



NAMED LAWN WINNER—M-Sgt. Paul E. Peacher, Wing Headquarters Squadron, gives demonstration of the industry that made his lawn the best kept in Reese Village for the month of August. The best kept lawn is selected each month, and carries an award of one month's free rent. Peacher lives at 232 Mitchell.

## Reese Drivers Seek Fifth Safe Holiday

Hoping for the fifth consecutive accident-free holiday weekend of

1954, Reese officials this week have concentrated on highway safety for base personnel over the Labor day period.

Reese personnel, excused from duties from Friday afternoon until Tuesday morning are expected to travel over a million miles, although squadron commanders are attempting to keep all airmen within authorized limits, Joe Lopez, Reese ground safety officer, said. Mileage limits are placed on all enlisted personnel, the upper grades being allowed farther travel than those in lower grades.

Reese officers and airmen are estimated to have traveled over two million miles during the previous four 1954 holidays, New Years' Washington's birthday, Memorial day and July 4th weekends when time off from duties was allowed for three days. Reese personnel were involved in no highway accidents on any of the four holidays, in fact, only three highway injuries have been received in the "Operation Summer Safety," which has been in progress, Lopez said. The operation was started Memorial day and will be concluded Monday night. Early in August three quick accidents brought a total of 15 days lost time, one involved an automobile collision, another a motorcycle and the third a motor scooter.

"Texas is estimated to have 30 highway deaths this weekend and Reese does not want any of its personnel involved," Lopez said. "Colonel West is insistent that everything possible be done to make our drivers cautious and safe. The squadron commanders seem equally anxious that there be no base injuries or fatalities. Our record so far has been too good to be spoiled just as we are ending this particular campaign of safety."

## Colonel Phillips Retires; Watkins To Succeed Him

Col. Richard W. Phillips, commander of the 3500th Maintenance and Supply group here today terminated over 35 years of service in the armed forces and retired to civilian life. He was succeeded as group commander by Col. James C. Watkins, who became his executive officer June 2.

Colonel Phillips entered service May 17, 1919, as an enlisted man and rose to sergeant-major at Fort Meade, Md., from where he entered pilot training. He was commissioned second lieutenant on graduation as a pilot, December 30, 1922, and became a colonel on January 15, 1944.

Prior to coming to Reese last September, he served in many capacities at Air Force stations in the United States and Europe. He came to Reese from service in Korea. He spent two and a half years in Europe during World War II and was in Korea from September 1952, to July 1953. His medals include the Legion of Merit, American Theater, Europe-Asia-Middle East, World War II Victory, American Defense, Korean Presidential Unit Citation, and Order of Quisiam Alaoite, Cherifian Sultan of Morocco. His son, Richard Wendell (Continued on page four)

## Buffalo Lakes Set Sport Show Monday Personnel Invited

All Reese personnel and dependents have been invited to an all-day water sports show, to be held Monday, Labor day, at Buffalo Lakes.

Admission is free, and a full day's program of contests, demonstrations and exhibitions has been scheduled. Center of activity will be the area near the boat house.

### Fish Fry Planned

A fishing tournament will start the show Monday morning. Boats will be provided, and prizes will be given for the biggest fish caught with adults in one class and children in another. A water skiing exhibition is scheduled for the afternoon, with several men from Reese participating. Practice has been going on for several days, and the exhibition is expected to be of professional quality.

Later in the afternoon a fish fry will be held at a dollar per plate. Other demonstrations slated for the day include performances by radio-controlled model boats and casting demonstrations. Local sporting goods dealers will have displays of water sports equipment on exhibition all day. Monday night, a screen will be set up, and movies of water sports contests shown.

### Officials Enthusiastic

Reese officials were enthusiastic about the show, as it will provide a type of recreation not often available in the area. Officials were also happy that the show will be located so close to the base, thus eliminating the necessity of personnel making long automobile trips to find suitable places to spend the holiday.

Buffalo Lakes are located about five miles from Lubbock off the Slaton highway, U. S. highway 84. Adequate parking facilities are available.

## Eight Re-enlist Here For Total of 48 Years

Re-enlistments showed an increase here this week as eight NCOs re-enlisted for a total of 48 years. Re-enlistments for last week totaled five, and the week before that, four.

Men re-enlisting included S-Sgt. Lawrence E. Kujala and S-Sgt. Jeril M. Gray, wing headquarters squadron; T-Sgt. Otto Sample and T-Sgt. John R. Hinkle, Food Service Squadron; M-Sgt. Melvin A. Piercey and T-Sgt. Delbert D. Goble, 3502 Maintenance Squadron; M-Sgt. Valentine R. Michaels, 35-05 Maintenance Squadron; and T-Sgt. Robert E. Johnson, Supply Squadron.

## Gen Robinson Named ATRC Chief of Staff

Brig. Gen. Frank H. Robinson was appointed to the position of Chief of Staff for the Air Training Command Tuesday, ATRC announced.

General Robinson replaces Brig. Gen. August M. Minton, who has been reassigned as a deputy commander to Chanute AFB, Ill. A brigadier general since September, 1952, General Minton is 42 years old.

A-3C Teddy E. James of the Base Engineer group, is under orders to leave September 12 for Parks AFB and thence to Okinawa for duty with the 20th Air Force.

## Military Personnel Eligible To Receive Awards for Ideas

Military personnel will share with civilians cash awards submitted for improvements at Reese and other Air Force bases, Col. C. P. West, base commander, has advised his staff.

For the past several years civilian employees of the Air Force have been receiving cash awards for suggestions and ideas on improvements which saved money and manhours. Several suggestions from Reese are now in higher headquarters, awaiting approval. Several ideas from Reese have been adopted at other stations.

Colonel West has been notified that military personnel also may participate in the program, receiving up to \$25 for adopted suggestions and ideas. In the past military men and women have presented ideas which have been adopted, but have not been rewarded in cash.

During the first six months of 1954 the Reese incentives award higher headquarters eight proposed improvements which were estimated to bring savings of \$138,497 the first year of use, to save 755,773 manhours, and have intangible savings of \$114,151. Cash awards totaling \$196.87 were paid three civilians. The suggestions sent forward included combination of two clerical forms, a new T-28 strut assembly, method of keeping track of janitorial supplies, improvement of aircraft refueling methods, elimination of telephone instruments, use of transparencies in training, establishment of the Grass Roots program, and use of a binder on engineering projects.

## Coke Bottle Losses Becoming Problem

Coke machines may be removed from buildings soon, unless personnel quit carrying away bottles, staff members were told this week.

Col. C. P. West, base commander, said disappearing coke bottles had become a major problem and a check was being made to see if bottles were missing when machines were filled.

"If the loss of bottles continues, then machines with heavy losses will be removed," he told his staff.

Reese lost \$847.10 in coke bottles during the last fiscal year, ending July 1.

## Dependents Now Authorized for Concurrent Travel

A plan to permit concurrent travel of dependents of Air Force military personnel to continental France has been approved at Headquarters USAF and becomes effective immediately.

Two types of travel are involved: automatic concurrent travel with no prior approval required from overseas command; and advance application which requires the airmen or officers to require permission (through his commanding officer) to take his family along on orders or have them follow at the earliest possible date.

Details on areas opened for these types of travel are as follows: To United Kingdom — automatic for generals and colonels and advanced applications for all other officers

and airmen grades down thru E-4, with seven years service. To Germany — automatic for generals and key colonels and advanced applications for others including E-4. To France — automatic for generals and personnel assigned for duty with Headquarters Europe and Command and NATO organizations. Advanced applications for others as above, To Norway, Italy and Turkey automatic for those assigned to NATO organizations, advanced application for others. To Sudan, none other authorized. All other continental European areas automatic for generals, advanced applications for others.

Prior to adoption of this plan, formulated after a conference between the AF and the Army, and officials of Headquarters USAF and

Headquarters in Europe, the Army controlled all dependent travel to Europe. The AF had no separate authority.

The AF has agreed to let Headquarters USAF to approve all advance applications based on the availability of family-type housing. The Army will continue to provide actual transportation of AF families. The AF says equitable treatment will be provided those dependents whose names currently are on priority lists awaiting transportation. It is possible their port calls will be advanced. Commanders throughout the AF have been provided with detailed information on procedures to be followed by airmen and officers on reassignments who request concurrent travel.

### To Receive What He Used To Dish Out

## New Pilot Class Includes Former Training Officer

A former training officer at Reese is back as a student in the same multi-engine pilot training program in which he formerly taught.

He is 2nd Lt. Clarence D. Henington of Temple, Texas, a former Texas Tech student who completed his term of service as a recalled reserve officer a year and a half ago and returned to the Air Force to train as a student officer in the flying program. At Reese he was a tactical officer.

Also in Class 55-H, recently arrived at Reese, are 11 aviation cadets who a year ago were stationed at the base as pre-cadets, awaiting entry into the pilot training program. While at Reese they underwent a strenuous indoctrination program. In the group are Cadets Rudolph A. Adamczyk, Ludlow, Mass.; Harold W. Bradley, Jr., Tampa, Fla.; Lyman R. Chisholm, Jacksonville, Fla.; Robert M. Chocate, Mineola, Tex., former Texas Tech student; Ronald G. Coleman, Dearborn, Mich.; Bernard Conklin, Stony Point, N. Y.; Delano V. Hollenbeak, Woodland, Wash.; Donald A. Judge, Berwyn, Ill.; Franklin E. Lawyer, Woodland, Ill.; Richard M. Suter, Winlock, Wash.; and John E. Wild, New Boston, Mo.

(Continued on page four)

## Operations Officer Leaves for Hondo As Training Head

Maj. William C. Woodrum, wing plans and training officer at Reese, received orders this week to go to Hondo Air base as director of military training, reporting September 13. Hondo is a civilian contract training school where primary pilot training is carried on.

Major Woodrum came to Reese in August, 1951, as a pilot instructor and has held various supervisory posts. He served in Europe during World War II and in Japan and Korea from 1950 until he came to Reese. His decorations include the Distinguished Flying Cross, Air Medal with 13 oak leaf clusters, the European Theater of Operations ribbon with three stars, the Korean ribbon with two stars, and the Unit citation with a cluster.

He is a former student of the University of Southern California where he was a member of Alpha Delta Sigma, advertising fraternity. He received his promotion to major last April 13.

### THE ROUNDUP

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### KADET KORRAL

## Long Weekend Earned By Cadet Squadron II

By A-C Edwin L. Woeber

When the dust settled this Friday and all the returns were in it was Squadron II who packed off on a well earned long weekend. Inter-squadron competition newly inaugurated by the tac section with an eye toward greater esprit-de-corps, waxed hard and heavy the last two weeks; emphasis is squarely on military training. Sharp drill, snappy salutes, and shiny (-er) floors showed the way to victory for Capt. Esser's lads by a comfortable margin of well over 10 points.

For the benefit of those un-acquired, each squadron starts 1000 points to be increased or decreased on the merits of inspections, academic deficiencies, flying safety, and intra-mural athletics. It is noteworthy that Squadron II won despite the handicap of a major flying accident. The competition lasts over a period of two weeks at which time the winning squadron is turned loose from Friday night to Sunday night, a worthy prize.

Athletics, not organized in time for the last fortnight, set a telling trend Saturday as the Tigers of Squadron II took the football game and the competition lead 1038 to 1018.

Saturday afternoon gave a free meal to a crowd of month-end starving cadets in their own private cadet area out at Buffalo Lakes. Our thanks to one Bob Robinson for good southern barbequed beef and chicken. That's darn good business this time of the month.

Lady, femme-dog-fatal, has gone back to nursing cadets. The reason, someone claimed the last of her puppies.

#### SENT TO USAF

A-2C Carl K. Richmond of the Food Service squadron and A-3C James R. Wilkin of the hospital have received orders to report to Camp Kilmer on October 20 for shipment to England as volunteers. They will leave Reese September 12.

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At the second meeting of the World Council of Churches in Evanston, Ill., President Eisenhower addressed 20,000 delegates from all over the world. The following are excerpts from his stirring message:

"It is true that in today's world of risk and alarms, we must and will remain strong and seek to make our good friends strong — all all those scientific, amterial, and military means that insure or enhance our safety and discourage aggression against us and our friends.

"But we know that there is no true and lasting cure for world tensions in guns and bombs. We know that only the spirit and mind of man, dedicated to justice and right can in the long term, enable us to live in the confident tranquility that should be every man's heritage."

Speaking directly to the 1,800 World Council delegates, the president said: "Believing as we do in the importance of religion, we shall expect much of your convocation. We hope that you will touch our imagination.

"Remind us again and again of the vision without which the people perish. Give us criticism in the light of sound religious ideals. Kindle anew in us a desire to show us where we fall short. We shall listen if you speak to us as the prophets spoke in the days of old.

The president was right when he discerned that this is a trying hour, one of Christianities greatest opportunities.

### Chapel Schedule

All military and civilian personnel and their families are cordially invited to participate in the following services of worship at the Base Chapel:

#### PROTESTANT:

Sunday: Bible School (all ages grouped according to age) 1000 Morning worship (Communion Service) 1100 Wednesday: Basewide potluck supper — picnic at Mackenzie Park 1800

#### CATHOLIC:

Sunday: Confessions, 0800 Mass 0900 Confessions 1100 Mass 1215 Daily: .... Rosary Devotions 1630

## Officers Wives Club

By Mrs. Clyde H. Plemons

Mmes. William R. Wright, Robert R. Wilkins, Richard G. Pratt and John H. Lloyd entertained with a coffee Wednesday morning at the Officers club.

The table was laid with a green burlap cloth and centered with an arrangement of yellow and brown autumn leaves, cattails and dried foliage in a wrought iron vase. Centering the arrangement were two ceramic chickens.

Mmes. Charles E. Wilson, William K. Pflingst, J. C. Youngblood, Plemons, John M. Christenson, and Raymond J. Reichling alternated at the silver coffee service. Assisting at the house party were Mmes. H. E. McBride, Robert V. Weiland, Glenn Donaldson, Peter Coffield, Mario L. Ventura and Irene Ausburn.

One hundred forty-seven guests called.

Mrs. Wright presided at a regular council meeting of the Officers Wives club Thursday in the Officers club. Mrs. E. E. Ours, tea chairman, reported that a style show ill be presented September 30 at 1400 at the Officers club.

All members, honary members, associate members and guests are invited to attend the fashion show, which will be sponsored by Dunlaps.

Mrs. Edward J. Kubin, bridge chairman, reported a bridge and canasta party will be held at the Officers club on Thursday, September 9, play starting at 1330.

Cpt. and Mrs. Warren E. Lewis and Lt. and Mrs. Bruno C. Gaizauskas of Reese Village entertained all personnel of Flight Nine with an informal party Sunday night in their home.

Lt. Col. and Mrs. William O. Miller have as their house guest, James Glasgow of Commanche. Glasgow is Mrs. Miller's borther. He plans an indefinite visit with Colonel and Mrs. Miller reside at 106 Andrews, Reese Village.

Capt. and Mrs. Thomas Banfield, 108 Harmon, Reese Village, have had as house gest, Grace Boyle of St. Louis, Mo.

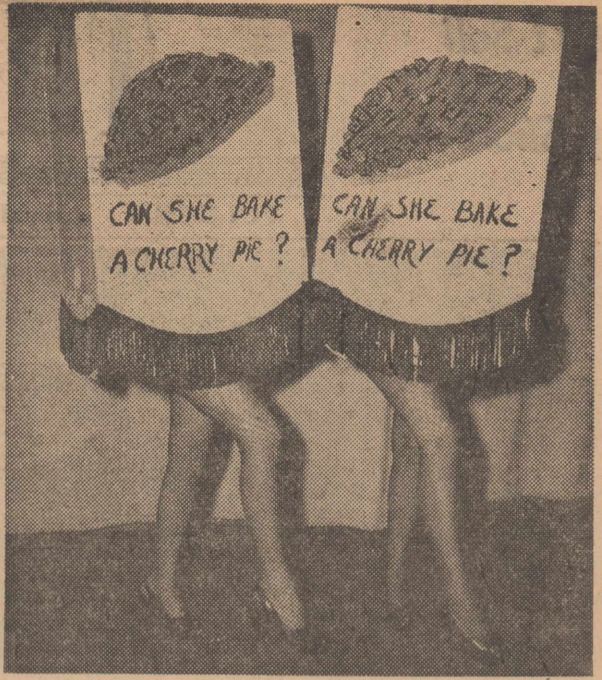
### Headquarters Sqdn. Assembles for Party

All personnel of Wing Headquarters assembled for a party Monday night in the bamboo lounge of the NCO club. Chicken dinners were served, and beer was available during the evening. Included in the evening's activities was the singing of a number of songs.

Host for the party was Capt. John H. Lloyd, squadron commander and S-Sgt. Thomas L. Thompson was in charge of the arrangements.

#### HEADED FOR KOREA

A-2C Edward J. LaChapelle and A-2C Robert J. Holcomb of Food Service squadron, left this week for Parks AFB, enroute to the 5th Air Force in Korea. They will report to Parks September 29.



IF SHE CAN, she might be named Mrs. Lubbock tonight at 2000 in high school auditorium. Twelve candidates are competing for the Mrs. Lubbock title. The pies will be judged on the stage, and each contestant will give a three minute talent show. The girls will also appear in bathing suits for a beauty parade. A variety show featuring popular local entertainers is scheduled. Admission to the show is \$1, proceeds going to the Rebekah lodge, which is sponsoring the affair.

## NCO Wives Club

By Mrs. Ernest E. McKinney

Members of the NCO Wives club attended a fall style show last Thursday evening at the NCO club.

The serving table was laid with a dark green linen cloth and was centered with an arrangement of yellow and bronze chrysanthemums, flanked by yellow tapers and crystal candelabra entwined with fall leaves.

Models were Revis Jordan, Jean Kipps, Ruby Kercher, Pamela Wortham, Judy Jackson and Judy McKinney. Mrs. George Thompson narrated.

Door prize was won by Mrs. Joseph Cardwell.

Hostesses were Mmes. George Lack, J. B. Morris, Norman Wortham and Ernest E. McKinney.

M-Sgt. and Mrs. Claude Rushing and family are planning a trip to Possum Kingdom over the labor day weekend.

M-Sgt. and Mrs. J. L. Horton and family have returned from a trip to Georgia.

Friends are happy to hear that Nell Dwyer is at home recuperating from an emergency operation.

Judy McKinney was honored with a birthday party this week at her home in Reese Village. Twenty-three children attended.

### IT'S A...

August 23

Boy, Charles Edward, to T-Sgt. and Mrs. Whitfield Wright.  
 Boy, Gregory Dail, to A-2C and Mrs. Hobert D. Hamilton.

August 24

Girl, Judith Eileen, to S-Sgt. and Mrs. Blake Gregston.  
 Boy, Thomas Haggerty, Jr., to 2nd Lt. and Mrs. Thomas H. Doyle.

August 25

Boy, Steven Halvard, to M-Sgt. and Mrs. Leonard H. Thormod.  
 Boy, Glenn Earl, to S-Sgt. and Mrs. Donald L. Hollingsworth.

August 26

Boy, Randy Russell, to A-1C and Mrs. Russell Rigney.

August 27

Girl, Debra Jean, to A-1C and Mrs. Wesley L. Crowe.

August 29

Girl, Brenda Leneece, to A-3C and Mrs. John H. Brunner.  
 Boy, Grant Fletcher, Jr., to A-2C and Mrs. Grant F. Moody.

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# Opinion Divided On Advantages Of Two Paydays

By A-3C Warren E. Gehrig  
Having heard different opinions expressed on the two paydays each month plan, THE ROUNDUP conducted a small poll on the question each month plan has more merit, "Do you think the two pay-the six men asked, four were mainly for, and two mainly against the advantages or disadvantages?" Of program.

S-Sgt. Lowell



S-Sgt. Donald R. Lowell, Wing Headquarters squadron was one of the pros. He said: "I think the two paydays are an advantage. By paying twice, it keeps them from being broke near the end of the month. In my opinion, it will be easier to meet bills this way."

A-1C Pope



"It's okay with me, but I think it will hurt a lot of other guys," was the opinion expressed by A-1C Thomas Pope, Jr., of the Food Service squadron. "Many men will have trouble making car payments and find it a disadvantage."

M-Sgt. Barger



"I think it is hard for anyone who is used to one system to change to another easily," said M-Sgt. James L. Barger, who works in the wing inspector's office. "However the plan seems to have many advantages, and I believe most people will get used to the system within the six-month trial period."

A-3C Van De Hei



A-3C Abbrose C. Van De Hei, headquarters squadron, Air Base group, says, "I think it will be quite an advantage because having a payday twice a month will help to keep the men from being broke at the end of the month."

A-3C Mengel



Another man who felt split paydays are disadvantageous was A-3C Thomas Mengel, 3502nd Maintenance squadron. "It may be all right for people not making payments, but those financing cars and such will find it rough," Mengel said. "I'll be making payments and it's going to be pretty rough for me."

# T-5 HANDICAP

## Of Pilot Training Sqdn.

Flight Four returned to the top of the multi-engine section in the August handicap, winning with a total of 3450 points. Flight One supplanted Flight Two among the T-28s, winning in August with a final score of 2850 points. Other flight standings:

2075
3125
3100
2575
2300
3300
3400
3150

### FLIGHT 1

Capt. Guy A. Belzon

By 1st Lt. R. E. Nelson

Once again the flight is pleased to have Lt. Wright back after he had completed multi-engine up grading school. With his assistance the ratio looks very satisfactory. Several instructors have five students, while the rest all have four. The thought that is floating in the atmosphere in our flight is "oh happy day."

The agenda this past week has been that of checking out the students in solo, and that has been progressing satisfactorily.

### FLIGHT 4

Maj. Earl Morris

By Capt. Frank K. Emery

Flight Four is forging ahead with 55-D class and expects to have several students solo by the end of the week. Class 55-D is composed of two French cadets, student officers and cadets and seems to have a very good attitude.

In line with Major Morris's desire to put more personal interest into our column, Flight Four is starting a series of stories about its students. The first to be interviewed was Lt. William E. Burke.

Lieutenant Burke's first interest in airplanes began during World War II while belonging to a volunteer aircraft spotters group he helped organize among his neighborhood friends. At the tender age of 14 he was identifying all types of military and civilian aircraft and has been interested in airplanes and flying ever since.

His decision to make flying his career was made while he was visiting his uncle in San Antonio, Tex., a CAP commander, who gave Lieutenant Burke his first airplane ride in a 2-place Luscombe. After

this flight he knew he wanted to be a pilot and has been working toward this goal ever since.

Lieutenant Burke attended the Missouri Military Academy and went on to the University of Missouri to complete work on a Bachelor of Science degree in business administration. He was commissioned a second lieutenant in the USAF Reserve on graduation from college and went on active duty at Lackland AFB last November to be processed for pilot training.

He completed his primary training at Bartow Air base, Fla., last June and is in the process of finishing his flight training here at Reese.

Lieutenant Burke plans to make a career of the Air Force and intends to apply for a regular commission when eligible. He resides in Reese Village with his wife, June, who shares his enthusiasm for flying. Lieutenant Burke hopes to get a MATS or troop carrier assignment on departing Reese but will be happy flying any of the big birds.

### FLIGHT 7

By 1st Lt. Perry L. Allred

Flight Seven has as its new flight commander Capt. Robert C. Anderson. Captain Anderson, who calls Grants Pass, Ore., his home, has a long history of military service which started in 1940 when he was assigned to the post artillery.

In 1942 he entered cadets and was graduated with class 43-G. He was then sent overseas and flew 40 missions in Beaufighters during 1944 and 1945. At the end of World War II he returned to Lackland and worked in supply for three years.

After this he was sent to Japan, and three years later to Korea where he flew 91 missions in the T-6. He returned from Korea in

August of 1951 and was assigned to Great Falls AFB, Mon., again in supply. From there he was sent to BIS and arrived at Reese in August, 1952. While here he has served as flight commander of Flight Two, assistant flight commander of Flight Four, and is now flight commander of Flight Seven.

We of Flight Seven wish to welcome Captain Anderson as our new commander and offer him our wholehearted support in accomplishing our mission.

Flight Seven is still in the blue and fighting hard to hold it. To date, it looks as if we will have 55-F ready to go on schedule.

### FLIGHT 8

Capt. Frank Fuson

By 1st Lt. L. M. Standish

The work of Flight Eight is rendered somewhat easier by having among the students one whose flying experience, as measured in terms of total hours at least, is considerably greater than the average of the instructors on the base.

Aviation Cadet John L. Krill was born in Louisville, Kentucky, January 6, 1930. He learned to fly in 1946, through an interest all his own, and had received his commercial and instructor's rating by the time he finished high school. His instrument rating he got later, at the age of 19. Mr. Krill instructed "G.I." students for Central American airways, beginning at the age of 18 and continuing there until 1950 when he went to work for Sunshine Hatchery, of New Albany, flying baby chicks in twin Cessna's and AT-10's.

In 1951 he began work for California Eastern airways, at Columbus AFB, Miss. This was his longest period of instructing. He worked at this primary contract flying school for 33 months, Class 52-D

being his first class of Air Force students. He also gave some recalled Air Force pilots their refresher course in T-6's. Beginning at Columbus with approximately 1400 hours of flying time, he finished with the title of check pilot and about 3400 hours of flying time.

To have a man with such a background as this may present quite a challenge to the instructors of the flight. At least it can be said that the instructors of Flight Eight appear to have the most extensive background of any of the flights, having a combined total experience of approximately 40,000 flying hours at present, the average at the end of last month being over 3,000 hours. Cadet Krill is about to take his instrument check, though not yet half way through the B-25 phase.

### FLIGHT 10

Capt. Robert Strouse

By Capt. Elijah N. Galloway

One of Flight Ten's competent new instructors is Lt. Jack W. Gentry. He came to this flight on August 19 from old Flight Six, which is now Seven, as did many other Flight Ten instructors.

Lieutenant Gentry is a Reese graduate of May 1953. He went to Vance AFB, Enid Okla., for B-26 transition and from there to Langley AFB, Va., for combat crew training. But a week before graduation the Korean conflict was over and he was assigned back to (Continued on page four)

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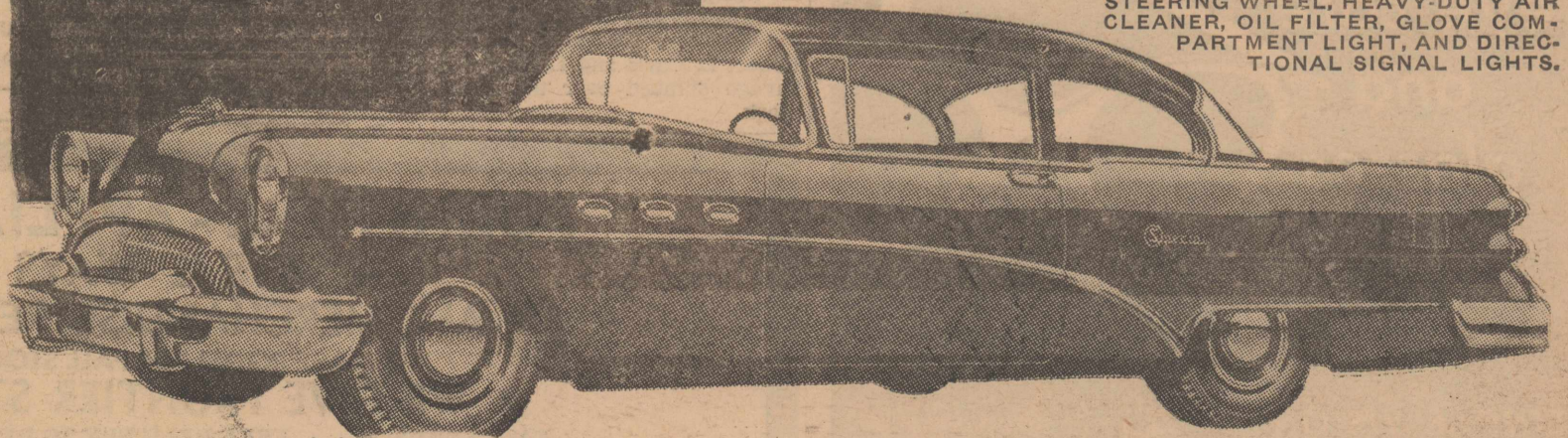
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Let's Stop GI Crashes

# Many Servicemen Travel Too Far In Too Short Time on Weekends

Eds. Note—The following story is not printed with the idea of improving the driving habits of Reese personnel, whose safety record for 1954 is the envy of the entire Flying Training Air Force. However, some of the statistics in the story are interesting and the story helps explain some of the restrictions that have been put on weekend travel here.

By E. D. Fales, Jr

In a Maryland state police headquarters one evening a telephone jangled. Over the wire came an excited voice: "Drunk coming up US 1. Stop him — quickly." With in 30 seconds, two patrol cars had orders to find the drunk.

Coming down US 1 at the same hour, in their family car were a mother and two teenage daughters. The crash sounded like an explosion. When police got there, the mother was breathing but badly hurt. Her daughters were dead. When he heard of it, the father had a heart attack.

In the other car, the driver was dead. He proved to be a GI, on a pass from camp.

That is just one kind of GI wreck. It involves the same problem as drunken civilian driving. There isn't much you can do about that kind of wreck — unless you're the driver. But there is another kind of GI accident which you can help stop. You may even be the cause.

These are the deadly "Sunday-night wrecks" you read about on Monday morning — the crashes of men who 1) travel to far to get home, 2) stay too long with parents, girls or wives, and 3) rush back to camp too tired to stay awake at the wheel — or to meet emergencies. Such wrecks helped cost the Army, Navy, Marines and Air Force 18,000 casualties in one 12-month period. Last year the Navy lost enough men for two destroyer crews.

In Virginia one night a trooper saw a GI car traveling north at terrific speed. He caught it, then arrested the driver for doing 85 mph. "Well, we have to go 400 miles home and 400 miles back by Monday breakfast," said the driver. The trooper looked in the car. "We" were five servicemen. "At that speed you'll never make it — and you may kill someone else," he said. "Slow down."

That was Friday. Two nights later — Sunday — the trooper was on patrol again. A truck came south on US 1. Its driver didn't know that a car was coming up behind him at a speed estimated later as 90 mph. He heard the scream first — tires on concrete.

Then a crash shook the truck. His neck snapped back painfully. He stopped, jumped out. Beneath the truck he saw smoke. The car had slid right under it.

### A Highway Check

A few miles away the state trooper heard a radio "Signal 9F." Signal 9 is a crash. Followed by "F" it means fatal crash. The trooper found the wreck and counted the dead. Five GIs — the same five — trying to get back to their Southern base "by breakfast Monday." It's been happening all over the U.S. If you'd stood in the dark with PARADE one night recently you would have seen for yourself.

At 10 p.m. the Shirley Highway from Washington into Virginia blazed with headlights. It was Friday, and thousands of cars from Southern camps, bases and ships were hurrying north.

Suddenly the scream of fast tires floated up the road. Weaving dangerously a car came north that made all other traffic seem standing still. Behind it, a still higher scream — a Virginia state police car in pursuit. Three Marines were clocked at 95 to 100 mph.

Arrested, the driver explained innocently: "Well, we were in a hurry."

The week end that PARADE accompanied them, safety men interviewed GIs stopped for speeding to find out how far they were trying to go on a week-end (72-hour) pass.

In two nights, 34 GI drivers were stopped.

Fifteen were going from 600 to 1,800 miles round trip to see families and friends.

Twelve were going 70 mph — or faster.

One narrowly missed a collision at 70 mph.

Two had been arrested earlier the same day.

Three Air Force men, arrested at 85 miles per hour, were trying to go from Ft. Lauderdale, Fla., to Boston — and back — between Friday noon and Monday noon. That's 3,200 miles!

### Safety Programs

America's armed services are by no means indifferent to this state of affairs. All of them are working hard on safety programs in co-operation with the American Automobile association.

One such program in the Strategic Air Command, Operation Safe

Wheels, is credited with reducing vehicle fatalities by 20 per cent, Government vehicles accidents by 26 per cent and private vehicle disabling injuries by 12 per cent in 1952.

The Army has an active educational program, and recently many posts have changed their requirements for reporting back to duty to insure daytime driving. Success of the Army program is indicated by these figures on non-service accident deaths on the July 4th week-end: 1952-16; 1953-10; 1954-6.

The Marine Corps requires four hours of safety instruction annually. The Navy is considering a similar program.

But the services can't do all the work.

"Sadly," says Dr. Herbert J. Stock, director of the New York university safety center, "it is families, girl friends and wives who must accept much of the responsibility. They mean well, but they urge their GI's to come home too often and too far. They keep them up late with parties and fun — and send them back tired out. Worst of all, they start them back too late."

That's why Defense Department safety engineers now appeal to you: "Don't let your GI tackle long highway trips.

In Arizona recently, a GI got out of a speeding car and refused to go on. Two miles farther down the road according to Pentagon records, that car was wrecked. It's happened fairly often. Two GI's on the Shirley highway reported having changed cars on their way home.

So remember this: your GI should take a long, critical look at any other driver he rides with. If the other driver isn't safe, police advise, tell him to put his pride in his pocket and get out!

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### T-5 Handicap—

Continued from page three) Reese as an instructor. Lieutenant Gentry, a former oil field worker from Tulsa, Oklahoma, lives in Modern Manors with his wife Larry, yes Larry, and boxer dog, Mike.

The flight was glad to see Lt. Warren on his return from leave. Now that all the instructors are back from leave a flight party will be coming. The Flight Ten section of 54-R is galloping toward the finish line, and that AFR 60-4 instrument check represents one of the coveted goals of the program because it means that the graduate pilot is instrument rated and qualified to fly during instrument conditions of weather. It is noted with pride that Lt. George M. Sauls was the first student to pass the check ride with Lt. Joseph P. Linder coming next.

Four of the flight's instructors are finishing the month with over 100 hours instructor time. Capt. E. N. Gallaway and Lt. Gary E. Wiersma went over 110 hours; and Capt. Robert L. Caris and Lt. Robert L. Savage climbed over the century mark.

### New Pilot Class—

(Continued from page one)

Class 55-H includes 68 aviation cadets and 17 student officers. Twenty - six states and Washington D. C. are represented with California the leader with eight cadets and two officers. New York has seven cadets and one officer, Kansas has seven cadets, Texas has three cadets and a like number of officers, while Illinois with five cadets and Missouri with three cadets and two officers rank in that order. Texans in addition to Lieutenant Henington and Cadet Choate, include 2nd Lts. James E. Watson of San Marcos and Charles G. Chandler of Buna, and Cadets Thomas C. Wyatt of Amarillo and Verlin Smith of Houston.

The cadets include two college graduates, 44 who went to college but received no degrees, and 22 young men who had no formal education beyond high school. The student officers include 12 college graduates, four college men who did not graduate, and one non-college man who is a high school graduate.

### GO TO FEAF

A-3C Anthony J. Perillo and A-3C Frank E. Collins, Jr., of Supply Squadron, leave this weekend for duty in Korea as volunteers. They are scheduled to report to Parks AFB for shipment on October 12.

### Col. Phillips Retires—

(Continued from page one)

Phillips, Jr., recently was graduated from Webb AFB jet pilot training at Big Spring.

Colonel Watkins is a senior pilot and a veteran of World War II, flying from Italy, he flew 14 missions and 96 combat hours in Europe and 1,800 hours as a civilian airline pilot following the war. He was in the Balkans, Apennines, Rhineland, Po Valley, and Central Europe campaigns of World War II, and won several medals. He came to Reese from command of the M&S group at James Connally AFB, Waco.

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