

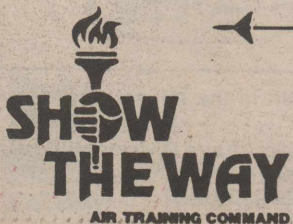
The Roundup



1985
Open House
Reese Air Force Base

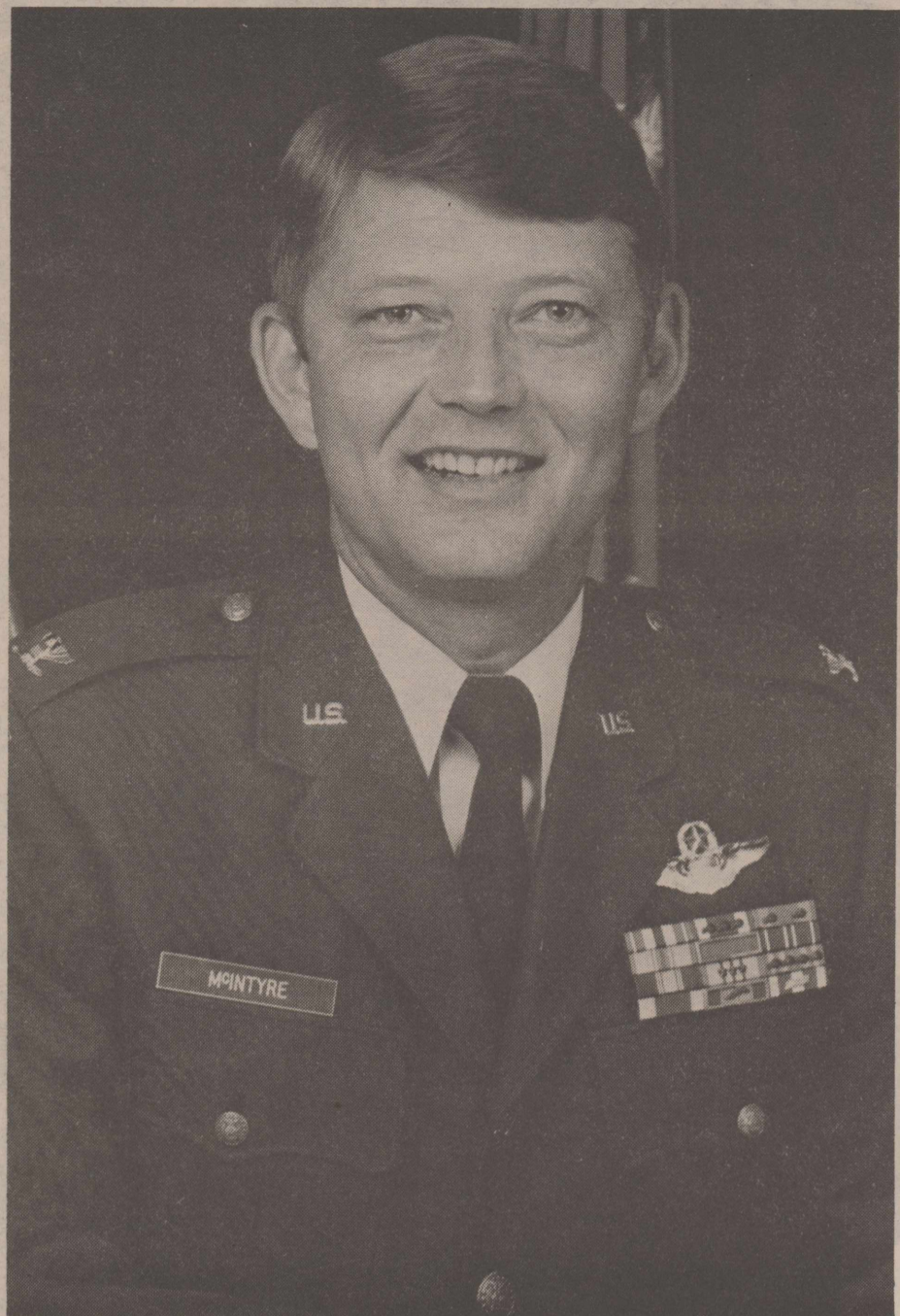
VOLUME XXXVII NUMBER 33, Lubbock, Texas 79408, 32 Pages, Friday, August 23, 1985

(USAF Photo)



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(USAF PHOTO)

Welcome

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

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

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

Enjoy your visit.

Colonel McIntyre

Mission of Reese: Training the best in the world

Reese AFB retains the same mission today that it has always had—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 parachutes and learn the effects of high altitude flight via the altitude chamber.

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

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

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

Movement is noted as the whole simulator platform tilts and sways to the student's flying commands. The student can look out the front window of the cockpit and see the farms of West Texas as well

as the runways here. They learn to fly with instruments, and to take off and land.

When finally they 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 their aircraft, emergency procedures, take off and landing techniques, aerobatics, and formation flying. The students also practice night, instrument and navigation flying, including the required cross country flights.

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

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

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

phase of training here.

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

After the students have made their check rides successfully, they start all over again in a new aircraft—one that goes higher, faster, and farther than the Tweet.

They go back to the classroom, simulators, and learn that the T-38 isn't as forgiving as the Tweet.

They spend 100 hours in the T-38 "Talon" 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, about a year after they began training here.

A typical undergraduate pilot training base, Reese graduates approximately 400 new pilots each year. These students must enter pilot training prior to age 27-and-a-half and must also be commissioned officers.

A force of approximately 1,700 enlisted men and women, 600 permanent party officers, and 650 civilians support the students in their training. In addition to U.S. Air Force of-

icers, Reese also trains officers from allied nations.

It costs approximately \$128 million to operate Reese for a year. The cost of training each pilot is \$354,000. Much of the budget is returned to the West Texas economy, and the total annual economic impact on the surrounding area is more than \$168 million.

The aircraft inventory at

Reese includes 74 T-37B and 113 T-38 aircraft. Annually, Reese aircraft fly over 78,000 missions while logging more than 100,000 flying hours and consuming in excess of 26 million gallons of fuel in support of the mission.

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



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

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Open house to feature best

The Air Force's celebrated flying demonstration team, the Thunderbirds, and the Army's precision parachute team, the Golden Knights, will be featured attractions at the Reese Air Force Base Open House here Sunday.

This will be the first demonstration given by the Thunderbirds here since 1980. Since their first aerial demonstration in 1953, the Thunderbirds have traveled throughout the United States and to 46 countries in the Free World. They have logged over 2,607 performances

before nearly 182 million people.

This will be the first time the Thunderbirds mount one of the most technically advanced aircraft in the world, and the newest addition to the Air Force's fighter inventory, the F-16 "Fighting Falcon," for an aerial demonstration show here. The last time they were here they flew the T-38 "Talon."

Although the Golden Knights may reach speeds of up to 200 mph—after leaving their aircraft.

The Golden Knights demon-

stration usually begins at 13,500 feet. Between that time, the time they open their chutes at about 2,000 feet and their precision landing square on target, the maneuverability of the chute, and the skill of the sky diver will be demonstrated as they "fly several formations."

Throughout the day there will be static aircraft on display from the Military Air Command, Strategic Air Command, and Tactical Air Command, as well as the T-38 and T-37 flown here.

Reese Air Force Base

Open House

Schedule of Events

- 11 a.m. Gates Open To Public
- 11-11:45 a.m. Model Aircraft Flying Demonstration (45 minutes)
- 12:45 a.m. Reese Air Force Base Drill Team Demonstration, and T-37/T-38 Fly-By During The National Anthem
- 1 p.m. Confederate Air Force Fly-bys (20 minutes)
- 1:35 p.m. F-15 Flying Demonstration (15 minutes)
- 2 p.m. Golden Knights Parachute Team Show (35 minutes)
- 2:40 Thunderbird Ground Ceremony
- 3 p.m. Thunderbird Flying Demonstration (45 minutes)
- 3:55 Thunderbird Autograph Session
- 4:30 p.m. Airshow Closes

Enjoy the show — Safely

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

Don't smoke on the line due to the fumes from the JP-4 jet fuel, and the Confederate Air Forces highly flammable high-octane fuel, a spark could destroy private and government property into the millions. But more importantly, said officials, lives could be lost.

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

An additional concern is

photographers seeking to get a better vantage point by climbing upon buildings along the flight-line—don't.

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

For personal safety, officials advised spectators to remember that although summer seems almost over, the bright, hot sun is still out. Visitors should wear sun glasses if it is a bright sunny day and to put on a sun screening lotion to protect themselves from sunburn.

In the West Texas heat it takes very little exposure to sunburn really bad, said of-

officials. And probably less time to protect oneself with lotion.

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

FOD can occur with only a small stone or other small object. FOD happens when an object is sucked into the jet's air intake system pushing it through delicate fans and rotors of the jet engine. The results can be staggering.

Remember, it's tax dollars that pay for the Air Force's FOD repairs so it's worth the effort to find a trash can.

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From Lubbock Army Air Field to Reese Air Force Base

By Rudelle S. Turner
64th Flying Training Wing
Historian

Reese Air Force Base returns the same mission today that it has always enjoyed since its beginning in 1941—“Training Tomorrow’s Best Pilots...Today.”

The base became a reality shortly after the citizens of Lubbock County donated almost 2,000 acres of land to the federal government for construction of a military air field. Runways, barracks and classrooms mushroomed on the land after construction began in August of 1941. Just six months later, on Feb. 25, the first class of aviation cadets arrived at the Air Corps Flying School, Lubbock, to begin advanced flying school.

These first students trained in the AT-6 Texan, AT-7 Navigator, AT-9 Jeep and the AT-17 Bobcat. Members of Class 42-H claimed the honor of first graduates on April 29, 1942.

Open House on June 21, 1942, formally dedicated the field as the Lubbock Army Flying School. Another name change followed in 1943, this time to the Lubbock Army Air Field. This change preceded introduction of yet more aircraft. The AT-10 Wichita and the TB-25 were added to the training program in 1944.

As World War II came to a close, so did the Lubbock Ar-

my Air Field. The base formally closed Dec. 31, 1945. However, its buildings still served a useful purpose. Veterans and their families used the structures for housing and National Guard units occupied some of the buildings for training.

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

Starting in 1949, the AT-6 Texas was again used in the basic phase of the flying school. This was followed by a phase-in of the T-28 in 1953. Also in service was the famous TB-25 Mitchell. It was perhaps a main-stay of training until January of 1959. Class 59-E phased out the old bird and the last TB-25 to fly at Reese is presently mounted on static display at the entrance to the base.

The T-33A Shooting Star ushered in the single engine jet aircraft at Reese in January 1959. Close on its heels came one of our present-day trainers, the T-37B Tweet. Training began in the Tweet in March 1961. This aircraft is used today for Phase II instruction.

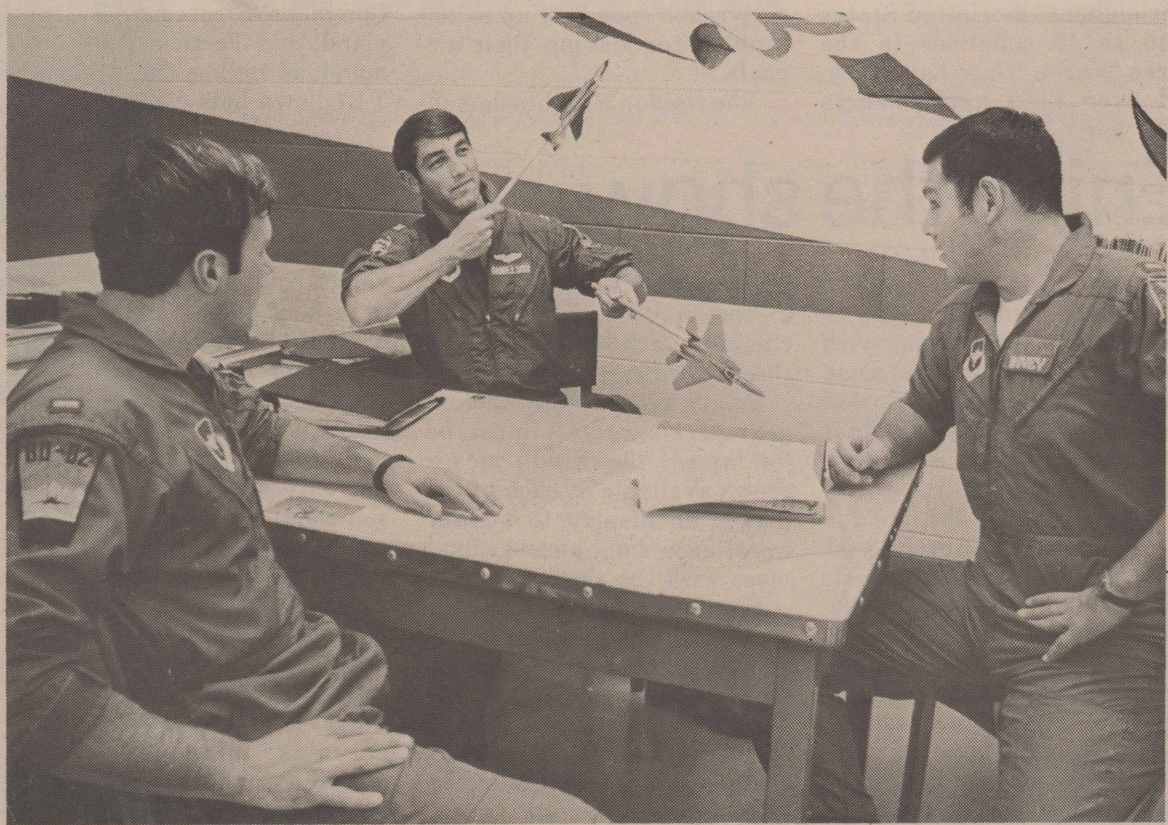
From 1965 through 1973,

the T-41A Mesacalero, a military version of the Cessna 172, was used as a preflight trainer. These flights were flown from what is now the Lubbock International Air-

port. Class 64-C claimed title to the first mission in the Supersonic T-38A Talon on May 13, 1963. The final phase

of Undergraduate Pilot Training currently uses this craft.

For years aspiring aviators have passed through the gates of Reese on their first big step toward the beckoning sky. More than 22,750 students have received their wings here and joined the fraternity of flying officers.



(USAF Photo)

An instructor pilot teaches students flight maneuvers with the aid of models. Although the models are now of sleek aircraft, the technique has been used throughout the training history of Reese.



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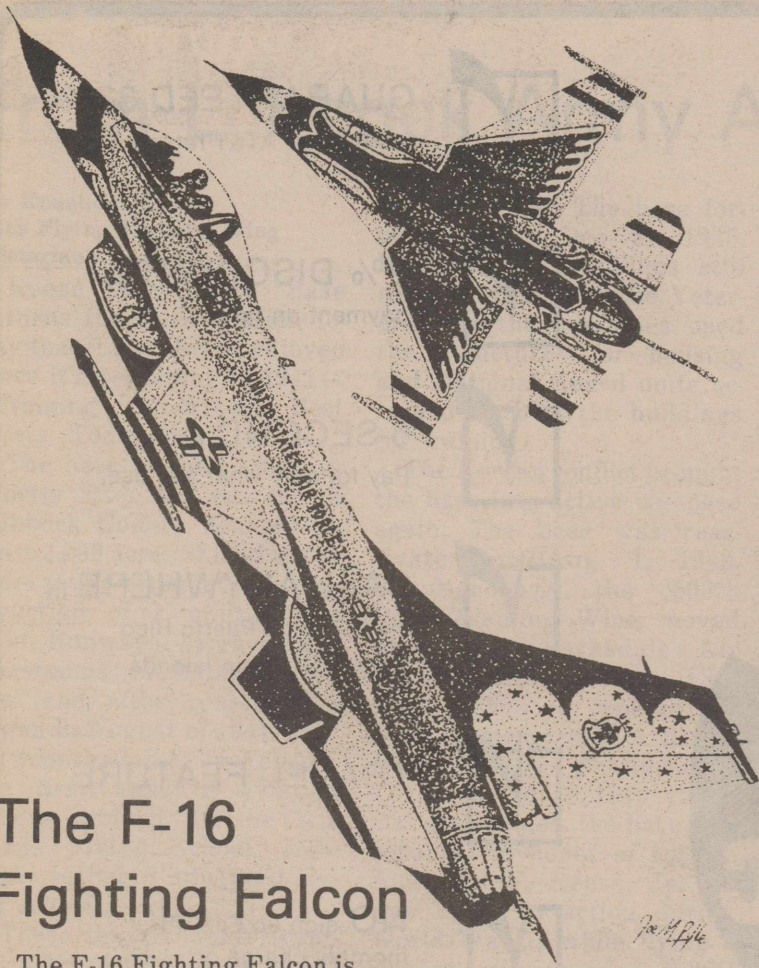
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The F-16 Fighting Falcon

The F-16 Fighting Falcon is a compact, multirole fighter aircraft. It is a very maneuverable plane designed for air-to-air combat and air-to-surface attack. This aircraft provides a relatively low cost, high performance weapon system for the air forces of the United States and allied nations.

Now serving at U.S. Air Force bases in the United States, Germany, Korea and Spain, the Falcon is also being introduced into the Air National Guard and Air Force Reserve. In addition, the F-16 is on duty with the air forces of Belgium, Denmark, the Netherlands, Norway, Israel, Egypt, Pakistan and Venezuela, and Korea's air force is awaiting delivery. The worldwide use of the F-16 has made it a mainstay of international tactical air forces.

The F-16 can fly more than twice the speed of sound at altitudes of more than 50,000 feet, and can get there at more than 30,000 feet per minute.

While operating in an air combat role, the F-16's maneuverability and combat radius (distance it can fly to enter air combat, stay to fight and return) exceed that of all Warsaw Pact threat fighter aircraft. In an air-to-surface mission the F-16 can fly more than 500 miles, fire its weapons with superior accuracy and return to its starting point.

From one point to another, equipped with external fuel tanks, the F-16 can fly more than 2,000 nautical miles.

It has excellent self-defense. Because the F-16 is small and has a smokeless engine, it is difficult to detect, visually or with radar, and hard to hit. Its 360-degree threat warning system and excellent visibility from its bubble canopy reduce the chances that the pilot will be caught off-guard. Also, its maneuverability makes it harder for enemy aircraft and surface-to-air missiles to hit the plane.

The aircraft's armament include a fuselage-mounted multibarrel 20mm cannon, and an air-to-air missile mounted on each wing tip. Additional weapons of various types (up to 15,000 pounds) can be carried on pylons mounted under

the wings and on the fuselage centerline.

In designing the F-16, advanced aerospace science and proven reliable systems from other aircraft such as the F-15 and F-111 were selected. These were combined to simplify the airplane and reduce its size, purchase price, maintenance costs and weight. The light weight of the fuselage is achieved without reducing its strength. The F-16 can withstand up to nine times the force of gravity with internal fuel tanks filled—greater than any other current fighter aircraft.

The cockpit and its bubble canopy are designed to give the pilot almost unlimited visibility. The pilot has unobstructed forward and upward vision and greatly improved vision over the side and to the rear. The seat-back angle is changed from the usual 13 degrees to 30 degrees and height of the heel rest is greater. This increases the pilot's gravitational force tolerance.

The pilot has excellent flight control of the F-16 through its "fly-by-wire" system. Electrical wires carry commands replacing the usual cables and linkage controls. The control stick is mounted on the right console instead of in the conventional center-mounted style for easy and accurate control of the aircraft during high-G combat maneuvers. The pilot's arm is on a support arm rest, and by using hand pressure, he sends electrical signals to actuators of flight control surfaces such as ailerons, rudder, etc...

The F-16 costs less to build and uses less fuel than other current U.S. Air Force fighter and attack aircraft, but has increased combat capability. When performing the same mission, it uses 50 percent less fuel than an F-4 Phantom.

The F-16A is the single-seat model of the plane. It first flew in December 1976. The first operational F-16A was delivered in January 1979 to the 388th Tactical Fighter Wing at Hill Air Force Base, Utah. The wing trains U.S. and foreign F-16 pilots.

The Thunderbirds began flying the "Fighting Falcons" in 1983.

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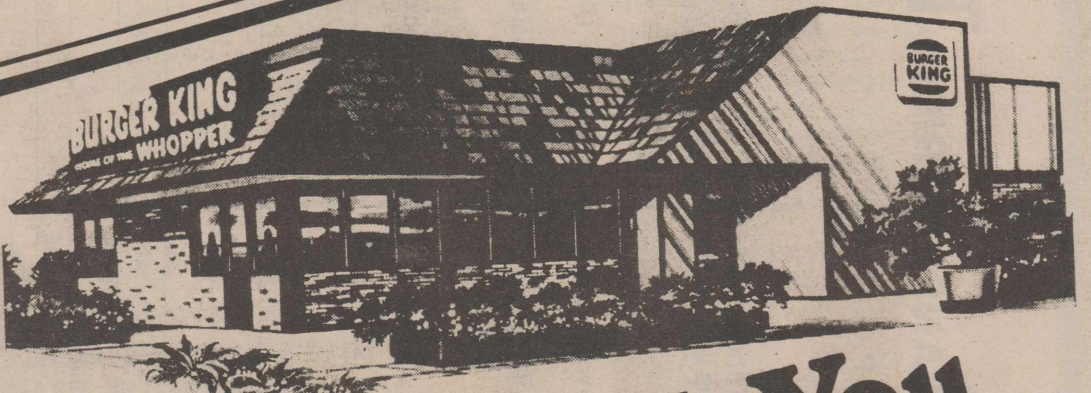
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(USAF Photo)

A pilots view of a Thunderbird formation flight shows the under-belly of the teams newest aircraft—the F-16 Fighting Falcon.

Thunderbirds flew many jet aircraft

Since their first aerial demonstration in 1953, the Thunderbirds have traveled throughout the United States and to 46 countries in the Free World. They have logged 2,607 performances before nearly 182 million people.

Prime ministers, presidents, foreign dignitaries, celebrities and countless fans have turned out to meet and watch the team, giving the Thunderbirds the unofficial title of America's "Ambassadors in Blue."

Naturally, the most visible part of the Thunderbirds is the aircraft. The squadron currently flies the General

Dynamics F-16 Fighting Falcon, their eighth different aircraft.

After starting out in the F-84G Thunderjet in 1953, the squadron switched to the swept-wing F-84F Thunderstreak in 1955. Both of the 84s were subsonic, but in 1956 the squadron moved into its first supersonic aircraft, the F-100C Super Sabre. The switch to the Sabre made the Thunderbirds the first supersonic demonstration squadron.

The then-modern F-100s were traded for the F-105B Thunderchief in 1964. The transition was short lived as

the Thunderchief flew in only six official air demonstrations. Instead of canceling the entire 1964 schedule, the squadron returned to F-100s, this time using the air-refuelable "D" model. After five more seasons in the Super Sabre—it was the most used aircraft for the squadron—a total of 1,111 shows were performed in the two models.

In 1969 the squadron flew its new F-4E Phantom II for the first time during graduation ceremonies at the U.S. Air Force Academy. The team switched to the sleek T-38A Talon in 1974, and to the F-16 in 1983.

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Biography

Lt. Augustus F. Reese

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

During November and December 1941, Lieutenant Reese ferried aircraft in England. He was then assigned to the Hat-In-The-Ring Squadron made famous by Captain Eddie Rickenbacker, stationed at that time in North Africa.

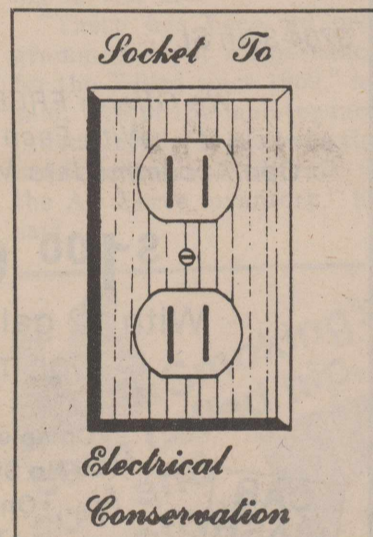
Six weeks before his fatal mission, Lieutenant Reese was reported missing while on a mission over the Sicilian Straits. His aircraft was out of gas 500 miles from his home base, but he managed to land with the wheels down

and save the aircraft. He lived with natives for about two weeks before getting back to his unit.

Lieutenant Reese was killed in action 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. In his endeavor to successfully complete his bombing and strafing mission, Lieutenant Reese was enveloped in the explosion from the successful strafing and bombing of the train. He was 25 years old.



(USAF Photo)



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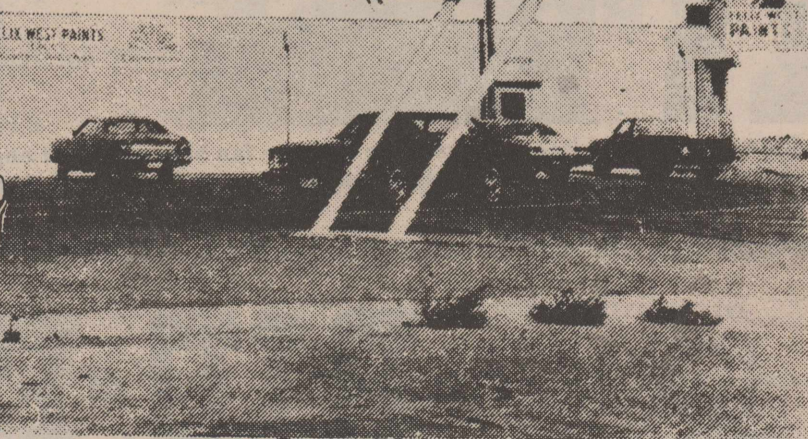
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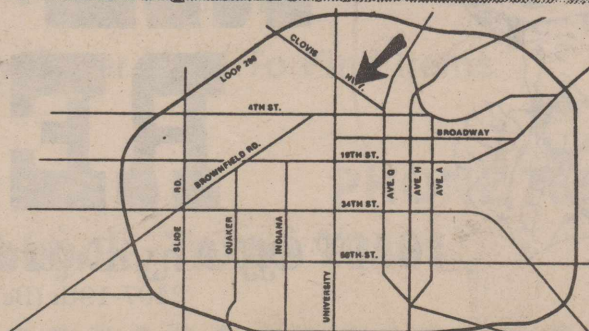
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T-33 keeps on flying

By SSgt. Curtis Marshall
48th Fighter Interceptor Squadron
Langley AFB, Va.

The T-33A Shooting Star is not only the oldest aircraft flying in the Air Defense Tactical Air Command, but also the oldest in the continental United States active Air Force inventory.

It doesn't have the power or capabilities of the F-15, nor does it claim any speed, altitude or distance records. The instruments are from another day and time and the cockpit floorboards are plywood. And yes, the jet is older than most of the people who fly or maintain it.

Even so, the T-33 still has a vital and active role with the Air Force.

The T-33's association with the 48th Fighter Interceptor Squadron dates back to 1953, when the squadron was assigned to Langley.

The "T-Bird," as it is affectionately known, was derived from one of the earliest fighter aircraft, the F-80 Shooting Star. Some parts on the T-33s today still bear F-80 markings.

Primarily, the T-33 is used as a target aircraft. It flies enemy tactics and formations, thereby providing valuable training to American air crews. T-Bird pilots also conduct radar evaluation flights for air defense ground-based radar sites.

According to Capt. Scott Hill, a 48th FIS T-33 instructor pilot and standardization evaluation officer, the aircraft is "very simple and reliable."

"While today's fighters have an inertial navigation system and an auto-pilot, the T-33 has neither," he said. "It reinforces basic piloting skills and makes you learn to fly by the seat of your pants," Captain Hill added.

The number of flying hours the T-33 racks up is a tribute to the 48th FIS maintenance people. The squadron, for instance, flew its seven T-33s nearly 1,500 times last fiscal year and accumulated more than 2,000 flying hours.

The goal of the T-33 maintenance flight is to keep the jets close to their original condition. It's not always the easiest thing to do, considering spare parts may need to be locally produced or obtained from the Military Aircraft and Storage Disposition Center—also known as the "bone yard"—at Davis-Monthan AFB, Ariz.

"While we're waiting, we'll do preventive maintenance on other portions of the jet," said

SrA. Michael DiMartino, a T-33 crew chief.

The majority of the crew chiefs were just babies or not yet born when their jets rolled off the assembly line. "Sometimes I do feel like I'm in a time warp. After all, my jet is as old as I am," continued Airman DiMartino. "Because of its age, it's quite a challenge to keep it flying. But when it's in the air, I feel great."

"There's very little specialist work required on the T-Bird," adds MSgt. Dwayne Whetzel, a T-33 flight chief. "All of our people are true aircraft mechanics. You name it and they can do it. "We have engine, navigation, communications and instrument specialists—all trained as crew chiefs.

"The pride the flight takes in their aircraft and mission is evident when you are around them. The enthusiasm is infectious, and I can't believe how willing the people are to get the job done," Sergeant Whetzel said.

The T-33, produced between 1948 and 1959 for about \$130,000 each, has been flying for more than 30 years.

According to Jim Day, an Air Force engineering technical service representative to the squadron and resident T-33 expert, Lockheed designed the T-33 with an unlimited flying service life.

"There has been no programmed depot maintenance for the T-Bird since 1969," he said. "All of the maintenance is done locally. It has to be the most economical aircraft in the Air Force inventory," he said.

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Robots on battlefield

By Donna Bolinger
American Forces Information Service

A tank ranges toward enemy lines and fires a lethal salvo—without a driver or fire control specialist inside...

A ship steals into the enemy's harbor at night, performs its mission and escapes without endangering its crew—because there is none...

A pilot-less aircraft flies far behind enemy lines, gathers valuable information and relays it back to headquarters...

Mind boggling? Yes! But distinct possibilities if the new generation of computing technology evolves as expected, according to a Defense Advanced Research Projects Agency report, "Strategic Computing."

Someday, robots could save American service members' lives, says the report. They might take over dangerous military missions, act as moving sentries, conduct reconnaissance or mapping missions, test for nuclear, biological and chemical contamination, even haul ammunition or weapons over rough terrain.

Unlike typical robots that operate from a fixed location or move along a track, these vehicles will steer themselves over virtually any terrain, recognizing landmarks and even avoiding obstacles.

DARPA, the DoD agency charged with conducting the Defense Department's most advanced scientific research, is already at work testing two types of automated vehicles that could have valuable battlefield application.

The first is the autonomous land vehicle, a boxy, 12-foot high, 16,000-pound vehicle with eight wheels. It uses a television camera and laser radar to "see" what's ahead. Based on this information and programmed terrain data, it eventually will be able to tell if a dark spot in its path is a shadow from a tree, a fallen tree limb that can be traversed safely, or a heavy log that requires a detour. If necessary, the vehicle will change its course to avoid an obstacle, or even "plan" a different route to its objective.

DARPA engineers hope to refine the vehicle so it can move at speeds of up to 40 miles per hour.

Also in the testing phase is a mechanical walker that looks like a giant aluminum locust, but is expected to be able to gallop like a horse or sidestep like a crab. DARPA officials project that within the next decade, it should be able to gallop at speeds up to 25 miles per hour, go 100

miles without re-fueling, climb a 60 degree slope, cross a 10 foot ditch and scale a five-foot obstacle.

DARPA scientists, working with industry and university research scientists, are spending this summer and fall teaching the vehicle to walk. Its scanning mechanism will send instructions about the terrain to on-board computers that coordinate the leg movements. Once the machine learns to walk, scientists plan to remove two of its six legs so it can run, an even greater test of coordination and balance.

And while the mechanical horse now requires an operator that steers it from a cockpit, DARPA plans to redesign it so it, too, can go unmanned.

Dr. Clinton W. Kelly III, director of DARPA's engineering applications office, said the vehicles are designed to fill a void that's plagued the Army since it put its last "combat" horse out to pasture during World War II and discharged its mules in the 1950s. Kelly said about half of the earth's land surface is just too hilly, rocky or wet for conventional vehicles, and that a "legged" vehicle that could traverse such surfaces with heavy loads might result in significant tactical advantages.

Kelly said the vehicles could bring a whole new light to battlefield strategy, and that if the same technology were applied to aircraft and ships, it could alter war altogether.

In addition, the robots will offer "immunity from stress and fatigue," Kelly said, because they will continue working hour after hour, even under uncomfortable or dangerous circumstances, saving precious manpower for other jobs.

The concept of vehicles that move autonomously isn't new. DARPA, in cooperation with the defense industry and several universities, has been researching the possibility for almost 20 years. Kelly said that within the next 20 years, unmanned vehicles could be assigned many of DoD's most dangerous and laborious jobs.

The United States isn't alone in the drive to come up with a vehicle. Already the Soviet Union has a six legged "mechanical mule" that is used in Soviet forestry projects. As shown on a video tape obtained by Ohio State University engineers during the 1970's, the soviet vehicle straddles a log, picks it up with claws mounted on its underbelly, lugs it to a road, folds down a wheel from each of its six legs and rolls away.

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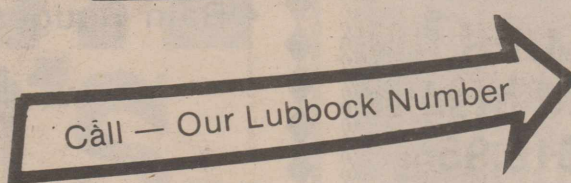
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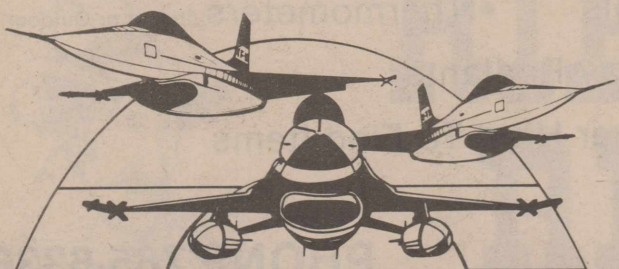
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To keep up with the demanding schedule of air shows, the knights have two demonstration teams that travel some 280 days a year performing over 300 shows coast to coast and around the world.

These highly motivated soldiers are recognized throughout the world as the finest precision free fall parachute team in the world. They are truly roving ambassadors in uniform representing the United States of America as well as the United States Army with pride.

The competition team which is another section that helps make up the Golden Knights have brought home National Titles, 57, and more World Titles, eight, than any other parachuting organization in the world. The team has also entered and won top honors at hundreds of other regional and international competitions.

Once the jumper's are in free-fall, they maneuver through the sky reaching speeds up to 180 miles per hour. Their arms and legs take the place of wings. At such speeds any slight movement of the body will bring instant reaction.

Using their arms and legs to maintain a stable body position, the jumpers steadily descend in a face to earth posi-

tion. Moving an arm or leg causes an immediate turn in that direction. When a jumper puts both hands by his side and legs straight out together, a head down dive is sure to be the result and the skydiver is normally able to reach 180 miles per hour.

Not falling, but flying in a sense, the jumper will use different movements to speed up, slow down, make left and right turns or cut laterally

across the sky.

The jumpers mark their flight trail through the sky with the aid of red smoke. The smoke is essential in the demonstration they do. Without the smoke trail, the performance, which normally begins two miles high, would go unnoticed by the many thousands of people who come to watch the world famous Golden Knights each year.

The members of the U.S.

Army Parachute team distinguish themselves wherever they go, demonstrations or competition. Since their organization in 1959 they have won more championships than any other team in the world, plus they have performed over 4,500 live demonstrations. Yet, it isn't the statistics nor the past accomplishments of this elite group of soldiers that distinguishes them from their peers. What

puts them on top in the public eye is the degree of professionalism that dictates their every move.

It is at Everytown, USA, across the music and beyond the applause, when a golden knight stands proudly before the American public that we actually see what it really takes to be one of today's soldiers and a member of the United States Army Parachute Team.



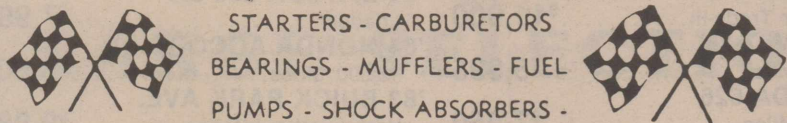
The Army's Golden Knights free-fall in the diamond formation. The red smoke trailing from their boots allow the spectators below to track their descent.

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Doing something about overpricing

At Howard AFB in Panama, MSgt. John Garrido was tired of hearing stories about manufacturers and businesses overcharging the government for materials, parts and services provided by contract.

Garrido supervised the use of \$15,000 generators on Howard's flightline but found that another generator—at less than one-third the cost—could do the job just as well. He reported his findings through the Air Force's "zero overpricing hotline," and eventually got the more expensive contract cancelled.

His actions saved DoD \$3.7 million. And for making it happen, Garrido was awarded nearly \$22,000.

Garrido is one of thousands of service members who are making DoD's crackdown on spare parts overpricing a success.

Each service has come up with its own program to fight overpricing. The Army calls it "SPRINT" (Spare Parts Review Initiative) and the Navy, "Project BOSS" (Buy Our Spares Smart). The Air Force and Marine Corps simply call it the spare parts program.

These programs promote improved up-front resource planning quantity purchases when feasible, and price reviews of all spare parts purchases. Additionally, each service has appointed a competition advocate whose job is to increase competition among

contractors.

But as Cmdr. Bruce Machado, USN, systems analyst for the DoD spare parts management office, says, much of the success of the effort depends on service members in the field most familiar with the equipment for services.

"Service members are our number one auditors," agrees Cmdr. Andre Asselin, director of Navy's Boss program.

Each service has special hotline members and DoD civilians can use to report suspected overcharges, or to report that a piece of equipment just doesn't do what it was designed to do. DoD personnel also are using these hotlines—just as Garrido did—to suggest more cost effective ways to get the job done.

The hotline programs have grown significantly during the past year and a half. In 1983, the Air Force hotline received 6,000 price challenges. By 1984, that number had doubled. The Navy hotline gets about 500 calls a month; the Army hotline, 50-100 calls a week. The Marine Corps, which just began publicizing its hotline last year has received less than 100 price challenges so far but expects that number to increase dramatically this year.

The results is "more cost consciousness out in the field," according to Lt. Col. Jim McClaugherty, whose job is to implement the Air Force's

spare parts initiatives. That cost consciousness means big dollar savings for DoD.

Air Force officials estimate their hotline saved DoD nearly \$4 million in 1983. In 1984, the hotline saved \$2 million of the \$575 million the Air Force-wide saved through its spare parts program.

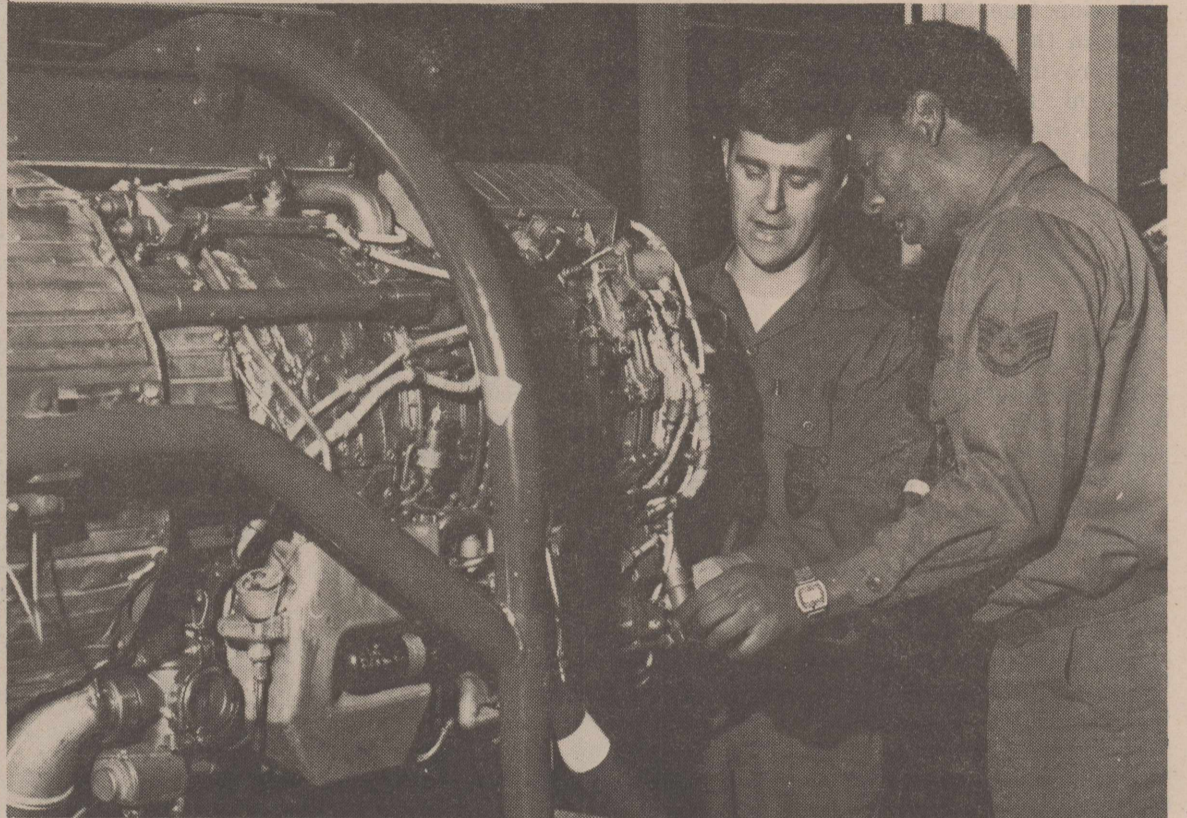
Each service has initiated a program to recognize suggestors for their cost-saving ideas. Awards can take the

form of letters of appreciation or commendation, special parking privileges at the exchange or commissary, or a three-day pass.

Right now, only the Air Force presents cash awards to its military suggestors whose ideas, called to the hotline, result in significant savings or cost avoidances. The other services are considering this policy as well.

Every service has provisions to present cash awards to civilian suggestors.

And while most cash awards are significantly less than the one presented to Sergeant Garrido in Panama, spare parts officials are convinced they are the best way to reward those in the field helping to make the DoD spare parts program a success.



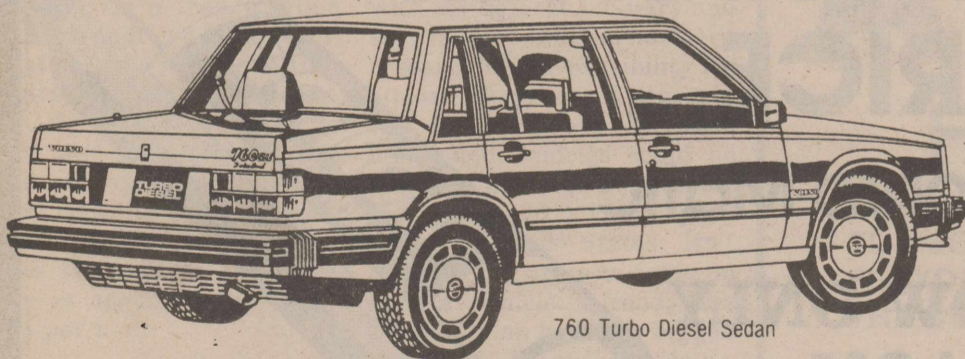
(USAF Photo)

Maintenance troops perform a regular inspection of a jet engine. This is the level where many overpricing challenges are initiated.

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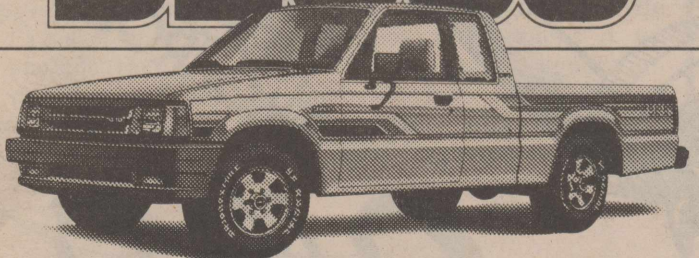
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Training tools: Tweet, Talon

The Tweet—Phase 1

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

Students train in the twin-engine aircraft capable of 350 miles per hour in the first phase of pilot training here. Students log approximately 90 hours of training in the T-37, while essentially learning to fly. The Tweet's cockpit design allows students and instructor to sit side-by-side during the training flights.

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

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

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

There are more than 650 T-37s in the Air Force inventory. Of that 650, 77 are assigned to the 64th Flying Training Wing here for training pilots.

The White Rocket—Phase 2

The T-38 "Talon" was first flown in 1959. Reese began using the aircraft when it arriv-

ed 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 26-years-old this year, it is still capable of rocketing higher than 50,000 feet, needing only 2,300 feet of runway to take off. It can climb from sea level to 30,000 feet in 60 seconds, and can reach speeds of more than 800 miles per hour.

It's a primary jet trainer here and at other ATC UPT and pilot instructor training bases. However, Tactical Air Command, Strategic Air Command, Air Force systems Command, Air Force Logistics Command, and the National Aeronautics and Space Administration also use the jet in many various roles.

It even starred on the national television series "Call To Glory" on ABC last fall.

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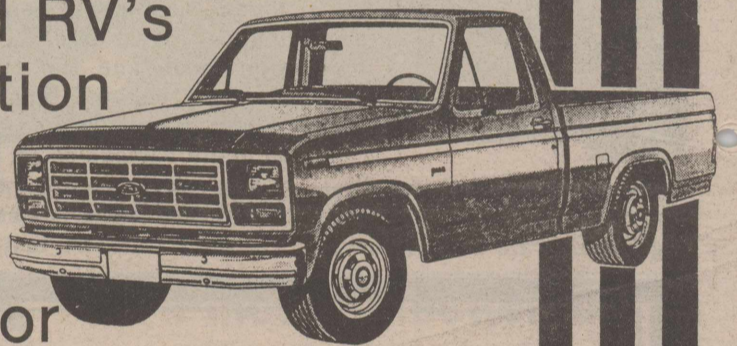
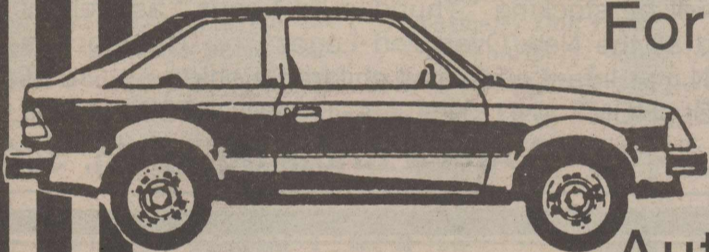
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Air Force selects 16 bases for drug survey

The Air Force has selected Reese AFB, along with 15 other bases, to participate next month in a survey to help determine the level of drug use and alcohol abuse in the military.

In April, Department of Defense officials announced that the Research Triangle Institute, a private research organization based in North Carolina, would survey about 20,000 military members and

compile the results.

The team will be here Sept. 19-20.

The Air Force will use the findings to evaluate its drug and alcohol prevention programs and to mold future programs, according to Air Force

Drug and Alcohol Prevention officials in Washington. They said preliminary survey results are expected in mid-November and final results

should be available in the spring.

Bases participating in the survey are: Osan AB, Korea; Clark AB, Philippines; Elmendorf AFB, Alaska; the Pentagon, Washington D.C.; Loring AFB, Maine; Blytheville AFB, Ark.; Bitburg AB, West Germany; Lowry AFB, Colo.; Wright-Patterson AFB (AFLC) Ohio; Supreme Headquarters Allied Powers Europe and Florennes AB, Italy; Hickam

AFB, Hawaii; MacDill AFB, Fla.; Kadena AB, Okinawa; and Davis-Monthan AFB, Ariz.

RTI selected the locations to be surveyed and assisted the Air Force Military Personnel Center at Randolph AFB, Texas, in the random selection of about 400 people at each location to answer survey questions.

Participants will be asked if

they use various drugs or alcohol, and how much and how frequently. Responses will be anonymous, officials said.

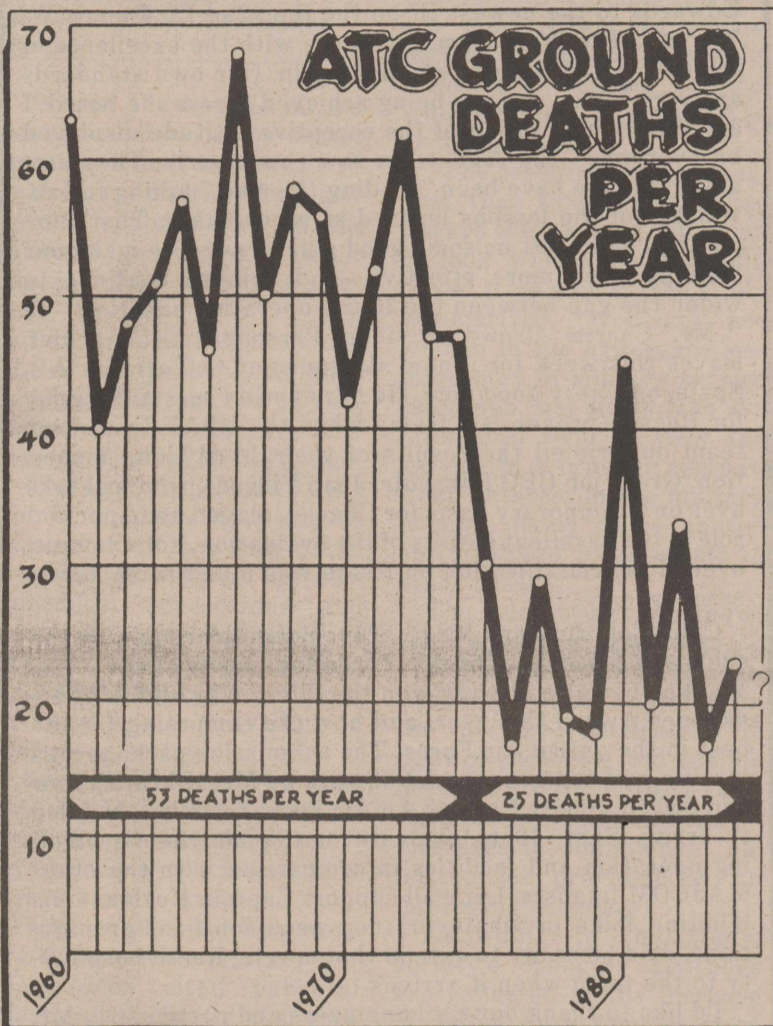
This is the third survey to measure the level of drug use and alcohol abuse in the military. The others were done in 1980 and 1982. RTI also conducted and compiled the last survey, officials said. (AFNS)

The Roundup

Section
B

Friday, August 23, 1985

Lubbock, Texas 79408



(U.S. Air Force graphic art by TSgt. Steve Ingram)

ATC members cheat death

RANDOLPH AFB, Texas (ATCNS)—Air Training Command members are dying in ground accidents at a lower rate these days than in years past. Safety officials say years of hard work on everyone's part may have a lot to do with it.

The annual death rate for every 1,000 command military members has dropped an average of 33 percent during the last 10 years, when compared to the previous decade.

From 1975 through 1984, an average of .31 persons were killed in ground accidents each year for every 1,000 military members assigned to the command. That's a drop from the 1965 through 1974 period when the rate was .46 per thousand.

During the past 20 years, the two safest were 1976 and 1979 when the rate for both years was .21 deaths per thousand. Seventeen military members died in each of those years.

According to ATC safety officials, a number of factors may have contributed to the drop in the death rate. Listed among them were the Air

Force's increase in safety education briefings, emphasis on safety belt wear and the hazards of drinking and driving. Other factors may have been the institution of the nationwide 55 mph speed limit, the tripling of gasoline prices and shortages of gasoline.

"You can't forget the fact that most of us are getting smarter too," said L.C. Walls, ATC's traffic safety manager. "We're starting to believe some of those safety sermons we've heard preached. 'Wear your safety belts'... 'Don't drive drunk'... 'Don't drive when you're tired'... 'Fire safety'... 'Swimming safety'... and others.

"It won't be easy," he continued, "but we can make 1985 our best year on record. "And, if the present trend continues, that "best year" will happen.

Through July of this year, six ATC members died in ground accidents. That ties the death toll through the same period in 1976...one of ATC's safest years. Through July of last year, 14 command members had died in accidents.

Early warning system predicts shortages

The Pentagon recently installed an early warning system to track its most vulnerable asset: Manpower. The system, just put into operation, is designed to detect troop shortages before they start.

Today's recruiting picture is bright. In fiscal 1984, a bumper crop of recruits, in terms of aptitude and numbers, joined the armed forces.

The dilemma facing defense manpower planners: how to maintain this trend in a climate of reduced youth unemployment, an improving economy, and more intense com-

petition for available manpower?

The early warning system is designed to help. While the system isn't a crystal ball, DoD officials stress, it offers at least an indication of what's ahead for recruiters.

The system predicts dips in recruiting nine months before they happen. Projections are based on demographics, economic and unemployment forecasts, and current recruiting rates and resources. New variable can be plugged into the program as well.

"The early warning system can tell us that given these

economic conditions, this number of youth is recruit-able," according to a DoD assessments policy spokesman.

When the numbers fall short, the one variable that can be controlled—recruiting—can be pumped up. That means more recruiters, more recruiting ads, and more recruiting markets.

The system is expected to help eliminate manpower shortages such as those that plagued the services during the 1970s, DoD's bleakest recruiting days since the end of the draft.

Parking limited—Walk

Sunday visitors to Reese's Open House—including Reese personnel—are urged to walk or carpool when they attend Open House activities, according to Capt. Jerry Sehon, Security Police chief. "If you live on base or in Reese Village you should walk because parking will be limited on the base," Sehon said. "The officer's club, base theater, Do-simulator building, 35th FTS, and base operations

parking lots all are reserved for off-base guests who will be participating and parking in these locations will be by special ticket only."

We need the Reese people to walk and the downtown visitors to carpool for two reasons according to Captain Sehon. First because the base is so small and parking space is limited, and second, to assist us in keeping traffic flowing on and off base espe-

cially during the peak periods before and after the Thunderbird's show.

Visitors traveling from off-base may enter Reese from either 4th or 19th Streets. The 4th street traffic will enter the base through the Hospital Gate and be directed to parking locations in the north end of the base. Traffic from 19th Street will enter the Golf Course Gate and be directed to parking in the south end of the base.

Career Day offers learning experience

Student and instructor pilots and their spouses will have the opportunity to learn about major commands and get close up looks at various aircraft during Saturday's Career Day activities.

Teams from Air Training Command, Strategic Air Command, Military Airlift Command, Tactical Air Command, and the USAF Test Pilot School will present formal briefings through-

out the day in the base base theater. The briefings will include information about the command, its aircraft, and the lifestyles of its members.

Career Day activities will also serve as a sneak preview of Sunday's Open House events. An F-15 Eagle flying demonstration will take place over the flightline from 11:45 a.m. to noon. The U.S. Army parachute team, the Golden Knights, will perform a

mass exit jump at 5:30 p.m. Although these events are not open to the public, all Reese people are invited.

Aircraft will be on display on the flightline and crewmembers will be standing by to answer questions. The aircraft displays are also open to Reese personnel.

For additional information about Career Day, call Capt. Charles Adams, project officer, at Ext. 3595.

Commentary

A model installation showing the way

By Col. James McIntyre
Commander, 64th FTW

Along with the many challenges inherent in commanding the 64th Flying Training Wing comes a golden opportunity to be a participant in the Department of Defense Model Installation Program.

At the time I assumed command, General Iosue conveyed to me his full support of our MIP efforts, and emphasized the program's continuing significance to Air Training Command and the entire Air Force.

Having now had a chance to examine the program, and in particular the highly successful Reese program, I am truly impressed. You, the Reese people, have approached the MIP program in true Reese fashion and the results have been phenomenal. Your innovative ideas have eliminated countless "irritants" and "dumb things" you were having to do, contributing to major improvements that are increasing the efficiency and productivity in functional areas throughout the base. The changes you have suggested

and have been allowed to implement will have a favorable impact on this base, and in many cases the Air Force, for several years to come.

Next week, we will have the pleasure of hosting some distinguished visitors from the Office of the Secretary of Defense during their semiannual visit to this Model Installation. I'm going to take advantage of the opportunity to host an awards ceremony and present certificates to those individuals who have had Model Installation Program proposals approved this year. This ceremony will be at the Officers' Open Mess at 8:30 a.m., Aug. 26.

I sincerely believe the Model Installation Program is a great opportunity for all of us to make Reese AFB a better place to live and work. I commend you for your outstanding participation in the program and urge you to continue to take an active role in this exciting test.

Let's continue to keep Reese in the lead by "Showing the Way" for Air Training Command and the United States Air Force.

Just what is a BCD?

By Capt. Timothy S. Sell
and 2nd Lt. James E. Lovell
Staff Judge Advocate's Office

"This court sentences you to be discharged from the service with a Bad Conduct Discharge." What do these words mean?

An airman who hears these words will have been educated by his counsel, but by then it's too late. Air Force members should know what a Bad Conduct Discharge means before they get into trouble, not after.

The BCD is a punitive discharge, that means it can only be awarded by a court-martial, and is therefore distinguishable from administrative discharges such as the honorable, general, and under other than honorable conditions discharges.

Since it is punitive, it is meant to hurt. A BCD either strips or jeopardizes most military and VA benefits. The member has been stigmatized for life as a "bad actor"—a bell which will hang around his neck for the rest of his life.

The BCD greatly restricts job opportunities. Not only may employers be reluctant to hire someone kicked out of the service for bad conduct, but the BCD holder will simply be ineligible for thousands and thousands of jobs. For example, most government jobs—

federal, state and local—will be beyond reach. In addition, he will probably be denied a security clearance, making him ineligible to hold jobs related to government contact work. He may become ineligible to be licensed or bonded, a requirement of many professional jobs from hairdresser to security guard. (This may also affect self-employment.) He may become ineligible to join certain labor unions, a prerequisite to many good jobs. In short, he may be consigned to life as a short-order cook and bottle washer. That's a terrible price for a young person to pay.

One common rumor is that Bad Conduct Discharges are automatically upgraded after six months, or some other time period. This is absolutely false!

There are avenues which can be pursued to get discharges upgraded, for example the Board for Correction of Military Records (AFR 31-3), but statistically, very few applications are granted. Thus, by the time the individual realizes he is stigmatized for life, it's too late to do anything about it.

A Bad Conduct Discharge can have a significant impact on a service member's life. It is wise to remain aware of the implications of a BCD and steer clear!

Kudos To:

TSgt. Lowell Smalling, Sgt. Richard Burgard, Sgt. Michael Wilson and SSgt. Harry Richardson for participation in the exercise "Salty Demo" at Spangdahlem AB, West Germany—From Maj. Gen. Hamm, ATC vice commander.

SSgt. David Frazier, SSgt. Raymond Weaver, SSgt. Willie Hayes Jr., SSgt. Rubin Pinedo, SSgt. Glenn Cruz and SrA. Jay Toney for outstanding aircraft maintenance support for Maj. Gen. Fornell at Buckley AFB—From Col. O'Keefe, commander of the 3246th Test Wing, Eglin AFB.

Lt. Steve Vansciver and Lt. Scott Poppleton for Air Force Reserve Officer Training Corps Orientation Program Coordination—From Col. Robertson, commander of the AFROTC detachment at Wright-Patterson AFB.

Capt. Richard Brook and Capt. Thomas Ferguson for being Distinguished Graduates from Squadron Officer School—From General Iosue, Air Training Command commander, and General Richards, commander of Air University.



Col. James McIntyre

(USAF PHOTO)

This has been a busy and very productive week for Reese. We concluded two important inspections from headquarters, and the out-briefs went very well.

Our flying squadrons got a good look from ATC Stan/Eval during last week's "Informal No-notice." My personal congratulations to all our fliers, from the DO, Col. Chuck Edwards to the newest IP on the line, 2nd Lt. Dennis W. Wofford. The ATC team left Reese with the excellence of the 64th FTW recognized once again. Our own standards are very high—and are being achieved across the board. I am particularly proud of the receptive attitude displayed by everyone—the ATC team saw that clearly. They also noted that we have been "reading the mail," taking full advantage of the lessons learned at other bases. That's important. They left us some good pointers too, to make our training even more effective—and help us continue to widen the gap between the Reese operation and No.2!

Mr. Charlie Brown, Civilian Personnel Office chief, leaves this week for a new assignment to Torrejon AB, Spain, on a very good note. He has done an outstanding job for Reese—proven last Friday when the USAF Inspection team out-briefed the results of their 10-day-long inspection. Great job CPO folks! Mr. Jean Vincent, who will take over on a temporary basis for Charlie, played an important role in the excellent results of the evaluation. For example, overall job classification on Reese was found to be nearly error free.

Capt. Bob Rush and MSgt. Steve Sobotka brought by the submission package for Air Force Innkeeper of the Year. You know, we've already won the Silver Key and ATC Innkeeper Award this year, and now are competing for the best in the entire Air Force. The submission package was terrific, and represents a lot of work by Mrs. Chris Raynor and 2nd Lt. Shelly Eggers. An Air Force team is scheduled to arrive Sept. 10 to evaluate on-site the Reese billeting operation and facilities in comparison with the other MAJCOM finalists. Let's all support Captain Rush and his billeting folks in whatever they need for final preparations. And be ready to extend that special Reese hospitality to the team when it arrives.

I'd like to thank our civil engineers and particularly Mr. "Frenchy" Beaudoin, TSgt. Richard Hawn and their barrier maintenance crew for their rapid response in fixing all four runway barriers last week when it was found that recent adjustments were improper. Without the barriers, our flying operation was dead in the water. We were up and running in a matter of hours, with minimum impact on student training. Another example of TEAMWORK. Well done!

The postman, who has found it particularly difficult to find a route to my quarters—road construction has blocked my driveway if you haven't noticed—finally made it this week. Mail at last! He tells me though, that he is also having a tough time delivering mail to one specific base house of an unattended canine that has taken on an overprotective attitude. In fact, the postman has been bitten twice, and he pulled up his pant leg to prove it. Folks, that's unacceptable. We have leash laws for everyone's good. Let's abide by them without fail. By the way, I told the postman to stop delivering mail to the quarters in question until that problem has been fixed.

The NCO Academy Graduate Association made a lot of headway this past weekend on raising necessary funds for this year's Annual Enlisted Awards Banquet by sponsoring a successful golf tournament. It was a great turnout, a lot of fun, and assured the success of a very important event—the banquet coming up later this year. Thanks to MSgt. Mike Custy, 64th OMS first sergeant, for organizing the tournament and to all the golfers for supporting our NCOs. It's always a pleasure to play on a good golf course, too. Mr. Dick Davis and CE had the course in superb shape—the best in town.

The base looks great for our annual open house. The Thunderbirds, Golden Knights, Confederate Air Force, and all the static displays of Air Force operational aircraft guarantee this open house to be a great one. By the time this paper is out, the thousands of visitors will be upon us, anxious to see first-hand how we go about our business. This is a proud day for Reese and the Air Force. I hope all of you can be here to share in the fun and celebration. Reese is a family affair.

Commitment upped to seven years

WASHINGTON (AFNS)—Beginning in mid-1987, new Air Force pilots will have to stay on active duty an extra year.

The Air Force is changing its initial active-duty service commitment for pilots from six to seven years.

Increased commitment will affect officers who enter undergraduate pilot training

June 15, 1987, or later. The seven-year commitment will begin when training is completed.

Lt. Gen. Duane H. Cassidy, Air Force manpower and personnel deputy chief of staff explained, "This increased commitment is a readiness initiative that will provide a more experienced stable pilot force while reducing total per-

sonnel costs."

The change follows an 18-month study assessing what impact an increased service commitment might have on pilot recruiting and the pilot force beyond the turn of the century.

The new commitment will be outlined in a future change to Air Force Regulation 31-51.

Male, female recruits cite different incentives

By Donna Bolinger
American Forces Information Service

Within the bounds of present law and its ban on women in combat, male and female recruits are offered the same career opportunities in the military, get the same training and hold down the same jobs.

But a recent DoD study shows they probably weighed a whole different set of variables when considering military service in the first place.

The study concluded that a young woman's decisions to enter the military may be influenced not only by her own attitudes, perceptions and goals, but also by those of others... "the values, beliefs, and definitions of role-appropriate behavior prevailing in American society."

Specifically, it shows that the more favorably female service members are perceived by society, the more likely females are to enlist.

Women who said they were not interested in military service often cited parental disapproval, family responsibilities and pregnancy, and an anticipated dislike of the military. Men, on the other hand, tended to cite the level of military pay as their reason for not enlisting.

The study also points out

that potential female recruits are more likely to regard higher education as complementary to military service, while men tend to regard it as an alternative.

"The research findings suggest that women's attitudes toward the military reflect an outlook which is rather different from men's," the study summarized. "Not only are women in the aggregate less interested in military service than men, but those who are interested tend to view the service in a broader context. Their interest in the military is more likely to be limited and qualified by interests in other areas."

The study was conducted at the request of Congress to evaluate young women's attitudes toward enlisting in the military—particularly in light of the projected decline in the size of the 17-to-21-year-old male youth population and increases in employment opportunities provided by an improving economy.

According to the study, society's changing attitudes are reflected in the increase of active duty females from 42,000 in 1971 to almost 201,000 in 1984.

Recent research by the National Opinion Research Center of the University of Chicago confirms that society increasingly accepts female

service members, even in traditionally male-dominated fields. This study found that:

- Thirty-one percent of Americans questioned felt that there should be more women in the Armed Forces and 53 percent thought that the number was "about right."

- In terms of occupational assignments, the majority of respondents said that, assuming proper training, military women should be assigned to non-traditional as well as traditional military duties. It was found that 84 percent approved assignment of women as military truck mechanics, 73 percent as jet transport pilots, 62 percent as jet fighter pilots, 59 percent as missile gunners in the United States, 59 percent as commanders of large bases, 57 percent as crew members on combat ships, and 35 percent as soldiers in hand-to-hand combat.

- Twenty percent believed that the increase in the number of women had raised the effectiveness of the military; 61 percent felt that it had maintained effectiveness; and fewer than 8 percent believed it had decreased effectiveness.

- More than 50 percent felt that if the draft were reinstated, women as well as men should be drafted.

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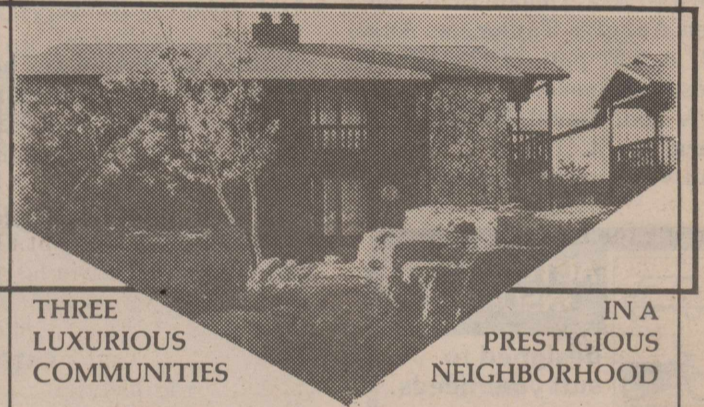
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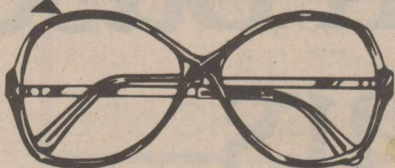
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Any person from Reese Air Force Base who shows his or her I.D. card will be charged only \$4.00 on the cost of admission. This offer will be on a first come/first served basis; so please make your reservations early. Reservations can be made between 12:00 p.m. and 6:00 p.m. on Wednesday thru Saturday at 793-8833 and after 6:00 p.m. at 885-4785.

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Stephanie Jergens
Marketing Director

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ASD developing self-repairing flight control system

WRIGHT-PATTERSON AFB, Ohio (AFNS)—Within four years the Air Force could be flight testing aircraft equipped with a flight control system that repairs itself, keeps the pilot informed of the aircraft's condition and helps technicians fix any problems once the plane has landed.

The automatic, self-repairing flight control system is being developed by aeronautical system division engineers here to keep battle-damaged aircraft flying.

According to Duayne Rubertus, technical manager for the system, the unit would ensure that when a control surface—such as a rudder, flap, aileron, or stabilizer—is damaged, another control surface would take over its functions.

"We're trying to make future aircraft more reliable and maintainable by developing a flight control system that would make the loss of one control surface no more critical than the loss of one

B-52 engine," said Mr. Rubertus.

He explained that if a B-52 loses an engine, the aircraft might lose performance ability, but the situation would not be critical since the aircraft has seven other engines.

Similarly, he said, aircraft equipped with the self-repairing flight control system might lose performance capability, but the pilot still would be able to bring the plane back to base for repairs.

The self-repairing unit also would tell the pilot of the aircraft's condition and limitations.

"For instance, the computer might tell him the rudders are out so he can use the stick for steering," said Mr. Rubertus.

He said the system also could inform the pilot of optional missions or less demanding flight maneuvers he could select to complete his mission and still return safely home.

And once the aircraft had

landed, the system would help technicians repair a malfunction.

"We're trying to design the expertise of design engineers and maintenance experts into the system," Mr. Rubertus said. He explained that the self-repairing system would remember the chain of events

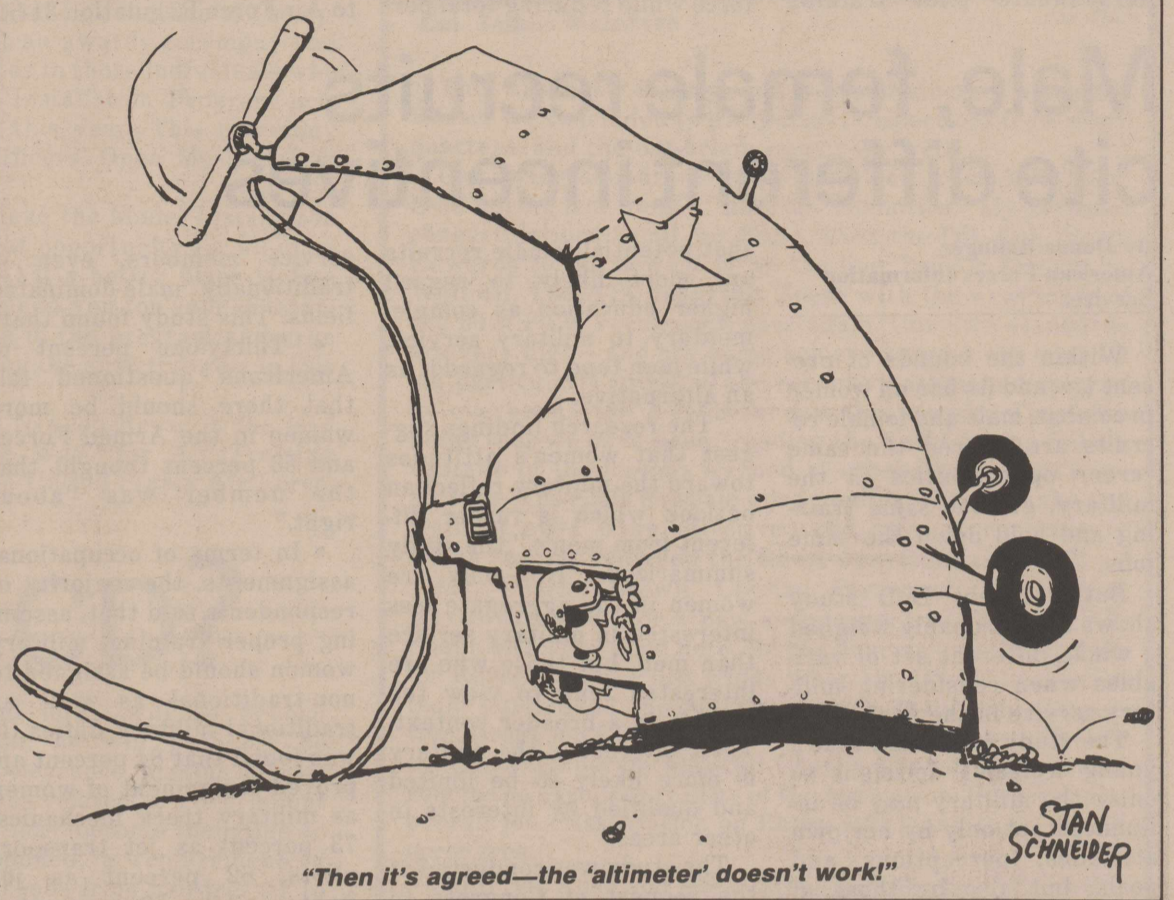
before a control surface or other element of the control system malfunctioned, analyze what might have caused the trouble and tell the technician where to look first for the problem.

Although the self-repairing flight control system is targeted for the next generation of fighters, it will be

adaptable to any type aircraft, including commercial aircraft, Mr. Rubertus said.

He said more than a dozen contracts already have been awarded to contractors to develop different parts of the system and the necessary software. Flight testing of the system is expected to begin in 1989.

Just for laughs



Births

A son, Donald Scott Jr., born to A1C Donald Scott and Dee Annette Taylor, on Aug. 12, at 5:57 p.m. at the USAF Hospital-Reese.

A son, David Edward Jr., born to Lt. David E. Evans and Vanessa Forbes-Evans on

Aug. 9 at 3:54 p.m. at the USAF Hospital-Reese.

A son, David Alan Jr., born to SrA. David Alan and Donna L. Guba on Aug. 7 at 12:16 p.m. at the USAF Hospital-Reese.

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1982 Ford F-100 Pickup air.....	\$4195	1985 Ford Escort Station Wagon 6,000 miles.....	\$7495
1984 Mazda B-2000 Pickup.....	\$5695	1983 Pontiac T-1000 2 door, air.....	\$4295
1982 Buick Riviera 39,000 miles.....	\$8995	1981 Ford Mustang air.....	\$3695
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Activities

At the Movies

Today: "Fraternity Vacation" (R) at 7:30 p.m.

Saturday and Sunday: "Perfect" (R) at 7:30 p.m.

Aug. 30: "DEFCON 4" (R) at 7:30 p.m.

All tickets are \$2 adults and \$1 children at the Simler Theater.

Rec center

The Mathis Recreation Center will sponsor "Putting on the Hits" at 7 p.m. Saturday. There will be a \$1 admission.

The center has discount theater tickets available for the Fox-Mann theaters, Unit-

ed Artists theaters, Winchester Twin, and Showplace Cinema West. Come by, then go see a movie.

The center will offer a Poor Boy Special Aug. 30 at 4:30 p.m. The special will include free hamburgers and hot dogs.

Library

School is starting soon, and the children will be hitting the books—reading for fun and pleasure is always available at the base library.

The "Miss Nelson" series about an unappreciated elementary teacher is very popular with the children.

Forty-two Reese children

read a total of 350 books during the summer "Awesome Adventures" reading club and took a trip to the Lubbock Lake Site archaeological dig.

The Library has new "easy-to-read" books for those beginners, including the "Little Dragon" series and two books on spacecraft and space travel. For preschoolers there is a beautifully illustrated series on the five senses by J.M. Parramon.

The Base Library slogan of "Promote Yourself Through Reading" also applies to the young reader—information to adventure, it's available at the library.

New weight management program works out to fewer fatties

RANDOLPH AFB, Texas (ATCNS)—In April, a new Air Force weight regulation went into effect, significantly strengthening the rules of engagement in Air Force members' "battle of the bulge."

The Weight Management Program is a rehabilitative program designed to assist overweight individuals in obtaining satisfactory weight loss in order to meet Air Force Standards," according to AFR 35-11.

The differences between the old program and the new one are numerous and significant, said TSgt. Edward R. Messmer, NCOIC, Quality Control Branch, Air Training Command headquarters Personnel.

Under the old program, annual weight checks were required for all personnel. Members who were overweight within five pounds were allowed a 30 day grace period to lose the extra weight. Enrollment in the Fitness Improvement Training Program was

optional, and dietary counseling was only required when the member was first identified as being overweight. Also, overweight members were weighed every 60 days and required to lose six pounds.

Now, semi-annual weight checks are required for all Air Force people within 10 percent of their allowable maximum weight. There's no longer a grace period for those within five pounds overweight. Enrollment in FIT is mandatory for at least 90 days, and follow-up diet counseling is required quarterly as well as initially. Also, overweight members are weighed every 30 days with men required to lose five pounds and women expected to shed three pounds—the difference is based on body composition and physiological differences.

If the member doesn't make satisfactory progress, AFR 35-11 requires that unit commanders take administrative action which could range from

Letters of Counseling to comments on APRs or OERs to demotion action.

After the fourth unsatisfactory rating period, the regulation strongly urges commanders to initiate administrative separation.

Also, commanders may direct those who don't present an acceptable military appearance to participate in a 90 day exercise program, even if the individual is not overweight.

The focus on fitness seems to be working. Since October, the number of overweight officers in ATC has been reduced by 36 percent while the overweight enlisted side of ATC has decreased by 14 percent, according to Messmer.

The benefits of weight reduction—in addition to being taken off the Weight Management Program—include reduction of high blood pressure, improved circulation, and a decreased risk of heart disease, all of which leads to healthier airmen and stronger Air Force.

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ENLISTED OPEN MESS

<p style="text-align: center;">MONDAY-FRIDAY</p> <p>Breakfast, 0530-0830 Lunch, 1030-1330 Dinner, 1500-1800 Casual Bar Open, 1200</p>	<p style="text-align: center;">WEEKENDS</p> <p>Brunch, 0730-1230 Dinner, 1530-1800 Casual Bar Open, 1200</p>
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THIS WEEK'S SPECIALS

(20% Discount for Members on Meals In Dining Room)

Friday, Aug. 23—12-ounce T-bone, \$9.50
Saturday, Aug. 24—Sounds of the 80's, 2200-0200
Sunday, Aug. 25—Fried Chicken Games and Prizes, 1400
Monday, Aug. 26—Pork Chops
Tuesday, Aug. 27—Fried Chicken
Wednesday, Aug. 28—Games and Prizes, 1900
Thursday, Aug. 29—Chicken Fried Steak Dinner, \$3.50

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<p style="text-align: center;">FRI AUG 23</p> <p style="text-align: center;">Assignment Release 85.08 Buffet \$6.75</p>	<p style="text-align: center;">TUES AUG 27</p> <p style="text-align: center;">Blast Off 86.07 Catfish Nuggets \$4.95</p>
<p style="text-align: center;">SAT AUG 24</p> <p style="text-align: center;">Call Big Bird Food-To-Go 885-4564</p>	<p style="text-align: center;">WED AUG 28</p> <p style="text-align: center;">Build Your Own Burger</p>
<p style="text-align: center;">MON AUG 26</p> <p style="text-align: center;">Call Big Bird Food-To-Go 885-4564</p>	<p style="text-align: center;">THURS AUG 29</p> <p style="text-align: center;">Family Style Chicken Advisory Council</p>

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News briefs

Child care

The Child Care Center will be open for business Sunday from 9 a.m. to 5 p.m. Those using the center for the first time will be required to pay a \$5 registration fee. Also, all shot records must be updated. Reservations can be made by calling the center at Ext. 5341.

Thanks

A special thanks goes out to all those who donated blood Wednesday during the United Blood Drive here at the recreation center. Ninety pints of blood were collected.

General meeting

The Enlisted Wives' Club will hold a general meeting Aug. 26 at 7:30 p.m. in the enlisted club Conference Room. Fall activities will be planned, and a guest speaker and refreshments are scheduled. For more information, contact Jackie Rausch at 885-3521 or Linda Prince at 885-2257.

Cola booth

The Enlisted Wives Club will sponsor a cola booth this year at the open house Sunday. Ice tea and pickles will also be sold. The proceeds will go to benefit the scholarship awards, Easter Egg hunt, and Project Stork to name a few.

CGOC luncheon

This month's Company Grade Officers' Council luncheon will be held Tuesday in the Davis Room of the officers' club. The speaker will be Col. Charles R. Edwards, 64th Flying Training Wing deputy commander for operations. All base officers are invited to attend.

The luncheon begins at 11:45 a.m. with a social period from 11:30-11:45 a.m. Reservations may be made by contacting 2nd Lt. Deborah Dubai at Ext. 3211.

Flea market

The Enlisted Wives' club will sponsor a flea market sometime in mid-September. Tables will be available to rent for the day. Now is the time for organizations to plan to participate in this easy fundraiser.

For more information, contact Linda Prince at 885-2257 or Jacki Rausch at 885-3521.

Graduation

The Noncommissioned Officers Preparatory Course Graduation Ceremony for Class 85-10 will be held at 2 p.m. Aug. 29 at the Mathis Recreation Center. All commanders, first sergeants, supervisors and other base personnel are strongly encouraged to attend. Please note that the ceremony will be at the rec center and not at the enlisted club.

Help!

Help! Volunteers are needed by the Noncommissioned Officers Academy Graduates Association for Sunday's open house. The NCOAGA will provide hamburgers and hotdogs for this big event and need volunteers to cook and generally help out. Call SMSgt. McLeod at Ext. 3235; MSgt. Herrera at Ext. 3879; or TSgt. Brzozowski-Reynoso at Ext. 3147.

Get involved

The Reese Child Care Center wants you to get involved and attend a special meeting of the Parents Caring for our Center Sept. 3 at 7 p.m. in the center, to establish action committees for a fund raising carnival.

Free Child Care will be available for attendees' children that evening. The center needs your help and suggestions.

Swimming meet

An intramural swimming meet will be held Aug. 29 at 5 p.m. at the officers' pool. All persons interested must sign-up through their squadron's orderly room. For more information, call the gym at 3783.

Reese Ramblers

The Reese Ramblers Motorcycle Club meets Tuesdays at noon at the Mathis Recreation Center. All bikers are invited to attend. For more information contact SSgt. Van Meter.

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PG-13
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Year of the
Dragon

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Teenwolf

PG
1:15 - 3:15 - 5:15 - 7:15 - 9:15

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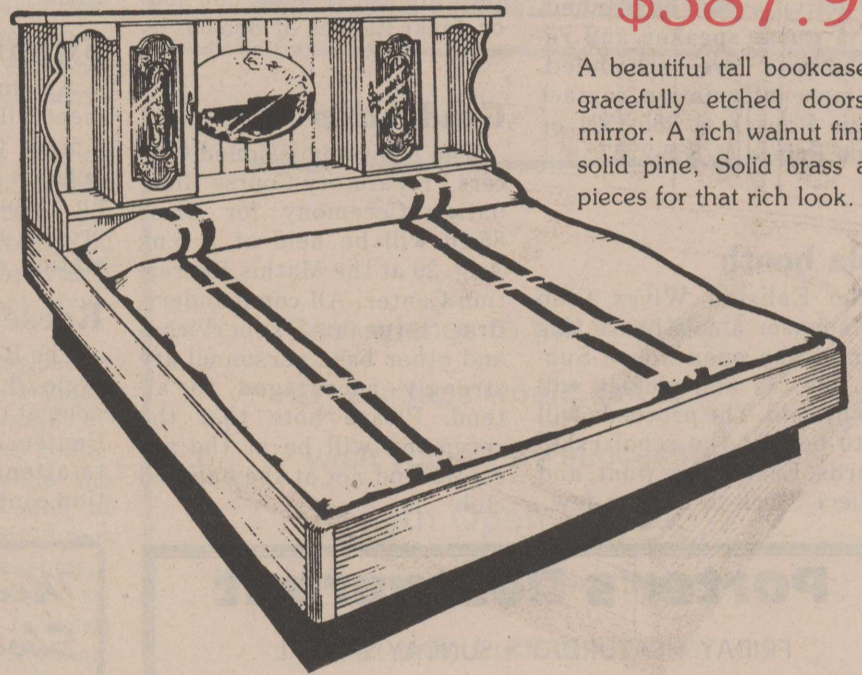
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mirror. A rich walnut finish on
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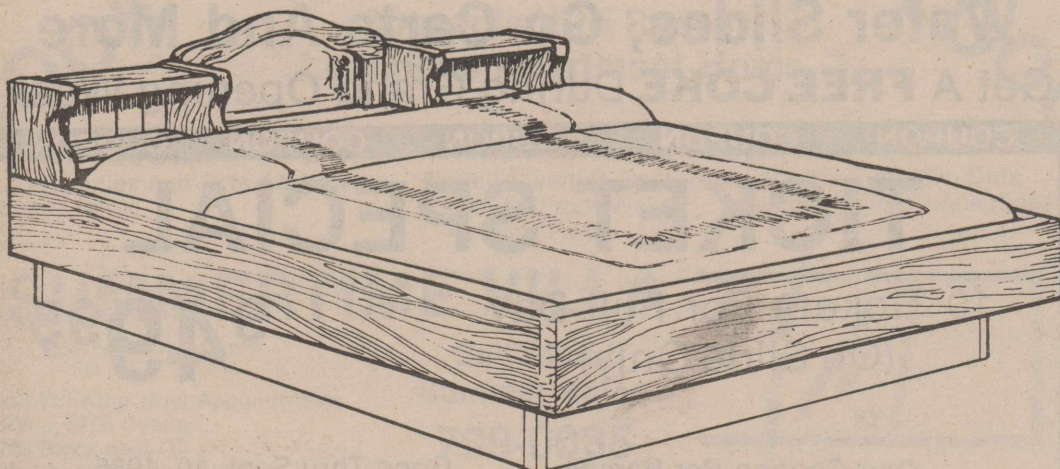
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Q Size

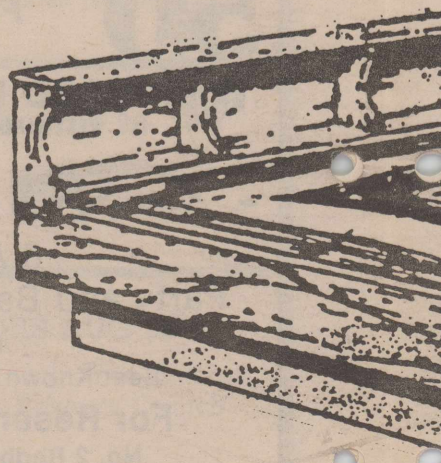
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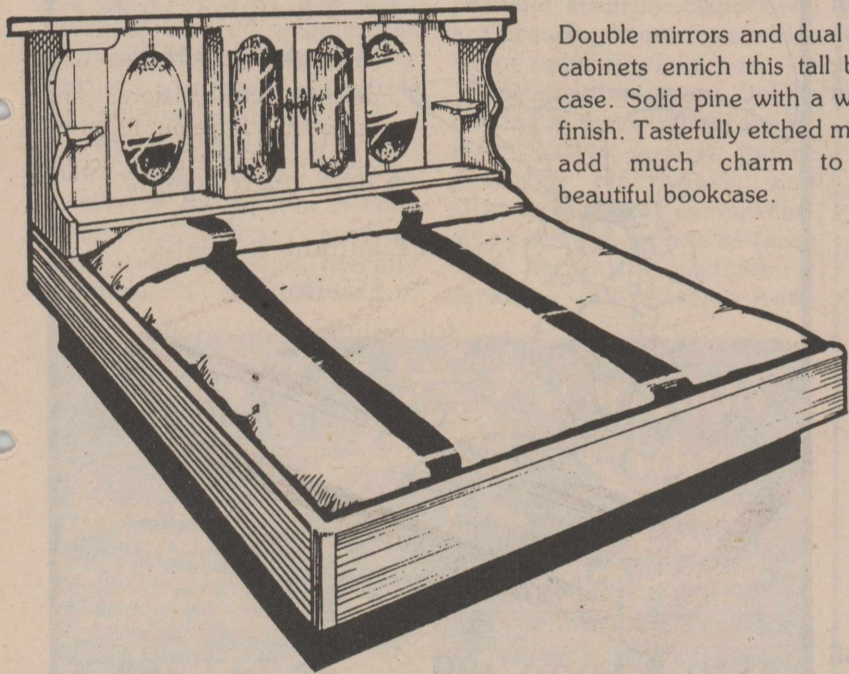
A small bookcase with center
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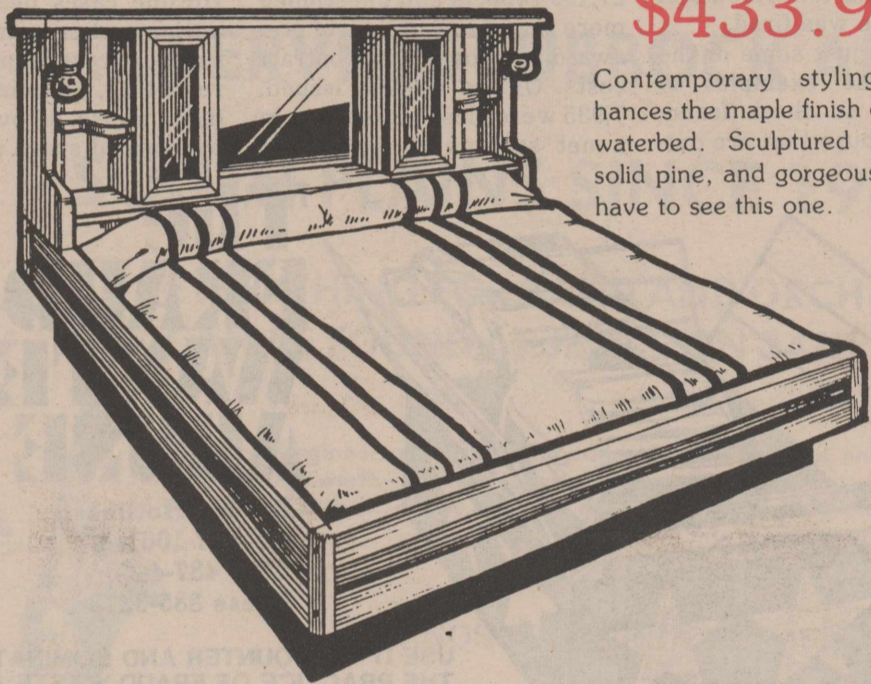
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Double mirrors and dual curio cabinets enrich this tall bookcase. Solid pine with a walnut finish. Tastefully etched mirrors add much charm to this beautiful bookcase.

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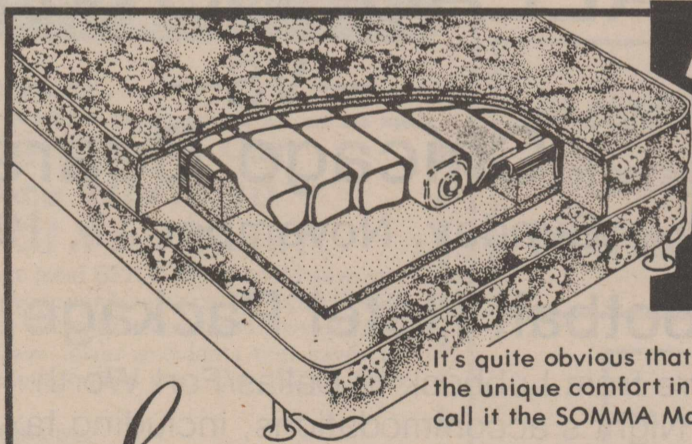
Contemporary styling enhances the maple finish on this waterbed. Sculptured frame, solid pine, and gorgeous. You have to see this one.

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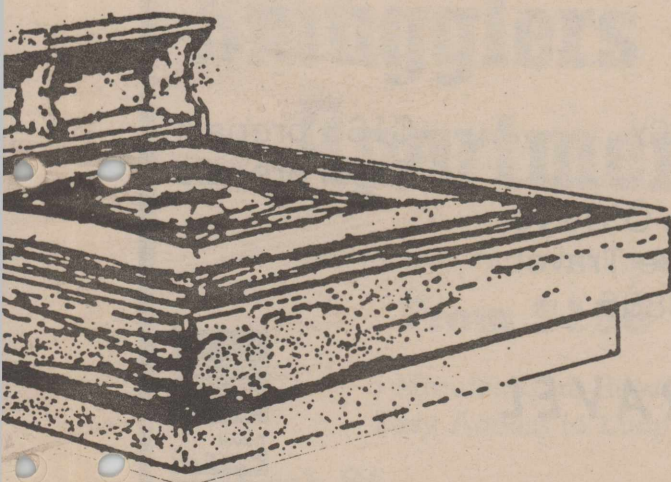
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DoD cracks down on fraud, waste and mismanagement

Two anonymous complaints reported that a civilian engineer was receiving unlawful gratuities from a contractor. A six-count federal grand jury indictment charged the engineer with accepting bribes, conspiracy, obstruction of justice, and making false statements. The sentence: Five years in prison and a \$20,000 fine.

An inquiry into an \$88.4 million contract found that \$16.5 million more than was needed was spent because of poor contract performance estimates and deficiencies in performance price evaluations. The contract is under review for possible termination.

A Defense Hotline tip alleged that a DoD investigator falsified information on an official investigative report. The allegation was confirmed and the employee was fired.

These are just some of the many diverse examples of DoD efforts to check fraud, waste and abuse that are out-

lined in the Office of the Inspector General's Semiannual Report to the Congress. Audit, inspection and investigative activities and accomplishments that save money and improve the management of Department of Defense operations are summarized in the report.

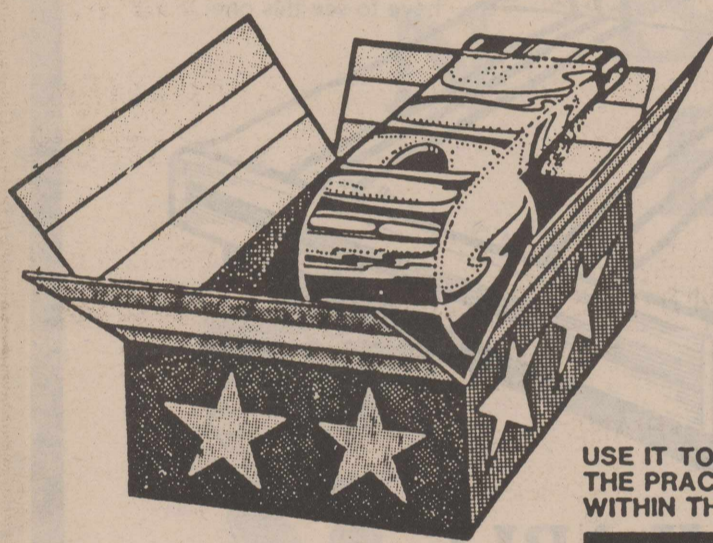
During the reporting period (Oct. 1, 1984, through March 31, 1985) 11 separated DoD internal audit and review organizations issued 8,491 reports with potential monetary savings of more than \$1.6 billion. Their recommendations show ways the department can trim its spending and increase efficiency.

On the contract audit side, the Defense Contract Audit Agency and the U.S. Army Corps of Engineers issued 27,199 reports and questioned more than \$15.7 million of pre-award and post-award contract costs. Of the reports issued, 7,935 were closed, resulting in a net savings of more than

\$2.8 billion.

Criminal investigations during this period resulted in fines, penalties, restitutions and recoveries amounting to more than \$37 million. The Defense Criminal Investigative Service, the Army Criminal Investigation Command, the Naval Investigative Service and the Air Force Office of Special Investigations together closed 7,639 cases. The result: 468 convictions and indictments and 236 contractor suspensions and departments.

The Defense Hotline program continues to be an important avenue for reporting fraud, waste and abuse according to the report. During the reporting period, 3,941 calls and letters were received. The military service's Hotline cases dealt with unauthorized services, waste of funds, excessive pricing, false reporting, criminal misconduct, abuse of overtime and overpriced spare parts.



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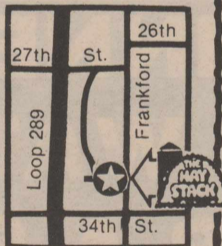
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When 16 million classified documents get handled each year by 4.3 billion DoD military and civilian employees and contractors, how do you make sure they don't fall into the wrong hands?

It's this "needle in the haystack" problem DoD is working to overcome, L. Britt Snider, DoD principal director for counterintelligence and security policy, recently told Congress.

Snider said the Pentagon has made a major effort to plug up security leaks. But still DoD receives about 600 reports a year about contacts hostile intelligence services make with DoD personnel, Snider said. There are occasional instances where DoD employees and contractors themselves initiate these contacts and offer to sell classified information to which they have access.

Snider conceded that when compared to the base numbers of cleared people, the number who participate in, or initiate, espionage activities is "infinitesimally small."

"But it is equally true that one person with the right access may be capable of compromising military systems that cost the U.S. literally millions, if not billions, of

dollars to develop and produce," he said.

"This may lead to actions to counter the latest U.S. military hardware or the latest U.S. strategy. And so, from our standpoint, even one case is too many."

Snider outlined DoD's plan for confronting the problem:

Controlling access. Secretary of Defense Caspar W. Weinberger recently announced plans to slash the number of security clearances within DoD by 10 percent by Oct. 1. "Obviously, the object is to accomplish the defense mission with as few cleared people as necessary," Snider said.

More accountability. Weinberger's plan calls for improved classified document control, but just as importantly, better controls over individuals with access to classified information. Meanwhile, the DoD Hotline and periodic security inspections are creating more awareness about security violations.

Better enforcement. DoD is looking at ways to improve its investigative process before granting clearances, and already conducts comprehensive reinvestigations of those with access to particularly sensitive information. Addi-

tionally, each service's counterintelligence investigative agency, the Federal Bureau of Investigation and the Central Intelligence Agency have stepped up cooperative efforts to police security violations.

"We nonetheless must face the ultimate reality that no matter what we do there will be other espionage cases in the years to come—perhaps not as many; perhaps not as serious; hopefully not as drawn out, as those which have recently come to light, but there will be other cases," Snider said.

"It is the challenge for all of us in this area to minimize their occurrence within the limits of our resources and consistent with the values and principles of a free society."

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2646 34th Street PHONE 795-5579

Space Gun

AF awards contract

WASHINGTON (AFNS)—The Air Force has awarded contracts totaling more than \$50 million to three aerospace corporations to help determine if futuristic "Space Guns" can be used to destroy incoming ballistic missile warheads.

Boeing, Ford Aerospace and General Dynamics received the contracts. The Air Force has named the effort the Sagittar Experiment.

Sagittar is part of the Strategic Defense Initiative, the so-called "Star Wars" program, it is still in the research technology stage. The Air Force has not developed an operational system.

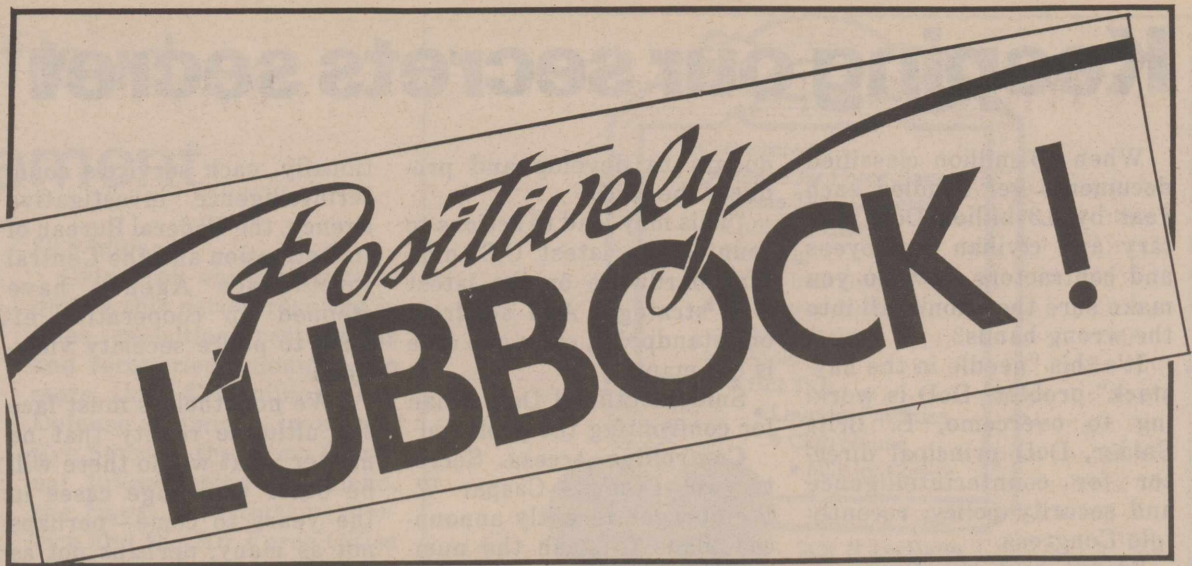
The gun is a kinetic energy weapon—destroying its

target through sheer force of impact.

The Sagittar experiment will determine whether these space-based, hyper-velocity guns can stop ballistic missiles. During Phase One, the three aerospace corporations will identify and develop the type projectile to be used, as well as how to guide and control it.

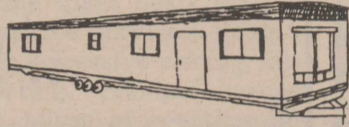
The Sagittar Experiment and the concept of kinetic energy weapons grew out of an Air Force study on ballistic missile defense.

The Air Force solicited 15 bids for Phase One of the Sagittar Experiment Contracts. Five proposals were received. Phase One work is expected to be completed by October 1987.



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- Swimming Pool
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3001 South Loop 289 745-5484

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- Fully appointed clubroom with complete kitchen & Dance Floor
- Laundry Room
- Swimming Pool with Sun Deck & Large Courtyard
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2 Bedroom \$340
3 Bedroom \$475

CLOSE TO REESE



TANGLEWOOD WEST

1 Bedroom \$240 2 Bedroom \$275 3 Bedroom \$350	<ul style="list-style-type: none"> •Furnished & Unfurnished •Private Patios & Balconies •Children & Pets Welcome •On-Site Security •Swimming Pool •Laundry Room
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- Children & Pets Welcome
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FOR RENT or sale. 3-2-1 energy efficient, ceiling fan, nice front and backyard. Call Raymond at 799-3655 or 792-3064.

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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

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Models Sew knits, jeans. All metal equipped to Zig-Zag, etc. Guaranteed. \$39.95 each. A.B.C. Sewing, 3033 34th & Flint. 799-0372.

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FOR SALE: Module Home. 3 bdrm. 2 baths, fireplace, w/1/2 acre. **Super Sharp!** Must see to appreciate. \$51,500. Nita Kiesling Realtors, ask for Mary at 795-5506 or 797-8189.

QUICK! RENT OR BUY: Near Reese. Lovely 3 bedroom, 2 bath brick, built-in kitchen, carpeted. 4917 6th St. \$450 monthly, plus utilities. 792-6867.

HOUSE FOR RENT: 5601 Fordham, Western Estates Addition, 3 bedroom, 2 bath, 2-car garage, fenced, fireplace, near Reese. Lease military clause. \$495 monthly, \$250 deposit. Call 799-8438.

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FOR SALE BY OWNER: Beautiful starter home. 3 bedroom, 1 bath, washer/dryer connections, storage house, low equity, low payments. 2219-39th St., 797-5376.

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FOR SALE: 1976 Monza, 350 V-8, air conditioned, automatic. \$1,500. Call 792-0850; after 5:30 p.m.

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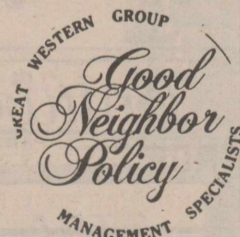
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Washer/Dryer Connections-Laundries-Pools
Covered Parking-Washers & Dryers in Some
Children & Small Pets Welcome

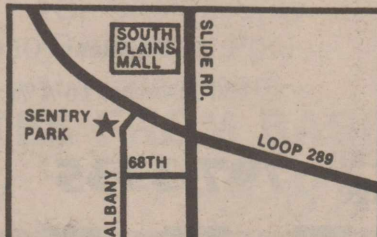


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