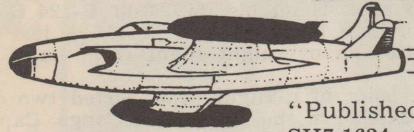


# THE ROUNDUP

U. S. Air Force — Aerospace Power for Peace



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Volume XI



Lubbock, Texas, August 5, 1960

Number 32

## Aid Society Campaign Opens Strong

### 61-E Students Have Homes In 24 States

Students from three foreign countries are included in the all-cadet Class 61-E, just arrived at Reese Air Force Base for basic pilot training. Iran is represented by six students, Ecuador by three, and Pakistan by one.

United States aviation cadets came from 24 states and included former students of 39 colleges and universities. Five are college graduates and 36 attended college but did not graduate.

California is represented by eight students, Illinois and Florida by six each, Ohio four, Utah, New York and Georgia by three each.

Members of the class will train in T-33 jet aircraft at Reese until January, when they will receive pilot wings and be commissioned second lieutenants. On graduation, they will be reassigned to permanent duty with major air commands to join America's Aerospace Force.

### All-American Begins Duties

Lieutenant Col. Casimir J. Myslinski, All-America football center at West Point in 1943, reported for duty Wednesday in the Pilot Training Group. He will assist in direction of pilot training of student officers and aviation cadets.

The colonel came to Reese AFB from four years as director of physical education at the Air Force Academy, where for one year he was assistant coach of the Academy Falcon footballers under Coach Buck Shaw.

Colonel Myslinski was an all-around athlete in Steubenville, Ohio, High School, where he lettered in football, baseball, basketball and wrestling. He was All-America center at the U. S. Military Academy in 1943 and also lettered in wrestling. He was graduated from the Academy in 1944. In 1952 he obtained his master's degree in physical education at Columbia University before going to the Air Force Academy to set up the physical education program.

The colonel has been in service 19 years and spent three years with a reconnaissance squadron in Furstenfeldbruck, Germany. His wife is the former Eleanor Thuge of Lynbrook, N. Y. They have three daughters and a son.

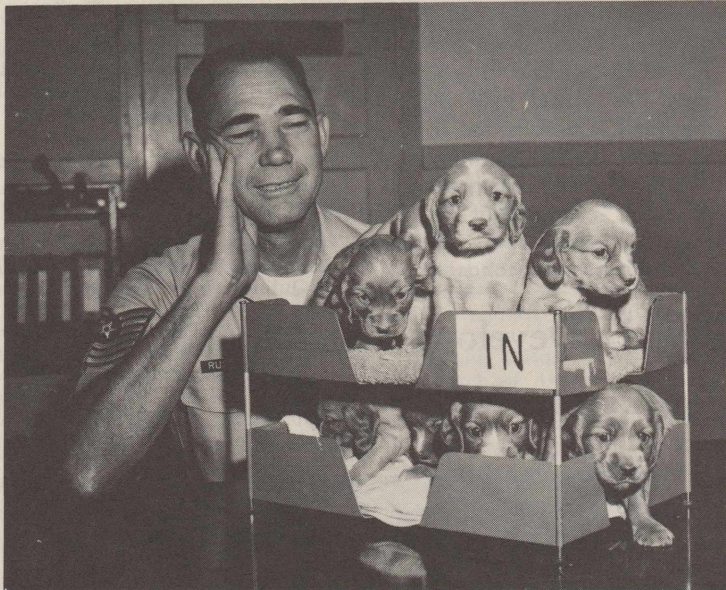
### Two New Medals Authorized By Act

President Eisenhower has signed a bill authorizing two new USAF medals; the Air Force Cross and the Airman's Medal.

The Cross will be equivalent to the Army's Distinguished Service Cross and the Navy Cross. The Airman's Medal will match the Soldier's Medal and Navy-Marine Corps Medal.

Another medal — Exemplary Service Medal — is being planned by the USAF to match the Army and Navy Good Conduct Medal.

A student pilot can expect to spend 108 training days and about 22 calendar weeks at Reese.



COUNT TO EIGHT—MSgt. Claud Rushing NCOIC of the Reese photographic lab, has been wondering who will replace him in Bldg. T-37 when he moves to Stead AFB, Nev. "Bessie," who attached herself to the lab vicinity a few weeks ago, has provided eight replacements underneath the building. They assemble in the "In" basket on the sergeant's desk on their first trip into daylight.

### Family Service Volunteers Soon To Wear New Uniforms

In a relatively short time volunteer workers in the Reese Family Service Center will be wearing newly approved uniforms.

USAF headquarters last week gave approval to a garment, selected after months of study, which is a modification of a dark blue, two-piece model used by several commands. New features include a washable fabric, restyled collar and peplum and a lighter shade of blue.

Wearing of the uniform by Family Service volunteers is optional. The older model may still be worn where in use, but should eventually be replaced by the standard model.

Reese volunteers plan to secure the uniform as soon as possible. Each will buy her own and may order through the Personal Affairs office as soon as detailed instructions are received.

Family Service is an Air Force-wide volunteer organization comprised of military dependents who serve on committees and work in the Family Service Center to assist Air Force families in matters relating to housing, TDY emergencies, and various personal problems.

Officials in USAF headquarters, in announcing the new uniform, also said a standard volunteer pin is being developed to be used by all members, to replace individual command emblems now in use in several commands.

The Reese Family Service Center has received praise for its activities. Because of transfer of families to other bases, the number of volunteers has decreased, throwing heavier loads on wives of airmen and officers remaining as volunteers. Wives desiring to

work with the Center are requested to get in touch with the Personal Affairs office.

(See Picture, Page 15)

### Lieutenant Given Legal Duty Here

First Lt. Bethel Larey, on his first permanent assignment in the Air Force, has assumed duty as assistant staff judge advocate. He recently completed the legal orientation course at Lackland AFB.

The lieutenant is a graduate of the Texarkana high school, received a bachelor degree from Henderson State College at Arkadelphia, Ark., and his law degree from Vanderbilt University. His wife is the former Emma Lee Tomlinson of Looke, Ark.

Lieutenant Larey will handle general legal work in his new duty.

### CAPTAIN ASSIGNED

Captain Herbert Leong, native of San Francisco, has assumed new duty as instructor pilot here. He has been in service 13 years and spent 3 years in the Far East in Japan and on Taiwan.

### All Personnel In Some Units Join Active Drive On Base

Quick response from Reese persons in the annual Air Force Aid Society annual campaign was reported Thursday by 1st Lt. John Sirmans, drive chairman.

The lieutenant said that early reports indicated some units obtained contributions from every member and that other organizations would reach 100 per cent participation.

Key workers have been named in all units in the drive opening last Monday and ending August 15. The objective of the campaign is to encourage membership in the Society. Every person at Reese is being given an opportunity to join, renew membership, and support the program.

"The mission of the Air Force Aid Society is to better the morale and welfare of Air Force personnel and their dependents by providing financial assistance to meet unforeseen temporary emergencies," said Lieutenant Sirmans.

"The extensive assistance program our Aid Society has conducted for the past 14 years deserves the recognition and appreciation of each Air Force member and each civilian. Enthusiastic participation in this year's Membership Campaign will assure that the Society will continue its ability to help Air Force families."

General Thomas D. White, USAF chief of staff, in announcing the drive throughout the service said, "This campaign should serve to make Air Force people and their dependents aware of the emergency financial assistance available to them in addition to raising funds for the continuation of these services."

During 1959 unforeseen emergencies occurring in nearly 20,000 USAF families resulted in the Society approving loans of \$1-

### Instructors Added To Base Squadrons

Ranks of flying training personnel here have grown by eight with the arrival of additional officers who arrived from various points.

Capt. Floyd L. Longwell, Jr., of Phoenix, Ariz., came from England, where he served at an RAF station. He has been in service 12 years.

Capt. Richard K. Watson, from Bath, Me., came to Reese from Ramstein, Germany, where he was an air operations officer. He has been in service 11 years and holds several decorations.

First Lt. Edward L. Englehart of Dearborn, Mich., has been in service six years and served a year in Korea. He came from Lackland AFB.

First Lt. Bill Rentz of Charleston, S. C., came from Davis-Monthan AFB, where he was an aircraft commander. He has been in service almost 10 years and served on Guam.

### Flying In Texas Marks 50th Anniversary

Fifty years ago — in 1910 — military aviation came to Texas. The Army moved its flying school to Fort Sam Houston for the winter. In the first crew was one officer, Lt. Benjamin Foulois, and a half dozen enlisted men.

In recognition of the 50th anniversary of aviation in Texas, businessmen of Lubbock this week pay tribute in many advertisements in THE ROUNDUP. Readers will note the larger issue and the advertisements and stories,

In this issue are several articles which are expected to find appeal to people of Reese.

Expected to draw attention and comment is the story on Lieutenant Foulois, who took his flying lessons by correspondence.

Another story tells of the undertaker who awaited the fatal crash of early aircraft 50 years ago and expected each day to have business from the flying field.

Pictures, published through cooperation of the AIR FORCE

MAGAZINE, show early planes and pioneer pilots.

The larger newspaper issue, permits use of other USAF material, also. There's a story on development of the Thor missile which is proving important to defense. Another article this week gives advice to wives on how to help give longer life to their husbands.

Importance of aviation medicine research is discussed in another article.

699,542 and grants of \$185,538. ATC personnel received 3,028 loans amounting to \$246,371 and 112 grants totaling 15,765.

Also during 1959, the Society's Gen. Henry H. Arnold Educational Fund awarded grants of \$65,241 and loaned \$21,215 to USAF dependent children attending college.

### Base Trains

### Allied Pilots

### Of 26 Nations

Reese, producing pilots to contribute to America's expanding Aerospace Force, has trained upward of 7,000 officers and cadets of the United States Air Force and representatives of 26 foreign lands.

Presently 33 students of 5 foreign countries are learning to pilot jet aircraft at Reese and each will return home on graduation to join forces of the world in seeking to preserve the peace.

Training on the base now are students of Germany, Ethiopia, Iran, Pakistan and Ecuador. They are latest assignees of 26 foreign governments who have turned to the United States to train pilots and whose representatives have come to Reese.

Several hundred foreign students have learned to fly conventional and jet aircraft at Reese, coming from Bolivia, Chile, China, Colombia, Cuba, Denmark, Ecuador, El Salvador, Ethiopia, France, Germany, Greece, Guatemala, Haiti, Honduras, Iran, Korea, Nicaragua, Pakistan, Peru, Paraguay, Puerto Rico, Saudia Arabia, Thailand, Venezuela, and Vietnam.

Some of the cadets from abroad who have completed training here have been commissioned on graduation, along with USAF cadets. Representatives of some countries have come to Reese to administer the oath. Other graduates have received commissions by mail while here, and still others have returned home before becoming officers.

Foreign students receive virtually the same training as USAF students.

### Swimming Classes

### For Adults Open

Swimming classes for base people who cannot swim have been started and will continue for adults and children.

Adult dependents may attend classes from 10 to 11 a.m. and from 11 a.m. until noon and adult military persons may receive instruction from 6 to 7 p.m.

Classes for children will start August 15, with sessions from 10 to 11 a.m. and from 11 a.m. until noon. All instruction is in the Officers' pool.

"Did you know that aquatics is the second biggest killer in the Air Force?" asked 1st Lt. Clarence J. Doane, personal services officer. "If you cannot swim, then we want you in our classes. Learn to swim now! The life you save may be your own."



## From The COMMANDER'S DESK

By Colonel L. C. Hess, Base Commander

With the increase in personnel arriving at Reese each day, due to normal rotation and our increased strength, our family Service Center is doing a rushing business.

The Family Service program is a very important one. It provides an organized system for bringing the resources of all base agencies to relieve personal problems encountered by Air Force personnel and their families. We all realize the many complexities of military life and the difficulties encountered in coping with these problems. The Family Service Center is designed primarily to assist with these problems.

It is interesting to note that this organization which contributes so much to the morale and well-being of Air Force members is staffed by volunteer workers. Wives of officers and airmen alike pitch-in and donate their time to this worthy cause.

To all volunteer Family Service workers who have so graciously donated your time and efforts to this fine cause, I say thanks. Your contributions of time and the friendly helping hand you have extended to our newcomers is worthy of the highest praise.

### Living By Candlelight Returns

A TV show Sunday night had a very thought-provoking theme. The power went off and members of families got to know one another by candlelight.

With electric power off, there was no radio, no TV, no juke boxes, no glaring electric lights, no movies, not much of anything of the modern life. Power was off for hours. There was nothing for people to do but to return to old-fashioned sociability.

Without TV and radio there was no chance for the family to bicker over which program to see. Without electricity, the air was not filled with blaring so-called music from phonograph records.

It might be difficult for the modern family to go without electricity; it would upset the evening to have no TV or radio. But it might help the Reese families and families all over the nation to spend an evening just being together, on their own, providing their own entertainment.

### Parents Must Educate

The children in Air Force families have a certain schooling problem. Unless father is some sort of "super-homesteader," their education will be accomplished in a half-dozen different places, or more, before they are launched into the adult world. While there are some parents who view this multi-location schooling as disastrous, others find that the child is intellectually stimulated by it. Professor Donald O. Cowgill of the University of Wichita agrees with the second group.

"Some youngsters," he says, "are better off for being frequently moved from one neighborhood to another, from one part of the country to another. They learn to meet people more easily, to adjust to new situations, develop more skills."

Parents and children alike will become aware of one thing and that is the different levels of education that they will find in various sections of the country. Standards may vary greatly from one state to another and it is even possible that after a move a child may find himself put back a full year. Adjustments and explanations will in such case be necessary if the youngster is to retain a happy frame of mind. One subject that our Air Force children should excel in is geography. They not only study it, they live it!

A primary influence in a child's education will always be the home. There his education begins, there it is nurtured, there he gains his attitudes, and often his prejudices. Because formal schooling presents its own problems to the Air Force child, his parents must strive just so much harder to make their home a school in itself. It is the same with the child's religious education: Sunday Schools and Catechetical Classes can do much to give him spiritual values but his prime religious training should come from his parents.

### Continuation Board Meets

The Air Force will convene its first continuation board under provisions of the Regular Officer Career Management Plan in November and review the records of 448 regular permanent grade colonels and 1,076 regular permanent grade lieutenant colonels to determine which officers will be continued on active duty.

Officials at USAF headquarters announced their plans as President Eisenhower signed into law the bill that revises a number of provisions relating to the promotion and involuntary retirement of officers of the regular Air Force.

A principal feature of the law gives the Air Force authority to involuntarily retire regular officers in permanent lieutenant colonel grades who have failed to be selected for per-

manent promotion to the next higher grade three or more times.

The fiscal year 1961 continuation board (so-called because it will decide who "continues" on active duty), will review permanent grade colonels passed over five or more times, and LCs passed over three or more times.

Basically, the Air Force feels that many of these officers were well qualified under former standards, but that today's complex technological requirements demand officers of even higher standards for productivity growth potential.

All told, the five boards would review at most the records of 1,906 colonels and 4,673 lieutenant colonels.



**JET STARTER**—The long, cylinder-like object held by a mechanic is a cartridge used to start the F-105D fighter-bomber in the background. A solid-propellant type starter, it enables the jet to be airborne in seconds.

### Church Develops Uncommon Man To Lead World

By Chaplain James D. Taylor

In an address a few years back, Herbert Hoover protested against the development of the cult of the common man as if mediocrity is an ideal. He urged that our sure hope of recovery in the moral and spiritual world lies in the wealth of the common man. Mr. Hoover has a point, for democracy rests upon aristocracy of intelligence and character. Here the Church enters the task.

To produce Godlike minds by instilling the mind of God is the business of the church. It is what we are after. It always has been.

Jesus took a handful of ordinary men, so ordinary that one of them is largely known for the fact that he was not somebody else (Judas not Iscariot) and another because he was short (James the less) — But Jesus lived with them, instructed them, and said, "Ye are the light of the world" . . . Ye are the salt of the earth."

In like manner, God likes the average man today, like the Apostle Andrew, filled him with everlasting ideals, a larger spirit, a fresh consecration, opens for him infinite resources, and thus makes him into an uncommon man.

Come to Chapel. Be an uncommon man who outthinks, outlives, and overcomes the world through God and His Church.

### Chapel Schedule

You are invited to participate in the following services of worship for the coming week. Free nursery services is available during all scheduled Chapel services:

#### CATHOLIC:

Mass: Sunday, 9 a.m. and 12:15 p.m.; Tuesday through Friday, 12 noon; Saturday, 9 a.m.

Confessions: Sunday, 8:30 a.m. and 12 noon; Saturday, 8:30 a.m. and 7 p.m.

#### PROTESTANT:

Sunday School: Sunday, 9:30 a.m. for all ages.

Worship Service: Sunday, 11 a.m., Holy Communion Sunday, Chaplain George Wornor in charge.

Protestant Youth of the Chapel: Sunday, 5 p.m., Base Chapel.

Daily Vacation Bible School: Monday through Friday, 1-13 August, 9 a.m. until noon.

Choir Rehearsal: Thursday: 7:30 p.m.

#### JEWISH:

All Jewish personnel are invited to attend services at the Congregation Shaareth Israel, 1706 Twenty-Third Street, Lubbock. Services begin at 8 p.m. each Friday.

## Congo Refugees Airlifted

At precisely 1:10 p.m., seven minutes past his estimated time of arrival, Capt. Charles W. Harris set his 160,000-lb. C-124 Globemaster down with a feather-light touch at Andrews AFB, just outside Washington, D. C., after an overnight flight from Lajes AB, Azores.

This was the terminal point of a flight that started two days before, on July 19, at Brazzaville, in the revolt-torn Congo. Captain Harris and his eight-man crew carried 73 men, women and children. The youngest was four weeks old, the oldest, 64 years.

All but one, Mrs. Constance F. Pierson, of Clay W. Va., were missionaries and their families.

**All were obliged to leave Africa precipitately with only a few hours notice when the Congolese army mutinied and joined rioting bands of natives soon after gaining national independence July 1.**

A few hours after the arrival of the first C-124, a second with 49 refugees aboard landed at Andrews. It was commanded by 1st Lt. Richard S. Robel and manned by a crew of five. Both crews are based at Donaldson AFB, S. C.; both are members of the 63rd Troop Carrier Wing (MATS). The aircraft had been dispatched to Europe shortly before the political pattern disintegrated.

The story of the two groups of missionaries is the same. All were working in isolated parishes deep in the interior of the jungle far removed from political activity. As did almost everyone else they were aware that Belgium was relinquishing its control and the Congo would become an independent state in July. Few entertained alarming notions; few felt in personal danger.

**Many had spent years preaching and ministering to the natives. Some were descendants of missionaries who had worked in Africa for a good part of their lives. A few had been born in Africa of missionary parents.**

Then came the revolt with its years of patient toil collapsed in an orgy of rioting, pillage, murder, and rape.

As they filed down the two narrow ramps protruding from the gaping clamshell hatch in the nose of the C-124s they looked remarkably fit and composed.

**There was little evidence that they had just spent 37 hours in the air, broken by a 12-hour lay-over in the Azores.**

Quietly they descended to the simmering ramp where they were taken in tow by well-organized teams of Air Force Family Service members and Red Cross workers. Soon they would be on their way to lodgings in Washington, provided by the Red Cross.

Now the fatigue and stress was evident.

Their possessions were pitifully few. A little girl of five clutched a paper bag which held a much loved rag doll, its painted eyes gaping in perpetual astonishment. A ten-year-old boy manfully carried a battered overnight bag, disdaining all offers of assistance. Thus they came, with little more than the clothes they wore.

**The pilot of the first plane said there were only 14 pieces of luggage aboard — for 73 people; the second plane had 16 pieces for 49 people.**

Both flights originated at Brazzaville where refugees had been assembled, many of them flown from the jungle in light aircraft and helicopters. The flights proceeded to Accra, in Ghana, and from there to the Azores and thence to the U. S., in all, more than 7,500 miles, most of it over the Atlantic.

The passengers were remarkable well composed enroute, the crews said. They were self-sufficient and made few demands. They bore their sudden adversity with calm dignity throughout the long air voyage that carried them from their past lives.

Would they return to the Congo if given the chance? Certainly, they were missionaries. Their role in life was to spread the word of God, to minister to the physical needs of their parishioners, to educate. Did they see the revolt as a denial of the fruits of their labors? No. It was the army that revolted, not the parishioners; besides, the violence came almost entirely from troops not native to the regions where they committed their excesses.

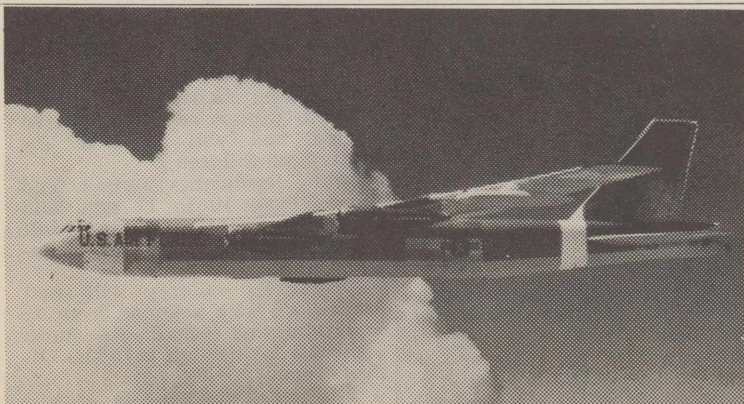
When the signs of trouble became obvious did they ever doubt they would be rescued? Not at all. The consensus was that the United States would protect its citizens. Was there great surprise at seeing the light aircraft, the helicopters, and the giant C-124s? Not really. The Air Force has planes of all kinds available at a moment's notice for events such as these wherever they might occur throughout the world.

To the professional aircrews of MATS, Africa is just another port of call; evacuation of imperiled citizens, just another mission.

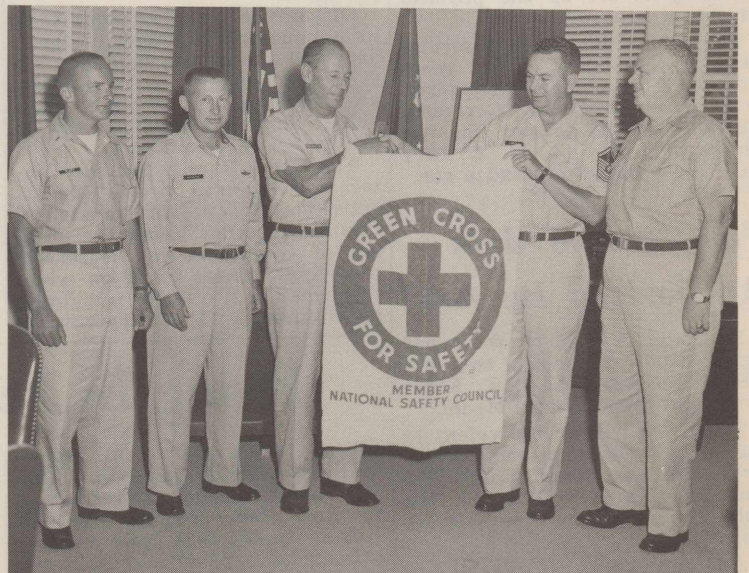
"If men are to be precluded from offering their sentiments on a matter which may involve the most serious . . . consequences . . . reason is of no use to us, the freedom of speech may be taken away, and dumb and silent we may be led, like sheep, to the slaughter." — George Washington. It is the individual's duty to protect his freedom through votes. **DON'T FAIL TO VOTE THIS YEAR.**

"I am convinced that our future in aerospace will see man operating in this new environment as effectively as he is in present day operations. Man must operate in the far reaches of Aerospace—employing his logic, his common sense and his good judgement to conquer the unexpected and the unknown. Furthermore, should we ever be called upon to conduct military operations in this medium, man's presence and ability might well mean the difference between defeat and victory." — Gen. Thomas D. White, Chief of Staff, USAF.

Hawaii sent 15 petitions and resolutions asking for statehood before it was finally admitted as the 50th state. The first petition was submitted in 1903, just three years after it became a U. S. territory.

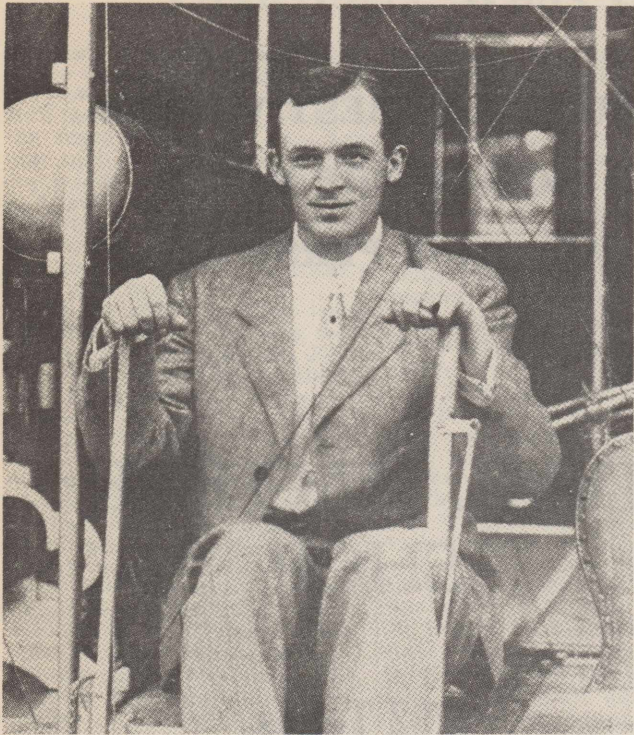


**NEWEST BOMBER ENGINES**—A Boeing B-52G test plane makes its first successful flight equipped with new Pratt and Whitney turbofan engines. The new power plants will be used on America's advanced missile bomber, the B-52H, due off assembly lines in the fall.



**SAFETY** — The Green Safety Flag of May and June went to the 3505th Field Maintenance Squadron, with an average per capita cost of nine cents. Col. James D. C. Robinson, deputy base commander, and SMSgt. Carl Carter hold the flag as 2nd Lt. Joseph Platz, Jr., squadron safety officer, and Maj. Russell Hainline, squadron commander, left, and Col. William Martin, M&S Group commander, right, look on.





**COMMANDER**—Lieutenant H. H. Arnold, the future command of the Army Air Force, sits at controls of a Wright Type B airplane at the Wright Flying School, Dayton, Ohio, where he learned to fly in 1911. (Reprinted with permission of the AIR FORCE Magazine, official journal of the Air Force Association, Mills Bldg., Washington 6, D.C.)

## Base Has 10 Commanders During LAAF, Reese Life

Reese Air Force Base during its life as a training base has had 10 commanders, five serving when the installation was Lubbock Army Air Field during World War II and five since reactivation in 1949.

The first commander of LAAF was Col. Thomas L. Gilbert, who served from Nov. 19, 1941, until March 23, 1943. He was succeeded by Col. Ralph G. Holmes, March 23, 1943, to June 27, 1944.

Next came Col. Howell E. Estes, Jr., who served from June 27, 1944, to Nov. 15, 1945. He presently is a major general in the Pentagon and is being mentioned for high command, possibly as Air Force Chief of Staff, before his service ends.

Colonel Harold N. Holt commanded LAAF until about Dec. 15, 1945, and in the closing weeks of the base Lt. Col. William G. Snaith was in charge.

When the base was reactivated in 1949, Col. George W. Parry was commander. He left in May, 1950, to take command of Scott AFB. Colonel Thomas J. Barrett served as commander until May, 1952 when he was reassigned to the Far East and was succeeded by Col. C. P. West, presently superintendent of buildings at Texas Tech.

Colonel Dross Ellis assumed command of the base on April 17, 1956, upon Colonel West's retirement. He remained until Aug. 18, 1959, when he became Inspec-



**COLONEL HESS**

tor General of Air Training Command.

Colonel L. C. Hess assumed command on Aug. 18, 1959, upon his transfer from ATC headquarters. It has been under his command that the base mission has been growing as a jet pilot training base.

### TRAINING GIVEN

Each student pilot at Reese receives a minimum of 57 hours of physical training, consisting of calisthenics and social sports.

### Air Force Housing Units Total 128,709

To accommodate its married members, who number about 80 per cent of the officer corps and 50 per cent of the enlisted strength, the Air Force has 128,709 quarters, 2,756 of which are trailers.

Still needed, USAF says, are some 101,500, not including housing for married airmen in lower grades. Under construction are 15,144 Capehart units, with an additional 7,006 in planning stages.

The aircraft-out-of-repair-for-parts rate for T-33A aircraft averaged .02 per cent for the past year.

### FILMS LISTED

The Academic department for pilot training has 74 approved Air Force films listed for use in the syllabus of instruction.



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## Woman's Chatter

By Mrs. Patrick Durning

The regular monthly meeting of the M&S Wives Club was held at the home of Mrs. Alex Goodkin, with Mrs. John Erdmann assisting. Guests were Meses. Richard Conn, Charles Ford, Kenneth Pearson, John Arnette and Jerry Rice. The next meeting will be August 19 in the home of Mrs. F. E. Stewart in Shallowater with Meses. Russell Hainline and Glen O'Banion hostesses.

M&S Group honored Capt. and Mrs. Joseph Bagby and 1st Lt. and Mrs. Don Edwards with a farewell party and cocktail party in the Officers' Club.

All roster changes of the Officers' Wives Club should be turned in to Mrs. Stuart Bloss without delay to permit issuance of a new roster in September.

Mrs. Jerome Goebel hosted a coffee in her home honoring Mrs. William Bryan, former assistant flight commander's wife. Mrs. Carolyn Selby, mother of Mrs. Adrian McDonald, was introduced to the flight.

The Protestant Women of the Chapel will hold their monthly salad luncheon next Tuesday in the Chapel Annex, instead of the Parish Center. Free baby-sitting in the nursery is offered and all women and guests should attend.

Flight 8 will hold a steak fry and potluck dinner Sunday at the home of Capt. and Mrs. Adrian McDonald.

Captain and Mrs. William Harris will host a dessert bridge honoring 1st Lt. and Mrs. Ray Thompson on Saturday.

Mrs. Quinn Oldaker hosted a card day for Air Base Group Wives at her home.

Major and Mrs. Harold Barber hosted a Chinese dinner for Col. and Mrs. Harold T. Babb and CWO and Mrs. William Bartels.

Guests of Capt. and Mrs. William Litle are his parents, Mr. and Mrs. Roy F. Litle of Springfield, Miss.

Captain and Mrs. Joseph En-

right are on a 30-day leave in New York and New Jersey.

First Lt. and Mrs. Ronald Kibler are vacationing in Massachusetts. During their trip they will visit Mrs. John O'Shea in Maine.

Captain and Mrs. Robert Carlin are vacationing in New York State. While there they will attend the wedding of the captain's brother.

Flight 7 wives met at the home of Mrs. William Bryan for a coffee to make plans for the 3500th PTS brunch in August.

### Mrs. Sergeant Sez:

By Mrs. Herbert Hamilton  
SSgt. and Mrs. Billy Hall and son, Steve, have returned from a vacation in Florida.

Mrs. Floyd Wood gave a surprise baby shower Tuesday in her home for Mrs. Charles Matheson. Guests were Mrs. Shirley St. John, Mrs. Pranka Poole, Mrs. Myrtle Kovachuk, Mrs. Pauline Stemper, Mrs. Kathy Freeman and Mrs. Jean Smith.

A farewell party was given Tuesday night by the NCO Wives Club in the NCO Club for Mrs. Melba Rushing, who is moving to Stead AFB.

SSgt. and Mrs. Robert Cook were visited last week by Mrs. Cook's mother, Mrs. H. E. Wood, who came to visit, also, her granddaughter, Brenda Cook, who underwent surgery.

The next meeting of the NCO Wives Club will be at 7:30 p.m. Tuesday, August 9 in the Couples Room of the NCO Club.

## Airmen First Fields Opened For October

Promotion possibilities for airmen looking for advancement to A1C have brightened with announcement that only 10 career fields remain frozen for airman first class in the October cycle.

In addition, personnel officials expect command quotas to be greater this time.

Still frozen are airborne radio operator, airborne radio and electronic countermeasure operator, reciprocating engine mechanic, motor vehicle body repair, surface transport, baker, food service, meat cutter, supply warehouseman and personnel.

The larger promotion quota for airman first is based on a suggestion from USAF that the 55/45 program be furthered by considering all possible airmen seconds for upgrading.

Each student flies a distance of 40,250 miles during his training at Reese, or approximately twice around the earth at this latitude.

### ROBINSON Cleaners

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## A Salute to All

## Reese Personnel

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William Edward, to SSgt. and Mrs. Harry E. Murray, June 26.

### GIRL:

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Tracy Lynne, to A/1C and Mrs. Donald E. Eberley, June 17.

Andrea Margaret, to A/1C and Mrs. Albert M. Adler, June 19.

Norma Sue, to A/2C and Mrs. Howard W. Chester, June 20.

Felicia Ann, to SSgt. and Mrs. Clarence Simmons, June 24.

Mary Ann, to 1st Lt. and Mrs. William D. McWilliams, June 25.

Laura Ann, to 2nd Lt. and Mrs. John E. Boehm, July 20.

Judy Ann, to A2C and Mrs. Jesse H. Brinson, July 21.

Terry Lynn, to SSgt. and Mrs. Donald Mahoney, July 22.

## Only Career Officer May Stay In Service

Some reserve pilots and navigators in Air Training Command have 90 days to decide on career reserve status or face early release. However, no pilots at Reese are affected by the move.

Making the decision are about 60 reservists on extended active duty with established date of separation during Fiscal Year 1962. These officers have been advised that unless they elect indefinite status they will be released from active duty. For some, it could mean leaving the service as much as a year and a half early.

### GRADUATES MANY

During Fiscal Year 1959, ATC's 112 officer and airman ballistic missile courses produced 5,085 graduates. In the same period, 107 non-ballistic missile courses produced 2,919 graduates for a total of 8,004 graduates from 219 missile courses.

### INSTRUCTOR ADDED

Second Lt. Robert T. Lovelidge, member of the first class to graduate from the Air Force Academy, has arrived at Reese as an instructor pilot. He recently was graduated from basic pilot training at Greenville AFB.

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# Undertaker Waits In Vain For Collapse Of Early Training Aircraft

"Every morning a man would arrive in a wagon, coming along the old Springfield Turnpike. He'd hitch his horses alongside the fence around the cow pasture and sit there and wait in the wagon until noon and then he'd get out, untie his horses, turn them around, and, slowly shaking his head, solemnly drive back to Dayton. The man was a local undertaker."

This insight into flying training conducted in 1911 was made by General of the Air Force Henry H. (Hap) Arnold shortly after he reported for instruction at Simms Station with the Wright Brothers. Published in his book, "Global Mission," it leads into a description of what novice pilots were faced with in those days.

The flying field, according to then 2nd Lt. Arnold, 29th Infantry, consisted of a cow pasture, not very different from hundreds of other fields in the vicinity. It had a large thorn tree at one end and a large wooden shed at the other. The balance was clear of trees and bushes.

Flyer Arnold was warmly welcomed by the Wrights at their Dayton factory. There, he met many aviation enthusiasts includ-

ing Walter Brookins, who made the famous remark, "I would rather be the oldest living pilot in America than the best." Later, he met Gailbraith P. Rodgers, the first aviator to fly from New York to Los Angeles.

"It took 49 days to complete, with a train bearing a traveling machine shop following along across the continent and making repairs on the plane each night."

The embryo pilot received his primary training in the factory.

In addition to learning how to fly, he had to master construction and maintenance features well enough to teach his own mechanics, as the Army had none in those days. Conducted under the Wrights and other instructors, training was helped along with an old plane balanced on sawhorse supports so that wing tips would move up and down. No two types of controls were the same in those days, Arnold pointed out, and the Wright system was the most difficult.

Fore and aft controls were controlled by a wheel. When pulled backward or forward, the nose would go up or down. It also had a rotary motion like an automo-

bile wheel for turning the rudder and the plane. Lateral controls were hitched to a shoulder yoke. By leaning either to the left or to the right, the pilot could drop the respective wings.

After mastering all of the necessary mechanical functions and operations of the plane, Arnold moved to Simms Station for actual flight instruction.

On the official summary of his training, turned in by Al Walsh, instructor, the first date is May 3, 1911, the number of the machine was "B2," and the line reporting Lesson No. 1 stated the flight lasted seven minutes and that Arnold was carried as a pupil. "Rough," was entered under "Remarks," just rode as a passenger.

The lieutenant's progress in mastery of the plane must have been slow, according to the record. The next lesson was only five minutes; the "Remarks" were the same. However, on the following day, on a 12-minute flight, Arnold had his "first operational experience, 'hand on elevator.'"

On lesson number 4, he had "charge of elevator part of the time." After four more tries, lasting from 7 to 14 minutes, Walsh reported on lesson num-

ber 9 that Arnold had charge of the warping lever part of the time.

Upon completion of flight number 10, Arnold had proceeded to the taxiing point and beginning with 12, "Al was teaching landing."

To get photographs of two machines in the air, Lieutenant Arnold, at number 19, "Landed without assistance" and "To Shed." The flights that day were four minutes and one minute long, respectively.

Progress thereafter, according to Arnold, was "rapid." Landing without assistance during lessons 26, 27 and 28, he can fly; he becomes an aviator.

Entered on the new pilot's record were the following notations: "Number of flights, 28. Total time in air, 3 hours, 48 minutes. First lesson 3 May, finished 13 May — 10 days learning. Average 'flight 8 minutes.'"

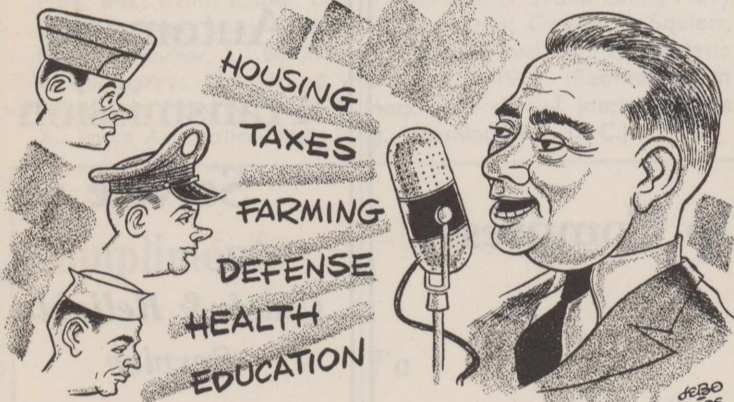
Training was ended. Walsh had taught him all he knew, or in Arnold's words, "all he could teach. He knew much more."

Today, the Simms Station shed is no more. In spite of General Arnold's efforts to preserve it as an exhibit of early airpower, a national monument to these early pioneers looks squarely down on the site in the middle of what is now Wright-Patterson Air Force Base.

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**OVER AND OUT**—Ejection seats were unheard of 50 years ago. But here pilot and seat are literally shot into the air in a test of a new rocket catapult seat-ejection system developed for the F-105D fighter-bomber. In this sequence-camera composite photo, starting at lower left: ejection begins with an explosive cartridge blast; the rocket ignites to lift the seat to 200 feet, where the pilot leaves it to parachute to earth; the seat, far right, hurtles on at a greater speed. The boost is designed to make ejection safer at low altitudes and during take-offs.

## NATO Moves Into New Home, Product Of Combined Work

A matter of a few hours away from America because of jet aviation, the North Atlantic Treaty Organization (NATO) has moved into a new home after eight years in a provisional home in Paris. The new structure, designed in the shape of a giant "A", is in the Porte Dauphine area of Paris. It lies athwart the old city walls of Paris and houses 1,000 offices of which some 350 are occupied by the various national delegations. It houses a bank, post office, newspaper shop, theater, and an assembly room seating 550 where public sessions of the NATO Council will be held.

Before the move, NATO headquarters occupied a temporary structure built in 1951 for the U. S. General Assembly. The new building was designed by the noted French Architect, Jacques Carlu.

In construction, furnishings and equipment, the building reflects the harmonious resolve of NATO's 15 member nations to defend their common heritage. Most of them were allotted responsibility for specific features of the project. For example:

**France** was responsible for all the "heavy" work — masonry, stone-facing, concreting, electricity, central heating, etc.

**Belgium** provided the aluminum windows, the big conference tables, and other furniture.

**Holland** furnished all the electronic equipment, including the radio and television system and Cinemascope and other equipment of the theater.

The United Kingdom supplied

all cooking equipment and kitchens, in addition to furniture and the office wall partition system.

**Luxembourg** provided the structural steel.

**Germany** was responsible for the complete telephone installation and also contributed carpeting, Venetian blinds and curtains.

From **Denmark** came chairs in laminated teak by Fritz Hansen, along with other seating facilities.

The **United States**, while receiving no direct order for supplies, as sub-contractors provide heating panels, air conditioning machinery and other special equipment.

### Ex-Training Officer Gets Commendation

Lt. Col. Clyde W. Bradley, Jr., former military training instructor at Reese, has been awarded the Air Force Commendation Medal for meritorious achievement for humane action in an Ishikawa aircraft incident last year. He is executive officer of the Naha Air Base on Okinawa.

A pilotless F-100 aircraft crashed in the village. Colonel Bradley sped to the accident site and set up initial mass rescue efforts among the stricken villagers. He organized first aid facilities, directed clearing for helicopter landings, and directed removal of hundreds of injured villagers to hospitals.

The colonel served at Reese while a captain.

## Numerous Worthy Aerospace Events Recorded In August

JULY 21 — 1946, the McDonnell XFH-1 Phantom was first U. S. jet to operate from a carrier.

JULY 31 - 1908, Henry Farman made his first exhibition flights in the United States in his Farman plane.

JULY 31 - 1952, Two USAF MATS Sikorsky helicopters completed first transatlantic helicopter flight, having flown in five stages from Westover Field, Mass., to Prestwick, England.

AUG. 1 - 1943, Mediterranean based B-24's executed low-level

attack on Ploesti oil refineries in Roumania in the first large scale minimum altitude attack of AAF heavy bombers upon strongly defended target.

AUG. 1 - 1956, President Eisenhower signed into law a bill permitting the armed forces to include flight instruction in ROTC programs.

AUG. 2 - 1958, The Atlas-B ICBM in its first test with a full propulsion system flew 2,500 miles in a launching from Cape

Canaveral.

AUG. 3 - 1938, A goodwill mission to Colombia was started by three B-17's.

AUG. 4 - 1953, A USAF 8-47 Stratojet bomber set a non-stop distance record for jet aircraft in making a 4,450-mile flight from Fairford, England, to MacDill AFB, Fla., in 9 hours, 53 minutes.

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## Better Weather Moves Aviation Training From East To Texas Areas

Fifty years ago — in 1910 — military aviation came to Texas because of the weather. It has continued to a large extent for the same reason.

Its success is credited to a large extent to Lt. Benjamin D. Foulois, who took flying lessons by correspondence at Fort Sam Houston, down in San Antonio.

On July 30, 1909, the lieutenant accompanied Orville Wright on a final test of the flying machine for the Army. The trip was a cross-country from Fort Myer to Alexandria, Va. — five

miles. Wright and Lt. Foulois averaged 42.5 mph, enough to win a bonus of \$5,000 above the contract price of \$25,000 for purchase of the plane by the Army.

Lieutenant Foulois soon went to France, but he was returned shortly to train under Lts. Frank P. Lahm and Frederic Humphrey. He trained, but did not solo.

The plane crashed and while it was being repaired the Army decided to move flying operations from the Washington, D. C., vicinity to Fort Sam Houston for the winter.

The planes of the day — made of wood and cloth and held together by wire — were too frail to be flown without great hazard in the wintry winds around Washington. Furthermore, since the pilots had no appropriate winter clothing, it would have been uncomfortable to fly in the damp cold of College Park, Md., where the training field was located.

Even during the good weather of the summer and early fall the pilots had been careful to restrict their flying to early morning and late afternoon, when the air was more likely to be calm.

As the only officer on flying duty, Lt. Foulois, assisted by a

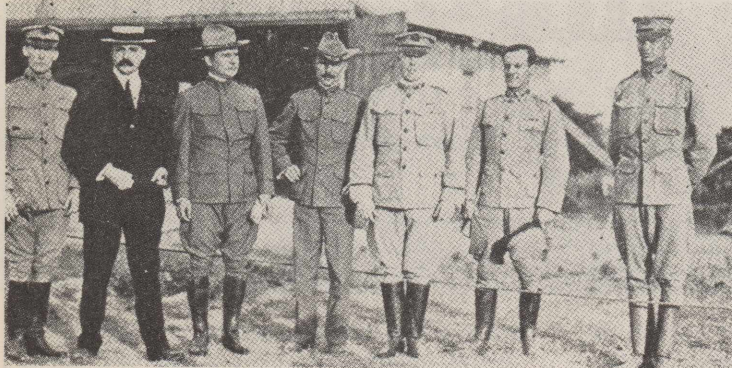
party of enlisted men, picked up the plane and brought it to Texas, arriving at Fort Sam in February, 1910.

The lieutenant resumed flying on March 2. Since he had no instructor, all of his flights were, perforce, solos. He got his instruction from the Wright Brothers by mail, becoming the first correspondence - school pilot in history.

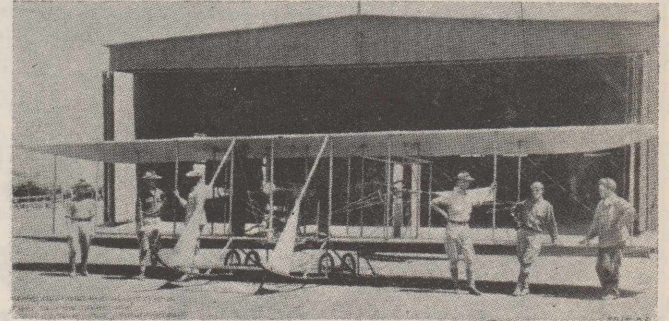
But soon the Wrights sent an instructor who helped Lt. Foulois

master the difficult art of flying. This probably prolonged the lives of both the lieutenant and the plane.

The fast-aging plane had been damaged and repaired or rebuilt several times because of landing accidents. Between March and September, Lt. Foulois made 61 flights. Until 1911 the Army had only one pilot and one plane — both at San Antonio. Flying activities — 50 years ago — were centered in Texas.



FIRST MAN to head the Aeronautical Division of the Signal Corps, Capt. Charles Def. Chandler, fifth from left, poses with some of the first flyers. He later was commandant of the College Park, Md., flying school. Left to right are: Lt. Frank Lahm, Navy Lt. G. C. Sweet, Maj. C. McK. Saltzman, Maj. George Q. Squiers, Capt. Chandler, Lt. Benjamin D. Foulois, and 2nd Lt. Frederic E. Humphreys. The picture was taken in 1909. (Reprinted with permission from AIR FORCE Magazine, official journal of the Air Force Association, Mills Bldg., Washington 6, D. C.)



ORIGINAL CREW—With his original ground crew, Lt. Benjamin Foulois (second from right) stands in front of the Wright Type B airplane, stationed at Fort Sam Houston, Texas, in 1910. (Reprinted with permission of the AIR FORCE Magazine, official journal of the Air Force Association, Mills Bldg., Washington 6, D. C.)

### Mather Choir Wins Choir Competition

The Protestant choir from Mather AFB has been named winner of the ATC Chapel Choir contest. Second place went to the Protestant choir of Spence AB and third to the Catholic choir of Perrin AFB.

Last year Bartow AB won first, Reese second. Taped entries from Reese were submitted this year.

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# Wonder Missile, Thor, Exceeds Design Objectives In Performance

"Thor launchings have become so routine that their successes hardly attract public attention."

This is how a top Air Force official characterized one of America's most successful and versatile missiles. Joseph V. Charyk, Under Secretary of the Air Force, further stated that the actual performance of the Thor missiles has exceeded the initial design objectives.

The Thor is a 65-foot long intermediate range ballistic missile. It has a range of 1,500 miles and can carry a nuclear warhead. However, this does not even begin to tell the story — and the wonder — of this missile.

Out of 94 total launches, the Thor has had 68 successful firings.

A modification of the "military" Thor has been used as a prime booster, together with an additional stage (or stages) to

place in orbit Discoverer satellites, the "paddlewheel" satellite, the Tiros weather satellite and the navigation satellites, Transit I-B and Transit II-A, in addition to the Pioneer V satellite destined to orbit the sun.

Thus, Thor missiles have been used in 30 special and scientific shots involving deep space probes, satellite firings and lunar shots, as well as research launches for the ICBM nose cone development.

The initial development of the Thor, however, was for the military — the Air Force. The first Thor was launched Jan. 25, 1957 — about 12 months after it had

been approved on the drawing boards.

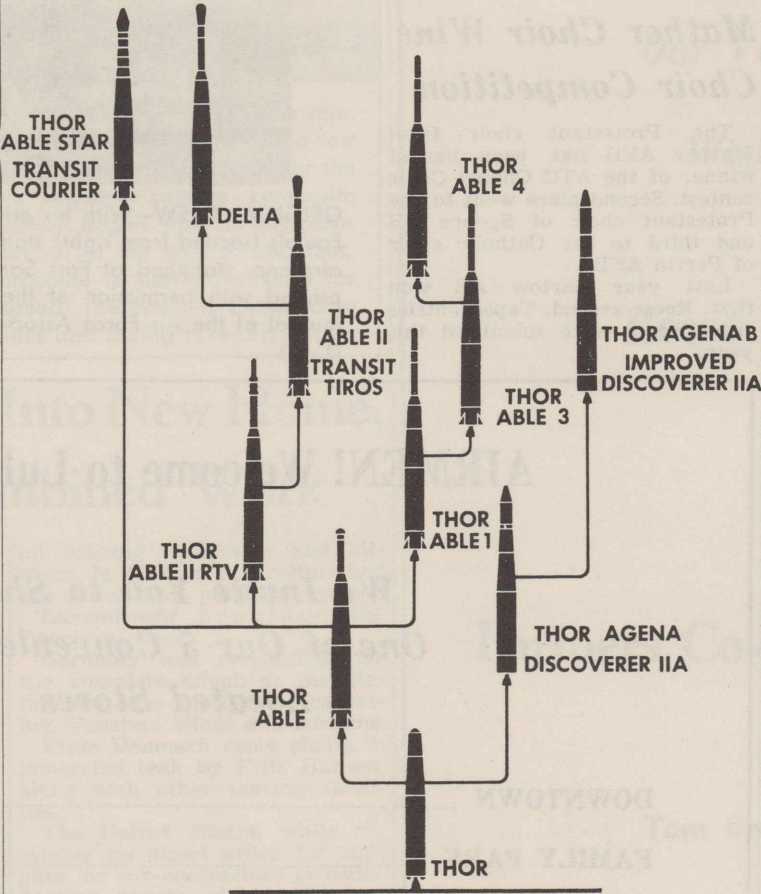
First shots are often disappointing — and the Thor's first launch was no exception. It rose about half a foot, then fell back and exploded. Other discouragements were encountered in the months that followed as other test missiles failed to fire properly. The defects were gradually being ironed out, and on Sept. 20, 1957, a Thor (without guidance system) flew a programmed distance for a first successful flight. Three months later, a Thor with guidance system was successfully launched and landed in the tar-

get area in the Atlantic.

While still being used for military firings, the Thor — in combination configurations — began to be used for scientific tests. In October, 1958, the Thor helped loft the Pioneer I instrumented satellite higher than any other man-made object at that time — better than 70,000 miles beyond Earth's surface.

Today, the Thor leads a dual

life — military and scientific. Operationally deployed overseas with the Royal Air Force, Thor squadrons are ready to strike back in event of enemy attack. In future space programs, the National Aeronautic and Space Administration plans to use Thor missiles with improved upper stages. These will be the Thor-Delta and Thor-Agena B launch vehicles.



**THOR GENEALOGY**—The Thor intermediate range ballistic missile and its various "matings" have produced some high points in scientific and space vehicles. A recent achievement, not shown in the chart, was marked June 22 when a Thor-Able Star missile boosted two satellites into orbit at the same time—the Transit-IIA navigation satellite and a solar radiation satellite. Thor, original Thor fired Jan. 25, 1957; Thor-Able, nose cone re-entry vehicle; Thor-Agena, DISCOVERER, launched Feb. 28, 1959; Thor-Agena-B, more powerful DISCOVERER; Thor-Able I, launched 78,000 miles into space; Thor-Able III, the paddlewheel satellite; Thor-Able IV, the Pioneer V sun orbit vehicle; Thor-Able II (RTV), re-entry vehicle; Thor-Able II (Transit), three-stage vehicle built by Douglas; Delta, being readied for launching; Thor-Able Star, navigational air satellite, Courier, delayed command communications satellite.

## Medicare Benefits Barred To Retired

"Only dependents of active duty personnel are authorized medical care from civilian sources at government expense," an all-commands letter from USAF headquarters points out.

The letter is a reply to numerous inquiries as to just who is eligible for medical care under the dependent's medical care program.

Dependents of both active duty and retired members of the military services are authorized care in military medical facilities on an equitable basis. Care is limited only by the availability of space and facilities and capabilities of the medical staff of the hospital concerned.

"... Letters continue to be received from retired members which indicate that they have been advised that their dependents are eligible for civilian medical care at government expense," USAF officials said. "To advise them in this manner is in direct conflict with existing directives..."

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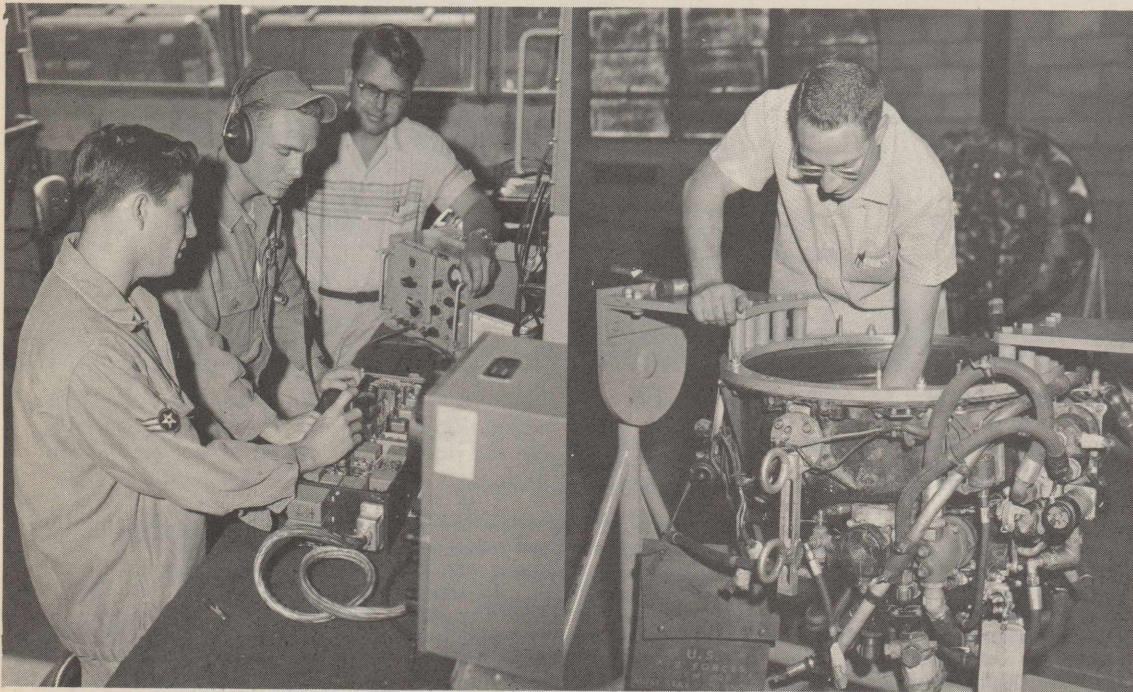
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# Specialists Of 3505th Perform Variety Of Duties To 'Keep 'Em Flying'



**SPECIALISTS**—Repairing an ARM-14 Omni Receiver are, left to right, A2C Phelps Brown, A2C Kenneth Monross and Randy Shindler. In

the picture to the right, engine seals and accessory case are being replaced by R. G. Gaddis in the work shop of the 3505th.

From re-building the large engine of a jet to replacing the smallest tube in a radio, specialists of the 3505th Field Maintenance Squadron "keep 'em flying." Two hundred and forty men work in five branches of the 3505th. Under direction of Map. Russell C. Hainline, they perform technical work required in proper maintenance.

The Ground Equipment Maintenance, Power Plant, Aero Repair Shops, Fabrication and Airborne Communications Maintenance are the branches.

The Ground Equipment Maintenance Branch is responsible for all aircraft maintenance ground support equipment used on the airstrip. Here all power equipment on schedule and non-schedule programs are serviced and maintained. Oxygen is supplied to pilots and mobile control towers are maintained.

One-hundred hour inspections and repairs on the trainer's turbojet power plants are just a small part of the functions the Power Plant Branch crew performs. If the power plant fails the tough inspection, it is sent to the Jet Engine Field Maintenance Repair Shop where it is repaired. After the engine is inspected and repaired, it is placed in a test cell and rechecked for any default. The crew also goes to the airstrip for less serious repairs.

The Aero Repair Branch is made up of five shops. The Hydraulic Shop performs specialized maintenance on the hydraulic system and components and also offers tire change service. The Electrical Shop maintains the complex electrical systems and batteries for all planes and automotive equipment batteries. Aircraft's Instruments are kept in perfect operating condition by the Instrument Shop. Twenty-four hour service is maintained by the Reclamation Branch. Operation of wrecking equipment and salvage of all reparable parts is important.

The Egress Systems Shop maintains the aircraft emergency escape mechanisms which include automatic release safety belts, ejection seats, and canopies. The Aero Repair Shop is engaged in heavy type maintenance on the aircraft, such as fuel systems repair, flight control systems repair and adjustment, removal and installation of structural components; heating and ventilating systems and cabin pressurization repairs, wing tip fuel tank repairs, and the various other mechanical systems.

The Fabrication Branch is engaged in welding, electroplating, machining, painting and sheet metal repair and manufacturing operations. The Parachute Shop, also a function of this branch, provides repack and repair to parachutes, fabrication and repair of leather and textile items.

Without radios the pilots would be in serious trouble. Maintaining and repairing the aircraft's radios is the job of the Airborne Communications Maintenance Branch. Here specialists are equipped with many items of complex and delicate test equipment to perform any repair on radios and electric equipment.

The Base Flight and Transient Aircraft Maintenance Section,

also a very important activity of the squadron, provides service to aircraft visiting the base, and maintains the two H-21 helicopters and C-47 aircraft. The helicopters are prepared to meet an immediate emergency situation during all hours of flying operation.

All in all, this group of 240 men, specialists in their fields, putting forth their technical know-how and skilled efforts, are kept busy in maintaining and repairing aircraft and associated equipment used in today's growing ATC.

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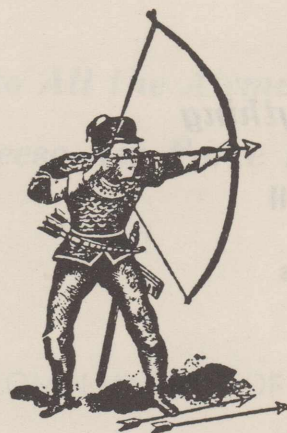


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## Reese Contributes 19 Years To Texas Aviation History

For 19 of the 50 years military aviation has been contributing to Texas history, Reese AFB has had a part in the developing program.

Reese history began back in 1941 in feverish defense activities of World War II. Workmen spent seven-day weeks, starting in July, to construct the \$3,500,000 base on land donated by the City of Lubbock. First troops arrived in December, 1941, and in early weeks of 1942 first cadets arrived for training.

Men who trained at Lubbock Army Air Field, as it was named, flew the bombers, Flying Fortresses, Liberators and B-26's and later piloted them over the Ploesti oil fields, Berlin, Rome, Naples, Tarawa, Iwo Jima, Wake Island, Guam, Okinawa, the Philippines, the Hump, Burma, and Tokyo. They flew the transports, cargo planes and fighters in every theater of World War II.

Early in 1944 what is now Reese AFB completed its mission of training pilots and began turning out instrument pilots, a job it continued until the field was closed Dec. 31, 1945.

It graduated 7,008 bomber, fighter and transport pilots.

A small force of military remained throughout most of 1945, but by fall inactivation was complete.

For the next four years the base served as a haven for vet-

erans and their families who ran into housing difficulties. Barracks became low-rental apartment units and other buildings served as meeting places for Reserve units. Vegetable gardens sprang up on drill fields where men had marched, and children skated and rode bicycles where big bombers had landed.

The field was reactivated Aug. 1, 1949, and troops returned to prepare for reopening on Oct. 1, 1949. On Nov. 5 the name was officially made Reese Air Force Base in honor of 1st Lt. Augustus F. Reese, Jr., of Shallowater, who was killed in action in Sardinia, Italy, while on a successful bombing flight on May 14, 1943.

Announcement was made on Armed Forces Day, 1950, that the base had become a permanent installation. Rep. George

### First Air Attache Climbs To The Top

The first air attache from the United States to the Soviet Union in 1934 was issued Soviet Pilot's license No. 01.

The same young military officer, a proficient linguist, rapidly climbed the ladder to success to the No. 1 position in the Air Force. His name: Gen. Thomas D. White, Chief of the U. S. Air Force.



TRAINERS—A B-25, one which played a prominent part in Air Force history, is mounted near the gate of Reese as a memorial. It was

used as a trainer here until January, 1959, when the B-25's were retired from service. On the right is the T-33 jet trainer now in use here.

★ Mahon, Lubbock Congressman, made the announcement in his Armed Forces Day address.

The mission of the base since reactivation has been pilot training. Aircraft used include the T-6, T-28, B-25 and T-33 jet. More than 7,000 pilots have learned to fly at the base and a majority have become second lieutenants, after training as aviation cadets.

First cadets arrived Nov. 1, 1949, and the first class was graduated in March, 1950.

★ Phaseout of the B-25 began in 1958 and the last class of multi-engine students, 59-E, was graduated in January, 1959. Since that time graduates have been jet-qualified after training in the T-33's.

★ By next spring the Reese mission will be enlarged to include training of pilots through pre-flight, primary pilot training, and basic pilot training. Students will start and complete all phases on the base, instead of being as-

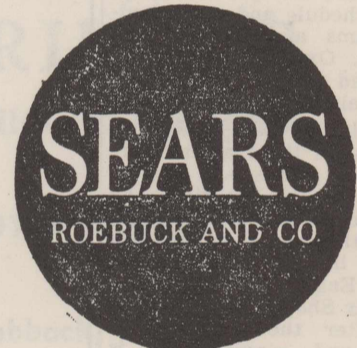
★ signed to three schools in three different locations. Reese will be one of six schools in Air Training Command to carry out the program.

★ Most Reese graduates receive further training in advanced aircraft. Upon completion they are qualified as pilots in America's expanding Aerospace Force of manned aircraft, missiles and spacecraft. This force provides for world peace through deter-

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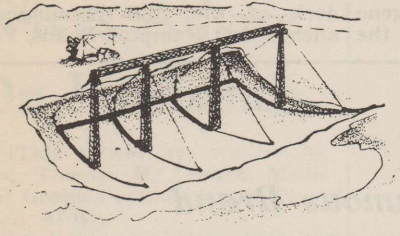
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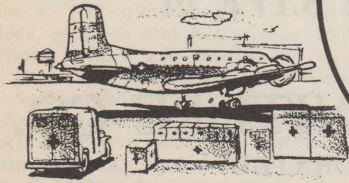


**NEWSMAKERS**



**NAVY'S** giant radio telescope, largest known in the world, is scheduled for construction at Danville, Illinois this fall. The sensitive "Big Ear" will cover 5½ acres of ground and have 160,000 sq ft. of receiving area.

**AIR FORCE** airlifted two complete field hospitals to stricken refugees following the disastrous Chilean earthquakes in May of 1960.



**ARMY** field crews emplaced, fired and displaced an entire Little John rocket in less than 10 minutes. The new missile is the most advanced free flight rocket.

**ANG Pilots Seek 1960 Ricks Trophy**

Twelve Air National Guard pilots, representing 12 tactical fighter squadrons, will take off from George AFB, Calif., Sept. 21 to compete in the two-day trial for the 1960 Ricks Trophy Award. The award is presented annually by the Air Force Assn. to honor the memory of Maj. Gen. Early T. Ricks, former chief of the ANG. The event will signal opening of the AFA annual convention in San Francisco. Competition is to end at Hamilton AFB. The Government Employees Life Insurance Program is the largest of its kind in the world with over \$11 million insurance in force.

**Research For Flying 'Tops' Medical Activities**

Medical patients at Reese and other ATC bases accept treatment in military hospitals for granted. But another important angle to the command's activity is the research and training to permit the medical staff to have advanced professional knowledge to cure the ill.

Most military medical research and training in the past was accomplished by civilian institutions. But with the advent of ballistic missiles, faster-than-sound aircraft and proposed aerospace vehicles has put the U. S. Air Force in the medical research and training field.

USAF's primary objective is to find ways to control conditions which affect the health and performance of aircrews at an altitude of only a few thousand feet or rocketing through space.

To do this, USAF combined some of the most progressive and unique medical, educational and research institutions in the nation. They included the School of Aviation Medicine at Brooks AFB, to USAF Hospital and Epidemiological Laboratory at Lackland AFB, and the Medical Service School at Gunter AFB.

These medical facilities make up the USAF Aerospace Medical Center with headquarters at Brooks AFB, near San Antonio. Operational responsibility of the new center belongs to Air Training Command.

The Aerospace Medical Center's mission falls into the general categories—research, education and services.

Much of the center's research

is conducted by the School of Aviation Medicine. Although several projects, such as simulated space flights for NASA's Project Mercury, have received national acclaim, many equally important, though less spectacular, projects are being conducted.

The educational phase of the center's mission is absorbed by the Medical Service School at Gunter and Lackland's 1,000-bed "teaching" hospital. The Gunter school trains officers and airmen in almost all USAF medical specialties. Lackland conducts an intern and residency training program for USAF physicians and also trains officers and airmen in

USAF medical specialties.

The Epidemiological Laboratory at Lackland provides specialized diagnostic services to Air Force physicians all over the world. When called upon, technicians may fly to the scene of an epidemic to do research on the spot.

The Aerospace Medical Center is just one phase of ATC's operations. The Command's mission is to train many types of workers.

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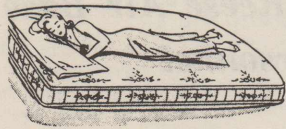


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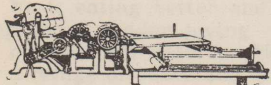
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# Year 1910 Marked Many Important Advances In America's Aviation Picture

The year 1910, fifty years ago, includes numerous highlights in the field of aviation. Virtually every month saw a major contribution. Some of these included:

JAN. 10 - The first American flying meet opened at Los Angeles under the auspices of the Aero Club of California.

JAN. 12 - Louis Paulhan set a new solo world altitude record of 4,165 feet at the Los Angeles Flying Meet.

JAN. 18 - Lt. Paul W. Beck, flying with Louis Paulhan in his Farman at the Los Angeles Meet, dropped three 2-pound sandbags, simulating bombs, in an effort to hit a target. This was the first such experiment by an Army officer.

FEB. 10 - The Board of Regents of the Smithsonian Institution awarded the first Langley Medal to the Wright Brothers at Washington, "for advancing the science of aerodynamics in its application to aviation by their successful demonstration of the practicability of mechanical flight by man."

MARCH 2 - Lt. Benjamin D. Foulois began solo flying at Fort Sam Houston.

MARCH 19 - Orville Wright opened the first Wright Flying School at Montgomery, Ala., on the site which later became Maxwell Field.

APRIL 18 - Night flights were made by Walter Brookins, Wright pilot, at Montgomery.

MAY 5 - A world altitude record for kites of 23,800 feet was set at Mr. Weather (Va.) Observatory; the kite broke its own earlier record.

MAY 25 - Orville and Wilbur Wright flew together for the first time at Dayton, Ohio.

MAY 29 - Glenn H. Curtiss made a record flight of 142.5 miles from Albany to New York in 2 hours, 50 minutes, winning the American Scientific Trophy for the third time, giving him permanent possession.

JUNE 13 - Between June 13 and 18 the Indianapolis Air Meet was held at the Speedway, at which the Wright Exhibition Team flew for the first time.

JUNE 13 - Charles K. Hamilton flew from New York to Philadelphia and returned to win the New York "Times" prize of \$10,000 (149.5 miles in flying time of 3 hours, 27 minutes.)

JULY 9 - First aviator to fly to height of one mile - Walter Brookins - attained altitude of 6,175 feet in Wright biplane at Atlantic City, N. J., winning the Atlantic City Aero Club prize of \$5,000.

JULY 21 - Experimental flights were made at Dayton by Orville Wright with a wheeled chassis comprising a set of twin wheels

### COMMANDER ASSIGNED

Colonel Richard S. Abbey, presently deputy commander of Vance AFB, has been assigned to William AFB as commander, effective Oct. 1, when ATC takes over control of the base. He will be ATC liaison officer for transfer of the base from TAC before becoming base commander.

attached to each skid.

AUG. 4 - Elmo N. Pickerill claimed to have made first plane-to-ground radio-telegraphic communication in America, during a solo flight in a Curtiss Pusher.

AUG. 8 - The first tricycle landing gear, built by civilian mechanic Oliver G. Simmons and Corporal Madole, was installed on the Army Wright plane in place of the original skids.

AUG. 19 - Between Aug. 19 and 28, New Yorkers saw the first real flying exhibition. It was put on by Glenn Curtiss at Sheepshead Bay Track.

AUG. 20 - U. S. Army Springfield .30-calibre rifle was fired from an airplane by Lt. Jacob E. Fickel with Glenn Curtiss at Sheepshead Bay.

AUG. 31 - Glenn Curtiss flew over Lake Erie between Euclid beach and Cedar Point, 64.75 miles in 1 hour, 18 minutes to win \$5,000 prize of Cleveland "Press."

SEPT. 2 - The first American woman pilot, Blanche Scott, soloed over the Keuka Lake front field of the Curtiss Company, Hammondsport, N. Y., but did not receive an FAI certificate.

OCT. 11 - Former President Theodore Roosevelt became the first President to fly. He was a passenger in a flight at St. Louis.

OCT. 22 - Beginning of Belmont Park International, the largest aerial meet held in America prior to World War I.

OCT. 31 - Ralph Johnstone in his Wright machine set a new world altitude record of 9,714 feet at the Belmont Park International Meet.

NOV. 14 - First takeoff from a

Navy ship was made by Eugene Ely from a platform built on the deck of the USS Birmingham anchored at Hampton Roads, Va.

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## Doctor Gives Wives Advice On Husbands

(This article was written by Col. Thomas H. Crouch, Medical Group Commander at Carswell AFB).

Sociologists maintain that the average woman's burden is becoming easier, whereas that of her spouse follows an opposite trend. This seems to be confirmed by the fact that the average wife can expect to outlive her husband by nearly 10 years.

With job organization and career competition continually growing, the male's burden increases. The ulcers, nervous disorders, strokes and heart attacks common today are testimony to the pressures confronting the Air Force breadwinner.

As physicians we recognize that excessive worry, frustrations, anxiety and fatigue are direct factors in many cases of ill health.

Your husband has been carefully examined and trained, for our Air Force demands a high level of technical know-how, specialization and physical fitness. You, as his wife, have a most important role in maintaining him at his best.

Does he often complain of exhaustion? Have your social activities been too demanding of time better spent at rest?

Some husbands leave home for work without adequate breakfast, only to give out in mid-morning. Do you make breakfast for your husband? Do you feed him properly balanced meals?

Does he worry about end-of-the-month bills? Are you adding to those bills, those worries?

Do you attempt to create a peaceful and happy atmosphere in the home when he returns from work? Or do you greet him at the door with your list of complaints and the day's frustrations?

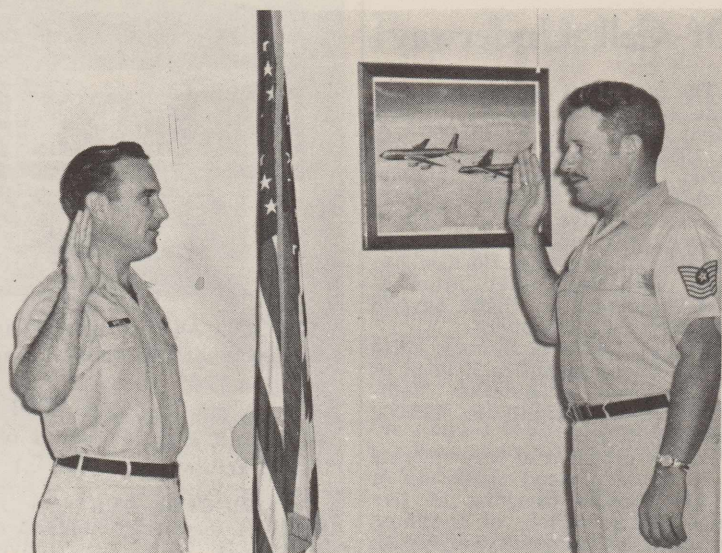
Do you allow the children to be noisy when he is tired? Do you insist on entertaining or accepting invitations from persons he dislikes?

Your husband may be a big wheel on the base, but underneath that uniform he is a simple creature, with all the needs of the next human.

So give him a feeling of security and importance. Make him think he is eating better and receiving more tender loving care than he ever did before. Make home a refuge of peace and quiet.

With a little effort you'll succeed in making him a more efficient, well adjusted and happier husband. You will add years to his life — and life to your years.

Don't try to remake him. Just try to preserve him.



EXTENDS TO 30—MSgt. William H. Stewart, flight facilities NCOIC of the AACS Detachment, reenlists to extend service to 30 years. Captain Joseph Q. Spell, left, AACS commander, administers the oath.

## AACS Sergeant Extends To 30 Years

MSgt. William H. Stewart, flight facilities NCOIC of the AACS detachment, has extended his enlistment to the 30-year mark. He reupped for six years on July 20, with Capt. Joseph Q. Spell, his commander, administering the oath of office. Sergeant Stewart entered serv-

ice in 1936 and has served 12½ years overseas in Panama, Guatemala, Peru and Japan.

He holds several medals, including the Soldier's Medal, Good Conduct Medal, American and Korean Theater Medals, and American Defense Service Medal.

## Rule Issued On Weight Of Shipments

Waiver of weight limitations on shipments of household goods at 12 overseas areas can be made only in certain cases, say Air Force officials.

The restricted areas — which limit to 2,000 pounds net the amount of household goods the member can ship — are Alaska, Panama, Iceland, Germany, Johnston Island, Labrador, Saudi Arabia, Guam, Okinawa, Hawaii, Japan, and the Philippine Islands.

Exceptions to the general weight limitation policy might possibly apply when a member is transferred from a non-restricted area to a restricted area.

Approval is required prior to shipment of household goods. In some cases the major air commanders may approve an exception. In all other cases approval must be obtained from USAF headquarters.

Conditions relating to exceptions are contained in the recent change to AFM 175-1F, dated June 15.

Transportation officers should be consulted in case of doubt as they can help explain the chapter in AFM 175-1F which deals with household goods weight limita-

tions in shipments to and from overseas areas.

## ATC, Lowry Win Safety Awards

Air Training Command and Lowry AFB have been awarded the National Safety Council's 'Award of Honor.'

This is the fourth consecutive year that ATC has won the award, highest given by the council, while Lowry was picked for the first time.

The 'Award of Honor' is given annually in recognition of outstanding achievements in reducing manpower and property losses due to ground accidents.

To be eligible for National Safety Council recognition, commands and bases must demonstrate ability to reduce their own ground safety accident record at least 10 per cent over the previous two years.

Reese weather observers average 850 teletype transmissions of weather reports monthly.

### INSTRUCTOR ASSIGNED

First Lt. Donny D. Clemens, until recently a military training officer for aviation cadets at Lackland AFB, has reported for duty as instructor pilot at Reese. He has been in service five years, spending three years in USAFE.

Officers in the grade of colonel and below now have the same assurance given airmen of remaining at one station for at least 18 months. Effective July 1 officers will not be eligible for PCS until they have completed an 18-month tour on a base.

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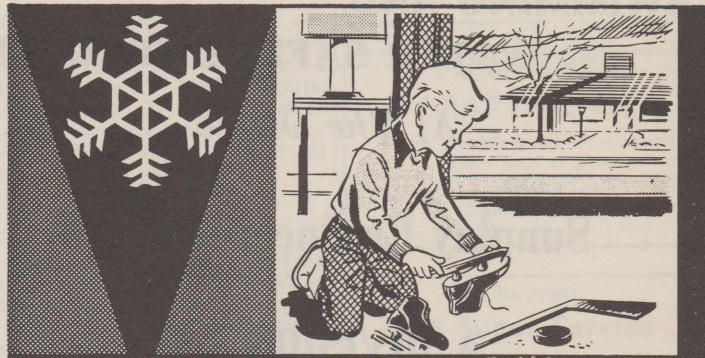
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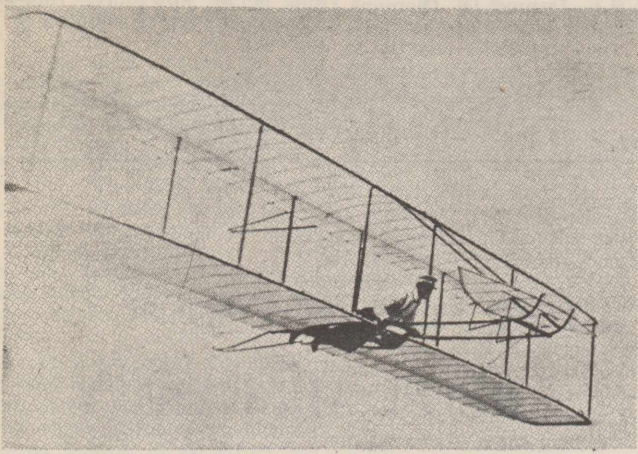
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IN THE YEARS of study and experimentation before their first successful powered flight, the Wright Brothers used gliders to test their theories. Here's Wilbur in a 1902 glider. (Reprinted with permission from AIR FORCE Magazine, official journal of the Air Force Association, Mills Bldg., Washington 6, D. C.)

### Squadrons Capture Education Awards

The 3502nd Flight Line Maintenance Squadron and 3501st Pilot Training Squadron captured top honors in the educational achievement competition at Reese during the last quarter. Certificates of Awards were presented by Col. James D. C. Robinson, deputy base commander.

Certificates are awarded units with the highest percentage of participation in off-duty education, including attendance at Texas Tech and in group study classes, enrollment in correspondence courses in USAFI and ECI, and taking of USAFI tests.

The 3502nd had 66.9 per cent participation among units of 75 or more men present for duty. The 3501st had 33.3 per cent among smaller units. In second place were the Civil Engineering headquarters squadron section, 21.9 percent, and the 3505th Field Maintenance Squadron, 17.6.

For the base, participation was 22.1 per cent.

All heavy type maintenance performed on aircraft is inspected by a Quality Control Inspector.

### Altitude Testing Of Cell Underway

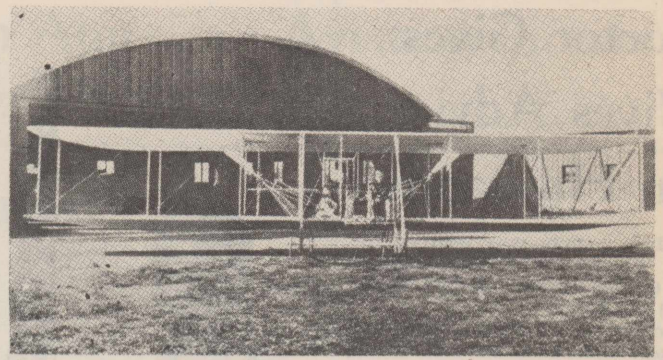
The man who set a world altitude record for manned balloon flight when he soared 101,000 feet in 1957, has been conducting a series of unmanned balloon flights to test radiation effects on healthy live tissues, human cancer cells, and bacteria from the human intestine. He also has been gathering other information important in flight beyond the Earth's atmosphere.

Lt. Col. David G. Simons, chief of the Bioastronautics Branch of ATC's School of Aviation Medicine, planned flights to 125,000 and 145,000 feet.

In the program of three flights a 90-pound payload consisting of a life capsule carrying 16 live mice and a variety of specimen and sensing packages were used.

A dozen mice wore radiation detecting vests to record hits by heavy primary cosmic particles. The other four were in a special plastic device to hold them immobile. On top of cages were nuclear emulsion tracking plates to record cosmic particles hits.

An average of seven minutes is spent between call-in for Specialist and arrival of the specialist at an aircraft needing special expert repair.



SCHOOL—At the flying field at College Park, Md., Wilbur Wright taught Lieutenants Frederic E. Humphrey and Frank Lahm to fly in 1909. Here, in 1911, Lt. H. H. Arnold poses in a Wright Type B airplane. (Reprinted by permission of the AIR FORCE Magazine, official journal of the Air Force Association, Mills Bldg., Washington 6, D. C.)

#### INSTRUCTOR ARRIVES

First Lt. James E. Gilliland of Des Moines, Iowa, has arrived here as instructor pilot. He has been in service six years, three years in Hawaii. He recently graduated from pilot training at Greenville as a distinguished military graduate. He also was top military graduate of his AFROTC class in Drake University. He also is a navigator.

#### FIRM NOT OFFICIAL

Persons receiving "official looking" IBM cards from a Washington, D. C., firm, asking for personnel data may fill out and return forms or throw them away. The firm calls itself "Current Employee Records." It is a private credit and collecting agency and has no government status.

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**BIG CATCH!**—A substantial catch of speckled trout was made by the ROUNDUP sports editor, A2C Roger Gillard, and his wife and father on a 10-day vacation near Lake Charles, La. They caught 19 sizable trout in an hour and a half, with Mrs. Gillard contributing 9 to the haul. Above with the proof are, left to right, Stanley Gillard, the father, Joy Gillard, the airman's wife, and Airman Gillard.

## Sports Report

By A2C Roger J. Gillard

A3C DAVID HAUGER, pitcher for the PTW softballers, made a most impressive performance a week ago by pitching a no-hit, no-run game to upset the Students in a short five-inning game. The score was 11-0.

PTW has never had this kind of pitching style (as far as records show). Airman Hauger arrived here from technical training at Sheppard AFB last May. He entered the PTW team at the start of the season.

He attended Texas Christian University in Fort Worth until last year when he entered the Air Force. He is formerly from Amarillo.

For the PTW softballers — it's a game to be remembered. As far as both teams are concerned — it rarely happens.

Dove season opens at 12 noon Sept. 1 and will close at sunset Oct. 30, it was stated this week by the Small Arms Branch here. A new bag limit of 15 birds per day was issued, giving hunters five birds more per day than last year.

The new 1960-61 hunting and fishing license will be mailed from Austin, Aug. 19 to all license depots. As of Sept. 1, new licenses will be required.

"In the month of June, 207 sports fishermen were fined for fishing without licenses in the state of Texas," said TSgt. John Chandler, Small Arms Branch.

NEVER BEFORE has a stadium been enlarged in the manner of Clifford B. and Audrey Jones Stadium in Lubbock. To permit an increase from 27,000 to 41,500 capacity, some 5,000 tons of concrete and steel stands on the east side were moved 226 feet to the east, 335,000 cubic yards of earth removed to permit lowering the playing surface 30 feet, and 33 rows of seats built onto the ensuing slopes.

As for the team itself, the Red Raiders will continue their wide-open multiple offense that produced so many thrillers in 1959. A stronger running attack is indicated, and the Raiders, while not deep in experienced players, will have more depth than the "thin thirty" that struggled through the last of Tech's "interim years." The Raiders return 21 of 27 lettermen, including seven starters.

## Golf Notes

By A1C Curtis Blue

The Golf Council will sponsor a golf tournament for all male military personnel here on Aug. 25-28.

The tournament will establish the Reese Golf Champion and also select the six best golfers to represent the base in the ATC Tournament at James Connally AFB, Sept. 10-15.

The tournament here will be a 72-hole medal play. There will be a meeting of all team captains at the Golf Club House, Monday, Aug. 22.

Last Friday, Reese was host to Cannon AFB, N. M., in an eight-man team medal play. Cannon won the match by 12½ points to 1½. The return match will be at Cannon AFB on Aug. 17.

In a match with the 3500th PTS last Friday, A2C Anthony Nye of Air Base Group eagled number three hole for the first time in the course history. He used a four wood from about 210 yards out. Airman Nye helped his team to victory over the '00th for 15 points.

The OWC had a Scotch Four-some Tournament last Sunday which saw Col. and Mrs. L. C. Hess and Maj. and Mrs. Kenneth McGuire tie for low net. Lt. Col. and Mrs. M. McElroy had the longest drive on the number nine hole. Colonel Harold T. Babb won a small prize for the most beautiful short drive off No. 9. Next Sunday the OWC will

### CAPTAIN ASSIGNED

Captain Edward J. Krick, former aircraft commander at Hunter AFB, has arrived for instructor pilot duty at Reese. He is from Detroit, Mich., and has been in service eight years.

hold another tournament with all members invited.

## Little League Fight Grows

After two weeks under the lights, interest picked up this week in the Reese Little League, with better play and higher spectator enthusiasm. Games are scheduled for 7:30 p.m. each Monday, Tuesday and Thursday in the schedule ending August 25. Spectators are encouraged to attend all games.

The Braves still lead the league with 10 wins and 4 losses, pushed by the Dodgers, 8-8. The Red Sox have a 4-10 record.

The Dodgers have picked up steam under Maj. Bruce McCall and Steve Parker, Mark Vernon, Ronnie McCall and Terry Benevent are boosting them back into contention. Major Alton Skinner's Braves are still solid favorites, but must play good ball all the way to come out on top. Solid performers like Steve Yother, John O'Connell and Van Grady, and improved play of Ted Smith, Larry Aulgur and Kenny Smith, make them hard to beat.

Dr. Shigeo Sumida has taken over management of the Red Sox and if they begin to click, league leaders may be in trouble. Charles McElroy pitched five good innings Monday night to hand the Dodgers a defeat. This was the first Sox win in a long time.

Better games are ahead and support of parents and friends is needed, said Lt. Col. James W. Weaver, league president.

## Team Named For Tourney

A team of 14 players, a manager and a coach was selected this week to represent Reese in the Northern District Softball tournament next weekend at Sheppard AFB.

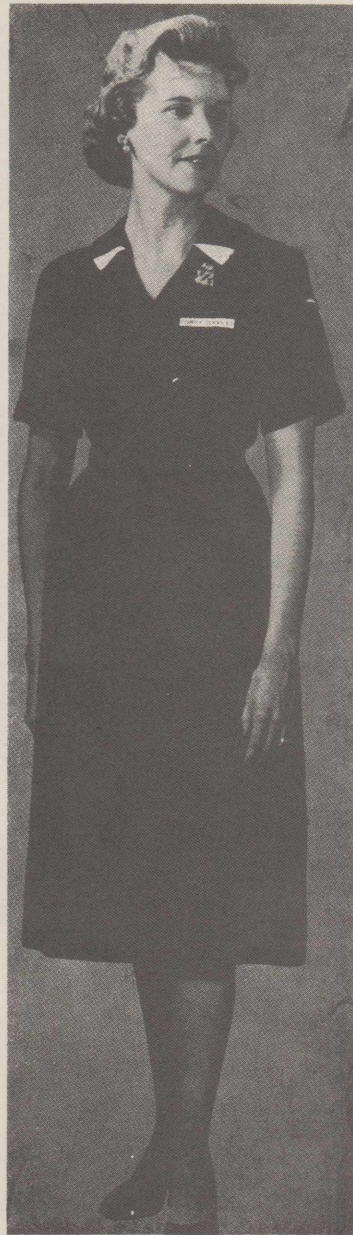
Members of all teams in the Intramural League nominated a total of 31 players for the team and try-outs resulted in a cut by Manager SSgt. Billie Fields. Final practices will be held until next Thursday, when the team will leave for the tourney.

Reese squadrons will turn to the annual tournament to select the base champion here after the district play.

## Hustlers Perform In SAC Competition

The world's fastest bomber, the Mach 2 B-58 Hustler, will perform at the 12th annual SAC Combat Competition Sept. 12-16 at Bergstrom AFB. It will be the first outing for the four-jet, 160,000-pound aircraft scheduled to become operational in a few weeks.

First Lt. Palle R. Gylov, native of Denmark, has arrived here for instructor pilot duty. He recently returned from overseas. He has been in service five years and was a varsity swimmer at Ohio State University, where he graduated in 1954.



**FISHING AHEAD**—Albert J. Randolph, who retired as painter on August 1, was presented with a fishing kit by members of the 3505th Field Maintenance Squadron. He's 72 years old and has been in government service 15 years. Jack House, left, foreman of the fabrication branch, Maj. Russell Hainline, squadron commander, and F. H. Bashore, foreman of the paint and dope shop, participate in the presentation. (Photo by Moore)

## Base Painter, Former Rancher, Retires

A former West Texas rancher, Albert J. Randolph, retired at Reese on August 1, after 15 years of service to the government. He is 72 years old.

Randolph was born and raised near the Pecos River and until he entered government service was a partner with his father and brother in operating 53 sections of ranch land.

He served as a painter at Reese since the base was reactivated in the fall of 1949 and previously was on duty in a similar capacity

at the South Plains Army Air Field during World War II.

While ranching, he says, he had numerous exciting moments fighting cattle thieves. On several occasions he discovered and uncovered buried Indians.

Randolph plans to spend much of his time fishing. Members of the 3505th Field Maintenance Squadron at Reese presented him with a fishing outfit on his retirement.

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**NEW UNIFORM** — Featuring a lighter - than - navy blue color and a washable fabric, the new two-piece Family Service uniform for Air Force-wide use is modeled here by Mrs. Katherine Fletcher, wife of Capt. Eugene C. Fletcher. Mrs. Fletcher is coordinator of the Family Service Center at Andrews AFB, Md. The coordinator's stripe above the Family Services insignia is red with blue edging. The white stripe on the left sleeve indicates twelve months' service. The lapel pin is the emblem presently used by SAC, and will eventually be replaced by a standard Family Service volunteer pin.





**SUCCESS!**—The Navy's Polaris ballistic missile shoots out of the water in its first successful firing from a submerged submarine. Launched 30 miles off Cape Canaveral from the nuclear sub George Washington, the missile was shot to the surface on a stream of compressed air. Once above the waves, its rocket engines roared into action and its guidance system took over operation. The missile flew on target to a pre-selected impact area 1,100 miles away.

## Calls Emphasize Readability Of August AIRMAN Magazine

Reese troops will be told at Commander's Calls to read the August issue of THE AIRMAN magazine — and for a reason. Many articles provide information which all members of the Air Force should know.

Between the start of the opening story, "If Deterrent Psychology Fails," and the back cover statement of Gen. Laurence S. Kuter are facts which throw light on many phases of defense. Deterrence is discussed by Lt. Gen. J. H. Atkinson, Commander, Air Defense Command. The general opens his discussion with: "Many people think America's ability to smash an attacker into oblivion with our retaliatory forces is an adequate deterrent against aggression. This is not quite true."

He tells of what is needed and how efficiency and streamlining will help.

"If our psychological deterrent fails, then America's hope for survival must depend largely on the Air Defense Command's ability to protect the nation — to repulse the attack."

General Kuter comments: "The threat which North America faces today is primarily a bomber threat. In about three years the ICBM will become a major threat." He has further remarks. Unit commanders are telling their men to read and digest information on the Midas and Thor missiles discussed in the August AIRMAN, along with the story on how Reserves and National Guard units are working in the defense picture.

The magazine also tells how the Air Force is making the Azores economically sound, how a ride in an F-100 reacts on a Turkish newspaperman, contributions of the Air Force to medical research, and the many duties placed on the Tactical Air Command.

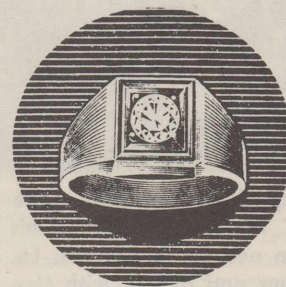
There are short items, answers to questions, and a readable piece on fire-fighting.

"The August issue is most interesting and informative; I am glad I read it and know you will enjoy it," a unit commander said

he would tell his troops at Commander's Call.

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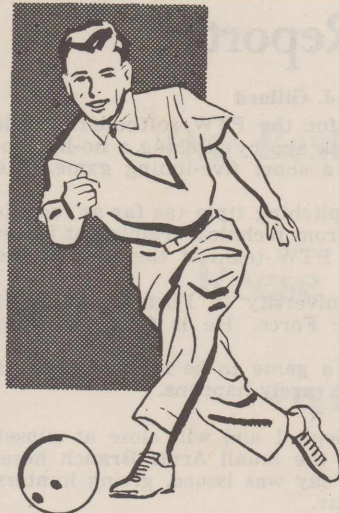
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## Top Winners Named Among Suggestors

Concluding the biggest military suggestion contest yet, USAF headquarters has mailed checks totaling \$5,500 to nine idea men at scattered bases.

The top prize of \$1,500 was won by CMSgt. Bernhart J. Lenz of Castle AFB, who developed a trainer for use in instructing KC-135 navigators in specialized equipment.

Second place winner, Capt. Roger E. Anderson of Nellis AFB, was awarded \$1,000 for developing a dart target tow reel and air launch system for use with F-100 aircraft.

SSgt. Charles R. Kaylor of PCAF was third, winning \$750, for designing and making modification of the fuel vent pressure check for F-100's.

Prizes of \$500, \$300, and \$200 also were awarded. The contest was for fiscal year 1960.

Changes have been made in the suggestion program rules. Persons may not win awards for "expected job" performance where efficient use of people and material is part of the job. Evaluation criteria are defined, new suggestions are given in a new regulation.

## Club Activities

### Officers' Club

The Tailpipe Combo of Reese will entertain Officers' Club members from 9 p.m. to 1 a.m. Saturday, in the ballroom.

Sunday's dinner will include stuffed pork chops. Servings will be from 11:30 a.m. to 2 p.m.

The Wives Club game day will commence at 1 p.m. Thursday.

### NCO Club

Tonight and Saturday night at the NCO Club, Bob Lamont and his orchestra will play dance music from 9 p.m. to 1 a.m. in the ballroom.

Roast Beef will top the menu for Sunday's dinner. Toastmasters meet each Wednesday at noon.

### Mathis Service Club

TODAY: Slimnastics, 10 a.m.  
SATURDAY: Chef's Club, 4 p.m.; Special games, 8 p.m.

SUNDAY: Open House, 2 to 10 p.m.

MONDAY: Ping pong ladder tournament begins at 7 p.m. Names will be drawn for positions on ladder.

TUESDAY: Floral design workshop, 8 p.m.; Pinochle Ladder Tournament, 7 p.m.

WEDNESDAY: Airmen's Council meeting, 10:30 a.m.

THURSDAY: "Sock Hop" dance, 8:30 p.m.; Free Sewing Service, 8 p.m.

### PILOT ASSIGNED

Captain Ben A. Barone, former commercial pilot, has arrived at Reese for instructor pilot duty. In service 13 years, he came here from B-47 aircraft commander duty at Davis-Monthan AFB. He was stationed four years in England, France and Germany.

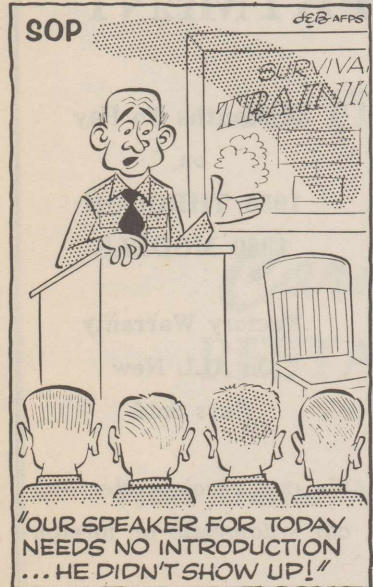


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## Two Birds With One Stone

