

B-1B roars into active service

DYESS AFB, Texas (AFNS)—Thirty years to the day after the B-52 entered the Air Force inventory, and almost 16 years after the FB-111 came on line, B-1B No.1 touched down here Saturday.

Gen. Bennie L. Davis, Strategic Air Command Commander in Chief, piloted the nation's newest multi-role bomber. It sped out of the east and announced its arrival with an ear-splitting roar above a crowd of 45,000 people gathered for its delivery to the Air Force.

Then the aircrew put on an Air Show that offered a hint of the bomber's strategic and tactical flight capabilities.

With four afterburners

spewing blue flame, the B-1B flew west, turned left and continued on a racetrack pattern that brought it back over the base on a high-speed pass.

The bomber approached eerily silent, traveling at 550 MPH at 250 feet. Only at the last split second did the engine's roar reach spectators as the B-1B shot by directly in front of them.

The Aircrew then banked the aircraft left and began another racetrack pattern. This time, landing gear and flaps down, and wings swept fully forward, the bomber flew 50 feet above the runway's centerline at 170 MPH.

After the high-and low-speed demonstration, the crew of General Davis; Lt.

Col. Frank T. Birk, pilot; Maj. Larry M. Jordan, co-pilot; and Capt. Robert L. Sutton, offensive systems officer, brought the B-1B in for its first touchdown in Texas at 1:55 p.m.

Maj. Paul M. Hendricks III, defensive systems officer, had traveled to Dyess in a support aircraft and joined the rest of the B-1B crew on the ground.

"This is a great day for our great country, for the state of Texas, for the U.S. Air Force and for Strategic Air Command," said an ecstatic General Davis. "This is one superb airplane, the finest in the world, and it's going to serve the cause of deterrence very, very well."

Army Gen. John W. Vessey Jr., chairman of the Joint

Chiefs of Staff, said, "This airplane demonstrates the dedication of the people of the United States to keep their strategic nuclear deterrent force modern and ready."

"We don't want any kind of war, nuclear or conventional. Our first president 200 years ago said, 'If we want to keep the peace, we want to make it very clear that we're ready for war at all times.'"

"That's our strategy today. We want to make it clear to our potential enemies that they can't attack us and succeed. The B-1B and its companion pieces of the strategic modernization program—the Peacekeeper missile, Trident Submarine, the C-5B transport, Cruise missile and our

wonderful warning system—are a well-designed and integrated deterrent force.

"It shows the world we don't want to strike anyone first with our nuclear weapons. And it shows that they cannot strike us and succeed. As long as we make that message clear, we help preserve the peace of the world."

General Vessey also read a message from President Reagan. It said, "This the latest addition to our strategic forces is dramatic proof that American has not strayed from its commitments to the protection of the liberties that our people cherish. The aircraft you inaugurate today helps insure our nation's

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The Roundup

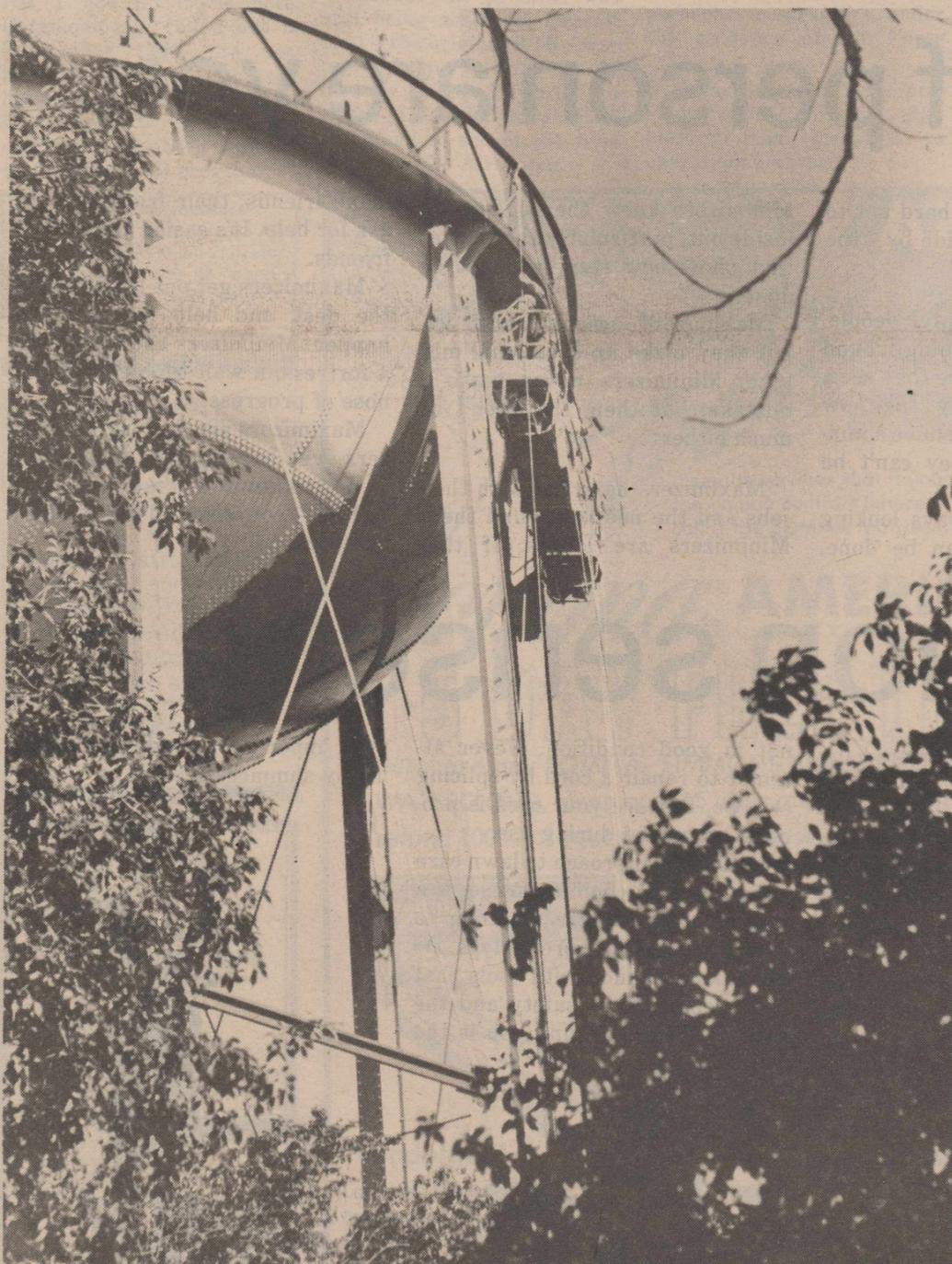
Friday, July 5, 1985

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(USAF Photo by A1L Ken Carlson)

Contractors paint the water tower early this week. Several roadways were blocked due to spray painting apparatuses used by the contractor and civil engineers who painted parking lines. Civil engineers estimate the project will take another week or two weeks to complete, as only the first coat of paint has been applied.

Change of command set for August

A former 64th Student Squadron and 54th Flying Training Squadron commander will succeed Col. Bob Hullender as wing commander here Aug. 7.

Col. James W. McIntyre will replace Colonel Hullender, who will become the Deputy Chief of Staff for Plans at Headquarters Air Training Command, Randolph AFB, Texas. Colonel Hullender will replace Brig. Gen. Richard Hearne, who will become the Commander, Air Force Reserve Officer Training Corps, Maxwell AFB, Ala. General Hearne commanded the 64th Flying Training Wing from August 1982 to November

1983, when Colonel Hullender assumed command of the wing.

Colonel McIntyre, a 1964 Air Force Academy graduate, is currently the commander of the 3700th Air Base Group, Lackland AFB, Texas. He became commander of the 64th Student Squadron in March 1978, and assumed command of the 54th Flying Training Squadron in February 1979.

Following Undergraduate Pilot Training at Vance AFB, Okla., the Sidney, N.Y., native served as a T-37 instructor pilot at Reese, and in January 1968 he became a T-37 examiner the standardization and evaluation unit at Reese.

Services earns Innkeeper Award

"There's no second chance to make a good first impression" is the motto of Reese's billeting staff and they lived up to it recently by winning the Air Training Command Innkeeper of the Year award for 1985.

The award was presented here June 14 by ATC Commander Gen. Andrew P. Iosue to Capt. Bob Rush, 3500th Services Squadron commander. Reese will now compete in the small base category of the Air Force-wide competition, expected to be judged in September or October.

"Our billeting staff is usually one of the first contacts newcomers and visitors have with base people," said the

captain. "That first impression is extremely important because it's the impression the individual will have of the entire base. The staff strives for—and achieves—their goal of excellent service."

The billeting office and facilities were judged on customer service, facility appearance, housekeeping, financial performance and upgrade projects. Captain Rush said Reese's emergence from next to last place in the 1984 competition to the winning slot this year depended on substantial improvements in all of the judged areas.

"However, if there was a

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Commentary

My job is important

By Lt. Col. Michael R. Davenport
Commander, 56th Military Airlift Squadron
Altus AFB, Okla.

The 1984 Summer Olympics gave us much to be proud of as Americans.

The 1984 games have been called "America's Games" because, in large part, our athletes excelled in nearly every sport. Our national anthem was played more times than I could count, but no one complained around my house.

During each medal presentation ceremony, our athletes always rendered the proper respect to our flag, standing straight with hand over heart. Many even sang the words to the anthem.

They were winners and you

could sense the depth of their personal satisfaction for doing a job well and being rewarded for their efforts. As we all know, however, in the "real world" not every winner gets a medal.

What does it take to be a winner? In the Air Force, as in the Olympics, to be a winner, you dedicate your time and your very best efforts to a goal.

Whether we work on airplanes, maintain the base or support the people on the base, our ultimate goal is to ensure the survival of this country and the values of its people. This may sound a bit abstract for some, but in the final analysis, that is why we wear the blue suit.

To achieve and to preserve the right to pursue our goals, we each perform a job which involves hard work and teamwork, both key ingredients. Working hard together as a team isn't always easy.

We all know that self-denial and self-sacrificing go hand-in-hand with working hard and succeeding at our profession.

I honestly believe that with dedication, hard work, self-sacrifice, and yes, even self-denial, we can each feel the same intense self-satisfaction and pride of those American athletes we've watched this summer.

Our gold medal for being winners is not something you hang around your neck or put in your

trophy case. Our reward is far less tangible—it's knowing deep inside how truly important our profession is to this country. Ours is the reward of doing an important job and doing it well. As long as we're winners, the entire country wins.

A well-respected military leader was once asked why he didn't get out of the service and go to work in the private sector for much more money. He said, "I've got an extremely important job to do and I'm not sure I want anyone else doing it in my place." He was a military professional who knew what it took to be a real winner. (AFNS—courtesy McChord AFB, Airlifter)

What kind of person are you

By Maj. John J. Moscatelli
Tactical Air Command Public Affairs
Langley AFB, Va.

Two kinds of people populate the world: maximizers and minimizers.

Maximizers view the world as an arena of opportunity and challenge. Minimizers see the world as threatening and do all they can to limit the threat.

Maximizers are busy people who try to use every minute of the

day. Minimizers work hard not to be busy. Their days slide by—the quieter, the better.

Maximizers are helpful people. They see what's happening around them and pitch in where they see a need. Minimizers only see how things affect them, and have a hundred excuses why they can't be helpful.

Maximizers are always looking to see how things can be done.

Minimizers know the regulations inside out, particularly the clauses that show how things cannot be done.

Maximizers accomplish a lot, but they make an occasional mistake. Minimizers never make a mistake; but then, they don't do much either.

Maximizers have fun with their jobs and the people around them. Minimizers are loners. If they

make friends, their friends might ask for help. It's easier not to have friends.

Maximizers get out from behind the desk and help make things happen. Minimizers use a desk for a fortress, a wall to keep out the nose of progress.

Maximizers are leaders. Minimizers even have trouble following.

What kind of a person are you? (AFNS—courtesy Tiger Talk, Sembach AB)

Use common sense

By Jean Weeks
Safety Office
Oklahoma City Air Logistics Center
Oklahoma City, Okla.

Lawn care time is here again, and it's time to check the equipment that has been stored and see that it is in good working order.

You need to wear sturdy shoes, and it is a good idea to have safety glasses on when you are ready to mow. Before beginning, check for rocks, wire or any other debris that your mower might contact. Even a dog bone can become a deadly missile and damage the mower as well. Discharge chutes need constant attention as you mow because they may create danger for the person mowing as well as others in the area.

Never attempt to lift a running mower to check beneath it. Many

hand injuries and lost fingers have resulted from this procedure. Never mow directly across inclined surfaces, particularly with a riding mower. Hand mowers should never be pulled backwards toward you or up inclined surfaces. If your mower runs out of gas, let it cool before attempting to refuel it. Gasoline poured into the tank of a hot mower can create an explosion.

Edgers can be hazardous to the user as well as bystanders. Because of their design, rocks, dirt and other items can be ejected at great force and speed. This may cause severe injury.

Electrically powered equipment such as hedge clippers pose multiple dangers. Cords should be inspected for use and discarded if

not in good condition. Never attempt to repair a cord by splicing or tape. Be sure your cord is properly grounded during use.

Your best approach to lawn care safety is good common sense. If a tool or cord you are planning to use looks unsafe, it probably is. Do not take a chance with tools that need repair. Your safety and the safety of those around you is the

most important consideration for a happy summer. (AFNS)



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B-1B to even the odds

By SSgt. Oscar Dixon
Strategic Air Command

The B-1B is going to solve many of the strategic disadvantages that arose over the years in the venerable B-52, according to Gen. Bennie L. Davis, Strategic Air Command's commander in chief.

Even a partial list of the B-1B's capabilities is impressive:

- It can carry up to 63 tons of nuclear and conventional weapons.
- It will take off and fly faster than the B-52 and use shorter runways.
- While in flight, it presents only 1 percent of the radar im-

age of the B-52.

Although the B-1B is smaller than the B-52, it can carry greater payloads of conventional and nuclear weaponry. For example, the B-1B can carry 24 short range attack missiles, compared to eight on the B-52. It can also carry 84 500-pound conventional bombs, while the B-52H total is 27.

Sixty percent faster than the B-52, the B-1B will have a maximum operating gross weight of 477,000 pounds, just 11,000 pounds less than that of the B-52H.

Four bases have been selected to operate the 100

B-1Bs. Dyess AFB, Texas, will receive 29 B-1Bs. Next, 35 B-1Bs will be stationed at Ellsworth AFB, S.D. Grand Forks AFB, N.D., will get 17, while the remainder will be based on McConnell AFB, Kan. In addition, two B-1Bs will remain at Edwards AFB, Calif., for on-going development, testing and evaluation.

With the 330 to 340 days of good weather annually at Dyess, the base is ideally suited to training all of the Air Force's B-1B crews, a SAC spokesman said.

General Davis emphasized that production of the new bomber has always been with-

in cost and ahead of schedule. He noted that Secretary of the Air Force Verne Orr played a vital role in the program's development.

B-1B development and production is unique. A closely coordinated team of associate aerospace contractors, under the guidance of Air Force

Systems Command's B-1 program office, brought the bomber from inception to operational status.

The airframe and overall integration task is being done by Rockwell International, while offensive avionics are the responsibility of the Boeing Military Airplane Co. Defense avionics come from the Air Division of Eaton Corp. The engines are being built by the General Electric

Co. Behind these major contractors stretches a pipeline of 5,200 subcontractors and suppliers.

Strategic Air Command expects to have the first squadron of B-1Bs fully operational Dyess AFB by late next year. (AFNS)

B-1B roars

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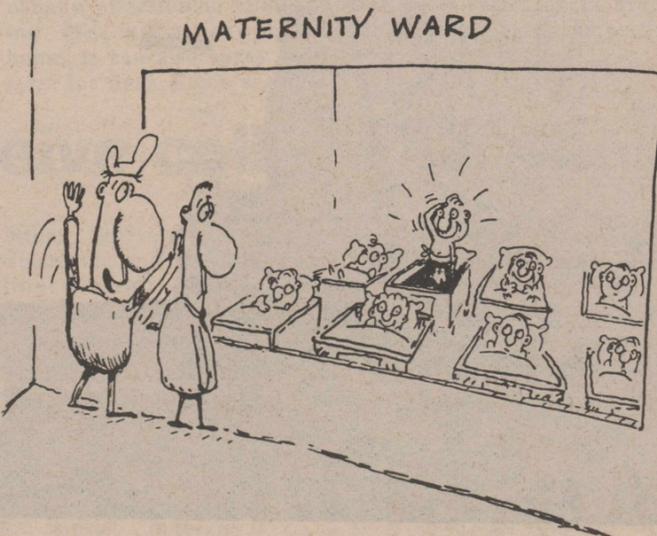
preparedness against aggression and reflects its dedication to the values that made it great."

The touchdown of B-1B No. 1 had an ironic note. Ceremoniously rolled out in September 1984, the particular bomber is actually assigned to the test center at Edwards AFB, Calif. It will continue to fly as a test aircraft in the B-1B program.

However, B-1B No. 2, the aircraft designated for Dyess, experienced an air conditioner problem two days earlier as it landed at Offutt AFB, Neb., that subsequently damaged two engines.

Because the problem was still being assessed, aircraft No.1—the original B-1B—was pressed into service to fly directly from Edwards to Dyess in time for the planned ceremony to accept the first B-1B into the Air Force.

Just for laughs



"That's my kid!"

STAN SCHNEIDER

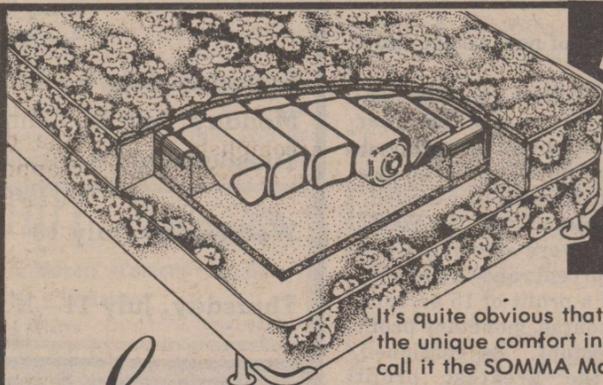
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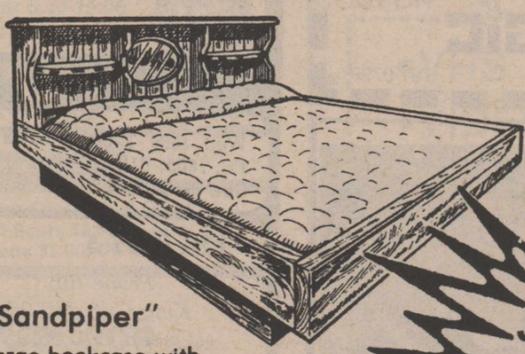
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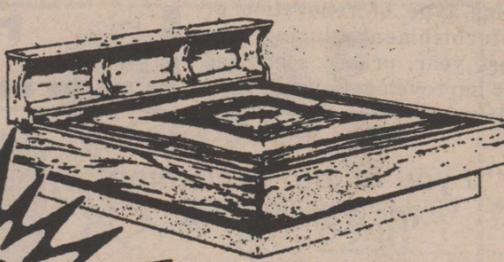
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A1C Scott Dentler assists customers in Billeting.

U.S. Air Force photo by A1C Ken Carlson

Innkeeper

Cont. from page 1
 clincher to the award," he said, "it was the professionalism of the customer service staff. They are the key to the whole billeting operation and are the best I've ever seen." CMSgt. Don Johnson, ATC Innkeeper Evaluator, agreed with the captain's assessment, calling the staff "an outstanding team."

The teamwork was also displayed in various billeting self-help projects. The most noteworthy project, said Captain Rush, were the flower beds designed by A1C Scott Dentler. Airman Dentler and his co-workers installed the beds and planted flowers in front of the billeting office.

All billeting facilities—Visiting Officers' Quarters, Visiting Airman's Quarters, and the Temporary Lodging Facility—have undergone some type of renovation or refurbishment during the past year, or are scheduled for improvements in the near

future. The VOQ's Lubbock Suite was recently renovated and completely refurbished, and two senior NCO suites were completed. All bedspreads and curtains in the VAQ and VOQ are currently being replaced, and later the rooms

will each get a microwave oven, coffee pot, and sink. The TLF rooms are being furnished new sleeper-sofas. The billeting office also got a facelift with the renovation of its customer service area, and in-

stallation of new carpet and a canopy.

"In addition to the improvements made this year and the recognition received, the billeting office has made a complete financial turn-around," said Captain Rush. "In March 1984 we were showing a loss of 26 percent, and in January we had a profit of 15 percent."

"Of course, monetary profit is important," he continued, "but the greatest profit achieved by the billeting staff is customer satisfaction. That's the bottom line."

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THUR JULY 11

Family Style
 Chicken

Facing the onslaught of flea season

By Capt. (Dr.) Charles Sinclair
Bioenvironmental Officer

This is the time of year when Texans and their pets face the onslaught of the flea season.

Fleas are tiny parasitic insects belonging to the group we call Siphonaptera. The "siphon" tells us they have a little siphon they insert into their victim which they use to draw its blood. The "aptera" in the name means "wingless". Fleas are powerful jumpers and can leap several feet. Each kind of flea has its own preference for a host. There are dog fleas, rat fleas, chicken fleas, and even human fleas. However, a dog flea or a rat flea will bit people under the right conditions.

By parting the hair on the dog or cat's back "against the grain," you can examine the skin. Fleas are tiny dark brown or black hard bugs. They are wingless. If you see winged insects they are probably gnats. Fleas are hard and difficult to crush. You may also see "flea dirt" on the skin. It looks like a little fleck of rust. It is composed mainly of dead skin and dried blood from the pet. Either seeing the flea or its "dirt" should alert you to a flea problem.

A scratching animal does not necessarily indicate fleas are present. Allergies, mange mites, fungus, or even nervousness might also be the cause. Have your pet examined by one of the local veterinarians if you have any doubt

about scratching symptoms. Fleas do several things to dogs and cats, none of them good.

They draw blood from their victim. Given enough fleas and enough time, they can rob the body of iron, creating a state of anemia.

They cause allergic skin problems. When a flea bites, it injects a tiny amount of its saliva into the body. This flea saliva is allergenic. The pet's immune system will attempt to reject the saliva (and there's not a lot of saliva in a flea). The allergic response will cause the pet to itch. The damaged red skin you see with a case of fleas is the result of the pet's constant scratching, which tears up its skin. The damaged skin becomes infected with bacteria, making the trouble worse. It becomes a vicious cycle of itch-scratch-itch-scratch. Veterinary help is necessary to break the cycle.

Fleas can also carry tapeworms. The "flea tapeworm" infects dogs and cats. There are medications to eliminate the tapeworm.

The fleas of certain wild animals such as ground squirrels, rats, prairie dogs, and rabbits, may hitch a ride on your pet, bringing these types of fleas into your living space. They are hazardous since they may carry plague.

If you have flea infestation in your home, they can attack you, especially while you are sleeping. The bites can cause

red welts or bumps on your skin, especially on the feet and legs.

There are of course several approaches to flea control.

Flea collars are usually okay to prevent, but not eliminate fleas, on a cat or small dog. When they are changed as directed, they do not wear out. They are, however, more or less useless on larger dogs.

Flea sprays, powders and dips are good for prevention and elimination of fleas. Over-the-counter products are often ineffective. Some fleas are tough and resist certain products so it may be neces-

sary to rotate to a different product. The base veterinary office sells several products for flea control.

Flea foggers are useful in eliminating fleas residing in your home. Foggers come in aerosol cans. Use these products exactly as directed. They are toxic insecticides. You will need to have all people and animals out of the home for six to eight hours after setting off the fogger.

Commercial pest control service is expensive but is usually effective in eliminating flea infestation in the home. It can also spray your lawn for fleas. Some services

are guaranteed. This is a more expensive alternative to foggers.

Remember that even after proper fogging, indoor pets allowed to go outside may bring in a new flea squadron. So a good flea spray or powder may be helpful. During the winter months, fleas are inactive and reinfestations from outside is unlikely.

Oral flea control in the form of pills or drops are available for dogs through veterinarians. This is not available at the base veterinarian office. These work by accumulation of a flea-cide in the skin of the dog.

Fifteen receive college degrees

Fifteen members received College degrees recently.

Associate Degrees were presented by South Plains College to SSgt. James A. Codd, 64th Organizational Maintenance Squadron; SSgt. Daniel G. Flynn, USAF Hospital Reese; SrA. Roxanne M. Pazora, USAF Hospital Reese; and SSgt. Paul Romel, 64th Field Maintenance Squadron.

Bachelor of Science and Occupational Education Degrees were presented by Wayland Baptist University to: SMSgt. James A. Bowen, 64th Air Base Group; CMSgt. Joseph Dykes, 64th Field Maintenance Squadron; TSgt. Tom S. Jones, 1958 Communications Squadron; SSgt. Kevin D.

Miller, 1958 Communications Squadron; and Sgt. David A. Southerland, 64th Field Maintenance Squadron.

MSgt. Mike Custy, 64th Organizational Maintenance Squadron; Major James Elliot, 64th Student Squadron; and Capt. Wesley Scott Martin, 64th Student Squadron received degrees from Houston Baptist University.

MSgt. Earl Critchlow, 64th Air Base Group received a degree from Troy State University.

Scheduled to receive their degrees from Wayland Baptist University this summer are TSgt. Judy D. Bivens, 64th Air Base Group; and

SMSgt. Charles L. Steele, 64th Field Maintenance Squadron.

SrA. Craig W. Gallup, 64th Civil Engineering Squadron is scheduled to receive his associate degree from South Plains College.

SSgt. Vance Jackson, 64th Supply Squadron is scheduled to receive his Masters Degree from Wayland Baptist University this summer.

.....

"I know only two tunes: one of them is 'Yankee Doodle,' and the other isn't."

—Ulysses S. Grant

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Quiz tests 'Street Smart's'

Quiz Tests Children's 'Street Smarts'

The 23rd Security Police Squadron's crime prevention section at Sembach AB, West Germany, has compiled a quiz for "street smart" children to see if they know how to protect themselves.

Place a letter of the proper action in the blank by the situation.

1. If someone is following you in a car, you should _____.
2. If you see a friend hitchhiking, you should _____.
3. A stranger telephones when you are home alone, you should _____.
4. If you ride your bike to the store, you should _____.
5. If you have birthday money, you should _____.
6. If you're babysitting and the child gets hurt, you should _____.
7. If you must take your house key to school, you should _____.
8. If a stranger says that he or she has been sent to take you home, you should _____.

9. If a stranger bothers you in a movie, you should _____.
10. If your bike is stolen, you should _____.
11. If you've just witnessed a crime, you should _____.
12. If you're playing in an empty building, you should know _____.
13. If you need to call for help and there isn't a telephone book available, you should _____.
14. If you've just gotten a new jacket, you should _____.
15. If your friend wants to shoplift, you should _____.

Match these answers to the above questions.

- A. Call your parents, neighbors or police.
- B. You are vulnerable to a crime.
- C. Move and tell an usher.
- D. Call the police.
- E. Mark it for identification before you wear it.
- F. Remember what you saw and report it to the police.
- G. Dial "O."
- H. Turn and run in the opposite direction.

- I. Copy down the license number, just in case.
- J. Tell the caller your parents are busy, and to call back later.
- K. Leave it at home in a safe place.
- L. Wear it inside your clothing.
- M. Call your parents to make sure.
- N. Lock it properly.
- O. Try to talk your friend out of it. If you can't, don't go.

ANSWERS TO QUIZ:

The answers to the children's street smarts quiz are:
 1-H; 2-I; 3-J; 4-N; 5-K; 6-A; 7-L; 8-M; 9-C; 10-D; 11-F; 12-B; 13-G; 14-E; and 15-O.



July is: Hitch Hiking Month, National Baked Bean Month, National Hot Dog Month, National Ice Cream Month, and National Peach Month.

- July 6**
Nancy Reagan, first lady, was born (1923)
- July 7**
Air Training Command's anniversary (1943)
- July 8**
Liberty Bell Day—the bell cracked tolling the memory of Supreme Court Justice John Marshall (1835)
- July 9**
Walter R. Brooks, first advisor to attain height of one mile, flew to 6,175 feet in a Wright bi-plane at Atlantic City N.J. (1910)
- July 11**
National Cheer Up the Lonely Day
Air Force Academy dedicated at its temporary location—Lowry AFB, Colo.—and first class sworn in (1955)
- July 12**
Medal of Honor established (1862)
- July 14**
Space week begins, through July 21
Chapel Leadership Conference at MO Ranch, through July 19.
- July 15**
National Ice Cream Day
Wiley Post began the first solo round-the-world flight, flying 15,596 miles in seven days, 18 hours, 49 2 minutes (1933)
- July 16**
First atom bomb was exploded at Alamogordo AB, N.M. (1945)
Apollo 11 blasted on its journey to the moon (1969)
Nixon's White House taping revealed (1973)
- July 19**
POW/MIA Day
Winston Churchill, British prime minister, introduced the "V for Victory" theme (1941)
- July 20**
Newcomer's Dinner, 6:30 p.m., chapel
Neil Armstrong became the first human to set foot on the moon (1969)
- July 21**
U.S. Veteran's Administration was established (1930)
- July 22**
Rat-catchers day
John Dillinger, public enemy number one, was killed (1934)
- July 23**
Ice Cream cone invented (1904)
- July 24**
Boy Scouts of America National Scout Jamboree begins
- July 25**
First test-tube baby born in England (1978)
- July 26**
FBI was established (1908)
Department of Defense was established (1947)
Harry S. Truman, 33rd president, signed the Armed Forces Unification Act, which created a Department of the Air Force co-equal with the Army and Navy (1947)
- July 27**
Korean War armistice signed (1953)
- July 28**
Fourteenth Amendment, guaranteeing due process of law was ratified (1868)
U.S. bomber crashed into Empire State Building killing 13 people. Bomber was destroyed, but the building stood firm (1945)

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The Roundup



UPT Graduation Section Reese AFB, Texas

85-05 marks end — beginning

Forty-seven Air Force officers joined the ranks of military pilots June 28 when they crossed the Simler Theater stage and accepted their silver wings.

Additionally, several of the "Cloudbusters" received other honors. 1st Lt. Michael Busch racked up four awards at graduation, including the Air Training Command Commander's Trophy, a Flying Training Award, an Academic Award, and was named a distinguished graduate. After a short transition school to the F-4, Lieutenant Busch will go home to fly for this Air National Guard Unit.

Capt. Bradley S. Link and Bruce E. Ray both received Leadership awards. 2nd Lt. Stephen Alsing and 2nd Lt. Peter G. Edgar received Academic Awards. 2nd Lt. Christopher D. Short received a Flying Training Award.

Distinguished graduates included 1st Lt. Michael K. Busch, Capt. Bradley S. Link, 2nd Lt. Peter G. Edgar, 2nd Lt. Mark S. Fedor and 2nd Lt. Dean J. Shaw.

The battle for aviator

ratings began for the team called UPT Class 85-05. The class spent hours studying and practicing the techniques required to use and land with a parachute—on land and water—and even the effects of flying without oxygen.

Basics complete and ready for jet flight, the class began training in the T-37. All UPT students spend 75 hours training in the T-37 and completed three check rides before moving on to training in the supersonic T-38.

Check rides for pilots and flying personnel amount to tests for everyone else. It is here that the instructor watches to insure that all procedures for flying are followed and correctly completed. Each student has to complete each check ride successfully before going any further in the program.

UPT students spend 100 hours in the T-38, capable of Mach 1.2 speed and an altitude of 50,000 feet. As in the T-37, students must pass the three T-38 check rides to complete the program.

The aircraft are not the only places for training. All

student pilots spend numerous hours in classroom situations learning accident prevention and about aircraft

systems as a whole.

The graduation ceremony marked the end of training here, but only the beginning

for most of the new Air Force pilots off to fly all types of aircraft here and around the world.



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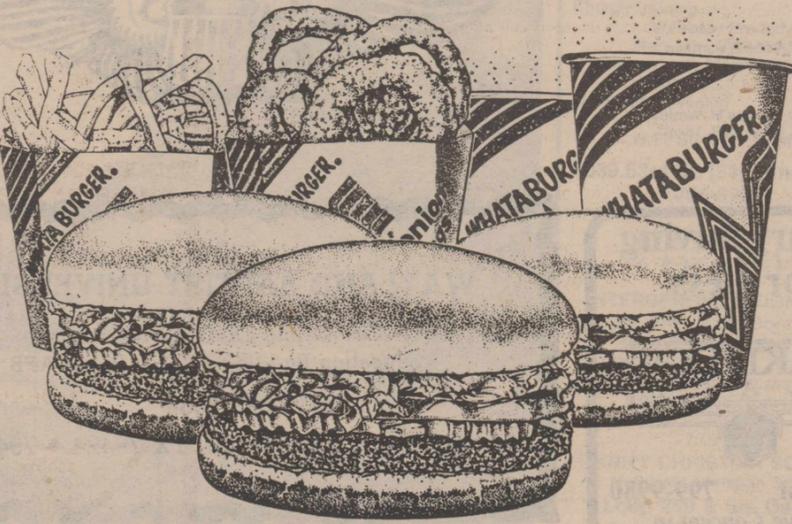
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Reese graduates



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Capt. Bruce Ray
F-4, Homestead AFB, Fla.



1st Lt. Michael Busch
F-4, Oregon ANG



2nd Lt. Stephen Alsing
KC-135, Barksdale AFB, La.



2nd Lt. James Barlow
HC-130, Kadena AB, Okinawa



2nd Lt. Victor Bortka
C-23, Zweibrucken AB, Ger



2nd Lt. James Callaway
A-10, Barksdale AFB, La. AFR



2nd Lt. Eric Campbell
F-4, Ore. ANG



2nd Lt. Jeffrey Christman
KC-135, Dyess AFB, Texas



2nd Lt. Michael Close
MC-130, Rhein Main AB, Ger



2nd Lt. Todd Eherts
C-141, McChord AFB, Wash.



2nd Lt. Mark Fedor
A-10, Eielson AFB, Ark.



2nd Lt. James Godwin
T-37, Reese AFB, Texas



2nd Lt. Kathryn Gotch
C-23, Zweibrucken AB, Ger



2nd Lt. Nathan Green
C-21, Offutt AFB, Neb.



2nd Lt. Charles Gutierrez
T-37, Reese AFB, Texas



2nd Lt. Luke Hagler
KC-135, Carswell AFB, Texas



2nd Lt. Angela Harmon
KC-135, Pease AFB, N.H.



2nd Lt. James Hartie
F-4, Homestead AFB, Fla.



2nd Lt. Paul Havel
C-130, Clark AB, Philippines

Not pictured

2nd Lt. Peter Edgar
T-38, Reese AFB, Texas

2nd Lt. Robbin Hamelin
F-15, Langley AFB, Va.

2nd Lt. Jeffrey M. Wesley
T-38, Reese AFB, Texas



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2nd Lt. Mark Maestas
T-37, Reese AFB, Texas



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B-52, Mather AFB, Calif.



2nd Lt. Scott Obermeyer
C-130, Little Rock AFB, Ark.



2nd Lt. Michael Pompoco
B-52, Loring AFB, Maine



2nd Lt. Richard Pues
T-38, Reese AFB, Texas



2nd Lt. Glenn Richard II
KC-135, Ellsworth AFB, S.D.



2nd Lt. Michael Sadler
B-52, Loring AFB, Maine



2nd Lt. Lary Sanders
A-10, Suwon AV, Korea



2nd Lt. Garry Seifried
T-38, Reese AFB, Texas



2nd Lt. Scott Shankland
T-37, Reese AFB, Texas



2nd Lt. Dean Shaw
A-7, Ohio ANG



2nd Lt. Willard Shepard
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2nd Lt. Patrick Sterling
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2nd Lt. Randon Stewart
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2nd Lt. William Stilson
EC-135, Offutt AFB, Neb.



2nd Lt. Donald Stuke
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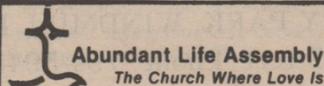
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Cloudbusters manage despite obstacles

By 2nd Lt. Mark S. Fedor
UPT Class 85-06

Back in the far reaches of ancient history, a brave band of adventurers wandered aimlessly into an exotic country composed of dust and section lines. In this odd land, inhabited by a people of strange dialect known commonly as "West Texans", they would come under the instruction of an obscure monastery of scholars called "IP's", (and their more specialized brethren, the FAIP's), practioners of the art of flying. These adventurers brought nothing but persistence, determinations, intellect, vast stories of good humor, and a large thirst for knowledge. This knowledge evidently was acquired through drinking quantities of the essences of Michelob, the patron saint of this courageous band.

So this group advanced, slowly but surely, towards their first experience with flight. They were outfitted in dull green, ill-fitting sacks and shiny white caps designed to torment the wearer. Also in this time, our worthy band braved jungles of academics, the rigors of in-processing, and the devious physical torments of a crazed sect of fanatics devoted to teaching "Physiological Training" to unsuspecting new recruits. But through perseverance, mind-numbing Saturday night study sessions, and numerous 16-ounce sacrifices, the flight line was reached at long last.

Yes the flightline, the most hallowed place of learning in that dusty land, was inhabited by beings who on a daily basis performed feats of skill and daring, placing them but

inches short of god-hood (or so they claimed to their naive students). Here, the trainees were introduced to the simulator—a torture device dating from the Spanish Inquisition and used to discipline students and IP's alike. Finally, they absorbed boldface and ops-limits, ritualized chants to support them in times of crisis and need. Armed with this, and under the protection of their IP's, the trainees proceeded to slip the surly bonds of West Texas for the first time. These historic flights, taken in that old, slow, but thoroughly trustworthy and forgiving steed (the Tweet), resulted in vast amounts of joy, humility, and airsickness among the trainees.

After an excessively short period of time the initial solo ride was reached. It remains a mystery how they all survived this ride and the subsequent celebration involving a water hose and a wading pool, but they all did. This was not the end, however. Many trying and difficult days were to follow, inhabited by very real monsters such as checkrides and academic tests. Those who survived these tests of skill and knowledge were rewarded well. They were sent up the street to come under the instruction of another elite group of airmen, the pilots of the White Rocket.

The light at the end of the Tweet Tunnel was soon replaced by the new deep, dark crevice. But backed by the ideology that "no crevice is deep enough," the still fledging, yet cocky young aviators, plunged into the White Rocket. It took about 4 weeks for the slow and stagnating

minds of the new flailing freshman to begin to catch-up with the speed and power provided by the new concept of afterburners. Many a solo student found himself on the wrong end of a "Surface to Air Hook" fired at them by Reload, a group of IP's who for personal amusement tried to make life as difficult as possible for airborne solo's.

So, time passed in the White rocket and many a calm Friday night service was held in the Smoking Hole. Contact check approached, and although a stumbling block for many, it too was eventually conquered. Following this, the supreme folly of formation (especially formation solos) was to commence. Coincidentally, IP blood pressures started to rise as brave solos flung themselves at one another with reckless abandon.

The reward for negotiating this hurdle was to be imprisoned in the back seat of the T-38 and then forced to endure endless torment and humiliation at the hands of a strange Air Traffic Controller. But this too, as time itself, would pass, and the long-awaited day finally arrived. For a chosen nine, graduation led to training in the aircraft of ATC's choice. The rest was scattered by the winds of TAC, SAC, and MAC to the four distant corners of the world.

In all seriousness, the Cloudbuster Class of 85-06 would like to express their sincerest thanks to all those who helped make graduation possible and who will forever remain in our fondest memories.

Attention Base Personnel . . .

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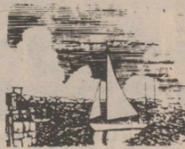
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Beautiful Willow Hill
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Another Quinn-L Apartment Community

Voting program needs '86 slogan

WASHINGTON (AFNS)—The Federal Assistance Program is looking for a slogan that will increase voter awareness and participation by military members and their families in 1986.

The contest is open to everyone, officials said. Creator of the winning slogan will receive a certificate of recognition from the Secretary of Defense. Second-place finisher and honorable mention winners will also be recognized, officials added.

The service with the highest percentage of slogan contestants will also receive special recognition.

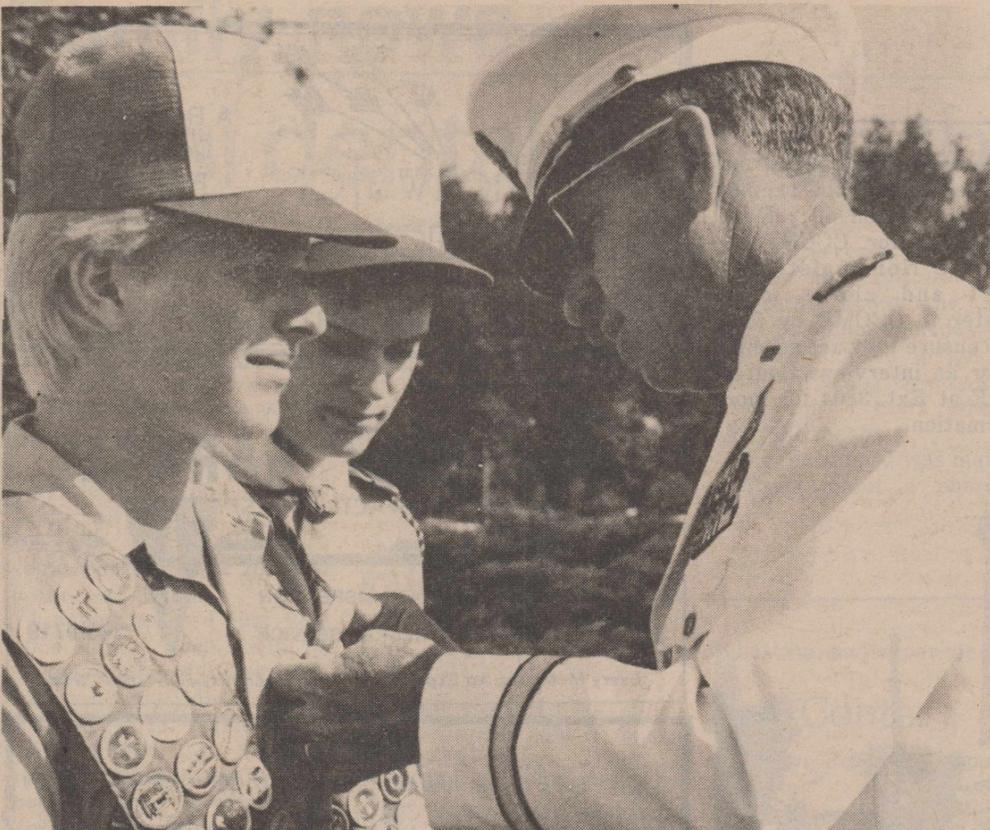
The winning slogan, to be selected by a panel of judges, will appear on posters, voter manuals, publications and other media materials.

Entries should be mailed to the Federal Voting Assistance Program, Office of the Secretary of Defense, Room 1B457, the Pentagon, Washington, D.C. 20301. The contestant's full name and mail-

ing address must accompany all entries.

Officials said contestants may enter as many times as they wish. Both slogans and art will be accepted. All entries must be received by Sept. 6.

More than 5,000 slogans were received for last year's slogan contest, officials said. The winning slogan was "When People Vote, People Listen," submitted by Air Force Capt. Mel Waters.



(USAF Photo by A1C Ken Carlson)

Eagles

Brig. Gen. Richard Hearn pins the Eagle Award on Richard Kopytkiewicz Jr., son of TSgt. Richard and Cathy Kopytkiewicz. Tice Leonard, son of Lt. Col. Tice and Linda Leonard, also received the highest award presented in Scouting. This was the first such award given since 1981 here to someone in the local Troop 548. The award was presented June 14. Only about three percent of scouts become Eagles Scouts.

Births

Capt. Kenneth and Maureen McKenzie announce the birth of their son Kenneth David, at 11:31 p.m., June 19.



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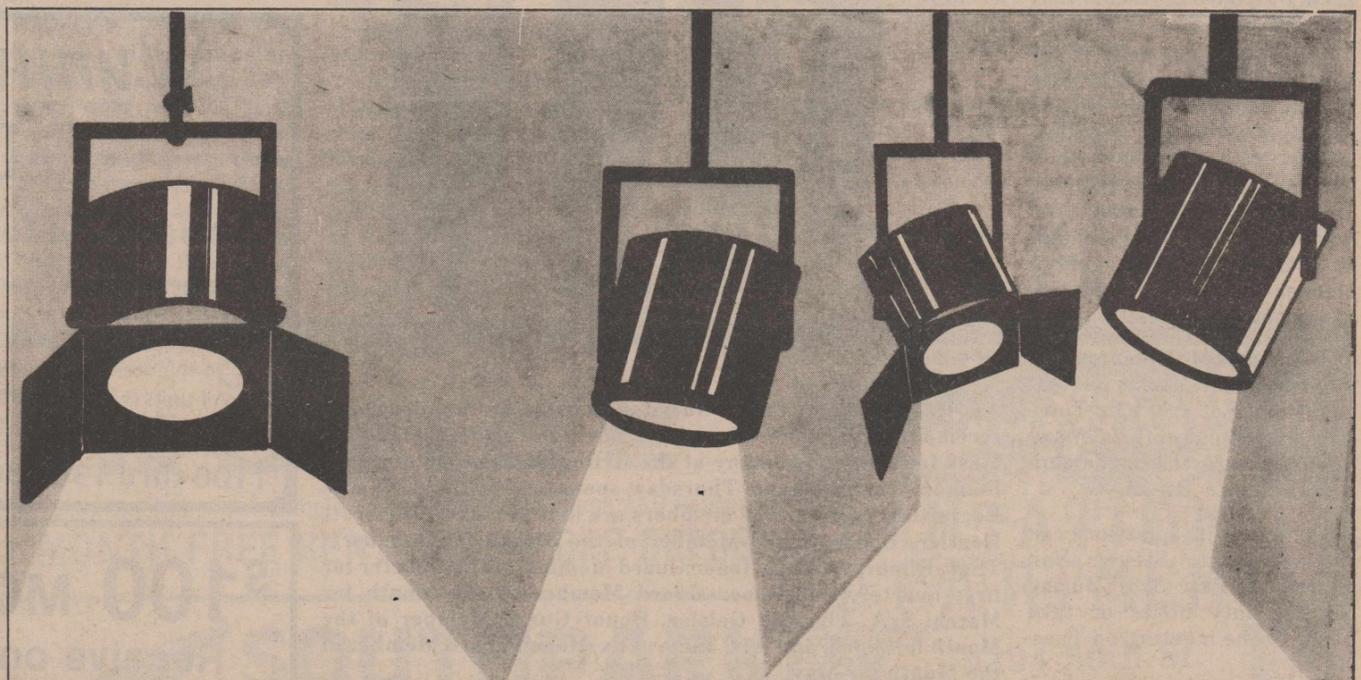
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JULY 8, 9, 10

Downtown Only

9:30 a.m. to 5:30 p.m.

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Hemphill-Wells
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Use your American Express, MasterCard, Visa, or Hemphill- Wells Charge.

WHAT HAVE YOU DONE TODAY TO SAVE ENERGY?



News briefs

Preschool registration

Preschool registration will be held during July at the Child Care Center. There is a \$10 registration fee. Please bring shot records when you register. Preschool will begin September 3.

Interview cycle

The Comptroller Civilian Career Management Program has begun preparation for the 1985 interview cycle Sept. 3 through Nov. 22. The purpose of the interview is to evaluate CCCMP registrants in comptroller-related areas. The in-

terviews are essential evaluation elements in the ranking of candidates on all referral certificates for CCCMP vacancies. Non-registrants, GS-11 and above, must register in CCCMP by Aug. 15 to ensure they are scheduled for an interview. Contact DPCE at Ext. 3804 for more information.

Successful sale

Mr. Hernandez, Miss Bowker and the entire staff of the Child Care Center would like to thank all of the parents who donated their time and baked goods to the Child Care Center Bake Sale recently. With the profits, they were able to purchase new books and records for each of the classrooms.

Motorcycle Club Making Plans

The Base Motorcycle Club, still forming here is already making plans to attend at least one motorcycle rally and possibly a trip to Water Wonderland in Midland/Odessa in the near future.

The motorcycle rally is set to be held at Clovis, N.M. July 27. No date has been set for the trip to Water Wonderland.

Motorcyclists are still being sought for the young club, with hopes of getting enough of a membership to gain a charter by the Texas Motorcyclers Association.

The group is currently meeting at the Mathis Recreation Center at 4:30 p.m. Tuesdays, and club officials say anyone interested in the club is welcome to attend.

Persons with questions can contact SSgt. Steven Van Meter at Ext. 3237 during normal duty hours or take them to the meeting on Tuesday.



An Honor Guard Color Guard practices for an upcoming ceremony. The Honor Guard attended and participated in a Mass Induction Ceremony at the Arlington Stadium during a Ranger's baseball game Thursday, sponsored by the Air Force Recruiting Service. The members are (left to right) A1C Scott Dentler, Honor Guard Member of the Month for February; TSgt. Kimberly Wall, Honor Guard Member of the Quarter for first quarter, and Honor Guard Member of the Month for March; SrA. Timothy Geisler, Honor Guard Member of the Month for April; and A1C James Cox, Honor Guard Member of the Month for May.

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NEXT YEAR ON THIS DATE YOU CAN HAVE AN EXTRA \$1,380⁰⁰ PLUS IN YOUR POCKET!

\$17 **\$17**

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Plasma donations on regular schedule will earn appx. \$20 per week, \$80 per month or a whopping \$1,380.00 in one year on our new incentive plan. Plasma is removed and you keep your blood—the plasma you've given will replace itself within 24 hours and you still have all of your original blood.

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(North Loop 289 & University) **1704 N. University**

Family news

Jessi dental flosses the Critton house

By Judi Critton

I'm afraid I should have shook Greg's family tree a little harder before we decided to have a child. As Jessi approaches her second birthday I realize that only a derelict gene pool could cause a child to behave this way.

Friends say it's the "terrible-tuos" but I know that if all children behaved this way the human race would effectively be finished in one generation.

I never realized just how much dental floss could be packed in one of those little containers until Jessi took a 30-second trip from future dental hygienist to hyperactive black widow who webbed three rooms of furniture and completely ensnared a sleeping Garfield.

At least he gets to sleep. I haven't found her data bank yet, but I'm sure Jessi is running a study to prove how much sleep parents don't need. Her pre-school peers will be delighted to know that a carefully honed combination of tears, fears and low-grade fevers can get an additional four to eight hours of story reading, cuddling and desperate pleas nightly.

She flirts unabashedly with pungent gentlemen who wear trench coats in 80-degree weather. Yet last weekend, when her grandparents visit-

ed she spent three days alternating between cowering in fear and screaming in terror.

Thanks to her ever-increasing skills in climbing, unlatching, unlocking and undoing, our front door has more additional security than any SAC site.

Having a 1,300-mile safety shield, my mother actually

thinks Jessi's ever-escalating reign of terror is funny. It all may be her fault. She said something about the hope that this would someday happen to me, used to get her through the day twenty-some years ago. I can't imagine what she means.

This morning I was making inquiries about a boarding

school that might take the child before toilet training. It quickly became clear it would be much cheaper to vent my frustrations in a column. For the first few paragraphs I ignored what she was doing with the cat and a purple magic marker.

I kept typing as she crawled up on my lap and tried to

make the X-key repeat in mid-sentence. Then, a pair of pudgy, sticky hands wrapped around the back of my neck, a wet nose-kiss and whispered, "I la lu" caused instant writer's block.

To get rolling again I read over the story. What kind of mother could say such things about such a wonderful child?

Activities

Library

Avoid the little envelope, return those July 1 books now. Books being checked out his week are due back August 1. There are fresh new ones being put out now, including King's "SKEleton Crew," Peter's "Passion for Excellence," Dailey's "Glory Game," MacDonald's "Lonely Silver Rain" and Irving's "Cider House Rules." Check the new book shelves for more.

Awesome Adventurers will have one final session Wednesday. Beginning July 17, story hour will be held from 10-11 a.m. only. Until otherwise announced, there will be no afternoon sessions. There are lots of new books coming in, with old friends in new adventures like Miss Nelson, Amelia Bedelia and

Sebastian, and super sleuth.

Rec Center

Today: Poor Boy Special, 4:30 p.m.

Saturday: Shuttle Bus to the South Plains Mall, departs at 10 a.m. and 2 p.m.; returns at 6 p.m.

Monday: Newcomer's Briefing at 8:45 a.m.

Tuesday: Pool Tournament, 7 p.m.

Wednesday: Spades Tournament, 7 p.m.

July 13: All Night Disco begins at 10 p.m.

The Rec Center has a Military Travel Guide available published by Military Wives in the Washington D.C. area. The guide includes base temporary lodging facilities as well as civilian hotels and motels which offer a military discount. Also included is

base medical facilities, legal, auto repair, family aid and check cashing provisions. The guide sells for \$3.95, available from 10 a.m. to 5 p.m. weekdays at the rec center.

Chapel

The Catholic community at the Reese Chapel will offer a Children's Workshop for all Catholic youth from 4-years-old through 6th graders. This workshop, entitled "The Eucharist Makes Us One" will focus on the celebration of Mass, helping our youngsters understand this special celebration.

The workshop is scheduled for August 12-16, from 9-11:30 a.m. at the Chapel. For more information or to register call 794-7149.

The Chapel is in need of a child care attendant for protestant services and activi-

ties. For more information, contact the Chapel at Ext. 3237.

Arts Crafts

The following workshops and courses will begin at the Arts and Crafts Center Tuesday:

Beginning Ceramics for 6-10-year-olds from 10 a.m. to noon through July 17 on Tuesdays and Wednesdays.

Beginning Course for 10-16-year-olds from 3-5 p.m. This is a four day workshop, and the student must provide an eight-inch by 10-inch picture or photo for framing.

Photography course workshop, from 6-9 p.m. for adults. Sign-ups in advance. Film will be issued when you register at the Arts and Crafts Center. There is a five-person limit on this class.

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- Families & Pets Welcome
- Swimming Pool
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3 Bedroom \$475

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TANGLEWOOD WEST

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2 Bedroom . . . \$305 unf.
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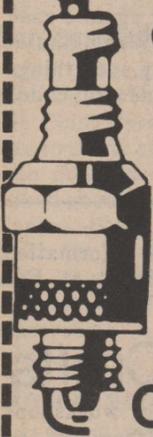
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Sale Price.....\$4,388
Down Payment.....\$ 388
42 mos. @.....\$ 129*

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Sale Price.....\$3,838
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Sale Price.....\$3,838
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USED CARS

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'82 LN-7.....	\$3,988
'82 ESCORT.....	\$4,388
'83 FUTURA.....	\$4,388
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'84 MAZDA B-2000.....	\$5,988
'82 SIERRA CLASSIC.....	\$6,488
'80 FORD CONVERSION VAN.....	\$7,988
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280Z FOR SALE, '75, good condition, new tires and a full car cover, \$3500. 792-2698 or 747-2105.

HOUSE FOR SALE: By owner. 611 10th Drive. Must sell, 3-2-2. Convenient to Reese. FHA assumable. 793-6244.

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- Polyester Cord Body for smooth, comfortable riding
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Our No.	Size	Reg.	Special
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260-032	P184/75R14	55.45	42.98
260-033	P195/75R14	57.99	45.29
260-034	P205/75R14	59.95	46.75
260-035	P215/75R14	63.79	49.99
260-036	P205/75R15	61.59	47.79
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Our No.	Size	Reg.	Special
260-111	A78-13	34.99	27.99
260-112	B78-13	35.89	28.44
260-115	C78-14	38.69	29.99
260-117	E78-14	40.49	31.55
260-118	F78-14	42.25	32.99
260-119	G78-14	44.25	34.79
260-126	G78-15	49.39	36.55
260-127	H78-15	49.79	39.44
260-129	L78-15	52.25	41.49
260-123	Sport Premium 6.00-15	29.19	24.75

Prices good through July 31, 1985.