

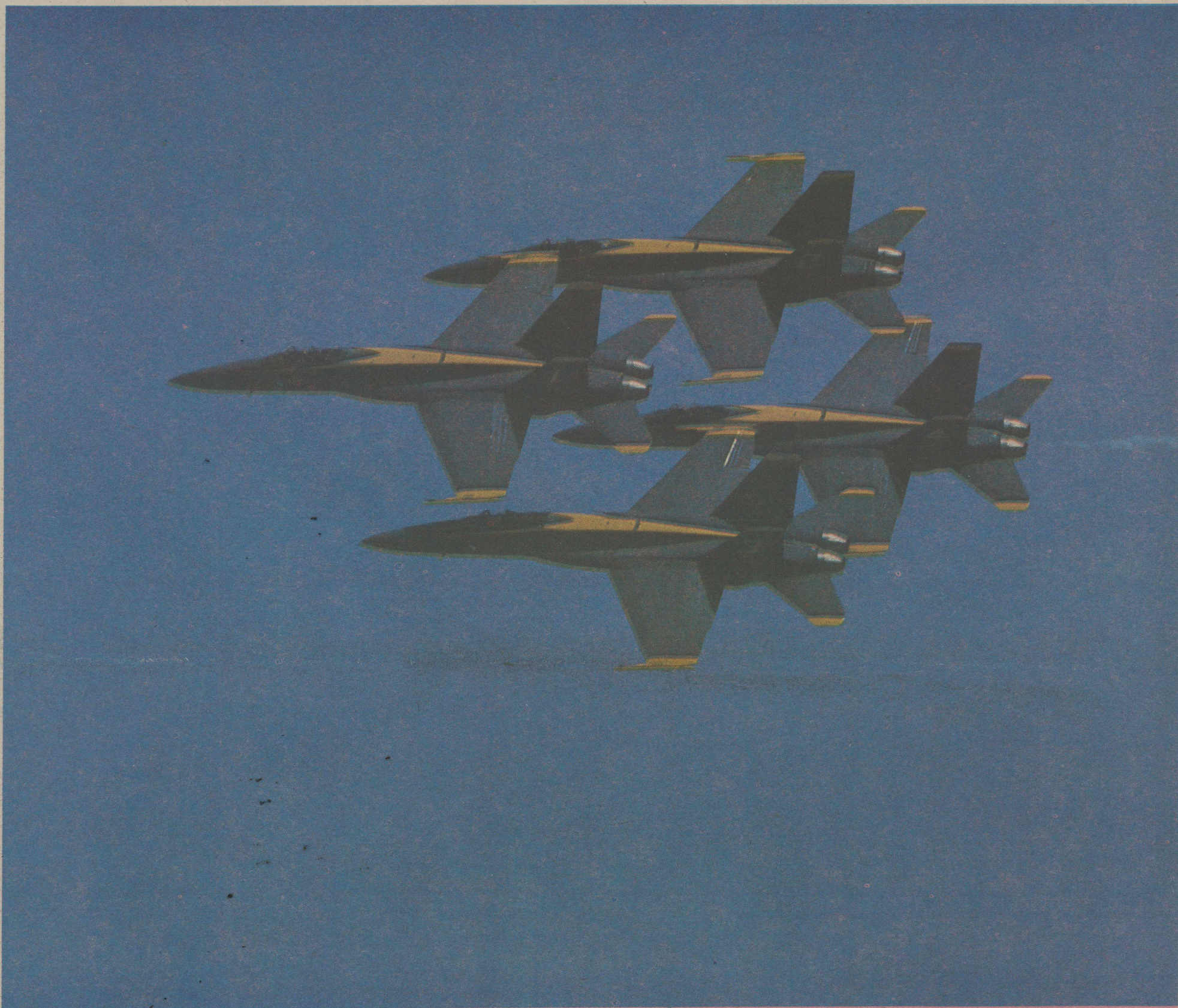
The Roundup

Vol. 40, No. 41

October 14, 1988

32 Pages

Lubbock, Texas 79408



(U.S. Navy Photo)

Blue Angels to perform Sunday

The sun slowly breaks the horizon, silhouetting the six sleek F/A-18's nestled quietly on the TARMAC. Soon the still calm of the morning gives way to the noise of the Hornets as the maintenance technicians do their morning checks for the day's airshow demonstration. To many, this is truly the sound of freedom!

Today is Sunday, the day those of the community meet with the sleek, blue steel of the McDonnell-Douglas F/A-18 Hornet.

Demonstration traditions, methods and techniques have been developed and revised by the Blue Angels over their 41-year history. Information is preserved through documentation and is personally passed from one team to the next.

The community surrounding the showsite for today's demonstration is a veritable beehive of activity as enthusiasts, friends and family prepare to visit the airfield to see the U.S. Navy Blue Angels. Public efforts have been promoting the arrival of the team for quite some time.

The basic airmanship requirements of a Blue Angel are taught to every Naval Avia-

tor. As a student, the fledgling aviator learns loops, rolls and formation flying — the basic themes of the Blue Angels' demonstration.

A Blue Angel flight demonstration consists of six aircraft performing a prescribed sequence of maneuvers.

The aircraft are seen in three components: (1) a diamond formation of four aircraft; (2) two solo aircraft that oppose each other along the line of flight; and (3) all six aircraft in a delta formation.

The tempo increases as the gates open to the multitude of spectators hoping to achieve the best vantage point for the airshow. Model airplanes and ultra-lights skim the tree-line as onlookers casually stroll up and down the flightline. Some are viewing the many military static displays for the first time as others are reminiscing over the familiar aircraft of years gone by. All are anxiously awaiting the aerial artistry of the Blue Angels.

The precision maneuvers demonstrated by the 1988 Blue Angels are coordinated and continuous tactical techniques developed in practice and actual combat by Navy and Marine Corps pilots. In carrying out this

demonstration, the Blues exhibit the highest performance capability of the strike fighter aircraft as well as the high level of training and skills which are characteristic of Naval Aviators.

In combat, the tactics that the Blue Angels demonstrate might be flown from treetop level to 60,000 feet. However, for the aerospace enthusiasts watching, the Blues bring all maneuvers down to eye level, demonstrat-

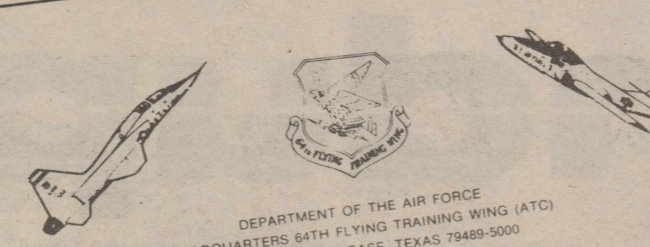
ing to the public the kind of teamwork that has paid off for Americans in actual battles from Midway to Vietnam and Libya.

As the national anthem plays, the circulating crowd stills, standing in reverent respect. Afterwards, the aviation enthusiasts take cue and start to press forward to the crowd restraining line. The excitement builds as the public address system crackles to life, signal-

(continued on page 14A)

Commander's Day Schedule of Events

- | | |
|-----------|---|
| 10 a.m. | Gates, concessions and static aircraft open |
| 12-3 p.m. | Flying and Ground Demonstrations <ul style="list-style-type: none">* T-37 and T-38 fly-bys* Kite Demonstrations* Radio Control Demonstrations* A-10/Pitt demonstrations* Blue Angel performance |
| 5 p.m. | Gates close |



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 64TH FLYING TRAINING WING (ATC)
REESE AIR FORCE BASE, TEXAS 79489-5000

Office of the Wing Commander

Welcome to Commander's Day!

On behalf of the men and women of the 64th Flying Training Wing, I welcome you to Reese AFB. Commander's Day doesn't just happen, it takes a lot of hard work from a lot of people. We are extremely proud of this base and I hope you enjoy yourselves as you get a glimpse of our part in your Air Force.

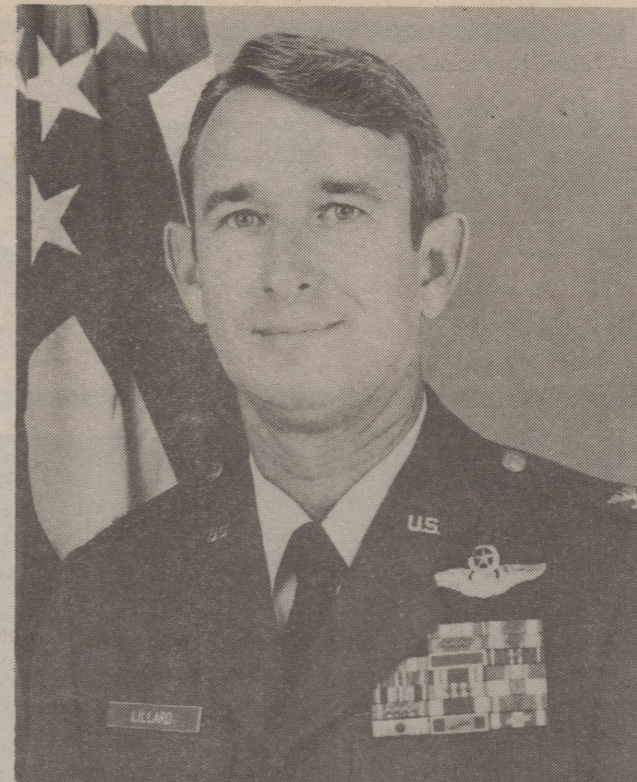
This is an excellent opportunity for you - the American taxpayer - to see up close the important job the Reese Family does, training the best pilots in the world for tomorrow's Air Force.

While you are here, look around, ask questions and find out a little more about the Air Force than you knew before you came through the gate. I think you'll be impressed with what you see.

As I said, we're proud of Reese and we want you to share with us our sense of pride.

Again, welcome, and enjoy your visit!

Mark H. Lillard III
Colonel Mark H. Lillard III
Commander



Colonel Mark H. Lillard III
Wing Commander

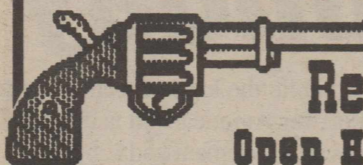
Static Aircraft Displays

C-5	F-15	RF-4	T-37
C-141	F-16	EF-111	T-38
C-130	F-111	B-1	T-43
F-4	OV-10	KC-135	T-41
A-10	AT-38		F-14

See pages 8A, 11A, 12A & 15A for photos of aircraft on display

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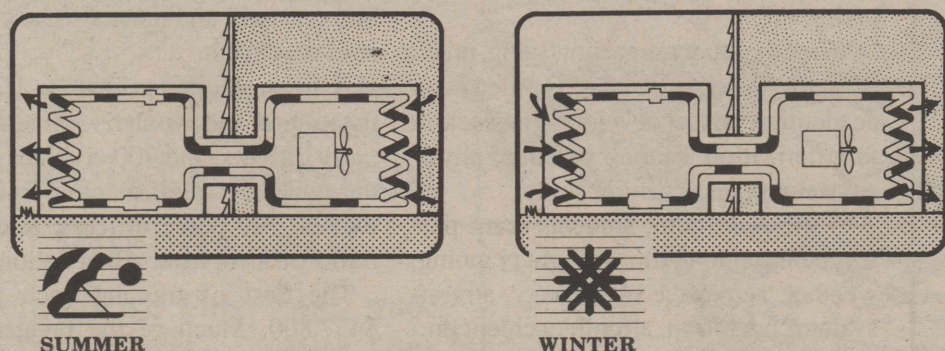
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Mission — To train top quality military pilots

Reese Air Force Base retains the same mission today that it always has — to train top quality military pilots with the greatest efficiency and minimum possible cost for today's Air Force.

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 para-

chutes 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. As students look out the front window of the cockpit, they observe 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 and assigned specific practice areas.

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

However, becoming 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 81 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.

Check rides for pilots and flying personnel amount to tests for everyone else. It is here that the instructor watches to

ensure that all procedures for flying are followed and correctly completed as each student completes each check ride successfully, it's dejavu as they begin all over again in a new aircraft; one that goes higher, faster and further than the "Tweet."

Once again, they return to the classroom for further academics, discovering they didn't know as much about jet aviation as they previously thought. They return to the simulators, and learn that the T-38 isn't as forgiving as the "Tweet."

They spend 108 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 wings, a year after they began training here.

A typical undergraduate pilot training base, Reese graduates approximately 300 new pilots each year. These students must enter pilot training prior to age 27 and one-half, and must also be commissioned officers.

A force of approximately 1,700 enlisted men and women, 500 permanent party officers, and 700 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 \$457,800. Much of the budget is returned to the West Texas economy, and the total annual economic impact on the surrounding area is almost \$152 million.

The aircraft inventory at Reese includes 72 T-37B and 101 T-38 aircraft. Annually, Reese aircraft fly almost 67,400 missions while logging more than 80,000 flying hours.

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

Safety, an absolute must!

Everyone is invited to the open house, but when on the flightline ramp with the aircraft, there are some simple rules, that if followed, will make the day accident free and fun for all, says base officials.

- **Don't smoke** on the line due to the fumes from aircraft fuel.

An additional concern is photographers seeking to get a better advantage point by climbing on buildings along the flightline — please don't! This is very dangerous.

- Safety pins in the landing gear of all aircraft must be left alone. There will be aircrews available at each of the planes on display to answer questions, but please don't change anything with the aircraft.

- For personal safety, visitors are advised to wear sunglasses if it is a bright sunny day and to wear a sun screening lotion to protect themselves from sunburn.

- Please dispose of all litter in the trash containers. This will also eliminate foreign object damage (FOD) which occurs when an object is sucked into a jet's air intake system, pushing it through delicate fans and rotors of the jet engine. Maintenance after such incidents is very costly.

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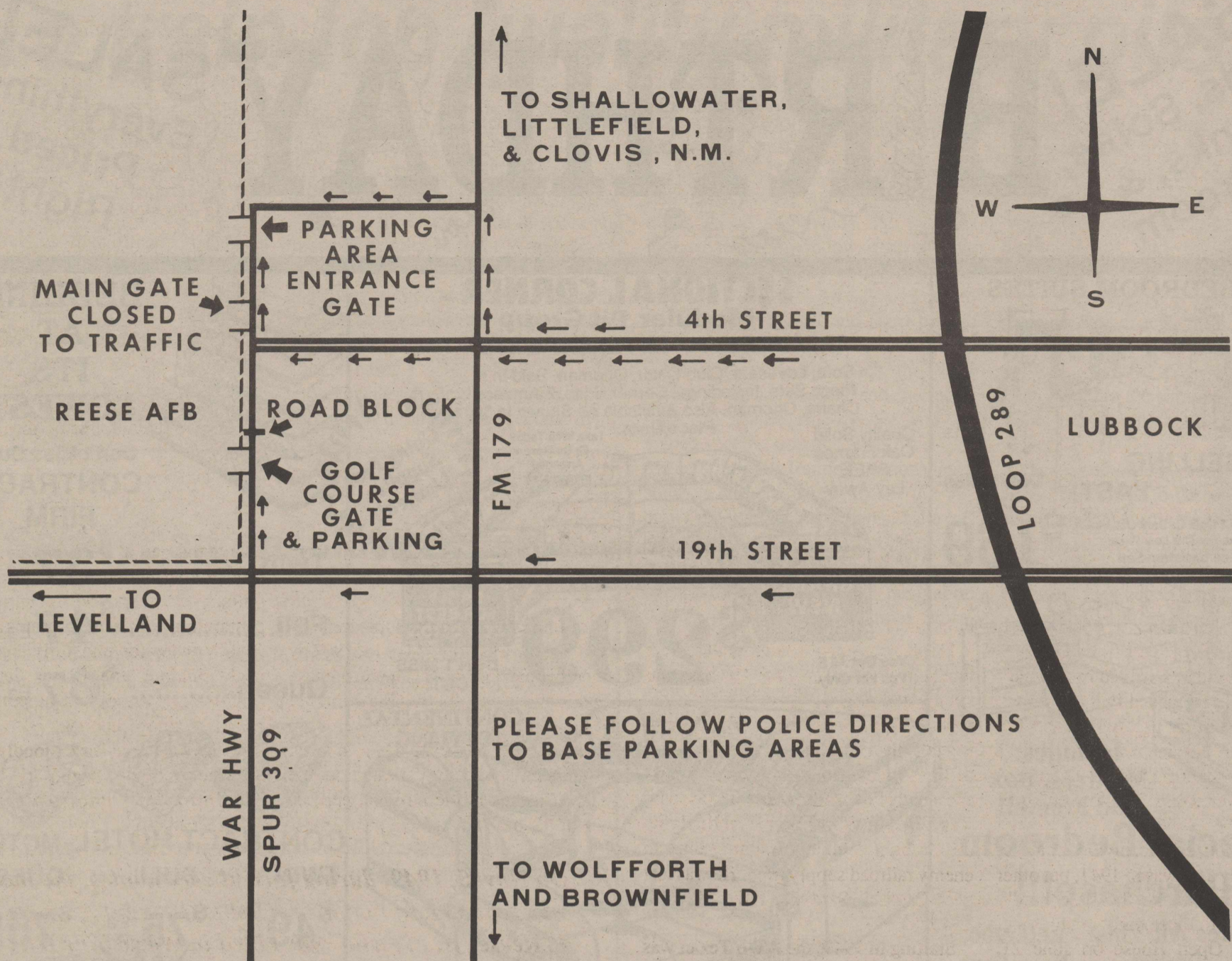


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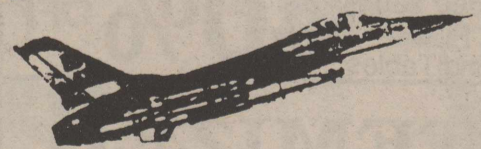
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From cotton fields to air field

By Ruedele S. Turner
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, to train for their first step toward the beckoning sky.

There is a spirit at Reese that has always remained steadfast — teamwork. The teamwork evident today may well have begun when Lubbock County citizens donated almost 2,000 acres of land to the government for construction of the base.

Teamwork was especially paramount when construction began in August of 1941. The cottonfields took on new

Lubbock Army Flying School.

In less than a year, it was changed to Lubbock Army Air Field. The dynamics of training ushered the AT-10 Wichita and TB-25 to the program in 1944.

As World War II came to a close, so did the Lubbock Army Air Field. The base formally closed Dec. 31, 1945 and was maintained on a limited basis as a sub-base of Goodfellow Field, San Angelo, Texas.

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 Aug. 1, 1949.

On Nov. 5, 1949, during formal ceremonies, the base was renamed in honor of First Lieutenant Augustus F. Reese, Jr., a native of Shallowater, Texas, who was killed in World War II while flying a P-38 on a combat mission against an enemy railroad supply train. He was lost near Cagliari, Sardinia, Italy, May 14, 1943.

Starting in 1949, the AT-6 Texan was again used 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 currently mounted on static display at the base's entrance.

The T-33 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 at the "Tweet," training began in March 1961.

From 1965 through 1973, the T-41A 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-38A "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 has 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 to the Reese community.

Student pilots use trainer cockpits to simulate actual flight; radar and satellite hookups assist our weathermen in forecasting flight conditions; and modern office buildings have replaced the temporary structures of wartime.

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."

... Lubbock County citizens donated almost 2,000 acres of land to the government for construction of the base.

dimensions as runways, hangars, barracks and classrooms mushroomed on the land. By November 1941, only a few days before Pearl Harbor, construction was completed.

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 similar 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

On Nov. 5, 1949, during formal ceremonies, the base was renamed in honor of First Lieutenant Augustus F. Reese, Jr. . . . who was killed in World War II . . .




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The birds of undergraduate pilot training



The White Rocket — Phase II

The T-38 "Talon" was first flown in 1959. Reese began using 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 capable of rocketing higher than 50,000 feet, needing only 2,300 feet of runway for 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.

It even starred in the national television series "Call to Glory" last year.

The Tweet - Phase I

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

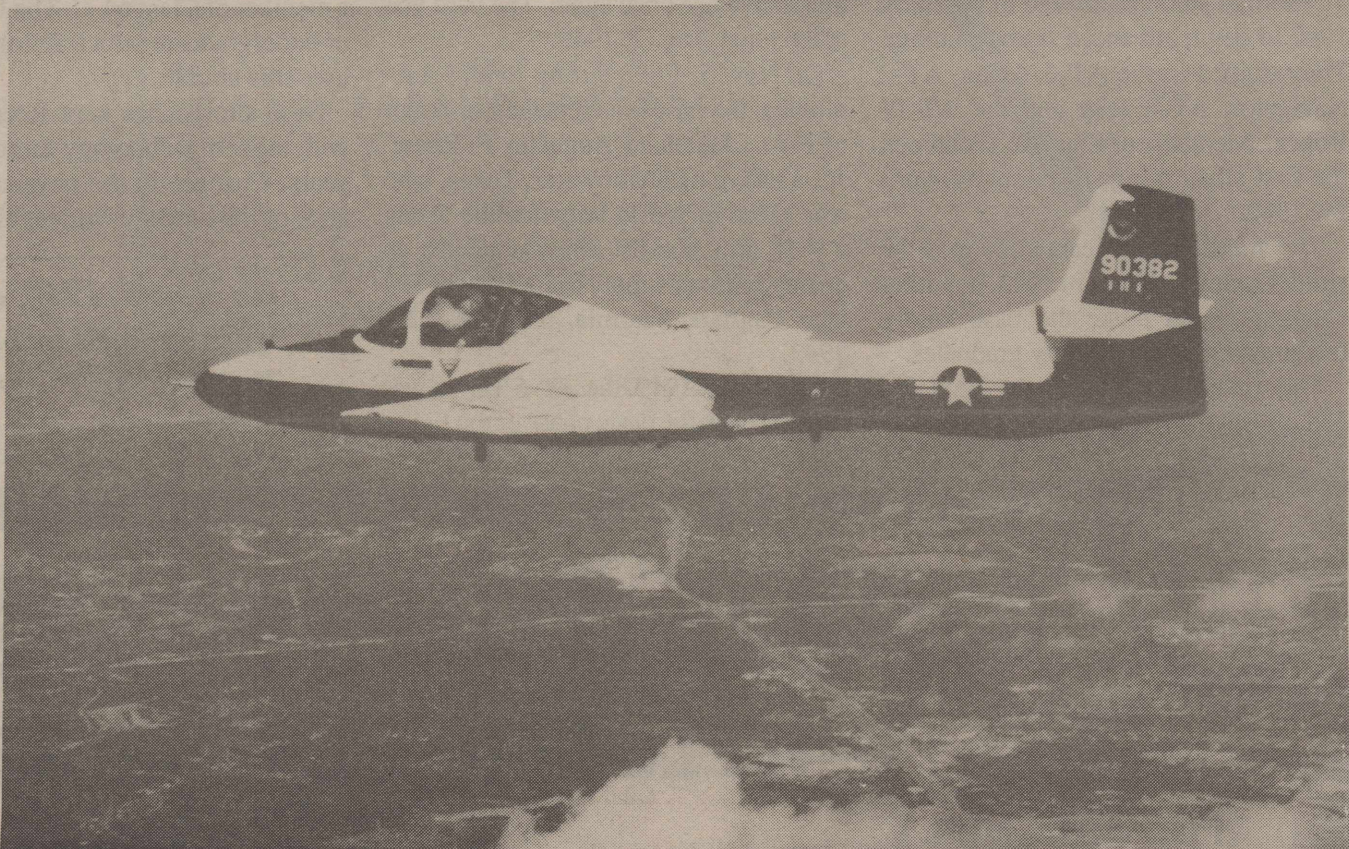
Students train in the 350 miles per hour twin-engine aircraft in the first phase of pilot training. Students log approximately 81 hours of training in the T-37, while essentially learning to fly. The T-37's cockpit design allows student and instructor to sit side-by-side during the training flights.

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 200-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, 72 are assigned to the 64th Flying Training Wing here for Undergraduate Pilot Training.



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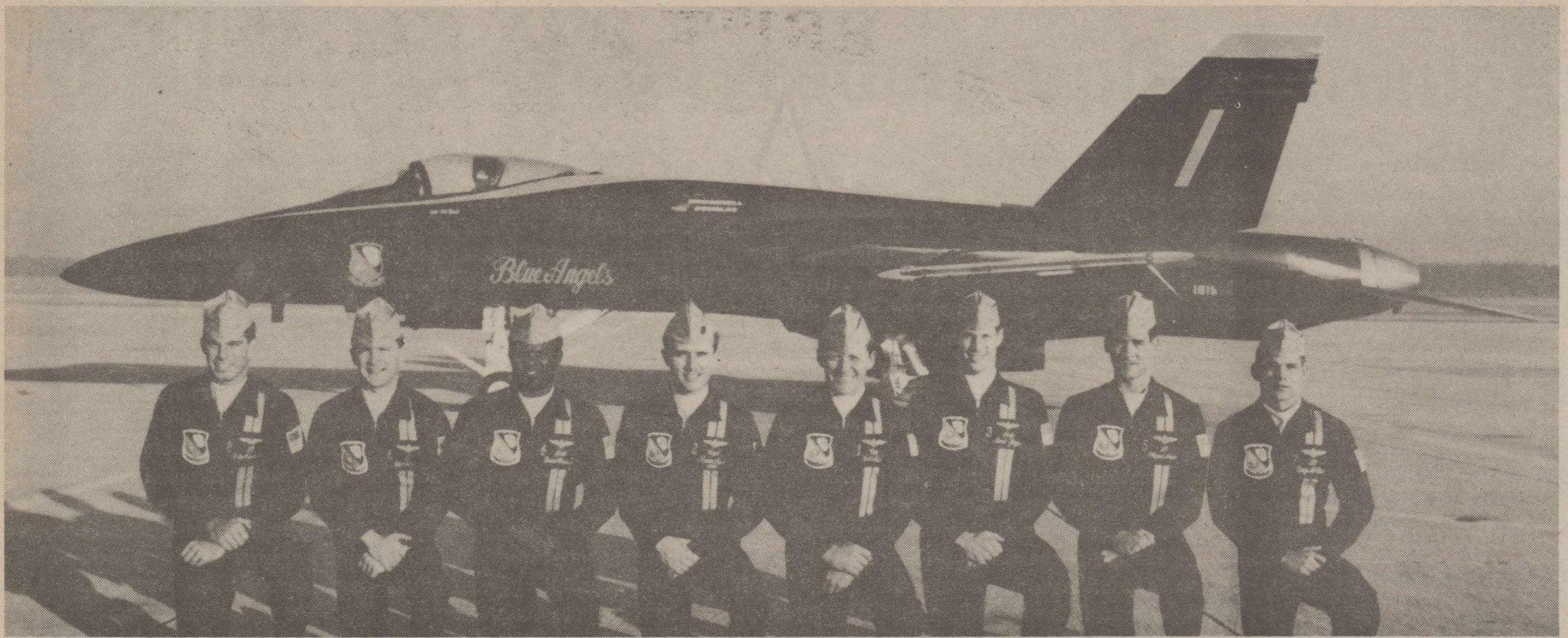
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The Officers

During their 42-year history, 229 officers have been assigned to the Blue Angels. The few openings each year are highly sought and competition for them is extremely keen. Any Navy or Marine Corps pilot may apply for assignment to the Blue Angels if he meets the basic requirements: he must volunteer, be career-oriented and have accumulated 1500 flight hours in tactical jet aircraft. The Naval Aviation community is a close knit one and frequently, these applicants are familiar with each other, thus adding to the competitive spirit.

From those applicants come a final group of individuals who are then encouraged to become more familiar with the Flight Demonstration Squadron, its mission, its members and their life style. It is important for each applicant to understand that it takes more than being a good pilot to be a Blue Angel. He must be equally as comfortable at the vast number of speaking engagements he will be tasked with. Poise and personality are taken into consideration prior to acceptance on the team.

This exchange allows the applicants to observe the Blue Angels first-hand and provides the Flight Demonstration Squadron with an opportunity to observe the applicant. As a member of the Blue Angels, one must continue to reflect pride and professionalism even during social endeavors. As the flight suit hangs in the closet, these men still represent the Blue Angel tradition.

The final selection of two or three members per year takes place within the Flight Demonstration Squadron itself. This selection is done with direct cognizance and ultimate approval of the Chief of Naval Air Training. The leader is appointed by higher authority as a result of his superior performance and projected ability to excel at this demanding assignment.

Each aviator in the squadron spends two years as a demonstration pilot, then return to an operational assignment in the fleet. In this way, more Naval Aviators can become part of the Blue Angel family. Even after returning to the fleet, the adage: "Once a Blue, always a Blue!" applies.

The addresses of ex-Blue Angels are painstakingly maintained through the squadron's Administrative office. This constant turnover of personnel serves as testimony to the high quality of training given our Navy and Marine Corps pilots. The average age of a Blue Angel is 33 years old. Each pilot has served at least four to six years in the Navy or Marine Corps and has completed his first operational tour at sea aboard an aircraft carrier or at a land-based installations. The most opportune time in the officer's career pattern for assignment with the Blues is shortly after his initial operational sea tour.

In December of each year, the Commanding Officer and Naval Flight Officer (Events Coordinator) of the Blue Angels attend the Department of Defense (DOD) Scheduling Conference in Washington, D.C., where the squadron's itinerary for the ensuing year is determined. Normally, the DOD receiver more requests for Blue Angel demonstrations than can be accommodated, so a careful review and selection of the most productive show sites is made.

Early in January, the Blue Angels move personnel and equipment to their winter training home at the Naval Air Facility in El Centro, Calif. The Imperial Valley's weather provides ideal conditions for flight training. In the arid Southern California desert, all hands devote total concentration to honing flying skills and maintenance expertise to the fine edge of perfection required to carry on the Blue Angel tradition. The pilots fly twice a day, six days a week. The flying begins at 5:30 a.m. and ends in the early afternoon.

The remainder of the day is occupied with a self-imposed physical fitness program and a period of relaxation in order to be totally prepared for each day of flying. Eight of ten hours of sleep is welcomed each night prior to the next day's activities. During this training time, the Narrator and Events Coordinator make a whirlwind tour of the country, stopping at each prospective upcoming airshow site. There they brief airshow coordinators on every aspect of a Blue Angel performance to ensure the maximum effectiveness of the squadron at each location.

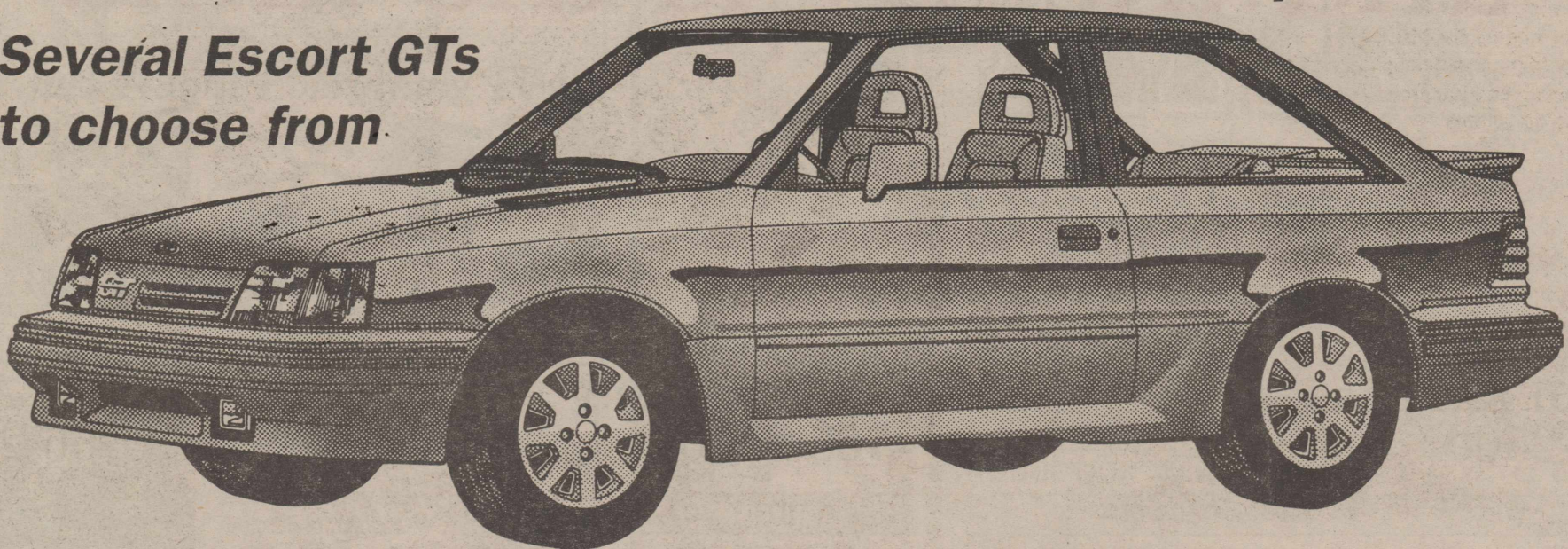
The overriding emphasis however, is always preparing the pilots and crew for safe flight operations in the long show season to come. By mid-March, the pilots and crew are ready to debut the skills and teamwork they have worked so diligently to perfect.

Once the season begins, a pattern of operation is established. The Narrator and his crew chief precede the main body to each show site by one day to give a last minute check to the myriad of preparations that have been completed several months prior to each demonstration. On the next day, the demonstrations aircraft arrive and the pilots get their first look at the show site.

One day is reserved for a practice demonstration which is needed to provide the three to four days of flying per week required to maintain peak proficiency. The official demonstration normally takes place on Saturday and Sunday. The squadron then returns home to Pensacola, Fla. on Sunday evening or Monday morning with the following day for rest and relaxation. The next two days are filled with administrative chores, practice flights and briefings for the next show site. This weekly routine lasts until late November when the cycle begins anew.

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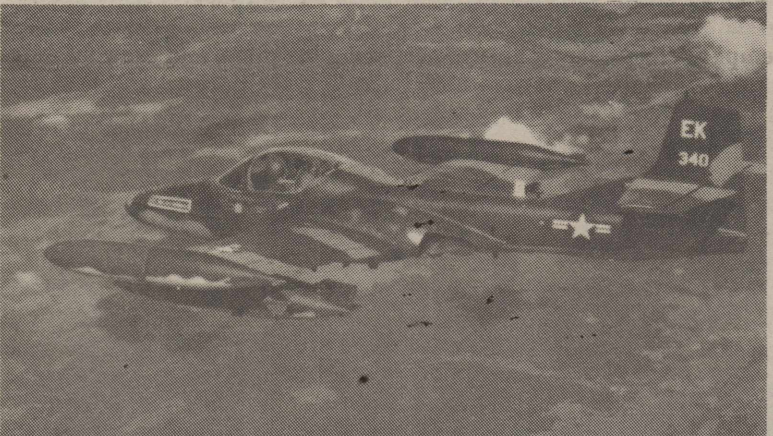
C-5

The C-5 "Galaxy" is a heavy-cargo transport designed to provide massive strategic airlift for deployment and supply of combat and support forces. It can carry unusually large and heavy cargo for intercontinental ranges at jet speeds. It can take off and land in relatively short distances and taxi on substandard surfaces during emergency operations. (USAF photo)



F-14

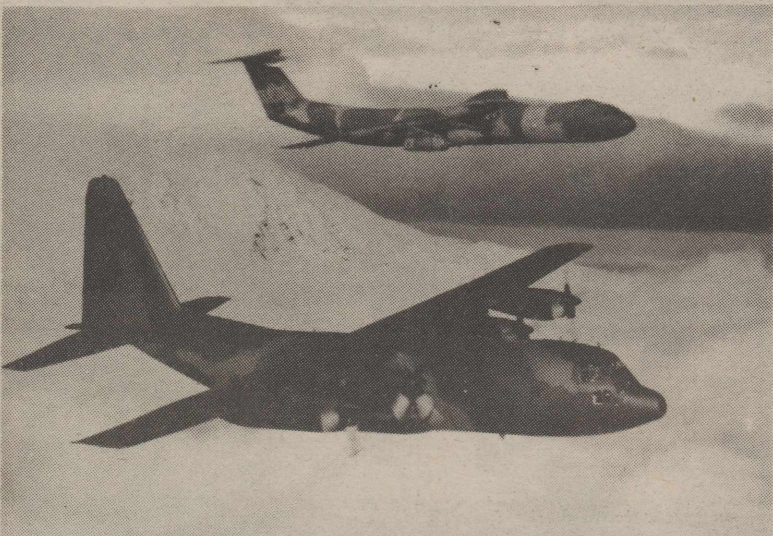
An air-to-air left side view of an F-14 "Tomcat" aircraft from Fighter Squadron 124 (VF-124). (U.S. Navy photo)



OA-37

C-141

The C-141 "Starlifter" (top plane in photo below) transport provides long-range airlift at jet speeds. It was the first jet aircraft designed to meet military airlift needs for a troop and cargo carrier. The Starlifter, operated by the Military Airlift Command, can airlift combat forces, equipment and supplies, and deliver them on the ground or by airdrop using two paratroop doors on each side and a rear loading ramp. (USAF photo)



C-130

The C-130 "Hercules" (bottom plane in photo above) is a medium-range tactical airlift aircraft designed primarily for transportation of cargo and personnel with a theater of operations. Variants of the C-130 perform many other missions, including close-air support, rescue and recovery, special operations and weather reconnaissance. More than 900 C-130s have been delivered to the U.S. Air Force in the past 25 years, making it the "Workhorse of the Air Force." (USAF photo)

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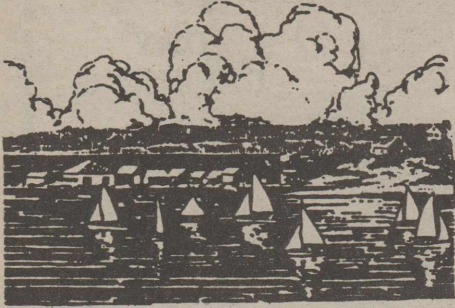


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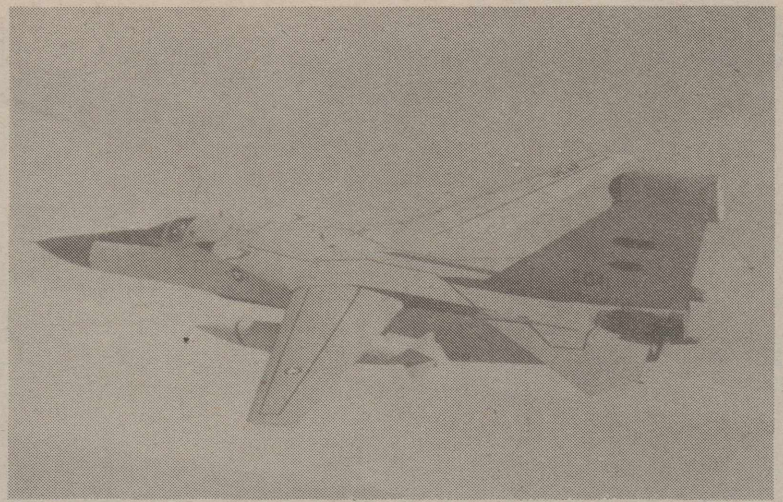
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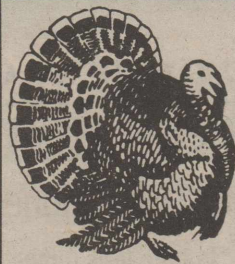


EF-111

The EF-111 "Raven" is designed to provide electronic countermeasures support for tactical air forces. The EF-111 can detect, sort and identify different enemy radars observing an attack force and make the threat radars ineffective, thereby preventing interception of the attack force by hostile air defenses. (USAF photo)

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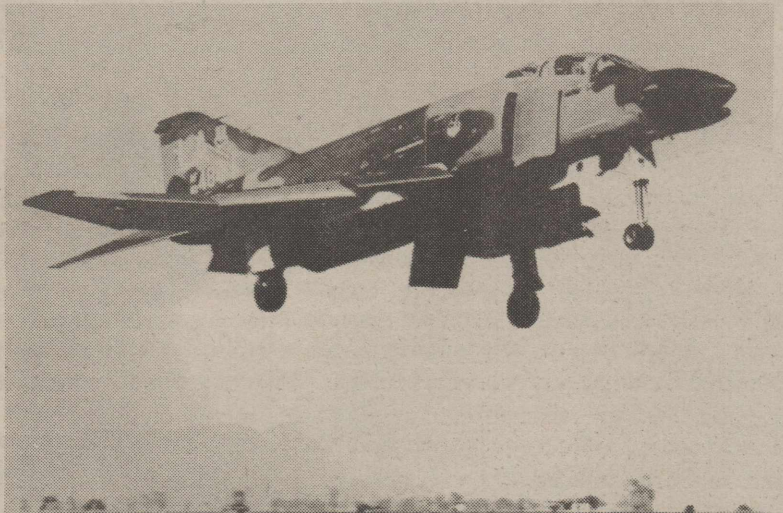


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The F-4 "Phantom II" is a twin-engine, all-weather, tactical fighter-bomber. All F-4 models have folding wings for easy aircraft storage and ground handling. The aircraft can perform three tactical roles — air superiority, interdiction and close-air support — as it did in Southeast Asia during the Vietnam conflict. (USAF photo)



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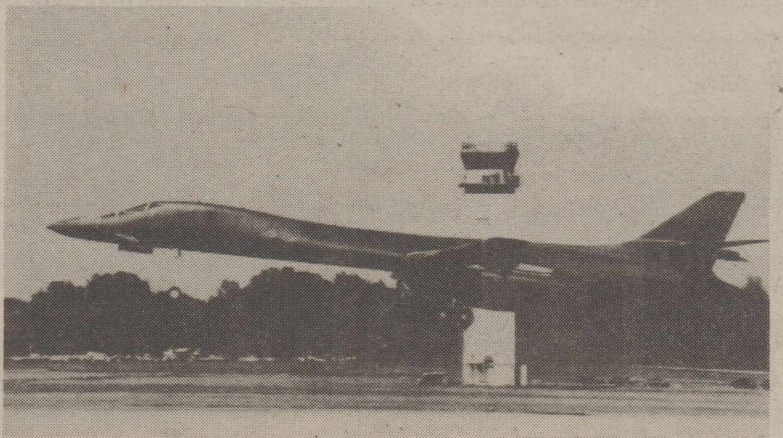


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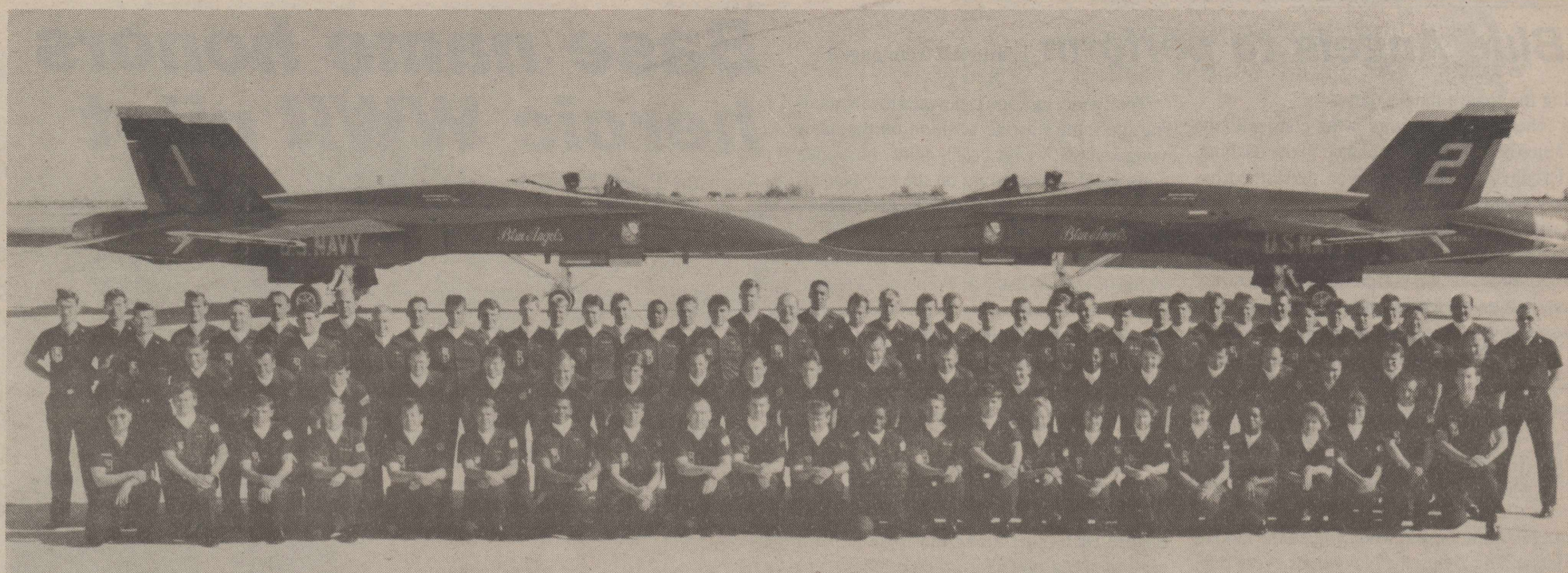
B-1B

The B-1B is a multirole, long-range strategic bomber, able to fly intercontinental missions without refueling and penetrate present and predicted sophisticated enemy defenses. Its electronic jamming equipment, infrared countermeasures, radar location and warning systems complement the aircraft's reduced radar cross-section (one-hundredth of the B-52) and low-altitude, high-speed flight. The B-1B currently holds 36 world records for speed, payload and distance. (USAF photo)



F-15

The F-15 "Eagle" is an all-weather, extremely maneuverable, tactical fighter aircraft designed to gain and maintain air superiority in aerial combat. It is designed to outperform and outfight any current or projected enemy aircraft and to penetrate enemy defenses. (USAF photo)



(U.S. Navy Photo)

A top-notch maintenance crew

Maintaining the top-notch condition of the 10 aircraft assigned to the Blue Angels are some 95 enlisted personnel who devote countless hours to the support and upkeep of the aircraft. They are a hand-selected group of individuals who are specialists in all of the aviation, administrative and public affairs roles required to support the squadron's requirements.

Each potential crew member undergoes extensive screening and a personal interview before being selected. Many variables are weighed carefully. Not only the individual's professional record, but also his appearance, speaking ability and military bearing are taken into account. Upon selection, the individual is assigned to the Squadron for a trial period of three months. During this time they must prove their professional ability and personal conduct.

This period gives them the opportunity to become more familiar with the Squadron's many traditions and the role he or she must play in each. After this trial period, if they can work efficiently as a member of the Squadron, they are permanently assigned and receive the distinguished Blue Angel Crest and traditional christening.

The tour of duty for a crew member with the team varies in length, but it is usually for a period of three years. As with all other members of the unit, each crew member returns to an operational unit at sea or shore upon completion of his or her tour with the Blue Angels.

In addition to their normal maintenance duties, the enlisted crew members play an important role in the public relations and recruiting missions of the Squadron. While performing at 40 airshow sites, they accompany the officers to hospitals, orphanages, and various selected community relations events to provide the public with an introduc-

tion to our Navy family. This demanding schedule of duties and frequent moving continues over 300 days each year.

In addition to continuous travel to various airshow sites during the airshow season, the support crew deploys to El Centro, Calif., in excess of two months for an intensive winter training period. There they learn to work as a cohesive unit in preparing for each flight and maintaining the physical appearance of each aircraft. All practice flights are a rehearsal for the crew members, so that by the end of the winter training period, they are prepared for the pace they will be required to maintain throughout the show season.

During the show season, an alternate crew of 28 support personnel travel to the scheduled show sites to ensure the maintenance of the aircraft for demonstrations. Their day begins at sunrise, inspecting and thoroughly checking out each aircraft. In fact, the Blue Angels are the only squadron in the U.S. Navy who's enlisted maintenance crew is permitted to give a pre-flight inspection on the aircraft.

They provide assistance to the pilots in starting the aircraft and give a visual check of the flight controls prior to each day's demonstration. The end of the day's show is just the beginning for the crew. The aircraft must be polished and all discrepancies corrected to ensure readiness for the following day's performance.

Countless years of training, education and experience are represented by the Blue Angels' support crew. It is due to the 41 years of technical excellence that the Blue Angels have never cancelled a flight because of maintenance difficulties.

A Blue Angel member carries pride, professionalism and satisfaction of a job "well done" with themselves upon their departure from the U.S. Navy Flight Demonstration Squadron.

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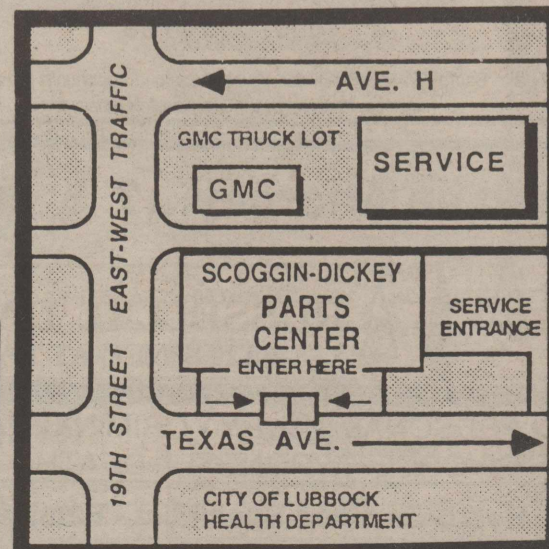
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Blue Angels to perform continued from page 1

ing the first of the day's events.

The Naval Aviators who comprise the Blues bear little resemblance to the dashing, daredevil barnstormers who performed before county fairs a half century ago. These are professional pilots with skills honed by thousands of hours in the air and many more thousands of hours learning engineering, navigation, meteorology and electronics that must be second nature to today's jet pilot.

None of the maneuvers are stunts or "daring feats," for all are part of the stock-in-trade of any fighter or attack pilot.

The maneuvers are, however, done in extremely close formation rather than individually and are performed at a lower altitude than normal. "Stunts" involve luck, the Blue Angels explain, and when you do the kind of demanding flying the Navy does every day, luck is something the pilot just doesn't depend on. The secrets behind the smooth grace of the Blue Angel's performance are; practice, teamwork coordination, alertness, top physical condition and more practice.

Six blue flight suits march down the flight line parallel to the six jets. The ground crew initiated a thorough check of each aircraft as the jet's engines reach a high pitch. Smoke floods the ramp immediately behind the aircraft as eighteen technicians clear the area. The aircraft then pull out and taxi to the end of the runway.

Blue Angel jets one though for take off simultaneously, immediately forming a Diamond while only a few feet off the ground. Afterwards, the two solos take off separately, perform rolls and then start the show maneuvers.

The Blue Angels' tight Diamond formation is recognized as the squadron's trademark throughout the world. Flying a mere 36 inches apart with complete wing overlap, the diamond illustrates the beauty and grace that can be achieved in formation flying.

Total concentration is devoted to maintaining the same relative position on the other wingmen. However, each pilot must also consciously concentrate on the constant radio chatter which accompanies each movement of the formation.

Foremost, the pilots must stay mentally ahead of the sequence of events and know at all time their relationship to the other aircraft in the formation on the ground below. All of these items are accomplished through the teamwork, practice and discipline that are developed by flying thousands of hours in a tactical jet aircraft.

The two solo pilots demonstrate the high-performance of their aircraft. In order to dramatically emphasize each maneuver, they oppose each other along the flightline at a closing speed of 1,000 miles per hour and attempt to establish a collision effect from the crowd's perspective or angle of vision. This collision effect, or "hit," should take place at the exact center point of the flightline. To do this requires exact timing.

The solo pilots train for their portion of the demonstration as a separate entity from the Diamond pilots. This is because the techniques and emphasis for the Diamond and solos are different. The same degree of concentration is required of the solo pilots as of the diamond pilots. However, the focus is now on exact timing and precise consistency of each maneuver while operating at a very low altitude. The importance of timing is illustrated by the fact that for every one second of error, a maneuver moves off center by one-eighth of a mile.

After landing, the six blue jets roll down the ramp and are guided by the ground crew to a perfect six-plane stop. The pilots then deplane and proceed to the crowd line to answer questions and sign autographs, thus ending the demonstration for another day. The Blue Angels — 1988.

Base name honors heroic WWII pilot

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

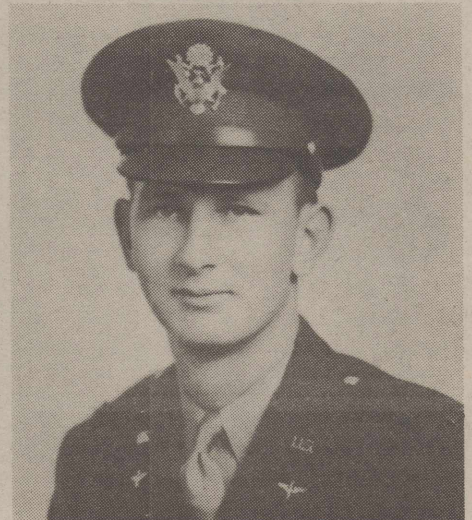
Lieutenant Reese graduated from Shallowater High School, Shallowater, Texas, in 1935 and entered Texas Technological College at Lubbock. He received a bachelor of science degree in civil engineering in 1939 and worked with the Texas Highway Department. He entered the Army in February 1941 and was stationed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




August F. Reese Jr.

Lieutenant Reese was reported missing while on 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 at Cagliari, Sardinia, on May 14, 1943, while assigned to the 94th Squadron, 1st Fighter Group in North Africa. He was flying a P-38 fighter aircraft on a volunteer mission to destroy a railroad supply train.

He was among a group of 44 P-38s sent out on four separate dive bombing and weather observation missions to Sardinia on that fateful day. He was reported lost following the raid near Cagliari. He was 25-years-old.



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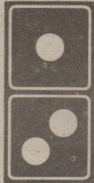
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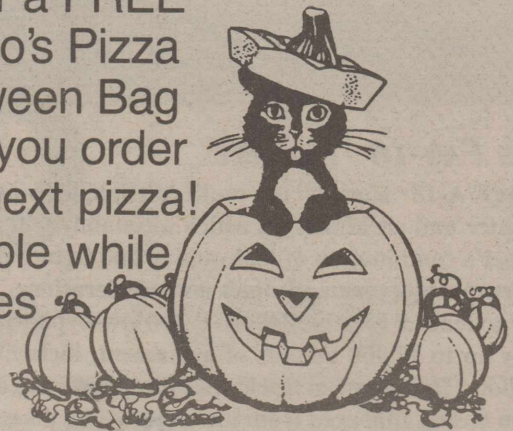


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The Roundup

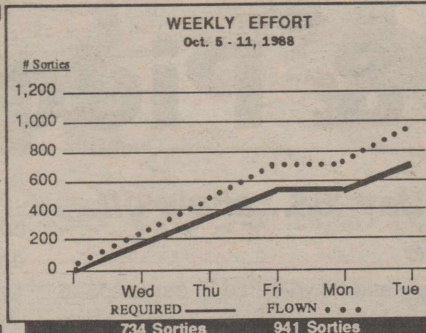
Vol. 40, No. 41

October 14, 1988

32 Pages

Lubbock, Texas 79408

Section B



Mission Milestones

Another great week for the 64FTW! We flew 207 sorties above our requirement. Great work! Both aircraft gained significantly on their timelines. T-37s are 4.0 days ahead. T-38s are 5.0 days ahead.

New smoking policy goes into effect Monday, Oct. 17

Reese will implement AFR 30-27 Monday. This regulation establishes smoking policy in Air Force facilities and is supplemented by ATC policies designed to create a stricter, but healthier no smoking environment.

These are the main points of the regulation:

- Smoking is prohibited in all base facilities except in designated smoking areas that nonsmokers do not use frequently. This means smoking is not allowed in any indoor job site including individual offices.

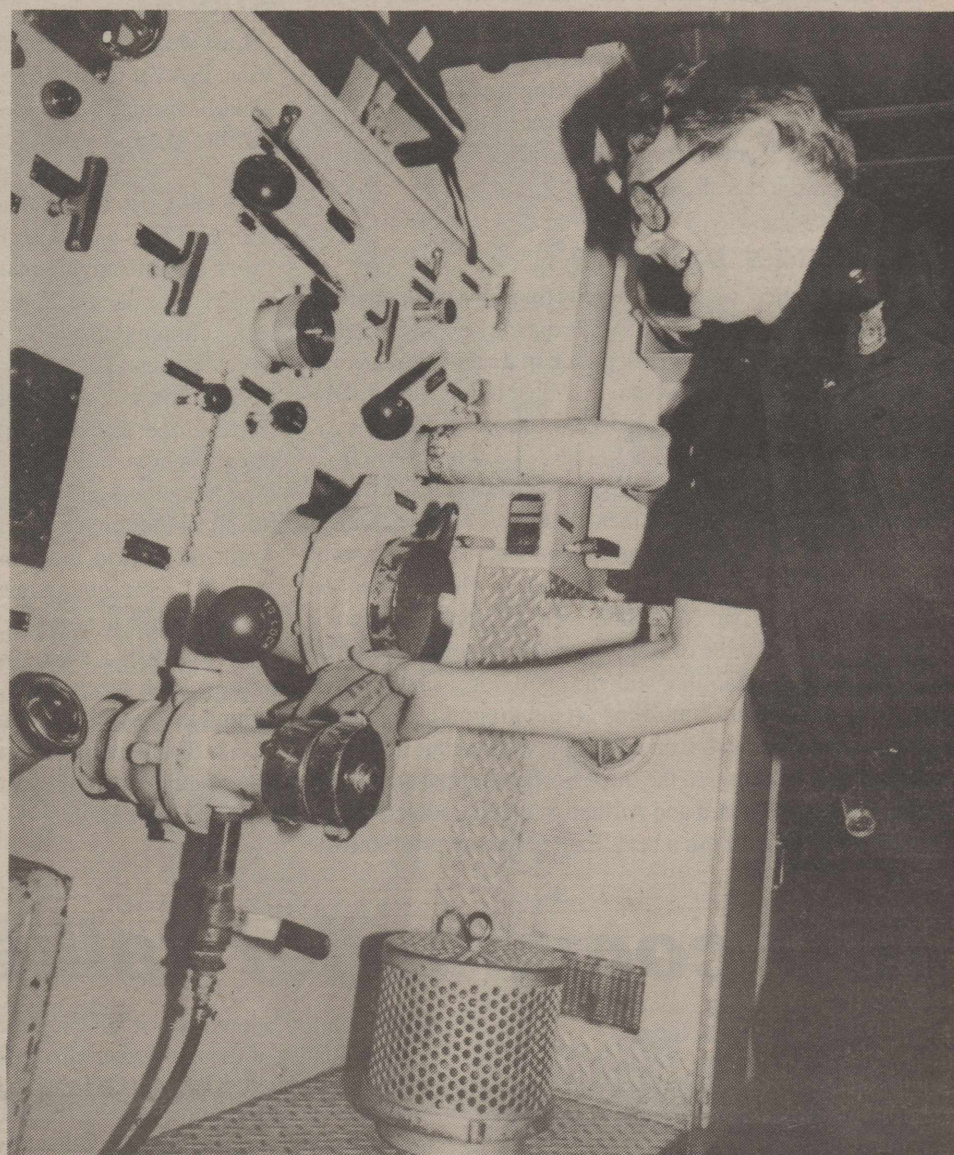
- Squadron commanders or civilian equivalents will designate smoking areas for their buildings. If a building already has a designated indoor smoking area, it will be evaluated against the criteria set forth in AFR 30-27 as supplemented by ATC. If existing indoor smoking areas cannot meet these clean air requirements (currently, none do) then a substitute outdoor smoking area will be designated. Every effort, within dollar constraints, will be made to provide acceptable designated indoor smoking areas during inclement weather, such as rain or snow. If a building has more than one designated smoking area, they will be consolidated into one area. For those buildings which do not already have a designated indoor smoking area, the squadron commander will evaluate the buildings to determine whether such an area is feasible, with the goal being to designate an

indoor area, provided it meets the intent of regulations. Since not all buildings have space available, some buildings will have no smoking allowed inside.

- Smoking is permitted only in ATC special purpose vehicles which are designed for operation by one individual such as road graders, tractors or vehicles with an open-air cab (such as fork lifts, tugs or golf carts).

- MWR buildings fall into a special category. Some facilities, such as the child care center, youth center, library, gymnasium, auto hobby shop and golf course will have no designated indoor smoking areas. The Officer's and Enlisted Open Messes will permit smoking only in the main and casual lounges. No smoking will be allowed in the main portion of the clubs nor in any of the dining areas. The recreation center and bowling center will have designated indoor smoking areas.

All employees, both military and civilian, are encouraged to participate in smoking cessation classes. "I ask everyone to help us smoothly implement this new policy while we go through the process of identifying designated smoking areas," said Col. James Higham, commander, 64th Air Base Group. "I believe this policy is a big step toward a healthier work environment and ultimately will benefit us all."



Mr. Dan Taylor, Driver/Operator, shines a P-8 Structure Fire Vehicle. Fire Prevention week ends today, but fire prevention should continue throughout the year. If you have any questions on fire prevention, call 3054. (USAF Photo)

Reese aircrews, maintainers aim for gold

Torchlight '88 is an Air Training Command competition for pilots and maintenance people.

The Reese team comprises 28 members, 13 from the flying squadrons, and 15 from maintenance. They are competing at Randolph AFB, Texas, Oct. 12-16. The competition is geared toward the younger pilots and consists of aircraft inspections, thru-flight inspections, refueling operations, ground operations, preflight inspections and flying performance.

The pilots display great pride in their flying

abilities and this pride will reflect favorably when pitted against the other competitors in the command. The competition for pilots is broken into two categories: maneuvers, that include composite sorties, formation and acrobatic flying and instrument procedures; and the low level mission, in which pilots will be tested on course control and identifying targets.

The maintenance team will be judged on aircraft appearance, tire and engine changes and personal appearance.

Even though only 28 personnel are partici-

pating, efforts to prepare for the competition was put forth by several others.

Maintainers in the corrosion control division spent several hours repainting and restenciling the six 18-year-old jets to make them look like new.

The Sheet Metal Shop played a big role in getting the aircraft structurally up to cosmetic perfection, and egress spent many long hours tearing down and rebuilding the ejection seats.

At the beginning of September, the Reese Torchlight aircrews began putting in several

extra flying hours practicing for the competition.

Those extra hours included lots of low level flying training, fine tuning spot landings (not normally done in UPT), formation flying and time on target fly-bys necessary for the two arrival and low level sorties during the competition.

During the competition, pilot/crew chief interaction will be judged during the aircraft walk around portion of the competition. Two IPs and two crew chiefs for each type of

(continued on page 3-B)

Flu shots required between Oct. 24 - Nov. 18

By SSgt. Ernesto A. Maligaya
NCOIC, Allergy/Immunization Clinic

Several recent cold spells remind us that both fall time and flu season are just around the corner.

And although we can't do anything to keep the leaves from turning colors, or the temperature from nose-diving, we can do

something about influenza—and do it now.

This year's Influenza Immunization program begins Oct. 24 and stretches through Nov. 18.

During this time, all active duty personnel are required to get the shots. And, according to Dr. John Darby, the USAF Hospital-Reese's OIC of immunizations, the shot is

most effective when taken early in the season. Base organizations will contact the immunizations clinic to establish the date, time and location for their shots. So check with your orderly room, and don't forget to take your shot records with you.

Those with medical waivers prohibiting the flu injection, such as pregnancy, allergy

to eggs, and the like, must bring the waiver to the immunization clinic to avoid a no-show notification, according to Dr. Darby.

Retirees and dependents who want flu shots can get them after Nov. 18, as long as the vaccine supply lasts. These persons must be seen by a physician prior to receiving an injection. If you have questions, call 3846.

Commanders meet at Randolph to discuss ATC's future

RANDOLPH AFB, Texas (ATCNS) — The future of Air Force morale, welfare and recreation programs was one of the key issues discussed at the recent Air Training Command Base Commanders' Conference.

The conference met here Sept. 26-28 and involved base commanders from 13 ATC bases.

Recent cuts in appropriated fund support for base recreational activities have posed significant challenges for the base command-

ers. A highlight of the conference was the sharing of ideas on different programs which are working well at ATC's various bases.

Other items discussed during the conference included future military construction projects; environmental issue updates; and personnel strength plans and programs.

The purpose of the ATC Base Commanders' Conference is three-fold.

First, it provides key headquarters members an opportunity to explain, through brief-

ings, current Air Force and command policies.

Second, it allows the commanders an opportunity to meet headquarters deputy chiefs of staff and chiefs of special staffs and discuss with them issues of concern.

Finally, the conference provides the commanders an opportunity to share common items of importance with their peers.

"It's impressive to see the singular

commitment our base commanders have to the best interests of Air Force people," said Col. James A. Maxwell Jr., ATC Chief of Staff. Colonel Maxwell co-chaired the conference with Maj. Gen. Thomas A. Baker, ATC vice commander.

"This conference provided a great forum for sharing ideas and approaches which ultimately will benefit people throughout the command," Col. Maxwell concluded.

Bits & Pieces

Commander's Day '88...show off our Reese pride

This week has been busy and event-filled in our preparation for Commander's Day '88. It is a chance for all of us to show off our Reese Pride. Many people from all over the Southwest will be here to take a look at how the Air Force protects this great nation. I know we will show them our best. All of us are looking forward to seeing the Blue Angels in action and taking a look at the airpower of today and yesterday. I invite all of you and hope all of you will be able to attend at least a part, if not all, of the day.

Cool under pressure

In the Air Force, we train for many unusual and potentially life-threatening occurrences. Day in and day out, we practice for these unlikely events. Every once in a while, however, a few of us get to use what we have readied ourselves for. Two such members of the Reese Team are TSgt. Monte G. Bullard and AIC John M. Schneider. I was returning from the Senior NCO Academy graduation at Maxwell AFB, Ala., when I noticed the radios were out at Reese. A power outage occurred and interrupted communications. Auxiliary power was started for the tower so aircraft in flight could be controlled. These two controllers went to work at that point and took over all three of Reese's traffic patterns. For those of you who are not familiar with the operation, usually two of the three patterns are controlled on the ground by a total of four personnel in each Runway Supervisory Unit. Up to 26 aircraft may be flying in the three traffic patterns at any one time. Sergeant Bullard and Airman Schneider took over the patterns and didn't miss a beat. Except for my prior knowl-

edge of a problem at Reese, I would not have noticed a difference in operations. My hat is off to both of you for great work under pressure.

Kudos

Last week we finished our Wing Safety Staff Assistance Visit (SAV). Overall the safety program did very well. I would especially like to congratulate Mr. Paul Compton and his ground safety crew for really shining during the visit.

I would also like to thank SrA. Steven T. LaCombe for taking an active participation in his hometown's Memorial Day Celebration. Airman LaCombe marched and played the bugle for the parade. Some of his hometown fans just sent me some clippings from his local newspaper. The photos featured Airman LaCombe marching in with the American Legion Post and made him the center of attention with his Reese Honor Guard uniform. True patriotism is not something you just read about or see in the movies. It begins in your own hometown and workplace. If you don't stand just a little bit taller when an Air Force band marches by, or our National Anthem is played, then you're in the wrong business. Thanks again for representing our country and wing so well.

I would like to take this opportunity to thank all of you for work well done. Only a small fraction of the Reese Team gets noticed each week. I see outstanding work every day all around the base. I wish I could mention each and every one of you. Thanks again for making Reese shine and I hope each and every one of you can enjoy the festivities of Commander's Day.



Col. Mark H. Lillard III
64th FTW Commander

New Care Line Policy

The Care Line is your direct link to me. Your Care Line questions and comments are encouraged and welcomed. Your concerns will receive my personal attention if you call the Care Line at extension 3273 and leave your message.

All information provided to the Care Line will be held in strict confidence. All questions and comments will be thoroughly investigated and if a problem exists, it will be quickly corrected.

Before you call the Care Line, consider using your chain of command to answer your questions or solve your problems. This is often the best way to get a prompt, direct response.

You are not required to leave your name and a telephone number. However, some calls do not contain enough details for investigation. Because of this, you are encouraged to leave your name and a telephone number in case additional information is needed. Callers who identify themselves will receive a direct response, your identity will be kept confidential and items of general interest will be printed in The Roundup. Anonymous Care Line calls will be investigated, but will not be printed in The Roundup.

ATC commander talks about command goals

By MSgt. Kathleen Grey
Headquarters ATC Public Affairs

RANDOLPH AFB, Texas (ATCNS) — Twenty-nine years ago, his only goal was to graduate from pilot training. Today, he is a three-star general, the new commander of Air Training Command and confident this will be his best assignment yet.

Lieutenant General Robert C. Oaks assumed command of ATC in June, and he's just finished visiting all of his bases. At each location, he has found people "proud of what they're doing, very qualified to do it and doing it very well." And that applies across the board, the general said, regardless of rank.

General Oaks is also very impressed with the quality of training going on in the command. Feedback from students, supervisors and commanders tells us it is quality training that's taking place, the general said. "People are very pleased with the training that we're giving."

Part of the reason for that quality training, he added, is that ATC instructors have done the jobs they're teaching others to do. They've been there. They know what problems students will face on the job, and they're able to focus on that area. And that, said General Oaks, adds to the instructor's credibility.

"I'm very impressed with how the command looks and how it performs, how the people look and how they perform," he said.

General Oaks feels that the quality of recruits today is better than it's ever been. In our enlisted programs, "the best indicator of successfully completing the first enlistment is 'are you a high school graduate?'" Today, more than 99 percent of the young men and women we're bringing into the enlisted force have graduated from high school," he said.

"If you look at the grade point averages for commissioning sources, both ROTC and Officer Training School, those folks are extremely well qualified as we bring them in the Air Force."

The commander said we're bringing in

higher quality people, we're keeping them, and the quality of the Air Force reflects that.

Looking ahead, General Oaks said our priority is to stay as good as we are and look for areas where we can improve. Other priorities and challenges include coping with reduced-funding, improving pilot retention in the command and implementing specialized undergraduate pilot training (SUPT).

"The SUPT is a concept that's been around for several years," the general said, "but now we're in the midst of implementing it. To implement it smartly and on time is a challenge for the next several years."

The SUPT will benefit pilots because there will be better morale and higher quality training. "An individual will spend his or her pilot training time preparing for a particular goal — knowing where he or she is going as a pilot upon graduation. So, a great deal of uncertainty is taken out of the pilot training experience. Further, we're able to more carefully focus the training itself on a particular group because we know where they're going. Better morale and higher quality training — two big pluses," the general said.

One of ATC's major problems and the major personnel problem in the Air Force is pilot retention. "I said before that we're keeping quality people, and that's generally true — except for pilots. We will continue to focus our attention on policies and procedures that either help us keep pilots or that turn pilots away from an Air Force career. And we'll correct conditions that discourage pilots from selecting the Air Force as a career," he said.

The commander said we will continue to be faced with restrictive funding levels, in terms of both people and money. "We're going to have to make sure we prioritize our needs very carefully or we won't be able to do all the things we need to do to keep the mission going."

Looking back to his graduation from the Air Force Academy in 1959, he said his only goal at the time was to get through pilot training. "That was my most immediate challenge and the goal that was most in question

for that first year," he said with a smile.

"I remember very clearly how threatened I felt throughout pilot training that I wasn't going to make it. And I think everybody felt that way. We were all pleasantly surprised when we did make it." The commander completed flight training at Bartow AB, Fla., and Vance AFB, Okla., and received his pilot wings in September 1960.

When he speaks of significant challenges in his 29 years in the Air Force, General Oaks mentions personal and professional challenges.

"One of the most significant challenges was the personal one moving my family all around and allowing them to get the chances I thought they were entitled to and I could best provide them," he said.

The other most significant challenge, General Oaks said, was to be qualified and to do the jobs he had the opportunity to be assigned to. "I continually found myself faced with jobs that I didn't feel prepared to do," he said. "The challenge was moving into new jobs that I wasn't confident I could do, to get qualified, knowledgeable and proficient enough so I could justify the Air Force's confidence in putting me in those jobs. That's a challenge that everyone in the Air Force faces."

Asked about a favorite assignment, General Oaks smiled and said, "I think being commander of Air Training Command is my favorite assignment. The quality of people in ATC is just superb. They're doing important things for the Air Force, they're doing them with enthusiasm, and that enthusiasm is contagious. In this command, if you're not moving down the highway, you're going to get run over because there's a bunch of people right behind you!"

The commander said his greatest personal satisfaction probable came from completing pilot training. "It was a long time ago," he said, "but I still remember how I felt real pride at having completing it."

Integrity, sense of duty, flexibility and honesty are traits General Oaks considers vital in today's Air Force.

"The obvious traits of integrity and sense of duty are as important now as they've ever been," he said. Americans expect military people to be honest, hard-working and to serve the public interest. "They expected it 29 years ago, and they expect it today. They are very harsh on people who don't measure up to those standards. And they should be."

Flexibility is an important trait, but not just for the military person. "For someone to join the military and do whatever job assigned in whatever location assigned, takes considerable individual flexibility and family flexibility," the commander said. "We've moved three of our children in their senior year in high school, and they've handled it well. My daughter Kristie is in her third high school, and she's continued to progress and improve in each situation. That's flexible."

"I've seen a flexibility and strength in my kids and in other military youngsters that has impressed me. Look at what we do to families — we pack them up and haul them halfway around the world and say, 'You're here today, and you start school tomorrow.' And they just go off and do it without ever missing a beat."

Concerning ATC's pilot training, General Oaks said, "I've had the opportunity to fly with several Air Forces and, after each experience, I came away with an increased sense of pride about how good the U.S. Air Force is. And those pilots were trained in Air Training Command. I can't remember — in 29 years — ever having heard a complaint about the quality of the pilots we turn out of ATC."

General Oaks said that, although he doesn't bring in-depth training expertise to the command, he does bring a strong understanding of the importance of Air Training Command, that the Air Force relies greatly on how well we do our business.

"When the chief of staff can stand up and say the Air Force has never been of a higher quality, a significant part of the credit for that goes to ATC and its people. The men and women of ATC should be very proud to be a part of that, and I would certainly encourage their pride."

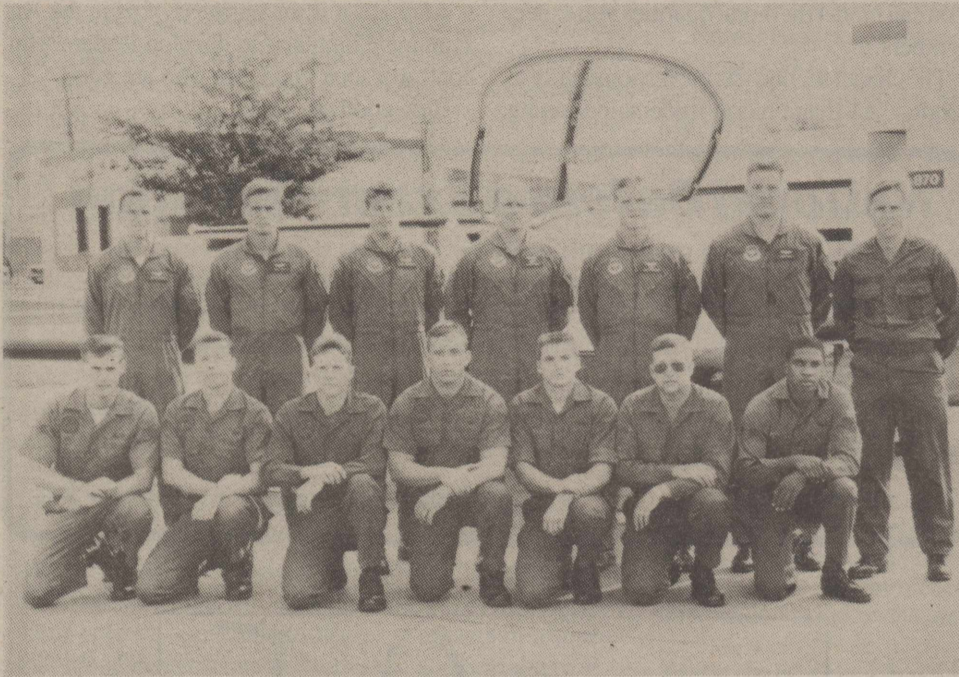
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The Roundup

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Torchlight '88

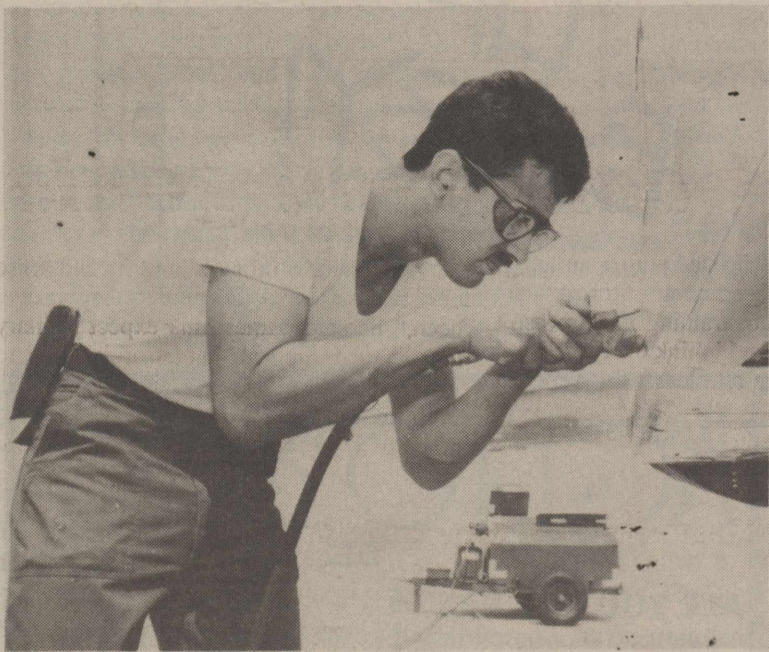
Reese goes for the gold



T-37 Torchlight team members: back row (L-R) 1st Lts. Edward Paylor, Joseph Smith and Charles Cunningham, Capts. Craig Hughes, Kevin Christensen, Brian Tubo and Stephen Mawn (maintenance team chief for both T-37 and T-38); front row (L-R) A1C Roy Paz, SSgt. John Goff, SrA. Michael Williams, Sgt. Sam Hook, A1C Ricky Angell, MSgt. Jimmy Jones and Sgt. Anthony Hardrick.



T-38 Torchlight team members: back row (L-R) Capt. Gary Middlebrooks, 1st Lts. Joe Flud, Dave Reth, Bill Chaulk, Randy Psyk and Jack Kelly; front row (L-R) CMSgt. Arthur Lowery, SSgt. Alton Lizotte, Sgt. James Ashmore, SSgt. Angela Schmidt, SrA. Steven Ashley, SSgt. Fredrick Winchester and A1C Todd Korn. Not pictured, Maj. Bruce Gamble (project officer for both teams).



Sergeant Paul Quintana, Sheet Metal Specialist, fixes a bolt on a jack pad on one of the T-38s being used for Torchlight '88.

Reese aircrews, maintainers aim for gold in Torchlight

(Continued from Page 1)

the aircraft will do a 10-minute walk-through inspection on a jet with known discrepancies and have to identify those areas within the time limit.

Afterwards, the jets will take off on a composite sortie (a Reese IP with a PIT IP). The team will also fly low-level sorties. A few hours prior to take-off, the crews are given specific points to be plotted on a map and scheduled arrival times to fly over that target during

the sortie. They are judged on their abilities to find those targets and fly over them within two seconds of their designated times.

Considerable time and effort has been put into this competition thereby giving Reese pilots and maintenance people alike a chance to learn from the procedures used by other bases. It also gives members a chance to compete and at the same time sharpen their skills.

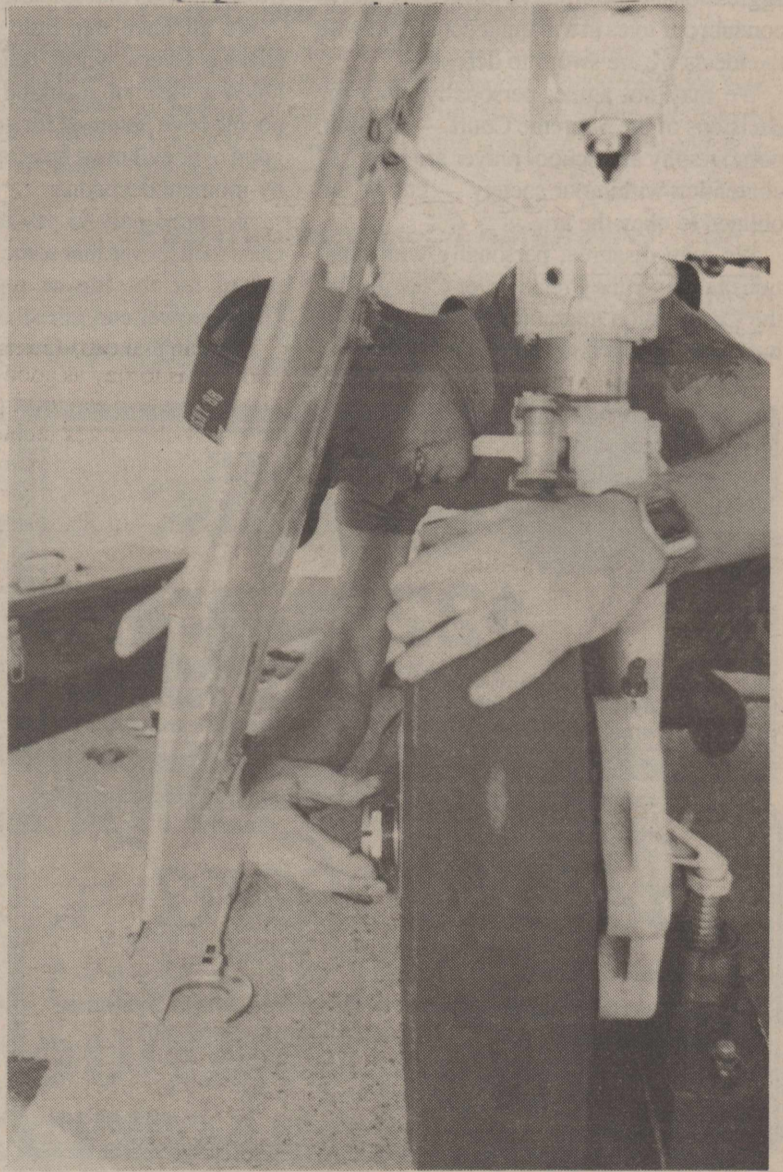
The team returns to Reese next week.

OPS

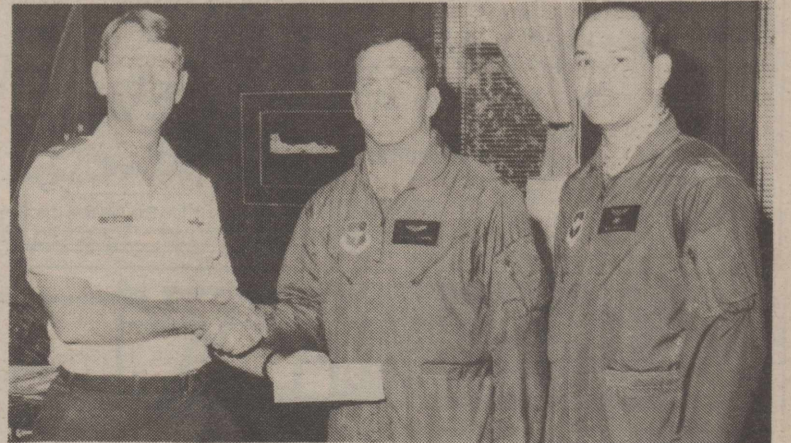
Maj. Gamble
Capt. Tubo
Capt. Hughes
Capt. Christensen
Capt. Middlebrooks
1st Lt. Paylor
1st Lt. Cunningham
1st Lt. Smith
1st Lt. Chaulk
1st Lt. Psyk
1st Lt. Reth
1st Lt. Flud
1st Lt. Kelly

MAINT

Capt. Mawn
CMSgt. Lowery
MSgt. Jones
SSgt. Winchester
SSgt. Schmidt
SSgt. Goff
SSgt. Lizotte
Sgt. Hardrick
Sgt. Ashmore
Sgt. Hook
SrA. Williams
SrA. Ashley
A1C Paz
A1C Angell
A1C Korn



Staff Sergeant Alton Lizotte races against time during a trial run before the Torchlight tire change competition. Sergeant Lizotte is a member of the primary tire change team from Reese that will participate in the competition.



Oct. 5, the 64th Student Squadron conducted a Soft Taco Sale in both the 35th FTS and 54th FTS to raise money for the Torchlight Maintenance Team. Student Squadron Class Commanders and Academic Instructors worked the sale. Generous participation by personnel at both locations raised \$350. Oct. 6, 1st Lt. Steve Johnson (middle) and Capt. Wade Wheeler (right) presented a check to Col. Mark Lillard (left).

USAF Photos

Moral leadership... everyone's responsibility

By Chaplain (Capt.) Les North
Reese Chapel

As members of the military community, you and I live in a subculture which places everyone under some authority, and grants authority over many to a few.

Yet, within this community, everyone, regardless of rank or title, has the opportunity to exercise leadership — or will have the opportunity soon.

Leadership and authority are different qualities. Authority is given by virtue of position or task. Leadership is a learned or earned commodity.

At times, our country has been blessed with high calibre leaders, whose insight and resolve made our nation great, and gave our country high esteem around the world. At other times, we have experienced officials who have held far too much authority and have exercised far too little leadership.

High calibre moral leaders are conscious of their values and apply those values over the spectrum of life. Filled with high standards of behavior, the moral leader inspires others to follow, and leads, rather than pushes.

Duty, honor and country are words we hear a lot in our professional military education courses. The words refer to part of our responsibility to protect and defend the Constitution, to keep our homeland safe from aggression and destructive ideologies, and to conduct our lives in a manner consistent with the ideals we are sworn to defend.

We may not agree, personally, with the decisions of the Supreme Court — abortion, pornography and school prayer are issues of contention within our society — but we are obliged to obey the law.

We may disagree, personally with positions taken by the President or Congress — the Constitution guarantees us this right — but we are obliged to follow lawful orders.

Loyalty to our superiors is a highly held and generally expected part of our behavior, and we would not want to be disloyal.

But, what happens when duty, honor and country are crosswise with values such as: integrity, high regard for life and property, health and well-being of people?

What about our occasional encounters with the leader who has authority to command others to act, and uses that authority to advance his or her career?

What do you do when someone demands you to accomplish something which is flat out wrong? How do you deal with situations where you are compelled to compromise your integrity?

The whole purpose of Adult Values Education (AVE) is to bring people to an awareness of personal values and encourage them to develop personally and spiritually, so we as a nation, do not have to go through the national trauma of events such as: "Watergate" and a Presidential resignation, a Westmoreland trail, an "Iran-Contra-gate" scandal, Gary Hart, Jim Bakker and Jimmy Swaggart messes, or a Pentagon procurement-for-kickbacks accusations.

Most of the things you and I might do won't gain national media attention, but when we compromise our integrity, there is a definite ripple effect that hurts our families, friends and us individually. No one is pure.

We all have our little skeletons in our closets. Every world religious expression holds a view of mankind which says that people have potential for good, but choosing good over evil must be a conscious moment-by-moment decision.

We need only to pay attention to newscasts to discover that some people have little regard for the life or property of others. Greed, power and selfish ambition corrupt.

You can make a difference. You can be an

influence which confronts wrong doing where you find it. You can evaluate your moral condition and modify those perceptions, perspectives or behaviors which are inappropriate.

You can encourage others to do the same. You can model the moral qualities you expect in others.

The chapel section has the responsibility to conduct AVE and moral leadership training

for the commander. We do this on a regular basis for all students and new military members IAW AFR 50-31.

If your section would like to schedule a "refresher" course or explore this area in more detail, call 3237.

After all, it is the business of us in the Air Training Command to develop leaders who don't just look good, but who are good.

How good are you?

National Defense Exam - Question

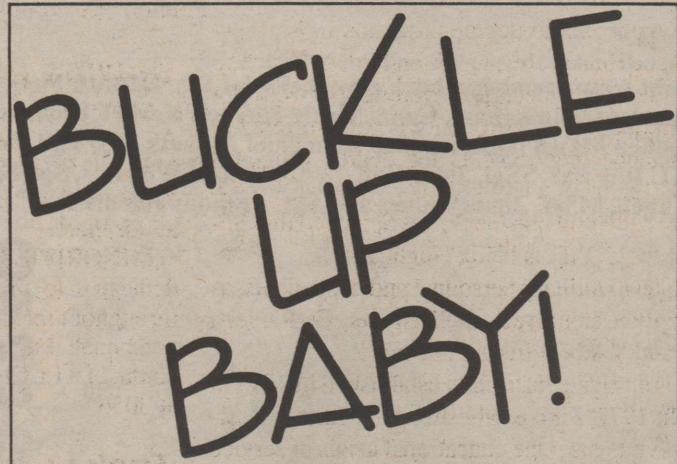
Can you separate myth from fact?

Part 8 of a 10-part series. The Roundup will run one question each week from the National Defense Exam. This week's question is:

True or False —

Almost half the defense budget is spent on nuclear weapons.

(See answer on Page 11-B)





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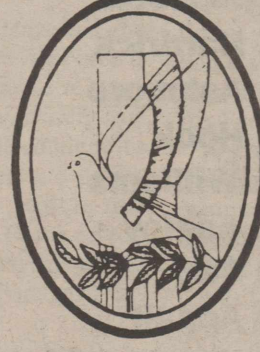
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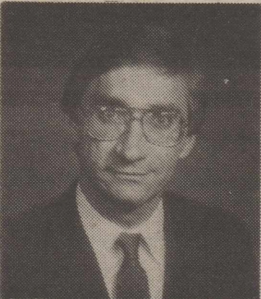
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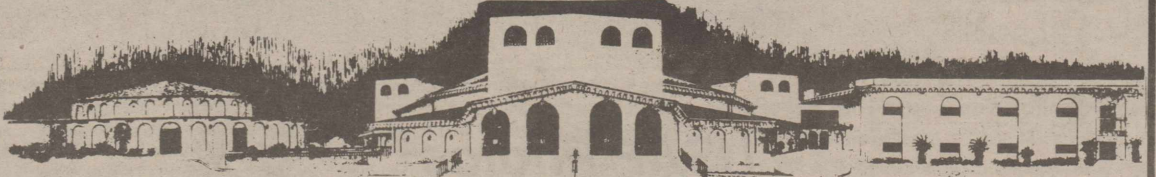
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*Childcare available
Bible classes for all ages*



7002 Canton Avenue Lubbock, Texas 79413 (806) 792-3363

News Briefs

Soviet Awareness Team visits

The Air Force Intelligence Agency's Soviet Awareness Team from Bolling AFB, will visit Reese on Oct. 24-25. Their program is designed to give our military and civil service personnel a better appreciation for the Soviet Union as a world power, particularly in the military arena.

The program is divided into two four-hour parts, showing in the base theater. Part One covers societal forces that shape Soviet military power to include ideology, geography, culture, economy, education and a profile of the Soviet soldier. Part One will be presented on Oct. 24, from 7:30 to 11:30 a.m. and 1:00 to 5:00 p.m. Part Two develops the Soviet military itself — its war fighting doctrine and capabilities. Part Two will be presented on Oct. 25, from 7:30 to 11:30 a.m. and 1 to 5 p.m. The entire program is classified SECRET.

There will also be a two-hour unclassified briefing for the families of active duty members and other invited guests, presented on Oct. 24, at 7 p.m. The presentation is entitled "The Soviet Union in Perspective" and is a summary of the eight-hour SECRET program presented during the day. Dependents must show their military ID card at the door.

Park College registration begins

Registration for the Fall II term of Park College at Reese began Oct. 3 and will continue until Oct. 21. The classes start Oct. 22 and end Dec. 16.

Four courses applicable to degree programs in Management, Management/Human Resources, and Social Psychology are offered. Each class meets two evenings per week, for eight weeks. Introduction to Astronomy is being offered to fulfill natural science requirements for degree programs including CCAF. For the Social Psychology degree, Abnormal Psychology, which fulfills the Social Science/Humanities requirement for CCAF, is being taught.

Courses are open to military personnel and dependents, as well as base civilian employees. Pell Grants, Guaranteed Student Loans, and VA benefits are available.

Park College is a private institution established in 1875 in Parkville, Mo. In 1972, Park established the Military Resident Center System to meet the educational needs of service members. The system presently serves 40 operating locations.

For further information, contact the education center at 6318 or 3634, or come by building 920, room 130c.

Honor Guard asks for help

Reese AFB Honor Guard is desperately in need of a refrigerator. Anyone willing to donate one in any size and working condition please call Sgt. Shawn Reiler at 3738, or 1st Lt. Donald Saunders at 3586. We are willing to pick it up.

NCO Leadership School

Noncommissioned Officer Leadership School Class 89-A graduates Oct. 27, at the enlisted open mess. Social hour begins at 6:30 and dinner served at 7 p.m. The guest speaker for the event is CMSgt. Arthur Lowery, T-38 Maintenance Branch Superintendent. All commanders, first sergeants and base personnel are invited to attend. Make reservations by calling SSgt. Paula Jenkins at 3147.

35-10 tip of the week

Effective Dec. 31, the men's and women's black mess dress uniform will be phased out. After that date, only the blue mess dress is authorized for wear.

Attention all base personnel

During the period of Oct. 11-28, the Civil Engineering Squadron is implementing their new computer Work Information Management System (WIMS). Although they do not anticipate any inconvenience to their customers, they would appreciate your patience and cooperation.

Unwind for the weekend

Start your weekend out right with MINORITIES IN ACTION. A pasta tasting and Llano sip social at Reese Manor is Oct. 21 from 4 to 8:30 p.m. Everyone is invited to come and enjoy the various spaghetti dishes, music and social atmosphere.

MINORITIES IN ACTION is a non-profit organization dedicated to promoting harmony and cultural awareness throughout the community. Membership is open to all base personnel. For more information about the organization contact 1st Lt. Cecily Christian at 3843 or TSgt. Randy Sutton at 3056.

Tuck in those fatigue shirts

Air Force Regulation 35-10 requires all fatigue shirts to be tucked in as of Oct. 1. If your shirt is still untucked, you're in violation of the regulation.

Civilian supervisors of military

Civilian supervisors of three or more military personnel who have not attended the Military Personnel Management Course (MPMC) should plan to attend now. The next MPMC is Nov. 1-2, from 8:00 to 4:15 p.m., in building 920, room 106. This is a mandatory training for supervisors of three or more military. However, we do have limited space for civilian supervisors of less than three military. Call 3803 to reserve your slot.

New civilian supervisors

Newly appointed civilian supervisors are required to attend the USAF Supervisor's Course. The next class is Nov. 7-10 from 8:00 to 4:15 p.m., in building 920, room 106. Valuable information on personnel policies, practices and procedures will be discussed. This is a mandatory training for civilian supervisors. Contact 3803 if you need more information.

CGOC Awards luncheon

The Company Grade Officers' Council Quarterly Awards luncheon is Tuesday at 11:30 a.m., at the O'Club. The menu is French Dip at a cost of \$5.50, and can be charged to club cards or paid by cash. Please contact the representative from your unit with the number of seats required, no later than noon Monday:

64th FTW - DCO, DCM and DCR: 1st Lt. David Carrell, 3217

64th ABG - MSSQ, SVS, SPS, CES and all tenants: Capt. Madeline Morris, 6232

USAF Hosp: 2nd Lt. Karen Fisher, 3723

As always, we invite everyone to support this worthwhile function.

CGOC adopted a highway

All Company Grade Officers are invited to assist in cleaning the two-mile stretch of highway on 19th Street along side of the base. In conjunction with the Open House, we'll meet tomorrow at noon, on the south corner of 19th St. and War Highway. See you then.

Parents with small children

The Base Scouting Facility (building 16) will be open during the Commander's Day activities. The Boy and Girl Scouts are providing their building as a comfort station for parents with small children.

Reese Move-In Special!

\$245

ALL BILLS
PAID

- 1-Bedroom (Furnished or Unfurnished)
- New carpet in some units
- On-site Security
- 3 pools, 3 laundries
- Spacious Bedrooms with large closets

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at Lubbock

Welcome Reese Family & Friends.

A Grand Invitation!

Friday, October 14

Grand Tasting I 5:30 to 8:00 p.m. \$20

Atrium Terrace

A Vin Finale to a perfect day. Vintners from more than 65 wineries will be pouring, plus an array of cheeses, breads, fruits and other taste treats will be served.

Saturday, October 15

Grand Tasting II 5:30 to 8:00 pm \$20

Atrium Terrace

Back by popular demand. Over 200 wines will be served throughout the Grand Tasting. Spend a relaxing evening learning about and tasting new wines. An assortment of tasty food delights will be served.

All events will be held at the Lubbock Plaza Hotel

Ticket sales will be limited. For information, call 763-4666

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SALE ENDS OCTOBER 31

Non-disclosure agreement ... classified?

HQ AFOSP, Kirtland AFB, N.M. (AFNS) — The Air Force, along with other government agencies, will again require those needing access to classified information, to have a signed classified information non-disclosure agreement on file.

Individuals cleared for access to classified information will now sign Standard Form 312 if they have not already completed the previous agreement, SF 189.

The new form is designed to be simpler and clearer than the earlier form.

Individuals who have signed an SF 189 will soon receive a notice clarifying terms of the agreement.

They can also sign the new form if they chose to do so.

The non-disclosure agreement applies to military members and civilian government employees, as well as contractors and other non-government workers, requiring access to classified information to do their jobs.

The non-disclosure agreement is a contract between the U.S. Government and the cleared employee. The employee agrees never to disclose classified information to an unauthorized person.

In 1986, the Air Force began using the SF 189 as a result of a Presidential National Security Directive.

Last year the Information Security Oversight Office directed government agencies to stop using the agreement.

The action was necessary because Congress had passed a public law which, in part, restricted funds for implementing and enforcing the agreement.

Last May, U.S. District Court for the District of Columbia ruled that part of the Public Law unconstitutional. In a later ruling, the court upheld legality of the agreement.

However, the court also ordered the government to either provide all government workers with a definition of the term "classifiable" or strike it from the agreement.

One of the central points of the court case was the misunderstanding of "classifiable" as used in the agreement.

The ruling has now allowed us to begin implementing a non-disclosure agreement.

The government will comply with the court order by issuing the new SF 312 which does not use the word "classifiable" and a provision to every executed SF 189 that strikes the word "classifiable" and substitutes language clarifying the meaning of "classified information."

Anyone with questions on the non-disclosure agreement should contact their local security manager.

Foreign Object Damage

With the money (\$240,000) lost on FOD (foreign object damage) we could:

Cover one of the pools on base with a dome so that we could have year-round swimming, plus light every tennis court and baseball field and install electronic scoreboards.



FOD is damage to equipment caused by something foreign to the area.

General officer actions at HQ ATC

RANDOLPH AIR FORCE BASE, Texas (ATCNS) — At Headquarters Air Training Command, general officer actions include promotions and reassignments.

Major General Thomas A. Baker, Vice Commander of ATC, has been nominated for promotion to lieutenant general and reassignment to Osan AB, Korea, as commander of the 7th Air Force.

General Baker has been Vice Commander of ATC since July 1987.

His promotion to the three-star rank and new assignment will be effective upon confirmation of the senate.

As Commander of the 7th Air Force, General Baker will also serve as Deputy Commander in Chief, United Nations Command, Korea; Deputy Commander,

United States Forces, Korea; and Commander, Republic of Korea/United States Air Component Command, Combined Forces Command.

He is married to the former Beverly Rudy of LaCenter, Ky. They have two children, Laura and Doug.

Brigadier General Robert S. Delligatti, Deputy Chief of Staff for plans and requirements at Headquarters ATC, was promoted to major general Monday in ceremonies at Randolph.

Pinning on the new rank was ATC Commander Lt. Gen. Robert C. Oaks and Gen. Delligatti's wife, Karen.

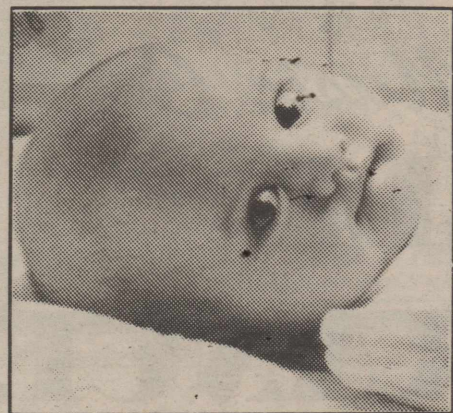
General Delligatti has been named to succeed Gen. Baker, as Vice Commander of the Air Training Command. General Delligatti will assume his new position upon Gen. Baker's departure. Succeed-

ing Gen. Delligatti will be Brig. Gen. Walter Kross, currently the vice commander of the Air Force Military Personnel Center (AFMPC). General Kross has been vice commander of the AFMPC since July 1987.

A graduate of the U.S. Air Force Academy, Gen. Delligatti has been in his current position since March 1987.

General Delligatti's assignments include; flying training at Nellis AFB, Nev., to fly the F/FB-111A; and Plattsburgh AFB, N.Y., as commander of the FB-111A Central Flight Instructor School. He also served in Thailand, Vietnam, Washington D.C., and the Air Force Academy.

The general and his wife, the former Karen Ross of Greenley, Colo., have two children; Kathryn and Suzanne.



Expecting a baby?

Call and compare the benefits of Baby Grand 743-3413

Unlike any other hospital, Lubbock General's Baby Grand program is a mother-baby package. Your approved maternity insurance is accepted as payment in full for both mom and baby.

Other hospitals charge for baby's nursery stay.

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When we say we're for "all woks of life" we really mean it. We have dishes to tempt every appetite, from the picky eater to the person who loves traditional Chinese food.

At Chinese Kitchen, you get the best of both worlds — quick service and prices everyone can afford, plus a pleasant atmosphere and delicious food.

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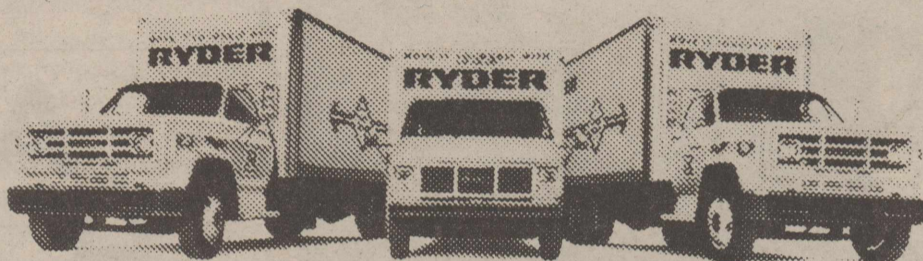
Whether you enjoy your meal at our restaurant or take advantage of our convenient carry-out service, you improve your fortune when you choose Chinese Kitchen!

CHINESE KITCHEN

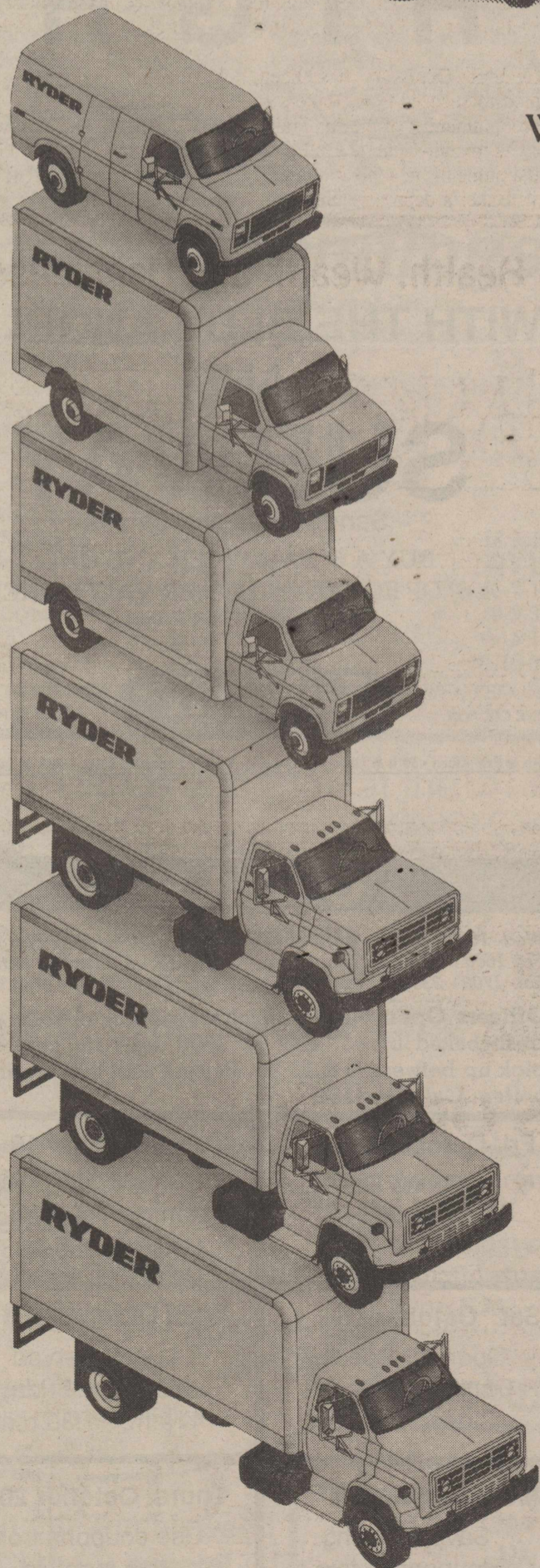
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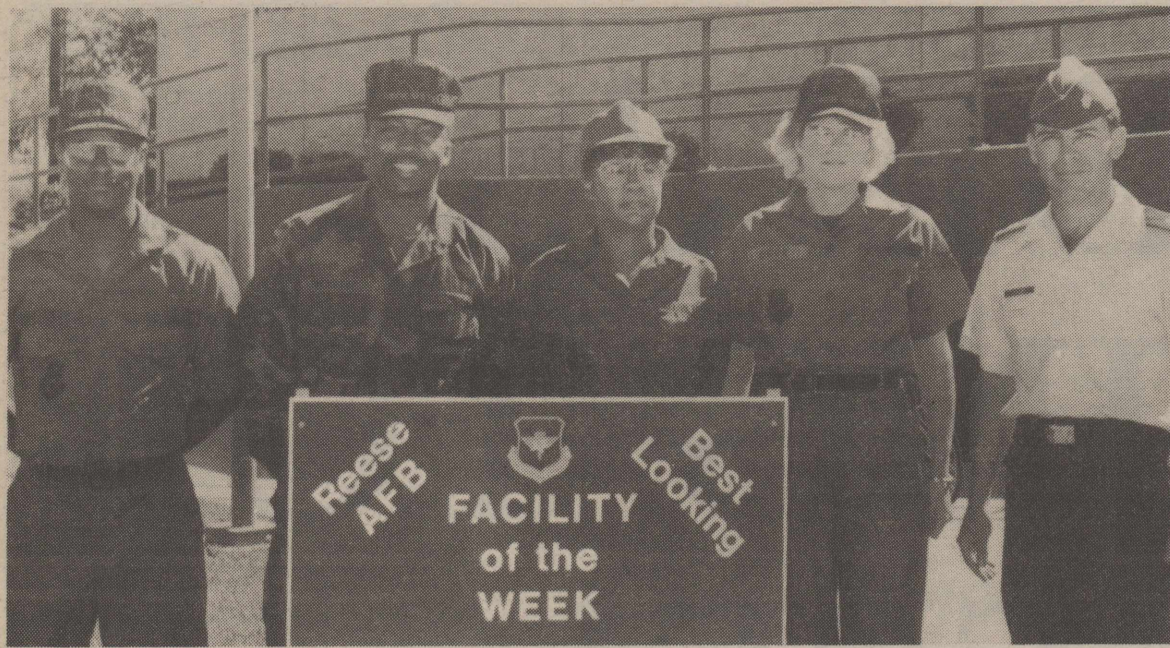
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So if you're interested in putting away a little cash on your next transfer, come to Ryder. Where you go from there is up to you.



The Facility of the Week, Sept. 26-30 was awarded to the Consolidated Base Personnel Office, Bldg. 920. Pictured are SSgt. Wendall Bryant, A1C David Webster, SSgt. Dolores Brown, Sgt. Kimberli Cook and Lt. Col. Kevin Collins, Deputy Base Commander.



Facility of the Week, Oct. 3-7 was Bldg. 955, the Deputy Commander for Maintenance building. Pictured are (left to right) SrA Douglas Kroll, TSgt. Stan Hutcheson, MSgt. Roger Hulslander, SSgt. Douglas Smith, Sgt. James Graves, A1C Cynthia Gordon, TSgt. Charles Weltzin, Sgt. Lisa Lantrip, TSgt. Bob Anderson and Col. James Higham, commander, 64th Air Base Group.

ENLISTED OPEN MESS

WEEKENDS
Casual Bar Open
1200 to 1900
Main Lounge
1800 to closing
Open to Members Only

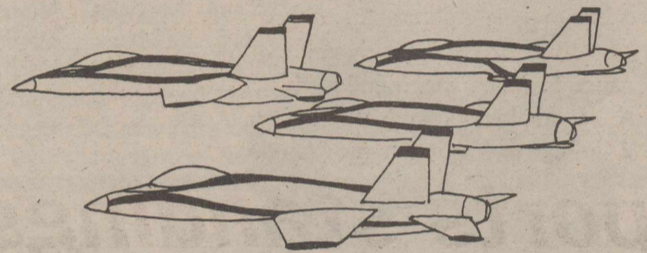
Mamma Reesione's
885-2639
Mon. - Fri. — Lunch 11 to 1:30
Mon. - Thur. — Dinner 4:30 to 10
Fri. - Sat. — Dinner 4:30 - 11
Sunday — Dinner 1:30 - 8

THIS WEEK'S SPECIAL EVENTS

Friday, October 14 - Variety with "Jody Max"
9 p.m. - 2 a.m. in the Lounge.
Saturday, October 15 - Variety with "Tory Franklin"
9 p.m. - 2 a.m. in the Lounge.
Ladies Night
Monday, October 17 - Monday Night Football Specials
Wednesday, October 19 - Ronnie J. Walker "Country"
7 p.m. - 11 p.m. in the Lounge.
Thursday, October 20 - Variety with "Jody Max"
7 p.m. - 11 p.m. in the Lounge.

THIS WEEK'S SCHEDULE COURTESY OF . . .

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Sandwiches and Salads

BUY A 6" SANDWICH AND GET
A 6" OF EQUAL OR LESSER VALUE FREE
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4 for \$19⁸⁸ most cars

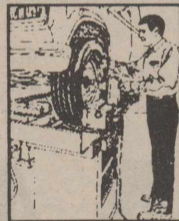
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WHEEL ALIGNMENT Front Wheel Alignment

We'll set all angles to manufacturer's original specifications. Parts extra if needed.

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14 pt. inspection finds major problems to help prevent roadside breakdown. Brakes, suspension, exhaust, belts, hoses, battery fluid levels and tires checked.

\$9⁹⁵

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Oil & Oil Filter

- Drain old oil
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- New Firestone oil filter

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235/85R16	D	85.95

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Radial Master Shocks Most Cars -
4 For \$106⁰⁰ + Tax

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Wed. 1600 - 2200 **MAIN LOUNGE HOURS** Roast Beef Plus Two
Fri. 1600 - 0100 Open to Members Only Other Hot Entrees
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Officers Open Mess now offers cinnamon rolls and fresh baked bread. Call by 1500 daily for next day pick up between 9 & 10:30. Perfect with that morning coffee. Call 885-4564.

Fri. October 14
Prime Rib
Buffet

Tues. October 18
Call
Mamma Reesione's
Delivery 885-2639

Sat. October 15
Open for Special
Occasions Only...
Closed Sunday

Wed. October 19
Lunch Served
Monday - Friday
11a.m. - 1:30 p.m.

Mon. October 17
Save by using
coupons in this
month's calendar

Thurs. October 20
Use coupons from
this month's
calendar

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Physical fitness and your health

By SSgt. Randy Pratt
Physical Fitness Instructor

I've always heard (from my mother, mostly) that liver is "good for you," and that it contains lots of vitamins and nutrients. But I've also heard recently that liver can be toxic. What's the story?

You never know when a bit of trivia is going to come in handy. So for future reference, you should probably avoid eating polar bear liver. This news isn't as off-the-wall as it seems at first glance. It all has to do with vitamin A.

The Health Letter (March 1985) reports that liver, be it polar bear, beef or fish, can cause vitamin A toxicity, a potentially fatal illness that manifests itself with symptoms of a brain tumor: fluid accumulation and increased pressure within the skull, headache and fluid accumulation behind the eyes. Liver is a rich source of A, B-12, and iron, and it's great on an occasional basis. Polar bear liver and some fish liver, however, are exceedingly rich in A—perhaps dangerously so. Even beef liver, if eaten excessively, can cause a slow toxic build-up of A, report doctors from the Medical College of Virginia in the

Journal of the American Medical Association. Their five patients had eaten beef liver at least once or twice a week (sometimes more than once a day) for a number of years, consuming between 60,000 and 341,000 international units of vitamin A per day from liver alone. The recommended daily allowance is 4000 to 5000 IU a day over a prolonged period.

The amount of A in a balanced diet easily exceeds the RDA, the Health Letter says, because it's often added to common foods and is present in milk products, many vegetables and "health preparations." For that reason, you should be very cautious about vitamin supplements that contain more than the RDA. Most cases of vitamin A toxicity are caused by excessive vitamin supplementation rather than from polar bear liver, but haven't you been looking for a good excuse not to eat that stuff?

If you have questions about exercise, fitness or sports, write them down and send them to the Reese Physical Fitness Center, 64ABG/SSRS, or call 6020 and ask your question. We will provide an answer to your question in writing and publish the best ones in the Roundup.

Sports standings

Intramural flag football as of Oct. 6:

National League		American League	
1958 Comm	7-1	FMS	5-2
35 FTS	4-1	STURON	4-2
54 FTS	4-2	OMS	3-3
3500 MSS	3-3	Hospital	2-5
		RM	2-6

Intramural golf

National League		American League	
3500 MSS/SUS	18-3-1	54 FTS	18-3-1
Hospital	10-9-3	FMS	18-3-1
OMS	9-8-5	SPS/OSI/FTD	13-7-1*
1958 Comm	7-12-2*	RM	10-9-3
35 FTS	2-17-1*	MSS-CIV	6-15-1
		CES	4-16-0*

* Does not include: 35 FTS vs. CES; 35 FTS vs. 1958 COMM/24 WEA; CES vs. SPS/OSI/FTD.



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LIVE COMEDY SHOWS!

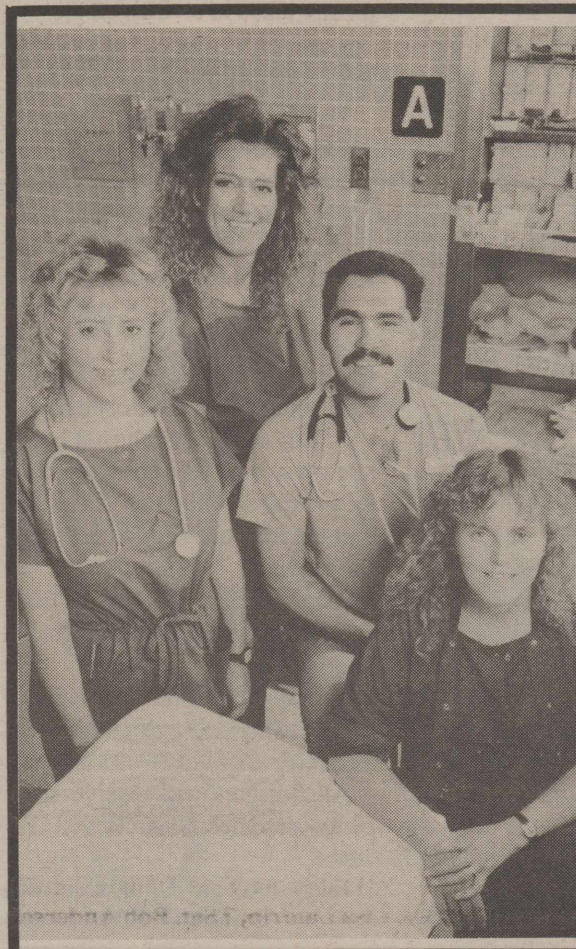
"We seat front to back upon arrival—come early!"

This Week:
Raul Martinez
(Several TV appearances including evening at Improv)
Also Featuring:
Steve Brasfield & Kenny Beal

Wednesday Night Is:
\$2.50 Night
(admission)

Show Times:
Wed., Thurs. (\$5⁰⁰) and Sun. (\$5⁰⁰) — 8:30
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Saturday (Reg. \$7⁵⁰) — 8:30 & 10:30

\$2 OFF
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TEAMWORK:

In an emergency, experience is critical. Our Emergency Center team of nurses, physicians, paramedics and other professionals is dedicated to providing you and your family with the best healthcare. Our specially trained team has had years of experience working together and treating all types of emergencies.

We're here...working side-by-side... together, to bring you the region's leading trauma center. Our Emergency Center has virtually every medical specialty on-staff 24-hours-a-day. When it comes to Emergency Care, Choose Us.

Teaming together to serve you better.



Lubbock General Hospital

For information about our Emergency services, call 743-3111. 602 Indiana Ave. CHAMPUS ASSIGNMENT ACCEPTED.

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Best Wishes On Open House '88



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7:30 p.m. - 11:30 p.m.

Open House
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20 oz. Sirloin Steak
for two (2) **\$16⁹⁹**

served with salad bar,
cheese rolls and choice of
potato

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I-27 North to
Shallowater Exit #11
on FM Rd. 1294



Visit our Tumbleweed
Club for special
drinks from the bar

Newsmakers . . .

News items on this page are brought to you by the advertisers in the Roundup, who actively solicit business from the military and civilian personnel at Reese Air Force Base.



Kyle Norris, 2, son of 1Lt. and Mrs. Christopher C. Norris, poses for a "tiger shot" in front of an Air Force T-38. Similar shots can be purchased at the Commander's Day Open House for \$3. The booth is sponsored by the Reese Officers' Wives' Club and proceeds will go to charity.

Photographs available to visitors at open house events on Sunday

The Reese Officers' Wives' Club will be operating a photography booth at the Commander's Day Open House, Oct. 16. Visitors will have the option of having their picture taken in front of a T-37 or T-38 and may choose to wear a flight suit flight jacket, or have the picture made in civilian clothes.

Pictures will be 4" x 6" and will be mailed to the individual after Open House. All proceeds go to charity and men, women and children are encouraged to take advantage of this opportunity to have an Air Force "tiger shot" made. The cost is \$3 per picture and can include up to five people.

Allsup's fall roadraces set

The date for the 14th Annual Allsup's Fall Roadraces has been set.

This year's event will begin at 8 a.m., Mountain Standard Time, on Oct. 22 in Clovis, New Mexico.

Contestants from all over the Southwest will converge on Clovis, to enjoy the best in Southwest competition and hospitality.

Allsup's will again host a half-marathon, a 10,000 meter, a 5,000 meter, and a 1 mile run. As in the past the roadrace courses are fast, flat asphalt.

Awards will be given to the first three male and female finishers in each race.

The first three male and female finishers in each age group will also receive awards.

All finishers will receive specially designed long-sleeved T-shirts.

Entry fees are \$7 if received

before Oct 7 and \$9 after that date. Entry forms may be obtained at any Allsup's store or by contacting Allsup's Fall Roadraces, P.O. Box 1907, Clovis, NM 88101 or phone (505) 769-2311.

Runners of all ages and skill levels are invited to compete in what has come to be known as one of the "Friendliest Races in the Southwest."

Sculpture exhibit on display

"Intimacy," a sculpture exhibition featuring work by Bob Mosier, Pat Pope, Ronnie Thacker, Wendy Wymer, and Angela Heath, will be on display at the Lubbock Fine Arts Center, 2600 Ave. P from Oct. 14 through Nov. 17.

Out of a desire to visualize the human body interacting in relationships, the artists have used plaster impregnated gauze to cap-

Woods Banquet set by NAACP

The Lubbock Branch of the NAACP invites the public to the First Annual George Woods Banquet scheduled for Saturday, Oct. 22, with a social time at 7 p.m. and dinner at 7:30 p.m.. The banquet will be held at the Holiday Inn Civic Center, 801 Ave. Q. A \$15 donation is requested from all in attendance.

Museum Notes

from Texas Tech University

Historians see many similarities between the "Lost Generation" of Hemingway, Fitzgerald, and Picasso in Paris and the early Southwest artists in Santa Fe and Taos. The permanent collection of the Museum of Texas Tech University contains many examples of early Southwest art.

ture the essence of human experience.

An opening reception is scheduled for today, Oct. 14, from 7 to 9 p.m. at the Lubbock Fine Arts Center.

The reception is free, and the public is invited to meet the artists and view the work.

For more information, contact Connie Gibbons at 762-6411, Ext. 2686.

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- 2 pools
- Private Balconies
- Gas Grills & Gazebos
- Minutes from Reese
- All Adult
- Laundry Facilities

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PPSOUTHWEST SQUARE

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\$150 OFF 1st MONTH RENT
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- 1, 2 & 3 Bedrooms
- Washer/Dryer Connections (all units)
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- Fireplaces (all units)
- 2 Pools

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* \$0 Deposit for Military * Children Welcome



- 1,2,3 & 4 Bedrooms
- Pool
- Children Welcome
- Convenient to Reese
- Clubroom
- Fireplaces
- Sauna
- Laundry Facilities

Lubbock Square Apartments
4602 50th 797-5739

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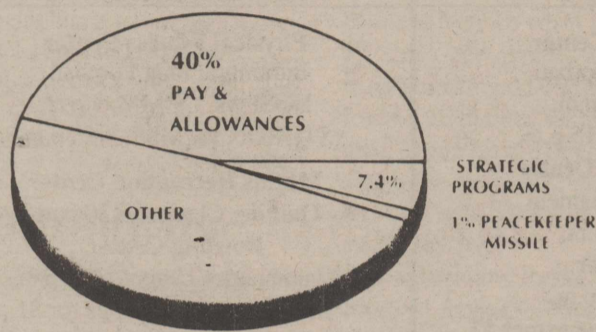
National Defense Exam - Answer

Can you separate myth from fact?
(From Question on Page 4)

8. Almost half the defense budget is spent on nuclear weapons.

False. Many Americans think that modernizing our nuclear deterrent force takes the single biggest chunk of the defense budget. Wrong. Pay and allowances form the biggest line item at roughly 40 percent. Strategic forces (weapons which provide the most cost-effective deterrence) consume only about 7.4 percent of the DOD budget, and the Air Force's Peacekeeper missile consumes less than 1 percent of the defense budget.

FY88 DEFENSE BUDGET



Caprock menu

Today	Lunch	Dinner
Italian Veal Cutlets French Fried Shrimp Chicken Chow Mein Rice Pilaf Rissolo Potatoes Hot Spiced Beets French Fried Okra Lima Beans w/margarine Brown Gravy		Salisbury Steak Creole Pork Steak Southern Fried Chicken Steamed Rice Mashed Potatoes Brussels Sprouts Cauliflower Succotash Brown Gravy
Saturday		
Southern Fried Catfish Chicken Fried Steak Baked Chicken Mashed Potatoes French Fried Potatoes Succotash Peas w/margarine Carrots w/margarine Brown Gravy		Grilled Top Sirloin Steak Stuffed Cabbage Rolls Fish Portions Baked Potatoes French Fried Potatoes Southern Fried Okra Peas & Onions Corn on the Cob Brown Gravy
Sunday		
Salisbury Steak Sweet & Sour Pork Chicken Teriyaki Rice Pilaf Potato Balls Buttered Asparagus Buttered Succotash Okra Tomato Gumbo Brown Gravy		Roast Duck Ground Beef Cordon Bleu Beef Steak Baked Potato Potato Cakes Southern Fried Okra Corn on the Cob Peas & Onions Brown Gravy
Monday		
Chicken Chow Mein Roast Turkey Jambalaya Steamed Rice Mashed Potatoes Creole Wax Beans Tomato Okra Gumbo Baked Hubbard Squash Turkey Gravy		Sauerbraten Pork Schnitzel Steak Baked Fish Portions Fried Rice Oven Browned Potatoes Glazed Carrots Broccoli Spears Mixed Vegetables Brown Gravy
Tuesday		
Beef Stew Deep Fat Fried Fish (Flounder) BBQ Chicken Rice Pilaf Oven Brown Potatoes Stewed Tomatoes Corn Combo Blackeye Peas Brown Gravy		Sweet & South Chicken Oven Fried Fish (Flounder) Baked Stuffed Pork Chops Baked Beans Mashed Potatoes French Fried Cauliflower Southern Style Collard Greens Green Beans w/margarine Brown Gravy
Wednesday		
Baked Lasagna Veal Parmesan Assorted Pizza Golden Potato Balls Noodles Parmesan Broccoli Parmesan Stewed Tomatoes w/cROUTONS Cauliflower Au Gratin Brown Gravy		Roast Beef BBQ Pork Loin Baked Chicken Buttered Noodles Mashed Potatoes Candied Sweet Potatoes Peas w/margarine Corn on the Cob Natural Pan Gravy
Thursday		
Veal Parmesan Baked Fish Portions Braised Beef & Noodles Steamed Rice Oven Glo Potatoes French Fried Eggplant Stewed Tomatoes w/cROUTONS Cauliflower Combo Brown Gravy		Beef Stew BBQ Chicken Deep Fried Flounder Mashed Potatoes Buttered Noodles Corn Combo Blackeye Peas w/margarine Spiced Beets Brown Gravy

ALL MENUS ARE SUBJECT TO CHANGE WITHOUT NOTICE DUE TO THE AVAILABILITY OF ITEMS

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792-9797 2603 Upland Ave.

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795-4454 5301 11th St.

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Apartments 795-4554

5502 49th

\$0⁰⁰ Military Deposit
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- Close to Schools, Mall & Park
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"Best Move You've Made"

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5204 50th 797-8612

Professionally Managed by Concho Management Corporation

doing good things for people

MWR

Events Calendar

Information provided by
Becky Pillifant, MWR Publicity

October 14 through 20

	Friday October 14	Saturday October 15	Sunday October 16
	<p>Mathis Recreation Center Free movie: "Wall Street" 7 p.m. Rated R</p> <p>Information, Ticket and Tour (ITT) Office Free tour to Llano Estacado Winery Oct. 29 Sign up now!</p> <p>Bowling Center Kids Open Bowling - 3 games \$1 Bowling Bingo 7 p.m.</p> <p>Youth Center Free VHS movie: "Teen Wolf" 5 p.m. Rated PG</p>	<p>Physical Fitness Center Tennis Lessons</p> <p>Mathis Recreation Center Free Shuttle Bus to South Plains Mall 2 - 6 p.m.</p> <p>Bowling Center YABA League 9:30 a.m. Open Bowling \$1 per game 11 a.m. - 6 p.m. Rock and Bowl 7 p.m.</p> <p>Arts & Crafts Mini "You"niversity Beginner's Ceramics and Do-It-Yourself Woodworking: 10 a.m. - 2 p.m. Do-It-Yourself T-shirt making: 11 a.m. - 1 p.m. Do-It-Yourself Flowermaking: 10 a.m. - noon</p> <p>Youth Center National Grouch Day Monthly Birthday Party Halloween Decoration Party 3 p.m.</p>	<p>Commander's Day at Reese</p> <p>Physical Fitness Center Soccer Championship Finals game times 8 a.m., 10 a.m. and 3 p.m.</p> <p>Mathis Recreation Center Free movie "Leonard Part 6" 3 p.m. Rated PG</p> <p>Bowling Center Unlimited bowling games \$5 noon - 6 p.m.</p> <p>Library Commodore Users Group Meeting noon - 4 p.m.</p> <p>Youth Center Jr. Club Field Trip to Commanders Day 2 p.m. Bingo 3 p.m. Exercise Classes 3:45 p.m.</p>
Monday October 17	Tuesday October 18	Wednesday October 19	Thursday October 20
<p>Physical Fitness Center Men's Varsity Softball Reese Rattlers vs. Life Touch Berl Huffman Field No. 1, 7:30 p.m.</p> <p>Mathis Recreation Center Last day to sign up for base Table Tennis Tournament Reservations available for Reese Manor call 3787</p> <p>Bowling Center Intramural Bowling League 5:15 and 7:45 p.m.</p> <p>Youth Center Ask about Youth Soccer League Checkers Tournament: 4:30 p.m. Dance Classes 4 p.m.</p>	<p>Physical Fitness Center Intramural Flag Football: 54 FTS vs. 35 FTS, 5 p.m.</p> <p>Mathis Recreation Center Mandatory rules meeting for Table Tennis Tournament, 5 p.m.</p> <p>Information, Ticket and Tour (ITT) Office Texas Tech discount football tickets on sale Next game: Oct. 29</p> <p>Bowling Center Peace Officers League 7 p.m.</p> <p>Arts and Crafts Center Winter Hours of Operation: Sunday, noon - 6 p.m., Tuesday, Friday & Saturday, 10 a.m. - 6 p.m.; Wednesday, Thursday noon - 9 p.m. Closed Mondays and holidays</p>	<p>Physical Fitness Center Intramural Flag Football MSS vs. CES, 5 p.m. OMS vs. 35 FTS, 6:15 p.m.</p> <p>Mathis Recreation Center Table Tennis Tournament Oct. 19 - 21, 6 p.m.</p> <p>Bowling Center Mixed League 7 p.m. Lunch Time Special: three games \$1</p> <p>Arts & Crafts Center Mini "You"niversity Oil Painting 6:30 - 8:30 p.m. Do-It-Yourself Engraving 6 - 8 p.m. Do-It-Yourself Laminating 6:30 - 8:30 p.m.</p> <p>Youth Center Arts and Crafts 5 p.m.</p>	<p>Physical Fitness Center Intramural Flag Football: HOSP vs. COMM, 5 p.m. STURON vs. MSS, 6:15 p.m.</p> <p>Mathis Recreation Center Quilting Classes: 6:30 p.m.</p> <p>Bowling Center Maintenance League 5:15 p.m. Kids Bowl three games for \$1</p> <p>Arts & Crafts Mini "You"niversity Do-It-Yourself Framing and T-Shirt Painting 6:30 - 8:30 p.m. Do-It-Yourself Engraving 6-8 p.m.</p> <p>Youth Center Free Tutoring, 4 - 6 p.m.</p>

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- Lighted Tennis Courts • Pool
- Basketball Court
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1 Bdr. \$230 Unf. Military Discount Families Welcome
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\$150 Off First Month's Rent

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Hours: 9-6 M-F; 10-6 Sat.; 10-6 Sun.
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Mon.-Fri. 9 a.m. to 6 p.m.
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One Block East Of
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NO DEPOSIT FOR REESE PERSONNEL

4625 71st Street
(806)793-9570

MWR Notes

MWR Winter Hours

Winter hours of operation have begun for the following Morale, Welfare and Recreation activities: **MWR Logistics:** Monday 8 a.m. - 3:30 p.m., Tuesday - Friday, 11 a.m. - 4:45 p.m. Checked out items can be returned anytime Monday - Friday, 9 a.m. - 4:45 p.m. **Windmill Bowling Lanes:** Monday - Friday, 7 a.m. - 10 p.m.; Saturday, 9 a.m. - 10 p.m.; Sunday, noon - 6 p.m.; holidays, closed. **Arts and Crafts Center:** Sunday, noon - 6 p.m.; Tuesday, Friday and Saturday, 10 a.m. - 6 p.m.; Wednesday and Thursday, noon - 9 p.m. Closed Mondays and holidays.

Commodore Users Group Meets

The Commodore Users Group meets this Sunday at the base library from noon to 4 p.m. If you are interested in sharing your thoughts or computer skills, drop by the Base Library on the first or third Sunday of each month and join the Commodore Users Group Meeting.

Table Tennis Tournament

The word has gotten out and Reese's table tennis players are getting ready for some fancy slam shots to win points at this year's base-level table tennis tournament. The action begins Wednesday, Oct. 21, at 6 p.m. in the Mathis Recreation Center. This tournament is open to active duty military only. Sign up deadline is Monday at 5 p.m.

A mandatory rules meeting is Tuesday at 5 p.m. in the recreation center TV room. First and second place winners will represent Reese in the 1988 ATC Table Tennis Championships Nov. 7-9 at Reese. For more information contact the Mathis Recreation Center at 3787.

Volksmarch VIII

The base picnic grounds is the starting point for this year's Volksmarch, Oct. 22, between 8 and 9 a.m. This 10 and 20 KM non-competitive walk/run event is for people of all ages. The walking route is down Perimeter Road and back to the picnic grounds. Aid stations will be placed in various locations along the route to offer refreshment and assistance. Award medals for this year's Volksmarch salutes the C-54 Skymaster, which was instrumental in transporting thousands of tons of supplies which helped Berlin maintain its proud spirit. The Air Force salutes both the C-54 Skymaster and all who dedicated themselves to the noble effort of the Berlin Airlift 40 years ago. The \$2 entry fee covers a Volksmarch medal and IVV stamp. No fee will be charged for those who walk or run for the fun of it. The medal for the 10 KM distance is bronze and the 20 KM distance medal is silver.

Registration forms may be obtained from the Physical Fitness Center or any MWR Activity on Reese. Or you may clip the form from the Roundup and return it by mail, base distribution,

or take it to the Fitness Center. Mail to Physical Fitness Center, 64 ABG/SSRS/8, Reese AFB, Texas 79489-5000. Make checks payable to: Physical Fitness Center. For more information call SSgt. Randy Pratt at 6020.

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Largest Stock Of C.D.'s In Town
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Over 20,000 Used Cassettes
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Also All The Newest Releases
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NEW & USED BUY-SELL-TRADE



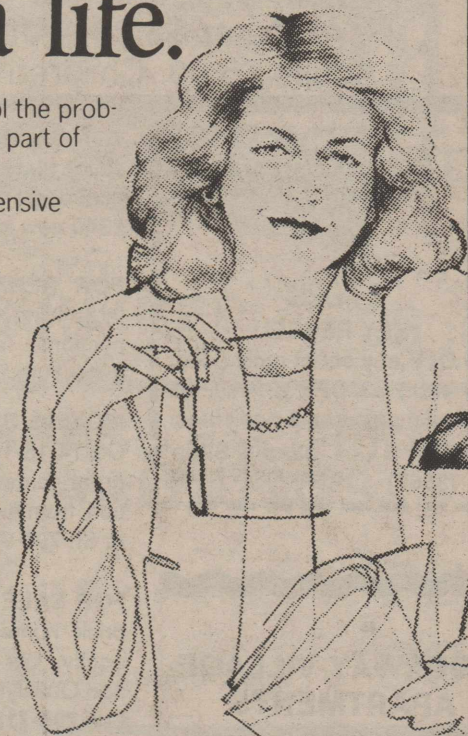
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& C.D.'s

Reading this ad could save a life.

Any woman of any age can develop breast cancer. Like most diseases, early detection of breast cancer can eliminate or control the problem. Women need to make regular breast examinations part of their ongoing personal health program.

Dimensions is a special center that offers a comprehensive array of services for women including MAMMOGRAPHY SCREENING and BREAST SELF-EXAM EDUCATION. Every year, breast cancer strikes one in eleven women. A mammography screening and the breast self-examination are helpful in the early detection of breast cancer.

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A service of Lubbock General Hospital

SEMI-ANNUAL INVENTORY CLEARANCE



BIG SELECTION
BIG SAVINGS
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Gas Saving Steel Belted Radial Custom Polysteel Radial*

WHITEWALL SIZE	SALE PRICE No Trade Needed	WHITEWALL SIZE	SALE PRICE No Trade Needed
P175/80R13	\$49.95	P225/75R14	\$69.95
P185/80R13	\$52.95	P205/75R15	\$66.95
P175/75R14	\$54.95	P215/75R15	\$69.95
P185/75R14	\$57.95	P225/75R15	\$73.95
P195/75R14	\$60.95	P235/75R15	\$77.95
P205/75R14	\$63.95		
P215/75R14	\$66.95		

\$39⁹⁵

P155/80R13 Whitewall No Trade Needed

* Rib count and sidewall styling vary with size; not all tires look exactly like tire shown.

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175SR13	\$40.95	185/70SR14	\$48.95
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WHITEWALL SIZE	EVERYDAY LOW PRICE With Old Tire	WHITEWALL SIZE	EVERYDAY LOW PRICE With Old Tire
P155/80R13	\$34.95	P205/75R15	\$63.00
P165/80R13	\$44.55	P215/75R15	\$66.25
P185/80R13	\$47.80	P225/75R15	\$68.25
P185/75R14	\$53.25	P235/75R15	\$69.95
P195/75R14	\$56.50		
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2:00 - 3:50 - 5:50 - 7:50 - 9:50

Pumpkin Head R

2:00-3:40-5:20-7:20-9:20

After the Rain PG

2:00-3:50-5:40-7:40-9:30

Eight Men Out PG 2:00

Cocktail R 4:30-7:30-9:30

Mon.-Sun. Until 6 O'Clock
All Seats \$3.00—After 6,
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FOR RENT- 3-2-2, new carpet, large living room, washer/dryer connections, fenced, \$525 plus bills. 4919-10th St. 792-2749 10-21

MOVING SALE & OPEN HOUSE Oct 14-15-16th 8am-5pm. So many great items too numerous to mention, from furniture to toys. 5514 96th St. 794-9296. 10-14

FOR SALE BEAUTIFUL 3-2-2 All brick home in W. Lubbock, low equity, low payments, assumable non Qualifying FHA Loan. Call Mr. Lee 795-7187. 10-14

PILOT IN KUNSAN must sell 84 300 ZX Coupe Turbo GL, excellent condition, T-top, 5 speed. \$10,500. \$9,800. Call 892-2050 (Idalou) 10-21

1985 MAZDA RX7 GSL, low mileage, good tires, am/fm cassette w/ equalizer, automatic w/ overdrive, sun roof, leather interior, perfectly maintained, \$8500, 795-5337 10-14

HOUSE FOR RENT, 1 Bedroom, near TT and downtown. Private, shady fenced lot. Carport and nat. gas. Quiet street. \$225 + deposit. \$25 discount for military 885-4468 for info. appointment. 10-14

EXERCISE BIKE- Vitamaster exercise bike for sale, \$25, Call Brett, 795-0515 after 6 pm. RTN

FOR RENT- 2 bedroom, 1 bath duplex; married couples only, no pets, 2 miles from Reese, \$265 + electricity, \$150 deposit. 793-8560 10-21

1977 HONDA- MATIC 750, with fairing and helmet. 22,000 miles, excellent to and from work transportation. Asking \$700. Call 795-7582 nights, ask for Dennis. 10-14

FOR SALE "Scotty" 1963 Ferro-Scott travel trailer 15' white. Butane stove, large elec. & butane refrigerator. Sleeps 3. Refrigerated Air Cond. Can be seen at 4436 Jarvis 792-6045 Price \$985.00

'79 TOYOTA CELICA GT - hatchback. White with blue interior, very good condition, 5-speed, p.s./p.b., AM-FM-Cassette, an excellent second car. Call Brett, 795-0515 after 6 p.m. RTN

YARD SALE 6212 22nd St. Like new twin bed frame w/casters, 36" wide storm door, clothes, toys, misc Sat. Oct 15 9am-4pm. 10-14

VCR Repairs - Morgan's TV-VCR 10% discount to military. VCR cleaning \$12.50; free estimates; 6138 37th, 791-1348. No service calls. Call anytime. 11-4

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, 3407-34th St. 799-0372

GUITAR LESSONS Don't sit bored at Reese. Come take guitar lessons with Susan Grisanti; elegant Park Towers Studio. Near downtown Lubbock. Beginners, advance, all styles, low rates. 747-6108. RTN

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

FOR SALE 10 ACRES - with 1981 Windsor Mobile Home. Pipe Fence, concrete storm cellar & carport. Call 885-4636. 10-14

GARAGE SALE- 5502 3rd St. 15 Oct from 0800 to 1800 hrs come and browse. 10-14

OPEN HOUSE

1:30 til 6:00 p.m.
Saturday & Sunday Only
5802 Dartmouth
Shadow Hills
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Pheasant Run
Revere Homes, Inc.
797-9422

FOR SALE - Sears AM/FM double cassette stereo receiver system and 2 Hitachi speakers \$30; new stereo cabinet still boxed Oak finish came with our new speakers. We don't need it. \$50, O.B.O. Call 791-3035 day or night. 11-4

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- * Freshly Remodeled 2 BR duplex \$255 + Utilities.
- * Large 2 BR / 1 1/4 bath 1 car garage. 4900 Blk. of 5th - \$400 + utilities.
- * OTHER PROPERTIES ARE AVAILABLE IN VARIOUS LOCATIONS

No Deposit for Military

Pat Garrett Rentals
3833 34th St.
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Moving Overseas. For Sale 1987 Nissan Pick-up. Red-low mileage. \$5800 or pick up payments. Call Steve Alltop 794-9296. 10-14

FOR SALE: mattress, box springs and metal Hollywood frame—\$75. Commodore 64—\$75. Call 795-9978. RTN

FOR SALE: IBM Selectric II typewriter. In excellent condition. Call 797-1669 after 6 p.m. or days 763-4551, ask for Gary. RTN

FOR SALE Super single waterbed, mattress not included in good condition \$60.00 ask Toni at 762-0357 10-14

Moving- Looking for a loving home for AKC Registered German Shepherd-male 6yrs. very good with small children. Call 794-9296. 10-14

1979 Honda Accord LX very clean, new paint, tires and radio. 95,000 miles, 5 speed \$1700 794-3183 see at BX parking lot. 10-14

STRIPS & PATCHES Sewen. \$75 each. Call Jamie 885-4295 or Comby 221 McQuire (Base Housing). 10-28

FOR SALE 1983 Jeep, CJ-7, 258 six cylinder, 5 speed transmission, heavy duty suspension, fiberglass hardtop, almost 34,000 miles. Includes utility trailer made from 1964 Chevrolet stepside pick up truck that's painted to match the Jeep, dark blue with a white top. A proven hunting, fishing, utility vehicle. \$5,500.00 1981 Kawasaki, KDX 420, less than 600 miles on it. Cost \$2100.00 new, will sell for \$750.00 Call: Dann Barnes, 797-5141. 10-28

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LEISURE SATO "YOUR" FULL SERVICE TRAVEL COMPANY AT REESE.

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FOR LEASE large 3 bedroom, 1 bath, carport, fenced, across from Reese Village, \$400 month; \$150 deposit. Call 885-4862. 10-14

Queensize Waterbed; 6 drawer under dresser; mirrored headboard; heater; mattress pad; bed sheets; & comforter all included. Excellent condition. Must see to appreciate. \$200.00 after 5:30 792-7639. 10-14

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1982 Kawasaki 550LTD \$500 or best offer call Todd at 885-4213.

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. RTN

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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)787-2345

SINGER TOUCH & SEW--School machines, deluxe models; console-cabinets; zig zag; buttonholes, etc. All new condition, \$69.95ea. Guaranteed. ABC Sewing Center, 3407-34th St. 799-0372

Vacuum Cleaners

New-Used-Rebuilt. Uprights from \$24.95. Service and repairs on all types. Mention this ad for 10% OFF all bags and belts. Vacuum Service Center 4814 Ave. Q 765-7542

DEPENDABLE CLEANING done with TLC. Homes, houses, offices or apartments. Call TLC Cleaning 746-5527. 10-14

1 BR with study or small 2nd bedroom. Rear house with off street parking & security light. \$250 per mo. Call 795-5815 after 6 or leave name & # at the tone 765-1899. 10-14

HIDEAWAY VILLAGE APARTMENTS

"Catering to Reese Personnel" 2 miles E. of Reese AFB on 4th

MILITARY SPECIAL

\$50⁰⁰ Off 1st Month Unfurnished From \$170 to \$295 bills paid

Furnished Units Available. Efficiencies, 1 Bdr., 2 Bdr., Children Welcome No Pets, Laundry & Pool. Open Monday thru Friday 9 till 5

Call 799-6004 or Come Out

If you want to sell your property call Chris Krepps 795-5221

Jeff Wheeler Realtors RTN

\$1.00 OFF UPS SHIPPING

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3709 19th St.

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Near Methodist Hospital

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(1 COUPON PER VISIT)

FACTORY OUTLET FURNITURE

Sofa/Sleeper\$399⁹⁵
Sofa\$299⁹⁵
Sofa/Love Seat\$569⁹⁰
Full Mattress and Foundation\$149⁹⁵
7-Pc Dinnette\$199⁹⁵

With Any Purchase Throw A Dart AT Ballon And Receive From \$5⁰⁰ to \$200⁰⁰ Off Purchase — Not To Exceed Purchase Amount - One Dart Per Purchase

We manufacture our own Furniture! Come in and have us build some pieces especially for you!

3033-34th 791-5999

FALL CLEARANCE SALE

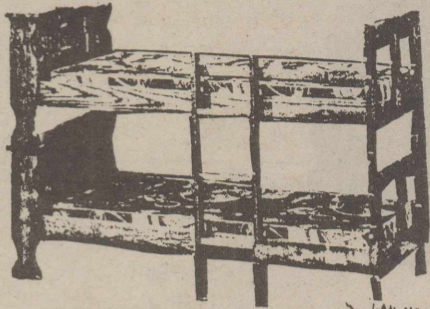
"Falling Prices Galore"

"We WANT To Be Your ONLY Furniture Store!"

90 DAY SAME
AS CASH

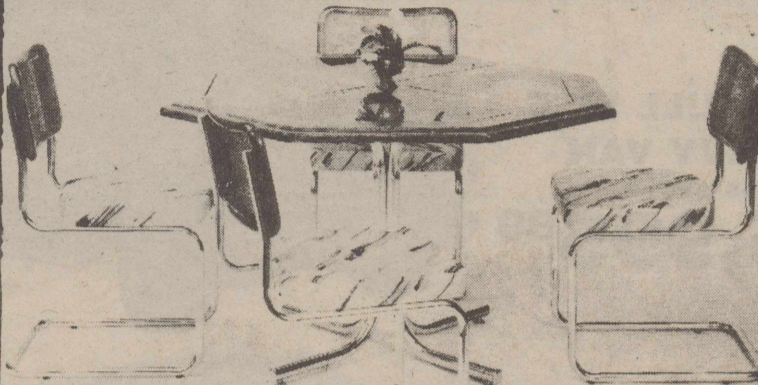
WHERE SERVICE IS A MATTER OF FACT

NO DOWN
PAYMENT



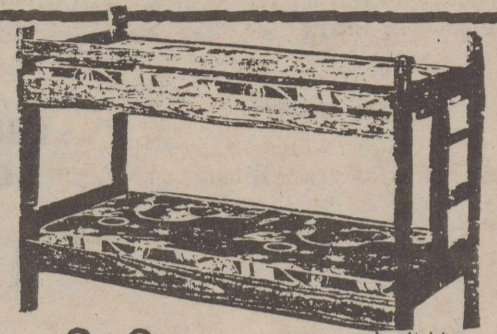
BOOKCASE
BUNKBED
Without Mattress

\$149



OAK/BRASS
GLASS TOP
DINETTES

\$149



2x6
BUNKBED
Without Mattress

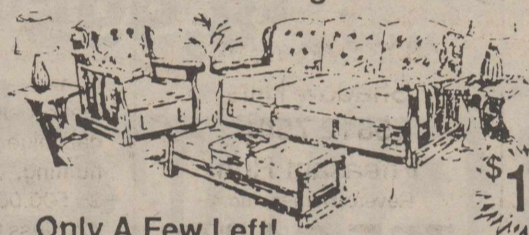
\$99



SECTIONALS

Several Colors To
Choose From

5 Pc. Starting at \$499



5 PIECE

All Wood Living Room Suite

\$199

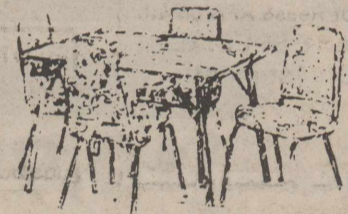
Only A Few Left!

BRASS ETEGERE
WALL UNITS

Small Diamond Rack \$79
Large Diamond Rack \$99

1 PC. \$49
BUNKIES
2 PC. \$89
BUNKIES

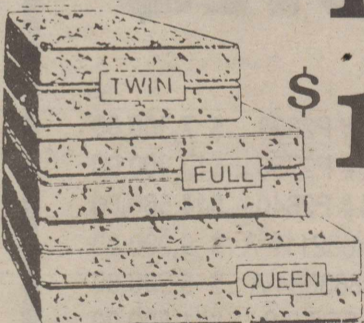
COFFEE TABLES
Wood Finish.....\$79
Rope Brass/Glass Top.....\$99
Flat Brass/Glass Top.....\$149



5 PC. \$99
DINETTES
Plain Finish, Starting At

MATTRESS SALE

Twin Set \$99
Full Set \$119



Queen Set \$199

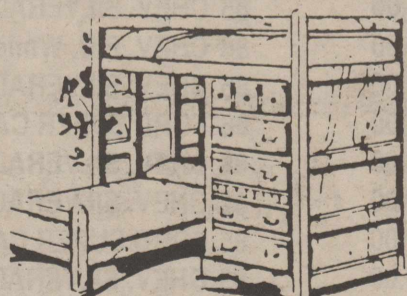
For The Best
DEAL
In Town...Come See
DAD

10 PC.
SECTIONAL
\$749



5 PC.
BEDROOM SUITE
\$999

Large Beautiful Oak Finish

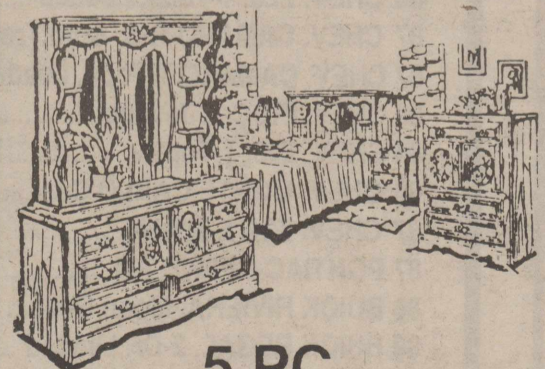


LOFT BEDS

\$199

Without Mattress

Beautiful Rustic Pine Finish, Solid
Hardwood, Chest Included



5 PC.
BEDROOM SUITE
\$299

Starting At

LAYAWAYS
AVAILABLE



We Don't Meet Competition...We Create It!



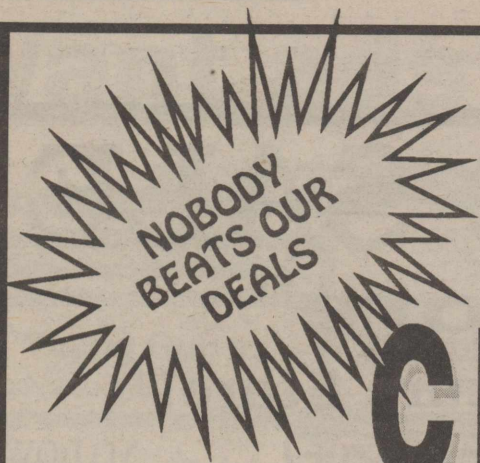
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797-3237

1 Block
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University

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HOURS:
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Sat. 10 to 6
Sun. 12 to 5

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1988 CLOSE OUT SALE

1988 FULL SIZE
CHEVY VAN
AS LOW AS
\$15,995⁰⁰



1988 S-10 PICKUP



AS LOW AS
\$6,695⁰⁰



1988 CHEVY CAVALIER
A/C, Automatic, Power Locks
AS LOW AS **\$8,995⁰⁰**



1988
CHEVY
CELEBRITY
A/C, Automatic

AS LOW AS
\$10,799⁰⁰

1988 S-10 BLAZER



AS LOW AS **\$10,995⁰⁰**



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- 86 CHEV. Z28, T-Tops, Loaded Stk.# P2412 ...\$11,400.00
- 87 CHEV. CAMARO R-S, Auto.Trans. Stk.# P2412 ...\$12,800.00
- 87 CHEV. CAMARO T-Tops, Loaded . Stk.# P2397 ...\$11,500.00
- 88 CHEV. IROC-Z, T-Tops Stk.# P2676 ...\$15,500.00
- 84 CHEV. Z28, T-Tops Stk.# 882582-A\$ 7,900.00
- 86 CHEV. MONTE CARLO C-L Stk.# P2591 ...\$ 9,300.00
- 87 CHEV. Z24, 5-Speed Stk.# 881268-A\$ 9,000.00
- 87 PONTIAC GRAND AM Stk.# P2440 ...\$ 9,500.00
- 86 BUICK RIVIERA, Moon Roof ... Stk.# 882180-A\$11,500.00
- 88 BUICK REGAL, 2-Dr. Limited Stk.# P2617 ...\$13,900.00
- 87 FORD T-BIRD Stk.# P2727 ...\$ 9,800.00
- 88 MAZDA 323, 4-Door Stk.# P2620 ...\$ 8,900.00
- 87 FORD MUSTANG, White Stk.# P2587 ...\$ 8,900.00
- 87 FORD TEMPO, Auto.Trans. Stk.# P2661 ...\$ 7,500.00
- 87 OLDSMOBILE CALAIS Stk.# P2559 ...\$ 8,900.00
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- 88 CHEV. BERETTA, 5-Speed Stk.# P2647 ...\$ 9,500.00
- 88 CHEV. CAVALIER, 2-Dr., 5-Speed Stk.# P2757 ...\$ 8,500.00
- 87 PONTIAC GRAND AM, L.E. Stk.# P2682 ...\$ 8,900.00

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