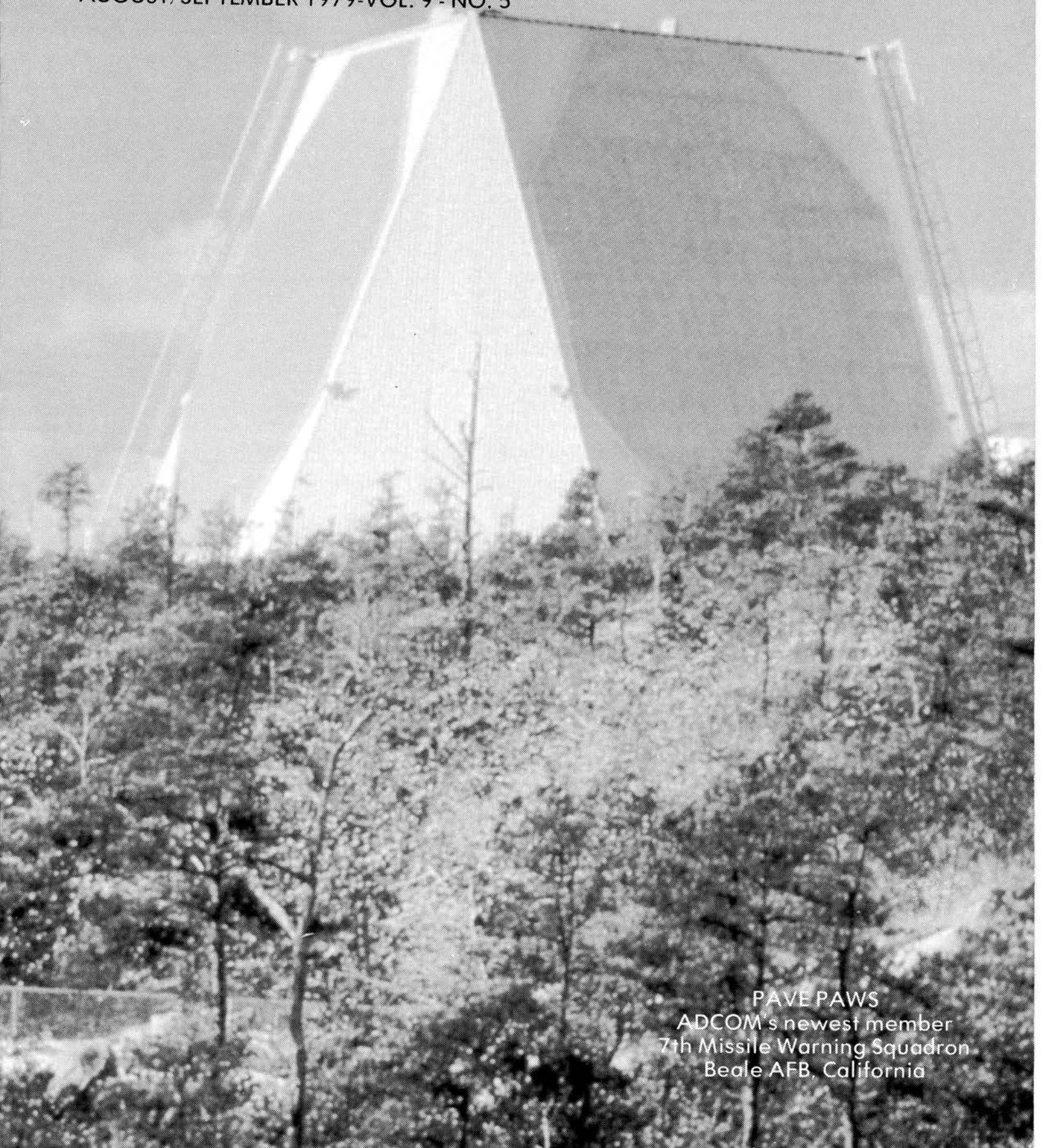


# ***SAGECOACH***

*26th NORAD/ADCOM Region*

AUGUST/SEPTEMBER 1979-VOL. 9 - NO. 5



PAVE PAWS  
ADCOM's newest member  
7th Missile Warning Squadron  
Beale AFB, California

# Guideline for Excellence

By Brig. Gen. James S. Creedon  
Commander

## Intolerance Guideline for Excellence

Occasionally, we hear from our teenagers, airmen and supervisors at various levels to be tolerant of this or that. And if the situation warrants it, we should be tolerant. However, if your idea of tolerance is just to live and let-live rather than to "get involved," rather than to try to understand or to change constructively, let me present a plea for a special concept of intolerance.

1. Be intolerant of substandard performance in any area.
2. Be intolerant of those who take shortcuts and give less than their best.
3. Be intolerant of those who shame our standards.
4. Be intolerant of those who discriminate because of religion, race, color, or sex.
5. Last, but not least, be intolerant of those who do not accept that integrity — honesty and truthfulness — and loyalty are our most important personal attributes.



# Improve Yourself

By Maj. Charles R. Skinner  
Commander 682nd Radar Sq.

Several years ago, a book was published, entitled **The Peter Principle**. The main theme implied that each human being was only capable of working up to a certain proficiency level. Any effort to exceed this plateau would prove futile. This point or acme abilities was referred to as his or her "level of incompetence."

The major fallacy in this theory revolves around who or what determines when a person reaches his or her level of incompetence. You, as an individual, may feel that you have already reached that point in your life — a place beyond which you feel you just can't go any higher or improve yourself anymore. So what happens? You resign yourself to your current lifestyle and just quit.

We see this trend developing in the military every day. When a passed-over officer or soon-to-retire NCO reaches this point, we fondly refer to them as R.O.A.D. (Retired On Active Duty). When this happens to a first term, this individual is referred to as "No Good," a "Bad Apple," or "Unsuited for Military Duty." The in-betweens

have "just lost their incentive and are no longer motivated."

What group do you fit in? I hope none of the above. No one should ever feel that he or she is at a point beyond which there is no hope to proceed. The only thing that holds you back is YOU. So start now to improve. If you're a first term, take advantage of everything the service has to offer. Don't get out at the end of your tour and say "the Air Force hasn't given me a thing." To get something out of the Air Force or life in general, you must be willing to work for it yourself.

If you're about to retire, don't quit and sit back. Prepare for your future. Get your resumes ready, take some college or trade school courses, determine where you want to retire, set a goal, and, above all, don't be afraid of a change. If you're stuck in the middle, get yourself motivated. Determine what you want out of life and go get it. Remember, only you can establish **your** level of incompetence!

# Freedoms Foundation Contest Set

WASHINGTON, D.C. — (AFPS) — All members of the U.S. Armed Forces are invited to participate in the 1979 Patriots Award letter-writing contest sponsored by the Freedoms Foundation at Valley Forge, Pa. The theme for the 1979 contest is "America's Commitment to Freedom." Entries of 100-500 words on this theme may be in letter, essay or poetry form and must be submitted by **Oct. 1, 1979**, to Freedoms Foundation, Patriots Award Program, Valley Forge, Pa. 19481.

Specifics of the military Patriots Award Program are as follows:

Theme — "America's Commitment to Freedom"

Entry — A "letter" (statement, essay or poetry) 100-

500 words in length on the above theme.

Eligibility — All military personnel of the U.S. Armed Forces: Army, Navy, Air Force, Marine Corps and Coast Guard, including Reserve Forces and National Guard, as well as junior and senior ROTC.

Contest Deadline — October 1, 1979.

How to Enter — Send entry directly to Freedoms Foundation, Patriots Award Program, Valley Forge, Pa. 19481. Each entry must include: full name, rank, serial/social security number, branch of service, complete unit address and permanent home address including zip codes.

Awards — Winners from the active duty military forces, Reserve components and

Reserve Officer Training Corps will receive the prestigious "Defender of Freedom" award, including an encased George Washington Honor Medal and a \$100 U.S. Savings Bond.

Since 1949, this nonprofit, nonpolitical and nonsectarian organization has annually recognized individual citizens, military members, schools and organizations for constructive words and actions supporting American principles, contributing to good citizenship and offering solutions to contemporary national problems. Nearly 800 individuals and organizations received 1978 Freedoms Foundation recognition in various awards categories, including 148 military members who were winners in the Patriots Award Program.

## SAFETY SCOREBOARD

(Date of last reportable ground safety mishap)

5th Defense Space Communications Sq. . . . .	Sept. 1978
682nd Radar Sq. . . . .	Dec. 1978
751st Radar Sq. . . . .	Feb. 1979
2nd Communications Sq. . . . .	Apr. 1979
775th Radar Sq. . . . .	Mar. 1979
776th Radar Sq. . . . .	Jun. 1979
666th Radar Sq. . . . .	Jul. 1979
84th Fighter Interceptor Sq. . . . .	Jul. 1979
26th Air Defense Sq. . . . .	Jul. 1979

(Source: 26th Ground Safety Office)

In the Air Force, motorcycles represent less than 10 per cent of the privately-owned vehicles on the road yet account for 50 per cent of all reported POV accidents. If you ride a motorcycle, stay alert, drive as if the rest of the motoring public is nuts and above all wear proper protective equipment.

Brig. Gen.  
James S. Creedon . . . Commander, 26 NORAD/ADCOM Region

Lt. Col.  
Nathan Mushkin . . . . . Director of Public Affairs/Info.

TSgt. Doug Boyd . . . . . Editor

*Sagecoach is an official Class II Air Force magazine, published monthly at Luke AFB, Ariz. for the personnel of the 26th, NORAD/ADCOM Region. Opinions expressed herein do not necessarily represent those of the U.S. Air Force. All Photos are U.S. Air Force photos unless otherwise noted.*

# From Iran To Arizona In a Hurry



By MSgt. Travis Taylor AFRes

In an inconspicuous back office of the Operations and Training Division, Hq. 26th NORAD. ADCOM Region, Maj. Ronald R. Scheck is getting the feel of a new job. Assigned now as a fighter officer coordinating air defense activities between the headquarters and fighter-interceptor units, Major Scheck was, until recently, working with the Iranian Air Force in Tehran. That came to an abrupt end in February when he and thousands of other Americans, including 450 U.S. Air Force personnel, left Iran as that country transitioned to a new government and foreign policy.

At the time, Major Scheck was assigned to Doshen Tappeh Air Base, Tehran, helping set up a network of air defense radars and airborne equipment.

"Everything gradually went downhill after September, when martial law was declared," the major recalled. "I had a two-year assignment in Tehran which was to have ended in May, 1979. Following the outbreak of street violence and the deteriorating situation, my family was relocated to the states Dec. 9, and I left two months later.

"The most unsettling aspect of the whole experience," Major Scheck said, "was the uncertainty of what was happening. The foreign community — everybody other than Iranians — couldn't get information. It was impossible to find out the underlying causes of the unrest and in which direction the Iranian people were going. We often felt: What am I doing here, what are they going to do, and how long can I stay?"

That uncertainty was to be a part of Major Scheck's daily routine both in his community relations and job performance.

"My first year in Iran was very enjoyable. The people were friendly and as far as I could tell, very pro-American. Starting in September you could really tell a difference. A lot of apathy toward the American community was evident. The city's walls began to fill with graffiti. An occasional 'Yankee Go Home' appeared, and we suspected that much of the rest was uncomplimentary.

"In the city a number of buildings were destroyed. Banks were a favorite target. You seldom saw a bank with window panes remaining,

just fragments. There were a lot of burn marks on the streets where cars had burned."

Major Scheck explained that most Americans lived on the northern edge of the city and worked on the southside, the only route to work being through Tehran. "We would get calls from the base telling us—'If the bus shows up in the morning, come to work; if not, stay at home?' and I mean in your homes.' This might go on for three or four days, with no English language newspapers or radio stations.

"Before my family left, for days and nights there had been chanting from the roofs and in the streets, after curfew. You could hear gunshots every night, not knowing who was shooting at whom. A friend of mine, Maj. Larry Davis, lived a half-kilometer down the street, was shot, but is now recovering, I'm happy to say.

"The most alarming experience for me, personally, came on the day the Shah (Mohammed Rezi Pahlavi) left the country. At the base we were faced with having to get back to our homes on the north side. There were mobs of people everywhere — on top of buses, buildings, and in the streets. Quite a few had paper stencils of the Ayatollah Khomeini and were spraying his image with aerosol paint on vehicles and store windows. The traffic was at a standstill. I'm telling you, that was a little tense!"

Though life seemed a bit precarious during those times, Major Scheck had nothing but praise for the dependents relocation process. "The Military Airlift Command did a fantastic job of relocating them out of the country. Within 24 hours my family was in San Diego. Everything was set up for them — emergency funds, telephone calls, message back home about arrival times.

"I also came back by C-141 and, obviously, was very happy to be reunited with my wife, Michele, and our two daughters, Stephanie and Lorie. My concern at the moment is to fully develop my potential at the 26th and to put the other experience behind me. I sincerely hope that all individuals and agencies concerned reflect upon this experience and apply its lessons to the future."

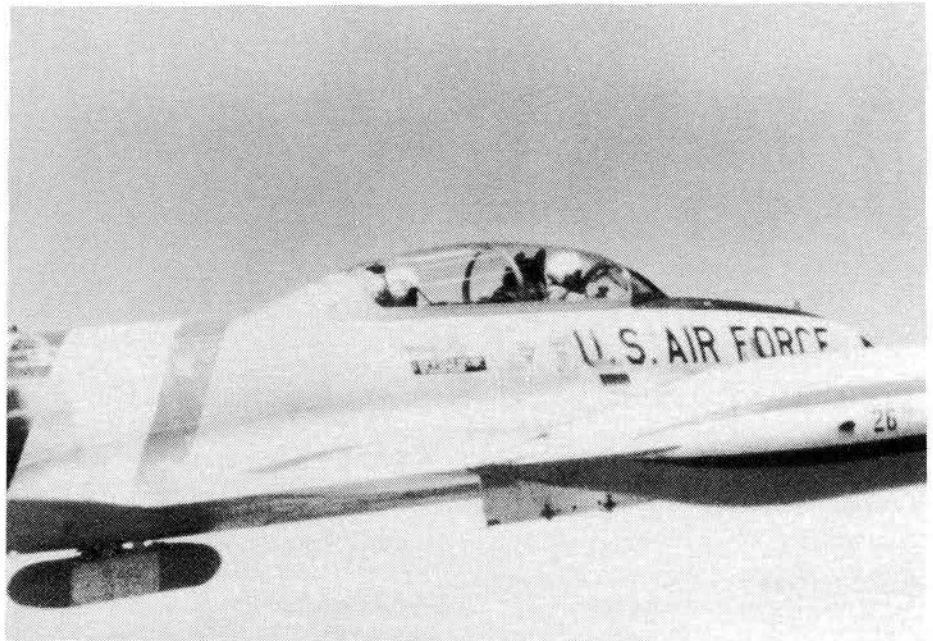
Maj. Scheck was recently notified that his household goods were packed the first week of June awaiting shipment to his sparsely furnished home.

## Sky High Controllers

Nineteen members of the region control center "blueroom" were treated to a cross-talk familiarization visit to the 144th Fighter Interceptor Wing recently. The Air National Guard unit flew the group from Luke to Fresno in a C-131.

Each controller took a ride in a T-33 or F-106 during the visit. They toured operations and maintenance work centers in the wing and enjoyed a picnic with guard personnel and their families. The return flight to Luke was aboard a C-130.

Reactions to the event were so positive that controllers will be able to participate in similar visits semi-annually.



Region controllers get a ride with the 144th Fighter Interceptor Wing during a trip to that unit recently. Each controller took a ride in a T-33 or an F-106 and returned to Luke aboard a C-130. (USAF Photo)

# NASA Thanks NORAD



The following letter from Robert A. Frosch, Administrator of National Aeronautics and Space Administration, was received by Gen. James F. Hill, CINCNORAD/ADCOM, in July.



Dear General Hill,

As you are well aware, the return of Skylab was concluded without damage or injury on July 11. NORAD played a vital role in our interagency efforts to plan for and coordinate the final Skylab operations. Although I have already communicated with Secretary Brown on this subject, I wanted to send a special note of thanks to you and your personnel.

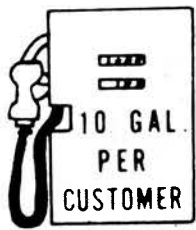
NORAD's tracking, acquisition and analysis and relay of accurate data coupled with experienced management were of crucial importance in following the approach and reentry of Skylab.

Adequate contingency preparations by the Federal Government and sufficient advance

notification of the world's populace could not have been as effectively accomplished without the outstanding cooperation and performance of NORAD. NASA and the nation have been well served by your entire organization and, in particular, by the many members of your command who were directly involved and worked with skill and dedication. Please extend our congratulations and thanks to all of them for a job very well done.

NASA has indeed been fortunate to have the expertise of NORAD available for this and many other space activities. We look forward to the continuation of this beneficial relationship.

Very truly yours,  
Robert A. Frosch  
Administrator



ALLOCATION



MISSILE



MEDICAL

## In the news...In the news...In the

### AAFES Allocates Gasoline

DALLAS (AFNS) — Allocation of gasoline has become an everyday way of life for Army and Air Force Exchange Service service stations in compliance with Department of Energy rules and regulations.

AAFES is working on conservation efforts to distribute available gasoline as equitably as possible. A key element of the program is allocating monthly gallons by an equal amount each day and closing pump islands once that amount has been sold. When local communities have odd-even or amount limits, AAFES follows these same rules.

Under Department of Energy rules, AAFES is able to establish prices at a "cents-off" differential from the local community average. With prices climbing, local exchange service stations may begin pricing by the half-gallon if gasoline exceeds \$1 for any one grade of fuel. This step will be taken until gasoline dispensers can be modified to compute gasoline sales in excess of \$1 per gallon.

### AF Forms New Command

WASHINGTON (AFNS) — Formation of the Electronic Security Command to replace the USAF Security Service has been announced by General Lew Allen, Jr., Air

Force Chief of Staff. The name change was effective August 1.

### Air Launched Cruise Missiles Now Test Flying In Western U.S.A.

WASHINGTON (AFPS) — The Air Launched Cruise Missile flyoff between competitive Boeing and General Dynamics models began in mid-July and will continue through December 1979, with some 20 flight tests of each design over parts of California, Nevada and Utah.

The first 10 tests will be "captive carry" flights — that is, the cruise missile will direct its B-52 missile carrier over a pre-designated route to test the missile's guidance system. The next 10 will be free flight launches from sea off the California coast to the Utah Proving Grounds some 1,400 nautical miles away.

Elaborate safety precautions have been taken for these flights over the western part of the United States, including FAA approved routes over sparsely populated areas, F-4 chase planes with positive control over the missiles, and a parachute system in event of chase plane failure.

The purpose of the tests is not only to find out which company has the best missile but also which is the cheapest in terms of total life cycle cost. The subsequent production run

involves 3,000 missiles worth \$1 million each, for a total, with spares included, of \$3 billion.

Contract selection is expected in the February-March 1980 time frame. The first B-52 with ALCMs won't be on alert until December 1981, and it will be yet another year before the first Air Force squadron with ALCMs will be operational.

Both cruise missile models are similar in size and performance, and they share the same engine. The General Dynamics model looks somewhat like an aerial torpedo with an air scoop on bottom, while the Boeing design has a rounded triangular cross section with an airscoop on top.

Both are small, subsonic, pilotless jet aircraft, harking back in part to the early missile era. Their self-contained electronic guidance systems with terrain avoidance radar makes the big difference — a high degree of accuracy to the impact area.

### General Surgeon Services Ending

WASHINGTON (AFNS) — General surgical services at three Air Force hospitals were suspended Aug. 1 due to a shortage of general surgeons.

The hospitals are at England AFB, La., Malmstrom AFB, Mont., and Grand Forks AFB, N.D.

Air Force officials emphasized

SAGECOACH



RECRUITERS



PAY STUDY



GOLDEN FLOW

## news... In the news...In the news...

that a primary consideration in selecting these locations was the availability of other military or civilian facilities in the area to temporarily provide the necessary surgical services. The Air Force will continue to operate 73 active general surgical services, 62 in the continental United States and 11 overseas.

### AF Recruiters Lauded by Air Force

OFFUTT AFB, Neb. (AFNS) — Air Force recruiters here received a personal vote of thanks from the top Air Force leaders.

Meeting with Nebraska-Iowa area recruiters, Air Force Secretary Hans M. Mark and Chief of Staff Gen. Lew Allen Jr. emphasized the importance they attach to the recruiting program.

"You've got a fine product to sell," General Allen assured local representatives of the 1,700 Air Force recruiters worldwide.

General Allen emphasized how he and the rest of the leadership of the Air Force feel about the recruiting situation, "how important it is that we get good people.

"I recognize that it's a difficult job and one that is probably going to get more difficult. But it is a job in which we simply cannot fail, because we've got a

job to do and that job requires quality people.

"In these days when many people are looking for easy paths and ways of life which are more satisfying and significant," General Allen pointed out, "you're offering these young people a chance to do things that are important to the country, that are exciting and that give them unlimited opportunities in the future."

Operating from some 1,000 offices, recruiters serve in all 50 states, Puerto Rico, Guam, the Philippines, Germany, England and Spain, where large concentrations of Americans are stationed.

### New Pay Study Announced

WASHINGTON (AFPS) — A top-level Pentagon study group has been formed to examine the impact of the current 5.5 percent pay cap on junior and career military personnel and its effect on recruiting.

In announcing the new pay study on July 19, Secretary of Defense Harold Brown said, "Military pay systems are not, and should not be static." He named Assistant Secretary of Defense (Manpower, Reserve Affairs and Logistics) Robert B. Pirie, Jr., to head the joint DoD/military services study group on military compensation.

Mr. Pirie said his group would look into both incentive pays and

the general level of military compensation.

He pointed out that the pay of recruits has slumped from 115 percent of the minimum wage in FY 1975 to only 83 percent this fiscal year.

The manpower secretary said his study group should wind up its evaluations this fall, but he noted that recommendations would be too late for this year's annual pay raise in October and would be proposed for 1981.

### Mandatory Golden Flow Quota Ends

WASHINGTON (AFNS) — The mandatory quota of urinalysis for drug abuse has been terminated by the Department of Defense.

The revised policy is intended to connect urine testing to incidents most often shown to be associated with drug or alcohol abuse.

Command-directed urinalysis is still permitted. This includes unit sweeps in areas with a high availability of hard drugs or where a serious problem with drug and alcohol abuse exists. Sweep testing of units is normally limited to units where drug abuse levels appear to be significant.

Under the new policy, urine tests will be conducted promptly when incidents indicating probable involvement of drugs or alcohol occur.

## 16 Year Old Saved

# NORAD F-106s Scrambl

COLORADO SPRINGS, Colo. — Quick response by units of the North American Air Defense Command is being credited with saving the life of a 16-year-old Alaskan youth.

NORAD units, which normally guard the skies over North America, joined forces late Friday, Aug. 3, in a mercy mission which spanned the continent.

The injured youth had been bitten by a pet cottonmouth snake near Anchorage, Alaska. Although the snake had been defanged, the jaws of the snake were strong enough to break the skin on the youth's hand and inject deadly poison into the bloodstream.

Shortly after 7 p.m. PDT, doctors at Anchorage's Providence Hospital requested assistance from the Alaskan NORAD Region headquarters at nearby Elmendorf Air Force Base. No anti-venom was available, and the serum would have to be flown from the lower 48 states.

The information was relayed to NORAD's Combat Operations Center, located inside Cheyenne Mountain near Colorado Springs, Colo. It was from this underground headquarters complex that the wheels were set in motion for the dramatic mercy effort.

The ensuing rescue saga would involve supersonic jet fighter-interceptors, a Strategic Air Command tanker aircraft, and a commercial airliner. It would also involve pilots, support crews, medical technicians and Air Force security police.

The first call went to George Air Force Base, Calif., where Capt. Mark Ely "scrambled" in his F-106A Delta Dart aircraft. The jet, assigned to detachment 1 of the 84th Fighter Interceptor Squadron, stands normal peacetime air defense alert at the southern California base.

Captain Ely reported "wheels up" at 9:51 p.m. PDT, and he touched down at Los Angeles International Airport 20 minutes later. It took only 11 minutes for the anti-venom from the University of California at Los Angeles Medical Center to be loaded and for Captain Ely to become airborne once again. His destination was McChord Air Force Base near Seattle-Tacoma, Wash.

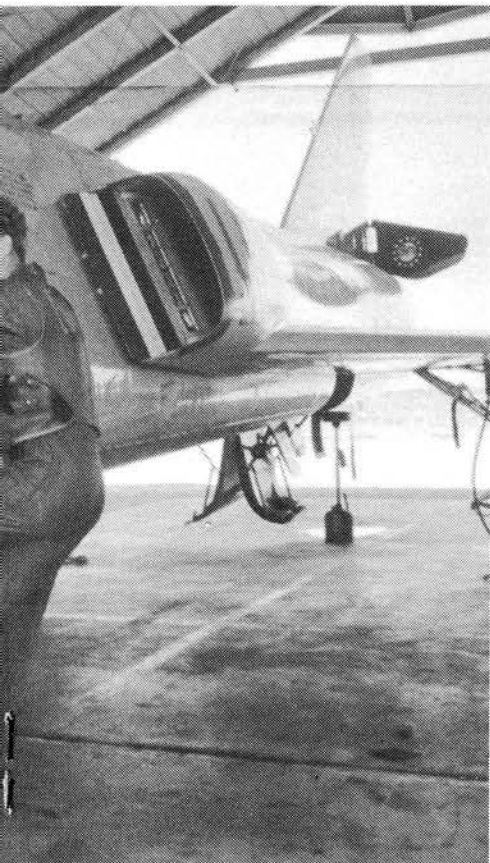
At McChord, Maj. Jerald A. McDonald and Master Sgt. Frank A. Pearce Jr. were already coordinating the mercy mission at the 25th NORAD Region command post.



Capt. Mark Ely climbs down from the aircraft he flew to McChord AFB, Wash., to deliver medical aid to a youth (Name withheld for privacy) at an Anchorage, Alaska, hospital. (U.S. Air Force photo by Sgt. Gracia)



# led On Mercy Mission



m AH-16, the F-106 interceptor he  
deliver anti-venom for shipment to  
U.S. Air Force photo by A1C Rick

Major McDonald had called Maj. Richard L. Lambert, senior alert pilot for the 318th Fighter Interceptor Squadron, and notified him of the impending mercy flight. Plans were made to transfer the serum from Captain Ely's aircraft to two of the F-106A Delta Darts of the 318th for the flight to Alaska.

As they followed the progress of the operation, Sergeant Pearce and Major McDonald talked among themselves and decided to ask Madigan Army Medical Center at Tacoma if they had any of the anti-venom.

"The people in the emergency room told me that they had three packages available," said Sergeant Pearce, "so I asked them to bring it to McChord immediately. Within 20 minutes, three packages were on the flightline to be loaded onto the waiting airplanes."

Since the physician in Alaska was not sure how much anti-venom he would need, and the McChord crews could be there two to three hours before the UCLA supply, he asked them to depart immediately.

As the two F-106s were launched from McChord, Major McDonald requested — through the Alaskan NORAD Region — that a tanker scramble from Eielson Air Force Base, Alaska, to provide aerial refueling for the two fighters. However, the two Delta Dart pilots, Major Lambert and Maj. John A. Lindstrom, decided to skip the refueling rendezvous to speed delivery of the anti-venom.

Shortly after midnight PDT, the F-106 flying from Los Angeles landed at McChord with the larger supply from UCLA. Security police from the 62nd Military Airlift Wing transferred the supply to Alaskan Airlines at Seattle-Tacoma International Airport for the next flight to Anchorage.

In the meantime, the saga was nearing completion. The two F-106 aircraft from McChord arrived with their unique cargo at Anchorage, and the anti-venom was transferred to Providence Hospital.

The entire mercy mission had taken less than six hours, from the time of the first scramble to touchdown 2500 miles away in Alaska.

The NORAD team effort paid off for Neil Jennings, the victim. He responded to the serum, and is recovering from the wound.



## Gen. LaFrance Replaces Gen. Barber

COLORADO SPRINGS, Colo. — Canadian Forces Brigadier General Claude A. LaFrance has been selected to replace retiring Canadian Major General R. Russell Barber as deputy chief of staff for Plans and Programs for the North American Air Defense Command.

LaFrance, a 47-year-old native of Quebec City, has been selected for promotion to major general.

He joined the Royal Canadian Air Force in 1947 and, as a fighter pilot, served in Korea and France. While in Korea on exchange duty with the U.S. Air Force, LaFrance shot down a Russian-built MIG-15 fighter and was awarded the Distinguished Flying Cross by the U.S. Government. A graduate of the Royal Air Force College of Air Warfare, he has been appointed to several senior staff positions in Canadian Forces Headquarters, Ottawa, including the posts of Director General

Policy Planning and Assistant Deputy Minister (Policy) Branch.

Since August 1978, LaFrance has been commander of the 10 Tactical Air Group headquarters in Montreal. Previous assignments, besides his headquarters positions, were commanding officer of the 433e Escadrille Tactique de Combat, deputy commander of 10 Tactical Air Group and commander of Canadian Forces Base Winnipeg.

Major General Barber, before becoming NORAD's DCS/ Plans and Programs in March 1978, was deputy commander of the NORAD Combat Operations Center for six months. He ended Canadian Forces when he retired July 30.

Barber served tours at numerous Canadian Forces bases and stations ranging from navigator leader to commanding officer. Before coming to



Colorado Springs, he was chief of staff Operations at Air Command Headquarters in Winnipeg.

The general and his wife, the former Shirley Bearance of Welsyn, Sask., will live in Duncan, B.C., Canada.

# World's Largest Solar Power Station

MT. LAGUNA AFS, CAL. — The day when the sun will supply a significant share of electricity for our nation's homes, offices and factories is still a long way off. But for 141 men and women stationed at Mt. Laguna Air Force Station, CA, living and working in the shadow of solar electric future is now an everyday occurrence.

Recently, federal and military officials activated the world's largest solar photovoltaic power station during dedication ceremonies at the mountain top radar installation, 60 miles east of San Diego.

Funded primarily by the U.S. Department of Energy, the new 60 kilowatt solar cell electric power system augments an existing diesel oil fueled power plant operated by the military. The system is expected to supply 10 percent of the electrical power used at the radar station during the day, or, by comparison, sufficient energy to meet the needs of 10 average families.

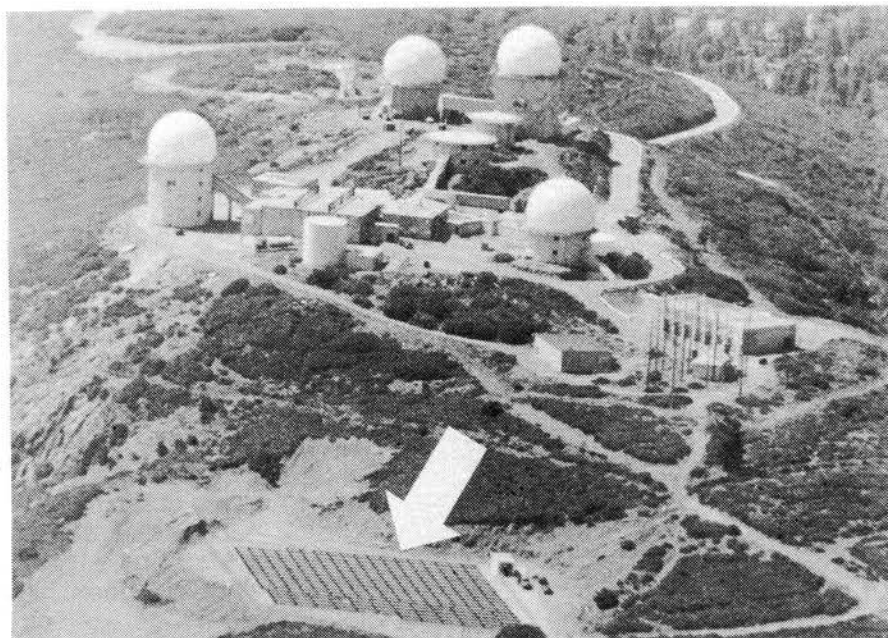
The project, managed by the U.S. Army's Mobility Equipment Research and Development Command, headquartered at Fort Belvoir, VA., is part of a joint U.S. Department of Defense/DOE solar energy research program. The principal goal of the DOD/DOE Military Applications of Photovoltaic Systems program is to develop solar electric power systems which can serve as a power source for a wide variety of military equipment and

installations, as well as commercial applications.

"Conversion of visible sunlight into electrical energy by solar cells is a direct spin-off of the U.S. satellite and space program," said Joe LaGrone, manager, San Francisco Operations Office, Department of Energy. "This simple, solid-state device holds the promise of long operating life with little need for servicing or maintenance."

"President Carter has called on the nation to meet 20 percent of its energy needs with solar and other renewable resources by the year 2000; solar cells are expected to contribute greatly toward meeting that goal," added George Marienthal, deputy assistant secretary of defense for energy, environment and safety. "The Department of Defense is very active in solar energy. We have more than 100 solar projects in operation or under construction."

Solar electric power systems have seen important, if not dramatic, growth during the past few years. The cost of solar cells, measured in peak watts, was \$30 per peak watt in 1975; today, it is down to \$8 per peak watt. DOE hopes to see that price drop to \$.70 per peak watt by 1986, at which time electricity generated by the sun will become competitive in many areas with other more conventional power sources.



**IMPORTANT "NEXT STEP"** — The heart of the world's largest solar cell electric power plant at Mt. Laguna AFB is its

half-acre array field, consisting of 2,366 photovoltaic power modules. (USAF Photo)

# Man for all Seasons

by Lt. Ernest Love  
Unit Information Officer

The 776th Radar Squadron has its own historian so to speak. He is Mr. Kenneth B. Leighton. Mr. Leighton is a member of the Civil Engineering Section and has been a member of this unit since 1950, when this station was first established. When consideration is given to the location of the town of Point Arena and the Radar Station itself, the question that is foremost in everyone's mind is, "Why does one stay so long in such an isolated area?" Well, Mr. Leighton gave some insight into that question.

Mr. Leighton moved to Point Arena, California, in 1932 when America was in an era of depression and times were hard. He, along with his father, mother, brothers and sisters, encountered a budding town filled with loggers, lumber mills, a hand full of farmers, and the last few remnants of gold prospectors. "Very little change has taken place since I first came here," says Mr. Leighton, "the roads that once were mud, dirt, and soft gravel are now paved but the twisting, winding roads are still the same. It would usually take anywhere from two to three days to travel to an area like San Francisco. And often along the way we would lose wagons or trucks as they fell fate to the treacherous coastal area that is now Jenner Cliffs and Highway one." Like most boys his age, Mr. Leighton grew up in an environment filled with adventure. Often the favorite pastime was to watch the boats come in once a month to bring supplies to the local establishments. "The local general store would often serve as a meeting place where women would do their shopping and the men sat before an old "pot-belly" stove and swapped lies. They would tell stories of the early west or the crops that never got to market. I firmly believe that many political decisions were made in that store," says Mr. Leighton.

In 1946, Mr. Leighton joined the United States Army and served 20 months while assigned to places such as Spain and Lucan. Between 1946 and 1950, Mr. Leighton departed the Army and worked as a logger. In October of 1950, he obtained a job with the 776th Radar Squadron's Civil Engineering Section, where he qualified himself on almost every piece of machinery used. He worked as a

carpenter, an electrician, and a painter. More than a "jack of all trades," Mr. Leighton has mastered many things. "I was here when there was nothing but a boiler room, the orderly room, and two barracks. I have seen the Armed Forces change from the era when everything was run by strict discipline to the softer shoe touch I see today," states Mr. Leighton. The site has changed considerably since Mr. Leighton's first arrival. The search and height radars have been moved or replaced and radomes have been erected on top of them. The site personnel population has increased two-fold since 1950.

What would make a man stay in an area like this where the nearest town is more than three hours away, where roads often prey upon the helpless and leave damaged cars and equipment without repair for as long as one year sometimes? Mr. Leighton answers, "I am free to do as I choose here. I have the room to roam up and down the mountainsides, through every trail and backroad without fear of being mugged. I can enjoy the simplest things in life and still not lose touch with reality. I know everyone in town by their first name. And I can always be assured that if I ever run into trouble, there would be a friend there to help me out."

Mr. Leighton is married to Mrs. Edna Leighton and they have six children, two boys and four girls. Most of the children are grown now and have moved away to larger cities and towns. The youngest boy is still attending school in Point-Arena and maybe someday he too will move away. The population of 425 in Point Arena has remained stable for the past five years or so. It has become a wayside area for tourists, and a marketing place for painters and artists of all caliber.

The memories Mr. Leighton has of the 776th Radar Squadron and the area of Point Arena is like the first romance that one never forgets. But he is not alone in his romantic interlude. There are 425 more who live here and each one has a story to tell. Through the rains, high winds and the mild summers and falls, life goes on at Point Arena. And so will the life of Mr. Kenneth B. Leighton, "A Man For All Seasons."



Federal Bureau of Investigation director William H. Webster (left) presents Maj. David J. Fraser, 26th NORAD Region Security Police, with a diploma from the FBI National Academy during graduation exercises for the 116th session of the school.

## Fraser Completes FBI School

Major David J. Fraser, 26th Air Division Director of Security Police, completed a three-month course in March 79 at the FBI National Academy, Quantico, Virginia.

Major Fraser was one of two Air Force officers selected from 130 considered for the class by USAF Security Police officials.

The 248 attendees represented all levels of government law enforcement and included officials of five countries: Brunei, Canada, Egypt, Japan and Mexico.

The FBI National Academy — not to be confused with the FBI Academy, a 16-week program for FBI agents — offers five course blocks of undergraduate- and graduate-level law enforcement subjects. Both academies are located within the

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U.S. Marine Corps installation at Quantico.

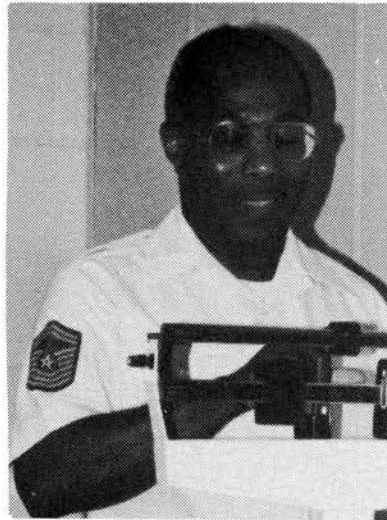
Major Fraser is a 19-year veteran with 14 years in Air Force law enforcement. He held positions in civilian law enforcement agencies for five years and holds a Bachelor of Science degree in Education from Bowling Green State University, plus numerous graduate credits in Sociology and Criminology.

Major Fraser has been decorated for heroism on three separate occasions with the Airman's Medal, Air Force Commendation Medal for Outstanding Achievement, and the Joint Services Commendation Medal for risking his life to save the lives of others.

He also wears the Bronze Star Medal, Meritorious Service Medal, Presidential Unit Citation, and Air Force Outstanding Unit Award with "V" device.

Mr. James Stewart, Director of the FBI National Academy, congratulated Major Fraser on his performance in the program and said, "he has demonstrated a degree of expertise I have not seen before."

Mr. Stewart has recommended Major Fraser for attendance this fall in an advanced course in hostage negotiation, a field in which Major Fraser has specialized. At Luke AFB, he has conducted a Crisis Management seminar aimed at commanders, security police, disaster preparedness and civilian law enforcement personnel.



**Brig. Gen. James S. Creedon, 26th NORAD/ADCOM Region Commander (Lt.) and CMSgt. William A. Semper, 26th NORAD/ADCOM Senior Enlisted Advisor, kick off the weigh-in project which began inside the blockhouse recently. (USAF Photos)**

## **EAC Program**

# **Jog For Life**

A "Jog for Life" program begins in October for personnel assigned to the blockhouse. The agenda for that event is currently being planned by the 26th Air Defense Squadron Enlisted Advisory Council.

"Taxpayers like to see a slim trim fighting force," comments TSgt. John S. MacClary, 26th Air Defense Squadron OJT manager and weight control monitor, "and since we all are aware of where we stand, in reference to weight control, there are two things we can do: practice table discipline and exercise moderately."

An example of weight control and being in shape is a 35 year old man, six feet tall, who jogs at

least four one-hour sessions a week, eats three well balanced meals a day, and still remains below his maximum weight.

Another individual fails to exercise, eats three meals a day, can't resist snacking during his favorite television program, and then wonders why he gets tired and short-winded after climbing three flights of stairs.

A good way to solve our overweight problems would be to use care in selecting our food, exercise frequently, and avoid snacks late at night. Unfortunately, there are those of us who simply can't resist temptation and fall victim to unwanted pounds.

Once a person gains too much weight, it gets increasingly hard to take off those added inches. The best remedy is to use sound judgment in diet and get plenty of exercise.

"Military people must present a positive attitude to everyone they meet because of the inherent nature of their work," explains Sergeant MacClary.

"That is the reason for our 'Jog for Life' program along with our desire to get people interested in physical conditioning. When the body is in shape and the right kind of food is eaten we feel better, our attitude improves, and even living becomes a daily joy."

## TAC tips

# Gas shortage and hoarding

LANGLEY AFB, VA — Even though gas prices are rising rapidly and the precious fuel seems to become more scarce each day, hoarding is unsafe and should not be done, according to TAC safety officials.

The severity of the energy crisis is common knowledge these days. Supplies are short, fuel prices have risen sharply and frustrated motorists wait in long lines across the country.

For these reasons deaths and injuries from accidental explosions and fires related to portable gasoline containers are expected to increase this year, according to a report by the U.S. Consumer Product Safety Commission.

"But because of controls and periodic inspections, TAC shouldn't have too big a problem with its members stocking up on large amounts of gas, said SMSgt. R.C. Christiansen, TAC's chief of ground safety. Even so, he offered some good advice for TAC people to follow.

"People shouldn't attempt to carry an extra two or five gallons of gas with them when taking a trip. The only gas that should be in the car is the gas in the tank," he stressed. "Gas should be transported short distances only and in small amounts, primarily for use in lawn mowers, camping

equipment and other power tools.

"We are urging people who find it necessary to carry gas in their vehicles to exercise extreme caution when doing so," Sergeant Christiansen continued. "Only approved containers should be used for carrying the highly combustible, flammable liquid. Do not use plastic containers, glass bottles or other readily available containers. Approved safety cans have flame arresters, pressure-release valves and broad bottoms, making them hard to turn over," he said.

A recent test by the New York City Fire Department determined that one gallon of gas stored in the trunk of an automobile has an explosive power equal to 14 sticks of dynamite.

Hazardous practices involving the transportation, use and storage of dangerous fuel must be checked, safety officials advised. Specifically prone to disaster are makeshift gas tanks installed on vehicles and large quantities of fuel stored in or about the home with little or no regard for quantity, type of storage container, proximity to sources of ignition and vulnerability to tampering and other household dangers.

Common gasoline-related

mishaps result from improper storage containers, cleaning paint brushes, smoking while handling, use near ignition sources, cleaning floors, mistaking it for something else, cleaning spots in clothes, starting fires and leaving uncapped cans where vapors can be ignited.

For safer handling of flammable liquids, TAC safety officials and the CPSC recommend:

—Never use flammable liquids near a flame or ignition source.

—Remember that vapors, usually invisible, can be ignited easily.

—Do not refuel powered equipment when engines are hot or running.

—Read and follow operating instructions on all equipment.

—Never add gasoline or fuel to a fire once it has started.

—If gasoline is spilled on your clothes, change immediately.

—Use a safety can to transport fuel for any purpose.

"Hopefully, people will realize that life is more important than gas," Sergeant Christiansen said. "If everyone uses common sense and good judgment during the gas shortage, a lot of mishaps will be avoided."

## Reorganization flash

ADCOM reorganization begins in September with the scheduled turnover to TAC on October 1. The decision releasing the Air Force from a previous injunction came when Federal Judge Sherman Finesilver dismissed the case at the request of both parties.

# HISPANIC

## Heritage

From the earliest days of our nation's history, Hispanics have played a central role in our country's development. First as explorers, then as settlers, and today as leaders in all segments of society, men and women of Hispanic ancestry have contributed greatly to our national heritage.

As a nation, we have not always properly appreciated these contributions. Too often, Hispanics have been the victim of stereotypes and prejudice. Even today, Hispanics endure a disproportionately high unemployment rate. As a nation, we must reaffirm our commitment to eliminate these residues of prejudice and bigotry.

Our Hispanic-American communities continue to grow with our nation. They share with our nation a deep pride in their language and culture, and a sense of justice and compassion which nurtures our democratic system and keeps it progressing. It is important that we recognize these singular benefits and encourage their perpetuation.

This country must continue to provide its many ethnic groups with the opportunity to contribute their ideas, their experience and their energies to the betterment of our society. We must be receptive to the richness of diverse cultures, but we also must work to assure that all Americans benefit in turn from the resulting improvements. With the assistance of our Hispanic citizens and through our own continued commitment, these goals will be achieved.

In 1968, our government formally acknowledged the value of our Hispanic heritage when Congress by joint resolution (82 Stat. 848) asked that the President issue an annual proclamation designating the week including September 15 and 16 as National Hispanic Heritage Week.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do hereby proclaim the week beginning Monday, September 10, 1979, as National Hispanic Heritage Week. I ask that all Americans reflect on the need to assure that all citizens share in the prosperity and abundance of our great country.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-second day of May, in the year of our Lord nineteen hundred seventy-nine, and of the Independence of the United States of America the two hundred and third.

JIMMY CARTER