

Prayer breakfast set for Thursday

The local observance of the National Prayer Breakfast will be held at 7:30 a.m. Thursday at the Officers' Open Mess.

Advance tickets are on sale through the Base Chapel and the unit orderly rooms. Some tickets may also be available at the door Thursday.

The featured guest speaker will be Bishop Michael J. Sheehan of the Diocese of Lubbock. He was appointed bishop of Lubbock in June of 1983 when Pope John Paul II established the Diocese of Lubbock.

At the time of his appointment, Monsignor Sheehan, 43, was pastor of Immaculate Conception Church in Grand Prairie, Texas. The newly elected bishop speaks Spanish, which is of great im-

portance because the Catholic population that he will minister to is almost 80 percent Hispanic.

Bishop Sheehan was born in Wichita, Kan. He attended Catholic schools in Texarkana, Texas and then studied for the priesthood at St. John's Seminary and Assumption Seminary in San Antonio, Texas. He completed his studies at the North American College in Rome. He was ordained to the Priesthood on July 10th, 1964 in Rome.

After returning to Texas, Bishop Sheehan was appointed associate pastor in Tyler, from 1965 to 1968. During this time he was elected to the Dallas Diocesan Priests Senate and served as secretary to the Bishop, and was

secretary of the Diocesan Tribunal.

In 1968, Bishop Sheehan returned to Rome to study Canon (Church) Law. He received his doctorate in Canon Law in June of 1971, from the Lateran University.

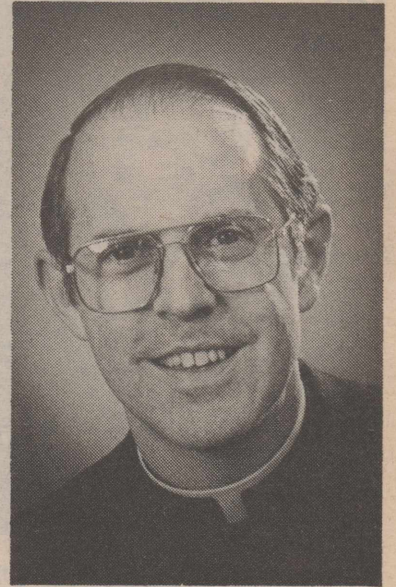
From 1971-1976, Bishop Sheehan served as Assistant General Secretary of the National Conference of Catholic Bishops, and the United States Catholic Conference. He served on committees which focused on establishing ministries to the Spanish speaking, Pastoral Research and Practices, Immigration and Charismatic Renewal. He was also responsible for coordinating the activities of the U.S. Catholic Bishops Advisory Council.

In June of 1976 he was ap-

pointed Rector of Holy Trinity Seminary in Dallas. Bishop Sheehan served as rector until June of 1982 when he was appointed Pastor of Immaculate Conception Church in Grand Prairie, Texas.

Bishop Sheehan has been active in many areas of ministry both in the Diocesan Church and the National Church. He has published articles in the New Catholic Encyclopedia and in The Jurist. He has been a member of the Priests Senate of the Dallas Diocese, has served on the Board of Consultors of the Diocese and has taught Canon law, Sacramental Ministry and Homiletics at the University of Dallas. In addition, he served on the Committee for the continuing education for the Clergy and

helped establish the Emmaus Program for the Spiritual renewal of Priests.



Bishop Michael J. Sheehan

The Roundup

Friday, January 31, 1986

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Serving the Reese Community Since 1948

Air Force faces tough year with budget cuts

MAXWELL AFB, Ala. (AFNS)—The Gramm-Rudman-Hollings legislation will make it tough for the Air Force and other services to maintain or improve program and people objectives this year.

This was the focus of talk between Secretary of the Air Force Russell A. Rourke and reporters at the Montgomery Civic Center recently.

Secretary Rourke was making his first visit to the Air University at Maxwell AFB. He also addressed the annual

Montgomery Chamber of Commerce Membership luncheon.

Secretary Rourke told reporters that people are the most important product of the Air Force.

"We've made more substantial investments in personnel, training, technical skills; we want to keep these people in the Air Force," he said.

"It costs more in the long run, when you cut from the people programs...In the lat-

est swipe of Gramm-Rudman, personnel were excluded from its impact."

He said, "We're going to have to work our way through some tough things in budgeting for the next fiscal year as a result of Gramm-Rudman-Hollings legislation."

Secretary Rourke commended the Reagan administration as well as Congress, for "restoring the viability of our national security mechanism. We've built ourselves back up to the point where we can be

proud of our American military might and be respected abroad."

Working with Congress and legislation is nothing new to Mr. Rourke.

He served as the assistant secretary of defense for legislative affairs before becoming secretary of the Air Force.

He was the principal adviser to Secretary of Defense Caspar Weinberger on congressional consideration of DoD's legislative program, maintaining direct liaison with Congress, the executive office of the president and other government agencies on defense-related issues.

Special court martial finds airman guilty

A Reese airman was sentenced to confinement, a reduction in grade, and a bad-conduct discharge in a special court martial held here last week.

A1C Troy K. McElreath of the 64th Security Police Squadron was found guilty of three specifications of communicating a threat (UCMJ Article 134) and one specification of making a false official statement (UCMJ Article 107).

He committed the threat offenses in a series of phone calls made to the law enforcement desk at the Security

Police building. He then submitted a false statement to the law enforcement desk sergeant in an attempt to depict himself as a threat recipient.

The Special Court Martial sentenced Airman McElreath to be reduced to the grade of E-1, to be confined for three months, and to be discharged from the service with a bad-conduct discharge.

Prosecuting Attorney Capt. Michael Frederick said, "Pranks of this sort cannot be taken lightly in a military environment and will be dealt with harshly by this office."



USAF Photo

A security policeman demonstrates the procedure for holding suspected flight-line intruders until back-up units can arrive.

Weather outlook

For those concerned about planning activities outdoors a week in advance, Detachment 11, 24th Weather Squadron will give you a general idea of the weather trends for next week.

The weather for the week Jan 31-Feb 7 will remain on the dry side. The jet stream, which controls our weather patterns will keep most storm tracks well to the north of the Reese area.

A high pressure ridge is expected to continue to influ-

ence the local weather area at least until Wednesday; keeping our skies clear to partly cloudy.

Winds will be the normal 10-20 knots from the southwest during the afternoon hours and temperatures will remain above normal with highs in the low-mid 60's and overnight lows in the mid 20's.

If you need a 24-hour forecast for the area feel free to call our telephone answering service at Ext. 3570.

As I see it



First, my apologies to A1C Becky Lennon. We all know your last name isn't "Ennon," as was written in last week's article. We're continuing to fight the "typo war."

Monday—Down Day

Three things have been on our side: Mother Nature, aggressive operations folks, and the hardest working maintenance troops I've ever seen. Put them all together, and we have one of the best flying time lines in our history for this time of year. Your outstanding efforts deserve an unprecedented reward: As the wing commander, I declare Monday, 3 Feb 86, a wing-wide "Down Day" for Reese.

Your supervisor can provide you with details. Those services considered essential to the base will, of course, continue—similar to a typical Sunday. I've instructed commanders to allow a liberal leave policy. I again emphasize: See your supervisor if you have questions.

I'm proud, as your wing commander, to be in a position to make this decision. Take a breath—you've earned it. And I look forward with excitement to our many challenges ahead.

CGOC luncheon

Congratulations to our Company Grade Support Officer of the

Quarter, **Capt. Bob Rush**, and IP of the Quarter, **Capt. Gayle Bratrud**. I had the pleasure of making the presentations at the award luncheon last Monday, sponsored by our Reese CGOC. The scheduled speaker, Dr. Idris Traylor, unfortunately came under the weather and was unable to attend. We nonetheless were entertained handsomely by the excellent "ad libbing" of Gayle Bratrud and Bob Rush—nice fill-in, guys. **1st Lt. Deborah Dubay** and her new staff took over the reigns of the CGOC from **Capt. Steve Henderson** and his staff. A successful 1985, Steve. Good luck, Debbie. Our CGOC is a real success story, and I encourage full participation from all Reese company grade officers in 1986. The council serves at least two purposes: (1) Helping the Reese community in many worthwhile "human needs" projects such as "Toys for Tots," and (2) Providing a meaningful forum for discussing issues of common interest to the company grade officers of Reese.

Reese readiness

I was proud to see everyone get involved again this week in our Readiness exercises. Thanks to all. Your support is essential, regardless of whether you are playing a direct role or not. Being aware, and assisting where possible, is a responsibility of every man and woman, military or civilian, in the wing. Examples: Our BEET chief, **Lt. Col. Dane Morvant** cited **SSgt. Wally Braden**, of the Supply Squadron, for his outstanding response to a simulated on-base fire. Upon noticing smoke coming from Bldg. 136—a smoke bomb put there by the BEET team—he quickly responded to the scene to be of assistance, and proceeded to the nearest intersection to re-direct traffic. His awareness, and direct support, made a big difference. In this same instance, it was **Frances Roof** of the Child Care Center who quickly made the phone call to report the fire. These two folks exhibited that SENSE OF URGENCY which is essential in any major disaster, practice or for real. OUR THANKS.

Where are we in "Readiness?" I'd

say we're rounding second base, and pickin' up steam. Our new Contingency Support Staff room was masterfully constructed by CE, particularly **SSgt. Mike Illinik**, who supervised the work. Refined checklists and new CSS update briefs, orchestrated by **Lt. Col. Chuck Lutz** and his staff are big improvements. I was most encouraged this week by the attitude of everyone involved in the exercise. The troops in mobility displayed enthusiasm and were truly ready to go—of course they'd better be, 'cause next time they very well might actually "go." Overall, I feel we are on track—and fast approaching third base. Of course, there are some wrinkles to be smoothed out, but that's why we do all this in the first place. Let's keep up the good work, and score!

Walkin'

Does everyone know Big Al? That's **Capt. Al Wallace**, our commander of the Information Services Squadron. I asked Capt. Wallace to take me around last week to meet some of his hidden people who stow away in "secure" locations. You see, it's the nature of their job. Like **Gayle Vance**, who I met at the Comm Center. She handles about 2000 messages a week, coming and going. Clearly critical to the Reese mission. Out, on the far side of our runways, near the "Rod and Gun Club"—which has received some obvious self-help attention, for which I applauded the club members—Al escorted me to his receiver site. There I met **SSgt. Felix Lara** and **Sgt. Homero Vega**, a couple of unheralded pros whose mission it is to insure aircrews can talk to the tower and RSUs, and vice versa. They're obviously proud of what they do, and I am proud of them—they don't even have running water out there on the back forty. By the way, these are the very same folks who set up our PA system for things like the Reese Reunion and the Open House. They do a great job for Reese.

People—the main ingredient

It's no secret why the 64th Flying Training Wing remains #1—we

continue to get sharp new people who build on the tradition of excellence set by their predecessors. This Wednesday, Karen and I attended the Welcome Dinner for seven new Reese instructor pilots. Many of them are First Assignment IPs from Class 86-03—due to graduate from UPT on Feb. 21. All seven IPs were handpicked to take on a big job, and I'm confident they'll play a key role in helping Reese to continue producing top Air Force pilots. They're special folks, and they received a special welcome Wednesday night—hats off to **Nancy Flanagan** and **Ruth Bernhardt** for putting on a SUPER affair. The chili was great!

Old Glory

I confess to being a diehard "flag waver" from way back. Lee Greenwood's "God Bless the USA" gets me fired up every time, particularly when used as the background music to the sound-on-slide presentation masterminded by **Maj. Joe Erkmann** and his audiovisual team. It depicts Reese people on-the-job, working together for the common purpose of producing the best pilots in the world. Frankly, I like showing the colors, and am proud you can see Old Glory just about anywhere you look around Reese. For those of you in the housing area, I would encourage you to take up the charge. Fly the flag. We're going to make it convenient for you to do so, and I hope you will join in. Please read Col. Griffith's article, next page. Let's let the special Reese pride show every day!

A final thought

I know all of you share the pain from the disaster of the Space Shuttle Challenger. Those seven heroes paid the highest price in our continuing conquest of space. Our prayers continue for their loved ones. We as members of the Department of Defense know that their courage wasn't in vain. Their mission—like ours at Reese—is too important. I'm confident that those involved with the space shuttle will eventually be able to draw important lessons from this mishap—and the space program will no doubt go on.

Careline

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

Aluminum foil

The commissary has been out of Reynolds Wrap aluminum foil for a good week and a half, yet the stores downtown have it in stock. Why does this happen?

Sorry about the inconvenience caused by not having the Reynolds Wrap in stock when you needed it, but here's the explanation. Commissaries are not exactly run like civilian grocery stores. Civilian grocery stores get most of their stock from the chain's central warehouse. It is impossible for commissaries to have central warehouses due to the distances between the commissaries. Consequently, the commissary has to order directly from manufacturers or independent distributors. Salesmen from these firms visit the commissary weekly or bi-monthly to

write our orders. So when we run out we can't simply call the warehouse for more, as in civilian stores. Unfortunately, the salesman who orders Reynolds Wrap failed to write his orders for December. After the situation was discovered, commissary management called his company to report the situation. It was also reported to AFCONS Southwest Region. This same salesman is also responsible for the shortages of Hershey and Kimberly Clark (Kleenex) products. Our recently assigned commissary manager and grocery manager are

committed to extensive follow-up when shortages in our store occur. Should you have any questions concerning the commissary, please see Lt. Dixon or any of the "Red Coat" management team.

By the way, our salesman spoke to our deputy Air Base Group Commander last week to apologize for not taking better care of us. He didn't offer any excuse but he did say he only began working our area in mid December. He sounded sincere when he said he would keep us in good shape, so let's give him a chance. Thanks for your call!

Ext. 3273

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Roundup

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Wing Commander Col. James McIntyre
 Chief of Public Affairs Mr. Bill Tynan
 Editor A1C Ken Carlson
 Staff Writer Amn. Greg Spraggins

Commander's column



By Col. Clark Griffith
64th Air Base Group Commander

Dedication to our country is demonstrated by each of you every day—both on and off the job. Your devotion to duty and sustained achievement of excellence is a source of pride for all of us at Reese. Our

Observation from a clergyman

In a letter to Vice President Bush, Dr. Maurice M. Benitez, bishop of the Episcopal Diocese of Texas, told of his reaction last summer when asked to support a planned demonstration sponsored by some church groups.

The demonstration was to take place about Aug. 6, the anniversary of the dropping of the atomic bomb on Hiroshima, and would involve wrapping a large white ribbon around the Pentagon, all to be done "for the cause of peace in the world."

He explained his lack of enthusiasm for the demonstration and his puzzlement. "I frankly wonder why the date of Dec. 7 was not chosen for the peace demonstration, the anniversary of the Japanese attack on Pearl Harbor, which precipitated the four-year Pacific conflict that culminated in the dropping of the atomic bombs on Hiroshima and Nagasaki, which brought the Japanese to the surrender table, ending the war in the Pacific.

"Alternately, I wonder why those who planned the demonstration around the Pentagon near Aug. 6, did not instead chose Sept. 1, the anniversary of the date that the German armies invaded Poland, which precipitated World War II,

record speaks for itself—a "class" act all the way.

An additional way we can show our pride and patriotism for this great country is to fly our nation's flag at our homes. This not only identifies you as a proud member of America's team but stands as a visible symbol to all residents around you that—"a proud American lives here!"

Starting 1 Feb. 86, each resident in Reese Village will be issued a flag when they take occupancy of their base housing. For those of us already living there, members of the 3500 Mission Support Squadron will also distribute flags to each resident the same day.

What I ask then, is for each of you to join me in displaying your flag in the appropriate manner each day. This will not only demonstrate our love for our country but will also remind us each day that we live and work with a proud team of winners.

the six-year global conflict that brought death to some 60 million persons and untold suffering and devastation to the world.

Next, I am puzzled about the symbolism of tying a large white ribbon around the Pentagon, seemingly to suggest that the key to peace is in restraining those who serve in the military forces, and especially of our military leaders who exercise command control from the Pentagon.

"It seems to me that the demonstration leaders forget that the military commanders who serve in the Pentagon, and the forces who serve under them, have a simple yet awesome mission, which is to be prepared to defend our freedom and that of the free world, whenever called upon to do so by our politically elected civilian leadership. This is not an easy age in which to live as a Christian, with the nuclear genie out of the bottle, but it is my conviction that living with a strong measure of 'Christian realism', rather than acting on the basis of that world seen through the rose-colored lenses of idealism, offers us a safer world and a better hope for the future of mankind."

Doing everything Right

By TSgt. Larry Hurd
64th Student Squadron

Driving to work and taking a friend's son to school. Let the engine warm up. Buckle up and drive defensively. That's the way I started.

There wasn't a lot of traffic on 4th Street as we talked about work and school.

As we approached FM 179, a south-bound auto was nearing the intersection. I tapped the brake, disengaging the cruise control.

After the other auto had stopped completely, the driver looked straight at me. I didn't realize he was looking straight into the sun, was 17 years old and was late for school.

As I resumed my speed, he did it without warning. He was looking straight ahead and never saw my Suburban. I turned the truck slightly as I stood on my brake, trying to hit with some kind of angle instead of straight on.

At that moment I thought, "I'm about to kill someone."

Never again

Going from 50 mph to 0 in 12 feet is not something I would ever care to do again.

My truck was thrown sideways across the east-bound lanes. The other car spun around backwards and was in the ditch on the south side of 4th Street.

I checked my young passenger and he was fine except for tears and asking, "Why did you do that?" This is a question that I can see a little humor in now.

As I got out I just knew I was going to find a dead man in the other man. There were two people riding in that car and to my relief they were standing beside the car, alive. The driver was bleeding from the head and was very shook. He approached me and in a very humble voice said, "Sir, I have insurance." I almost laughed, thinking to myself, "Thank God you still have your life."

Could a' been worse

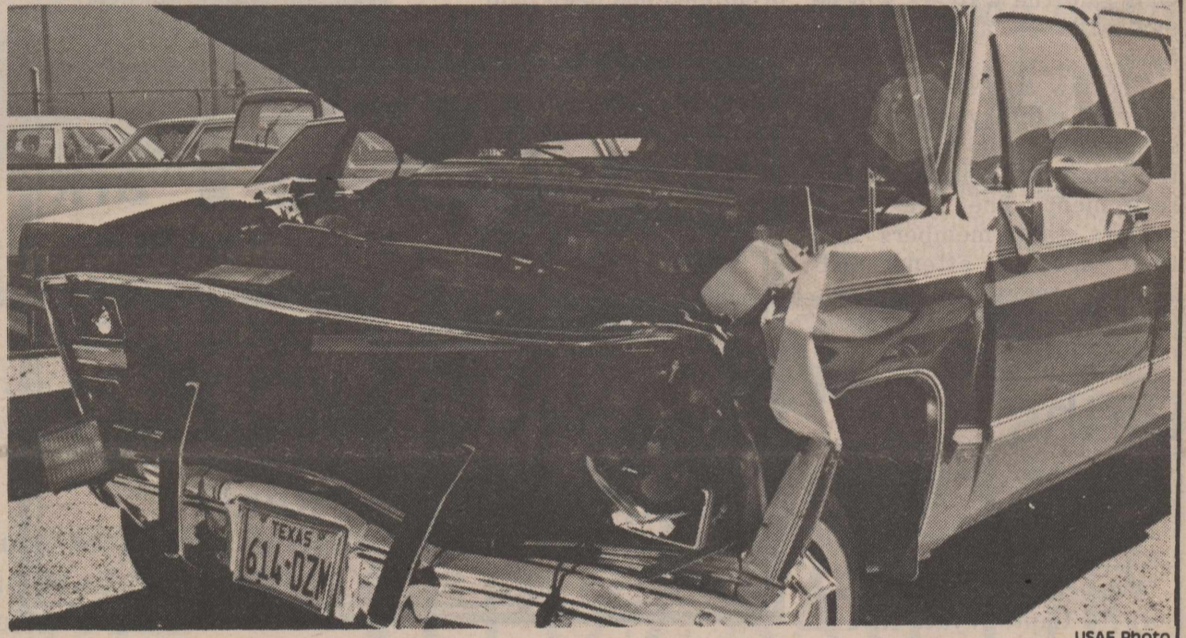
As I write this, every muscle in my body is taking revenge on me for that sudden stop. You can barely see the small cut on my forehead, but my Suburban wasn't as lucky.

Mr. Ussery's defensive driving course was the only reason I tried to hit the other car at an angle. I believe that angle saved a 17-year-old's life.

I can feel exactly where my shoulder harness caught me. Thank God I can feel it. Prior to this accident, no one could ride in my vehicles without belts on. You can believe that won't change. (I may install them in my bass boat.)

I feel that I did everything I could to avoid something like this—using seat belts, taking the defensive driving course and obeying the rules of the road.

I feel I did everything the right way, but that morning there were just too many variables.



USAF Photo

Kudos To

Capt. Scott Martin for outstanding contributions to military and civil aviation—from Mr. Donovan D. Schardt, West Texas AT HUB manager.

Capt. Jeffrey A. Cramer for his outstanding contributions to Flying Safety and Accident Prevention—from Col. George A. Lahood, director Aerospace Physiology, Randolph AFB, Texas.

The following honor guard members for their participation in the funeral services of the late congressman George

H. Mahon: TSgt. Wall, Sgt. Garza, Amn. Cox, Amn. Klierwer, Amn. Walker and Amn. Tashash—from Mr. George Mahon Holt.

First Lt. Ronald A. Gallagher for his outstanding briefings delivered during the Second AFLC Fuels Officers' Conference held at Kelly AFB, Texas recently—from Col. Richardson, director of Energy Management, San Antonio Air Logistics Center, Kelly AFB, Texas.

Karen B. Nance for helping

the ATC Inspector General in their recent Management Effectiveness Inspection of the United States Air Force Academy—from Col. Jackson, Air Training Command inspector general.

Capt. Henry D. Shippy and TSgt. James A. Elmore for distinguishing themselves as exceptional students while attending the ATC Maintenance Management Course—from Capt. Marlin L. Sander, commandant, ATC Maintenance Management School.

Bad checks are bad news

By: Capt Michael Frederick and
2nd Lt. Kevin Fleming

Failure to maintain sufficient funds in your checking account (more commonly known as "bouncing a check" or "writing bad checks") can lead to undesirable consequences you may not be aware of.

This practice can be avoided by following a few simple rules. First, be sure you properly balance your checkbook. This includes writing down all transactions the day they were performed and taking the time to add and subtract the numbers more than once to prevent errors. Second, always crosscheck the record of transactions you keep in your check book with the

statement issued to you by your bank. Third, avoid writing checks prior to being paid hoping that your pay will be deposited before the check is received by your bank. Fourth, for those people who have their pay automatically deposited into their checking account, it would be a good practice to always check with your bank to ensure the money has been deposited. Finally, and most important, if you have written a check and did not have sufficient funds to cover it, make restitution on it within 5 days of receiving notification.

If, however, you do not correct the shortage within 5 days, a military member is susceptible to both military and civil punishment. In most

cases, if the violation is committed off-base, the state will have the jurisdiction to prosecute. Texas classified a first offense violation as a Class C Misdemeanor, punishable by a fine not to exceed \$200. Subsequent offenses will lead to increased fines and possible jail sentence. Although the military cannot prosecute a member with an Article 15 or court-martial in these cases, administrative action by your commander is a definite possibility.

If the violation occurs on base, the military will exercise its jurisdiction by an Article 15 or court-martial. The maximum punishment for this offense is a Bad Conduct Discharge, forfeiture

of all pay and allowances, and confinement for 6 months. As with the civil case, administrative action is also a definite possibility in addition to the Article 15 or court-martial.

The punishment for writing checks with insufficient funds to cover them is something you want to avoid. Prevention is the key. Follow the rules outlined in this article and always be aware of how much money you have in your account. If you have any questions concerning "failure to maintain sufficient funds," or are experiencing problems concerning this subject matter, please call the legal office at extension 3505 to make an appointment or Accounting and Finance at extension 3432 for counselling.

SBP cuts need spouse consent

Written spouse agreement will be required when a retiring military member declines or takes reduced or child-only survivor benefit plan coverage, under the fiscal 1986 Department of Defense Authorization Act.

Also, maximum SBP coverage will be established automatically if the spouse's consent is not received.

The spouse-consent requirement is one of the many changes to the plan that will take effect March 1, according to Air Force Military Personnel Center officials at Randolph AFB.

The SBP is a voluntary program providing the survivors of the military retirees with a monthly income. The program is partially funded by reducing the member's retirement pay.

Under the new law, the spouse's signed consent requirement may be waived if the member can prove he cannot locate the spouse or if, due to exceptional circumstances, he is unable to seek the spouse's agreement. Officials said the waivers will be evaluated on a case-by-case basis.

The law also states that a married military person and spouse are to be informed of the program's options before retirement. The Air Force prefers that members and their spouses attend SBP briefings together.

If a member near retirement wishes to provide

coverage for a former spouse, the former spouse has to be told about SBP options and their effects before the retirement. In this case, officials explained, the current spouse is notified, but spouse agreement is not required.

There are now several options for a remarried retiree who, because of a divorce or spouse's death, suspended SBP. The individual may decline SBP for the new spouse or resume current coverage. Another option permits members to increase a reduced base amount up to the maximum allowed.

To increase the base amount, officials said, the retiree must pay the Air Force Accounting and Finance Center the difference between actual SBP costs and the costs he would have had in starting the higher-level program at the beginning of SBP enrollment, plus interest.

Increased benefits begin when the new spouse becomes an eligible beneficiary and the increase in premiums has been paid.

In another change, a two-

tier system of benefits will provide the annuitant 55 percent of the retiree's elected base amount until age 62 and thereafter 35 percent. This provides the survivor greater coverage before Social Security survivor protection is available, officials said.

The Air Force Accounting and Finance Center will compare payable benefits under the old system and the new two-tier system for all current annuitants. The comparison will also be made for future survivors of members who retired or were retirement eligible on Oct. 1, 1985.

The March 1986 entitlement comparison will be made for current annuitants age 62 or older, and for others on the first day of the month following their 62nd birthday.

Officials said annuitants will be paid under the system that yields the greater benefits. They added that the comparison will be done automatically and annuitants need not request a comparison.

Additional information is available at the Personal Affairs Office, Ext. 3643. (AFNS)

Births

A daughter, Jacinda Laree, born to SSgt. John and Pamela J. Dietz on Dec. 16 at USAF Hospital-Reese.

A daughter, Amanda Nicole, born to Capt. Wyatt K. and Donna E. Stedman on Jan. 7 at 10:32 a.m. at USAF Hospital-Reese.

A daughter, Shanna Rachelle, born to Amn. Rodger and Melanie A. Brown on Jan. 13 at 3:05 a.m. at USAF Hospital-Reese.

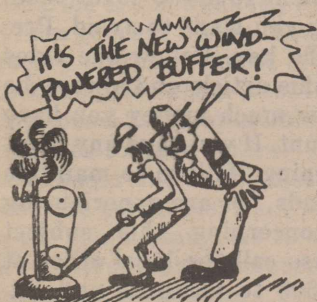
A daughter, Christina Carolyn, born to 2nd Lt. David M. and Leslie Whittemore on Jan. 6 at 6:24 p.m. at USAF Hospital-Reese.

A daughter, Amber Victoria, born to SSgt. Dennis A. and Stephanie Kay Loynachan on Jan. 15 at 1:58 p.m. at USAF Hospital-Reese.

A son, Timothy Scott, born to SSgt. Stephen S. and Laura J. Thornton on Jan. 15 at 1:36 p.m. at USAF Hospital-Reese.

A son, Donald James, born to SSgt. Donald E. and Melanie S. Elson on Jan. 21 at 8:49 p.m. at USAF Hospital-Reese.

A son, Blake Evans, born to A1C Gregg A. and Dianne C. Vaught on Jan. 20 at 3:27 p.m. at USAF Hospital-Reese.





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Pilots practice survival skills



Lieutenant Shay constructs a sling shot as part of the survival exercise.

USAF Photo

Four pilots from the 35th and 54th Flying Training Squadrons had a chance to practice their survival skills Jan. 23, during the base's first search and rescue exercise.

The crewmembers, Capt. John Blackburn, 1st Lt. Jim Hutto, 2nd Lt. Randy Shay and 2nd Lt. Ron Losensky, were placed in a field site at Terry County Auxiliary Field and told to simulate a survival situation.

In the exercise scenario, the pilots had just escaped from their disabled aircraft somewhere over the Southwestern United States. Since it was late in the day, pilots were told to plan an overnight stay until rescue forces could be launched to locate them.

Initially, the pilots were supplied only with the rudimentary survival equipment packed with their parachutes.

Later they were given a parachute spacer kit. This kit, carried at the crewmember's option, contains many more survival aids including a two-way radio, a first aid kit, and brighter flares. This was a very obvious demonstration of the advantages of carrying

additional survival equipment.

The pilots also signaled a T-37 search aircraft. These "survivors" used hand-held survival radios, mirrors, flares, and parachutes spread out on the ground to signal the aircraft, and show their location. The T-37 carried a camera to show and evaluate the effectiveness of various signals.

Volunteers recognized

Two Family Services volunteers were given service awards at a monthly meeting held Jan. 8.

Harriet LaFoy and Lynette Madgwick received their uniforms and 50-hour pins.

Outstanding Checkride flown

Capt. Robert C. Nohrn recently flew an outstanding T-38 formation checkride Jan. 17. He is a student of Undergraduate Pilot Training Class 86-04, Section 2, at the 54th Flying Training Squadron.

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Briefly at Reese

Newcomer's dinner

The Chapel Newcomer's Dinner will be Monday at 6:30 p.m. All newcomers are welcome to attend. Members of our parishes are also encouraged to attend the dinner to help welcome our newcomers to Reese AFB and our Chapel community, said SSgt. Raymond W. Courville, Chapel publicity representative.

Jogging team

Personnel interested in participating on the Reese Jogging Team, should contact the base gym at Ext. 3783.

Basketball

Reese will host the 1986 ATC Central District Men's Basketball Championship, Saturday-Monday. The first game is Saturday at 11 a.m. Teams participating are: Lackland AFB, Texas, Sheppard AFB, Texas, Goodfellow AFB, Texas, Laughlin AFB, Texas and Reese AFB, Texas. Winner will advance to Williams AFB, Ariz., to compete in the Air Training Command Championship, Feb. 6-8.

Chapel

The Reese Chapel offers a monthly opportunity for spiritual uplift. The Reese Christian Fellowship meets at noon on the second Tuesday of each month from September through May. Reese Christian Fellowship is nondenominational and has no formal membership. Everyone is welcome to attend. The Chapel provides lunch and a short program aimed at personal spiritual growth and encouragement. The next meeting is Feb. 11.

Breakfast

The National Prayer Breakfast will be Thursday at 7:30 a.m. at the Reese officers' club. Tickets are available at the Chapel and unit orderly rooms.

Graduation

The NCO Leadership School Graduation, Class 86-C, will be Feb. 7, 6:30 p.m., at the Enlisted Open Mess. CMSgt. Gene Richardson will be the guest speaker.

Air Force Association

The Air Force Association will hold its quarterly meeting Feb. 13, 6:30 p.m., at the Officers' Open Mess. U.S. Representative Larry Combest, 19th District Texas, will be the guest speaker.

Bus service

The Reese Chapel now provides limited bus service to and from Reese Village on Sunday mornings. The bus makes two round trips from the Chapel, through the housing area, and returns: The first at 9:30 a.m. and the second at 10:50 a.m. If you would like the bus to stop at your home, call the Chapel at Ext. 3237.

Hail and Farewell

The Officers' Wives' Club

will hold a Hail and Farewell Coffee for all officers' wives at 10 a.m., Thursday, at the officers' club. Reservations are not required and there is no charge.

Fund Raiser

The Black History Week committee will sponsor an All Night Disco to raise money for the upcoming week long observance. The dance will be held at Mathis Recreation Center, Saturday, at 9 p.m. Admission is \$2 at the door. Al Wallace will be the disc jockey. Everyone is invited.

Policy change

The Air Command and Staff College recently adjusted the course sequence for those who enrolled in the 30-series program after July 1, 1984.

Despite previous instructions, these individuals will not have to complete course 33, Thinking of War, according to Jeffrey Wilbur, Education Services officer. Instead, they will transition to course 35, he said.

He noted that this does not affect members who enrolled in the program prior to July 1, 1984, or who are enrolled in the current, AY-86, program.

For more information, contact the Education Center at Ext. 3634.



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<p style="text-align: center; font-size: small;">SAT FEB 1</p> <p style="text-align: center; font-size: x-small;"><i>Closed</i></p>	<p style="text-align: center; font-size: small;">WED FEB 5</p> <p style="text-align: center; font-size: x-small;"><i>Meatloaf \$4.50</i></p>
<p style="text-align: center; font-size: small;">MON FEB 3</p> <p style="text-align: center; font-size: x-small;"><i>Call Big Bird For Food To Go X-4564</i></p>	<p style="text-align: center; font-size: small;">THURS. FEB 6</p> <p style="text-align: center; font-size: x-small;"><i>Family Style Chicken</i></p>

DoD opposes retirement fund reductions

The Defense Department is flatly opposed to reductions in military retirement funding, a point Secretary of Defense Caspar W. Weinberger emphasized at length in a recent report to Congress.

"Although the Department of Defense has prepared the draft legislation as required by the Congress," he stated, "I want to make it absolutely clear that such action is not to be construed as support for either of the options for change."

The proposed changes would result in an average reduction in retirement benefits of about 16 percent (compared to the current system), but would affect only those entering the services after its enactment. All current and former service members would continue to receive retirement benefits under the current retirement system.

Even though the two options apply only to future entrants, Weinberger expressed

concern that such changes would have an immediate, adverse effect on the morale of the current force.

"No matter how the reduction is packaged," he said, "it communicates the same message, i.e., the perception that there is an erosion in support from the American people for service men and women whom we call upon to ensure our safety. It says in absolute terms that the unique, dangerous and vital sacrifices they routinely make are not worth the taxpayers' dollars they receive, which is not overly generous."

"I do not believe the majority of the American people support this view," Weinberger concluded, "and ask that you consider this in your deliberations on this very crucial issue to our national security."

The report, mandated by the Congress, contained two options for reducing military retirement funding by \$2.9

billion in fiscal 1986 and included an analysis of the impact the options might have on force readiness.

The first option would reduce the current 2.5 percent per year multiplier to 2.15 percent for each year up through 20 years and increase it up to 3.2 percent for each year between 21 and 30 years. And it would change the retired pay calculation from the high-three-year average to a high-five-year average. The cost-of-living adjustment in this option would be preserved at the full amount of the consumer price index increase.

The second option keeps the high-three system, but reduces the multiplier to 2.2 percent for each year up through 20 years and increases it to 3.1 percent for each year between 21 and 30 years. The cost-of-living allowance would be limited to the consumer price index change minus one percentage point for life, with a one-time restoral at the 40th anniversary on initial entry into service. Retired pay would be recalculated at the point of restoral to the amount to which the individual would have been entitled at that point had his original retired pay been fully indexed.

In his cover letter to the report, Weinberger also indicated serious concern over the significant reduction in future combat readiness that would result from losses of mid-level personnel if the proposed changes were enacted.

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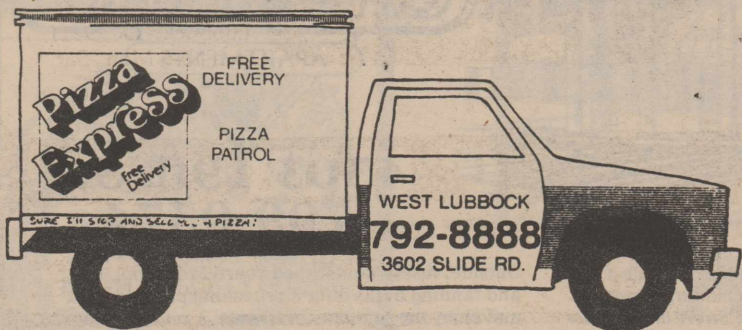
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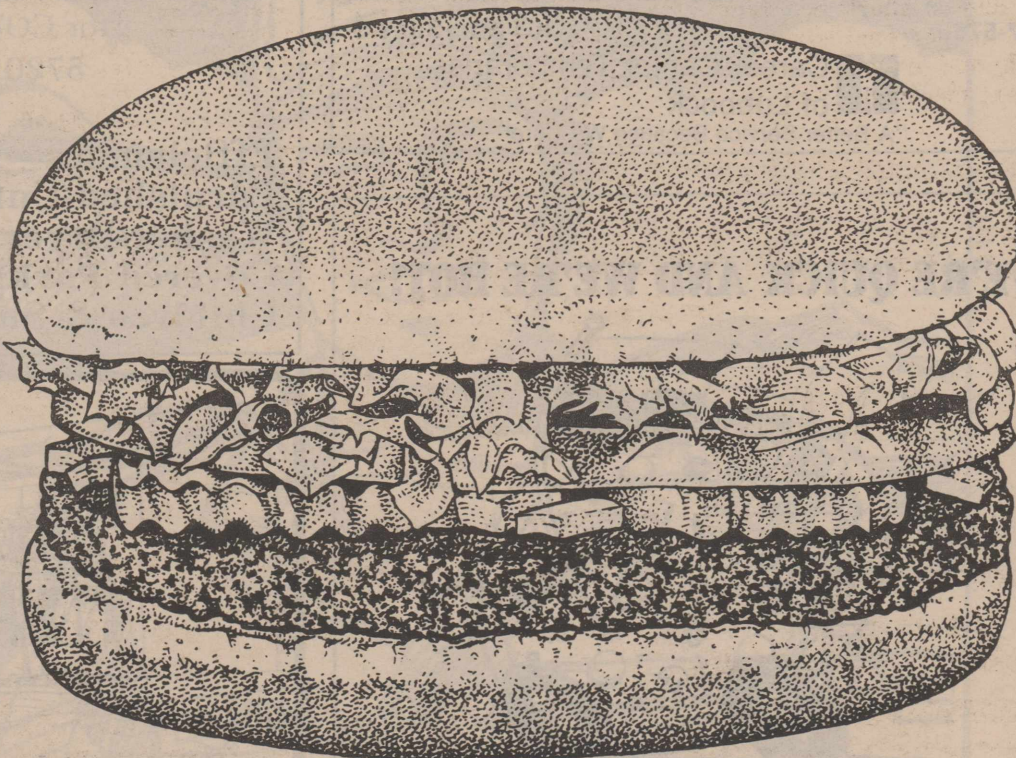
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MAC moves to enhance flying safety

Editor's note: The recent aircraft accident at Gander, Newfoundland, carrying returning soldiers from Europe has resulted in questions on the part of service members who must travel by chartered or contract flights. While the Military Airlift Command didn't charter the flight to Gander—that contract was made by a multi-national peacekeeping force of which the United States is a member—the following article explains the contract flight program and subsequent MAC actions to further ensure the safety of those traveling on such flights.

SCOTT AFB, Ill. (AFNS)—The Department of Defense has started a high-priority review of policies and procedures relating to the Air Transportation of DoD personnel and their families in the wake of the mid-December crash of a DC-8 chartered aircraft at Gander, Newfoundland.

Military Airlift Command officials at Scott AFB said the review will include an assessment of Military and Civil Air Passenger operations, service standards and safety, and will include discussions with the Federal Aviation Administra-

tion. They said the review is expected to be completed within 90 days.

Meanwhile, Gen. Duane H. Cassidy, MAC commander in chief, has taken several measures to enhance the safety of airlift services.

When an airline volunteers to come "on the line" as a contract airline, the MAC capability survey team conducts an initial survey, officials said. The team interviews the FAA to verify that the airline is operating within the FAA's specifications. They added that MAC relies heavily on the FAA inspectors for operations and maintenance inspections.

The Survey team also evaluates crew member qualifications, safety and training, maintenance programs, financial capabilities, airline management and aircraft inspections to ensure the contractor complies with specific military requirements. At the request of the FAA or when any discrepancies have been brought to MAC's attention, the airline will be resurveyed.

Beginning immediately, MAC will resurvey the selected air carriers providing charter airlift to move Army personnel to the annual REFORGER exercise in Ger-

many, the officials said.

In addition, MAC is increasing the number of spot surveys it performs at aerial ports from 10 percent of the transit aircraft to 50 percent. Also, capability surveys of all carriers providing international airlift charters will be conducted annually.

MAC will also survey air carrier maintenance facilities and increase the number of people performing in-flight evaluation of charter operations.

General Cassidy believes these measures will assure military members of their safety when using commercial charter airlift.

DoD moves the majority of its passengers on scheduled and chartered commercial aircraft because of limited passenger capability of military planes, the officials explained.

MAC crews must be ready to transport thousands of combat troops and their battle equipment anywhere in the world and be able to do it in a matter of days. As a by product of flight training, MAC moves cargo and people on its own aircraft, but this requirement extends far beyond the command's own resources, they said.

The military needs civilian

aircraft to provide passenger airlift. MAC aircraft are cargo planes and are not designed for passenger travel. "It would not be cost-effective at all for us to buy a fleet of commercial airplanes that already exist in the commercial world just to fly our passengers," said General Cassidy.

Also, cargo planes do not provide a suitable means of transporting people on a large scale, especially when a large portion are wives and children.

The use of civilian airlines also helps maintain the civil reserve air fleet. CRAF is comprised of aircraft which operate in the civilian world in peacetime and are committed to augment MAC in wartime. The number of aircraft participating in CRAF greatly increases the Air Force's ability to respond to any contingency.

MAC follows several guidelines regarding the CRAF program:

- Annually, MAC requests proposals from the airlines based on DoD airlift requirements. The Air Force, through MAC, acts as the DoD agent for awarding military passenger airlift business to civil airlines.
- Airlines participate voluntarily, and contracts are

awarded based on the airlines' commitment to the CRAF. The dollar amount of contracts is directly related to the airlines' commitment. As a safeguard, the carriers' award entitlements are reduced when their DoD revenues exceed 40 percent of their total transport revenues.

By using this civil resource, DoD saves billions of dollars in procurement, operations and maintenance costs which would be needed to meet the airlift requirements fulfilled by contracts, according to Air Force officials.

They stressed that MAC selects only airlines that are FAA-certified. The FAA must ensure that the airline complies with FAA safety and operational requirements.

During fiscal year 1985, MAC contracted with 24 carriers—including all major U.S. flag airlines—for \$422 million worth of passenger and cargo airlift passenger airlift accounted for \$241 million of this total. The majority of this business was in the form of fully loaded charters.

"We intend, in peace or war, to move about 95 percent of our people on commercial airplanes. We need them," said General Cassidy. (AFNS, courtesy MAC News Service)

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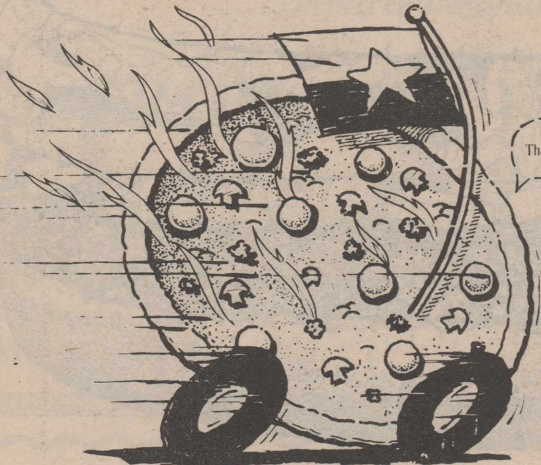
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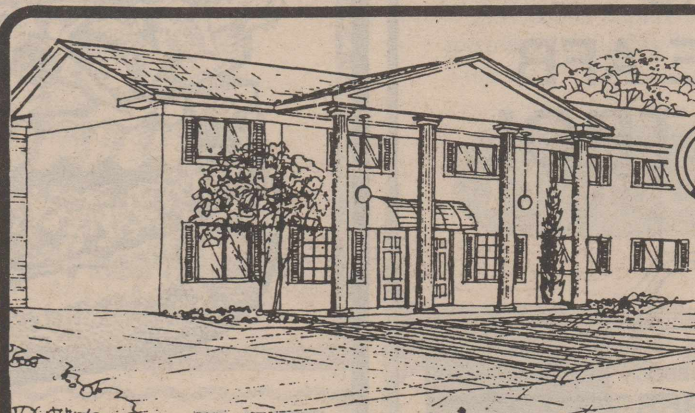


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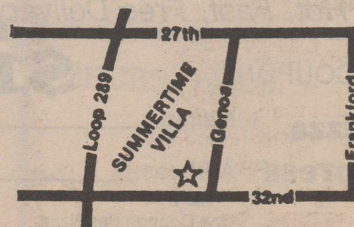
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New G.I. Bill gets high grades

It's been almost six months since the Veterans Educational Assistance Program was replaced for new recruits by the new GI Bill. So far, the report card for the new system reads a solid B+.

Active duty recruits who elect to use the new GI Bill pay a non-refundable \$100 a month for 12 months (\$1,200). In return, they receive \$300 a month for 36 months (\$10,800) when they've completed at least three years service and are ready to go to college or vocational school.

Education-minded recruits seem to like the bill, which went into effect July 1, 1985. Army recruits like it best, with 69 percent enrolling—followed by Marines, 51 percent; Air Force, 38 percent; and Navy recruits, 29 percent.

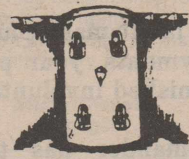
Recruiters say the bill makes their job easier. As one of them put it, "A lot of people come in here every day asking about the program. It's a good deal. Where else can you put in \$100 a month and get back \$300?"

In addition to active duty recruits, the new GI Bill provides benefits for Vietnam-era GI Bill participants and members of the Selected Reserve serving in troop units or individual augments or active Guard and Reserve programs. Selected Reserve personnel can also participate in the program. Signing up for a six-year obligation entitles

them to up to \$140 a month for 36 months—\$5,040.

In addition to attracting the kind of high-quality individuals who are interested in further education, service officials are hopeful that the new GI Bill will be one more tool in Uncle Sam's kit for improving retention. However, service officials agree with Rear Adm. Cecil J. Kempf, director of the Naval Reserve, who told Congress, "The new G.I. Bill must not be viewed as a panacea for all our recruiting and retention problems." The services see other incentives such as bonuses as the key recruiting and retention tools.

Although recruiters and officials are generally pleased with the new bill, some feel there is still room for improvement. Maj. Gen. Winfield S. Harpe, USAF, director of personnel programs, suggested in recent congressional testimony that program participation would be even greater if the monthly payments were reduced and stretched out over a longer period. He added, a member's contribution should be refundable if the member decides to drop out of the program before receiving any benefits, and recruits should have 30 days to consider entering the program. At present, new recruits must make their decision within the first two weeks of basic training.



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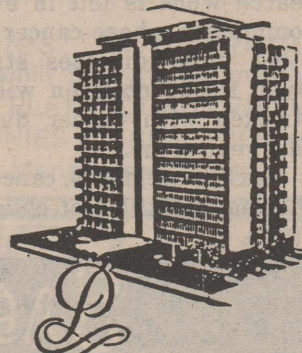
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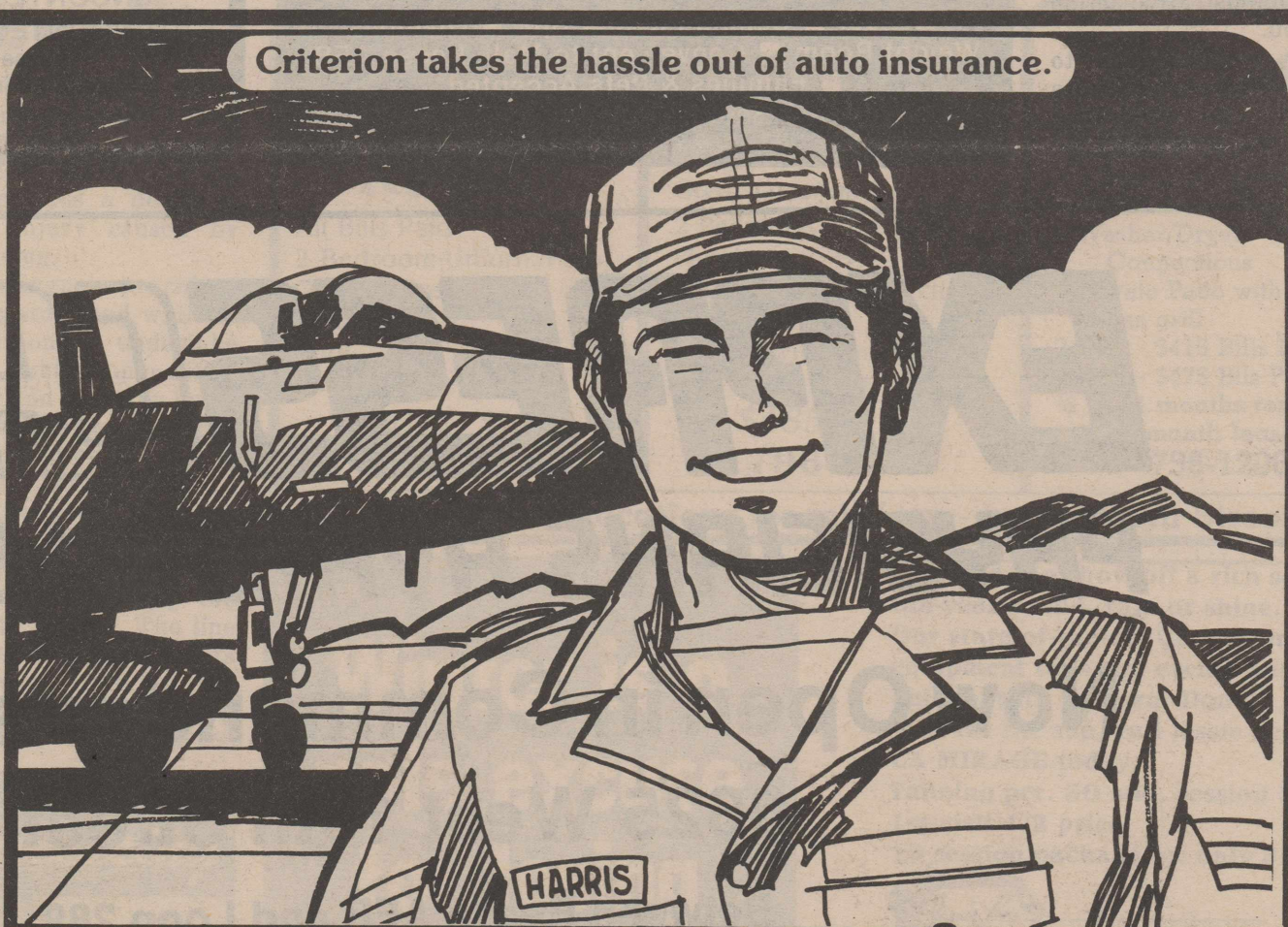
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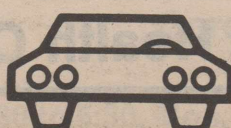
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Lubbock
(Next to Village Inn Motel)



Criterion
INSURANCE COMPANIES
PROTECTION YOU CAN TRUST

Student, parent loans available

After paying for tuition, books and living expenses for the fall semester, were you or your family lower on funds than expected? Relief is still available with an Arnold or Brown Guaranteed Student Loan, or a Guaranteed Parent Loan.

When you borrow through one of these Air Force Aid Society programs, you may receive GSL or GPL money for the current school year up until 30 days before that school year ends. For most people, this means applying by mid-April. If you are eligible, you may apply for one of these loans, even though you've already paid for the preceding semester's tuition.

Having an annual family income above \$30,000 does not automatically disqualify you from obtaining a GSL. Other factors help determine your eligibility, such as the total cost of attending school, the number of people in the family and the number of family members attending college.

To be eligible for an Arnold or Brown loan, students must:

- attend a qualifying post

secondary educational institution (most colleges, vocational and technical schools are government-approved); and

- attend school on at least a half-time basis (Brown program) or full time (Arnold program).

Undergraduate students may borrow up to \$2,500 per school year, and graduate students may borrow up to \$5,000 per school year. These loans have an Annual Percentage Rate of seven to nine percent.

If funds are needed to supplement an Arnold or Brown loan, or if the student could not qualify due to the school's needs analysis, the AFAS Parent Loan Program (GPL) is still available. An Air Force member may receive up to \$3,000 per academic year on behalf of each dependent undergraduate student. The interest rate under the GPL is 12 percent; and repayment begins within 60 days of the date the loan is disbursed.

For more information or application, visit the Air Force Aid Society Section in CBPO, or call Ext. 3643.

Drunk Driving could rule out VA benefits

Think the only things you can lose from drunk driving are life or limb?

Wrong. You—or your supervisors—could lose your Veterans Administration benefits as well.

The dependents of service members who die on active duty, as well as veterans with anything but a dishonorable discharge, are generally entitled to a variety of VA benefits.

However, the Veterans Administration will deny these benefits if a death or injury is determined to be the result of "willful misconduct."

The VA defines "willful misconduct" as an action taken with full knowledge of the risks involved, or with a

"wanton and reckless disregard of its probable consequences."

This, according to VA regulations, includes a death or disabling injury caused by drunk driving.

"The willingness to achieve a drunken state and while in this condition to undertake tasks for which unqualified physically and mentally by alcohol is willful misconduct," the VA regulation states.

The VA usually bases a "willful misconduct" determination on police and hospital reports, as well as the line of duty report prepared by the appropriate service. The line of duty report details events leading up to—but not the cause of—the death or serious injury. (AFPS)

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2415-A Main 747-2854
9:30 to 5:30, Mon, Wed, Fri 10 to 6:30, Tues, Thurs Sat, 10 to 2 p.m.

Financial support—a long lasting legal obligation

By Capt. Gerald D. Laver
Assistant Staff Judge Advocate
Nellis AFB, Nev.

Air Force members are expected to take care of their "just" financial obligations in a proper and timely manner. This obligation includes the duty to support your legal dependents.

Official Air Force policy requires you to provide adequate and regular support, to the best of your ability, for your dependents, until this duty is relieved by the order of a civil court of competent jurisdiction.

Once a court issues an order specifying an amount to be paid for the support of one's dependents, this is usually considered to be the extent of your obligation.

However, your legal obligation to support your children is not relieved by a divorce decree which does not say anything concerning their support.

The duty to give the support required by a court order can only be relieved or modified by another court order. The assumption of additional responsibilities (such as remarriage) does not release you from your previous obligations.

Your failure to adequately support your dependents can reflect adversely upon the Air Force, and can be the basis of administrative action against you.

Further, your failure to support your dependents could result in the withdrawal by your commander of your

BAQ. If you fail to make court-ordered payments, your pay may be garnished involuntarily.

The commander has the responsibility of insuring that personnel within his or her command adequately support

their dependents. If a dependent is not receiving sufficient support, the problem must be referred to the service member's commander.

If you are in a situation where you expect support problems to occur, you should

notify your commander of these problems, their cause, and your proposed solution before he or she receives letters from third parties stating that you are not properly supporting your dependents.

It is usually better if the commander learns of this kind of problem from you instead of from a stranger!

And of course, legal assistance is available at the Legal Office.

Bike-a-thon chairman chosen

St. Jude Children's Research Hospital is proud to announce the selection of A1C Felix Saenz and SSgt. Gordon Couffer as co-chairmen for this Fall's bike-a-thon at Reese Air Force Base. According to Clifford Damstrom, southwest regional director, the funding of cancer research programs and patient care is met primarily by contributions from individuals through programs such as bike-a-thons.

The impact of St. Jude's research work is felt in every community where cancer and other killer diseases strike. Over 10,000 children will be stricken with cancer during this year alone.

Next to accidents, cancer is the leading killer of children

in the United States. St. Jude's is the world's largest cancer research center in terms of treatment success and is the only institution of its kind dedicated solely to research and the care of children stricken with catastrophic illnesses.

Clifford Damstrom, regional director, stated, "It is gratifying that every year in towns all across the country, volunteer leaders organize bike-a-thons to benefit St. Jude Children's Research Hospital. This would not be possible without the help and support of dedicated chairmen."

Danny Thomas, founder of St. Jude Children's Research Hospital stated its purpose

clearly: "To wipe catastrophic diseases of children from the face of the earth." Those interested in assisting with or participating in the bike-a-thon can get more information by contacting A1C Saenz at Ext. 3615.

Details of the ride will be announced later.



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Please Call To Discuss Criminal and Personal Injury Cases, or other Legal needs
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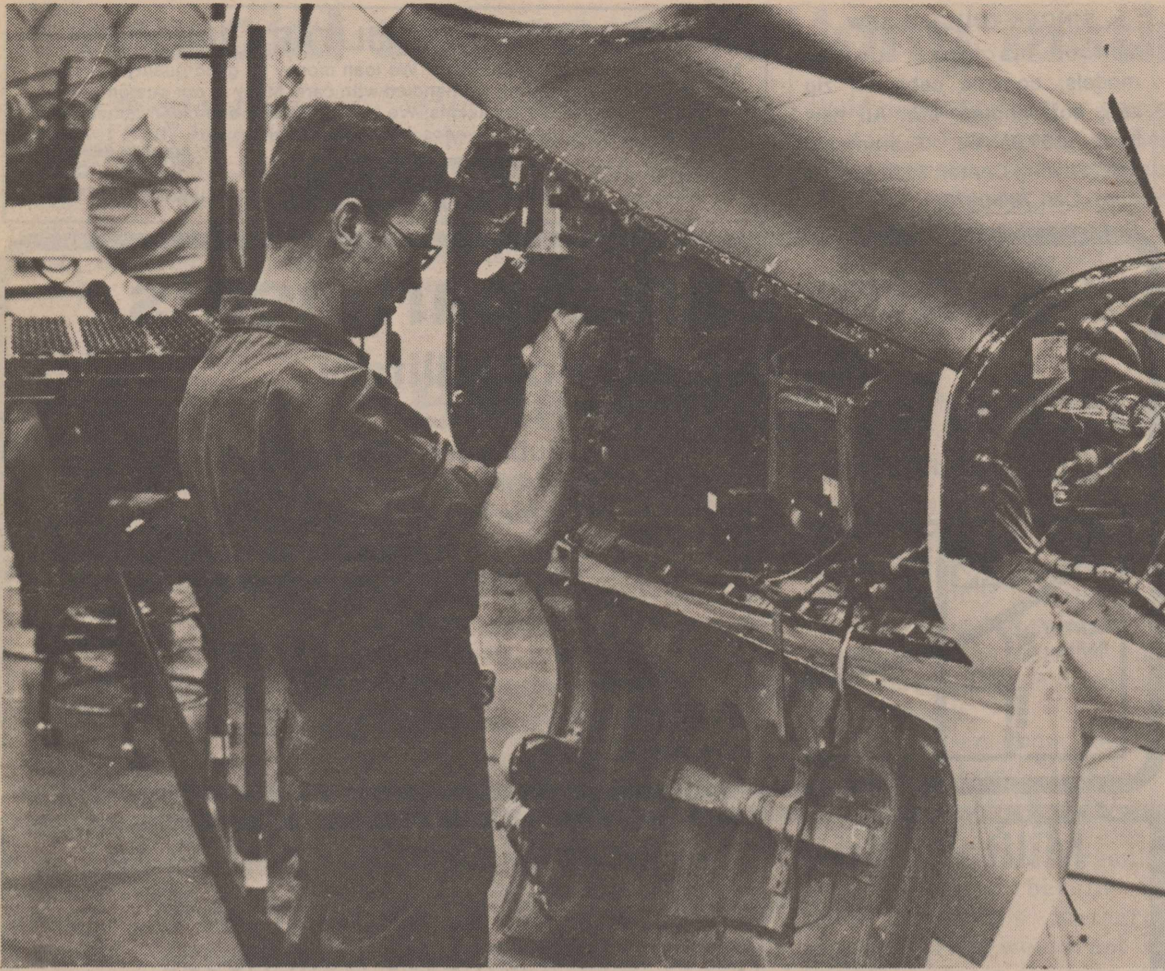
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USAF Photo

TSgt. Edward Goldate checks work during a Production Inspection at the T-38 inspection dock of the 64th Organizational Maintenance Squadron.

AAFES offers reduced price products

Army and Air Force Exchange Service brand products are being highlighted to make customers aware of the quality and savings they offer.

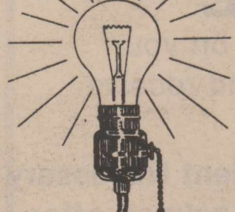
According to AAFES officials, many customers do not realize that an AAFES brand alternative to more expensive name-brand products is there on the shelf. AAFES hopes the "Item of the Month" promotions will change that.

"It's a shame that more customers don't take advantage of the potential savings on these products. AAFES brand items are thoroughly tested for performance and safety and compare in quality and value with their name-brand counterparts," says AAFES Director of Quality Assurance, Col. Thomas M. Harper.

Beginning in 1982 with a few health and beauty aid products, AAFES now offers more than 200 AAFES brand products and continues to expand the line. Products include health and beauty aids, paper goods, cleaning aids and many baby care items.

AAFES products offer an average of 50 percent savings over comparable name-brand products in exchanges and carry the same AAFES guarantee of satisfaction or your money back.

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A JOHNSTOWN AMERICAN COMMUNITY

Sergeant discharged for tolerating drug abuse

RANDOLPH AFB, Texas (ATCNS)—An Air Training Command NCO was discharged three years short of retirement recently for not reporting several instances of marijuana use by fellow airmen.

The technical sergeant received an administrative discharge in December after serving nearly 17 years in the Air Force.

An OSI investigation revealed that the sergeant had witnessed the smoking of marijuana by several airmen from his squadron on at least

10 occasions during the summer of 1984. The airmen were doing the smoking in a house the sergeant was sharing with a friend.

The sergeant said he didn't turn the airmen in because he considered himself to be only a guest in the house.

The Air Force's arguments for the sergeant's discharge were:

-Drug abuse is a crime
-The NCO's senior rank made him an involuntary conspirator rather than an innocent bystander

-An NCO has a high responsibility to enforce the law
-The sergeant lacked strong leadership qualities when he took no action

-Mercy would signal that the Air Force is not serious about enforcement

"The Air Force is taking a hard stand on cases like this," said CMSgt. Harold G. Schuster, chief of ATC's personnel quality control branch. "We all know the Air Force doesn't tolerate drug abuse, but this case shows tolerating abuse by others may also lead to involuntary separation."

Palace chase opportunity—food service

The Air National Guard's 104th Tactical Fighter Group, Westfield, Mass., has a limited number of part-time vacancies for Palace Chase applicants in the food service career field (622XO) who are Massachusetts residents or considering relocation to the western Massachusetts area.

Persons in this AFSC or those willing to retrain into food service are encouraged to apply for the Palace Chase program. The program allows USAF members the opportunity to serve in the Air National Guard's part-time program for a period twice as long as that remaining on their USAF enlistment contract, providing the application is approved at their base of assignment and by the ANG unit. Persons separating from the USAF are also encouraged to apply for ANG membership.

Prospective applicants for cross-training into AFSC 622XO should check with their CBPO to insure that they meet all requirements for entry into the AFSC (ASVAB scores, physical profile factors, color vision, hearing and depth perception). Cross-training applicants must be willing and able to attend resident technical school.

Air Guard members participate in one weekend of duty each month and an annual field training period of 15 days. Active duty time counts towards ANG retirement.

The 104th Technical Fighter Group flies A-10 aircraft and utilizes all AFSCs supporting that mission. We are located in Westfield, Mass., which is 90 miles west of Boston and 40 miles east of the New York state line. In addition to standard benefits of ANG membership, the

State of Massachusetts provides free tuition assistance at state-run college day programs for Massachusetts ANG members. Unit commanders prefer residence within 50 miles of our base.

Point of contact for the 104th Tactical Fighter Group's Palace Chase Program is MSgt. William Fortin,

ANG Recruiter, at AUTOVON 636-1219. Commercial, (413) 568-9151. Applicants are welcome to call with questions, however are asked to kindly call between 9-1 a.m. Eastern Time, Monday-Friday. Please note that MSgt. Fortin is not point of contact for other ANG bases within the U.S.

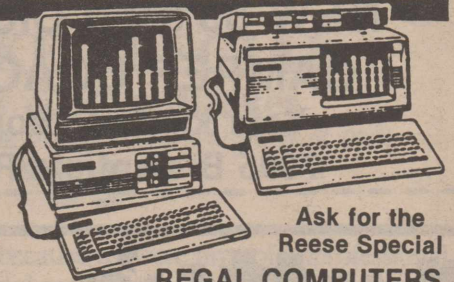
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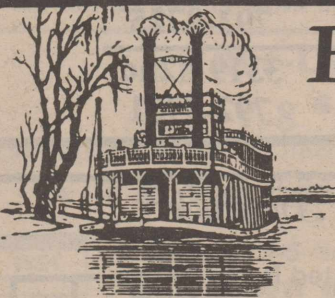
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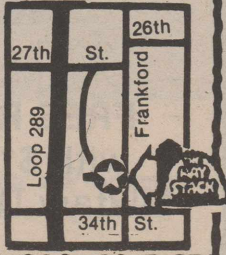
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	Sale Price	Payment
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'83 F-150.....	\$5,888	42 @ \$173
'84 C-10.....	\$7,988	48 @ \$218
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16.5% APR, TAX, TITLE AND LICENSE NOT INCLUDED

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YARD SALE: 302 Mitchell, Baby items and misc. items. 8 a.m. to 4 p.m. Saturday, Reese Village.

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QUEEN SIZE WATER BED with six drawer underdrawer and storage space. Heater included, \$150.00. Call after 5 p.m. 745-1324.

BOMBER NOTEPAD: Perfect gift for that aviation buff, great conversation piece. Sample for SASE. Mark, Box 98015, Lubbock, TX 79499.

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

1986 MAZDA RX7. Lost job, must sell. Sports Package, air, AM/FM cassette, cruise, cost \$16,800, 2 months old, \$14,500 or \$2,000 down and assume 7.95% loan for \$12,450. Evenings call 745-2446.

KING SIZE CANOPY WATER BED, loaded, 1 year old, make offer. Pit group, rust, 1 year old, make offer. Call after 6 p.m. 795-1516.

1984 CELICA GT Hatch, 5 speed, AM/FM/Cassette, air, cruise, tilt, fuel injection, super gas mileage, power mirrors, louvered shade, clean, midnight blue, 38,000 miles, \$9,250. 793-0285.

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Storage has the answer!

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4602 Englewood

1978 Chevrolet Monte Carlo: V-8 305, blue int./ext., velour int., AT, AC, PS, PB, Dig. AM/FM/Cassette, power seat, power windows, tilt steering, cruise control, sport instrumentation, sport mirrors, CB Radio. Asking \$2500. Call x3512 or 797-3288.

FOR SALE: 1984 Celebrity Wagon, 8 pass. V-6 automatic, air, AM/FM/Cassette. Asking \$7150. Call 794-6574 or x3512.

FOR SALE: 12'x15' shed, \$100 or B.O. 5-3662 after 1700 5-4740.

GOING PCS: Sofa with end and coffee table as a package or tables separate, paid \$300.00, make offer, excellent condition (earth tones). Glass top dining room table with six chairs, \$150.00, excellent condition. Beige room rug with padding, excellent condition, \$75.00. Table lamp, paid \$40.00. Macrame glass top plant hanger (earthtone) \$10.00. Used washer and dryer, \$175.00. '85 Sentra \$300.00 down, take over payments of \$284.00 month. (med red), excellent condition, one owner, had only 9 months, less than 7000 miles, AM/FM stereo cassette, tinted windows, radial tires, power steering and brakes, etc. Call 885-4480, 201 Arnold Dr.

MUST SELL: 1977 Dodge Conversion Van, PS, AC, Cruise control, customized paint, refrigerator, sliding windows in back, good condition. \$3500. 218 Arnold.

FOR SALE: King size waterbed "Ambrosia" 6 drawer underdresser, one set of sheets and mattress pad, slow motion mattress and velvet side rails. 218 Arnold, Reese Village.

FOR SALE: 11x12 camel colored carpet, only used 4 months, \$100.00. Playschool child's slide, \$10.00; Strolee infant car seat, \$15.00. 794-3891.

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2 BEDROOM HOUSE Completely furnished with washer & dryer, near Reese. Couple preferred, or with only 1 child. Deposit required. Reasonable. Phone, **793-4452**.

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NEED TO SELL UNDER BOOK VALUE 1984 300 ZX 50th Anniversary edition. V-6 Turbo charged, 5 speed, Body Sonic stereo, new Pirelli tires, Lumbar driver's seat, T-Top. Well kept. **795-5627** or **792-0633**.

EARN EXTRA \$\$\$. No experience needed. No set hours. For more information, call Dick at **794-7875** after 3 p.m.

BEAUTIFUL 1979 TOYOTA Pickup SR5. Loaded, AM/FM Cassette, air, 5 option. \$2595. Call before 6 p.m. Atari: **763-5329**. Ask for Doug. After 6 p.m. & weekends **797-5575**.

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WORTH THE MONEY: Opportunity 3-2-2, game room, pool with solar blanket, satellite, circle drive, 24x16 work shop. 829 8th, Wolfforth, \$84,950. **WESTMARK REALTORS.** Ask for Linda Chapman, **793-1063, 793-0761**.

COUNTRY LIVING—For Rent. Unfurnished 1 & 2 Bedroom houses. Very nice, newly remodeled. Call **885-2282**. If no answer call after 4:30. 2½ miles South of Reese.

FOR RENT 2 BEDROOM, 2 bath Duplex, fireplace, central air, dishwasher & refrigerator. Convenient to Reese & Tech. \$450, plus deposit. 6117-34th. Call **793-0305**.



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Annual check-up, \$12.50. Completely oil, delint, adjust all tensions, all brands. In home service, \$17.95. ABC Sewing Center, 3033 34th, at Flint, call **799-0372**.

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HOME IN TECH TERRACE ADDITION. Beautifully remodeled, 4-3-2, with fireplace, wet bar, swimming pool. Approx. 2,906 square feet. \$163,000 with \$55,000 assumable. 9¼% loan. Being transferred. Call **795-3474** for appointment. 3313-24th. **Open House** this Sunday 1-5 p.m.

HOUSE FOR RENT close to Reese & shopping center. 3 bedrooms, 1½ baths, 1 car garage. \$395 per month. Call **745-1324** after 5:30 p.m.

FOR RENT or RENT WITH OPTION To Buy. 1982 mobile home. 2 bedroom, 1 bath. Near Reese AFB. \$360 with all bills paid. Call **885-2343**.

PIANO TEACHER would like to teach beginning lessons to adults and children. \$22 monthly. Call **885-2367**.

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Includes turning rotors or drums, new pads or shoes, pack wheel bearings, new seals, 4 cylinder inspection.

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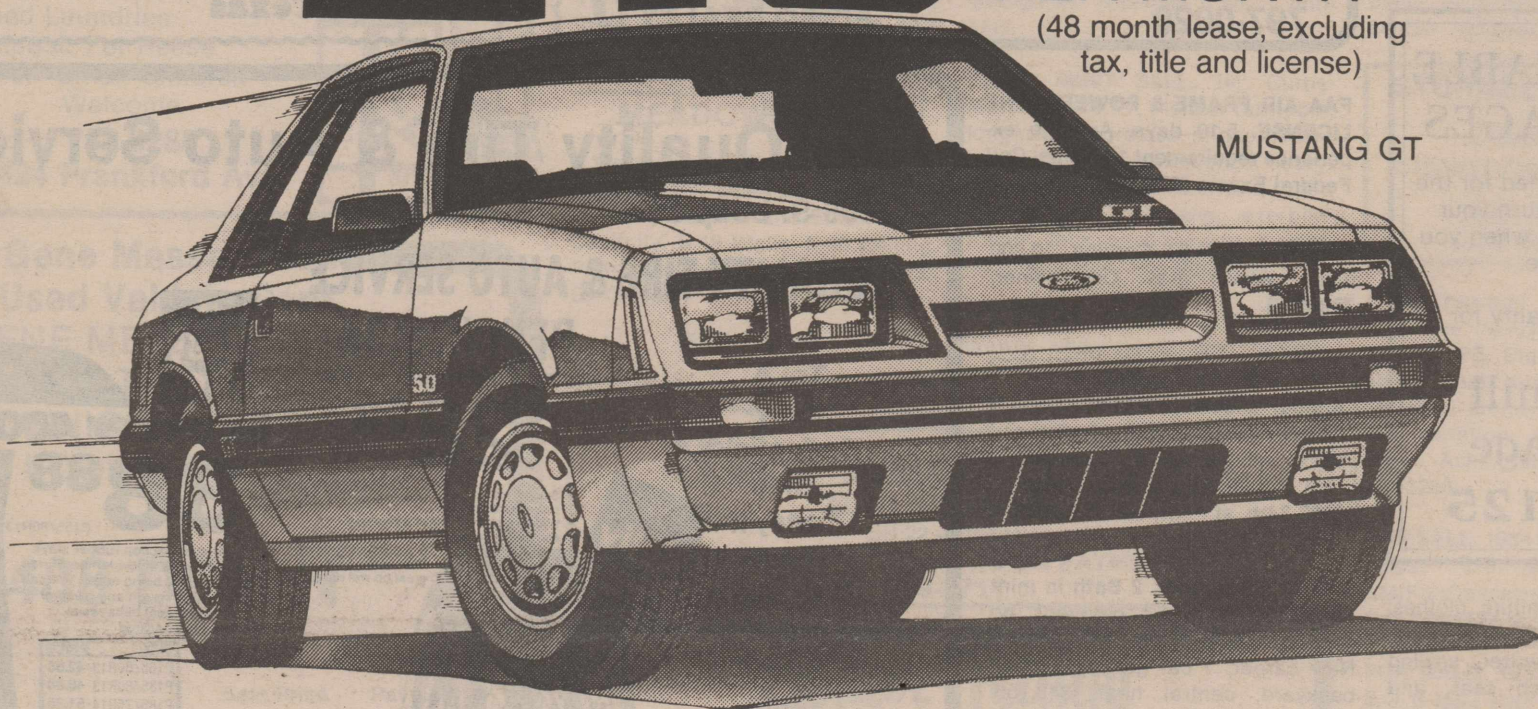
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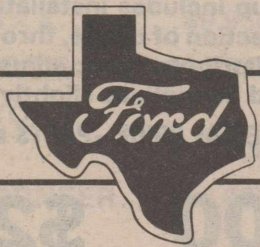
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