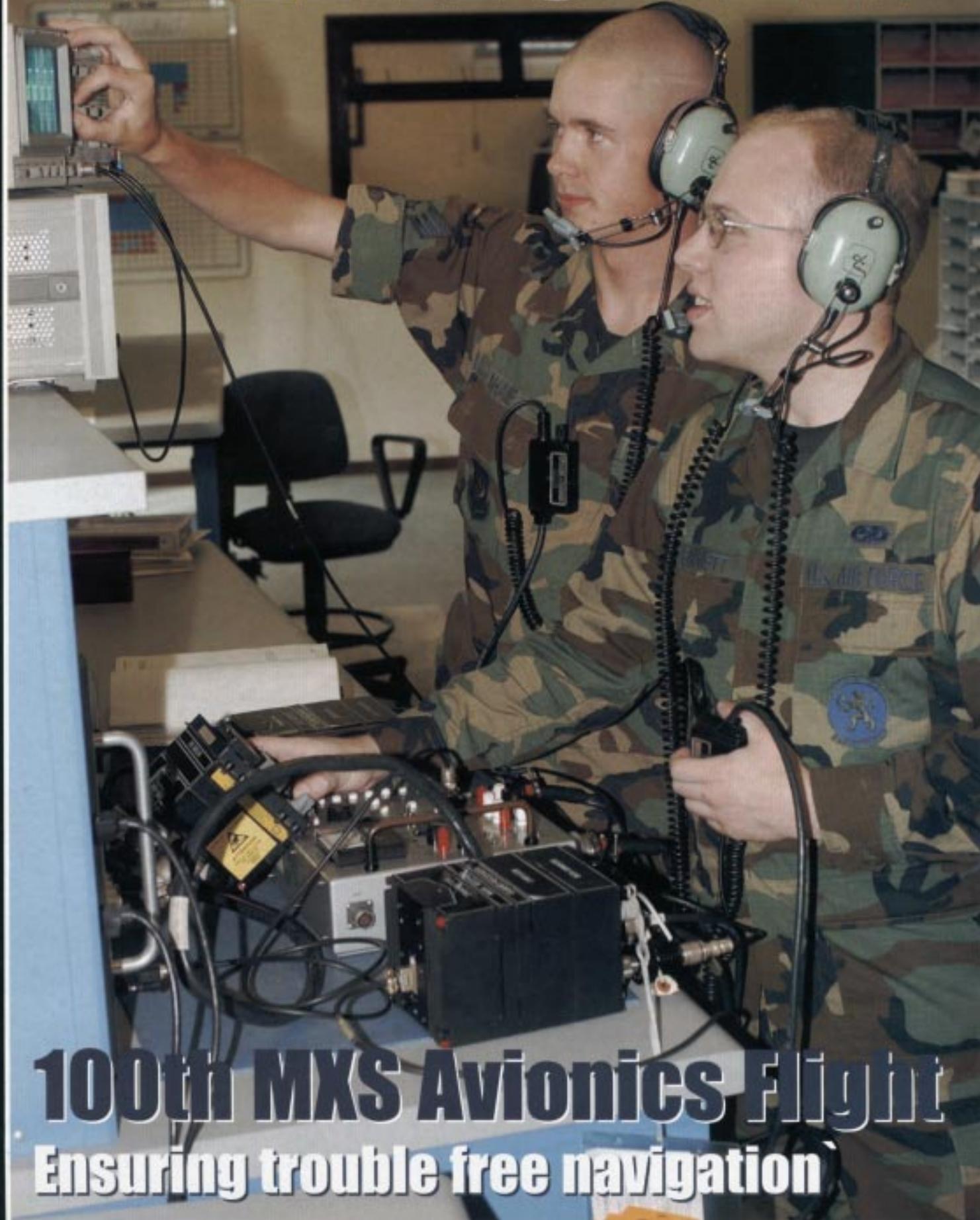


# MARAUDER



**100th MXS Avionics Flight**  
**Ensuring trouble free navigation**

# MARAUDER

## Top Story

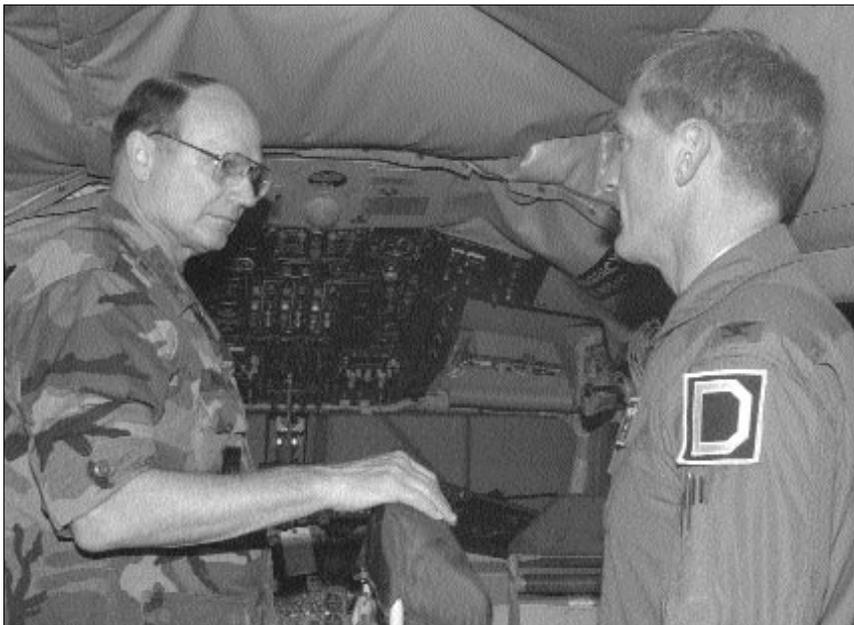


PHOTO BY AIRMAN 1ST CLASS MEGHAN GEIS

### 12 4-STAR VISIT

Gen. Gregory Martin, U.S. Air Forces in Europe commander, gets a close-up look at the Square D.

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◆ Recognition strongest tool for retention, job satisfaction.

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◆ Tuskegee Airman laid to rest in Arlington National Cemetery.

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◆ Senior Airman Robert LaHaie, left, and Staff Sgt. Robert Emmett, 100th Maintenance Squadron, test aircrew headsets. *(Photo by Karen Abeyasekera)*

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### Did you know...

The avionics flight is responsible for maintaining test equipment worth more than \$1.5 million.

## Magazine staff

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# Mildenhall's members leave lasting impressions

By COL. DONALD LUSTIG

100th Air Refueling Wing commander

**A**s you know last week we had a group of visitors here to see Team Mildenhall for various reasons. When they arrived they were here thinking different things. When they left, they were thinking one thing—how impressed they were with the men and women at RAF Mildenhall.

On behalf of all the Team Mildenhall commanders, thank you for putting in the extra time and going that extra mile for the team, you were brilliant.

One of the best parts about being a commander, or a supervisor is rewarding people for a job well done. I wish I could personally get out there face-to-face, and thank all of the people who made last week's visits such a success. It's just plain fun. And supervisors at all levels can share in this fun.

People don't work just for a paycheck. They generally don't work just for a cause. Most people work because it provides them with an outlet to excel, and we should all be on the lookout for people who excel and reward them in the right way.

This doesn't mean you'll spend all day writing decorations. Appreciation takes many forms—from a sincere "thank you" to a unit coin, lunch or some time off. How you show appreciation will largely



PHOTO BY AIRMAN 1ST CLASS MEGHAN GEIS

**Sharing thoughts:** Col. Donald Lustig, 100th Air Refueling Wing commander, discusses with Gen. Gregory Martin, U.S. Air Forces in Europe commander, the status of the wing's reorganization. Mildenhall, along with Spangdahlem Air Base, Germany, are test bases for the reorganization. Lustig shared the benefits and findings the wing discovered that will help other bases transition easier.

depend on what motivates someone. As supervisors and commanders, it's our job to get to know our people—to know what makes them tick.

Where one person will respond to time off, another might really appreciate a unit coin presented in front of his or her peers. Will it be possible to match the absolutely perfect reward to each individual? No, but it's sure fun trying.

Acknowledging the hard work of people is key to maintaining morale and job satisfaction, and therefore a key to retention.

Supervisors who grab all the kudos for themselves are not doing the Air Force, or themselves, any favors. That

type of egotism is paper thin, and people both up and down the chain can see right through it.

The mission is our top priority. But it is the people who make the mission happen. I firmly believe—and I trust all of you do, too—that if you take care of the people, the people will take care of the mission.

Spending some extra time to give out a few pats on the back helps make the mission happen. It's the right thing to do. And what's more, it's one of the pleasures of being a supervisor.

Thanks again for all your outstanding efforts. I appreciate you!

## Exchanging rates

**Q**After withdrawing British pounds from one of the Community Bank automated teller machines on base, I noticed the bank charges a surcharge by way of an inflated exchange/conversion rate.

For example, the International Monetary Fund's exchange rate recently was \$1.439, but Community Bank's conversion rate the same day was \$1.48, a full four cents over and above the going rate. I was wondering, how can they do this? Is this a stipulation of the bank's agreement with the Air Force? I think this is wrong. The banks downtown don't do this to their customers. Why should we allow this on the RAF installations?

**A**The different rates are based on the contract the bank has with the Department of Defense. Community Banks are managed for the DoD on a fixed fee contract by Bank of America.

The DoD establishes in the contract the fees, charges and business conditions under which the Community Banks operate. Because the Bank of America is an American bank whose assets are in dollars, it needs to buy pounds daily to satisfy its sterling requirements.

To get the best rate possible, four commercial banks are called to obtain the lowest rate. The contract prescribes that the acquisition rate be adjusted by 2.5 percent.

This adjustment is used to offset the costs to acquire, store, transport and secure the foreign currency.

## ACTION LINES

**T**he Commander's Action Line is a direct avenue to me addressing your issues, complaints or suggestions.

When normal chain of command policies have not been able to resolve your concerns, e-mail the Action Line to [action.line@mildenhall.af.mil](mailto:action.line@mildenhall.af.mil), mail to 100ARW/PA, Unit 4890, Box 190, APO AE 09459, or call Ext. 2426. Callers may remain anonymous. However, to receive a reply, spell out your last name and leave a P.O. Box and telephone number. Matters of base-wide importance may be published in the Marauder.

Col. Donald Lustig  
100th Air Refueling Wing  
Commander



PHOTO BY 2ND LT. ROSAIRE BUSHEY

**Step right up:** Maj. Ed Larson, 100th Air Refueling Wing, right talks to one of the attendees at the Royal International Air Tattoo, held at RAF Fairford July 20 and 21. More than 200,000 visitors visited the base to view static and flying displays.

# RAF Fairford hosts aircraft from past, present at Tattoo

## Base reopens gates after two year wait

BY 2ND LT. ROSAIRE BUSHEY

100th Air Refueling Wing public affairs

After two years of construction RAF Fairford opened its gates to the public for the first time Saturday and Sunday as the Royal International Air Tattoo returned to its "home base."

The airshow, organized and put on by the Royal Air Force Benevolent Fund, attracted more than 200,000 visitors according to Patty Heady, press officer for RIAT 2002.

Aircraft on static came from more than a dozen countries including Poland, Czechoslovakia, Chile and many other European nations as well as representation from the United States and Canada.

No fewer than six aerial demonstration teams performed over the course of the two day event to include the RAF Red Arrows, and the national teams of Italy, France, Spain, Switzerland and Jordan. Highlights of the day included flying displays by a World War II Lancaster bomber, P-51 Mustang, P-47 Thunderbolt and other vintage aircraft as well as a fly-pasts

by a B-2 Spirit, B-1 Lancer and F-117 Nighthawk.

While security was tighter than in years past at RIAT, crowds moved fairly quickly with delays taking place mainly on the narrow country roads around the base.

"We had some congestion getting to the car parks," Heady said. "But it wasn't too bad and the lines moved fairly quickly."

During the flying display, an Italian G-222 aircraft landed hard, collapsing the front landing gear and stopping the flying portion of the air show for more than an hour.

No one was hurt and the aircraft was taken off the runway and the show resumed.

"I think it's great that we can come here to participate in such a great event," said Maj. Ed Larson, 100th Air Refueling Wing director of staff office.

Larson was on hand with a wing KC-135 Stratotanker and was one of more than a dozen people representing Team Mildenhall at RIAT, along with aircraft and personnel from the 352nd Special Operations Group.

"The people who come to air shows in England are the most knowledgeable and enthusiastic in the world and I can't wait until next May when we are able to host Air Fete again," said Larson.

### NEWS BRIEFS

#### Utility outages

◆ There will be a power outage Saturday from 8 a.m. to 5 p.m. for Bldgs. 802, 803, 804, 812, and the sewage pumping station adjacent to Bldg. 830.

◆ There will be also be power outage Saturday from 8:30 a.m. to 12:30 p.m. for Bldgs. 702 and 708.

◆ Another power outage is on Saturday from 8:30 a.m. to 10 a.m. for Bldg. 702, airfield lighting circuits on Taxiways A, B and D, runway centerline and runway side-lights.

◆ There will be a power and heating outage on Aug. 2 from 9 a.m. to 9:10 a.m. for Bldgs. 622 and 623.

◆ There will be a power outage on Aug. 3 from 8 a.m. to 5 p.m. for Bldgs. 765, 768, 769, 788, 818, 820, 1541, 1542, 1543, 1544, 1546 and the guard hut at Gate 6A.

◆ There will be a power outage on Aug. 6 from 8:30 a.m. to 12:30 p.m. for Bldgs. 127, 128, 213, 214, 215, 224, 400, 402 and 404.

#### Road closure

Missouri Road construction will continue through Oct. 4.

Vehicles will be detoured through Gates 1 and 4 (lodging office gates) for access between the two sides of base. Both the commissary and bookstore will remain open at this time. For more information, call Ext. 5665.

#### Office closures

◆ The legal office will close at 11 a.m. today for an official function. For emergencies only, please contact the command post. For more information, call Tech Sgt. Gervada Lee at Ext. 2028.

◆ The civilian personnel flight will be closed on Wednesday for a training day. For more information, call Ext. 3540.

◆ The 100th Mission Support Squadron military personnel flight customer service section will be closed to customers from Aug. 8 through 12. For more information, call Ext. 5289.

NEWS BRIEFS

### Joan Mann volunteers

More than 600 volunteers are needed to assist with Joan Mann Special Sports Day Sept. 21 in Hangar 711. Volunteers are needed to set up games, serve food and escort athletes, among other activities. Anyone interested should contact Laura Kunkle at Ext. 2995.

### Promotion ceremony

The next Team Mildenhall Promotion Ceremony will be held 10 a.m. Thursday at the Galaxy Club ballroom.

For more information, call Ext. 2068.

### New Lakenheath shopette

The new shopette on RAF Lakenheath will begin dispensing gasoline on Aug. 2.

The Army and Air Force Exchange Service will continue to pump gasoline at the Lakenheath Car Care Center through Aug. 16.

### Tetanus shots available

Shots are now available for tetanus and diphtheria toxoids. Adolescents and adults who had routine Td booster doses deferred should report to the 48th Medical Group immunization clinic.

Hours of operation are 7:30 a.m. to 4 p.m. Monday through Friday and appointments are not necessary.

Children aged 11 years or older that have not had Td in the last 5 years should have the vaccination. Booster doses should be given every 10 years thereafter. For more information, call Ext. 98-8148.

### Emergency data

Those members who have recently married, divorced, had a child or changed address should stop by their unit orderly room or military personnel flight to update emergency data card information. It is each person's responsibility to ensure the DD Form 93 is up to date at all times.

For more information, call Ext. 5289.



PHOTOS BY STAFF SGT. COLETTE HORTON



## Salute

Lt. Col. Mark Alsid, left, 7th Special Operations Squadron and Lt. Col. Gregory Lengyel, right, 21st Special Operations Squadron salute their troops after assuming command of their new squadrons. Alsid took over the 7th SOS on July 9 and Lengyel took over the 21st SOS on July 8.

# Airmen prove professionalism

BY MATT TULIS

100th Air Refueling Wing public affairs

Two noncommissioned officers assigned to the 100th Air Refueling Wing safety division were recognized recently with 2001 U.S. Air Forces in Europe Professional Performer Awards.

Staff Sgt. Gary Gist, noncommissioned officer in charge of inspection and ground safety programs, was recognized in the single occasion category for his attention to detail and safety consciousness while being deployed to Moron Air Base, Spain, as part of the 15th Air Expeditionary Squadron.



GIST

Gist spearheaded a tiger team to develop a precise aircraft parking plan.

He also initiated a change of flight publications to correct procedures and briefed all pilots on the changes.

In addition, Gist managed weapons and flight safety in Moron and

worked to reduce bird strikes by 50 percent.

As a result of his efforts, the 15th AES experienced mishap-free operations.

Staff Sgt. Theodore "Butch" Jorgensen, NCOIC of education and training, was credited for his work in the development of innovative computer-based safety programs, increasing the availability of safety information to users and increasing the safety awareness of base members.



JORGENSEN

Jorgensen's efforts contributed to a 100 percent reduction in reportable on-duty mishaps.

In addition, his delivery of safety information contributed to a 40 percent reduction in reportable civilian mishaps.

His consistent updates to an interactive Web site kept safety a hot issue for all personnel, including motorcycle safety and under-26 driver training information.



(PHOTO BY TECH. SGT. JIM VARHEGYI)

Secretary of the Air Force Dr. James G. Roche and Air Force Chief of Staff Gen. John P. Jumper talk with Air Force Television News reporters Tech. Sgts. Paul Firman (far left) and Dave Pullen during a roundtable discussion at the Pentagon July 10.

## Total force contributes to war

BY TECH. SGT. TIM DOUGHERTY

*Air Force Print News*

Ask Air Force Secretary Dr. James Roche what impresses him about Air Force contributions in the war on terror, and he might mention high-tech weapons put to use against the Taliban, or he might tell you a story about combat controllers on horseback helping guide 2,000-pound bombs into al-Qaida bunkers.

But, the Air Force's ability to use all of the components—Guard, Reserve and active forces—in the total force concept has been paramount to the success of the operation, Roche said in an interview taped for the Aug. 5 edition of Air Force Television News.

"I think if there's ever an opportunity to prove the total force concept of the Air Force, this was it," Roche said. "It was terrific to see the Guard, Reserve and active forces step up like they did in both

Operations Noble Eagle and Enduring Freedom."

Air Force Chief of Staff Gen. John Jumper said in the same interview that both he and the secretary realize that the Air Force could not do what it does without the Guard and Reserve.

He said he is sometimes criticized if he doesn't mention the Guard or Reserve in speeches he gives around the world. Jumper explained, "I feel like I don't have to. I assume it in every aspect of the mission and every mission of the Air Force."

The two leaders also recognize the sacrifices made by employers who have to fill voids caused when employees are asked to put on their uniforms.

"We brought a lot of people on active duty with the blessings of their bosses," Jumper said. "So we're working very hard in making sure that we get the people back to their employers and get them back home again."

## Cordless phone frequencies change for UK

BY KAREN ABEYASEKERE

*100th Air Refueling Wing public affairs*

Members bringing cordless telephones with them from the States should be aware that because of different frequencies used in the United Kingdom, it is illegal to use them here.

A radio frequency link provides a connection between the cordless handset and its base, and in the United States frequencies are approved by the Federal Communications Commission.

However, in the United Kingdom different frequencies are used and coordinated through European agencies.

British cordless phone equipment will display a 'CE' label—instead of an FCC label—on all approved telephone equipment.

"It's illegal to use any American phones here as the unapproved frequencies may interfere with other electronic and radio equipment," said Richard Cooling, 100th Communications Squadron, base land mobile radio systems manager.

For more information, call Ext. 3495.



EMMETT



Twenty-five-year-old Staff Sgt. Robert Emmett is a communication and navigation systems journeyman with the 100th Maintenance Squadron. He tests, inspects and aligns aircraft replaceable units, using tools and test equipment to troubleshoot, isolate and replace defective system components. The Great Falls, Mont., native has been at RAF Mildenhall for 11 months of his three-and-a-half-year Air Force career.

**Why did you join the Air Force?** I originally came into the Air Force, because I was attending Brigham Young University full time and finances were running low. Since I joined, throughout Basic Military Training in San Antonio, Texas, and the subsequent technical training at Biloxi, Miss., I came to respect and enjoy the military. I have a greater sense of pride and desire to serve my country.

**What will you take away from this assignment?** From this assignment I will take a greater appreciation for the local culture and people. The job is nearly the same at every base (the equipment depends on the airframe's requirement and configuration), but the greatest opportunity and privilege for overseas individuals is getting to know, understand and treasure another culture.

# USAFE commander visits base, shares views on reorganization's success, Mildenhall's future

BY STAFF SGT. CHUCK MARSH

100th Air Refueling Wing public affairs

The commander of U.S. Air Forces in Europe discussed issues affecting airmen in Europe during his July 17 to 19 visit here to see the progress of the 100th Air Refueling Wing's reorganization.

Gen. Gregory Martin took the opportunity to share his views and address airmen's concerns during his visit, which focused on the reorganization of the Air Force wing structure. As test bases, the 100th Air Refueling Wing and the 52nd Fighter Wing, Spangdahlem Air Base, Germany, began restructuring their units July 1.

One of the challenges USAFE faces today is the transitioning of USAFE bases into the new organizational structure, said Martin.

Ultimately, the conversions "will help structure Air Force organizations in a way that will give our units enhanced war fighting capabilities, more flexibility, and less turbulence," he said.

"I'm grateful to the 100th Air Refueling Wing and the 52nd Fighter Wing at Spangdahlem (Air Base, Germany), for volunteering to transition early into the new structure," said the general. "It's giving all of us in the command the opportunity to recognize the challenges, difficulties and lessons learned for the conversion."

Martin also discussed what the command is doing to confront other issues, including mid-career retention and concerns raised during the Air Force Chief of Staff Survey.

The retention of mid-career airmen and officers is another area of concern, and USAFE held a mid-career retention workshop to address the issues and find solutions to the problem, said Martin.

"A very professional and interesting group of people attended the workshop. There were 40 of them, officer and enlisted, from all over USAFE, and I spent about seven hours with them at Ramstein over two days," he said.

"They received several briefings and then went into a breakout session where they looked at leadership, quality of life, benefits and operations tempo," said

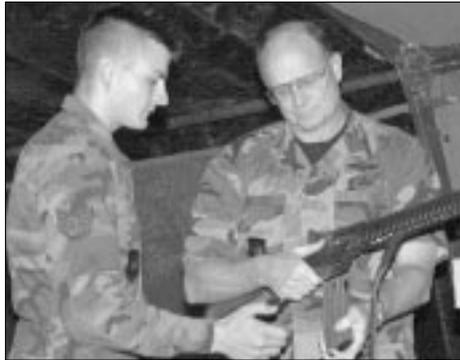


PHOTO BY AIRMAN 1ST CLASS MEGHAN GEIS

**Locked and loaded:** Staff Sgt. Justin Carlton, 100th Security Forces Squadron, shows U.S. Air Forces in Europe Commander, Gen. Gregory Martin, how the Fire Arms Training Simulator (FATS) works, during his visit to the base. FATS is a computer-based training system which puts Security Forces personnel in real-life scenarios using electronic components built into actual weapons.

Martin. "They then came back and presented a series of recommendations."

The general explained that Secretary of the Air Force Dr. James Roche is concerned with the fact that people with 13 to 15 years of service are deciding to leave the service.

"We wondered why people within five to seven years of retirement and a lifetime pension ... were deciding to leave us," he said. "What was driving them away?"

Shortly after the workshop Martin sent a letter to the Gen. John P. Jumper, Chief of Staff of the Air Force, and to Roche, summarizing the most serious concerns that USAFE people shared.

"The one concern, the most important, is that people feel we—the institution—don't consider our people's time a precious resource," said Martin. "Part of that comes from the fact that we have extremely motivated, talented people who won't say no and work until the mission is done. They get no overtime pay for their work, and in some cases, little or no recognition for what they do."

Martin said the military doesn't pay overtime. "That's not the way it works. We're lucky to have hardworking, dedicated people, but we also have to pay attention to how much we work."

While the Air Force is finding ways to care for the middle ranks, the general said we also shouldn't forget the rest of the force. Discussing some of the major issues taken from the recently released Chief of

Staff of the Air Force survey, Martin stressed the importance of addressing the concerns voiced by all people throughout the command.

"There were some very encouraging comments about the things people thought we were doing well," he said, "but then there were also some important comments about what we ought to do better."

According to the survey, the general said there were three areas that USAFE needed to improve on.

"First, many people were concerned about our recognition programs. Some people said that some of our formal recognition programs seemed to reward those people who not only did their job, but also did many extracurricular activities," said Martin.

"In other words, we were rewarding people more for what they did outside the job than for what they did on the job," said Martin. "I think we need to turn that around because we should be giving our strongest and most important awards to those people who are doing their best on the job."

"I'm not discouraging off-duty activities, but we have a lot of people working so hard that they don't have time for the off-duty activities," he said.

Daily recognition at the workplace was another concern for airmen in USAFE, said the general.

"And supervisors at every level need to take this comment to heart. We have to work on these two areas of recognition, but we have to be careful to not expect the great 'they' in the sky to do it because the great 'they' in the sky is us," he added.

The survey also highlighted the issue of operations tempo and a concern for over-committing Air Force people.

"We, the military, are the most respected institution in our nation. We are participating and carrying the standard for our nation during this global war on terrorism," said Martin.

"It's important for us to understand there will be demands on us (that go) above and beyond business as usual—expectations we'll have to respond to," he said. "It cannot be treated as an additional duty; it is our business."

# Pioneering Tuskegee airman laid to rest

BY STAFF SGT. C. TODD LOPEZ

*Air Force Print News*

**F**riends, family and military people gathered July 17 to pay tribute and to lay to rest an Air Force pioneer.

Gen. Benjamin O. Davis Jr., the first black Air Force general officer, was remembered with a memorial service at the Bolling Air Force Base, Washington, D.C., Chapel. After the ceremony, he was buried at Arlington National Cemetery with full military honors. Davis died July 4 at Walter Reed Army Medical Center of natural causes. He was 89.

Dr. Alan Gropman, chairman of the Grand Strategy Department at National Defense University, delivered the eulogy. Many of those in attendance wore the distinctive red jackets of the Tuskegee Airmen, and were members of the units Davis commanded during, and after, World War II.

"General Benjamin O. Davis, Jr., is an American hero," said Gropman. "We call those who demonstrate physical courage heroes because they risk their lives for something bigger than themselves.

"General Davis risked his life for his (country and his people). He believed all his adult life in racial integration and thought he could bring this essential reform to America once World War II began. If he demonstrated blacks could fly and fight and lead with the same skill and courage as whites, a notion foreign to white America of 1941, he believed he could destroy the myth of racial inferiority.

"The Tuskegee Airmen shared his vision and courage, and he and they succeeded."

Davis' nephew, Judge L. Scott Melville, spoke on the attributes of respect, dignity

and honor, and how Davis worked to earn them.

"Black men, brown men, yellow men, red men and women of all colors could not acquire those attributes through birth ... they had to earn them," said Melville.

"Ben understood these rules of American politics, and he was determined to overcome them. Not by demonstrating, not by denouncing, not by complaining, not by whining, but by succeeding," Melville said. "He was determined to succeed. This is what motivated him. He tried to instill in each of his officers the need to show by example that they were just as good as anybody else, and maybe even better."

Following the memorial service, Davis' body was taken to Arlington National Cemetery.

As is military tradition at Arlington for those who have achieved such status, horses pulled Davis' casket on a caisson to the gravesite. Tuskegee Airmen served as honorary pallbearers.

During the service, the Air Force Honor Guard rendered the time-honored courtesies to a hero passed and a lone bugler playing taps. Gen. Lester Lyles, commander of Air Force Materiel Command, presented the flag that draped the coffin of Gen. Davis to Davis' sister, Elnora McLendon.

Davis' memory was also honored with



(PHOTO BY TECH. SGT. JIM VARHEGYI)

U.S. Air Force Honor Guard body bearers carry the remains of Gen. Benjamin O. Davis Jr. during the burial at Arlington National Cemetery July 17.

a heritage flyover, including a vintage P-51 Mustang painted in the Tuskegee Airman colors, and the Air Combat Command Heritage Flight, which included two other P-51s and an F-16 Fighting Falcon and an F-15 Eagle.

The flyers paid their final tribute to their fallen comrade and leader with execution of the missing man formation, traditionally reserved for military aviators killed in the line of duty.

Davis' survivors include his sister, Elnora McLendon, and many nieces and nephews.

## Air Force seeking elite to 'reach the stars' for 2003, 2004 classes

BY SARAH ANNE CARTER

*Air Force Materiel Command public affairs*

**A** select few pilots have reached stars of some form, and the Air Force Test Pilot School helped them along their way. "About 200 of our graduates have reached the stars in some way or another," said Col. George Ka'iliiwai III, TPS commandant, referring to those who have gone on to become generals or astronauts.

The test pilot school at Edwards Air Force Base, Calif., is accepting applications for the July 2003 and January 2004 classes. While the application process itself is easy and outlined in Air Force Instruction 99-107, applicants should keep in mind that applications must be received by Sept. 19 for consideration in the Nov. 4 to 9 board, said officials.

The AFI which outlines TPS eligibility requirements is currently being revised.

The school is moving toward using more qualifications-based criteria rather than flying hours-based criteria.

"The biggest deterrent is the number of hours required," Ka'iliiwai said. "If they don't meet the 1,000 hour requirement, they should apply anyway."

For more information on the test pilot school and application procedures, visit the school's Web site [www.edwards.af.mil/tps](http://www.edwards.af.mil/tps).

# Troubleshooters keep pilots on track with navigation, guidance

By KAREN ABEYASEKERE  
100th Air Refueling Wing public affairs

The members of the 100th Maintenance Squadron Avionics Flight are some of the very few who can get away with telling pilots where to go.

Not because they are disrespectful, but quite the contrary. They are responsible for analyzing and repairing the communication systems—as well as

the guidance and control systems—vital equipment used by pilots on KC-135 Stratotankers.

With a team of 17 members, the avionics flight is two shops in one, combining both the communications and navigations, and guidance and control elements.

The flight performs intermediate maintenance to support aircraft guidance and control systems and also operates equipment to determine its condition, explained Senior Airman Casey Southern, avionics guidance and control journeyman.

“We’re one of two avionics back shops (in U.S. Air Forces in Europe) that can work intermediate level line replacement units,” said Southern.

“I have been awestruck by my team’s dedication, ability and willingness to volunteer for whatever the unit requires,” said Master Sgt. Bill Branch, flight chief.

“(The team’s) technical ability is proven by their 100 percent quality assurance pass rate,” said Branch. “We save the Air Force more than \$400,000 annually, in depot-level repairable funds.”

Getting repairs of depot-level magnitude takes team cohesiveness and a good working relationship.

“The camaraderie developed from working with very competent and highly skilled co-workers is one of the great

things about this job,” said Senior Airman Robert Emmett, communications and navigation systems journeyman.

“Another is knowing the equipment I have just repaired will ensure a successful mission and will provide accurate and vital navigation signals and communication abilities to the aircrew,” Emmett said.

Vital though their job is, there is always an element of danger and risk involved.

“High voltages in excess of 15,000 volts are present in some of the work benches,” said Staff Sgt. Daniel Rivers, swing shift production supervisor, comm/nav systems.

“That’s enough voltage to literally throw someone across the room and cause potentially fatal heart palpitations,” added Emmett.

In October, both comm/nav and guidance and control career fields are changing, due to the restructuring of avionics.

This will involve members from both elements merging into one career field, explained Branch.

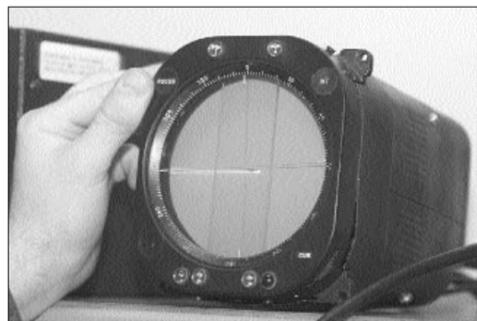
Most of the combined troops will then have to reaccomplish their career development courses and will have to begin a new career field education and training plan.

But whether called comm/nav and guidance and control, or avionics, the section still works together as a team enabling the flight crew to communicate inside the aircraft and with other aircraft, said Airman 1st Class Adam Wetzel, comm/nav apprentice.

“It enables the crew to navigate, both for flying and refueling rendezvous,” said Wetzel.

“Without the capabilities our systems provide, our planes would be blind, deaf and unable to communicate,” said Emmett.

Which is why, just sometimes, the pilots are glad of having someone tell them where to go.



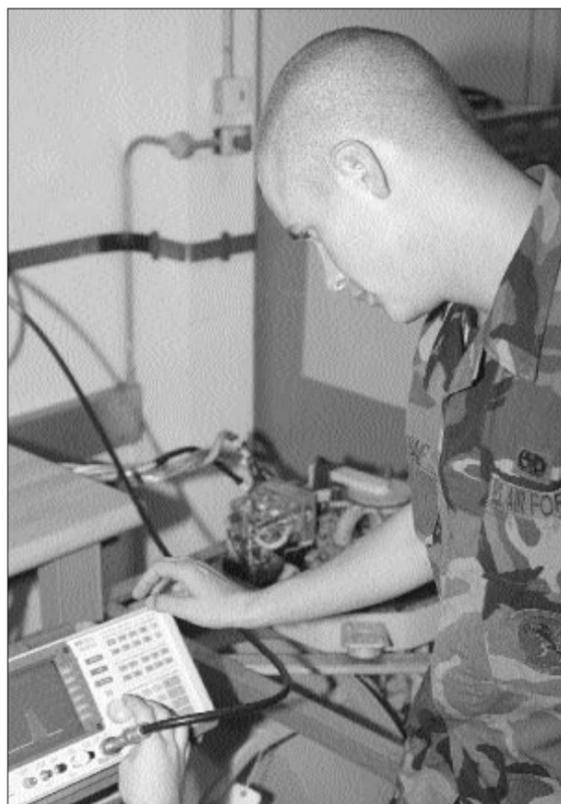
**Making a clean sweep:** Senior Airman Robert Emmett focuses a radar sweep to give pilots a clearer view of the skies. This enables them to recognize landmarks such as rivers, mountains and cloud coverage.



**All systems go:** Staff Sgt. Daniel Rivers, left, evaluates Airman 1st Class Patrick Cummings as he performs a bench check on a radio altimeter. Bench checks involve checking the equipment and systems to make sure they work correctly, exactly as they would on an aircraft.



**In-flight checks:** Senior Airman Brian Hamilton performs a bench check on an attitude director indicator. The ADI shows the pilot exactly what the aircraft is doing while in-flight.



**Analyze this:** LaHaie performs checks on a spectrum analyzer used to check the width and amplitude of the APN-59 radar system’s transmitter pulse.



**Test, test:** Senior Airman Robert LaHaie, left, and Senior Airman Robert Emmett perform voice checks on radios and headsets. Tests are necessary to ensure pilots and aircrew can communicate properly during flight.

# Lt. Col. Dyess proves a hero to 21st SOS

BY TECH. SGT. KELLY MORGAN

352nd Special Operations Group historian

On Aug. 9, 1916, Hallie (Graham) Dyess of Albany, Texas, gave birth to her only son. Her husband, Judge Richard Dyess, expected the boy to become a lawyer.

Hallie and the judge named the boy, William Edwin Dyess. Less than 5 years old, young William received his first airplane ride from a country fair barnstormer. Like many legendary aviators, the first flight determined his life's course.

William Dyess ran track and played football at John Tareltown Agricultural College and graduated in 1936. Instead of following his father's path, he became a flying cadet at Randolph and Kelly Fields in San Antonio, Texas.

Completing flight training in October 1937 and commissioned as a second lieutenant, Dyess served his first assignment at Barksdale Field, La. Promoted to first lieutenant, Dyess became the first commander of the 21st Pursuit Squadron on Feb. 1, 1940, at Moffet Field, Calif. The 21st Special Operations Squadron traces its lineage and honors back to the 21st Pursuit Squadron, first commanded by 1st Lt. William Dyess.

While in California, he married Marajen Stevick. The couple enjoyed a brief honeymoon before the young flyer departed for Nichols Field, Philippines, in October 1941.

The 21st Pursuit Squadron arrived at Nichols Field in November 1941. Anticipating Japanese aggression, the airmen unpacked and began assembling their P-40 Warhawk fighters on Dec. 8, 1941. Because of the International Date Line, it was actually the eve of the Pearl Harbor attack. The Japanese also conducted a simultaneous attack on American forces in the Philippines and destroyed most of the aircraft before they ever left the ground.

Less than three weeks later, only 12 P-40s and eight P-35 Army Air Corps fighters



**Renaming base:** Abilene Air Force Base, Strategic Air Command, left, was renamed Dyess Air Force Base in honor of Lt. Col. William Edwin Dyess on Dec. 6, 1956. Dyess is now home to both Air Combat and Air Mobility Command units.



COURTESY PHOTOS

remained operational. According to incomplete records, Dyess shot down five enemy planes during the chaotic defense of the Philippines, but did not receive official credit.

Pursued by the Japanese, the airmen moved operations to the Bataan Peninsula on Manila Bay's western rim. Under Dyess' strong leadership, the airmen of the 21st Pursuit Squadron trained as infantry soldiers in the 71st Infantry Division's provisional regiment. When the Japanese landed at Alcoloma Bay, the 21st Pursuit Squadron helped hold off the invaders for nearly two weeks. Racked by disease, short of medical supplies and food, the airmen held out. Dyess and 20 volunteers landed behind the invaders and annihilated the invading force.

When one of the P-40's became available, Dyess continued flying missions. On March 3, 1942, with 500-pound bombs expediently strapped under his P-40 and joined by three other planes, Dyess flew three sorties against Japanese shipping in Subic Bay. They bombed and strafed the enemy, damaging and destroying several small vessels, warehouses and supplies.

When Philippine resistance seemed hopeless, the Army Air Corps ordered anything that could fly evacuated to Australia to reorganize. Dyess, ordered to leave on the last plane, refused to abandon the 200 surviving airmen and gave his seat to Philippine Col. Carlos Romulo, who later

served as the United Nations General Assembly President.

On April 3, 1942, the Japanese captured Maj. William Dyess. Less than a week later the rest of the surviving Bataan defenders surrendered. The Japanese subjected the sick and starving prisoners to what is now known as the Bataan Death March.

Dyess survived the march and, while working on a prisoner work detail, escaped on April 3, 1943. Dyess joined resistance guerilla fighters of the 110th Guerilla Division and, on July 23, 1943, evacuated to Australia.

Debriefed, hospitalized and promoted to lieutenant colonel, Dyess spent the next few months recuperating in the United States. Anxious to return to the conflict, Dyess flew aircraft to remain proficient, but officials denied the requests of former Japanese prisoners of war to return to action.

Days before his first Christmas holiday in the United States in the past five years, Dyess flew a P-38 Lightning fighter. The fighter became disabled over Burbank, Calif., and instead of bailing out and risking the plane crashing into an urban area, Dyess forced the plane down in a vacant lot. Tragically, another great airmen hero and the Air Force's greatest fighter ace, Maj. Richard Bong, also died in a non-combat crash near Los Angeles during the war.

Dead at 27, Lt. Col. Dyess demonstrated heroic sacrifice and established standards for airmen to emulate.

Two-time recipient of the Distinguished Flying Cross, his fellow airmen posthumously nominated him for the Medal of Honor. He received the Soldier's Medal for his actions.

In 1956, the Air Force named Dyess Air Force Base near Abilene, Texas, after him.



# On top of the world: Blind mountain climber sends inspirational messages of vision

BY SENIOR AIRMAN KATHY EARP

100th Air Refueling Wing public affairs

Being a leader doesn't mean you have to be the smartest, fastest or even to have sight; all you need is a vision and courage to beat the odds.

This was one of the messages brought by Extreme Summer guest speaker Erik Weihenmayer, a blind mountaineer, Monday at the Galaxy Club.

Weihenmayer, climbing companion Kevin Charilla and their teammates broke four world records for their 29,035-foot Mt. Everest climb last May. The 19 team members who made it to the top set the record for the largest number of people to reach the summit of Mt. Everest. One of the team members, Sherman Bull, at age 64 was the oldest man to make it to the top. Bull and son, Brad Bull, became the first father and son team; and Weihenmayer was the first blind man ever to climb Mt. Everest.

"I don't climb mountains to prove a point," Weihenmayer said, "I do it because I have a passion for it."

But the passion didn't develop right away. Weihenmayer lost his sight at age 13 from a rare disease called retinoschisis, which is a genetic disease of the retina. If any damage occurs in the retina, vision is impaired.

"I didn't know what my life would hold for me," he said. "I wanted to be a pioneer, I wanted to be a leader, but didn't know how I would get there."

Although he was just starting high school, Weihenmayer did the only thing he could do—move on.

"My parents and brothers encouraged me," he said. "My dad was a Marine and I was taught to always respect people."

Even though it was hard at first and he didn't like it, he learned brail to connect with the world through the sight of his hands.

"A few weeks after I had learned brail," Weihenmayer said, "I read a newsletter of a group taking blind kids on a rock climbing trip."

Thinking it was a bit insane himself, Weihenmayer decided to give it a try.

"I learned to read with my hands while I was there," he said. "I discovered the textures of the rocks, the patterns of hot and cold—it was almost like a rebirth."

From there, the experimenting and

sense of courage began to build. In 1995, he tackled Mt. McKinley in Alaska at 20,320 feet. In the Yosemite Valley in 1996, Weihenmayer and teammates slept on the cliff edges of El Capitan, held in only by webbing.

In 1997, before reaching the top of the highest mountain in Africa, Mt. Kilimanjaro, Tanzania, he married his wife, Ellen, at about 13,500 feet, which he says is one of the most memorable events of his life.

"She didn't even have a wedding dress," he said. "The locals wrapped her up in a Tanzanian cloth."

Continuing a normal life was also part of his vision. Weihenmayer has a 2-year-old daughter, Emma.

"I believe a vision is deeper than a goal," he said. "A vision is how you want to live your life and goals naturally spring from that."

"While you're climbing, I think you have to be a problem-solver," he said. "You have to make the climb more efficient, or even possible. There are dozens and dozens of ways to get up a mountain, not just one."

Only 10 percent of those who attempt the climb actually make it to the top of Mt. Everest. Weihenmayer was one of those 10 percent. Even though the team was at the top for only 20 minutes of the two-and-a-half month trek, it's a lifetime achievement.

"I think a summit is a symbol," he said. "It's the moment you realize how important our minds are."

His message was sent basewide and made quite an impact on base people.

"I thought he was very inspirational," said Nathan Wright.

"I'm just in awe—I'm speechless," said Senior Airman Lisa Wright, 100th Communications Squadron. "He makes you feel like you can do anything."

At age 34, he is also on his way to being the youngest person to climb all seven summits, the highest peak on each of the seven continents. Weihenmayer and his team are on their way to Australia in September to tackle the last summit, Mt. Kosciusko at 7,310 feet.

Taking time out their busy schedule, Weihenmayer and Charilla signed autographs and demonstrated climbing exercises at the youth center Monday as part of the U.S. Air Forces in Europe's Extreme Summer 2002.

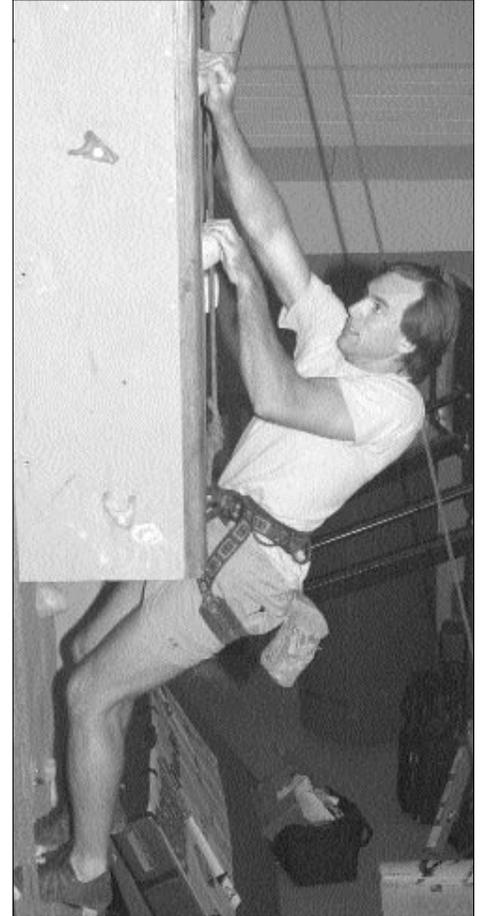


PHOTO BY AIRMAN 1ST CLASS MEGHAN GEIS  
**Vertical limit:** Erik Weihenmayer, first blind mountain climber to reach the top of Mt. Everest, demonstrates his climbing abilities to children and staff members at the youth center Monday.

Extreme Summer is a competition open to all active-duty military, Department of Defense civilians and their family members 8 years old and above. People can earn points and win prizes by attending Extreme Summer events, take an overnight trip with the Information, Tickets and Tours office or volunteer to be a youth sports coach. In order to register, members can go to [www.extremesummer.com](http://www.extremesummer.com). Participants earned 50 points by visiting with Weihenmayer.

"In terms of extreme, the military people are training to do pretty extreme things," Weihenmayer said.

"A lot of what we hold important in our lives is resting on your shoulders. It's a little bit intimidating, but I think it's cool the way the Air Force brings in people who have done things that are extreme in their own way," he added, "such as climbing hard mountains, to get perspectives on goal-setting, handling fear, doing the unexpected and coming together as a team to achieve extraordinary things."

# Destination Scotland for scenery, heritage

BY MAGGIE COTNER

100th Air Refueling Wing community relations advisor

Scotland is a lot further north than many of us realize. London is roughly on the same latitude as Manitoba in Canada, so you can understand why Scotland has arctic features in its weather patterns.

We're saved from Manitoba's fierce winters by the presence of the warm Atlantic Gulf Stream that washes our western shores and is responsible for our temperate climate, but Scotland can be pretty cold between November and April.

Please don't plan a visit for a three-day weekend. Although it's a drive of only 450 miles, the journey can take you anything from seven to 11 hours, depending on the season, the day of the week, and road conditions.

## How to get there

Most people prefer to take the A-14 west to the A-1, then zip up to York, where they spend the afternoon sightseeing. It's possible to stay overnight, refuel the car, pick up ice for your cooler and pay for it all in dollars at RAF Menwith Hill, a high-security U.S. communications research base not far from York. It's signposted on the A-59 road between Harrogate and Skipton. Call their billeting office at 01423-777895 for more details. The second stage of the journey is easily completed the following day.

## Edinburgh

Once over the border, Edinburgh, capital of Scotland, is usually the first stop for travellers. If your time is limited, concentrate on seeing its two most famous buildings, the castle and Holyrood House, only a few minutes walk from each other. If you have more time, your first visit should be to the Tourist Information Centre in Prince's Street, right in front of the castle, for details of any special events that may be taking place in the city that day.

## Where to go

On leaving the city, most visitors head for the Trossachs, the stunning area of mountains, glens and lochs northwest of Edinburgh. Eastern Scotland is beautiful, with softly rolling hills, but everyone flocks to the spectacular west.

If you look at your road atlas you'll see that the lochs begin close to Callandar. The best idea is to search your road atlas



**Lovely view:** Two of the most popular sites in Edinburgh are the castle (left, on the hill) and Holyrood House. Another local attraction is the Royal Mile along Princess Street.

for the tiniest roads you can find, and explore those, even if they peter out to nothing. The more you get away from the A roads, the better the scenery will be. You also need to get out of the car and walk. It's impossible to get any feel for the country from the car.

There is no law of trespass in Scotland as there is in England, and you can walk on anyone's land so long as you take care of it. The usual common-sense rules of courtesy and safety apply, so be careful not to leave gates open, start a fire, drop litter, or foul clean water.

To visit Loch Ness from the Trossachs, make your way up to Fort William, via Glencoe, and drive along the banks of Loch Lochy and Loch Oich, and stay on the A-82 along the north bank of Loch Ness.

## Where to stay

The most reasonably-priced accommodation will be found in houses advertising a bed and breakfast service. Call me on Ext. 2254 and I'll send you a leaflet telling how to get the best out of the bed and breakfast system.

U.S. Air Force families based here in the United Kingdom are welcome to use the accommodation at the Royal Naval Base in Rhu, near Helensburgh, north of Loch Lomond, on a space-available basis. Accommodations consist of fully furnished three-bedroom family homes that sleep five. They're all in the officers' residential area, though all ranks are welcome to use them.

Americans are charged exactly the same as British military guests, £135 for the house for a week, plus payment for whatever electricity is used. The rules

permit the manager to charge "foreign military" twice the price, but he has never done so.

"Foreign military" came close to being banned entirely a few years ago, when some children from an unnamed U.S. base hurled rocks at a cat sitting in a tree. It was the base commander's cat, it suffered serious injuries, and the rocks fell on the commander's car that was parked underneath.

Please stick to the rules if you reserve a place there, and remember you're staying among people who wield a lot of power on the base. For more details contact Roy Cheshire, manager of the Short-Term Family Accommodation Centre, on 01436-671133.

## Clans and tartans

Many Americans traveling north of the border are delighted to find that their name has Scottish roots, and clan tartan centres throughout the country are happy to share the fruits of their research with you. Although there are more than 16,000 Scottish surnames, fewer than 3,000 of these are of Highland origin, and associated with clans and their tartans.

The majority of Scots throughout history lived in the lowlands, and developed a culture that produced the cream of Scotland's genius, but swashbuckling glamour is definitely reserved for their Highland cousins.

If you want to wear the tartan but can find no vestige of a Scots ancestor, wear it anyway. My book of Scottish clans and tartans says "Wear the tartan proudly ... it has always been accepted as a compliment for visitors to adopt our dress. Please share this tradition with us."



PHOTO BY STAFF SGT. COLETTE HORTON

## They're back

"Men in Black" fans dress for the occasion to watch the "Men in Black II" sequel, which premiered at the RAF Mildenhall Box D Theater July 19. For this week's movie listings, see page 29.

### CHAPEL

Sunday Protestant services: Religious education at 9:30 a.m. and contemporary worship at 11 a.m., Sunday Gospel service at 12:15 p.m.

Catholic services: Daily Mass is Monday through Thursday at 11:35 a.m., Sunday Mass at 9:30 a.m. and 5 p.m. and confession at 4:15 p.m. Sunday.

Jewish services: Sabbath services on every fourth Friday at 7 p.m. Congregational dinners every second Friday at 6 p.m.

### Youth club

Club Beyond is every Thursday for middle and high school students to enjoy friends, food and games. The middle school ages meet from 5:30 to 6:30 p.m. and the high school ages meet from 7 to 9:30 p.m. in the chapel, Room E. For more information, call Ext. 2822.

### FSC

**Parents and tots** for children newborn to 23 months is Mondays from 10 to 11 a.m. and for children 24 to 36 months is Wednesdays from 10 to 11 a.m. in the family support center. Parents can get

together and network and children, ages up to 3, can enjoy the playroom.

**Thrift Savings Plan** all-day, question-and-answer session will be Monday. It's a walk-in format and experts will be on hand.

**Norwich Bus Tour** is an opportunity for newcomers to visit and tour Norwich Saturday. Bus departs from the family support center at 7:45 a.m. and returns at 4 p.m.

### EVENTS

#### Free baby-sitting

The Baby-sitting Co-op is a new program giving parents an opportunity to have a baby sitter at no cost. Program coupons will be exchanged instead of money. This program is open to all members of RAFs Mildenhall, Lakenheath and Feltwell. For more information, call Leigh Harkins at 01638-718721 or Jenny Maquis at 01638-531290.

### EDUCATION

#### School registration

Registration is now open for students attending the Department of Defense Dependent Schools in the 2002-2003 school year. The schools are currently maintain-

ing summer hours, so parents who have not had the opportunity to register their child should call the school prior to visiting.

The school telephone numbers are as follows: Feltwell Elementary School, 01842-828504; Lakenheath Elementary School, 01638-523721; Liberty Intermediate School, 01638-522258; Lakenheath Middle School, 01842-828245; and Lakenheath High School, 01638-523115.

### PDC classes

The Professional Development Center's upcoming schedule is as follows:

- ◆ Awards is Tuesday, noon.
- ◆ Decorations is Wednesday, noon.

For more information call Ext. 3766.

### Distance education

City Colleges of Chicago offers an associate in arts degree through a distance education program that allows students to take courses when it's convenient for them.

An associate in arts degree prepares students to transfer to a four-year college or university to major in the arts, humanities, natural sciences, social sciences and other associated fields.

Registration is open and continuous. For more information, call CCC at Exts. 3473 or 98-3507.

### Master's degree programs

The University of Oklahoma offers master's degree programs in human relations, international relations and teacher education. No thesis is required and degrees can be completed in two years or less. For more information, call Ext. 4172.

## Menu

## Gateway Dining Facility and Hardstand Café

### Today

Lunch: Herbed-baked chicken, southern-fried fish, stuffed cabbage  
Dinner: Baked chicken, roast pork loin, veal with mushroom gravy

### Saturday

Lunch: Mexican-baked chicken, Swiss steak with tomato sauce, fish and chips  
Dinner: Baked Italian sausage, spaghetti with meat sauce, lasagna

### Sunday

Lunch: Steamship round, crispy-baked chicken  
Dinner: Herbed-baked fish, chicken with broccoli stir-fry

### Monday

Lunch: Chicken breast Parmesan, sauerbraten  
Dinner: Spinach lasagna, ginger barbecue

### Tuesday

Lunch: Simmer knockwurst, Swiss steak with tomato sauce, baked chicken  
Dinner: Baked ham, fish and chips, roast turkey

### Wednesday

Lunch: Grilled Salisbury steak, onion-lemon baked fish, Yakisoba  
Dinner: Pork chop suey, paprika beef, barbecue beef cubes

### Thursday

Lunch: Beef porcupines, chicken enchiladas, Caribbean jerk chicken  
Dinner: Country-style steak, fried chicken, pita pizza  
*(The Hardstand Café is closed on weekends and holidays. For details, call Ext. 2689. For updates, see the 100th Services Squadron e-mail bulletin board.)*

# DoDDS prepares for back-to-school time

## Open campus day

The Lakenheath Middle School open campus day for school year 2002-2003 is scheduled for Aug. 23 at 9:30 a.m.

The purpose of this session is to engage all middle school parents in their children's schooling.

Parents may pick up their child's schedule and, from 10 a.m. to noon, may attend a variety of sessions and tour the campus with student guides. Some sessions will be geared just to parents, while others will be aimed at students.

## School bus registration

Students must be registered with their respective school bus office in order to

ride the bus to school. Students must be in possession of a valid bus pass at all times to ride contract school buses. Drivers and monitors are required to check to ensure all passengers are carrying a valid bus pass.

If a student misbehaves, the adult in charge will check the bus pass allowing them to record accurate information on a misconduct form.

For more information or to register, call the Feltwell school bus office at Ext. 98-7332 or the Lakenheath school bus office at Ext. 98-6584.

## Immunizations

Parents are required to present shot

records in order to register their children for Department of Defense Dependents Schools. In order to get all immunizations up-to-date, sponsors should take their children to the immunizations clinic, which is open Monday through Friday from 7:30 a.m. to 4 p.m. For more information, call Ext. 98-8148.

## Sports Physicals

The 48th Medical Operations Squadron will submit all sports physicals separately. For more information, call Capt. Lea Thies at Ext. 98-8157.

*(Information provided by Eileen Williamson, school liason officer, Ext. 98-5078.)*

# Movie Listing



## MILDENHALL

### Box D Theater

Today, 6:30, 9:30 p.m. **"Road to Perdition"** (R) Michael Sullivan is a hit man for an Irish gang in the Depression era Midwest. When his work crosses over into his private life, it leads to the death of his wife and son, so he sets off, with his other son, to get revenge. *(Stars Tom Hanks, Paul Newman)*

Saturday, 3:30 p.m. **"Big Trouble"** (PG-13) In Miami, a mysterious suitcase brings together a divorced dad, an unhappy housewife, two hit men, a pair of thugs, two love struck teens, two FBI men and a psychedelic toad. *(Stars Tim Allen, Zoey Deschanel)*

6:30 and 9:30 p.m. **"Road to Perdition"** (R)

Sunday, 3:30 p.m. **"Men In Black II"** (PG-13) K and J reunite to provide our last and only line of defense against a sinister seductress who pro-

vides the toughest challenge yet to the MIB, as they seek to protect the earth from the scum of the universe. *(Stars Tommy Lee Jones, Will Smith)*

6:30 p.m. **"Road to Perdition"** (R)

Monday, 1:30 p.m. **"Monsters Inc."** (G) Since children are considered a threat to monsters, it is absolutely forbidden for anything from the human world to cross over into the monster world. But one night after work, a little girl gets in.

4:00 p.m. **"Men In Black II"** (PG-13)

Tuesday, 6:30 p.m. **"Men In Black II"** (PG-13)

Wednesday, 6:30 p.m. **"Men In Black II"** (PG-13)

Thursday, 6:30 p.m. **"Road to Perdition"** (R)

## CAMBRIDGE

### Arts Picture House

**"Amadeus"** (PG) Today, 1:50, 5:10 and 8:30 p.m.

**"Lord of the Rings"** (PG) Saturday, noon.

**"Nine Queens"** (15) Sunday, 3:10, 5:15, 7:20 and 9:30 p.m.

**"Sunshine State"** (15) Monday, 12:30, 3:20, 6:10 and 9:00 p.m.

**"Jimmy Neutron: Boy Genius"** (G) Tuesday, 12:50 p.m.

**"Shrek"** (G) Wednesday, 12:50 p.m.

**"Ikingut"** (G) Thursday, 12:50 p.m.

### Warner Village Cinemas

**"Austin Powers in Goldmember"** (12) Daily, 10:30, 11:30 a.m., 1, 2, 3:30, 4:30, 6, 7, 8:30 and 9:30 p.m. Tonight and Saturday late show, 11 p.m. and midnight.

**"Crocodile Hunter"** (PG) Daily, 11:20 a.m., 1:50, 4:20 and 6:50 p.m.

**"Stuart Little 2"** (U) Daily, 10:05 a.m., 12:10, 2:40, 5:10 and 7:40 p.m.

**"Scooby Doo"** (PG) Today through Wednesday, 11 a.m., 1:40, 4, 6:30 and 9:30 p.m. Daily, 11:40 a.m., 2:10, 4:40 and 7:10 p.m. Thursday, 10:20 a.m. and 1:20 p.m. Tonight and Saturday late show, 11:30 p.m.

**"Resident Evil"** (15) Daily, 9:50 p.m. Tonight and Saturday late show, 12:10 a.m.

**"Bad Company"** (12) Tonight through Wednesday, 9:20 p.m. Tonight and Saturday late show, 12:05 a.m.

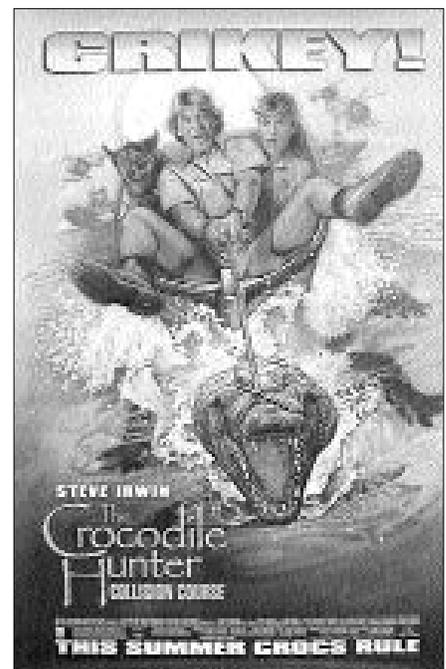
**"Minority Report"** (12) Today through Wednesday, 1:20 p.m. Daily, 4:50, 8:20 and 9:25 p.m. Tonight and Saturday late show, 11:50 p.m.

**"Spirit: Stallion of the Cimarron"** (PG) Today through Wednesday, 10:10 a.m.

**"Spiderman"** (12) Today through Wednesday, 12:20, 3:10 and 6:20 p.m. Daily, 9:40 p.m.

**"Star Wars Episode II: Attack of the Clones"** (PG) Today through Wednesday, 10:20 a.m.

**"Return to Neverland"** (U) Saturday and Sunday, 10 a.m.



SPORTS BRIEFS

Youth sports

◆ The youth center along with West Suffolk Golf Center is offering a summer golf camp starting Wednesday and running through Aug. 21. The cost of \$50 for members or \$55 for nonmembers includes eight one-hour golf sessions. For more information, call Ext. 3046.

◆ Sign up for the indoor soccer season has been extended to Aug. 15. Cost is \$25 for members and \$30 for nonmembers. The season will begin after Labor Day and end in mid-November.

Darts tournament

A darts tournament is scheduled for Aug. 24 at the Bob Hope Community Center. Entry fee is \$8 for each event and a total prize fund of up to \$2,000 may be up for grabs. Cutoff for pre-registration is Aug. 17. For more information, call the Bob Hope Community Center at Exts. 2579 or 7179.

Volunteer coaches

Volunteers are needed for the upcoming youth indoor soccer season, starting Sept. 3 and ending Nov. 22. There will be a coaches certification meeting 5:30 p.m. Aug. 28 at the youth center. For more information, call Ext. 2831.

HAWC classes

◆ **Fade a Weigh Class** is Tuesday from 11 a.m. to noon.

◆ **HEALTH Class** is Tuesday from 1:30 to 4:30 p.m.

◆ **Anger Management Class**, final session, is Thursday from 8 to 9:30 a.m.

Air Force Marathon

More than 1,600 runners are registered for the annual Air Force Marathon scheduled for Sept. 21 at Wright-Patterson Air Force Base, Ohio. Runners of all ages, military and civilian, are encouraged to participate. For more information on the event, including registration procedures, go to the Web site at [afmarathon.wpafb.af.mil](http://afmarathon.wpafb.af.mil).

# Intramural soccer action heats up as teams head for playoffs

## Competitive games bring out top players

BY RICHARD MEDINA

100th Air Refueling Wing public affairs

At the midpoint of the base intramural soccer season the competition for the championship remains close.

Currently, the 100th Mission Support Squadron stands atop the small unit table at 4-0. The leader for the large unit teams, the 488th Intelligence Squadron, is also at 4-0.

There are a total of 16 teams, divided into two divisions, the large unit with seven teams, and the small unit with nine teams. The season, which started June 24 and ends Sept. 3, is heading toward the playoffs, beginning the week of Sept. 9.

"There is tough competition out there; we will take one game at a time," said Ryan Childs, defender for the 100th MSS team. "Our chances of winning are pretty good seeing as how we are undefeated."

In addition to the competition, Childs likes to use the game to keep himself in shape.

"I love the game," he said. "I love the fact that games can be decided by only one or two goals."

Childs first learned to love the game in his hometown of Yakima, Wash., with his father as a role model.

"When I was 5, I wanted to play soccer, so my dad picked up a book on how to coach soccer and started a team," said Childs. "Then, six years later, he was still my coach."

At the other end of the small unit table, the 321st Special Tactics Squadron is fighting for a spot in the playoffs, with a record of 0-2. Four teams from both the large and small unit divisions will qualify for the playoffs. The top team from each



**I believe I can fly:** Andrew Darrow, 488th Intelligence Squadron, goes for a shot in a game July 11. The 488th IS currently leads the large unit division.

division will face one another for the overall intramural base championship.

Isaiah Staley, 321st STS, likes his team's chances to make the post season.

"The people you play against either know what they are doing or they have no clue," said Staley, who described the overall competition as having "a decent balance."

"I think our chances of winning depend on who we have deployed or if training is scheduled on game days," he said.

Staley, who also maintains his fitness through playing the game, began his career at the age of 10.

"The game was popular in my hometown," said Staley, who hails from Kohala, Hawaii. "And I have played for the last 14 years."

Games are held Monday through Thursday with the first game kicking off at 11 a.m. and the second game at noon. Anyone interested in playing should contact their unit sports representative.