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~~FOUO~~  
(HOME ADDRESS)



10 Jan

Jack

Here is the new mag  
that. Thought you might  
like to see one. I'm really  
not as mean as I look.

Cheers

(b) (6)

~~FOUO~~ (HOME ADDRESS)

(b) (6)





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON, D. C.

17 SEP 1985

General Robert D. Russ  
Commander, TAC  
Langley AFB, VA 23665-5001

Dear General Russ

The Chairman of the USAF Scientific Advisory Board (SAB),  
(b) (6), and I invite you to join us at the Board's Fall  
General Meeting to be held at the National Defense University,  
Fort Lesley J. McNair, Washington, D. C., on 23-24 October 1985.  
The agenda will include reviews of recent SAB studies and other  
topics of current interest.

In addition to the technical meeting, two luncheons, a reception,  
and a dinner round out the agenda. The dinner is on the evening  
of 23 October with guest speaker (b) (6),  
Director of the Scripps Institute of Oceanography.

(b) (6) will speak on JASON, the special consultant  
group established by the Secretary of Defense in 1960.

Note that the attached general information package contains an  
attendance questionnaire for your use. We request that the  
questionnaire be returned by 30 September 1985 so that we can make  
appropriate arrangements for your attendance.

The general meetings give the Board members an opportunity to  
become acquainted with critical Air Force issues and with the  
leaders who establish and direct policy for the Air Force and  
DOD. We, therefore, hope you can join us. We have reserved a  
place for you, or a senior member of your staff if your own  
schedule does not permit attendance but you wish to be represented.

Sincerely

(b) (6)

BERNARD F. RANDOLPH  
Lieutenant General, USAF  
Military Director  
USAF Scientific Advisory Board

2 Atch

1. General Information  
Sheet w/5 Atch
2. TAC Invitation List

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ROBERT D. RUSS GENERAL USAF COMMANDER			
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JUL 84

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DEPARTMENT OF THE NAVY  
COMMANDER TACTICAL WINGS ATLANTIC  
NAVAL AIR STATION, OCEANA  
VIRGINIA BEACH, VIRGINIA 23460

8600  
Ser 30/1071

25 SEP 86

From: Commander, Tactical Wings, Atlantic  
To: Headquarters, Tactical Air Command, Langley Air Force Base  
Subj: DRAFT LETTER OF AGREEMENT (LOA) CONCERNING JOINT LIVE ORDNANCE AIR-TO-AIR TRAINING BETWEEN USN/USAF FIGHTER FORCES

1. The draft LOA was thoroughly reviewed by our Wing Commanders who operate the F14 and F18 aircraft. The topics addressed were found to be tactically germane and inclusive of the operational safety requirements involved in live ordnance ACM evolutions. In specific, the weapon safing procedures provide the degree of protection necessary to preclude inadvertent firing of weapons.

2. The draft LOA is fully satisfactory as written and carries my full endorsement.

(b) (6)

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JUL 84

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## COMMONWEALTH of VIRGINIA

*Department of Aviation*  
*4508 South Laborum Avenue*

October 4, 1985

P.O. BOX 1116  
RICHMOND, VIRGINIA 23231  
804 786 1364

General Robert D. Russ  
Commander Tactical Air Command  
Langley AFB, Virginia 23665

Dear General Russ:

Again, during 1985-86 we are planning to hold our annual regional aviation meeting in your area.

As in the past, the visitation team will include representatives from our Airport Services (Planning and Engineering) and Air Service Development Divisions. In addition, both the Virginia Aviation Board member representing your area and the FAA Washington Airports District Office have been notified of this meeting. They both plan to attend if possible.

With a 20 year update of our State Aviation Plan scheduled for this year, many issues such as future growth at existing facilities and proposed airports will be examined. We would appreciate you or your representative coming to the meeting prepared to discuss the attached list of issues relative to your area.

Your regional meeting is scheduled for 10:00 a.m. on Wednesday, October 23, 1985 at the Peninsula Planning District Commission Office, Koger 2017 Cunningham Drive, Hampton, Virginia 23666.

If you have any questions concerning this meeting, please feel free to call upon us.

Sincerely,

(b) (6)

Director

KAR:dfb  
Enclosure

Peninsula Planning District Commission

P.D. 21

Major Aviation Issues

1. Will (b) (6) require additional airside capacity within study time frame ?
2. Can Williamsburg-Jamestown Airport provide the necessary relief if required to do so ?
3. New airport to provide relief for (b) (6)
4. Additional military requirements which will further reduce airspace.
5. Affect of developments at Norfolk International Airport on the Peninsula region.

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General John W. Roberts USAF (Ret.)

6002 Wintertown Drive

San Antonio, Texas 78239

10/30/85

15 Oct 85

(b) (6)

OCT 30 1985

Dear

Many thanks for your kind  
invitation to Littleton, Colorado.  
It was with deep regret that  
I found it impossible to attend.  
I'm sure it was a booming  
success and I really miss  
the opportunity to meet the  
candle.

Keep the moving and I  
hope to see you in the not  
too distant future. Maybe you  
can get a couple of pigeons  
out on the golf course. I need  
the money!!!

Hi to all

Warm Regards

(b) (6)

~~FOUO~~ (HOME ADDRESS)

HEADQUARTERS TACTICAL AIR COMMAND  
OFFICE OF THE COMMANDER  
LANGLEY AIR FORCE BASE, VIRGINIA 23665

23 October 1985

(b) (6)

Executive Director  
Confederate Air Force  
Post Office Box CAF  
Harlingen TX 78551

Dear (b) (6),

I know it wasn't easy carving out the time to make all of us "special guests" feel special, but you did it in style.

I'm sure you could tell that General Russ was very impressed with the show and the discipline. Our guys here on the staff will be getting with you to work out details for Nellis, and to work with you on including an F-15 or F-16 in AIRSHO 86.

Please pass our thanks to everyone on your staff who took such good care of us.

Sincerely,

(b) (6)

Colonel, USAF  
Executive to the Commander





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON, D.C.

NOV 25 1985

8 NOV 1985

General Robert D. Russ  
Commander  
Tactical Air Command  
Langley Air Force Base, Virginia 23665

Dear General Russ

Thank you for your hospitality during my recent participation in TAC's "Congressional Symposium." The tour of the 71 TFS and AMU highlighted just how far the Air Force has come since my F-4 flightline days at Clark Air Base. The briefings and discussions with you were very helpful for better understanding the TAC perspective. I thoroughly enjoyed my TDY and especially appreciated the personal touches you provided.

Thank you again.

Very Respectfully,

(b) (6)

Spec Asst for Legislative Affairs  
Dir of Operational Requirements



DEPARTMENT OF THE AIR FORCE  
OFFICE OF THE CHIEF OF STAFF  
UNITED STATES AIR FORCE  
WASHINGTON, D.C. 20330

27 NOV 1985

(b) (6)

RT 2, Box 900  
King George VA 22485

Dear (b) (6)

I read your column in the 21 November issue of the Washington Times and fully understand your obvious disappointment in not being able to fly in an F-16 at Torrejon. It is, indeed, a "fine fighter" -- a superb (and very versatile) weapons system.

There are, obviously, always two sides to every story -- we hear from Torrejon that the Sixteenth Air Force commander actually approved your F-16 flight, but you had to leave because of a personal emergency prior to being informed that approval had been granted. Regardless, I'd like to express our appreciation for what we view as a refreshingly objective column and officially offer you the F-16 flight which has eluded you so far.

I could not reach you by phone through your office, so if you'll work directly with (b) (6) in our Media Relations Division of Public Affairs, we can identify a time frame and location that is convenient for you.

Sincerely,

(b) (6)

JOHN L. PIOTROWSKI  
General, USAF  
Vice Chief of Staff

*P.S. Your column on the F-15 flight was a jewel - one of the best I've read - something that everyone can relate to!*

bcc: SAF/PA  
TAC/CC

HEADQUARTERS TACTICAL AIR COMMAND			SECRET	CC				
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★★★★  
Commander

HEADQUARTERS  
TICAL AIR COMMAND



20 Dec

(b) (6)

V. See Hch. I  
Don't intend to answer  
the letter but you  
should give to Trayer  
& take any action you  
believe is required after  
properly staffed.

(b) (6)

ROBERT D. RUSS  
General, USAF



13 December 1985

ROBERT D. RUSS, Gen, USAF  
Commander  
Bldg 693 CC  
Department of the Air Force  
Tactical Air Command (TAC)  
Langley Air Force Base, VA  
23665

Dear Commander Russ:

Sir, I am writing to you (See enclosure A), because of your testimony.  
(See enclosure B).

Permit me to introduce myself and explain-

My name is (b) (6). I am an electronic systems research technician,  
employed at the Space Surveillance Division, of the Aerojet ElectroSystems  
Corporation, in Azusa, California.

I am a military jet aircraft buff, currently seeking "Official" USAF written confirmation, for the existence, of an aircraft, popularly referred to, as the USAF/Lockheed F-19 stealth fighter. (See enclosure C).

There is a rumor (currently circulating within the Aerospace Community/Industry), that the material out of which the F-19 is constructed, is a reproduction of an extraterrestrial material, discovered in the crash remains, of a Flying Disc, found in the desert of New Mexico, in July of 1947. This is ostensibly, the reason why the F-19 is so secret, and why the Air Force (as yet) denies its existence (See enclosure D).

Because of my interest in proving the existence of this aircraft, and in the number of requests I have made to the Air Force, seeking to do so, I was provided a censored copy of a document (See enclosure E), which alleges the flight test program of a- "recovered Alien aircraft...in NEVEDE", (my emphasis). Note, it is Nevada, where the F-19 is alleged to be based. (See enclosure F).

Indeed, upon learning that the F-19 was based at Tonopah, Nevada, my wife and I (on vacation) visited the Tonopah area, and discovered the new air base (See enclosure G, photographed from open range land) which the Air Force has only recently acknowledged the existence of, by stating- "The previously existing and recently expanded facilities at the TTR consist of a modern aircraft control tower, runway system, and allied parking aprons and taxiways, hangars, radar systems, fixed and mobile telemetry stations, operations and maintenance buildings, and a computer center." (See enclosure H). NOTE- this letter has not been responded to!

Seeing that you, representing the Air Force, have no qualms about acknowledging the existence of the ATB (See enclosure B), popularly known as the stealth bomber, I must presume, that you can now, as well, acknowledge the existence of the stealth fighter. I, therefore, would like to ask-

1. What is the Official Air Force designation, of that aircraft, popularly known as the USAF/Lockheed F-19 stealth fighter, alleged to be based at TTR, and to whom does one make a request, for a picture of this aircraft?

2. Can you confirm, that the Air Force is (or was) flight testing a



recovered Alien aircraft, at the TTR?

I would appreciate a response to my questions.

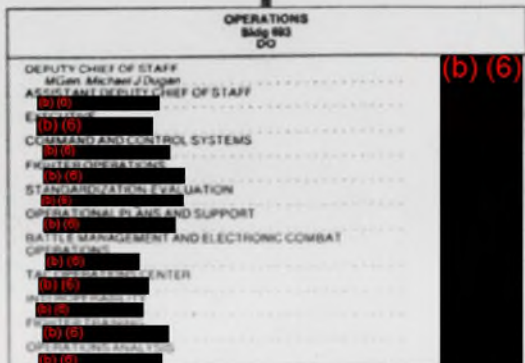
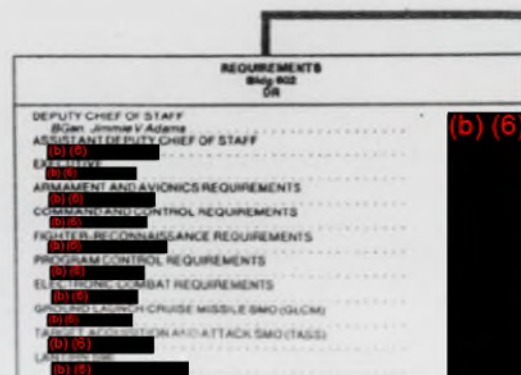
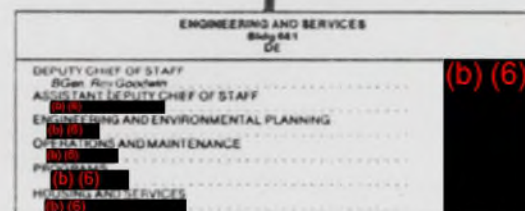
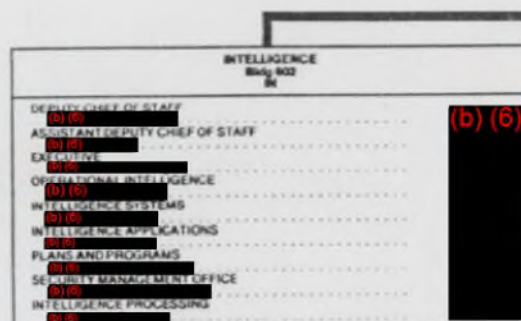
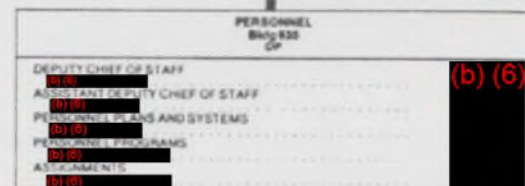
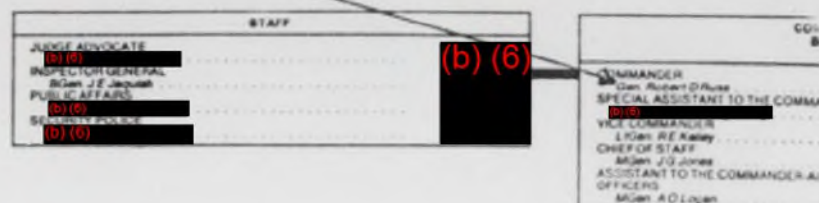
Thankyou for your time Sir.

Most Sincerely

(b) (6)

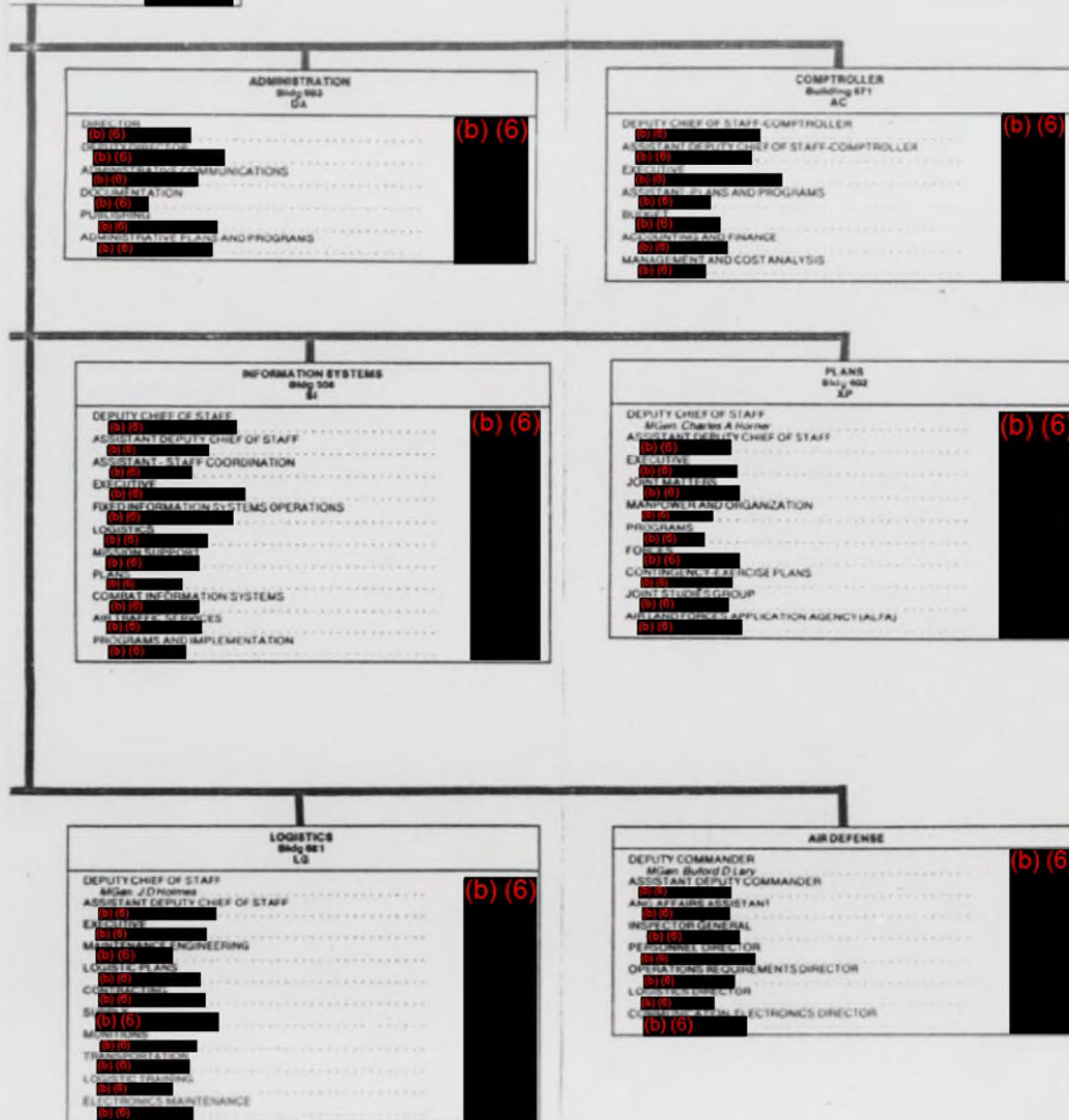
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# FEDERAL Organization Service



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 NATIONAL GUARD

DEPARTMENT OF THE AIR FORCE  
 Tactical Air Command (TAC)  
 Langley Air Force Base, VA 23665  
 Area Code 804  
 Locator 764-5615



# BRIGADIER GENERAL ROBERT DALE RUSS

Brigadier General Robert D. Russ is Assistant Deputy Chief of Staff, Operations, for Control and Support, Headquarters Tactical Air Command (TAC), Langley Air Force Base, Virginia.

General Russ was born on March 7, 1933, in Portland, Oregon. He graduated from Wapato High School in Wapato, Washington, in 1951. He received a degree in business administration from Washington State University in 1955; was a distinguished graduate of the Air Command and Staff College in 1965, and the same year received a master's degree in business administration from The George Washington University; and graduated from the National War College in 1973.



General Russ was commissioned a second lieutenant through the Air Force Reserve Officers Training Corps program at Washington State University. He entered on active duty in September 1955 at Lackland Air Force Base, Texas. He completed pilot training at Webb Air Force Base, Texas, in October 1956 and subsequently attended the F-84F gunnery school at Luke Air Force Base, Arizona, and F-100A gunnery school at Nellis Air Force Base, Nevada.

In May 1957, General Russ was assigned to the 81st Tactical Fighter Wing at RAF Bentwaters, United Kingdom, flying the F-84F and later the F-101A. Completing this tour in May 1960, he was transferred to the 437th Fighter-Interceptor Squadron at Oxnard Air Force Base, California, where he flew the F-101B.

He moved to Hamilton Air Force Base, California, in May 1962 to become Chief of the Fighter Section, Directorate of Tactical Evaluation, 28th Air Division. He served in this capacity for two years.

Following graduation from the Air Command and Staff College, General Russ was assigned to Air Defense Command Headquarters, Colorado Springs, Colorado, from July 1965 until July 1967. During this time he served as Fighter Officer in the Directorate of Tactical Evaluation, and subsequently as Aide to the Commander, Air Defense Command.

After completing the F-4 replacement training program at Davis-Monthan Air Force Base, Arizona, in January 1968, General Russ had pilot duty with the 12th Tactical Fighter Wing at Cam Ranh Bay, Republic of Vietnam, where he flew 242 combat missions, of which 50 were over North Vietnam.

OVER



## BRIGADIER GENERAL ROBERT DALE RUSS

Brigadier General Robert D. Russ is Assistant Deputy Chief of Staff, Operations, for Control and Support, Headquarters Tactical Air Command (TAC), Langley Air Force Base, Virginia.

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OVER



General Russ returned to the United States in March 1969 for assignment as a Plans Officer in the Fighter/Reconnaissance Branch of Force Development for Plans and Operations, Headquarters United States Air Force. He moved from the Air Staff to the Organization of the Joint Chiefs of Staff in December 1970 and served as Plans Officer for General Purpose Forces, J-5, Directorate of Plans, until July 1972.

He graduated from the National War College in June 1973, and was assigned to the 68th Tactical Air Support Group at Shaw Air Force Base, South Carolina, as Vice Commander. He held this position until becoming Deputy Commander for Operations of Shaw's 363d Tactical Reconnaissance Wing in January 1974.

General Russ was Vice Commander of the 4th Tactical Fighter Wing at Seymour Johnson Air Force Base, North Carolina, from February 1974 to August 1975, when he became Wing Commander. In February 1977, he became Assistant Deputy Chief of Staff, Plans, Headquarters TAC, and in July 1977 was named TAC's Assistant Deputy Chief of Staff, Operations for Operations and Training. He assumed his present position in July 1978.

He is a command pilot with more than 4,000 flying hours. His military decorations include the Silver Star, Legion of Merit, Distinguished Flying Cross with 2 oak leaf clusters, Air Medal with 13 oak leaf clusters, Air Force Commendation Medal with 1 oak leaf cluster, and the Purple Heart.

General Russ was promoted to the grade of brigadier general on July 1, 1977, with date of rank June 27, 1977.

He is married to the former (b) (6) of Spokane, Washington. They have three children, (b) (6), (b) (6), and (b) (6).



scale development at Eaton AIL, is expected to begin flight testing onboard Navy P-3C aircraft in mid-1986.

Eight service test models are being built, and one system has been installed on a P-3C at Lockhead. This installation includes the provision of interferometer type antennas in the aircraft's wingtips. NADC, Warminster, PA, is developing the integration software for the programmable system.

#### **Delivery of RAPPORT Expected To Begin Early in '86**

The long delayed delivery of the latest version of Loral's RAPPORT EW system for Belgian F-16s is expected to start early next year. Deliveries are expected to begin with the passive components with active portions starting next spring.

Testing at General Dynamics facility at Fort Worth, Texas and flight tests at Eglin AFB in mid '86 are planned.

#### **ALQ-161 Doing Well In Edwards Flight Tests**

Reports from Edwards AFB indicate that the ALQ-161 EW system is performing well in flight tests aboard the B-1B strategic bomber. The tail warning function, in particular, detected "a large number of missiles accurately" during the tests.

In related action, we understand that the Air Force is planning an upgrade to the system to respond to new threats. AIL, Raytheon, Sedco, Norden, and GE are all interested and doing their homework in anticipation of a 1986 source selection.

#### **EW "Light" For ATB**

The Advanced Technology Bomber is slated to receive a "light" EW system, according to recently released testimony to the House Armed Services Committee by Air Force General Robert D. Russ.

The prevailing thinking is that since the ATB is expected to make full use of stealth low-observable technology, there will be reduced EW requirements. Russ indicated that Soviet radars are designed to detect and track large radar cross-section targets. They would have to develop a new set of radars to accommodate the forthcoming ATB.

Russ, now commander of the Tactical Air Command, was deputy chief of staff for research, de-

velopment and acquisition when he testified to the HASC.

Since the INEWS system, now in the early stage of development, is to be installed on the small cross-section ATF, the Air Force may be considering the use of the same system on stealth-configured ATBs.

#### **Navy Reviewing Bids For Short-Range RPVs**

The Navy is reviewing IFB responses as well as flight test results for RPVs competing on the Navy's short-range RPV requirement. As we go to press, no US firms have responded to the IFB and only two foreign entries are in the competition — the Israeli Mastiff and an Italian entry. According to our sources, US firms no-bid because of endurance, payload and early fly-off requirements.

In related action, we have learned that the Marine Corps, working with Johns Hopkins University, has developed a small RPV that could accommodate a small jammer.

#### **Advisory Committee on Technology Exports Solicits Inputs**

The Militarily Critical Technologies List Technical Advisory Committee of the United States was established earlier this year to advise and assist the Department of Commerce and other federal agencies on the export of high tech products. Six government committee members are from the Departments of Energy, Commerce, Defense and State. Seven members are from industry and the public sector.

The Committee is seeking to balance the need for free trade with concerns for national security. It is reviewing the export regulations which control the international release of technical data by US companies. Of particular concern to some Committee members are the problems faced by smaller high tech companies in dealing with the delays, paperwork and administrative details imposed by the present system.

(b) (6) a member of and legal advisor to the Committee, would welcome contacts from JED readers on specific problems, successes, failures or frustrations in their attempts to secure export approval for their products. He can be reached at Ray Trotti Hemphill Shearin & Finck, 1300 Fidelity Union Tower, Dallas, TX 75201-3491. Telephone (214) 954-1161. ■

## Bush and Hart: Some Early Signals

A new nationwide poll shows Vice President George Bush with a commanding lead over his potential rivals in the 1988 Republican presidential sweepstakes. Among 1,005 Republicans interviewed in early November by pollster Arthur J. Finkelstein & Associates, 44.3 percent said that Bush was their first choice. Former Sen. Howard Baker of Tennessee—a surprise second—was favored by 9.5 percent, closely followed by Sen. Bob Dole of Kansas with 9.2 percent. New York's Rep. Jack Kemp came in fourth with 7.6 percent. Bush strategists were pleased with the results from the conservative pollster who has done work for politicians considerably to the right of the vice president, such as Sen. Jesse Helms. But they were hardly complacent. "This is an expectations game, and it hasn't been any help to be the front runner in recent years," said one Bush aide. Kemp's team was not discouraged by the numbers. "What counts now is where the activists are going," John Maxwell, head of Kemp's political-action committee, told NEWSWEEK's Howard Fineman. "And there it's clear that it's a two-way cut of the deck between Bush and Kemp."



A strategic move: Hart

On the Democratic side, Colorado Sen. Gary Hart is expected to announce next Jan. 4 in Denver that he will forgo what would be a difficult campaign for re-election in 1986 to concentrate on another run for the presidency. But aides say that Hart "almost certainly" will not formally declare his candidacy at that time. Regarded as the unofficial front runner in some circles, Hart does not want to risk "boring people with too much campaigning," these aides say. And as long as he is an undeclared candidate, some of Hart's expenses can be picked up by the Center for a New Democracy, a tax-exempt



A commanding lead: Bush

foundation on which he serves. Meantime, Hart is edging closer toward the Democratic Leadership Council, a group of party moderates who have recently won favorable attention for their innovative proposals on trade and economic growth.

## Stealth by Stealth

The Pentagon officially maintains that its top-secret Stealth program is still confined to the drawing boards, but in fact more than one squadron of F-117 Stealth fighters are now being flight tested at Nellis Air Force Base in Nevada. Government sources confirm reports in the Geneva-based International Defense Review that these small jets are being built at a Lockheed plant near Burbank, Calif., and ferried by C-5A cargo planes to Nevada. With their radar-deflecting shape and radar-absorbing material and paint, the F-117s are designed to fly undetected through enemy radar and wipe out SAM missiles, radar sites and other ground targets. The first Stealth strategic bomber is scheduled for completion in 1987 at a Northrop Corp. plant in Palmdale, Calif. It will carry Stealth cruise missiles being developed by General Dynamics.

## Software: Price War?

At a computer trade show in Las Vegas this week, software manufacturers will be nervously checking each other's wares for signs that program prices are plummeting. Early last summer several small companies began selling business programs that often cost between \$200 and \$600 apiece for less than \$100. And Borland International, an aggressive California firm, bought the rights to a sophisticated data-base program that was selling poorly at \$495 and repackaged it for \$99.95. Older software companies contend that prices will hold up. But industry analysts recall that in the video-game business, once a few cartridges went on the market for less than \$10, the old \$30 to \$50 price tags soon disappeared.

## What Baby Boomers Make

Americans born between 1946 and 1964 are not as rich a market as some people think. It is only when a couple—70 percent of baby-

boom women work—combines two incomes that they can hope to live as comfortably as their parents did on a single income.

### Baby-Boom Incomes



PERCENT	INCOME
35.3	Less than \$10,000
31.4	\$10,000-\$19,999
19.9	\$20,000-\$29,999
8.2	\$30,000-\$39,999
2.8	\$40,000-\$49,999
2.5	\$50,000+



PERCENT	INCOME
63.7	Less than \$10,000
26.6	\$10,000-\$19,999
7.5	\$20,000-\$29,999
1.4	\$30,000-\$39,999
0.4	\$40,000-\$49,999
0.3	\$50,000+

SOURCE: 1987 U.S. DEMOGRAPHIC SURVEY BY BUREAU OF ECONOMIC ANALYSIS

NOTE: MEN'S INCOME





OFFICE OF THE SECRETARY

DEPARTMENT OF THE AIR FORCE  
WASHINGTON, D.C. 20330-1000

(b) (6)

5 DEC 1984

Dear (b) (6)

This is in response to your most recent letter requesting a picture of an aircraft you call the "F-19".

I have had our Research and Development office review your letter as well as your earlier correspondence and they report that our earlier replies on this subject were responsive to your request. No photographs of the F-19 exist because this "aircraft" does not exist. If there is ever an airplane in the future which the Air Force designates the F-19, you can be assured that photographs of it will be readily available.

I am sorry we could not be of assistance in your request.

Sincerely,

(b) (6)

Colonel, USAF

~~FOUO~~ (HOME ADDRESS)

D



DEPARTMENT OF THE AIR FORCE  
WASHINGTON, D.C. 20330-1000

OFFICE OF THE SECRETARY

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Colonel, USAF

~~FOUO~~ (HOME ADDRESS)



~~TOP SECRET~~  
~~TOP SECRET~~

UNCLASSIFIED

AIR PROJECTS UNDER PROJECT

2. TS/ONCOM - PROJECT SHIMMER (PROUDER) [REDACTED] Originally established as part of Project [REDACTED] in 1954. Became a separate project in 1976. Its mission was to establish communication with Aliens. This Project met with positive success when in 1954, the United States established primitive communications with the Aliens. On April 25, 1954, a USMC intelligence officer, met two Aliens at a pre-arranged location in the desert of New Mexico. The contact lasted for approximately three hours. [REDACTED] the Air Force officer managed to exchange basic information with the two Aliens (April 7). This project is continuing at an Air Force base in New Mexico. TOP SECRET [REDACTED]

2. TS/ONCOM - PROJECT SHIMMER (PROUDER) [REDACTED] Originally established in 1972. Its mission was to test fly a recovered Alien aircraft. This project is continuing in [REDACTED]

2. TS/ONCOM - PROJECT [REDACTED] Originally established in 1972. Its mission was to evaluate alien [REDACTED] information pertaining to space [REDACTED]

~~TOP SECRET~~  
~~TOP SECRET~~

UNCLASSIFIED

## Washington Roundup

### MiG-23 Crash

An internal Air Force decision on whether the late Lt. Gen. Robert M. Bond should have been permitted to fly advanced technology and specially modified test aircraft played as much a role in the secrecy surrounding his death as national security. Bond, who at the time of his death was USAF Systems Command's vice commander, was killed while trying to eject from a Soviet-built MiG-23 Flogger fighter operated by USAF at the Nellis AFB, Nev., range (AW&ST May 7, p. 13). Bond, who was directly involved in development of the USAF/Lockheed F-19 stealth fighter, had flown the special mission aircraft at Tonopah, where the aircraft is based. Bond was flying the MiG-23—obtained from Egypt—when he was killed. "The Flogger became unstable at a high Mach number at high altitude and he tried to eject," one USAF officer said. Bond's neck was broken and his parachute shredded when he ejected, the officer said.

A plan to fund space shuttle retrieval of the Indonesian Palapa B-2 communications spacecraft has been drawn up by Indonesia's insurance underwriters, led by Merrett Syndicates, Ltd., of London. With Merrett taking a lead on the funding, the chances are improved for a mission in November to retrieve Palapa and possibly also the Western Union Westar 6 spacecraft. The focus of the underwriter plan would be establishment of a \$75-million escrow account that would fund both the retrieval and also make progress payments to Hughes to maintain construction of a new satellite as a backup to the retrieval. The \$75 million would be the insurance money that otherwise would be paid to Indonesia for loss of the satellite. Indonesia must agree to the concept before it is implemented. As negotiations proceed, Hughes is completing plans to fire the apogee motors on both spacecraft to rid the satellites of those hazardous systems (see p. 25).

### Trainer Trim

U. S. Navy team was in Great Britain last week to find ways of cutting more than \$200 million from the total research and development funding program of the joint McDonnell Douglas/British Aerospace T-45 Hawk trainer. Navy has been given a top of \$450 million to spend on the undergraduate pilot training aircraft, as it competes with research and development funding of more than \$800 million for the Grumman F-14D and \$500 million for the Grumman A-6E upgrade programs.

Defense Secretary Caspar W. Weinberger has finally committed the U. S. to a feasibility study for a joint North Atlantic Treaty Organization frigate replacement program for the 1990s despite objections from some Defense Dept. officials (AW&ST Apr. 23, p. 17). Weinberger ordered U. S. officials in Brussels to sign an eight-nation memorandum of understanding for the frigate study, backing Richard D. DeLauer, under secretary for research and engineering, who proposed the MOU. Defense Dept. lawyers opposed the wording of the MOU. Weinberger endorsed the program because of its emphasis on NATO cooperation and because it offers potential cost savings through the joint production effort. The study is expected to be completed within 18 months under a not-to-exceed contract of \$1.9 million (AW&ST Jan. 2, p. 17).

### Soviet Computer

Computer Systems Technical Advisory Committee, an industry panel that provides export control guidance to the Commerce Dept., will try to procure a Soviet Agat microcomputer as part of an effort to win U. S. decontrol of 8-bit microcomputers on grounds of foreign availability (AW&ST May 7, p. 19). Committee chairman Donovan W. Pederson said recent display of an Agat at a West European trade fair did not mean it is widely available or comparable in quality to Western microcomputers. But he said if the committee can get an Agat, "test and examine it, you can determine if it was built on a production line or was hand done."

### High Times

"Peace and Security Through Space" trumpeted the American Astronomical Society in its leaflet plugging the 3rd Annual Military Space Symposium June 21-22 at the U. S. State Dept. Organizers have lined up such authorities as Lt. Gen. James Williams, director of the Defense Intelligence Agency (Threat), David Stockman, director, Office of Management and Budget (National Resources), and Dr. Carl Sagan, Cornell University (Lunch), along with a Congressional Panel and a White House View. All well and good, until the small print: "The symposium is not a forum for the discussion of higher than outer space."

—Washington Staff

H  
CERTIFIED MAIL RECEIPT P 490 73 -11  
15 November 1985

(b) (6)

Deputy Director of Public Affairs  
Department of the Air Force  
Headquarters Tactical Air Command  
Langley Air Force Base VA  
23665-5001

Dear Sir,

Your recent release of some data pertaining to the USAF base at Tonopah Test Range in Nevada prompts me to request the following information:

1. What is the relationship between the Groom Lake facility(See Enclosure 1) and the Tonopah Test Range?
2. For what specific aircraft was the long runway(See Enclosure 1) created at Groom Lake?
3. For what specific aircraft are the hangars(See Enclosure 2) at the Tonopah Test Range intended?
4. Is the "SNOWBIRD" craft(See Enclosure 3) now, or has it in the past, flown from either of these bases? If not, from which base has the "SNOWBIRD" flown?

Thank you, sir, for your response.

Sincerely

(b) (6)

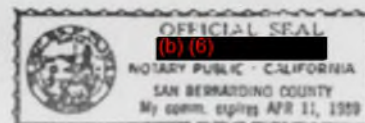
State of California }  
County of Los Angeles }

On the 15 day of November, 1985, before me, (b) (6), the undersigned Notary Public, personally appeared (b) (6), personally known to me to be the person who attested and swore that all the information contained in the above instrument is accurate, and acknowledge that (b) (6) executed the same for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

(b) (6)

~~FOUO~~ (HOME ADDRESS)



(b) (6)

ROBERT D. RUSS, Gen, USAF  
Commander  
Bldg 693 CC  
Department of the Air Force  
Tactical Air Command (TAC)  
Langley Air Force Base, VA  
23665

FIRST CLASS

~~FOUO~~ (HOME ADDRESS)





TACTICAL AIR COMMAND  
OFFICE OF THE COMMANDER  
LANGLEY AIR FORCE BASE, VIRGINIA 23665  
31 December 1985

USAA  
USAA Building  
San Antonio TX 78288

Gentlemen,

Re: PN 049-94-50-7103

I have enclosed a completed form to obtain  
a good student discount for my son, (b) (6).  
Also included is a copy of his last semester [Fall 85]  
grades where he received a 3.0 GPA on a 4 point  
scale.

Thank you for your service.

Sincerely,

ROBERT D. RUSS  
General, USAF



## SAVINGS TO YOU

## GOOD STUDENT DISCOUNT

This form has been sent to you because of your request or because our records show that you have one or more young drivers (under the age of 25) on your policy who may be eligible for a good student discount. To qualify this person must meet at least one of the scholastic requirements given on the application below and be currently a:

1. full time high school student, or full time college or university student; and
2. male under the age of 25, or unmarried female under the age of 25 (also married female in Montana) (unmarried female under the age of 21 in Maryland, Mississippi, and Rhode Island)

The Good Student Discount is offered in the District of Columbia, Puerto Rico, and all states except Massachusetts, North Carolina, South Carolina, Michigan, Texas, New York, Hawaii, and Pennsylvania. This discount is not offered in overseas locations.

## IF YOU HAVE RECEIVED THIS DISCOUNT IN THE PAST . . .

- Now is the time to re-apply. This discount is not automatically renewed. Recertification is necessary annually.
- Follow the procedures listed below.

## TO RECEIVE THIS DISCOUNT NOW . . .

- Fill out the application on this form and have it signed to indicate that the student has met at least one of the requirements listed on the application for the immediately preceding school semester. A letter from the dean or a copy of the student's grade report is also acceptable.
- If you have more than one student on your policy who qualify for this discount, you'll need to send us a signed certificate for each. Additional applications are available upon request, or you may copy the application on this form. A letter from the dean or a copy of the student's grade report is also acceptable.
- Please return the completed application(s) right away--within 30 days if possible.

## REMEMBER . . .

A new application is necessary annually to continue the discount.

## APPLICATION FOR GOOD STUDENT DISCOUNT

(a copied or typed facsimile of this form is acceptable)

ROBERT D. RUSS (b) (6)  
 Policyholder's Name (b) (6) USAA Number (b) (6)  
 Student's Full Name (b) (6) Date of Birth (b) (6)  
 Authorization is granted for release of grade information (b) (6)  
 Signature of Student or of Parent or Guardian of Minor  
 This certifies the student named is enrolled as a full-time student in ☐ High School ☒ College or University  
EAST CAROLINA UNIV. GREENVILLE, N.C. 27834  
 Name of School Street-City-State-Zip Code  
☐ Freshman ☒ Sophomore ☐ Junior ☐ Senior ☐ Other (explain)  
 Scholastic records for semester ending DEC 85 (immediately preceding date of application) show  
 month and year  
 this student has attained one or more of the following:  
☐ ranked in upper 20% of his class scholastically;  
☐ if letter grades used, had grade average of B or higher; (if the letter grades cannot be averaged then no grade can be below B)  
☒ had at least 3 point average on a 4 point scale (or equivalent); or  
☐ was included on "Dean's List" or "Honor Roll" or similar list for scholastic achievement  
 In consideration of the premium discount to be applied to the automobile policy, this certifies the student shown above has attained one or more of the scholastic goals as indicated. The student is still currently enrolled as a full-time student in a High School or College/University. I understand that a misrepresentation in this application may constitute grounds for termination of my insurance.  
 (b) (6) 31 Dec 85  
 Signature Date

STUDENT NAME		SOC SEC NUMBER		SEX	AGE	DEGREE	MAJOR	DEPT
TRANSFERRED CREDIT	EXEMPTED CREDIT	CREDIT IN CREDIT	CREDIT IN CREDIT	CREDIT IN CREDIT	CREDIT IN CREDIT	PREVIOUS TOTALS		
						←		
24.0								
DESCRIPTIVE COURSE TITLE	SUBJECT	COURSE NUMBER	GRADE	SEMESTER HOURS ATTEMPTED PASSED		QUALITY POINTS		
			A	3	3	12		
			C	3	3	6		
			B	2	2	6		
			B	3	3	9		
HOME ADDRESS		3.0		11	11	33		
(b) (6)				SEMESTER TOTALS				
				OFFICE OF THE REGISTRAR EAST CAROLINA UNIVERSITY GREENVILLE, NORTH CAROLINA				
TRANSFERRED CREDIT	EXEMPTED CREDIT	CREDIT IN CREDIT	CREDIT IN CREDIT	CREDIT IN CREDIT	CREDIT IN CREDIT	SEE BACK OF TERM REPORT FOR DEFINITION OF GRADES		
CUMULATIVE TOTALS		FALL 85 TERM AND YEAR						

STUDENT'S COPY  
TERM REPORT



General Robert D. Russ  
Commander (TAC/CC)  
Tactical Air Command  
Langley Air Force Base, VA 23665

Dear General Russ:

We are in the final stages of completing documentation of the C-17 simulator motion study results Jean Gebman briefed to you earlier this year. Two enclosed Rand Working Drafts document the study. The first, WD-2602-1-AF, *Assessing Benefits and Costs of Motion for C-17 Simulators*, summarizes the study results. The second, WD-2603-AF, *Assessing Benefits and Costs of Motion for C-17 Simulators: Technical Appendices*, provides the technical details of the analysis.

After technical review and editing, we plan to issue these documents as a Rand Report and a Note with no distribution restrictions, to facilitate their dissemination to organizations outside the Air Force that are interested in the simulator motion issue. We will, of course, forward the final documentation to you as soon as it is available.

Sincerely,

(b) (6)

Engineering and Applied  
Sciences Department

WLS:aka

Enclosures: As noted

