



The USAF Aerial Demonstration Team 'Thunderbirds' will perform at Reese AFB Sunday, beginning at 2:30 p.m.

The Roundup

Vol. 39, No. 11

March 20, 1987

32 Pages

Lubbock, Texas 79408

Graceful, intricate maneuvers display pride

The 1987 air demonstration schedule marks the 35th year for the Thunderbirds. During those years the squadron has displayed the graceful, intricate maneuvers of precision aerobatics.

From the first salute to the post-performance handshakes, the men and women who are the Thunderbirds radiate the inner pride that can be achieved only through self-discipline and the willingness to strive for perfection. They are the epitome of the Air Force community, and as such, represent what can be done through technical school-

ing, determination and lots of hard work.

Assigned to the Tactical Air Command, the Thunderbirds are officially the U.S. Air Force Air Demonstration Squadron. Commanded by Lt. Col. Roger Riggs of Louisville, Kentucky, the squadron flies the supersonic General Dynamics F-16 Fighting Falcon, a multi-role combat fighter.

Performing with Colonel Riggs, who flies the lead aircraft, are Capt. Dave Robinson, left wing, Fairfield, Conn.; Capt. Joe Bulmer, right wing, Clifton Park, NY; Capt. Lance

Undhjem, slot, Twin Falls, Idaho; Capt. Tom Weiler, lead solo, Corvallis, Ore.; and Capt. K.C. Schow, opposing solo, Wilmar, Minn.

Maj. Bruce Java, Frederic, Wisc., flies number seven as the logistics officer. He is also the senior maintenance manager, serves as the maintenance liaison and adviser to operations as well as safety observer and evaluator for each demonstration. Flying the number eight jet as narrator and advance coordinator for the squadron is Capt. Bert Nelson, West Hartford, Conn.

Thunderbirds officers with supervisory responsibilities in squadron activities such as maintenance, supply, executive support, publicity, air demonstration coordination and personnel and administration include Capt. Rich Savko, executive officer, Arroyo Grande, Calif.; Capt. Walt Williams, maintenance officer, Uniontown, Ala.; and Capt. Jim Benson, public affairs officer, Las Vegas, Nev.

The Thunderbirds squadron is composed of highly skilled men and women working in more than 35 different career fields.

The enlisted members are technicians in aircraft maintenance, public affairs, operations, supply, life support, communications, administration, photography and graphics. It is their job to make sure the planes are ready for each demonstration and that the myriad small details inherent to every performance have been completed. In 34 years and 2,752 aerial demonstrations, the squadron has flown throughout the United States and 47 foreign countries, and has never had to cancel a performance for maintenance reasons.

USAF's newest fighter aircraft specs

The General Dynamics F-16 Fighting Falcon is the U.S. Air Force's newest fighter aircraft. Since its introduction in 1979, the F-16 has made its mark as a true multi-role fighter—proving itself as a highly maneuverable aircraft in air-to-air combat, and earning its place as one of the world's best precision tactical bombers.

Now serving at U.S. Air Force bases in the United States, West Germany, Japan, the Republic of Korea and Spain, the Fighting Falcon is also being used by the Air National Guard and Air Force Reserve. In addition, the F-16 is on duty with the air forces of Belgium, Denmark, the Netherlands, Norway, Israel, Egypt, Pakistan, Venezuela and is being introduced in Korea. The worldwide use of the F-16 has made it a mainstay of international tactical air forces, and over the next two years, the F-16 will be in

operation by the air forces of Turkey, Greece, Thailand, Singapore and Indonesia.

More than 1,300 Fighting Falcons have been produced at the General Dynamics Fort Worth, Texas, facility. Under international co-production agreements, more than 400 F-16s have been produced in Belgium and the Netherlands.

SPEED—Mach 2+

RANGE—More than 550 nautical mile combat radius, and more than 2,000 nautical miles ferry range with external tanks.

ALTITUDE—More than 50,000 feet.

RATE OF CLIMB—More than 30,000 feet per minute.

LENGTH—49 feet, 3 inches (including pitot tube).

WINGSPAN—31 feet without missiles.

HEIGHT—16 feet, 8 inches.

WEIGHT—17,500 pounds including pilot, oil, two missiles

and full load of 20mm ammunition. 24,450 pound with full internal fuel load. 35,400 pounds is the maximum gross weight.

PROPULSION SYSTEM—One Pratt and Whitney F-100-PW-200 afterburning turbofan engine in the 25,000 pound thrust class.

Falcon maintains high marks

WRIGHT-PATTERSON AFB, OHIO (AFNS)—Air Force's F-16 Fighting Falcon achieved a 91.3 percent mission capable rate for calendar year 1986. This percentage means that, on average, about nine out of every 10 Air Force F-16s are ready at any time to fly and meet demanding mission requirements.

Maj. Gen. Robert D. Eaglet, deputy commander for F-16 in Aeronautical Systems Division here, said, "This high mission capable rate reflects not only the dedication of Air Force

COCKPIT—Zero altitude rocket-type pilot ejection system; high visibility canopy; seat inclined at a 30-degree angle; control stick mounted on right console.

FLIGHT CONTROL SYSTEM—Computer-controlled "fly-by-wire" system.

ARMAMENT—Includes a fuselage-mounted multi-barrel 20mm cannon, and an air-to-air missile mounted on each wingtip. Additional weapons of various types (up to 11,000 pounds) can be carried on pylons mounted under the wings and on the fuselage centerline.

maintenance people, but also the quality of the aircraft's basic design. The bottom line is that the F-16 is a fighter we can all count on to be ready to go do its job when it's needed."

ASD manages the development, test, production and acquisition of all F-16s.

The first version of the aircraft, the F-16A and B, achieved an 87.9 percent mission capable rate during 1986 while the newer, improved C and D models were rated at 93 percent.

General Eaglet said, "In the past, many critics claimed that complexities associated with increased performance inevitably will result in poorer reliability for our frontline weapon systems. The improved mission capability rates for the C/D fleet, relative to the earlier, less capable A/B aircraft, provide visible proof that when proper attention is given up front to reliability and maintainability, the readiness and availability of improved systems can be made to exceed their predecessors."



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Commander



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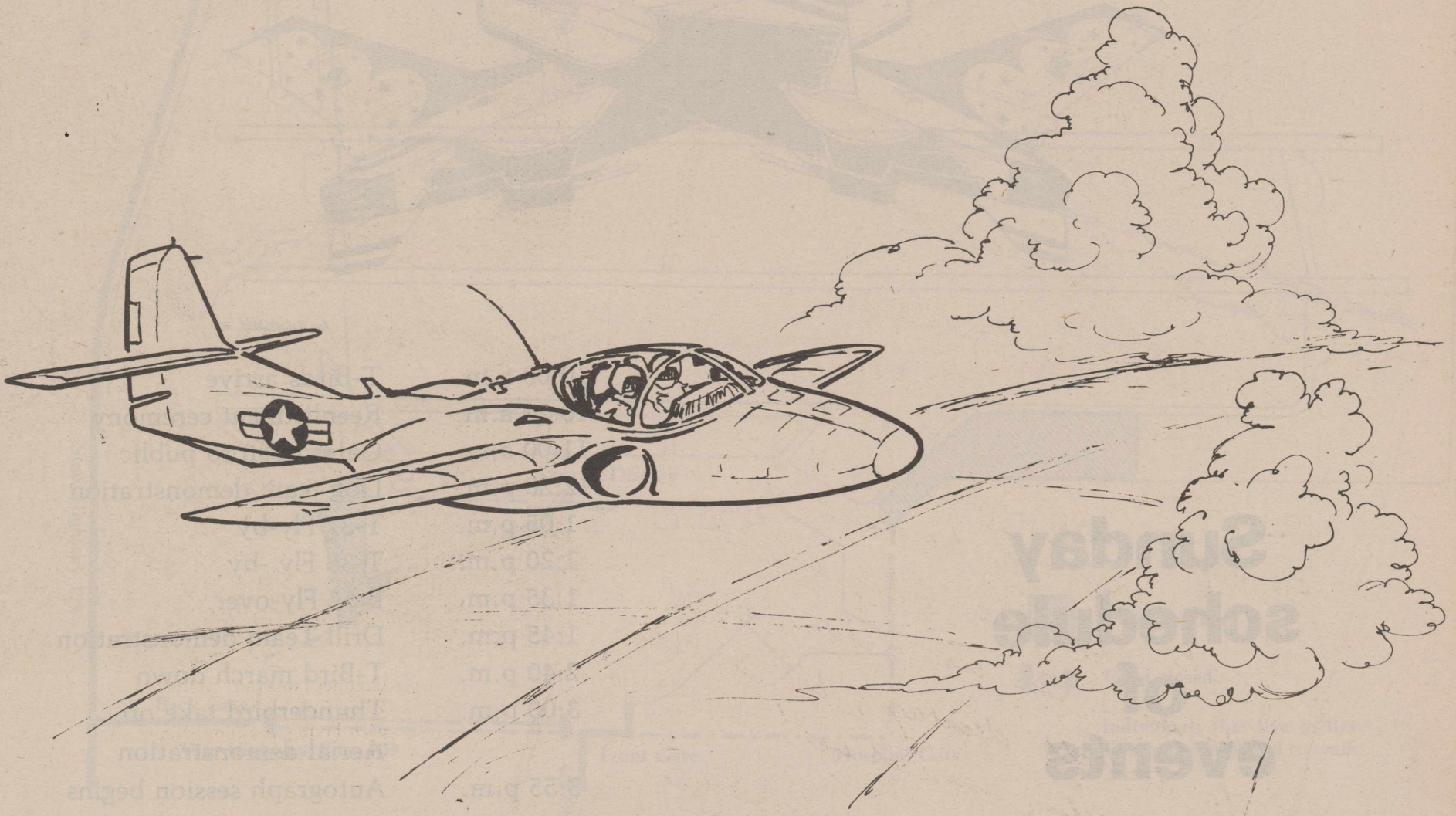
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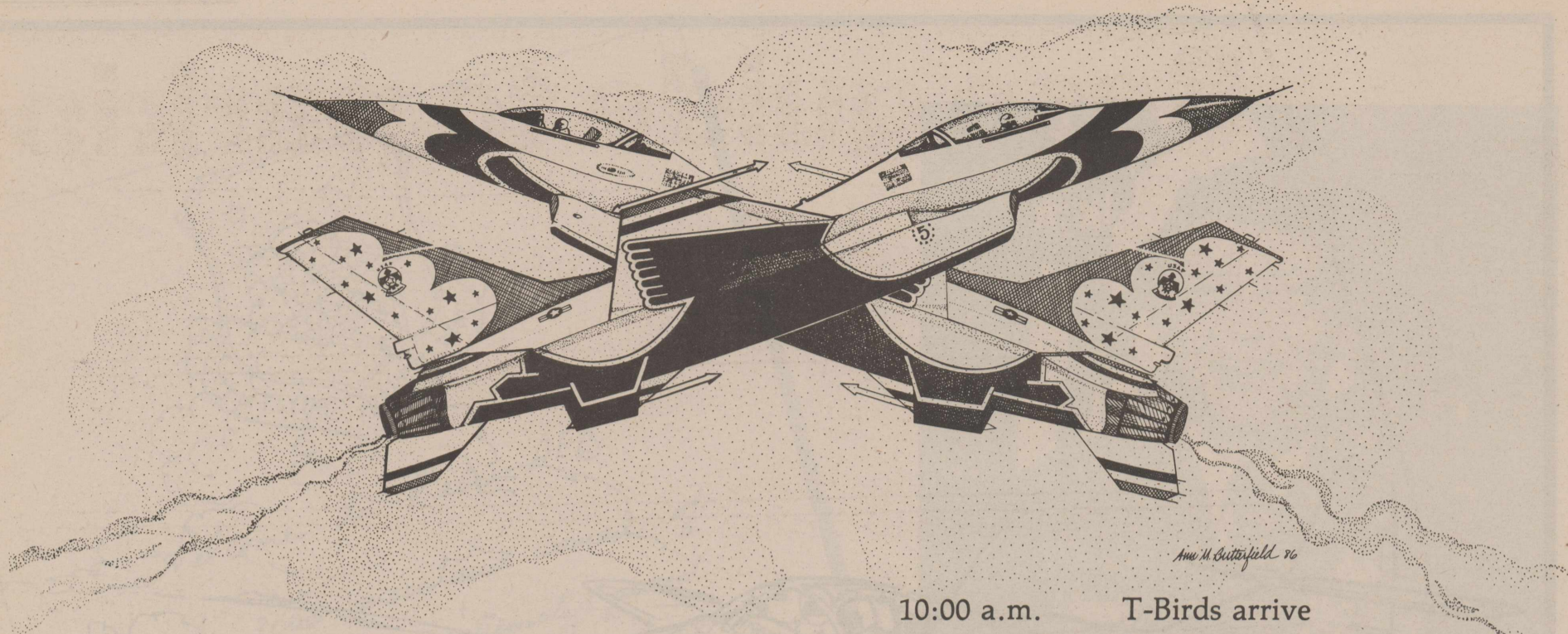
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- 11:00 a.m. Gates open to public
- 12:20 p.m. Dog team demonstration
- 1:05 p.m. T-37 Fly-by
- 1:20 p.m. T-38 Fly -by
- 1:35 p.m. B-52 Fly-over
- 1:45 p.m. Drill Team demonstration
- 2:40 p.m. T-Bird march down
- 3:00 p.m. Thunderbird take off
- Aerial demonstration
- 3:55 p.m. Autograph session begins

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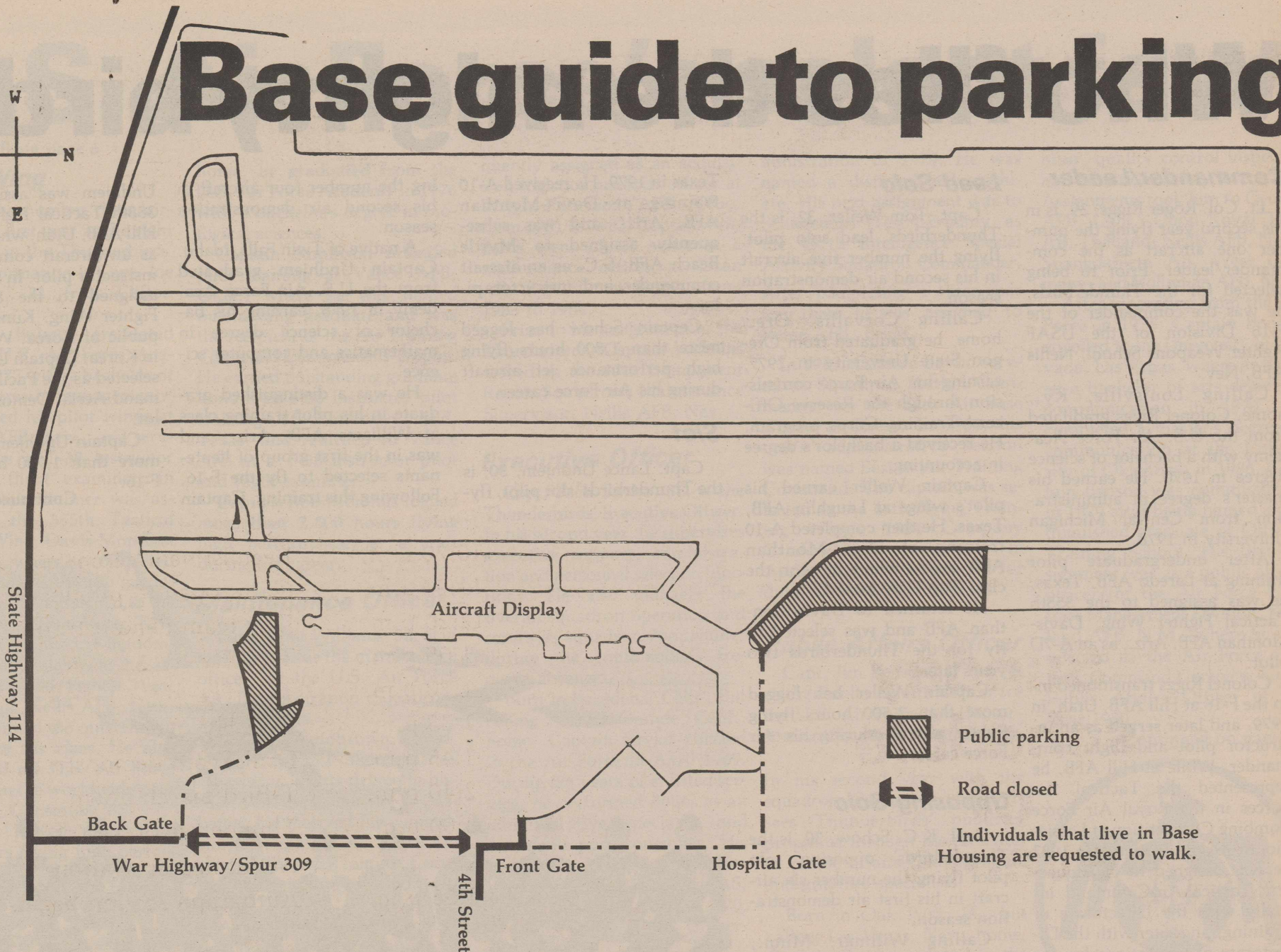
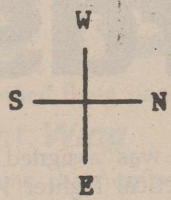
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Who flies the mighty birds?

Commander/Leader

Lt. Col. Roger Riggs, 39, is in his second year flying the number one aircraft as the commander/leader. Prior to being selected for the Thunderbirds, he was the commander of the F-16 Division of the USAF Fighter Weapons School, Nellis AFB, Nev.

Calling Louisville, Ky., home, Colonel Riggs graduated from the U.S. Air Force Academy with a bachelor of science degree in 1970. He earned his master's degree in administration from Central Michigan University in 1978.

After undergraduate pilot training at Laredo AFB, Texas, he was assigned to the 355th Tactical Fighter Wing, Davis-Monthan AFB, Ariz., as an A-7D pilot.

Colonel Riggs transitioned into the F-16 at Hill AFB, Utah, in 1979, and later served as an instructor pilot and flight commander. While at Hill AFB, he represented the Tactical Air Forces in the Royal Air Force Bombing Competition at Lossiemouth RAFB, Scotland. In 1982 he was assigned to Headquarters, Tactical Air Command, initially with the Directorate of Training, and later with the Directorate of Operations for the F-16.

Colonel Riggs is a senior pilot with more than 3,900 hours flying time including 400 combat hours flown in Southeast Asia.

Lead Solo

Capt. Tom Weiler, 32, is the Thunderbirds' lead solo pilot, flying the number five aircraft in his second air demonstration season.

Calling Corvallis, Ore., home, he graduated from Oregon State University in 1977, earning his Air Force commission through the Reserve Officers' Training Corps program. He received a bachelor's degree in accounting.

Captain Weiler earned his pilot's wings at Laughlin AFB, Texas. He then completed A-10 training at Davis-Monthan AFB, Ariz., where he won the class Top Gun Award.

He returned to Davis-Monthan AFB and was selected to fly for the Thunderbirds two years later.

Captain Weiler has logged more than 2,500 hours flying fighter aircraft during his Air Force career.

Opposing Solo

Capt. K.C. Schow, 30, is the Thunderbirds' opposing solo pilot flying the number six aircraft in his first air demonstration season.

Calling Willmar, Minn., home, he graduated from the U.S. Air Force Academy in 1978 with a bachelor's degree in psychology.

Captain Schow earned his pilot's wings at Reese AFB,

Texas in 1979. He received A-10 training at Davis-Monthan AFB, Ariz., and was subsequently assigned to Myrtle Beach AFB, S.C. as an aircraft commander and instructor pilot.

Captain Schow has logged more than 1,800 hours flying high performance jet aircraft during his Air Force career.

Slot

Capt. Lance Undhjem, 30, is the Thunderbirds' slot pilot, fly-

ing the number four aircraft in his second air demonstration season.

A native of Twin Falls, Idaho, Captain Undhjem graduated from the U.S. Air Force Academy in 1978, earning his bachelor of science degree in mathematics and computer science.

He was a distinguished graduate in his pilot training class at Williams AFB, Ariz., and was in the first group of lieutenants selected to fly the F-16. Following this training, Captain

Undhjem was assigned to the 388th Tactical Fighter Wing at Hill AFB, Utah, where he served as an aircraft commander and instructor pilot. In 1983, he was assigned to the 8th Tactical Fighter Wing, Kunsan AB, Republic of Korea. While serving in Korea, Captain Undhjem was selected as the Pacific Air Command Aerial Demonstration Pilot.

Captain Undhjem has logged more than 1,700 hours in the F-16.

Continued on page 7



1987 Thunderbird Team

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U.S. Air Force's select few

Continued from page 6

Right Wing

Flying the number three aircraft in his first year as the right wing pilot in the Thunderbirds' diamond formation is Capt. Joe Bulmer, Jr., 31, from Clifton Park, N.Y.

Captain Bulmer graduated from the U.S. Air Force Academy in 1977 with a bachelor of science degree in management.

He earned his pilot wings at Williams AFB, Ariz., and served there as a T-38 instructor pilot and flight examiner. In 1982, Captain Bulmer was assigned to the 355th Tactical Training Wing, Davis-Monthan AFB, Ariz., where he completed A-10 training as the top graduate. He was then assigned to the 81st Tactical Fighter Wing, RAF Bentwaters, United Kingdom. During that assignment he attended the USAF Fighter Weapons School, Nellis AFB, Nev., and was named the outstanding graduate of his class. He also represented the U.S. Air Force in Europe in the worldwide gunnery meet, Gunsmoke '85.

He has logged more than 3,000 hours flying high performance jet aircraft during his Air Force career.

Left Wing

Capt. Dave Robinson, 32, in his first year with the Thunderbirds, flies the number two aircraft as left wing pilot in the diamond formation.

Born in Woonsocket, R.I., but calling Fairfield, Conn.,

home, he graduated from the U.S. Air Force Academy in 1976 with a bachelor's degree in biological sciences.

Captain Robinson attended pilot training at Vance AFB, Okla., where he was named outstanding graduate and was the recipient of the Air Training Command Commander's Trophy. He earned outstanding graduate honors at T-38 instructor pilot training at Randolph AFB, Texas, and returned to Vance AFB at a T-38 instructor pilot and flight examiner.

Captain Robinson has logged more than 2,500 hours flying high performance jet aircraft during his career.

Maintenance Officer

Capt. Walt Williams, 32, is in his first year as the maintenance officer for the U.S. Air Force Air Demonstration Squadron, Thunderbirds.

Calling Uniontown, Ala., home, Captain Williams earned a bachelor of arts degree in history from the University of Alabama. He received his commission through the Air Force Reserve Officers' Training Corps in 1977 at the University of Mississippi.

After completing aircraft maintenance officer training at Chanute AFB, Ill., he served as officer in charge of the flightline maintenance branch and as officer in charge of the Contract Field Team at Randolph AFB, Texas.

Captain Williams was subse-

quently assigned as an acquisition logistics research officer at Wright-Patterson AFB, Ohio, from 1981 to 1983. Captain Williams went on to serve as a maintenance officer at Osan AB, Republic of Korea, from 1983 to 1984.

Prior to his assignment to the Thunderbirds, Captain Williams served as the 57th Component Repair Squadron's Maintenance Supervisor, Nellis AFB, Nev.

Executive Officer

Capt. Rich Savko, 36, is the Thunderbirds' Executive Officer. In his second year, he supervises executive support, administration and personnel selection functions. He also manages the overall squadron operation and serves as squadron commander during the commander's frequent absences.

Born in Pasadena, Calif., but calling Arroyo Grande, Calif., home, Captain Savko enlisted in the Air Force in April 1969. During ten years of enlisted service, he performed duties as an administrative specialist and command post controller. His assignments include: Vandenberg AFB, Calif., Kwangju AS, Republic of Korea, and Det. 620, Bowling Green State University.

Captain Savko attended the Air Force Reserve Officers' Training Corps program at Bowling Green State University, Bowling Green, Ohio, where he received a bachelor of science degree in business ad-

ministration in 1979. He was named a distinguished graduate. His next assignment was to Schierstein, West Germany, as the 497th Intelligence Special Activity Squadron Commander.

After completing a three-year tour there, he was assigned to Reese AFB, Texas.

In 1983, Captain Savko served as Squadron Section Commander for the 64th Air Base Group at Reese. In 1984, his unit's administrative section was named Best in Air Training Command. The captain was selected as the 64th Flying Training Wing's 1984 Company Grade Officer of the Year. In April 1985, he was selected for duty with the Thunderbirds.

Public Affairs Officer

Capt. Jim Benson, 37, serves as the Public Affairs Officer for the U.S. Air Force Air Demonstration Squadron, Thunderbirds.

In his second year with the squadron, Captain Benson oversees Thunderbirds' publicity programs through his direction of public affairs, photographic and graphics specialists.

Born in Oak Park, Ill., but calling Las Vegas, Nev., home, Captain Benson enlisted in the Air Force in October 1968 and was assigned to the tactical missile maintenance career field.

During the next eight years, he performed a variety of duties including crew chief, training mo-

nitor, quality control inspector and munitions safety instructor. Assignments took him to George AFB, Calif.; Ubon Royal Thai AB, Thailand; Nellis AFB, Nev.; Spangdahlem AB, West Germany; and Holloman AFB, N.M.

After separating from the Air Force in 1976, Captain Benson enrolled in the University of Nevada, Las Vegas, where he earned a bachelor of arts degree in communication in 1978. He completed a master's degree in communication at the University of Oklahoma in 1986. Captain Benson was commissioned in 1979 after being named a distinguished graduate of Officers Training School. His first assignment was as a public affairs officer for the Air Force Contract Management Division, Kirkland AFB, N.M., where he was selected as the Air Force Systems Command Company Grade Public Affairs Officer of the Year 1980.

Continued on page 10



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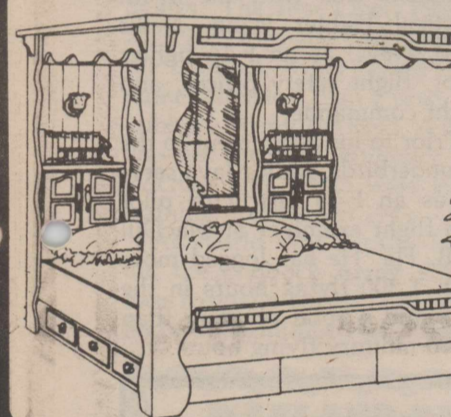
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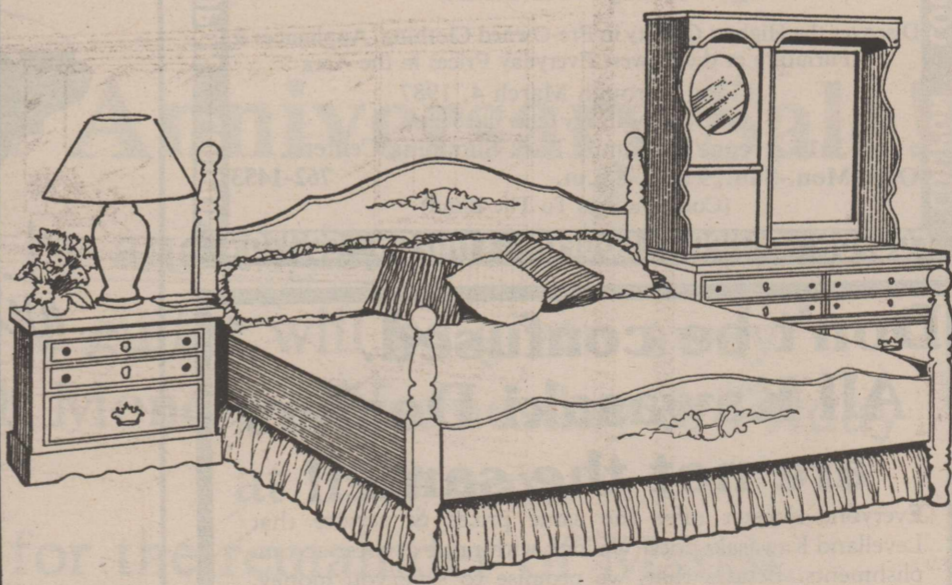
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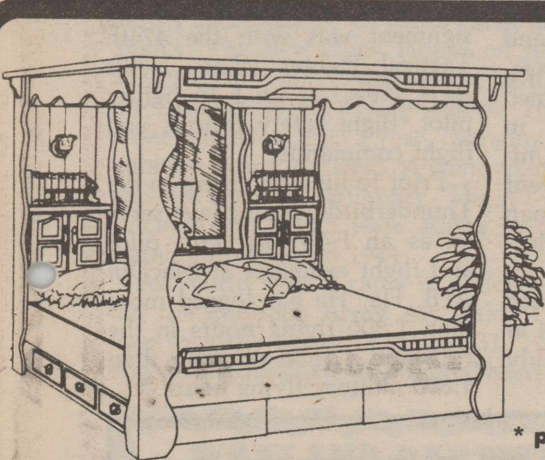
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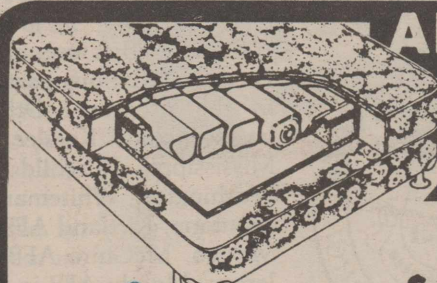
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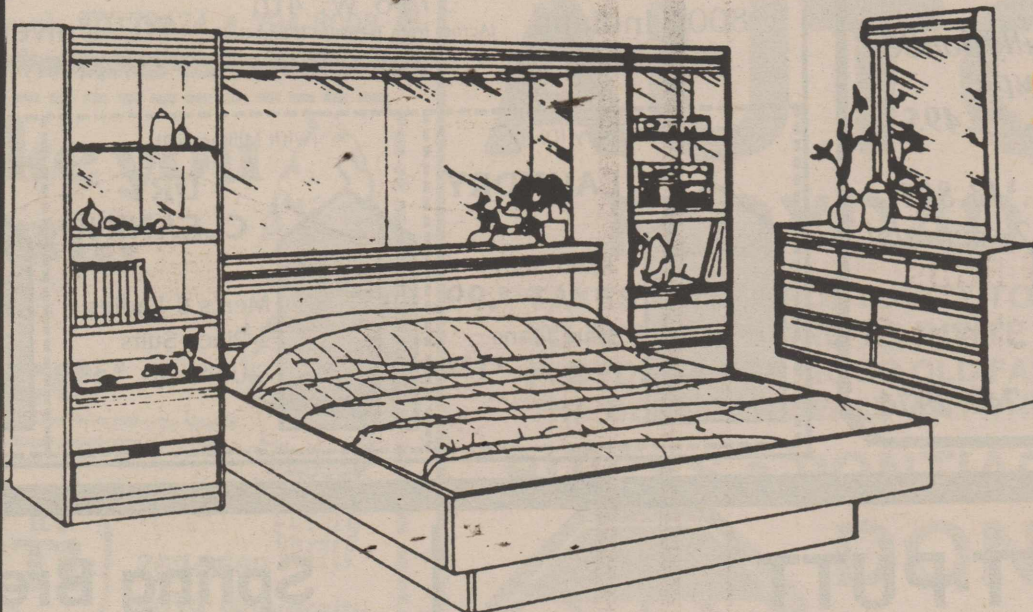
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Lay-a-ways

In memory of Lt. Reese

Augustus Frank Reese Jr. was born Nov. 8, 1917, to Katie Lee Ball Reese and Augustus F. Reese Sr. at Josephine, Collins County, Texas.

Lieutenant Reese graduated from Shallowater High School, Shallowater, Texas, in 1935 and entered Texas Technological College in Lubbock. He received a bachelor of science degree in civil engineering in 1939 and worked with the Texas Highway Department. He entered the Army in February 1941 and was stationed at Camp Bowie, Brownwood, Texas.

In October 1941, he was discharged from the Army to enter Aviation Cadet training at Rankin Field, Tulare, Calif. Lieutenant Reese received his flying training at Merced and Stockton, Calif.

Upon graduation and commissioning, he was assigned to Payne Field, Everett, Washington, where he performed coastal patrol duty in P-38 aircraft. His next tour of duty was at Patterson Field, Dayton, Ohio, where he served as a test pilot for P-38 and P-47 aircraft. Following a short training course at Daylight Pursuit School in Florida, Lieutenant Reese reported to Englewood, Calif., for his last stateside assignment.

During November and December 1942, Lieutenant Reese ferried aircraft in England. He was then assigned to the Hat-In-The-Ring Squadron made famous by Captain Eddie Rickenbacker, stationed at that time in North Africa.

Six weeks before his fatal mission, Lieutenant Reese was re-

ported missing while on a mission over the Sicilian Straits. His aircraft was out of gas 500 miles from his home base, but he managed to land with the wheels down and save the aircraft. He lived with natives for about two weeks before getting back to his unit.

Lieutenant Reese was killed in action near Cagliari, Sardinia, on May 14, 1943, while assigned to the 94th Fighter Squadron, 1st Fighter Group in North Africa. He was flying a P-38 fighter aircraft on a mission to destroy a railroad supply train. He was 25 years old.



Lt. Augustus F. Reese Jr.

What's an MIP?

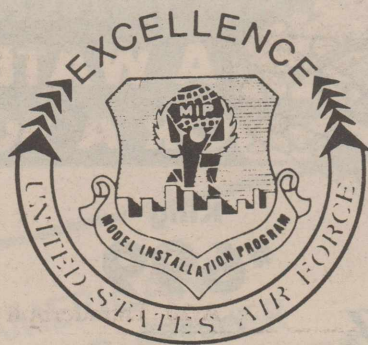
The Model Installation Program (MIP) is a Department of Defense test program designed to create a better place to work and live by removing impediments to efficiency and by encouraging innovation, incentives, and management flexibility.

The program gives installation commanders greater latitude

in managing their resources, to include waving regulations and cutting through "red tape" if a proposal can be justified and is not harmful to national security, unsafe, or against Public Law.

The theory is to cut through unnecessary layers of bureaucracy and allow decisions to be made at the lowest level possible.

Reese AFB is one of ten Air Force installations participating in the program. Other MIP bases include Keesler AFB in Mississippi, Fairchild AFB in Washington, Whiteman AFB in Montana, Kirtland AFB in New Mexico, McGuire AFB in New Jersey, Moody AFB in Georgia, Langley AFB in Virginia, Hickam AFB in Hawaii, and RAF Lakenheath in England.



Thunderbirds

Continued from page 7

Narrator

Flying the number eight Thunderbird aircraft, in his first year as narrator and advance man, is Capt. Bert Nelson, 32. Arriving at each air demonstration site in advance of the main Thunderbird contingent, Captain Nelson ensures all arrangements for the performance are complete. He then narrates each demonstration and oversees the team's public relations activities.

Born in West Hartford, Conn., Captain Nelson enlisted in the U.S. Air Force in October 1972 and served as an FB-111 crew chief until 1974 when he left active duty to complete his college degree.

Captain Nelson was commissioned through the Air Force Reserve Officers' Training Corps program at the University of Connecticut after receiving a bachelor of science degree in finance in 1978. He was named distinguished graduate of the AFROTC program.

Following pilot training at Vance AFB, Okla., in 1980, Captain Nelson was assigned as a T-38 instructor pilot there and later at Randolph AFB, Texas. While at Randolph he earned his master of arts degree in management from Webster University, Mo. He then underwent fighter training at Holloman AFB, N.M., where he was selected as the distinguished graduate. Captain Nelson completed upgrade training into the F-4 at Homestead AFB, Fla., in July 1985.

Prior to his selection for the Thunderbirds, Captain Nelson served as an F-4E pilot at Osan AB, Republic of Korea. He has logged more than 2,000 hours flying jet aircraft during his Air Force career.

Logistics Officer

Maj. B.J. Java, 37, flies the number seven Thunderbird aircraft as the team's Logistics Officer. He also serves as the safety observer and evaluator for each air demonstration as well as the Deputy Commander for Maintenance.

A native of Frederic, Wisc., Major Java enlisted in the United States Army in 1968 and served as a Warrant Officer, helicopter pilot, for three years. Following his tour in the Army he received a bachelor's degree in aeronautical studies from Embry-Riddle Aeronautical University, Daytona Beach, Fla.

He was commissioned in 1974 through the Air Force Reserve Officers' Training Corps program. Following pilot training, he flew the T-37 as an instructor pilot and flight examiner at Vance AFB, Okla. His next assignment was with the 474th Tactical Fighter Wing, Nellis AFB, Nev., as an F-16 fighter pilot, flight safety officer, and flight commander.

Prior to his assignment to the Thunderbirds, Major Java served as an F-16 instructor pilot and flight examiner at MacDill AFB, Fla. He has logged more than 1,300 flying hours in the F-16 and a total of more than 4,800 military flying hours.

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From cotton fields to an Air Field

by Ruede S. Turner
64th Flying Training Wing Historian

Reese Air Force Base came into existence in late 1941 during the pressure of World War II. Aspiring aviators came then, just as they do today, seeking training as they take their first step toward the beckoning sky.

There's another basic at Reese that remains the same—teamwork. The spirit of teamwork that is evident today may well have started when Lubbock County citizens donated almost 2,000 acres of land to the government for construction of the base.

That teamwork was especially evident as construction began in August of 1941. The cottonfields took on new dimensions as runways, hangars, barracks and classrooms mushroomed on the land. By November 1941, construction was complete—only a few days before Pearl Harbor. The first students arrived in February 1942 to begin advanced flying training. They trained in the AT-6 Texan, AT-7 Navigator, AT-9 Jeep and the AT-17 Bobcat. Members of Class 42-D claimed the first silver wings of pilots on April 29, 1942.

The mission and teamwork may be the same today as it was in 1941, but other changes would make the base hardly recognizable to those early graduates. The first Open House on June 21, 1942, formally dedicated the field as the Lubbock Army Flying School. That name lasted less than a year, changing to Lubbock Army Air Field. A name change was not the only difference. The AT-10 Wichita and TB-25 were added to the training program in 1944.

As World War II came to a close, so did the Lubbock Army Air Field. The base formally closed December 31, 1945 and was maintained on a limited basis as

a sub-base of Goodfellow Field, San Angelo. However, its buildings still served a useful purpose. It was a haven for veterans and their families. Barracks were converted to apartment units and vegetable gardens sprang up on drill fields where men had marched. Children skated and rode bicycles on the now silent runways. National Guard and Reserve units occupied some of the buildings for training.

The Korean conflict brought the base into active use once again. The base was reactivated on August 1, 1949. Simultaneously, the 3500th Pilot Training Wing moved here from Barksdale Air Force Base, Louisiana. Citizens wished to rename the base in memory of a native from nearby Shallowater, Texas. On November 5, 1949, during formal ceremonies, the base was renamed in honor of First Lieutenant Augustus F. Reese, Jr. He was killed in World War II while flying a P-38-G on a combat mission against an enemy railroad supply train. He was lost near Cagliari, Sardinia, Italy, on May 14, 1943.

Starting in 1949, the AT-6 Texan was again utilized in the basic phase of the flying school. This was followed by a phase-in of the T-28 in 1953. This aircraft was used for training until January of 1955. Also in service was the battle-proven TB-25 Mitchell of World War II fame. It was one of the best known of all aircraft flown at Reese and remained a mainstay of training until January of 1959. Class 59-E phased out the old bird. The last TB-25 to fly at Reese is presently mounted on static display at the entrance to the base.

The T-33A Shooting Star ushered in the single engine jet aircraft at Reese in January 1959. Close on its heels came one of our present-day trainers, the T-37. Affectionately known as the "Tweet," training began in March 1961.

This aircraft is still used today for Phase II instruction. From 1965 through 1973, the T-41-A Mescalero—a military version of the Cessna 172—was used as a preflight trainer. These flights were flown from what is now the Lubbock International Airport.

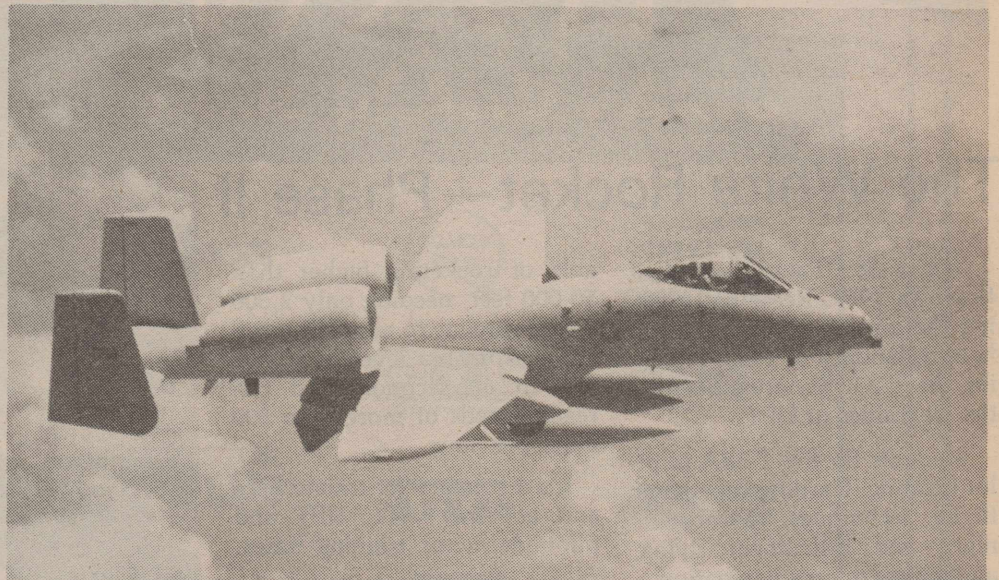
The first mission in the supersonic T-38-A "Talon" was flown May 13, 1963 by a member of Class 64-C. The final phase of Undergraduate Pilot Training currently uses this aircraft.

New aircraft kept Reese abreast with modern technology throughout the years. Changes in the physical appearance of the base are evident also. Open-bay barracks were the usual living arrangements of the 40's. Today, single people living on base have modern dormitories. Physical fitness in the early days consisted of pushing your body to the limit, sometimes on rather unsophisticated equipment. Today, grunts, groans and sore muscles come from

working out in the weight room at the base gym, playing a round or two on one of the four racquetball courts, or participating in the many sports activities available at the base. Student pilots utilize trainer cockpits to simulate actual flight; radar and satellite hookups assist our weathermen in forecasting flight conditions; and modern office buildings slowly replace wartime "temporary" structures.

Throughout its history, Reese has been an integral part of the Lubbock community. Active volunteer groups aid both military members and the surrounding community with such programs as Camp Blue Yonder for underprivileged Lubbock children, the Easter Seals Day Camp, blood drives and support for the United Way of Lubbock.

Reese Air Force Base proudly continues the tradition begun in 1941—"Training Tomorrow's Best Pilots... Today."



A-10 'Thunderbolt II'

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T-37 'Tweet'

The Tweet—Phase I

Nicknamed the "Tweet," the T-37 became a part of the undergraduate pilot training program here in April 1961.

Students train in the 350 mph twin-engine aircraft in the first phase of pilot training here. 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 in the Air Force inventory. Of that 650, 77 are assigned to the 64th Flying Training Wing here for training pilots.

The White Rocket—Phase II

The T-38 "Talon" was first flown in 1959. Reese began using the aircraft when it arrived here in January of 1963, replacing the T-33 "Shooting Star" as the jet trainer of UPT.

Students fly the T-38A in pilot training, learning supersonic flight techniques, aerobatics, night and instrument flying, and cross-country navigation.

Many pilots refer to the T-38 as a "White Rocket" more so than an aircraft, due to its appearance and performance.

Although the Talon is 27-years-old this year, it is still cap-

able of rocketing higher than 50,000 feet, needing only 2,300 feet of runway to take off. It can climb from sea level to 30,000 feet in 60 seconds, and can reach speeds of more than 800 miles per hour.

It's a primary jet trainer here and at other ATC UPT and pilot instructor training bases.

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.



T-38 'Talon'

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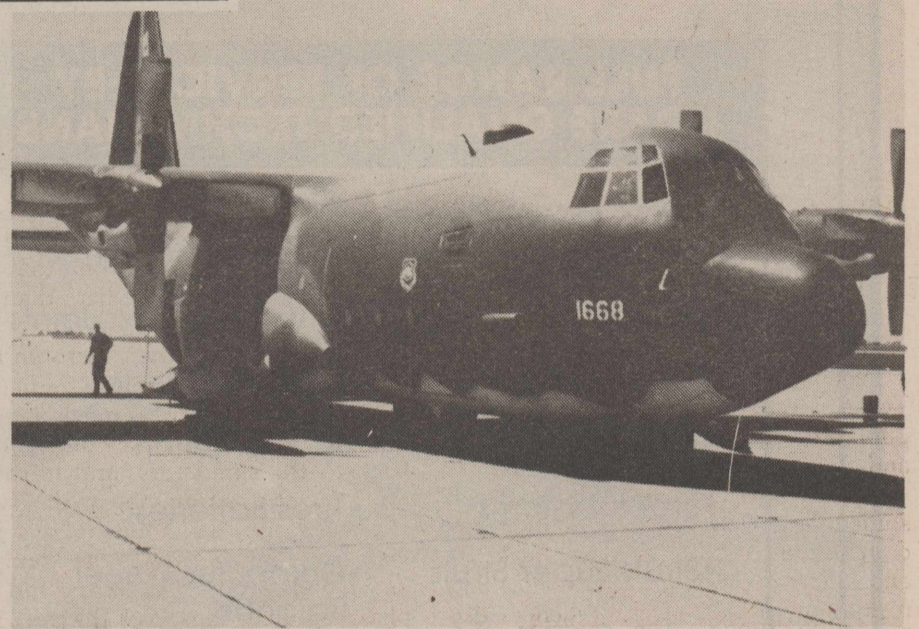
F-111

Aircraft to be on display

These are only a few of the aircraft that will be on display during the Open House Sunday. These are some of the planes flown by graduates of the Reese AFB Undergraduate Pilot Training Program.



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The training that officers receive at Reese enables them to fly any aircraft in the Air Force inventory with only a short transition training period needed to familiarize them with a new aircraft.

Training begins in the Aerospace Physiological Training Unit. Here, students get first hand training with parachutes and learn the effects of high altitude flight via the altitude chamber.

Basics complete and ready for jet flight, students begin training in the T-37 "Tweet," an aircraft equal in speed and maneuverability to most World War II fighters.

However, the students will fly in the aircraft before allowed to attack the West Texas skies, thanks to the flight simulators on base.

Mounted on hydraulic legs the "sims" effectively duplicate all aspects of flying except high G-forces, and the effects of altitude and pressure.

Movement is noted as the whole simulator platform tilts and sways to the students flying commands. The student can look out the front window of the cockpit and see the farms of West Texas as well as the runways here. They learn to fly with instruments and learn how to take off and land.

When they finally reach the West Texas skies, the student and instructor pilot are seated side-by-side in a T-37 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 naviga-

tion flying including the required cross country flights.

However, becoming a pilot is much more than just getting into an aircraft and taking off. When the students are not flying, much of their 12-hour workday is filled with academics, officer development, cockpit familiarization training practice, physical training, and evening study.

In the classroom, students learn performance computations, flight planning, weather, aerospace physiology, aircraft systems operation, aircraft accident prevention, applied aerodynamics, flight instruments, and instrument procedures.

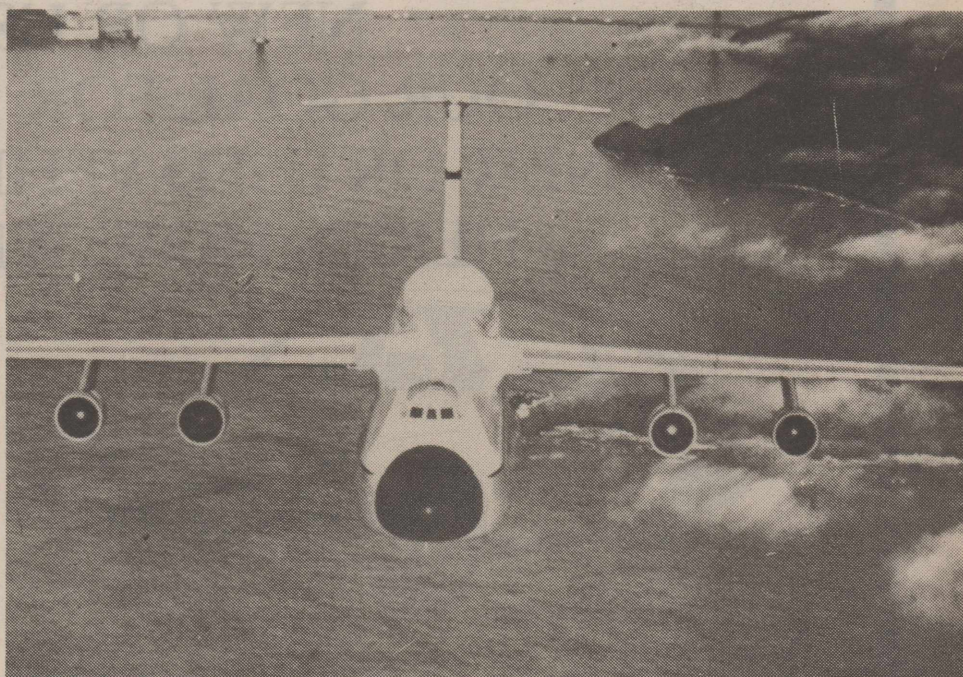
Students spend 75 hours in the T-37 itself, with many return trips to the simulators, and more hours in the classroom preparing to face three check rides that will allow them to move to the T-38 phase of training here.

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.

After the students have made their check rides successfully, it's start all over again in a new aircraft; one that goes higher, faster and further than the Tweet.

They go back to the classroom for a while to get more training, finding out that they didn't know as much about jet flight as they thought they did. They go back to the simulators, and learn that the T-38 isn't as forgiving as the Tweet.

They spend 103 hours in the T-38, with many return trips to the simulators and the classroom. As during the T-37 phase, students must pass the three T-38 check-rides before donning their silver



C-5 'Galaxy'

wings, about a year after they began training here.

A typical Undergraduate Pilot Training base, Reese graduates approximately 350 new pilots each year. These students must enter pilot training prior to age 27-and-a-half, and must also be commissioned officers.

A force of approximately 1,700 enlisted men and women, 500 permanent party officers, and 900 civilians support the students in their training. In addition to U.S. Air Force officers, Reese also trains officers from allied nations.

The cost of training each pilot is \$369,000. Much of the budget is returned to the West Texas economy, and the total annual economic impact on the surrounding area is almost \$190 million.

The aircraft inventory at Reese in-

cludes 74 T-37B and 111 T-38 aircraft. Annually, Reese aircraft fly over 67,400 missions while logging more than 82,000 flying hours and consuming approximately 26 million gallons of fuel in support of the mission.

Reese's most significant secondary mission is the support of the Accelerated Co-pilot Enrichment program. Under ACE, as the program is called, people assigned to Reese help train co-pilots for Strategic Air Command at Minot and Grand Forks Air Force Bases in North Dakota and Ellsworth Air Force Base, South Dakota. Nine instructor pilots, 24 maintenance specialists and 10 T-38 jets from Reese help support 120 SAC co-pilots each year.

The end result of the training program here is simply graduating the best pilots in the world.



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Save \$140⁰⁰

AUTOMATIC ICEMAKER IN 15.5 CU. FT. NO-FROST REFRIGERATOR model CTF16AG
4.74 cu. ft. freezer with factory-installed icemaker and removable ice bin. Two cabinet shelves. Huge vegetable bins. Dual temperature controls. Energy Saver Switch. Only 28" wide.

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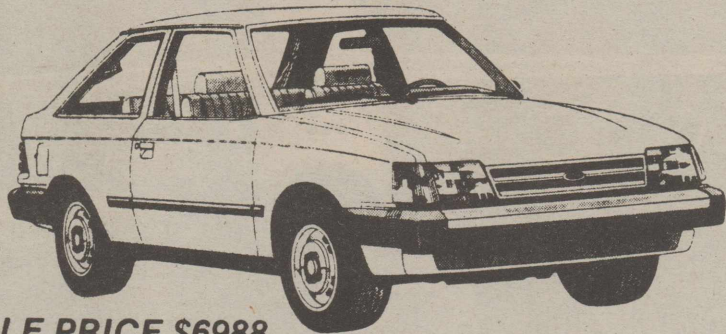
Hours Mon-Fri 9:30 to 6:00 Sat 9:30 to 5:00

Psalm 107:20
He sent his word, and healed them and delivered them from their destruction

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90 Days Interest Free Or 90 Days Same As Cash With Approved Credit

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GENE MESSER FORD DELIVERS A
NEW OR USED VEHICLE...
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HERE'S HOW WE PLAN TO DO IT...



SALE PRICE \$6988
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87 ESCORT

\$11.18
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Interest
Per Month

Similar Deals Available on all Cars and Trucks in Stock!

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\$98 PER MONTH
OR LESS

- 85 CHEVETTE
- 85 CHEVETTE
- 85 CHEVETTE
- 85 CHEVETTE
- 85 CHEVETTE
- 85 CHEVETTE
- 84 COLT
- 84 CHEVETTE
- 84 ESCORT
- 81 NISSAN PICKUP
- 81 DATSUN
- 81 CAPRI

\$128 PER MONTH
OR LESS

- 86 ESCORT WAGON
- 86 ESCORT WAGON
- 85 ISUZU PICKUP
- 85 SPRINT
- 84 TEMPO

- 84 TOPAZ
- 83 ESCORT
- 83 ZEPHYR Z-7
- 79 F-100 PU

\$158 PER MONTH
OR LESS

- 86 ESCORT
- 86 RANGER
- 86 NISSAN PICKUP
- 86 TEMPO
- 86 TEMPO
- 86 TEMPO
- 86 TEMPO
- 86 TEMPO
- 86 TEMPO
- 86 TEMPO
- 86 MAZDA 323
- 86 ESCORT WAGON
- 86 ESCORT WAGON
- 85 1/2 ESCORT
- 85 1/2 ESCORT

- 85 MUSTANG
- 85 TEMPO
- 85 TEMPO
- 85 TEMPO
- 85 LTD
- 84 HONDA CIVIC
- 84 C-10 PICKUP

\$198 PER MONTH
OR LESS

- 86 DODGE D-150
- 85 CUTLASS SUPREME
- 85 CUTLASS SUPREME
- 85 CAPRICE CLASSIC
- 85 LTD
- 85 CROWN VICTORIA
- 85 RANGER
- 85 F-150
- 85 C-20 SILVERADO
- 85 MONTE CARLO
- 84 BONNEVILLE
- 84 FIERO
- 84 CUTLASS SUPREME

- 84 REGAL
- 84 THUNDERBIRD
- 84 BONNEVILLE

\$228 PER MONTH
OR LESS

- 86 SIERRA CLASSIC PU
- 86 F-150 XLT PU
- 86 CHEV. SILVERADO PU
- 86 CHEV. SILVERADO PU
- 86 CHEV. SILVERADO PU
- 86 CHEV. SILVERADO PU
- 86 CHEV. SILVERADO PU
- 86 THUNDERBIRD
- 86 THUNDERBIRD
- 86 THUNDERBIRD
- 86 TAUROS
- 85 MUSTANG GT
- 84 MUSTANG SVO
- 84 MUSTANG SVO
- 84 CAMARO Z-28

- 84 COUGAR
- 83 SILVERADO PU
- 82 GRAND MARQUIS

\$258 PER MONTH
OR LESS

- 86 GRAND MARQUIS
- 86 F-150 SUPERCAB
- 86 SIERRA CLASSIC
- 85 MAZDA RX-7
- 85 CHEROKEE PIONEER
- 85 DODGE D-150 S.E.
- 85 SILVERADO
- 85 SILVERADO
- 85 SILVERADO
- 85 SILVERADO
- 85 F-150 XLT
- 85 F-150 SUPERCAB
- 84 S-15 BLAZER
- 84 SILVERADO 4X4
- 84 F-250 DIESEL
- 84 SILVERADO

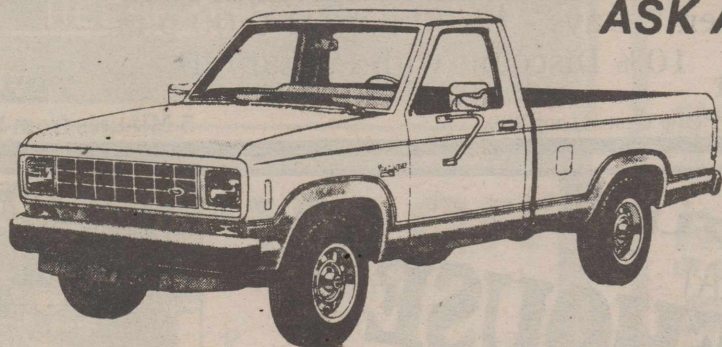
- 84 BRONCO XLT
- 84 F-150 SUPERCAB XLT
- 84 BRONCO II

\$298 PER MONTH
OR LESS

- 86 COLONY PARK WAGON
- 86 SUPERCAB XLT
- 86 SUPERCAB XLT
- 86 SIERRA CLASSIC 4X4
- 86 TAURUS
- 86 TAURUS
- 86 TAURUS WAGON
- 86 GRAND MARQUIS
- 85 GRAND MARQUIS
- 85 GRAND MARQUIS
- 85 F-150 XLT
- 85 SUPERCAB XLT
- 85 SUPERCAB XLT
- 85 S-10 BLAZER
- 84 OLDS 98 REGENCY
- 82 ELDORADO BIARITZ

14.54% \$988 down, term varies with year model

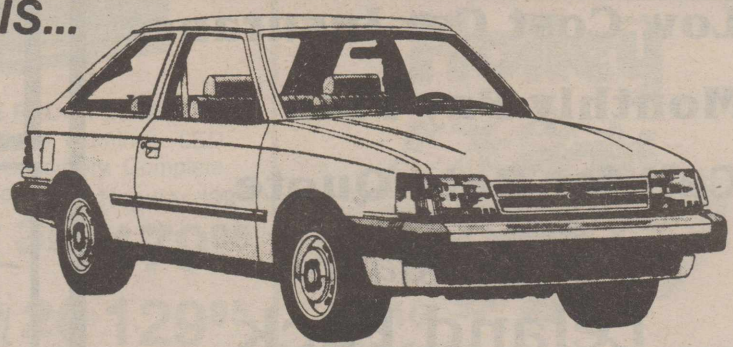
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87 RANGER

\$99.96
For 24
Months

Based on a 24 month red carpet lease, with \$2000 equity in your trade or cash down. Plus \$99* first payment & \$100* refundable security deposit. Total of payment, \$2399*. Mileage penalty of 65¢ per mile over 30,000 total miles.



87 ESCORT

\$125.93
For 24
Months

Based on a 24 month red carpet lease, with \$2000 equity in your trade or cash down. Plus \$125* first payment & \$150* refundable security deposit. Total of payments, \$3022*. Mileage penalty of 65¢ per mile over 30,000 total miles.

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3.9% 24 month financing
Tax, title and license not included

The Roundup

March 20, 1987

Section B

Enlisted promotion cuts due to lack of slots

WASHINGTON—AFNS—The Air Force delayed enlisted promotions this year not to save money, but because NCO slots were unavailable.

Lt. Gen. Thomas J. Hickey, deputy chief of staff for personnel, explained, "We have been forced to slow down enlisted promotions because we don't have the authorized grades. We have not slowed down enlisted promotions to solve dollar problems."

General Hickey discussed promotions, officer reductions, Morale, Welfare and Recreation funding and other personnel issues in a recent interview.

The Air Force requested 6,500 more staff, technical and master sergeant slots for fiscal 1987. Congress had earlier approved a request to fund 6,000 additional NCOs in Fiscal Year 1986. Those requests were part of a programmed build-up of NCOs in all services. The Air Force decided to spread out its NCO increases over two years.

"We didn't want to do too much at one time," General Hickey said.

Unexpectedly, Congress turned down

the Air Force's request for more NCO slots. Expecting the additional NCO authorizations, the Air Force already had started selecting airmen for promotion to fill those slots.

The General said, "We planned on having those extra stripes around, however, those stripes aren't there. We have a finite limit on how many people we can have in each grade. We're promoting right to the limit."

"Selection rates will be smaller," he said. For instance, the most recent staff sergeant selection rate was 7.7 percent compared to 21 percent a cycle earlier. With that 21 percent selection rate the Air Force assumed the additional NCO slots would be available.

With fewer NCO slots than planned, it is taking longer now to exhaust the staff, technical and master sergeant selection lists. For example, the staff sergeant selection list due to be exhausted in January will not be completed until May. Staff sergeants selected for promotion in February will not begin putting on their new stripes until May. The Feb-

ruary list will not be exhausted until this fall.

"By the end of this fiscal year, we're going to be back on line, and back to normal selection opportunities," General Hickey said.

Officer reductions

The general said officer reductions remain one of his main concerns.

The FY 1987 National Defense Authorization Act requires the Defense Department to reduce its officers strength by six percent over three fiscal years. It requires a one percent cut this fiscal year, two percent in FY 1988 and three percent in FY 1989.

"I don't believe that in establishing those quotas, congress realized the size of the cuts they were imposing," General Hickey said.

Congress told the secretary of defense to divide those reductions among the services. The Air Force's share of reductions this fiscal year is 1,698 officers.

If congress holds to the FY 1988 and

1989 reductions, and the same methodology is used to apportion those cuts, the Air Force would lose 2,679 officers in FY 1988 and 4,527 officers in FY 1989.

General Hickey said the Air Force hopes to convert some of the lost officer slots to enlisted authorizations.

To meet the FY 1987 officer reduction target, the Air Force has modified its voluntary release program. The Air Force expects an extra 500 voluntary losses to result from easing release restrictions.

"This year we're going to get by with voluntary releases and reduced accessions," said General Hickey.

He said the Air Force will absorb this year's officer cuts "all right"—without a combat readiness impact. However, further officer reductions would have a significant impact on combat readiness.

If the 1988 and 1989 officer cuts come," General Hickey said, "the only question will be which missions we should quit doing. It is clear we will not be able to do all the missions we are doing now with those kinds of cuts."



From left to right: Amn. David Tillinghast, SSgt. Joseph Metz, SSgt. Kermit Broman, Sgt. Daryl Duwe, and Amn. Steve Yack prepare to depart for their 28 day TDY in Osan, Korea.

Air Force Outstanding Unit Award additions

The Secretary of the Air Force Decorations Board has approved the request by Col. James McIntyre, wing commander, to allow the following units to share in the April 1, 1984-March 31, 1986 Air Force Outstanding Unit Award:

USAF Hospital-Reese
Operating Location A, 64 FTW, Ellsworth AFB, S.D.
OL-B, 64 FTW, Minot AFB, N.D.

OL-C, 64 FTW, Grand Forks AFB, N.D.
Detachment 11, 3314th Management Engineering Squadron
Det 11, 24th Weather Squadron
Field Training Detachment 429, 3785 Flying Training Wing
USAF Area Defense Counsel, Reese AFB
Air Force Commissary, Reese AFB, for the period of April 1, 1984-June 30, 1985.

Airshow safety

Everyone is invited to the airshow, but when they're on the flight-line ramp with the aircraft there are some simple rules, that if followed, will make the day accident free and fun for all, says base safety officials.

- Don't smoke on the line.
- Photographers seeking to get a better vantage point by climbing upon buildings along the flight-line—don't.
- Safety pins in the landing gear of all aircraft must be left alone. There will be air crews available at each of the planes on display to answer questions, but please don't mess with the aircraft.
- For personal safety, officials advised that visitors should wear sun glasses if it is a bright sunny day and to put on

a sun screening lotion to protect themselves from sunburn.

- The use of trashcans is also encouraged. 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 the jet's air intake system pushing it through delicate fans and rotors of the jet engine. The results can be staggering.

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.

Pilots on move

Instructor Pilots in the 35th Flying Training Squadron on the move are:

First Lt. Dan Holmes joins C Flight as assistant Flight Commander. He was previously assigned to P-Qual.

First Lt. Bill Martin moved from C Flight to P-Qual, 1st Lt. Bob Stack moved from B Flight to Academics Branch, 1st Lt. Mark Louis moves from Squadron Scheduling to the Check

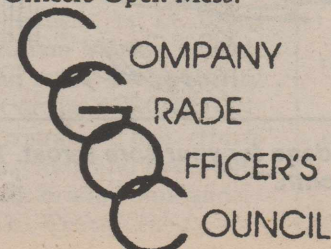
Section and 1st Lt. Rob Kyrrouac moved to the Squadron Scheduling from D Flight.

Major Rufus Hutchinson has moved to Chief of the Student Branch. His replacement is Maj. Gary Praesel.

New Instructor Pilots in the 35th FTS are 2nd Lts. Eric Lope-man, C Flight, Jeff Arndt, D Flight, March Beauchemin, C Flight, Samuel Rutledge, F Flight and John Sheppard, B Flight.

Awards banquet

The annual Company Grade Officers Council Awards Banquet will be held April 3, at the Officers Open Mess.



The guest speaker for the event will be Brig. Gen. Joel M. McKean, commander, Chanut Technical Training Center.

Dress for the occasion will be summer dress/formal. Tickets for the event are \$10. They may be obtained from your squadron CGOC representative or by contacting 1st Lt. Ted Tragus, Ext. 3714 or 1st Lt. Scott Meisinger, Ext. 3636.

News Briefs

Retreat/Award ceremony held

A Senior NCO Promotion Ceremony will be held during the Retreat/Award Ceremony, Wednesday, 4:15 p.m. at the flagpole in front of Wing Headquarters, Bldg. 800.

NCO Status ceremony

A NCO Status/Promotion Day Ceremony will be held March 27, 4 p.m., in the Enlisted Open Mess.

NCO Prep Course graduates

The NCO Preparatory Course, Class 87-4, graduated March 12 at the Mathis Recreation Center. The guest speaker for the event was SMSgt. Brian Barr, chief, 1958th Communications Squadron Computer Operations.

The John L. Levitow Honor Graduate for the class was SrA. Timothy N. Kepsel, USAF Hospital-Reese. The Distinguished Graduates for the class were A1C Patrick D. McGraw, 64th Civil Engineering Squadron and SrA. George Breeden, USAF Hospital-Reese. Other graduates are:

Senior Airmen Gerry B. Reyes, Sergio D. Real and Charlotte E. Schaberg of the 64th Civil Engineering Squadron;

Senior Airmen Jon L. Goodwin, Brady D. Bagley, Doreen E. Peck and David R. Carr assigned to the 64th Supply Squadron;

Airman First Class Gregory Shaw assigned to USAF Hospital-Reese;

Senior Airmen Michael Roberto and Kirsten A. Odem, and A1Cs Peter R. Volpato and Lawrence D. Goodrich assigned to the 64th Field Maintenance Squadron;

Airmen First Class Andrew C. Tate and Michael J. Orapello assigned to the 64th Organizational Maintenance Squadron;

Senior Airman Mark L. Adams assigned to the 3500th Mission Support Squadron;

And SrA. Gawain Middleton assigned to the 64th Security Police Squadron.

Development luncheon Tuesday

The Company Grade Officer's Council Professional Development Luncheon will be held Tuesday, 11:30 a.m., in the Jack Davis Room of the Officer's Open Mess. The guest speaker for the event will be Lt. Col. Kevin Collins, commander, 3500th Mission Support Squadron. Contact 1st Lt. Stephen Mawn, Ext. 3187, to make reservations.

Polish Sausage sale

The 1958th Communications Squadron will hold its first monthly Polish Sausage sale March 27, between 11 a.m. and 1 p.m. at the Windmill Park.

Running club to meet

A running club has been authorized and will begin April 1. A tentative club format has been outlined, but refinement is needed. A meeting will be held March 30, 2 p.m. to work out details such as club name and logo. For more information, call SSgt. Randy Pratt, Ext. 6020.

Musicians needed for service

Brass and String players are needed to volunteer to play for the Easter Mass and Protestant Service. Musicians must plan to practice two to three hours per week until then. Music is of intermediate difficulty. For more information, call Ext. 3534.

BX hours change

Effective April 1, the Base Exchange hours of operation will be changed to better meet the needs of customers. New hours of operation are: Monday, closed; Tuesday, Wednesday and Friday, 10 a.m. to 6 p.m.; Thursday, 10 a.m. to 7 p.m.; Saturday, 10 a.m. to 4 p.m.; and Sunday, noon to 4 p.m.

Club to hold membership meeting

The Mexican American Club at Reese AFB will have a General Membership Meeting Saturday, 3 p.m., at Reese Manor. Anyone interested in the club is invited to attend. For more information, contact MSgt. Matt Alvarez, Ext. 6065.

All-night disco tomorrow

The Mathis Recreation Center will host an all-night disco tomorrow from midnight to 5 a.m. Admission is \$2 and the Dee Jay will be "Big Al."

Billiards tournament held

The Mathis Recreation Center hosts a billiards tournament March 28-29. The tournament will start at 1 p.m. and will be single elimination, best two of three matches. Prizes will be awarded to the top two finishers, but only active duty may enter. Deadline for entry is Thursday, 6 p.m., at the center. For more information, contact the center, Ext. 3787.

Opening in Teddy Bear Flight

The Reese Child Care Center has one opening in the infants, six-weeks to six-months-old, to take part in Teddy Bear Flight.

Through the program, the center provides a safe and healthy environment for social, physical, emotional

and intellectual development. Infant's get daily exercise, touch and feel experience, eye contact and vocal stimulation with care givers. For more information, call Ext. 3531.

Supply Officer needed

Applications/nominations are now being accepted for duty with the Venezuelan Air Force as a depot supply officer at Maracay, Venezuela. AFSC 6424, grade required Captain or Major, tour length two years, accompanied/unaccompanied, reporting January 1988 after completion of language training at the Defense Language Institute, Monterrey, Calif. Training starts July, 1987. Officer will be the Chief, Material Control Section. For more information, contact HQ/AFMPC, Capt. Phil Odom or MSgt. Mike Vorpahl, AV 487-2271/2272.

Babysitting course offered

Family Services, in cooperation with the American Red Cross, will be sponsoring the Red Cross Babysitting Course March 28, 9 a.m. to 2 p.m. The class will be held at the Family Services Center, Bldg. 6100, and is open to ages 11 and over. Cost for the course is \$5, and participants must bring a sack lunch. Beverages will be provided. Advance registration is requested and may be done in person or by phone by calling Ext. 3305/3306, Monday-Friday, 9 a.m. to 3 p.m.

Rotten sneaker contest held

A "Rotten Sneaker Contest" will be held today at noon, at the Mathis Recreation Center. Participants must be present to show their sneakers. Sneakers will be judged on normal wear and tear, not cleanliness or odor. Sneakers must be worn by the participants during judging. Prizes will be awarded to the top two participants. All active duty military, civilian and dependents over 15-years-old may enter. Rules are available at the rec center.

Warrior films shown

This month's Warrior films are "Defeat of Japan" and "To the Yalu." Both films are part of the Air Power film series filmed in the 1950s. They will be shown during the lunch hour from 11:30 a.m. to 12:30 p.m. at the following locations: Monday, Officer's Club; Tuesday, Enlisted Open Mess; Wednesday, Caprock Cafe.

"Defeat of Japan" shows how the atomic bombing of Hiroshima and Nagasaki averts invasion of Japan and brings about the Japanese surrender.

"To the Yalu" shows how American and United Nation ground and air power saved the South Korean Army from defeat and pushed the enemy back to the Yalu River.

THE THUNDERBIRDS ARE COMING

There's excitement in the air,
For the news has gone around;
That the Air Force Thunderbirds,
Are soon coming to our town.

Through the years of their existence,
Millions flock to see their show;
All Americans who see them,
Get a patriotic glow.

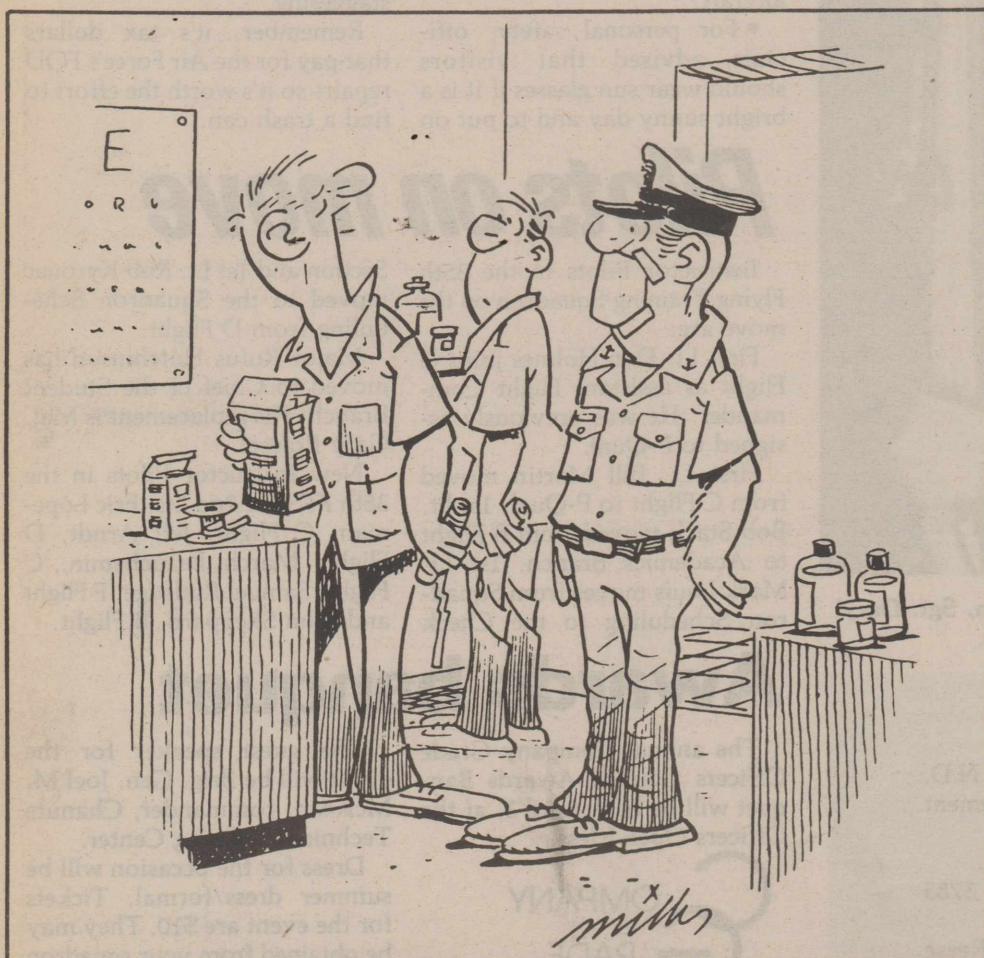
Eight different types of aircraft,
In their ranks were seen;

And they presently employ,
The dynamic F-16.

Such precision and such daring,
Causes everyone to sigh;
Shows they're masters of the air,
And the aircraft that they fly.

So come on out this weekend,
See a show too good for words;
You'll be glad you had a chance,
To see the mighty Thunderbirds.

by TSgt. Raymond W. Courville



"Yeah, chief. A mouth bandage for your sore throat. Try to keep it on for at least a month."

The Roundup

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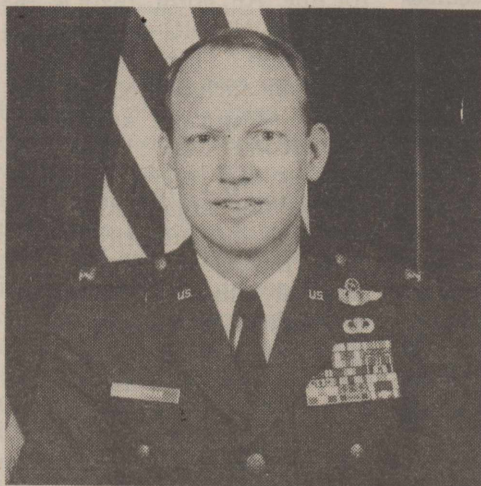
Editorial content is edited, prepared, and provided by the Public Affairs Office of Reese Air Force Base, Texas.

Reese Air Force Base Editorial Staff

- Wing Commander Col. James McIntyre
- Chief of Public Affairs Mr. Bill Tynan
- NCOIC TSgt. Cliffordean Washington
- Editor A1C Greg Spraggins
- Staff Writer A1C Robin Reams

Commander's Column

Weekend schedule includes numerous activities



by Col. William Drennan
Deputy Commander for Operations

If you have watched television, listened to the radio or read a newspaper in the last two weeks you probably know that the Thunderbirds will be at Reese

this Sunday. It will be a great day for us and the 50,000 visitors we hope to entertain for the airshow. However, the weekend offers many more unique opportunities particularly for our students and instructors. I urge you to take full advantage of the career-oriented activities available over the next few days. Here are just a few of the highlights.

Friday our normal flightline activities will be curtailed early so that we can begin to prepare for our weekend guests.

However, the first group of guests will already have arrived. These first arrivals will be a briefing team from the Rated Officer Assignments section of the Air Force Manpower and Personnel Center (AFMPC). These folks will be responsible for the follow-on assignment of every student pilot and instructor at Reese.

They have agreed to come to the high plains to share their particular version of the big picture as it affects the next duty assignment for the rated officers of

Reese. I hope all IPs and students will attend this briefing and discussion period scheduled for 2 p.m. in the base theatre.

On Saturday, Reese will hold its annual TAC Day. Activities will begin at 10 a.m. in the base theatre with briefings from the Lead-In Fighter Training Course at Holloman AFB. This briefing will be followed by mission briefings on the F-15 and A-10. The activity then shifts to the main ramp where there will be static displays of every operational TAC aircraft. All our student pilots and any interested IPs should take full advantage of this opportunity to become more familiar with the role and mission of our tactical forces. Even if you don't attend the morning session, you will probably want to be on the main ramp at 1 p.m. to see aerial demonstrations by both the A-10 and F-15. Please remember that the activities of the day are designed to inform and motivate our active duty force. The base will not be open to the general public.

On Sunday our gates will open at 11 a.m. in preparation for the Thunderbirds. The day's events include a ramp full of static display aircraft, T-37, T-38 and B-52 fly-bys, dog team demonstrations, drill teams, concessions and of course, the Thunderbirds. All the activities of the day are open to the public. Please encourage your friends and neighbors from downtown to attend this Open House event. It is a day when we who wear the blue suit can show how proud we are to be a member of a great team.

Finally, on Monday our student pilots will have the chance to meet Capt. Tom Weiler, the lead solo pilot of the Thunderbirds. Captain Weiler will conduct a briefing at 8 a.m. in the base theater for all student pilots. This will be a great opportunity for our students to talk with a dedicated professional with a unique daily mission.

By noon Monday the skies over Reese will once again be full of T-37s and T-38s. Business should be back to normal. Normal except for one thing. For the next few days most conversations will include how great it was to see the Thunderbirds again. Please make every attempt to join us on the ramp Sunday for one of the greatest free shows on earth. I can assure you it will give you something to talk about.

Manor is for everyone

by Col. Mark Lillard
Commander, 64th Air Base Group

As I promised in the Commander's Column two weeks ago, I'll keep you informed of what's going on on base. So, here's a few more "Bits and Pieces" from Air Base Group.

•I was very concerned to hear that many of you thought procedures to reserve and use Reese Manor were difficult. Your thoughts were heard! Reese Manor is a beautiful facility built with money saved from your good MIP ideas! Any active duty, retiree, eligible civilian or recognized volunteer organization can use the Manor. We've made it easy for you with just a few simple steps—call up the Mathis Recreation Center, Ext. 3787, to reserve Reese Manor. On the day of your event, pick up the key, have a good time, lock up afterwards, and re-

turn the key to the Rec Center. Easy as one, two, three. I know you'll take care of it and enjoy it to it's fullest.

•A recently approved MIP proposal by our very own Services Squadron Commander, Capt. Chuck Hatcher, now allows E-4 sergeants to have the same square footage in the dorm as staff and tech sergeants. We've already accommodated many of the E-4s (Sgt.) and are working as quickly as possible to get the last four settled into larger living areas. Thanks Chuck, for the super, people-oriented idea.

•Talking about moves, the civil engineering folks have done an outstanding job producing plans for several facilities utilization projects. One of these projects is making office space on the first floor of Dorm 230. In fact, as I write this article, most people who lived on the first floor have moved out. We realize this is a short notice move and hope it

wasn't an inconvenience for too many of you. Space is being carved out in the other dorms to group together, by units, those of you who remain in a dorm. Our hope is that we maintain unit integrity which fosters the esprit de corps, so well known by our Reese family. I'll keep you posted.

•By the way, Spring has arrived by the looks of this warm one minute, cold the next, weather we're having. And, of course, the ever present winds and tumbleweeds. This is the time of year when the grass needs a weekly trim, because it grows like a weed.

•Speaking of weeds, you are all doing a good job keeping them out of your flower beds and yards. Everyone appreciates the way the yards are kept in Reese Village. It's always nice to come home to a clean yard and house. Keep up the good work everyone! We're in touch, so you keep in touch.



New job, new tasks

by Lt. Col. William L. Faris
Wing Executive/Inspector General

Hello again! Since I've become the Wing Exec./IG, I think I have done more writing than I have ever done before, definitely something new and different for this operator/maintainer.

One of the greatest pleasures in my career is helping make Reese a better place for you to

work. Although at times I have not always been able to do exactly what everyone wants, it is my hope that I have at least been able to assist in some way.

Working for you is fun, as I have never before been associated with such committed professionals. I have been reviewing squadron self-inspections lately and they appear to be quite thorough. To me, this indicates

your strong attitudes...something I really appreciate. With the sense of caring among co-workers I have seen, we cannot help but to maintain our position of excellence. Keep up the good work.

I am looking forward to seeing the Thunderbirds perform this Sunday as I am sure all of you are. It should be quite a show. Hope to see all of you there.

Kudos to...

TSgt. Joseph Stelpflug and SSgt. Mark Sams for achievement as Distinguished Graduates of the ATC NCO Academy Class 87-3. Initiative, leadership and self-discipline were the key factors allowing these two men to rise to the top of an elite group of NCOs...Major General Charles Hamm, vice commander, ATC.

MSgt. Stephen Moody for superb achievement in the Applied Aerospace Systems Management Course...MSgt. James Rowell, acting commandant, Randolph AFB, Texas.

1st Lt. Mike Kaut for the high caliber of expertise and teamwork he provided during a recent Flight Mishap Investigation at Sheppard AFB...Lt. Col. Thomas Bost, safety board president,

Laughlin AFB, Texas.

Captains Dan Sanders and Ted Knowles for their excellent assistance during the recent DAR Awards Ceremony. Their presentation was superb...Ms. Ann Drake, Daughters of the American Revolution.

Col. Don McCullough, Mr. Larry Hagan, Ms. Karen Nance and Maj. Richard Hentzler for the excellent impression they created in the minds of all those who attended the Minority Small Business Conference at Reese. Their enthusiasm and expertise created a very informative session. Kudos also to the Audio-Visual expertise of Capt. Keith Clifton, 1st Lt. Larry Massey and Mr. Carlos Jordan in providing a superb presentation...Mr. Geo Alberto Gomez and Mr. Walter

Fronstin, U.S. Small Business Administration, Lubbock Texas.

The Survival Equipment Shop for their quick response and dedication to the mission. A recent grounding of all Scot releases forced a rapid replacement of all such items in Reese parachutes. Through their superb efforts, not a single UPT sorties was lost...Brig. Gen. Daniel Taylor, deputy chief of staff, Logistics.

Captain Kevin Stancik, 1st Lt. Bruce Dewitt, 1st Lt. William Martin, 2nd Lt. Edward Paylor and 1st Lt. Brian Gerrity for their support of the AFROTC Orientation Flight Program. Their efforts produced a very exciting and rewarding activity...Col. Elton Brian, commander, Det. 820, AFROTC, Texas Tech.

On this day...

March 20

Spring begins at 10:52 p.m. Eastern Standard Time

"Uncle Tom's Cabin" was published (1852)

U.S. Navy commissioned its first aircraft carrier, the USS Langley (1922)

National Rotten Sneaker Contest, Montpelier, Vt. (Contestants' sneakers must have deteriorated through natural causes.)

March 21

National Agriculture Day

National Teenagers Day

Johann Sebastian Bach, German organist and composer, was born (1685)

Tactical Air Command was established (1946)

Strategic Air Command was established (1946)

Fragrance Day—to make people aware of the perfumes and bouquets of the world around us.

March 23

Patrick Henry, American statesman, delivered his "liberty or death" speech (1775)

National Bubble Gum Week begins

March 24

Harry Houdini, magician and escape artist, was born (1874)

Boeing E-3A Sentry aircraft accepted by Tactical Air Command (1977)

March 26

Robert Lee Frost, American poet, was born (1874)

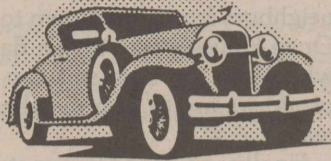
U.S. commercial airlines completed a year of fatality-free flying (1940)

Dr. Jonas Salk announced the development of a polio vaccine (1953)

Authorized amendment to orders

by TSgt. Ronald Henyan
NCOIC, Personnel Utilization

Recently there has been a large increase in the number of requests for amendments to PCS orders to authorized payment for a second Privately Owned Vehicle (POV). The following information is an extract from messages received from HQ AFMPC, and specifies the five instances that will authorize



payment for a second POV.

- If more members of the family travel than can be reasonably transported with luggage in one vehicle. Air Force Policy has established this as five or more members of the family traveling together.

- If because of age or physical condition, special accommodations are necessary in transporting a dependent in one vehicle and a second vehicle is required for travel of the other members of the family.

ed for travel of the other members of the family.

- If a member must report to a new duty station, in advance of travel by the member's dependents who delay travel for acceptable reasons such as completion of a school term, sale of property, settlement of personal business affairs, disposal or shipment of household goods and personal effects, or adequate housing is not immediately available at the new duty station.

- If one or more dependents perform unaccompanied travel between authorized points other

than those places traveled to by the member (such as travel to a designated point or to the new duty station when the member is TDY enroute).

- If in advance of the member's reporting date, the member's dependents must travel to the new duty station for acceptable reasons such as to enroll children in school at the beginning of the term.

Members requesting authorization of a second POV will be required to meet one of the requirements listed above, and submit an AF Form 1820 (Request/Justification for Special

Authorization) in two copies to the Outbound Assignment Unit, CBPO. The approval authority for the AF Form 1820 is the Chief or NCOIC of Personnel Utilization. There must be a statement included on the PCS orders specifically authorizing the second POV before the member can receive payment. The gaining organization does not have the authority to approve the AF Form 1820, and may only amend PCS orders if the AF Form 1820 was approved by the losing organization, and the authorization was inadvertently left off the PCS orders.

Rules mandatory for on-base riding

by Sgt. Sheri Powers
Ground Safety Specialist

Editor's Note: Information for this article was obtained from Air Force Regulation 125-14 and the Security Police regulation pertaining to motor vehicles.

Since its invention in 1790, the bicycle has been used for recreation and transportation. Within the last decade, the bicycle has increased in popularity as there are now 67 million cyclists in the United States.

As a result of this increase, it is estimated that this year 120,000 to 150,000 not-so "easy-riders" are expected to be injured and disabled in bicycle mishaps. In a vast majority of these accidents, the bicyclist, not the

automobile driver will be at fault.

Bicyclists must obey the same traffic laws as cars and can be given tickets just like a motorist. For whatever reason a person rides a bike, commuting, weekend athlete, waistline watcher or air pollution worrier, remember on the same roads are cars and they weight approximately 4,000 pounds, as opposed to a 30 pound bike. The following list of traffic rules are mandatory for riding on-base and highly recommended for off-base riding:

- **Lighting:** Bicycles operated during the hours of darkness will have a head lamp emitting a white light visible from a distance of 500 feet and a red reflector which shall be visible

from all distances up to 300 feet. A red light on the rear visible from a distance of 500 feet in addition to the red reflector may also be used.

- **Passengers:** Bicycle operators will sit astride the bicycle and not carry another person unless additional seats are provided. Bicycle operators will not attach themselves to any other moving vehicle.

- **Carrying Articles:** Bicycle operators will not carry a package, bundle or object which prevents them from keeping both hands on the handle bars at all times.

- **Sidewalks:** Bicycles will not be ridden on the sidewalk within the business district of the base. Bicycle operators will travel with the flow of traffic,

single file and as near to the right side of the lane as practical. Bicycles riding off the street will yield to pedestrians.

- **Flight line:** All bicycles, Air Force and privately owned operating on the flight line during hours of darkness will be equipped with a suitable headlight,

taillight and reflective marking front and rear. Markings may be either reflectorized paint or tape not less than four inches in length.

- **Registration:** Bicycles may be engraved at the Security Police Crime Prevention Office for identification.



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Phone fellows fix failed phones

by 1st Lt. David M. DeLoach
1958th Communications Squadron

Have you ever been frustrated because a phone's been out of service for days? Ever waited weeks to get a new phone installed in your office? If you're sitting there nodding your head, you'll be happy to know that improvements are on the way.

Beginning Monday, according to the terms of an agreement worked out between the 1958th Communications Squadron and GTE of the Southwest, new telephone service procedures will be instituted. Aside from faster service, the most notable change is that, with a few exceptions, base personnel will report telephone trouble directly to GTE rather than to the Comm Squadron. The specifics of the changes follow:

Trouble Reporting—To report trouble, find a phone that gives a dial tone when you dial 7+2, dial 0+637-7556 (toll free). When the operator comes on, give the number you are calling from. You will then be connected to an operator who will take your trouble call. Out-of-service trouble (the phone is dead) will normally be cleared within eight working hours. This means your phone should be fixed by the same time the next work day. Non-out-of-service trouble (noise on the line, doesn't work quite right) will normally be cleared within sixteen working hours. The trouble report operator should give you a time when the trouble will be cleared; if none is offered, ask. You may check the status of any repair order by calling (800) 833-5689.

High Priority Trouble Reporting—Certain high priority phones affecting command and control, safety, and sortie generation have been identified to the Comm Squadron by the unit Telephone Control Officers (TCOs). If one of these phones goes out, it should be reported to the Communications Focal Point (CFP) at 6888 (OUTT). The CFP will report the trouble

to GTE for priority handling and will track the trouble until it's cleared.

Installations, Relocations—As in the past, requests for installation, relocation, and other changes to service will be submitted on an AF Form 3215, Information Systems Requirement Document, to 1958CS/XP. The work order clerk will verify

what's required, compute changes, and prepare a work order to transmit by facsimile to GTE. What's new here is that GTE will work 95 percent of the orders within five work days. The work order clerk will notify you when your work order has been transmitted to GTE. If the requested work has not been completed within five work days of the time we transmit the

work order, call the work order clerk at Ext. 3579 and report it.

Today's work environment makes telephones a necessity, but when they don't work right or they're not in the right location, they're just a headache.

These new procedures should eliminate headaches for base telephone users and for the Comm Squadron.

In regard to rental cars

by TSgt. Robert A. Carpenter
Traffic Management Office

Personnel performing government official travel that make rental car reservations through SATO (Scheduled Airline Traffic Office) should be advised that lower rates may be obtained.

However, these reservations may be with companies that do not have U.S. Government rental car agreements with the Military Traffic Management Command (MTMC). The use of these companies is authorized but

there are some restrictions that will apply.

Full coverage insurance is normally included in the rate that you pay for a rental car that has an agreement with MTMC for no additional charge. Another lower cost rental car company may offer a lower rate but full coverage insurance may not be included in the rental car rate. So be careful when using these companies.

Reservations for rental cars made through the SATO that have MTMC agreements have agreed to the following conditions included in the rates they

have provided: unlimited free mileage; travel orders to determine travel status will be accepted in lieu of credit card or cash deposits; free full coverage insurance or collision damage waiver; free towing; company will bear the entire risk for direct loss or damage to vehicles (including towing, loss use of vehicle, substitutes and replacements); vehicles should be clean, well maintained, safe, no more than two years old and no more than 40,000 miles on odometer; full tank of gas when vehicle is picked up. Vehicle must have full tank when turned in or

a charge for gas will be assessed.

Travelers who make arrangements with these rental car companies without MTMC agreements are subject to the terms of the companies they are doing business with. The Traffic Management Office will not solve disputes resulting from unsatisfactory service if the company does not have an MTMC agreement.

Any further questions regarding rental cars can be answered by calling your TMO Passenger service representative at Ext. 6143.

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New plan established

by Shirl Francis
Affirmative Employment Specialist

The Affirmative Employment Program Plan (AEPP), is to establish a planned approach to the management and filling of positions.

The Civilian Personnel Office has recently published the current Fiscal Year 1987 AEPP. The plan is available in the Civilian Personnel Office if you have not received a copy in your office.

The objectives of the Affirmative Employment Program is to provide a work environment where all personnel, regardless of their sex, race, ethnic group, age, color, national origin, or handicapping conditions can participate and advance to their highest potential; and to implement Affirmative Employment initiatives to eliminate under-representation.

The Air Force operates the Affirmative Employment Program under the philosophy that Affirmative Employment is an integral part of the personnel

administration and management process.

The technical responsibilities for meeting EEO requirements are a function of Civilian Personnel. The management aspects (selection for employment, promotion, training and other processes) are the responsibilities of the individual managers and supervisors. Ms. Stella Guerra, Director of EEO at Air Force, stressed in a policy letter that "providing equal opportunity is more than that which is mandated by law. It incorporates an attitude of viewing human beings as the most vital resource in accomplishing our organizational missions. Realizing the maximum potential of our employees is utmost in approaching the spirit of EEO. The standards of equal opportunity, selection, representation and treatment must be integrated in pursuing our professional responsibility for all Air Force people." EEO Officers:

- The Air Force Director of Equal Employment Opportunity is Ms. Stella G. Guerra, HQ

USAF/SAF/MAIE, Room 4D960, The Pentagon, Washington D.C. 20330.

- The Civilian Personnel Officer for Reese AFB is Mr. Romeo R. Garcia, Bldg. 920, Room 132, Ext. 3972.

- The Chief, Equal Employment Opportunity and Affirmative Employment Program is Ms. Billye R. Swanson, Bldg. 920, Room 132, Ext. 3975.

- The Federal Women's Program Manager for Reese AFB is Ms. Cheri Re, Bldg. 800, Ext. 3448.

- The Hispanic Employment Program Manager for Reese AFB is Mr. Joe Castillo, Bldg. 105, Ext. 3761.

- The Black Employment Program Manager for Reese AFB is Mr. Phil Thierry, Bldg. 32, Ext. 3640.

- The Selective Placement Program Manager for Reese AFB is Mr. Joe Galindo, Jr., Bldg. 553, Ext. 3811.

Advisors available

Do you know who your Unit Career Advisor is?

3500th MSS—MSgt. Jerry Gray, Ext. 3514

USAF Hospital—MSgt. Terry Boyd, Ext. 3723

64th CES—MSgt. Charles Clark, Ext. 3394

64th OMS—SSgt. Sandra Folino, Ext. 3981

64th FMS—TSgt. C.V. Pickett, Ext. 3023

64th Supply—MSgt. Wiley Wills, Ext. 3561

64th SPS—TSgt. Scott Towe, Ext. 3983

64th STUS—MSgt. Larry Hurd, Ext. 3491

1958th CS—MSgt. Michael Calvin, Ext. 3899

24th Weather—TSgt. Michael Stevens, Ext. 3447

3500th Services Sq.—MSgt. James Duffala, Ext. 3155

429 FTD—MSgt. Jerry Williams, Ext. 3121

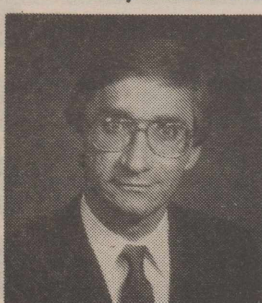
The Base Career Advisors are SSgt. Donna L. Page-Metz and Sgt. Mark A. Diels, Ext. 3168.

Frenship Lunch Menu

	BREAKFAST	LUNCH
Monday	Grape Juice Individual Cereal Milk	Corndog W/Mustard Fried Okra Fruit Cocktail Pink Cake W/Icing Milk
Tuesday	Apple Juice Biscuit Jelly Milk	Cheese Enchilada W/Meat Sauce Tossed Salad Orange ½ Cornbread Spanish Rice Milk
Wednesday	Orange Juice Sweet Rice Toast/Honey Milk	Hamburger/Mustard Lettuce/Tomato Onion/Pickle French Fries Cheese Slice Ice Cream Milk
Thursday	Grape Juice French Toast Syrup Milk	Pork Chop W/Brown Gravy Mashed Potatoes Green Peas 2 Hot Rolls W/Butter Cherry Cobbler Milk
Friday	Orange Juice Jelly Donut Milk	Chili & Beans Crackers (2) Cheese Sticks Carrot Sticks Peaches Milk

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Saturday, March 21—Disco 2100-0200

Sunday, March 22—Casual Bar 1200-1900

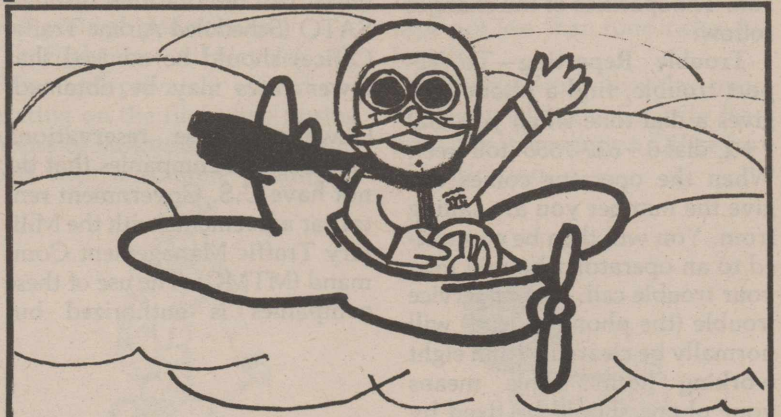
Monday, March 23—Games 1800 hrs.
Ladies' Night

Tuesday, March 24—Disco 2000-2400

Wednesday, March 25—Fresh Cobblers Daily

Thursday, March 26—Chicken Fried Steak

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MON MARCH 23
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THURS MARCH 26
Family Style
Chicken

A song didn't turn up, despite the carrot, so...

by Capt. Milford A. Guttridge
28th Air Division
Public affairs office
Tinker AFB, Okla.

More than 700 manuscripts had arrived for the Army Air Corps song committee in Washington by May 1939. Marilla A. McDill, Madeline D. Tinker and the other committee members were becoming discouraged.

"You can't force Army songs," offered Col. Edmund L. Gruber, composer of "The Caissons Go Rolling Along." "When you find a song you like, it will come from a young flier who has the feel of flying in his bones and knows the thrill and the glamour of the Air Corps," he said.

Thirteen months earlier Liberty magazine responded to the Corps' need for a song by offering a \$1,000 prize to the composer of the most stirring theme. In spite of this carrot and the support of Loew's theaters and popular singer Kate Smith, results had been dismal. The committee set June 30 as the contest closing date.

Two days before the contest ended, the Army's chief of information, Col. Harrison H.C.

Richards, phoned committee member Mildred A. Yount.

"There is a composer and his wife in my office, and I wish you would see them," said the colonel to Mrs. Yount. "He has written a song and wants to tell you about it. Please see them and take care of this for me."

The committee had a rule that songs had to be submitted as manuscripts. It did not entertain auditions. However, Mrs. Yount reluctantly agreed to special consideration for Robert Crawford, as he and his wife had flown to Washington from New York. The composer had written the song in two hours as he flew his private plane from New York to his home in Connecticut. Then he made a recording, which he presented to Mrs. Yount. To comply with the rules, he scribbled out a manuscript on the spot—before the miffed committee women.

Nonetheless, the committee liked this hastily prepared work and provided recordings of it and others to informal gatherings of airmen for their vote.

A few weeks later, the committee presented the song and the poll results—86 percent preference—to Chief of the Air Corps Gen. Henry H. "Hap"

Arnold, along with a recommendation that Mr. Crawford's song be adopted as the official Air Corps song.

General Arnold approved the choice almost immediately. From that day, "The Air Corps Song" gained more and more popularity, not only among airmen, but also among the American public.

In November 1942 it reached third among radio audiences. By that time World War II had drawn Mr. Crawford into the Air Corps to fly transports.

In 1946, the year before the Army Air Corps became the Air Force, he returned to his chosen career as an associate professor in the University of Miami music school. He had attained the rank of major and became a lieutenant colonel in the Reserve. He died in 1961 at age 62.

"He was truly an amazing man," said his widow, Hester. "He was bright on all subjects, but still was a most humble person. He was continually frustrated, with his sights on a distant star, and never good enough from his perfectionist point of view."

The song written by Mr. Crawford for the Army Air Corps is still used as the Air Force Song.

U.S. Air Force Song

*Off we go, into the wild blue yonder,
Climbing high, into the sun.
Here they come, zooming to meet our thunder,
Al 'em boys, give 'er the gun.
Down we dive, spouting our flame from under,
Off with one, hell or a roar.
We live in fame, or go down in flame,
For, nothing can stop the U.S. Air Force.*

*Here's a toast, to the host, of those who love the vastness of the sky.
To a friend, we'll send a message of his brother men who fly.
We drink to those, who give their all of old,
Then down we roar to score the rainbow's pot of gold.
Here's a toast, to the host of men we boast,
The U.S. Air Force.*

*Minds of men fashioned a crate of thunder,
Sent it high into the blue.
Hands of men blasted the world asunder,
How they lived, God only knew.
Souls of men, dreaming of skies to conquer,
Gave us wings, ever to soar.
With scouts before and bombers galore,
Nothing can stop the U.S. Air Force.*

*Off we go into the wild sky yonder,
Keep your wings level and true.
If you'd live to be a gray-haired wonder,
Keep your nose out of the blue.
Flying men, guarding our nation's borders,
Will be there, followed by more.
In echelon, we carry on,
For, nothing can stop the U.S. Air Force.*

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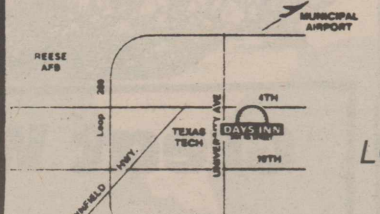
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Caprock menu

	Lunch	Dinner
Today	Swedish Meatballs French Fried Shrimp Pineapple Chicken Steamed Rice French Baked Potatoes Hot Spiced Beets Broccoli Spears Mixed Vegetables	Beef Pot Pie BBQ Spareribs Breaded Liver Buttered Noodles Mashed Potatoes Okra & Tomato Gumbo Corn-on-the-Cob Spinach
Saturday	Steak Smothered W/Onions Chicken Ala King Sweet & Sour Pork Rice Pilaf Potato Patties Okra & Tomato Gumbo Broccoli Spears Fried Cabbage W/Bacon	Swiss Steak Roast Turkey Tempura Fried Shrimp Stuffed Green Peppers Paprika Potatoes Mashed Potatoes Corn-on-the-Cob Green Beans W/Mushrooms Asparagus
Sunday	Steamship Round Chicken Fried Steak Southern Fried Chicken Mashed Potatoes French Fries Succotash Buttered Peas Buttered Carrots	Grilled Steak Baked Chicken Hot Roast Beef Sandwich Fried Rabbit Baked Potato Macaroni & Cheese Corn-on-the-Cob Spinach Mixed Vegetables
Monday	Swiss Steak Pork Chop Suey Salmon Cakes Fried Rice German Griddle Cakes Ginger Glazed Carrots Lima Beans Broccoli Spears	Meat Loaf Simmered Corn Beef Roast Turkey Baked Macaroni & Cheese Mashed Potatoes Baked Hubbard Squash French Green Beans Brussels Sprouts
Tuesday	Steamship Round Spaghetti W/Meatballs Baked Ham Buttered Noodles Baked Potatoes Cauliflower Au Gratin Candied Sweet Potatoes Collard Greens	Pepper Steak French Fried Fish Portions BBQ Chicken Mashed Potatoes Baked Beans Stewed Tomatoes W/CROUTONS Broccoli Spears Mixed Vegetables
Wednesday	INTERNATIONAL MEAL	Salisbury Steak Baked Stuffed Cod Roast Turkey Savory Bread Dressing Buttered Noodles Mashed Potatoes Harvard Beets Corn Pudding Wax Beans
Thursday	Hungarian Goulash Baked Ham French Fried Fish Portions Buttered Noodles Duchess Potatoes Green Beans W/Mushrooms Mexican Corn Peas & Carrots	Beef Pot Pie Creole Shrimp Baked Chicken & Noodles Steamed Rice Mashed Potatoes Club Spinach Stewed Tomatoes W/CROUTONS Succotash

Chapel Schedule

Catholic Parish Activities

Saturday Mass..... 5 p.m.
Sunday Mass..... 9:45 a.m.
Daily Mass..... 12:15 p.m.
Rite of Reconciliation
Saturday..... 4:15-4:45 p.m.
Sunday..... 9-9:30 p.m.
or by personal appointment
CCD & Inquiry Classes
Sunday..... 11 a.m.

Protestant Parish Activities

Liturgical Protestant..... 8:30 a.m.
General Protestant..... 11 a.m.
Gospel Service..... 12:15 p.m.
Sunday School and Adult
Education..... 9:45 a.m.
Friday School..... 10 a.m.
For information about choirs, baptisms, marriages, counseling and related matters, call 885-3237.

Chapel Notes

The Reese Chapel Center will sponsor a series of workshops beginning April 4. The dates of the workshops are as follows:

April 4, 6:30-10 p.m.; **The Children Plus**, the basic concepts of self-esteem and developing the use of skills for enhancing self-esteem will be presented. Adults will learn to use the skills for themselves and help children learn to use the skills in their daily lives.

April 11, 9-11:30 a.m.: **Early start**, this workshop is designed for preschool age children. The concepts of self-talk and visualization at an elementary level will be introduced. Ten short units are presented and the children will be encouraged to participate in simple learning activities that will help them feel good about who they are.

April 19, 9 a.m.-12:30 p.m.: **That special someone is me**, children in the first, second and third grades will be taught the skills of self-awareness, self-talk, vi-

sualization and use of special music will be presented.

April 25, 9 a.m.-12:30 p.m.: **I have the power**, children in grades four through six will learn skills for developing self-awareness, using self-talk and visualizations incorporated into the concepts of goal setting and taking personal responsibility.

April 12, 12-2 p.m.: **Venture**, is a workshop designed to help students in grades 7-9 see why self esteem is important. Students in grades 10-12 will meet April 5, 2-5:30 p.m. and topics concerning self esteem, peer pressure and coping with difficult situations will be discussed.

The cost for the workshops is \$3 for single adults, \$5 for couples. The cost for all children is \$2. Contact the Chapel, Ext. 3237 for more information or if you need financial aid assistance to attend the workshops.

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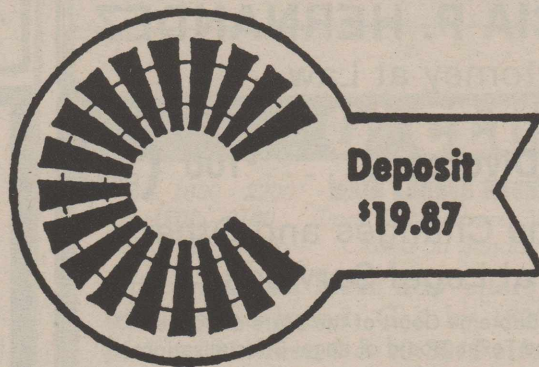
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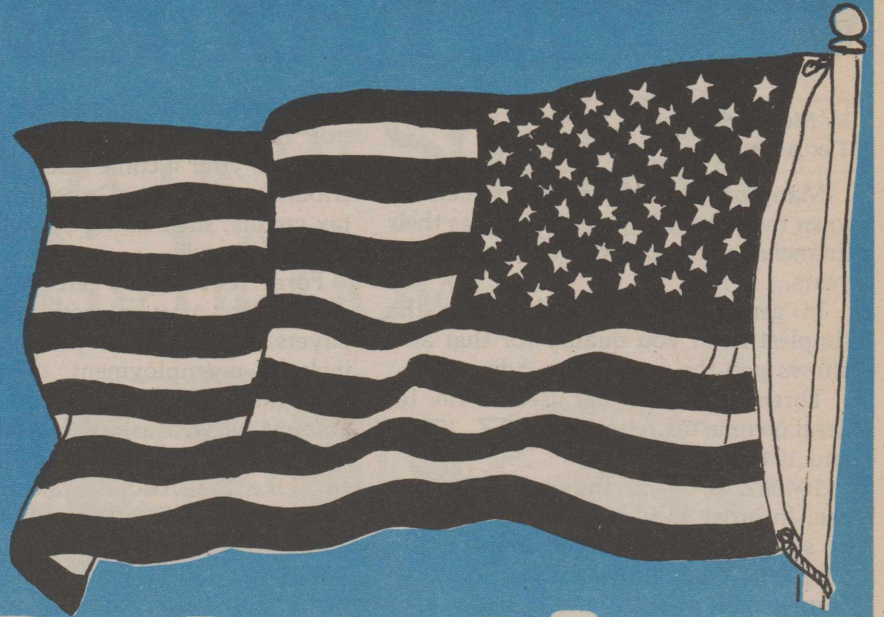
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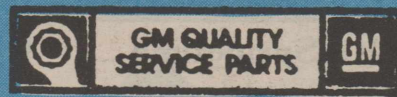
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What Tax Form should I use?

by Maggie Seymour
Tax Assistant

Many people are unsure of which tax form they should file, especially as their financial situation changes over the years.

In general, you should choose the simplest form you qualify for that also allows you the greatest tax advantage.

Three forms may be used to file federal income tax returns: 1040EZ, 1040A and 1040.

1040EZ is by far the easiest form to use. In order to file this form you must be single and have an income of under \$50,000. Your income must only be from wages, salaries, and tips. You cannot use this form if you have income from non-employee compensation, dividends, business or partnership income. Any interest income must be under \$400. You may claim cash charitable contributions as a deduction so long as you gave no more than \$3,000 to any

one organization. In addition, you cannot itemize deductions, have adjustments to your income (such as IRA contributions or moving expenses), or claim tax credits, such as the child and dependent care credit.

Form 1040A, also referred to as the short form, may be used by many taxpayers. On this form your income can include unemployment compensation and interest and dividends in any amount as well as wages, salaries and tips. No other income sources are allowed. Like the 1040EZ, taxable income must be under \$50,000 and you cannot itemize deductions. However, form 1040A does allow you to take the married couple (two-earner) deduction, adjustments for IRA contributions, and like the 1040EZ, a deduction for charitable contributions. In addition, you can claim credits for political contributions, child and dependent care expenses and earned income credit.

Form 1040, the long form, is the most

complicated, but allows the most deductions. If you don't meet the requirements for the other two forms, you must file form 1040. You also must file form 1040 if you are required to attach any forms or schedules not previously mentioned or if your spouse files a separate return and itemizes his/her deductions (unless you qualify for head of household status).

Usually, the most common advantage to filing form 1040 is the deduction for itemized deductions (schedule A). So how do you know if you can itemize your deductions? All of your deductions on schedule A must exceed \$3,670 for a married couple filing a joint return, \$1,835 for a married person filing separately, and \$2,480 for a single person or a qualified head of household. These figures are referred to as Zero Bracket amounts.

Expenses that qualify as itemized deductions are: medical and dental expenses that you paid and were not reim-

bursed for, taxes, interest, contributions, casualty and theft losses, and miscellaneous deductions that include items such as union and professional dues and employee expenses.

If you think your expenses in these areas, once totalled, exceed the zero bracket amounts, by all means add them up and file Form 1040. If you need to attach a form or schedule to your return because of any special situation that occurred, such as selling your home (2119) or if you wish to income average (Schedule G) you will have to file Form 1040, but you do not have to attach Schedule A if your deductions do not exceed the limits for your filing status.

Remember, don't make your return any more complicated than it has to be, but above all take advantage of all deductions, adjustments, and credits you are entitled to to avoid overpaying your legal tax liability. Look for part two soon for more information on itemized deductions.

Don't forget about state taxes!

It's still true, taxes are due April 15th and all military personnel are reminded that state taxes must be filed by this date. The following is a list of addresses so that you may contact your state directly for state forms and instructions.

Alabama	State of Alabama Dept. of Revenue Income Tax Division Montgomery, AL 36130	Idaho*	State of Idaho State Tax Commission Income Tax Division Boise, ID 83722	Missouri*	Missouri Dept. of Revenue Income Tax Dept. Box 329 Jefferson City, MO 65105	Ohio	State of Ohio Dept. of Taxation Columbus, OH 43215	South Dakota	No state income tax.
Alaska	No state income tax	Illinois*	State of Illinois Dept. of Revenue 101 W. Jefferson Street Springfield, IL 62708	Montana*	Dept. of Revenue Box 5805 Helena, MT 59604	Oklahoma	Oklahoma Tax Commission Income Tax Division 2501 Lincoln Blvd. Oklahoma City, OK 73194	Tennessee	Dept. of Revenue Income Tax Division Andrew Jackson State Office Bldg. Nashville, TN 37242
Arizona	Arizona Dept. of Revenue Division of Taxation West Wing State Capitol Phoenix, AZ 85007	Indiana	Indiana Dept. of State Revenue Income Tax Division 100 North Senate Avenue Indianapolis, IN 46204	Nebraska	Dept. of Revenue Box 94818 Lincoln, NE 68509	Oregon*	Oregon Dept. of Revenue Revenue Building Salem, OR 97310	Texas	No state income tax.
Arkansas	Dept. of Finance and Administration Income Tax Section P.O. Box 3628 Little Rock, AR 72203 (501)371-2246	Iowa	State of Iowa Dept. of Revenue Hoover State Office Building Des Moines, IA 50319	Nevada	No state income tax	Pennsylvania*	Commonwealth of Pennsylvania Dept. of Revenue Harrisburg, PA 17105	Utah	State Tax Commission State Office Bldg. Salt Lake City, UT 84134
California	State of California Franchise Tax Board Sacramento, CA 95876	Kansas	Dept. of Revenue Income Tax Division State Office Building Topeka, KS 66612-2001	New Hampshire	State Dept. of Revenue Administration Box 637 Concord, NH 03301	Puerto Rico	Bureau of Income Tax Box 2501 San Juan, PR 00903	Vermont	Dept. of Taxes Montpelier, VT 05602
Colorado	State of Colorado Dept. of Revenue 1375 Sherman Street Denver, CO 80261 (303)534-1209	Kentucky	Commonwealth of Kentucky Kentucky Revenue Cabinet Frankfort, KY 40601	New Jersey*	State of New Jersey Division of Taxation West and Willow Streets Trenton, NJ 08464	Rhode Island	Dept. of Administration Division of Taxation 289 Promenade Street Providence, RI 02908	Virginia	Dept. of Taxation Box 760 Richmond, VA 23206
Connecticut	State of Connecticut Commissioner of Revenue Services Hartford, CT 06105	Louisiana	State of Louisiana Dept. of Revenue and Taxation P.O. Box 201 Baton Rouge, LA 70821	New Mexico	Revenue Division Taxation and Revenue Dept. Box 630 Santa Fe, NM 87509	South Carolina	Tax Commission Income Tax Division Box 125 Columbia, SC 29214	Washington	No state income tax.
Delaware	Division of Revenue 820 French Street Wilmington, DE 19899 (302)571-3300	Maine	Bureau of Taxation Income Tax Section State Office Bldg. Augusta, ME 04333	New York*	State of New York Dept. of Taxation and Finance Technical Service Bureau State Campus Albany, NY 12227	West Virginia	State Tax Dept. Income Tax Division Charleston, WV 25305	Wisconsin	Dept. of Revenue Box 8906 Madison, WI 53708
District of Columbia	Government of the District of Columbia Department of Finance and Revenue Municipal Center 300 Indiana Avenue, N.W. Washington D.C. 20001	Maryland	State of Maryland Comptroller of the Treasury Income Tax Division Annapolis, MD 21401	North Carolina	Dept. of Revenue Income Tax Division Box 25000 Raleigh, N.C. 27640	Wyoming	No state income tax.		
Florida	No personal income tax	Massachusetts	Commonwealth of Massachusetts Dept. of Revenue Leverett Saltonstall Building 100 Cambridge Street Boston, MA 02204	North Dakota	State of N. Dakota Office of the Tax Commissioner State Capitol Bismark, N.D. 50505	* These states allow exemptions for military active duty pay in some cases.			
Georgia	Department of Revenue Income Tax Division Trinity-Washington Building Atlanta, GA 30334	Michigan*	Dept. of the Treasury Individual Income Tax Division Treasury Building Lansing, MI 48922	In addition, the Legal Office located on the second floor of Building 800 has the following state tax forms:					
Hawaii	State of Hawaii Taxpayers Services Branch P.O. Box 259 Honolulu, HI 96809	Minnesota	State of Minnesota Dept. of Revenue Income Tax Division P.O. Box 64452 St. Paul, MN 55164	Alabama	Illinois	Mississippi	Oregon		
		Mississippi	State Tax Commission Income Tax Division P.O. Box 960 Jackson, MS 39205	Arizona	Indiana	Missouri	Pennsylvania		
				Arkansas	Iowa	Montana	Rhode Island		
				California	Kansas	Nebraska	South Carolina		
				Colorado	Kentucky	New York	Tennessee		
				Connecticut	Louisiana	North Carolina	Utah		
				Delaware	Maine	North Dakota	Vermont		
				Hawaii	Maryland	Ohio	Virginia		
				Idaho	Michigan	Oklahoma	West Virginia		

If you have any questions contact the legal office at 885-3505.

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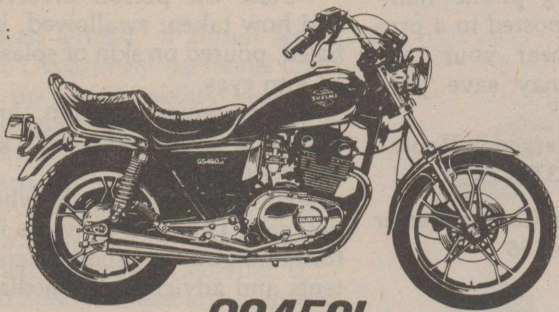
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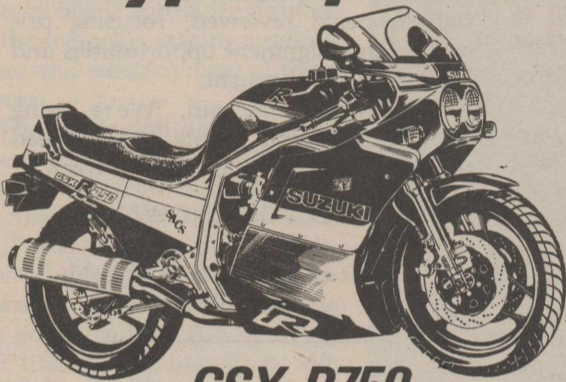
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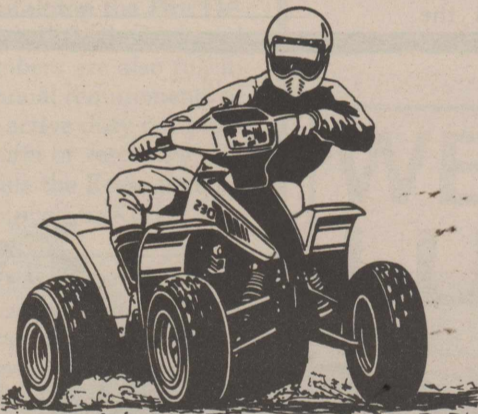
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So come right on in before April 30th and bring the family. But hurry. We've got a Quad and a rebate check with your name written all over it.

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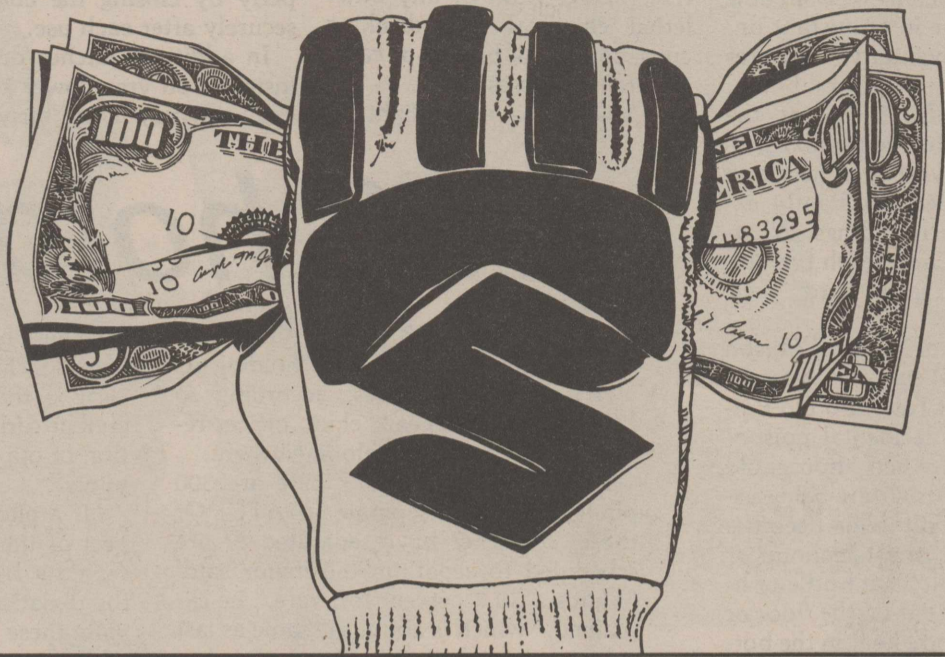
Offer runs January 19 through April 30, 1987, while supply lasts.
*Rebate on LT250R applies only to '85 and '86 models.

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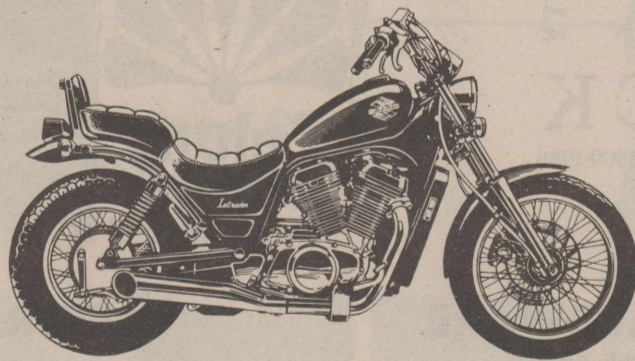
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Children act fast...and so do poisons

by Capt. Wayne Cheatum
Chief, Pharmacy Service

How much do you love your children? Do you want them to grow up healthy and strong? Of course! We all want that for our children. However, all the hopes and dreams of a lifetime can disappear in an instant unless a few preventative measures are taken in your home. Children under 5 are at the highest risk for accidental poisoning. Everything is new and exciting as they constantly explore their surroundings. Whatever they see and reach for, unfortunately, goes into their mouths.

The theme of National Poison Prevention Week this year is 'Children Act Fast...So Do Poisons!' Many accidental poisonings occur when household chemicals or drugs are being used by an adult who becomes distracted by the telephone or front doorbell. That bottle of liquid cleanser left on the floor or bottle of brandy kept in the bottom kitchen cabinet can be lethal.

The following household rules can be helpful in preventing accidental poisoning:

- Keep all household chemical products and medicines out of reach and out of sight of youngsters and preferably, locked up when not in use.

- When these products are being used, never let them out of sight, even if you must take them along when answering the telephone or the doorbell.

- Store all medicines separately from household products, and store all household chemicals away from food.

- Keep items in their original containers and leave original labels on all products. Read the label before using.

- Never pour paint, turpentine, lighter fluid or any other lethal chemical into drinking cups, soft-drink bottles or cans, or kitchen glasses.

- Always leave the light on

when giving or taking medications.

- Avoid taking medications in front of children, since youngsters tend to imitate grownups.

- Refer to medicine as "medicine" not "candy."

- Use safety packaging properly by closing the container securely after each use.

In addition, latches or locks installed on your lower kitchen cabinets may keep busy little

hands away from those dangerous products.

The following phone numbers should be posted in a prominent place near your telephone. They may save your child's life.

Reese AFB Emergency Room
885-3373

Methodist Poison Control Center
793-4366

REMEMBER:

- Remain calm.

- Give the victim's age and weight.

- State the poison involved and how taken: swallowed, inhaled, poured on skin or splashed into eyes.

- Give your location and how long it will take you to get to the hospital.

- Have the label ready when you call. The label provides information on the product's contents and advice for immediate first aid.

ATC holding its own

RANDOLPH AFB, Texas (ATCNS)—Air Training Command is "holding its own" with pilot losses, according to Maj. John N. McLean, chief, officer retention and career development here.

During fiscal year 87, there are 300 pilots eligible to separate in ATC. Of those, 62 either have separated or are scheduled to separate, the major said. "That's a 20.7 percent loss rate," he explained, "which is about the same as last year when we lost or were scheduled to lose 61 people."

Pilot retention is an Air Force-wide problem, Major McLean said. "ATC officials are concerned and working on initiatives to keep our pilots in."

Overall, pilot retention is a major concern, Major McLean indicated, due, in part, to airline hiring practices. The Future Airline Pilots of America estimates that, in the next 10 years, the airlines will hire approximately 42,000 pilots. About 50 percent of the projected hires will be a result of senior pilots retiring; the rest are due to projected airline growth. Last year, about 7,500 pi-

lots were hired by the airlines.

Major McLean indicated, "My concern is that the projected shortfall in civilian airline pilots represents a perception of opportunity for young Air Force pilots.

"If a pilot is dissatisfied with any aspect of the Air Force, many times he'll separate from the military to alleviate the dissatisfaction. We must try to alleviate these concerns as best we can," he added.

"We found that, in fiscal 86, about 84 percent of ATC instructor pilots who separated were 'on loan' from other major commands. We're working with the other commands on initiatives designed to reverse our pilot retention trend. For example, some of these initiatives will provide Strategic Air Command airlift commanders the opportunity to attend Squadron Officer School before they arrive at their new ATC assignment or giving them one of their top five choices of bases when returning to SAC," Major McLean said.

Major McLean, who attended the

USAF worldwide Retention Symposium recently, said there are several other initiatives being reviewed, focusing primarily on assignment opportunities and leadership involvement.

"Let's face it," he said, "We're losing good, experienced people and we need to do whatever we can to keep them."

DO YOU KNOW?

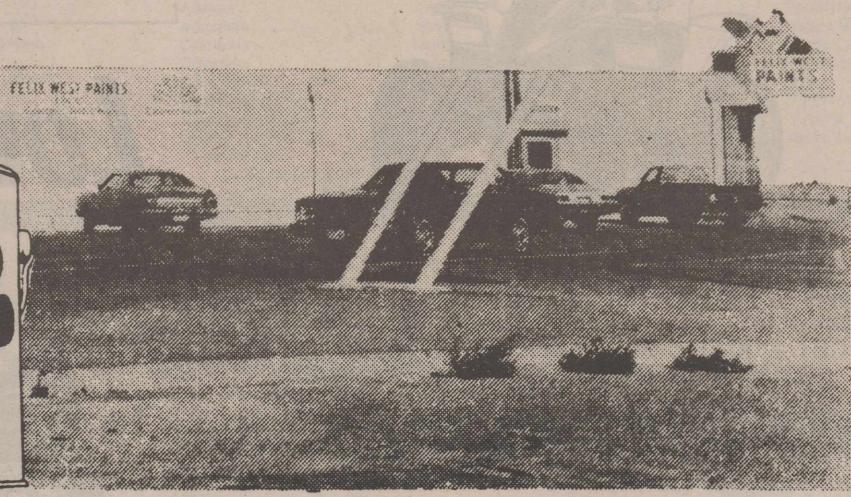
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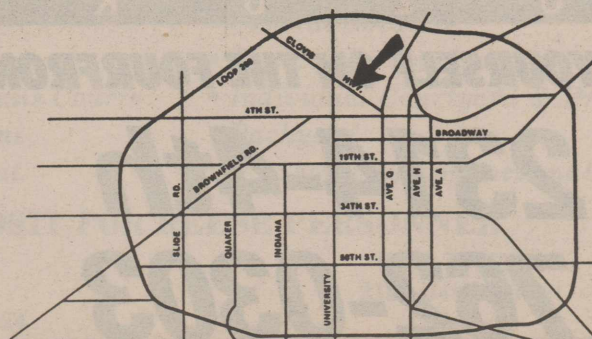
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Reese participates in "Team Spirit '87"

by A1C Robin Ream
Staff Writer, Roundup

Last Friday, a dozen Reese Fire Department personnel loaded up their mobility gear and headed for Osan Air Base, South Korea to participate in "Team Spirit '87."

"Team Spirit '87" is the twelfth in a series of annual joint/combined exercises involving U.S. and South Korean armed forces. The exercises began Feb. 19.

The Team Spirit series, which began in 1976, is designed to test the readiness and cooperation of Korean forces and U.S. forces assigned to Korea. Additional units from Pacific Command and from the continental United States participate. "Team Spirit" provides training in the reception staging employment and redeployment of these forces.

The group will be TDY from Reese for 28 days. MSgt. Richard Whitehead, leader of the 12 man fire fighting team said, "All we know is our deployment location is Osan, from there we don't know where we are going, but we will be doing our fire fighting operation. We will be supporting various aircraft and personnel moving in and out of the area during maneuvers," said Sergeant Whitehead.

To maintain the fire fighting force here at Reese while the group is gone, 15 members of the 120th Fighter Intercept Group, Montana Air National Guard, arrived here Saturday. While maintaining the Fire Department strength, the National Guard members are also fulfilling their annual requirements of two weeks active duty per year.

Three shifts of reservists will be here while the Reese personnel are deployed to Korea.



Members of the Montana Air National Guard arrive at Reese to fill the positions of the TDY Fire Department personnel.

"Our Constitution is color-blind and neither knows nor tolerates classes among citizens."
—Justice John Marshall Harlan

"Among the men who fought on Iwo Jima, uncommon valor was a common virtue."
—Adm. Chester W. Nimitz

"Children are like puppies: you have to keep them near you and look after them if you want to have their affection."
—Anna Magnani, actress

"The Constitution gives every American the inalienable right to make a damn fool of himself."
—John Clardi, poet

"It is a commonplace observation that work expands so as to fill the time available for its completion."
—C. Northcote Parkinson, historian

"It's a recession when your neighbor loses his job; it's a depression when you lose yours."
—Harry S. Truman

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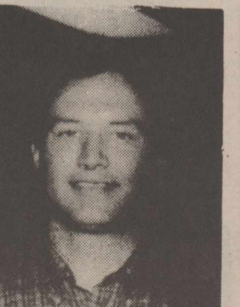

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894-3191

Sports

Intramural Volleyball standings

The 1987 Intramural Volleyball standings as of March 12 are:

35 FTS	2-1	FMS	2-0	Comm	1-1	RM 1	1-0
OMS	1-0	SPS	1-0	HOSP	1-1	MSS	0-1
				Sturon	0-1	54 FTS	0-1
				RM 2	0-2	CES	0-2

Commander's Sports Trophy point standings

Division I		CES	260
FMS	425	54 FTS	255
RM	370	SPS/OSI/FTD	155
OMS	365	Division I Division II	
HOSP	255	FMS	425
Sturon	200	RM	370
		MSS	420
		ISS/WEA	310
Division II		OMS	365
MSS	420	35 FTS	310
ISS/WEA	310	HOSP	255
35 FTS	310	Sturon	200
		54 FTS	255
		SPS/OSI/FTD	155

Practices scheduled

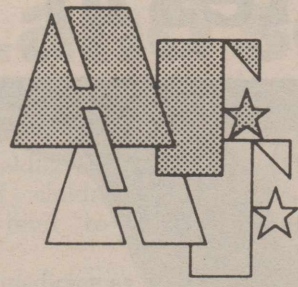
The Reese women's varsity softball team will have practice Monday-Friday, 5:15 p.m., and on weekends, 1 p.m. on softball field number three.

The Reese men's varsity softball team will hold practice Monday-Thursday at 5 p.m. on field number one.

If you need to reserve the softball field, contact the Physical Fitness Center, Ext. 3787.

Officials needed

The Physical Fitness Center is looking for more volleyball officials and timers. If you are interested, stop by the Physical Fitness Center and sign up.



Enlisted Men's Widows Home
Air Force Village
Air Force Aid Society

March 3 - April 4

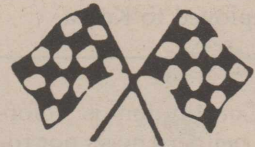
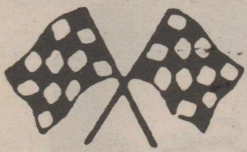
YOUR COMMITMENT TO CARING THE AIR FORCE ASSISTANCE FUND

Gilbert's

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QUALITY PARTS AT DISCOUNT PRICES

- STARTERS - CARBURETORS
- BEARINGS - MUFFLERS - FUEL
- PUMPS - SHOCK ABSORBERS -
- GENERATORS - ALTERNATORS - SEAT
- BELTS - DOMESTIC & FOREIGN PARTS



Welcome
Thunderbirds



Congratulations
Reese

DOMESTIC & FOREIGN PARTS

MON - FRI 8-9
SAT 8-6 SUN 10-6

OPEN 7 DAYS A WEEK

747-4676

GILBERT FLORES
PROPRIETOR

MILITARY & TEXAS TECH ID
SPECIAL PRICE
OR 747-6701

708 4th

Classified ads

Classified ads are free for all Reese employees unless the ad is for a residence for sale or for a continuing personal profit enterprise. Free ads must be delivered to the Public Affairs Office, Room 307, Bldg. 800 by noon Tuesday for publication in Friday's paper. Classified ads for residences or personal profit may be called to the publisher of The Roundup, Word Publications at 763-4551. There is a small charge for those ads. (Every effort will be made to run all free ads received on time. Free ads are run on a 'space available' basis and are not guaranteed to run.)

TODAY: Church giant garage sale. **March 20-21**—Old furs, appliances, furniture, toys & fresh baked goodies. Check us out. **March 20 & 21, 50th & Boston.**

MUST SELL MOBILE HOME—14 x 70, 2-1, good condition, unfurnished. Located Pecan Grove, reasonable priced low lot rent. Will work with sincere interested buyer on financing. Call **885-4268** after 5 or anytime on weekends.

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

QUIET NEIGHBORHOOD, 2 bedroom, 2 bath triplex. Many extras, close to Reese, Loop & Tech. 5816-C 8th. Call **797-7229**.

FOR SALE BY OWNER, new beautiful 3-2-2, fireplace, walk-in closets, isolated master's, covered patio, **S.W. Stonegate Edition**, low equity. Can be assumed at 8 1/4 % Bond. Payment \$563. 6815 Hyden **796-2701**.

100% VA LOANS

8% Interest Available
Lease-Purchase

Open Daily 1:30-6 p.m.
5812 Dartmouth \$91,950
Shadow Hills

514 Huron.....\$72,950
501 Huron.....\$91,500
503 Gardner.....\$73,950
515 Huron.....\$73,950
5713 94th.....\$66,950
5605 94th.....\$66,950
9714 Norfolk.....\$75,950
5804 77th.....\$93,500

Ted Ratcliffe, Builder
797-9422

UNFURNISHED—1, 2 & 3 Bedroom houses, water furnished, tenant pays electricity & gas; available now—cute one bedroom, 2 1/2 miles south of Reese AFB. Call **885-2282**. If no answer call after 4:30.

NEED YOUR A&P LICENSE?

A&P course for qualified aircraft mechanics, 5 to 10 days average. 100% passing guaranteed. Write **FEDERAL EXAMS**, P.O. Box 42234, OKC, OK 73123 or call (405)728-0382.

WEST LUBBOCK—2 very sharp 3-2-2 homes near Reese and L.C.C. Excellent condition. Priced for quick sale. Your choice \$52,500. Call Charles at Bar-B Realty **797-5963** or **842-3332**.

DEBT RELIEF

✓ Reorganize or Completely Discharge Your Debts
BANKRUPTCY

✓ Personal & Business
STOP: Foreclosure, Repossession, Lawsuits and Creditor Harassment.

✓ Protect Your Home, Auto and Other Possessions

• GET A FRESH START •

TOM R. KING
Attorney

Free Consultation with First Visit

TERMS AVAILABLE

741-0529

CALL FOR APPOINTMENT

Licensed to practice in all State Cs., Fed. Dist. Ct. and Bankruptcy Ct. for the Northern District of Texas. Not certified by Tx Board of Legal Specialization.

MUST SELL—Being transferred. Assumable non-qualifying FHA loan or refinance. Offers accepted, 1650, 3-2-2 on cul-de-sac in Chaparral; large yard and patio deck, **794-5543**.

PAWN-GUNS—Buy-Sell-Trade, New & Used. Recently remodeled to accommodate Loan Service. Store your valuables in a Browning Safe. All hunting needs. Fred's Gun Emporium, Holiday Ctr., 4704-B 4th St. **799-3838**.

SEVERAL HOUSES & TRAILOR HOUSES—near Reese, Shallowater. Furnished, including washer and dryer; prefer couple, 1 child, no pets, Reese personnel. Rates start at \$150-\$185 per month. **763-5193** or **793-3121**, no calls after 8:30 p.m.

BY OWNER, 3-2-2, large open kitchen and living area. Fireplace, ceiling fans, mini blinds and many extras. 3242-94th, by appt. Call **795-7274**.

FOR RENT—6610 Huron, 3-2-2, fireplace, satellite, convenient to Reese, Wolfforth schools, \$600 monthly. **794-5428** or **793-3561**.

CLEAN, CLEAN, CLEAN!—3-2-2, central air, low utilities, sunken living room, with cathedral ceiling, fireplace, trees!! Large master with walk-in, nice neighborhood. Come see by appointment, **797-2891**.

1979 TRANS AM FOR SALE, 80,000 miles, 6.6 liter engine, power windows, power sunroof, automatic transmission, Keystone mags. Call Barb Mahan at (work) **885-3744** or (home) **793-2636**.

FOR SALE—RUSTIC COLOR SOFA with solid wood frame. Excellent condition, \$175; Coffee table in excellent shape, \$50. Call **793-7646**.

HOUSE FOR RENT—Revier Farm Edition, 1010 Homestead, off Iola Ave., Frenship School district, 3 bedrooms, 2 baths, 2 car garage, ceiling fan in living room, fenced, earth tone colors, central heat & air, 3 years old, blinds & drapes will be added to house. Available April 3rd, \$495 monthly. Lease military clause. Call **799-8438**.

BY OWNER—Only 2 1/2 years old, convenient to RAFB, 3-2-2, FHA assumable, non-qualifying, \$4,000 equity, includes mini-blinds, ceiling fans, auto sprinkler system, beamed ceiling in Frenship District, 101 Homestead Dr. **793-6931**.

FOR RENT—2 bedroom house with garage, \$285 plus deposit; 3316 Emory. Call **832-5538** (local call).

THE STASH Mini-Warehouse
The best little storehouse in Texas
Convenient to Reese
Also RV Storage
7904 W. 19th 797-7344

GOING PCS—Must sell '77 Honda Accord. Good for around town, \$500. Call **795-8287**.

SHAPE UP! 2 years or 2 people, \$295. Cosmopolitan Spa—With This Ad Only. **794-9911**. Ask for Nelson.

795-2979

ADOPTIONS as low as \$300 attorney's fee

Cassandra Evans Woods
Attorney-at-Law
Licensed by the Texas Supreme Court
Not a Board Certified Specialist

FOR SALE: ALPINE Cassette Deck/ FM Tuner with dolby and metal tape capability, \$170; 3508 Alpine matching amp. 30 watts per channel, \$120; Mitsubishi LT-20 linear tracking turntable with Micro Acoustics dual moving coil cartridge, \$225. Call **795-8525** after 5:00.

BEAUTIFUL 3-2-2 in Meadows near new elementary school. Close to Mall & Loop. Ceiling fans, microwave, garage opener and screened patio. Rent \$600/month; year's lease. **796-2304** available April 1.

CLOSEST KENNEL TO REESE
K-9 KENNEL — HORSE CARE
CENTER & CATTERY
Alcove Rd. between
W. 19th & 4th St.
Phone **792-1325**
Hours - 8:30-5:30 Mon. thru Sat.
4 p.m. - 8 p.m. Sundays

LOW! DOWN! REPOS! Call collect (806)763-4051.

TAKE OVER PAYMENTS 2 & 3 bedroom homes. Call collect (806) 763-4051.

STORAGE PROBLEMS

Colonial Self Storage has the answer!

Call **795-6844**
4602 Englewood

1985 4-DR. FORD TEMPO GL—automatic, power steering, power brakes, air, AM-FM Stereo, excellent condition, asking for payoff. **793-6739** after 5 p.m.

COLLECTOR WANTS TO BUY old dolls and jointed teddy bears, old children's dishes and books; also old buttons, **795-6991**.

AT&T 2-line telephones - memory-redial. \$90 each. Call **747-2105**, days.

FOR RENT—2 bedrooms, 1 bath mobile home, completely furnished, \$225 monthly. Also 2 bedroom 2 bath mobile home, completely furnished, \$250. Call **795-0826**.

FOR SALE—'76 Ford Pinto, good second car, runs good, \$500 or best offer. **885-4884**.

CLEAN 3-2-1, brick, convenient to Reese and TI, \$425, Westmark Realtors, Fritz Wisdom, **799-6867**.

FOR SALE—1985 DODGE COLT Vista Station Wagon, power steering, air, seats eight or makes a sleeping area for long trips. Call Phil Thierry at **745-5232** after 5 p.m.

NU-WAY MINI STORAGE

Lighted - Fenced - Boats - RV's - Consignment Sales for Rolling Stock. Call **765-6036**, 4509 Clovis Highway-Lubbock, TX.

VILLAGE WEST APARTMENTS, 5401 50th. Furnished or unfurnished, large apartments, private patio, beautiful grounds. Resident security. Convenient to Reese and Mall. Reasonable. Open seven days. All adult. **799-7900**.

SEWING MACHINE TUNE-UP—All brands—Singer, Necchi, White, Elna, Etc. Completely delint, oil, and adjust tensions \$12.50. In Home Service. ABC Sewing Center, 3033 34th at Flint. **799-0372**.

PROTEK COSMETIC CAR CARE SPECIALISTS

NEW CAR OWNERS
Protek your Investment!!

PROTEK PAINT.....\$120⁰⁰
PROTEK TEXTILE.....\$ 35⁰⁰
PROTEK VINYL.....\$ 20⁰⁰
PROTEK UNDERCOAT (sound shield) ..\$ 55⁰⁰

All of the Above w/3 yr warranty

Total Package Price.....\$230⁰⁰
Reese Personnel Save.....\$ 50⁰⁰
Reese Package Price.....\$180⁰⁰

New Location 744-3176
6625 West 19th (Space 212) 794-3167
Commander Center

Get Acquainted Special

Complete Oil & Filter Change

Quaker State 30WHD

\$9⁹⁹

(up to 5 qts. Oil)

Includes lubrication, topping off power steering, brake fluid, & windshield washer. We will also check rear end fluid, belts & transmission

(Good at 13th & Slide Location only)

Transmission Service - Most Cars.....\$29⁹⁵

Flats Fixed

Mon. - Fri. 8:00 - 6:00 Sat. 8:00 - 5:00

BOLTON'S JIFFY OIL CHANGE

13th & Slide Redbud Center 792-5304



ASK FOR BRAD

Phil Martin's
AUTOPLEX

OF LEVELLAND

USED CAR LOT

1008 College Ave.

762-8781 Ask for Brad 762-4810

CARS

1985 Chev. Suburban, 35,000+ miles, loaded
1985 Chev. S-10 Pickup, 20,000+ miles, economical
1985 Honda Accord, 29,000+ miles, automatic
1984 Nissan 300 ZX, Red, 5 speed
1984 Chev. 1/2 Ton SWB Pickup, Black
1984 Buick Electra Estate Wagon, loaded
1982 Olds Delta 88, 4 dr, white
1981 Ford LTD, 4 dr, excellent transportation
1980 Chev. Corvette, only 48,000+ miles, nice
1981 Buick Riviera, mechanic owned, nice

TRUCKS

1983 Chev. 4 x 4 Pickup Silverado, clean
1982 Chev. SWB Silverado, one owner

ASK FOR BRAD

* **SPECIAL OF THE WEEK** *

New 1987 Buick Somerset

Demonstrator

Save Thousands

Today!

ASK FOR BRAD

PHIL MARTIN'S AUTOPLEX WANTS YOUR BUSINESS. NEW OR USED, ANY MAKE OR MODEL. CALL BRAD TODAY.

CALL BRAD TODAY FOR DETAILS
ONLY 16 MILES TO LEVELLAND

WE ACCEPT ANYTHING OF VALUE IN TRADE!
WE BUY CLEAN, LATE MODEL AUTOMOBILES.

Lifestyle

SAGEWOOD
APARTMENTS

794-9933 ■ 5917 67th

• Hot Tub
• Weight Room

\$50⁰⁰ Deposit to Reese
\$150.00 OFF

Moonlight Sale!

We will close at 6 P.M. and reopen from 7 'til 10 P.M. TONIGHT ONLY! No mail or phone orders, please

Just In Thyme Brush Cotton Dresses 9⁹⁹ Orig. 52.00 Ready to Wear	Komar Lounge Dresses 9⁹⁹ Reg. 24.00-28.00 Lingerie	L.A. Gear Huraches 12⁹⁹ Orig. 38.00 Shoes	Directions Stripe & Plaid Campshirt 3⁹⁹ Orig. 17.00 Juniors	Famous Maker Shoes Grab Table 3⁹⁹ Orig. to 64.00 Shoes																		
Gloria Vanderbilt Bath Towels 3.99 Hand Towels 2.99 Wash Cloth 1.99 Linens	Velour Rugby Shirts 7⁹⁹ Reg. 30.00 to 40.00 Men's	Season Ticket Poplin Pants 7⁹⁹ Orig. 26.00 Moderate Sportswear	Poplin Shorts 4⁹⁹ Orig. 22.00 Moderate Sportswear	Nylon Tote Action Bags 3⁹⁹ Reg. 25.00 Luggage																		
Fame Tank Tops 2⁹⁹ (Girls 10-14) Orig. 8.00 Children's	Ramona Sport L/S Velour Tops 1⁹⁹ Orig. 18.00 Juniors	Gotcha Covered Tropical Print Shirt 1⁹⁹ (Girls 10-12) Orig. 10.00 Children's	California Dynasty & Periwinkle Sundresses 9⁹⁹ Reg. 28.00 Lingerie	Fashion Jewelry Grab Table 99¢ Values to 10.00 Accessories																		
U.S. Works Jogsuits 12⁹⁹ Reg. 36.00 Lingerie	Large Group of S/S woven Sport Shirts 5⁹⁹ Reg. 15.00-18.00 Men's	Assorted Knit Sport Shirts 5⁹⁹ Reg. 17.00-19.00 Men's	Peach Tree Sheets <table border="1"> <tr><td></td><td>Reg.</td><td>Sale</td></tr> <tr><td>Twin</td><td>10.00</td><td>3.99</td></tr> <tr><td>Full</td><td>15.00</td><td>7.99</td></tr> <tr><td>King</td><td>23.00</td><td>15.99</td></tr> <tr><td>Std. Case</td><td>10.00</td><td>5.99</td></tr> <tr><td></td><td>Linens</td><td></td></tr> </table>		Reg.	Sale	Twin	10.00	3.99	Full	15.00	7.99	King	23.00	15.99	Std. Case	10.00	5.99		Linens		Jockey Life "Denim Look" T-Shirt 1⁹⁹ Reg. 6.50 Men's
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Cotton Blankets <table border="1"> <tr><td></td><td>Reg.</td><td>Sale</td></tr> <tr><td>Twin</td><td>26.00</td><td>7.99</td></tr> <tr><td>Full</td><td>33.00</td><td>18.99</td></tr> <tr><td>Queen</td><td>40.00</td><td>15.99</td></tr> <tr><td>King</td><td>50.00</td><td>15.99</td></tr> <tr><td></td><td>Linens</td><td></td></tr> </table>		Reg.	Sale	Twin	26.00	7.99	Full	33.00	18.99	Queen	40.00	15.99	King	50.00	15.99		Linens		Periwinkle Gauze Dresses & Cover-Ups 3⁹⁹ Reg. 28.00-30.00 Lingerie	Cheenos Elastic Waist Pants 7⁹⁹ Orig. 28.00 Juniors	Wellington Wool Blend Short Coats 34⁹⁹ Orig. to 115.00 Ready to Wear	Directions Madras Rompers 3⁹⁹ Orig. 22.00 Juniors
	Reg.	Sale																				
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	Linens																					
Totes Reversible Quilt Pant Coat 21⁹⁹ Orig. 110.00 Ready to Wear	Famous Maker Sportswear 2⁹⁹ Orig. to 46.00 Moderate Sportswear	Dearfoam Houseshoes 1⁹⁹ Orig. to 12.00 Accessories	Bernardo Sandals 9⁹⁹ Orig. to 58.00 Shoes	California Ivy Velour Jog Pants 1⁹⁹ Orig. 15.00 Juniors																		
Cotton Campshirts 3⁹⁹ Orig. to 18.00 Moderate Sportswear	Famous Maker Shorts 3⁹⁹ (Girl's 4-14) Orig. to 12.00 Children's	Footprints® Fashion Thongs 9⁹⁹ Orig. 26.00 Shoes	Fitted Mattress Pad (Quilted) All Sizes 9⁹⁹ Linens	Beacon Canvas Espadrilles 4⁹⁹ Orig. 38.00 Shoes																		
Group of Sweaters 11⁹⁹ Reg. 26.00-42.00 Men's	Famous Maker Skirts 13⁹⁹ Orig. to 43.00 Better Sportswear	Oscar de la Renta Navy "Linen" Jackets 6⁹⁹ Orig. 34.00 Moderate Sportswear	Stone® Boy's Shorts 3⁹⁹ (Boys 6-7) Orig. 8.00 Children's	12" Brass Vase 6 styles to choose from 7⁹⁹ Reg. 16.00 Gifts																		
Crystal Gift Assortments 4⁹⁹ Reg. 10.00 Gifts	Ceramic Vase with Base 9⁹⁹ Reg. 24.00 Gifts	Lead Crystal Barware 2⁹⁹ Reg. 8.50 Crystal	Assorted Stoneware Mugs 1⁹⁹ Reg. 4.00-5.00 Housewares	Assorted Brass Giftware 7⁹⁹ Reg. 14.00-22.00 Gifts																		

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Convenient covered parking!
50th at Elgin...Mon.-Tues.-Wed.-Sat. 10am-7pm, Thurs.-Fri. 10am-8pm...792-7161