' empty stereo equipment cardboard boxes and styrofoam packing material. Although the boxes and styrofoam packing did not contribute to the start of the fire they did contribute to the rapid spread.

The room was supposed to be secured with access controlled by the dormitory manager, but was not. Also, the area had not been designated or posted as a no smoking or open flame area.

Fire prevention specialists have all been around long enough to know that any uncontrolled storage area without responsibilities specifically assigned soon becomes a haphazard conglomeration of everything under the sun. No order of storage is maintained and highly flammable materials become intermingled with other combustibles and empty stereo equipment boxes and suitcases.

This problem is not restricted to dormitories. It can and does occur in office buildings and maintenance work areas.

Check your area for unsafe storage areas, post "no smoking" signs in the appropriate places. If you have any questions regarding fire prevention requirements, contact the fire department.

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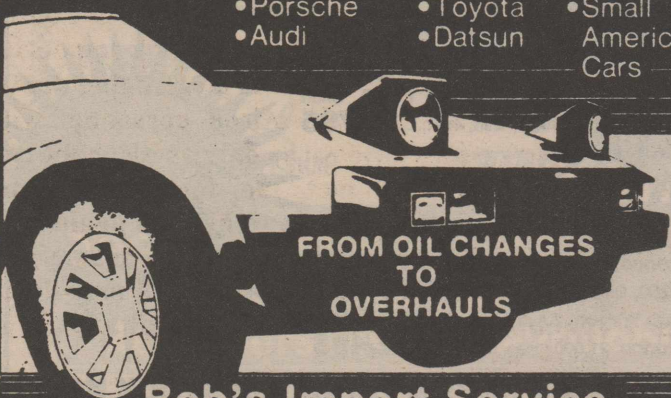


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Cut government expenses, turn a profit from moving

The "do-it-yourself" moving program could put money in your pocket when you make your next move, said Reese Traffic Management Officer 2nd Lt. Glen Lang.

The program is designed to put moving dollars in the hands of the member as opposed to the commercial carrier, while also saving the Air Force moving money.

Lieutenant Lang explained the program this way, TMO figures the cost of moving property via normal commercial means based upon an estimated weight. Twenty percent is taken from the cost

immediately as government savings and the remaining 80 percent goes for paying the vendor for equipment rental and the individual making the DITY move.

The actual amount is based upon property weight tickets. That is the amount for which payment is made. The estimated weight is used only for planning purposes, the lieutenant added.

The lieutenant illustrated his point with three DITY move examples.

•A captain is going TDY to Squadron Officers' School. He owns a pick-up and is authorized 600 pounds of bag-

gage. TMO approves his vehicle, and the weight tickets verify he has 290 pounds to move. All moves under 500 pounds are based upon a 500 pound minimum. The officer gets paid for moving 500 pounds. The commercial cost would be \$368; minus the Air Force's savings, the cost is \$294.40, one way.

•A staff sergeant decides to move from Lubbock to Reese Village with 6,000 pounds of household goods. The commercial cost for such a move would cost the government \$720, but if the NCO moves himself, the government's cost drops 20 percent to \$576. The NCO can rent the necessary moving equipment for \$51.40 and pocket the remaining \$524.60.

•A second lieutenant moving to MacDill AFB, Fla., with 8,000 pounds of household goods will cost the government \$3,380. The lieutenant will save the government \$676 and make \$2,704 if he will move under the DITY Program and spend \$788.

The DITY Program has high dollar returns for both the individual mover and the government, said Lieutenant Lang, "It's worth checking into."

Lower fares extended

As a result of extensive negotiations, Trans World Airlines has extended its 50-percent military leave fare discounts to dependents of active duty people.

Now, carriers offering the dependent furlough fares include TWA, U.S. Air, Delta, Eastern, Empire, Frontier, Northwest, Ozark, Pan American, Piedmont, Republic, United and World.

With TWA, the discounts apply on all domestic routes, are applicable for one way or round trip travel, and dependents must be accompanied by their active duty sponsor.

Keep in mind that leave fares of one carrier may not necessarily be the lowest in the market. Various promotional fares may cost less, therefore, compare prices before making a reservation.

If you can meet the restrictions attached to the cheaper fares, you may be able to travel at an even lower cost.

Your wing inspector

Ext 3409

Both military and civilians have the right to register a complaint through the Inspector General Complaint System (AFR 123-11). Reese personnel are encouraged and obligated to report suspected fraud, waste, or abuse of government resources. Your wing inspector will address both avenues of the U.S.A.F. complaint system. If fraud, waste, or abuse of government resources is suspected or if you feel you have an eligible IG complaint — take action. To insure you're on the right track, give the chain of command a chance to help.



Maj. Tice Leonard
"To solve a problem you have to talk about it."

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3. Talk to your squadron commander
4. Talk to your EEO representative
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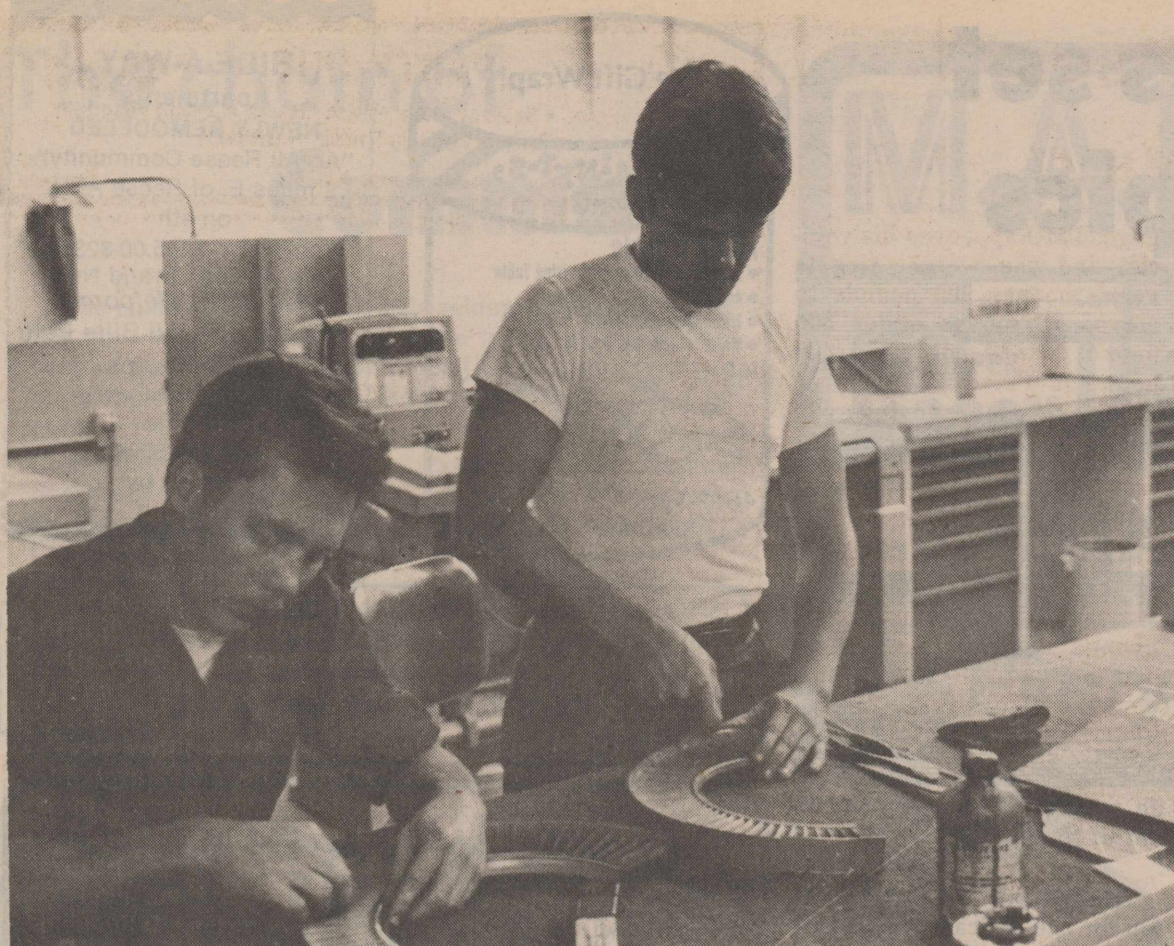
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U.S. Air Force Photo by A1C Ken Carlson

More inspections

A1C Charles Arick (left) and Sgt. Gary Chandler inspect and blend compressor case stators for the T-38 jet engine. Their shop, FMS Accessory Repair, is responsible for inspecting and repairing accessory parts of the aircraft assigned here.



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Military spouses set their own Olympics

by Judi Critton

With all the hubbub and attention given to the Los Angeles Olympic games it's become increasingly clear to me that there should be the Military Spouse Olympics. What are the games but public reward and recognition for years of dedication, blood, toil and tears?

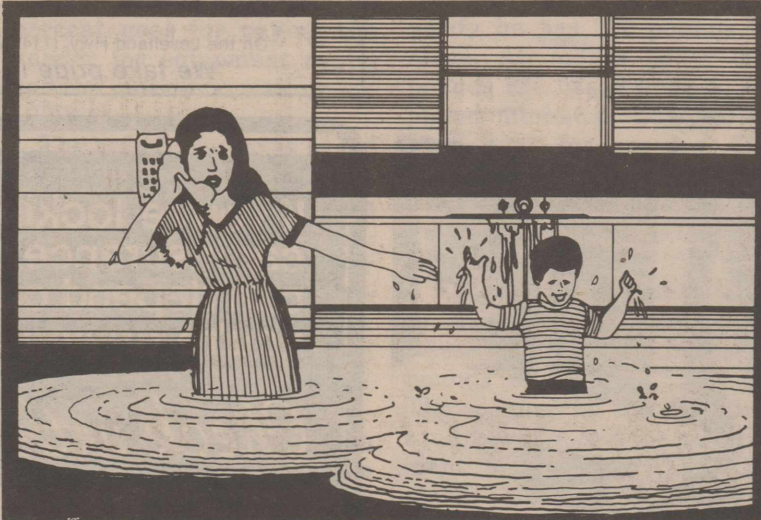
My games would include extensive television coverage and big bucks for product endorsements afterward. I'd even let a major manufacturer design a wardrobe for all the contestants again. The only changes I'd make would be the events.

Carl Lewis may be the fastest around on the big oval, but imagine how easily we could leave him in the dust in the crisis of "five a.m. recall and the uniform is wrinkled and the shoes scuffed," event.

Dwight Stone may be one heck of a high jumper, but put him in a practical application like leaping to the last available cart on payday in the commissary and the smart money is on us.

Nobody can match the aquatic derring-do of a spouse kneedeep in a backed-up sink, on hold with civil engineering and unable to locate the family's shortest child.

We could keep the 50-yard dash but limit the entrants to



spouses whose mates are TDY or remote. Traditional world records would fall by the wayside if the event started not with a gun at the start but a phone ringing at the finish line.

That same group could go head-to-head with any neckless steroid-pumped weightlifters when it comes to shouldering the load for the two thousand things that only

go wrong when he or she is out of town.

How about some recognition for the delicate acrobatics necessary to keep the checkbook balanced on the 14th and 29th?

It wouldn't be too hard to line up a location and sponsorship. The big problem is who'd run the Air Force while we're gone? —(AFSINC)



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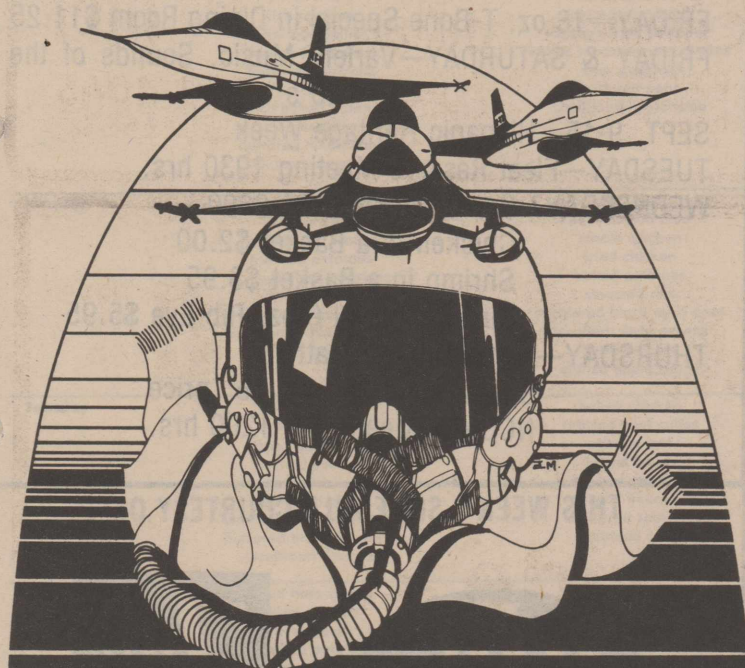
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The chain of Command

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- Senior Enlisted Advisor CMSgt. Robert W. Carter
- 64th Flying Training Wing**
- Commander Col. John R. "Bob" Hullender
- Wing Executive Maj. Tice Leonard
- Senior Enlisted Advisor CMSgt. Max Lantz
- Other key wing officials**
- 64th Air Base Group Commander Col. Ralph R. "Bob" Rohatsch Jr.
- Deputy Commander for Operations Col. W. "Bill" Grosvenor
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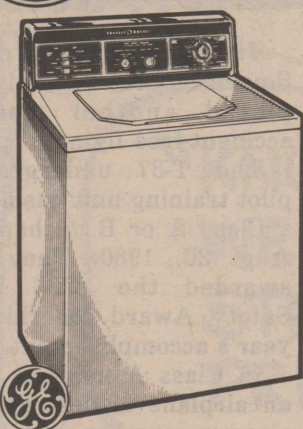
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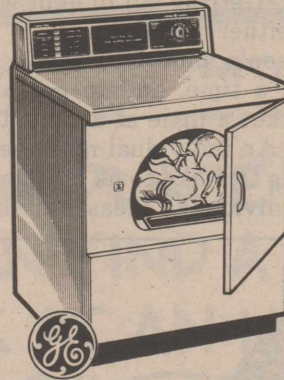
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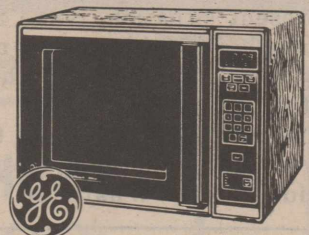
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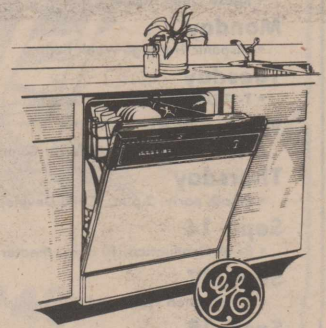
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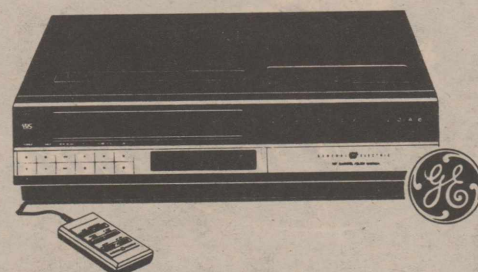


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Financial troubles can be beaten...if desired

by Capt. Aubrey Hendrix
accounting and finance officer

Many people find their monthly living expenses coupled with their installment payments adds up to more than their monthly income.

Those same people probably feel pressure from those they owe, and may be worried, not knowing where to turn or what to do.

Recognize what created the present situation. Some may have bought things they really could have lived without, still others could have had unexpected emergencies that were not planned for or provided for. Whatever the

reason, the important thing is not why, but how the problem can be solved.

A person can call Ext. 3432 for financial counseling, but before calling everyone must accept the following facts:

- The individual in debt is the only one that can get that individual out of debt. A financial counselor can help plan and make arrangements with creditors, but it's the individual that must pay the way out.

- Getting out of debt will be neither quick nor easy. Most people slide into debt a little at a time, and to get out, it takes a little at a time, too.

An individual must be willing to make some changes. An individual's ideas on what is

necessary and what is nice may need to change. That means greater selfdiscipline—getting by with less and making things do.

If anyone with financial troubles will accept these facts and live by them, they are on the way to financial recovery.

35th garners safety honor

The 35th Flying Training Squadron here recently completed another year of accident-free flying.

The T-37 undergraduate pilot training unit has not had a Class A or B mishap since Aug. 20, 1980. They were awarded the ATC Flying Safety Award for this past year's accomplishment.

In Class A mishaps either an airplane is destroyed, an aircrew member is killed or permanently and totally disabled, or there is more than \$500,000 in damages. In Class B mishaps there is between \$100,000 and \$500,00 in damages, injuries resulting in a partial disability of a permanent nature, or five or more people are admitted to a hospital.

Did you know

The "big bang" theory safety style—one driver stops suddenly; one driver follows too closely; the two then become one in a rear-end collision. Thus, the "big bang!"

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FRIDAY—16 oz. T-Bone Special in Dining Room \$11.25
FRIDAY & SATURDAY—Variety Music, Sounds of the 80's

SEPT. 9-15—Hispanic Heritage Week
TUESDAY—Fleet Reserve Meeting 1930 hrs.

WEDNESDAY—Games Night 1900-2200
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Chicken



On target...

Today
• 24 days until MEI

Saturday
• Reese Open House, 9 a.m.

Monday
• Hispanic Heritage Week begins

Tuesday
• T-37 USEM meeting, 12:30 p.m.

Wednesday
• North American Air Defense Command became operational in 1957

Thursday
• Pinata party, 2 p.m., Child Development Center

Sept. 14
• 84-08 Graduation, 10 a.m., theater

Sept. 17
• Constitution Week and Citizenship Day

Sept. 18
• Air Force's 37th anniversary

Sept. 19
• Mickey Mouse's 56th Birthday

Sept. 22-29
• South Plains Fair in Lubbock. Follow 4th Street to the far eastern side of Lubbock to the fairgrounds.

Sept. 30
• MEI team arrives

Oct. 1
• New fiscal year begins

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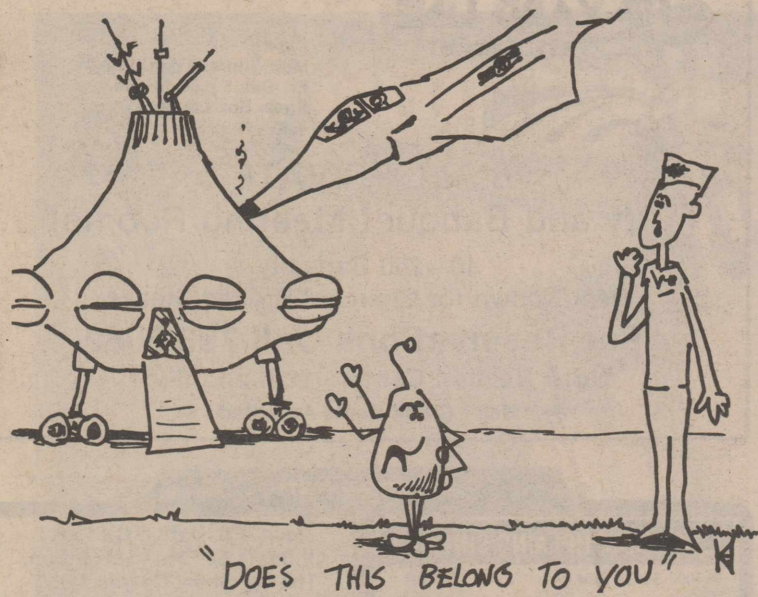


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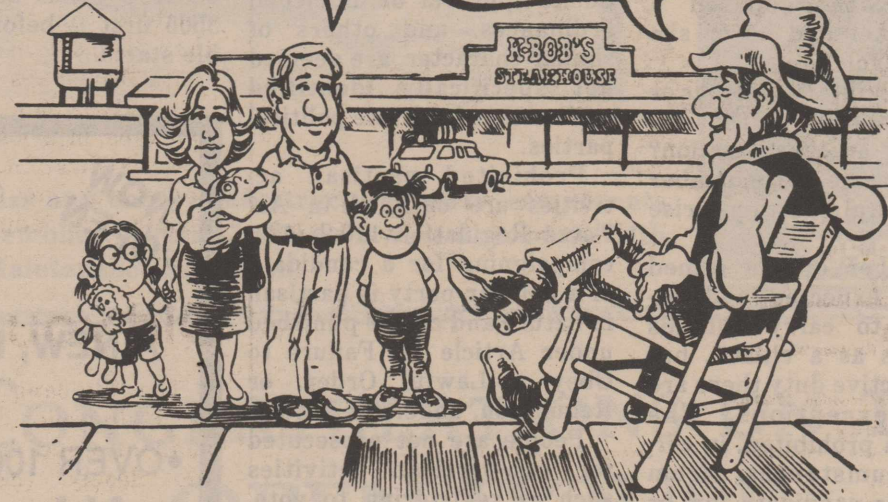
Caprock Cafe

	Lunch	Dinner
Friday	barbecued ribs spaghetti with meat sauce roast veal mashed potatoes steamed buttered rice lyonnaise wax beans buttered peas buttered cabbage	fried fish portions ginger pot roast roast duck with apple jelly glaze golden potato balls french fried potatoes buttered brussel sprouts buttered asparagus buttered corn
Saturday	buttered croutons roast turkey meat loaf crisp crackers grilled steaks mashed potatoes french fries stewed tomatoes buttered peas buttered succotash	hot beef sandwich braised pork chops fried haddock baked potatoes mashed potatoes vegetable gumbo club spinach buttered green beans
Sunday	vegetable soup fried shrimp perch fillets fish portions beef porcupines chicken fried steak buttered croutons crisp crackers french baked potatoes steamed rice buttered lima beans steamed tomatoes	baked ham swiss steak fried chicken glazed corn beef cottage fried potatoes baked macaroni and cheese corn pudding buttered peas cauliflower polonaise
Monday	grilled Salisbury steaks chipper perch baked veal steaks mashed potatoes cottage fried potatoes fried onions glazed carrots buttered brussel sprouts baked halibut	roast pork beef cordon bleu creole chicken fried chicken baked potatoes steamed rice simmered black eyed peas southern style greens buttered corn chilled apple sauce
Tuesday	baked lasagna roast turkey baked knockwurst mashed potatoes french fries buttered peas buttered mix vegetables buttered brussel sprouts cornbread dressing	baked chicken braised beef cubes salmon loaf baked beans mashed potatoes wax beans buttered spinach sauteed corn
Wednesday	fried ham steaks fried chicken liver fiesta mashed potatoes steamed rice southern style greens seasoned asparagus harvard beets	baked ham spaghetti with meat balls mashed potatoes rissole potatoes buttered peas sweet and sour greens corn on the cob
Thursday	roast beef fried rabbit pork adobo parsley potatoes mashed potatoes buttered peas okra tomato gumbo buttered broccoli	steamship round beef pot pie simmered corned beef carrots cabbage buttered green beans potatoes buttered rice

This menu is subject to change

"KNOW A PLACE WHERE WE CAN FIND A GOOD STEAK AT AN HONEST PRICE?"

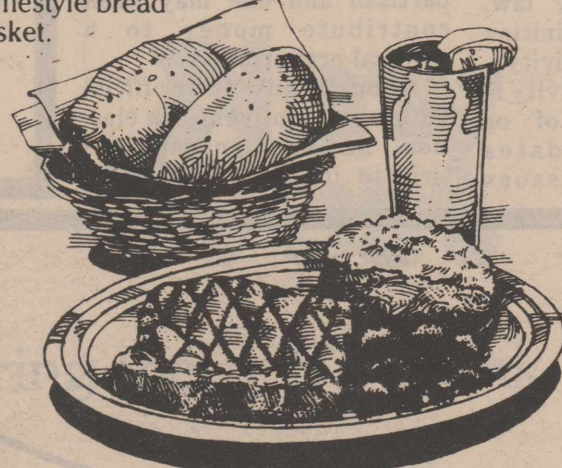
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Hispanic Heritage Week schedule established

Monday

• Hispanic food tasting, 4:30 p.m., recreation center

Tuesday

• Donation benefit, recreation center

Wednesday

• Special Hispanic meals, Caprock Cafe
• Special Hispanic menu, Officers' Open Mess

Thursday

• Pinata Party, 2 p.m., Child Development Center

Sept. 15

• Live band "Latin Soul", 8 p.m. to 2 a.m., Enlisted Open Mess

Sept. 16

• Spanish Mass, base chapel

Election time... Just what are a person's rights

Courtesy of the judge advocate's office

Suppose a military member is enthusiastically in support of one particular candidate. This supporter registers to vote and begins to express political opinions on the candidates and the issues everywhere. The enthusiasm leads to political club membership and attendance at regular meetings. The military member's enthusiasm wears off on a fellow-worker and he or she too gets involved.

Has the military member or second political enthusiast committed an illegal action? A general rule to remember when political questions arise is:

A member of the armed forces is expected and encouraged to carry out his obligations as a citizen, but while on active duty there are certain exceptions. The member is prohibited, in certain circumstances, from becoming a candidate for, or holding civil office, and in engaging in partisan political activities.

To determine whether or not the two fictitious military members violated any law, one must know the definition of partisan political activity.

Partisan political activity is conduct in support of or related to candidates representing, or issues

specifically identified with, national or state political parties and associated ancillary organizations.

Non-partisan political activity is conduct in support of or related to candidates not representing, or issues not specifically identified with, national or state political parties and associated ancillary organizations.

Issues relating to constitutional amendments, referendums, approval of municipal ordinances, and others of similar character, are deemed not specifically identified with national or state political parties.

Prohibited partisan activities are outlined in Air Force Regulation 110-2. Any campaigning for a candidate of a popular party is partisan in nature and can be punished under Article 92, Failure to Obey a Lawful Order, or Regulation, under the UCMJ.

People are not prosecuted for non-partisan activities such as registering to vote, voting and expressing personal political opinions on the candidates and issues in that way. Joining a neutral political club is likewise non-partisan and one may even contribute money to a political organization.

No one can use their official authority to influence an election, nor can anyone participate in partisan political

management, campaigns or conventions. Contributions to partisan political candidates is also illegal.

The United States' presidential elections are in November. Don't let the temptation to work or contribute to a partisan party or candidate get anyone in trouble. If anyone is in doubt about a political move, contact the Reese Judge Advocate's Office at 885- (Ext.) 3505 first ... before the trouble starts.



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7:00 - 9:00

INDIANA JONES
and the
TEMPLE OF DOOM
PG
1:30 4:00 7:00
9:30

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U.S. Air Force Photo by A1C Ken Carlson

Sanding down

A1C Yvonne LaRusso sands on the body of a T-38. The airframe repair specialist's duties include repairing, modifying and fabricating aircraft metals, plastic,

fiberglass and honeycomb structural parts, components and assemblies. Airman LaRusso is a member of the 64th Field Maintenance Squadron.

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MTI duty -- is it for you?

by AIC Susan C. Lawrie
AFMTC public affairs

Women are needed to fill one of the most challenging and rewarding jobs in the Air Force. Sound like a recruiting pitch? Military training instructor duty at Lackland AFB, Texas, isn't for everyone, but it may be for you.

Lackland's Basic Military Training School has a serious shortage of women TIs. The school's goal is to have one female TI permanently assigned to each flight of female trainees. That isn't possible now.

Maj. Ronald Browning, operations officer at the school, believes one of the reasons for the shortage is lack of knowledge of the benefits. SSgt. Linda English, however, is well aware of the benefits: an instructor for three of her eight years in the Air Force, she has just extended her tour.

"I like the job because I was placed in a supervisory position earlier than possible in most other career fields," she said. "I've learned to deal with all kinds of different people and their problems. Just when you think you've seen it all, a trainee comes up with a new one."

Sergeant English also takes advantage of the educational opportunities available. Several local colleges and universities offer on-base classes, and she takes two classes each semester. "If you use your time wisely," she said, "school's no problem." She needs only 30 hours for her degree.

Career airmen especially can benefit from the irreplaceable supervisory experience gained at such an early stage in the career. Both Sergeant English and Major Browning emphasized the personal rewards of working with new recruits and watching them become productive members of the Air Force family.

"Working with a new flight of trainees is like watching a lump of raw dough turn into a beautiful loaf of bread," Sergeant English said. Major Browning added that instructor duty is a great opportunity to mold the future of both the individual trainees and the Air Force as a whole.

All TIs receive proficiency pay of up to \$100 a month. They are assigned to Lackland on a three-year controlled tour, with the chance to extend, and further opportunities exist within the basic training environment. Academic instructors, section supervisors, training superintendents and members of the standardization team are all former TIs, and many of the positions in BMTS headquarters require instructor experience, according to Major Browning.

"We keep training both men and women no matter what," Major Browning said, "but there are great advantages to having the desired number of women instructors. A major benefit is that trainees can immediately see the important place of women in the Air Force."

Basic qualifications include good physical condition, a good speaking voice, high standards of conduct and appearance, integrity and good moral character, the ability to make decisions, the ability to lead and at the same time sympathetic, and a military record free of disciplinary action or financial irresponsibility.

Enlisted women holding the rank of senior airman through technical sergeant may get details on how to apply for TI duty at the customer service section of their base personnel office.

After screening, and approval from the individual's commander and medical experts, the application is sent to ATC headquarters at Randolph AFB, Texas. It is also reviewed by the Basic Military Training School before selection is made.

Those chosen to become instructors will be reassigned to Lackland. The three-year controlled tour begins with five weeks in the MTI school, also located on Lackland. Only one class of 20 to 40 students is taught at a time. Several months of close supervision follow, to ensure that each instructor lives up to the badge she wears.

Challenging, rewarding, career enhancing . . . all describe MTI duty at Lackland. It's not for everyone, but it may be for you. —Lackland AFB, Texas (ATCNS)



U.S. Air Force Photo by SMSgt. Buster Kellum

Proper uniform wear and open ranks inspections are an important part of the military training instructor's daily duty.

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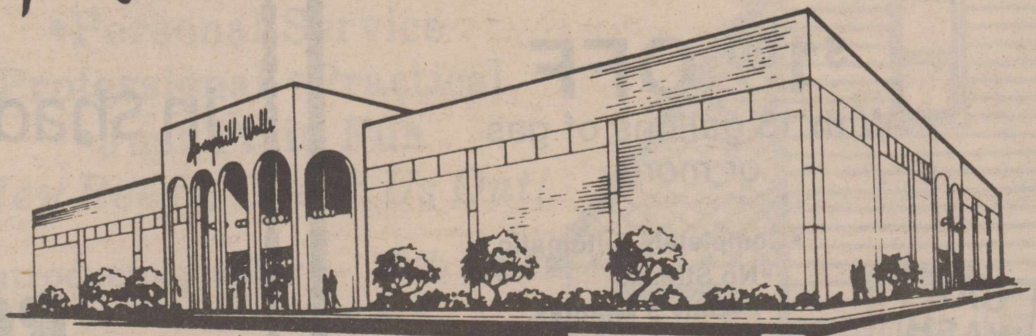
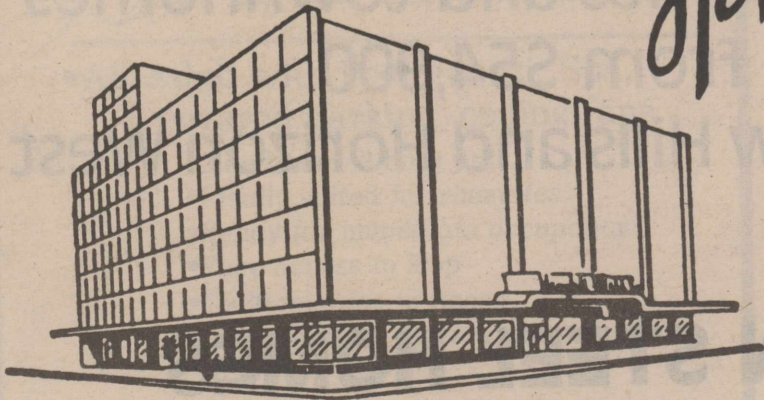
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DOWNTOWN AND SOUTH PLAINS MALL

ATC death toll up to 16

A pair of sport and recreation accidents took the lives of two ATC members in August, raising the command's 1984 ground death toll to 16.

A senior airman from Lowry AFB, Colo., was killed Aug. 18 while performing a skydiving maneuver before a county fair crowd. Two other non-Air Force parachutists were also killed in the accident.

The three, members of a Denver-area skydiving team, were performing a vertical "three-stack formation" when their parachutes became entangled.

The airman died during surgery in a

Denver hospital. He had made more than 1,000 jumps.

A gyrocopter crash on Aug. 21 took the life of a technical sergeant assigned to the 3636th Combat Crew Training Wing at Fairchild AFB, Wash.

The sergeant was flying the helicopter-type craft at an altitude of about 500 feet when it went out of control. Investigators said the gyrocopter's roto blade struck and sheared the rudder, causing the crash. The sergeant died instantly.

The Federal Aviation Administration is investigating both incidents. — (ATCNS)

Music Review

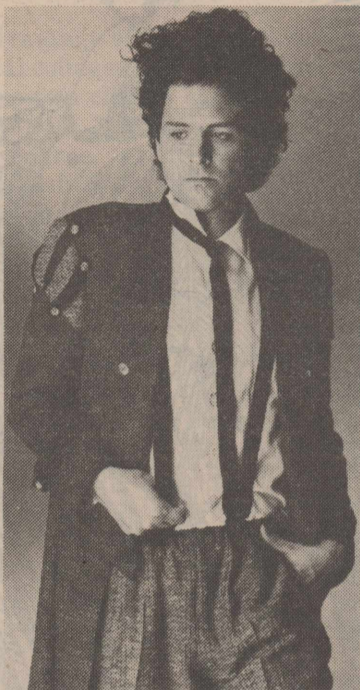
Buckingham's "Go Insane"

by Bill Merrill

Lindsay Buckingham falls into the narrow category of the rock artist who uses his fame to try out new and experimental musical concepts. After rising to the top with Fleetwood Mac, Buckingham immediately launched off in a completely different direction than what made him famous. First, he was the main influence behind the Mac's strangest album, "Tusk." He followed that up with an off-the-wall solo record called "Law and Order" (1981).

The latest Buckingham album, "Go Insane," continues his trend in producing pop music that is in turn brilliant, weird, and totally unique. The centerpiece is the title cut, a smooth melody which surrounds a multi-layered harmony chorus with wanderig minstrel guitar chords. In the catchiness of that chorus, it's easy to miss the more subtle signs of genius, such as the softshoe percussion and spat-out rhythm guitar.

Each song on "Go Insane" is a challenging and individual piece which stands on its own. Take "I Want You," where a crazy monotone rap leads into a cute Caribbean synthesizer tune. Or "Slow Dancing," which rivets the listener's attention to its wailing, metallic-sounding electric



Courtesy Photo by Matthew Rolston / Elektra Records

Buckingham

guitar (ala F. Mac's "The Chain") and fluttering, nervous vocals. Most delightful, though, is the way "Slow Dancing" fades away to a beautiful, unexpected solo acoustic guitar part which seems to have been the core

of the melody all along.

"Go Insane" is first-rate stuff. It contains enough pop-oriented material to satisfy Fleetwood Mac fans, who may still be put off a bit by the album's more bizarre moments. For the pop fan-at-large who is willing to try something very unusual, though, it can't be beat.

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U.S. Air Force Photo by AIC Ken Carlson

Check in, or check-out before you want to

Enforcing 64th Flying Training Wing Regulation 55-2, the security police haul off this would-be camera bug. Unauthorized personnel, military and civilian, have increasingly been seen coming and going as they please on the Reese flightline completely ignoring airfield

managements' warnings against such actions. Airfield management is getting tough. Instead of warnings, the security police are being called to handle the matter. Anyone needing access to the flightline ramp should stop by base operations and check in first.

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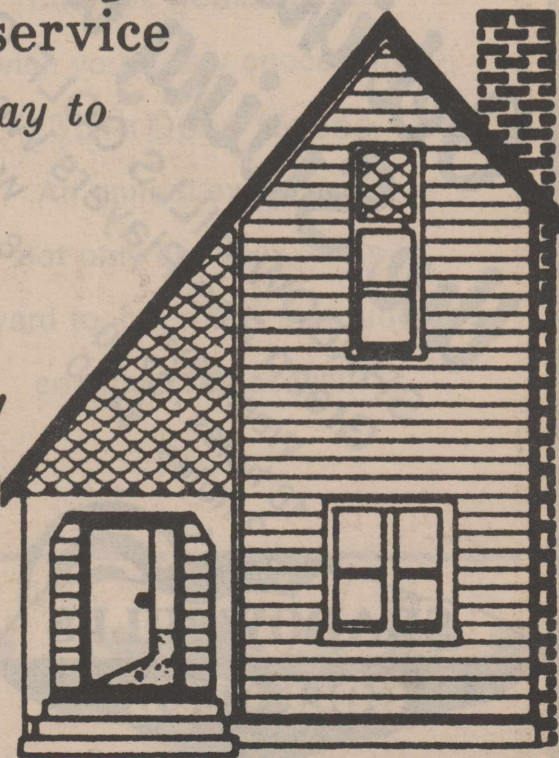
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News briefs

Pre-school has slots available

The Reese Child Care Center Pre-School has slots available for three and five year olds.

Up-to-date shot records and birth certificates must be taken to the center to register. A \$10 registration fee will be charged.

For more information, call the center at Ext. 3541.

JOC luncheon set

The Junior Officers' Committee will sponsor a luncheon for all Reese junior officers Sept. 18, in the Davis Room of the officers' club.

The guest speaker will be Lt. Col. Harry McMillin.

Reservations can be made by contacting 2nd Lt. Deborah L. Dubai at Ext. 3211 or Ext. 3284.

English as a second language

English, as a second language, classes begin Sept. 25 at Frenship Junior High School. Classes are held Tuesday and Thursdays from 7-9:30 p.m., and are conducted by the Lubbock Adult Education Center. The classes are open to entry and are geared to the individual student's English ability. There is no charge for the program.

Questions should be directed to Bill Riddell, 765-9338.

The Lubbock Adult Education Center also provides instruction for the GED.

A&P classes begin Sept. 17. Tuition assistance forms can be aquired at the base education office, Building 920. Enrollment will be held Sept. 10, 12 and 17.

The Air Frame Class starts Sept. 18; General class Sept. 19; and Powerplant class Sept. 20. The classes will be held in Room 116, Building 920.

CE to sponsor hot dog stand

The 64th Civil Engineering Squadron will sponsor a hot dog stand during the open house tomorrow.

SPs have unclaimed property

The Security Police Investigations Section has the following unclaimed property in their possession: three men's watches, one lady's purse, one 10-speed bicycle, one wallet, one voltage tester, two key rings, two flags and a bag containing miscellaneous clothing.

Inquire through TSgt. Arthur Rennels, NCOIC SP Investigations, Ext. 3999.

Use of a coin laundromat

Services Division is requesting personnel who would use a coin operated laundromat, if installed on base, on a regular basis, to contact them at Exts. 3809 or 3800.

Military sick call hours

The USAF Hospital Reese is open for military sick call from 7:30-8:25 a.m., Monday through Friday.

Afternoon sick call for shift workers is from 1-1:30 p.m. Monday through Friday.

The primary care evening clinic will be open to appointments only.

Denver hosts Professional Development Institute

The Denver Chapter of the American Society of Military Comptrollers will host a Regional Professional Development Institute on Oct. 25 and 26, with early registration and icebreaker party on Oct. 24.

The theme of the symposium is "Flightline Comptrollership—Today's Challenge."

Anyone interested in attending should contact Capt. John Shishoff (303) 370-4153 or Gay Howvers (303) 370-7176 at the Air Force Accounting and Finance Center in Denver. Autovon numbers are 926-4153 and 926-7176.

Mother-toddler group

An introductory meeting of the mother-toddler discussion group will be held Tuesday at 7:30 p.m. in the Family Services Lounge, Building 6100.

Interested persons should call Jackie Longwell, 885-4939, or Stacey Marshall, 885-4298, for more information.



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News briefs

Prep course graduates

Noncommissioned Officers' Preparatory Course graduation ceremony for Class 84-5 will be held at 2 p.m. at the enlisted club today. Guest speaker for the event will be CMSgt. Claudell Jones, superintendent of quality control. All commanders, first sergeants and base personnel are encouraged to attend.

Board of directors nominations

The nominating committee of Reese Federal Credit Union is accepting recommendations for nomination to the board of directors. Persons interested in serving in this position must submit a request, accompanied by a statement of qualifications and biographical data, not to exceed 50 words.

Requests for consideration for nominations must be received no later than Sept. 17, and should be submitted to the Nominating Committee, c/o Supervisory Committee, Box 333, Reese AFB, TX 79489, or delivered to either credit union office.

Length of Service Awards

Length of Service Awards for 10, 20 and 30 years of service were presented to the following personnel:

Paula J. DeForrest, 64th Security Police Squadron; Joe L. Donald, 64th Flying Training Wing; Mario Gonzalez, Commissary; Franklin R. Owens and Paul E. Yong, 64th Civil Engineering Squadron and Merle S. Priddy, 64th Field Maintenance Squadron, were presented 10-year awards.

Elwin R. Gilley, and John B. Snedgar, 64th Civil Engineering Squadron; and Robert W. Tracey, 64th Field Maintenance Squadron were presented 20-year awards.

Lon B. Jackson, and James E. Truelock, 64th Supply Squadron; Hellen H. Jensen, Christine H. Reagan, and William A. Trafton, 64th Air Base Group; Robert M. Salmon, 64th Field Maintenance Squadron; and Robert Wisneski, 64th Civil Engineering Squadron were presented 30-year awards.

Making copies instead of using carbons

This is one of the most abused examples. Sure, it's a lot easier to type an original, then reproduce it. Carbon sets are made specifically for this reason. Most typewriters will type an original, file copy (yellow) and a number of extra copies (white) and still produce a quality product. The next time you have to type a document that requires extra copies, type it using carbon sets and save your copier for other purposes. This will not only save money on copier cost but it will also improve your typing, because who wants to correct all those errors on the carbons?

Dates for Promotion Boards

The dates for Reserve of the Air Force Promotion and School Selection Boards were recently released for calendar 1985.

- Jan. 9, PME School Selection Board
 - Jan. 26, ARPC Outstanding Officer/Airman IMA of the Year Board
 - Feb. 15, ROA Outstanding Officer/Airman of the Year Board
 - March 11, Major Selection Board
 - May 15, USAF Senior NCO Academy
 - June 2, Lieutenant Colonel Selection Board
 - June 25, JAGDR Lieutenant Colonel/Colonel Screening Board
 - June 25, JAGDR Policy Council
 - Aug. 12, Captain Selection Board
 - Sept. 4, USAFR Senior Officer PME Course
 - Sept. 4, Residence Components National Security Course
 - Sept. 4, Residence Forces Adjunct Course
 - Sept. 4, Combined Air Warfare Course
 - Oct. 7, Colonel Overall Vacancy Board
 - Oct. 23, Initial Brigadier General Screening Board
 - Nov. 12, Central School Selection Board
 - Dec. 2, JAGDR Captain/Major Screening Board
- For more information on any of these schools and boards contact Sgt. Linda Jones at Promotions and Testing in CBPO at Ext. 3145.

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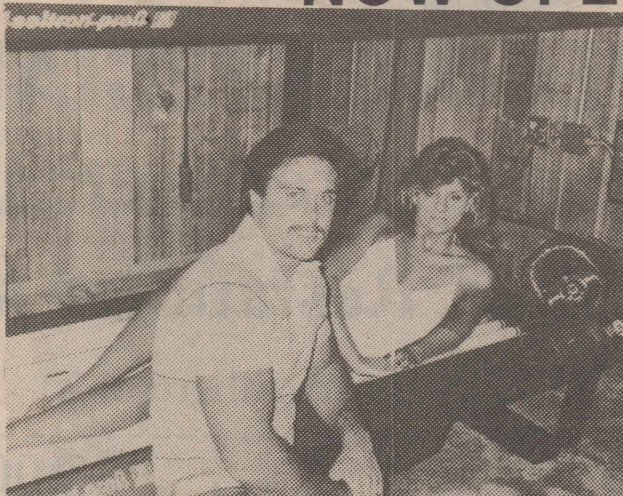
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35th Open House.

An annual event that not only Lubbock looks forward to, but many surrounding communities as well!

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Family news

Chapel news

PROTESTANT SUNDAY SCHOOL programs are beginning their fall schedule. The classes will begin at 9:45 a.m., Sunday. Classes are available for all age groups between 3-years-old and adult.

There are three classes for adults being offered this 1984-85 religious education year. Chaplain (Capt.) Rick Oberheide will teach the singles class. Dick Maynard will teach the Adult I class and Thelma McGraw is starting a couples class.

According to SSgt. Steven Van Meter, the entire staff of the Sunday School is very well qualified and enthusiastic. The program will include a memory verse course, special activities on Halloween and Christmas, a Wonder Fair in January and more.

Children may be registered by calling the chapel at 885-3212, any morning.

SINGLES SIX FLAGS TRIP MEETING will be held this evening at 6 p.m. at the chapel to discuss the itinerary and other areas of the weekend trip. Persons already signed up are encouraged to attend the meeting. Persons not signed up who would like to go, should call the chapel or come to the meeting.

Library

NOW THAT THE STUDENTS are at their desks, the library staff suggests filling your break today with a good book.

Sequels continue in popularity as Van Lustbader is back with "Miko," with a little oriental suspense and violence.

Adler offers the "Revenge of the Robins Family," in which the reader participates in solving the mystery.

Perennials on the best seller list are Bombeck's "Motherhood, the Second Oldest Profession," for 49 weeks and the children's "A Light in the Attic" by Silverstein for 93 weeks. Read them and find out why they've been on the list so long.

Hispanic Heritage Week at the library will be observed with "Place the Face" contest. The first to identify the daily personality will win an instant prize. The contest starts Sunday and ends Sept. 15.

Rec center

SUNDAY: Video tapes on the wide screen begins at 1 p.m. This week, three comedies will be shown.

MONDAY: Food tasting festival begins at noon.

WEDNESDAY: "Unfaithfully yours" will begin at 7 p.m. as the adult movie.

SEPT. 14: Poor boy special at 4:45 p.m.

Youth center

SATURDAY night at the movies presents "Mr. Mom"

SUNDAY: Foosball tourney at 3 p.m.

MONDAY: Family movies at 7 p.m.

WEDNESDAY: Arts and crafts at 4 p.m.; Cards at 7 p.m.

FRIDAY: Candy bar bingo at 7 p.m.

Births

A daughter, Catrina Guarin, born to SSgt. Albert T. and Cindi G. Teruel, Sept. 1.

Grace Presbyterian Church
4820 W. 19th St.
Lubbock, Texas
Sunday Worship Services. 11:00 a.m.
Sunday School. 9:45 a.m.

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5404 4th St. (Next to Albertson's)



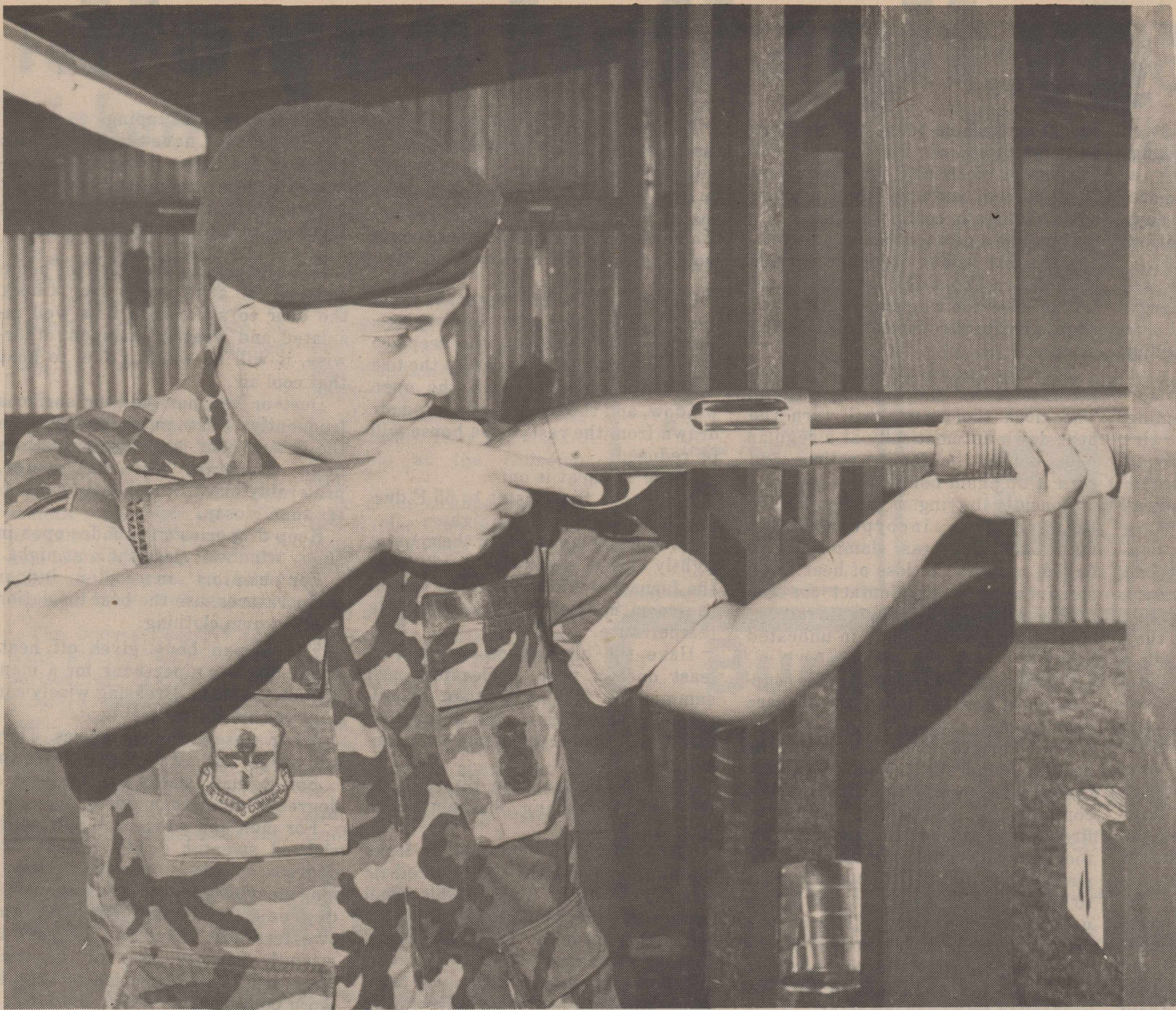
\$1.00 off any pasta dish or **\$2.00**

Off any large pizza with this coupon!

Orlando's Italian Restaurant #2

5404 4th St. Call 796-2333 for delivery!

Offer Expires September 30, 1984 (Limit one coupon per pasta dish or pizza)



U.S. Air Force Photo by A1C Ken Carlson

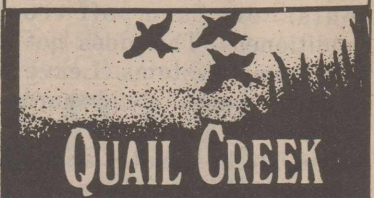
Setting his sites on airman of the month

SrA. Jesse S. Gonzalez takes aim during his shotgun training. Airman Gonzalez was recently selected as the 64th Flying Training Wing Airman of the Month for July.

The security policeman is a member of the Reese SP Gate Guard Section.

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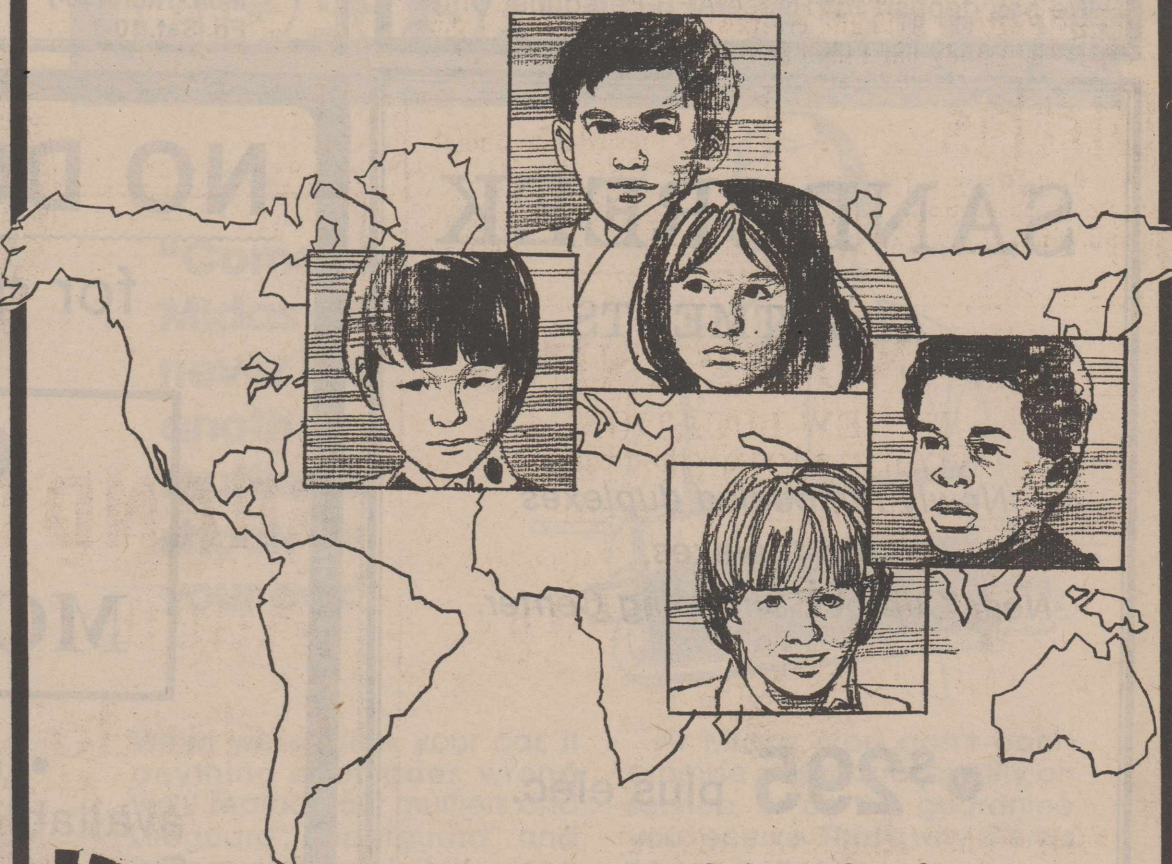
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Energy tips that pay off

If every household in the United States lowered its average heating temperature six degrees over a 24-hour period, we would save more than 570,000 barrels of oil per day, said Reese Energy Conservation Manager Sam Lanham.

Heating and cooling homes accounts for most residential energy costs.

During both heating and cooling seasons:

Close off unoccupied rooms and shut the heat or air-conditioning vents; or turn off room air-conditioners. This does not apply to heat pump systems. Leave it alone; shutting vents could harm a heat pump.

Use kitchen, bath, and other ventilating fans sparingly. In just one hour these fans can blow away a houseful of warmed or cooled air. Turn them off just as soon as they have done their job.

Keep the fireplace damper closed unless you have a fire going. An open damper in a 48-inch square fireplace can let up to eight percent of your heat out the chimney.

Don't turn the heat on until necessary. On cool evenings use the fireplace instead, and add a blanket at night.

With heating equipment:

With electric furnace heating, consider a heat pump system. The heat pump uses thermal energy from outside air for both heating and cooling. Costs for these pumps run from about

\$2,000 for a whole-house unit to about \$425 for room size. But they can cut the use of electricity for heating by 30-40 percent and also might provide some savings in cooling costs.

If buying a new gas heating system, ask the gas utility or public service commission about the savings potential of electronic ignition. Also ask about possibilities for retrofitting the system.

Consider the advantages of a clock thermostat for the heating system. The clock thermostat will turn the heat down automatically at a regular hour before the family retires and turn it up again before they wake.

Consider buying a properly sized furnace that incorporates an automatic flue gas damper. This device reduces the loss of heat when the furnace is off. Contact the gas utility or oil supplier for guidance.

Insulate heating ducts in unheated areas.

Don't use the fireplace for supplemental heating when the furnace is on unless:

The warmth from a fire on the hearth generally doesn't radiate through the house; the heat gain is confined to the room with the fireplace. And when the furnace is on, too, a considerable amount of heated air from the rest of the house flows into the fireplace and goes wastefully up the chimney. Then the temperature in other rooms of the house goes down, and the furnace uses more fuel to raise it to the level controlled by the thermostat.

To lessen the heat loss, lower the thermostat setting to between 50 F and 55 F. Some warmed air will still be lost, but the furnace won't have to use as much fuel to heat the rest of the house to these temperatures as it would to raise the heat to 65 F.

Close all doors and warm air ducts entering the room with the fireplace, and open a window near the fireplace about 1/2-1 inch. Air needed by the fire will be provided through the open window, and the amount of heated air drawn from the rest of the house will be reduced.

When the heat is on:

Lower the thermostat to 65 F during the day and 66 F at night.

Keep windows near the thermostat tightly closed, otherwise it will keep the furnace working after the rest of the room has reached a comfortable temperature.

Have the oil furnace serviced at least once a year, preferably each summer to take advantage of off-season rates. This simple precaution could save 10 percent in fuel consumption.

Clean or replace the filter in the forced-air heating system each month.

Check the duct work for air leaks about once a year if it is a forced-air heating system. To do this, feel around the duct joints for escaping air when the fan is on. Relatively small leaks can be repaired simply by covering holes or cracks with duct tape. More stubborn problems may require

caulking as well as taping.

With oil heat, have the service man check to see if the firing rate is correct. Chances are it isn't. A recent survey found that 97 percent of the furnaces checked were over-fired.

Don't let cold air seep into the home through the attic access door. Check the door to make sure it is well insulated and weather-stripped, otherwise, it will be wasting fuel to heat that cool air.

Dust or vacuum radiator surfaces frequently. Dust and grime impede the flow of heat. And if the radiators need painting, use flat paint, preferably black. It radiates heat better than glossy.

Keep draperies and shades open in sunny windows; close them at night.

For comfort in cooler indoor temperatures, use the best insulation of all - warm clothing.

The human body gives off heat, about 390 Btu's per hour for a man, 330 for a woman. Dressing wisely can help you retain natural heat.

Wear closely woven fabrics. They add at least a half degree in warmth.

For woman, slacks are at least a degree warmer than skirts.

For men and women. A light long-sleeved sweater equals almost two degrees in added warmth, a heavy long-sleeved sweater adds about 3.7 degrees; and two lightweight sweaters add about five degrees in warmth because the air between them serves as insulation to keep in more body heat.

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Football fans help kickoff Tech's season

The Red Raider Club, Texas Tech University's athletic booster organization, will sponsor a "Big Red Feed" preceding the Texas Tech vs. University of Texas at Arlington football game at Jones Stadium in Lubbock Sept. 15.

The "Big Red Feed" is designed to provide quality entertainment and food for the entire family while raising money for the Tech athletic scholarship fund. The pre-game festivities will be held in the Lubbock Municipal Coliseum adjacent to Jones Stadium from 4:30-6:30 p.m.

The Odessa Chuck Wagon Gang will provide the "feed" portion of the day's program—a complete barbeque meal.

The Pepper Martin Band from Odessa will provide musical entertainment at the coliseum from 4-5 and 5:30-6:30 p.m. In between, the

Lubbock Square Dance Association will provide dancing and musical entertainment from 5-5:30 p.m.

The Tech-UT Arlington game will kickoff at 7 p.m.

Tickets for the "Big Red Feed" are \$8 per meal and may be obtained from the Red Raider Club office in Lubbock or the Texas Tech athletic ticket office. They will also be available at the coliseum door.

To order tickets from the Red Raider Club through the mail, send a check to: The Red Raider Club, P.O. Box 456, Lubbock, TX 79408.

To obtain tickets from the athletic ticket office by mail, send a check to: Athletic Ticket Office, P.O. Box 4199, Texas Tech University, Lubbock, TX 79409, or stop by the office in the north end of Jones Stadium southwest of the intersection of 4th Street and University Avenue in Lubbock.

Sports shorts

35 and over gang travels to Lackland

Coach David Meier and his 35 and over softball team travel to Lackland this weekend to participate in the Air Training Command Central District Softball Championship.

Lackland will also host the ATC championship tournament Tuesday-Thursday.

This is the first year that ATC has sponsored a championship tournament for 35 and over softball teams.

Football officials are still needed

Intramural flag football officials are still needed for the upcoming season. Interested persons should contact the base gym at Ext. 3207.

Intramural flag football to kick off season

The 64th Air Base Group Squadron will meet the 1958th Communications Squadron in the first game of the intramural flag football season at 5 p.m. Tuesday at the base track field.

The 64th Civil Engineering Squadron and the 64th Field Maintenance Squadron will vie for the win following the 5 p.m. game.

Eleven teams will compete in the 1984 season, scheduled to end in the last part of October.

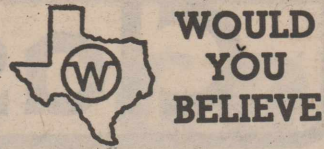
Aerobics exercise class set

Lynn Bowie will teach an aerobics class beginning Sept. 17 at the base gym.

The classes will be held at 5 p.m. Mondays, Tuesdays and Thursdays.

Sign up no later than Sept. 16 at the base gym. Contact Gary Grant at Ext. 3207 for more information. The cost for the class is \$25 for six weeks.

Bowie is a certified aerobics instructor with three years experience.



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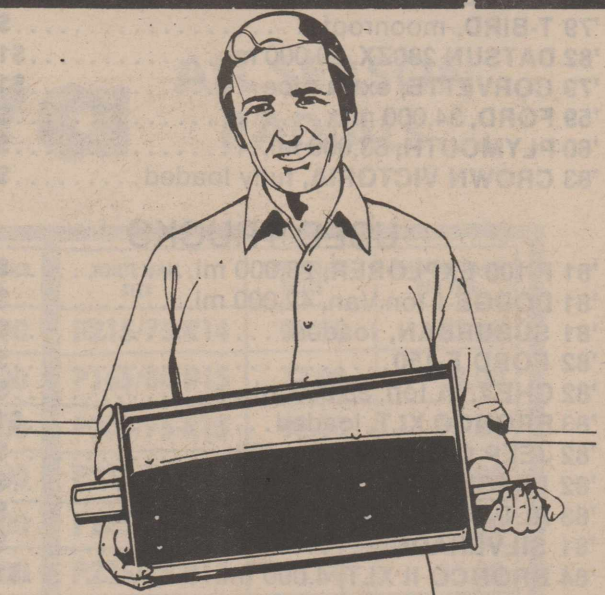
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SUNSET APTS: 5801-22nd St., 792-9457. We have furnished & unfurnished apartments at budget prices. Pool & laundry facilities. Convenient to Reese, shopping, L.C.C., post office, and located in Frenship school district. Give us a call for your living needs.

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'76 OLDSMOBILE TORONADO BROUGHAM-excellent condition, only 49,000 miles, one-owner car, vinyl top, velour interior, brown & tan tones, \$2500, weekdays 9 to 5 call 763-4551 ask for Mary; evenings and weekends call 1-998-4939.

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CARLISLE furnished efficiency \$150; furnished 1 bedroom \$160; bills paid. 795-9733, 797-9303.

FIRST MONTH FREE—Like new, energy efficient duplex near Reese. 2 large bedrooms, 1 1/2 baths, appliances, carpeted, fenced yard, water paid. \$350. Call 795-5047.

LARGE 2 BEDROOM, 2 BATH duplex with built-ins and utility room and private back yard. \$400 monthly. Call 794-3774.

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1979 CAMARO RALLY SPORT, blue, A/C, 4 speed, power windows, locks, antenna, AM/FM/Tape, excellent condition. Call 799-6795 after 6 p.m.

UNFURNISHED HOUSE, 3-2-2, no pets, lease and deposit, W. Lubbock, off 19th Street, \$525 plus utilities. 797-4945. 6504 22nd Place.

WANTED MALE ROOMMATE to share expenses. Call 795-2690 after 5 p.m.

FOR SALE 1980 CM 400T Motorcycle, Good condition, \$850. Call 885-3253. Ask for Floyd.

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FOR SALE: 1983 280ZX Turbo 2+2, automatic, T-top. Call 797-2611 or 745-4889.

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Going PCS, Must Sell: Microwave, washer and dryer, TVs, sofa sleeper, rocker/swivel chair, etc. Call 797-0281. Serious inquires only.

For Sale: 1981 Toyota Corolla sedan deluxe, 4-dr., A/C, AM/FM stereo, standard, \$3,400.00 Firm. Call 797-0281. Serious inquiries only.

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1979 Cadillac Eldorado, excellent condition. \$8,900 or best offer. 885-2114.

YARD SALE: Moving soon. Must sell baby clothes, girl's clothes to size 6, maternity clothes sizes 8-10-12, misc. Saturday only. 302 McGuire.

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School machines, deluxe models; console cabinets; zig zag; buttonholes, etc. All new cond. \$69.95 ea. Guaranteed. ABC Sewing Center, 3033 34th at Flint. Call 799-0372.

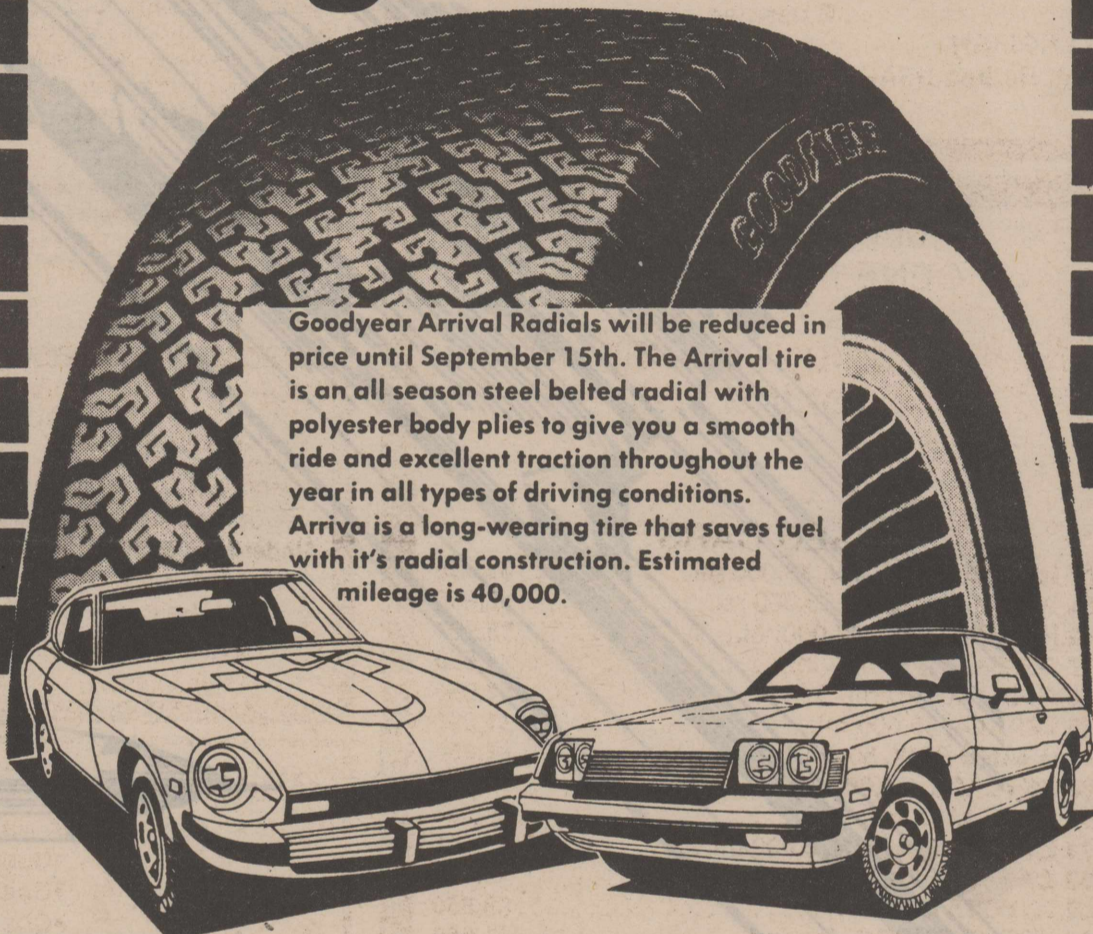
ADORABLE AKC IRISH SETTER puppies, cuddly and loveable. 765-5700 or 794-2286.

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P165/80 R13	71.00	53.00	P205/75 R15	98.00	74.00
P175/75 R13	76.00	57.00	P215/75 R15	101.00	76.00
P175/80 R13	77.00	58.00	P225/75 R15	106.00	80.00
P185/80 R13	79.00	59.00	P235/75 R15	113.00	85.00
P185/65 R14	84.00	63.00	P175/70 R13	73.00	55.00
P175/75 R14	79.00	59.00	P185/70 R13	78.00	59.00
P185/75 R14	84.00	63.00	P185/70 R14	86.00	65.00
P195/75 R14	91.00	68.00	P205/70 R14	99.00	75.00
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