

# THE ROUNDUP

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VOLUME XIV Lubbock, Texas, Friday, August 9, 1963 NUMBER 32

## General Urging Aid Help

Urged by Gen. Curtis E. LeMay, Air Force chief of staff, to secure greater contributions, key workers in the annual Air Force Aid Society fund drive this week asked that all Reese people participate.

The general, in a letter to Air Force commanders, pointed out that the 1962 fund campaign raised \$728,386 and "I do not consider that a satisfactory performance and am anticipating at least double that amount this year.

"I expect each of you to give this program your unqualified support," he said in a direct appeal to every member of the Air Force.

"This is one program where we in the Air Force can help ourselves."

The drive began Aug. 1 and terminates Aug. 15. The Air Force Aid Society uses its funds to help persons in service in event of unforeseen emergencies. No part of the funds are used to pay administrators.

"This fund must be increased so that it will be more adequate in the event of a major catastrophe involving a large number of Air Force personnel," Gen. LeMay declared.

The society also provides funds for the Air Force Disabled Children program and the Gen. Henry H. Arnold Educational Fund.

Key workers at Reese point out that opportunity is given each military family to contribute to the fund and that each fund raising campaign staged in the past has been highly successful here.

## New SKT's Being Made In 20 Classifications

WASHINGTON (AFNS)—The Air Force has declared obsolete and ordered test control officers to destroy specialty knowledge tests relating to 20 AFCS's.

New tests will be written for most of the AFCS's. In the interim period, test requirements for awarding the AFCS's are waived. Airmen being considered for upgrading to five and seven level skills will be required to meet a classification board.

AFCS's of the obsolete tests are 34350 70, 36230 31 50 51 70, 4C150 70, 40350 70, 42333 53 73, 54370, 68530 50 70 and 90152 72.

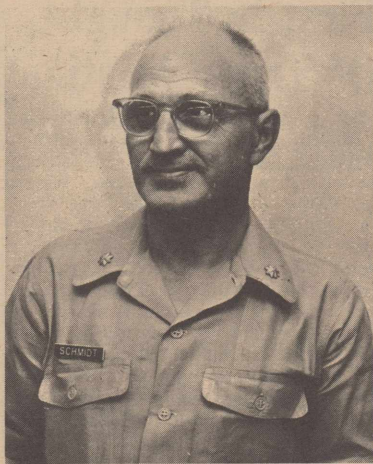
## Reese's New Comptroller Was Accountant, Auditor

Lt. Col. John W. Schmidt, for the past three years deputy comptroller of the Lackland Military Training Center, has assumed duty as Reese comptroller, succeeding Lt. Col. Francis Fleming, who has been reassigned.

Col. Schmidt has been in service more than 22 years and has served in numerous assignments. An accountant who was graduated from New York University, he entered service with the quartermaster corps at Chanute AFB in March, 1941, later moving to Miami Beach, Fla., Greensboro, N. C., Winston-Salem, N. C., Fort Totten, N. Y., and Washington, D. C., the latter assignment being with the Weather Service headquarters.

He also was with the auditor general at Westover AFB, Andrews AFB, the west district in Los Angeles, James Connally AFB and in Japan as senior supervisory auditor, checking quality control in Japan, Taiwan, Korea, Okinawa, Hawaii and other areas. From 1948 to 1951 he was on comptroller duty at Furstenfeldbruck, Germany. He went to Lackland in 1960.

The colonel, native of Hoboken, N. J., is married to the former Helen Kelock of Jerwyn, Pa. They have a son, Robert, a



COLONEL SCHMIDT

salesman in San Antonio; a daughter, Carol, who will be a freshman at Southwest Texas Teachers College this fall; and a daughter, Lorna, who will be in the fifth grade of Reese Elementary School this fall.

## Graduates Told Good Leaders Learn By Developing Sense of Following

"The best of leaders are also followers, for followers, in fact, are the backbone of every facet of every organization; they are the ones that make things go," Col. Walter Kerbel, former commander of the Reese Maintenance and Supply Group, told the members of graduating class 64-A last Friday in the base theater.

Stressing the interdependence of leadership and "followership," Col. Kerbel said in his graduation address that a good follower "... is a man that believes in something and will dedicate and work for it in his own life."

"He (the follower) is devoted to a principle. He didn't necessarily think it up. Leaders devise the principles by which we live and act in a given situation or circumstance. But followers make these principles a reality," Col. Kerbel said, adding that the good follower adopts the principles of his leaders as his own and reflect them in what he does.

Likening the relationship of leaders and followers to an airplane, Col. Kerbel said that one is useless without the other.

"It must have a stick and control to set the course and guide

it. This is leadership. It must also have an engine—to give it power where the stick and controls guide it. This is followership. Remove either one and what was an efficient machine becomes just so much useless steel and fabric.

"The problem of leadership is not to find someone who will race to the head of the masses and shout: 'Follow me,' for I don't believe the aspiring leader has to use this approach," Col. Kerbel continued.

Col. Kerbel voiced the belief that the leader's job is to awaken people and recruit them for a cause he believes in.

Col. Kerbel set forth several principles for the graduating pilots to follow during their Air Force career. These included:

"Be immaculate in your dress and appearance at all times.

"Be punctual, set the example. Give more than is required of you.

"Take good care of your people. Know their strengths and weaknesses.

"Be fair, honest, and forthright in meting out military justice. Be sure you have completely and thoroughly checked into the violation before taking action. One mistake or an injustice here can never be corrected.

"Be completely loyal to your commander and enjoy the rewards of loyalty from your people.

## Officers Accept 'Regular' Status

Sixteen permanent party officers of Reese have accepted Regular Air Force status and most of them have taken their oath. They were named several weeks ago for the honor.

Accepted regular status are Captains Fred L. Michel and Richard J. Kinder, and First Lieutenants James M. Clyncke, Donald S. Cornwall, Clyde B. Finley, James R. Hannibal, Howard A. Henson Jr., James V. Lowen, Jon I. Lucas, Edward L. Mentzer, Harold L. Mize, Albert F. Miller Jr., Richard D. Norton, Constantine A. Pappas, Douglas D. Sieler and Grover C. Turner.

# Senate Passes Bill To Boost Military Pay

Passed by both houses of the Congress, the new military pay bill is expected to become law within a few days, following adjustment of differences between the U. S. Senate and House of Representatives.

The Senate Tuesday gave approval to the bill unanimously. The largest pay raise in the Senate version is \$120 a month to majors with 14 or more years service. Middle and lower grade officers and NCO's get a slightly higher raise in the Senate version than in the House-passed measure. Both bills provide \$30 extra where families are separated through assignment and medical officers get extra pay as an incentive measure. The House bill gives higher subsistence pay, but the Senate did not approve this.

After adjustment of difference and re-approval by both houses, the measure will go to the President, who is expected to sign without delay.

The Senate bill raises the monthly pay for colonels \$100 to \$1,085, boosts lieutenants colonel \$90 to \$830, and raises majors \$120 to \$690. Captains would get \$115 a month more, first lieutenants \$95 and second lieutenants \$61.

Warrant officers would get \$70 more and chief warrant officers \$88.

Master sergeants would get \$55 more a month, moving to \$415, tech sergeants would get \$30 more, staff sergeants \$40 more, airmen first \$35 and airmen seconds \$30. Airmen thirds will get the same pay.

President Kennedy, Secretary of Defense Robert McNamara, Secretary of the Air Force Eugene Zuckert and other leaders supported the bill strongly, stressing that more pay would tend to increase morale and career motivation.

Little difficulty in adjusting differences in the measure as passed by the House and the Senate was expected.

The law will become effective on Oct. 1, when the President signs it.

## Suggestions Save Millions Annually

Cash awards totaling \$2,500 were won by nine Air Training Command airmen in July for seven winning entries in the annual ATC Military Suggestion Awards program. Management improvement proposals they made will save an estimated \$2,322,022 a year and all entries must save \$50,000 or more a year to qualify.

First place and \$800 in ATC went to A1C Wilfred C. Savoy of Randolph for suggesting design of a special tool for testing carbon seals in J-85 turbo-jet engines. Savings of \$693,396 in ATC through manhour reduction are seen.

Second place and \$600 went to SSgt. Richard B. McKallip of Randolph for designing a protective shield for the anti-icing expansion bellows on T-85 engines.

## Reese NCO Represents ATC In National Shoot

For the third consecutive year, SSgt. Roger Manemann of Reese is at Camp Perry, Ohio, to participate in the national championship pistol matches as a member of the Air Training Command team.

The matches opened Saturday



CAPTAIN CREWS

## Officer Who Won Wings Here Speaks

Capt. Albert H. Crews Jr., one of six men named to pilot the X-20 Dyna-Soar manned research space glider, returns to Reese on Aug. 19 to visit former "stomping grounds" and to be Dining-In speaker for the 3501st Student Squadron. Students, training officers and key staff officers will attend the Dining-In.

The captain enthusiastically accepted the squadron invitation to speak, for it will be his first visit back to Reese, where on March 22, 1952, he was commissioned a second lieutenant and was awarded pilot wings as a member of Class 52-B. He received advanced pilot training on the base.

Capt. Crews is an experimental flight test pilot at the Air Force Flight Test Center at Edwards AFB, Calif. He was graduated last January from the exclusive Aerospace Research Pilot course and is a 1960 graduate of the Experimental Test Pilot course also offered at the Edwards flight school.

Native of El Dorado, Ark., the captain in 1950 received a degree in chemical engineering from Southwestern Louisiana Institute.

The same year he enlisted in the Air Force and as an aviation cadet was sent to Reese for pilot training, following primary pilot training at a civilian contract school. He learned to fly the B-25

(See "Captain" Page 3)



BACK TO EARTH — Civilian test pilot Joe Walker, left, walks from the X-15 airplane at Edwards AFB, Calif., after he piloted the research craft to a new world aircraft altitude record of 66.3 miles. Accompanying Walker are Maj. Ralph Richardson, center, head of the bio-medical group at the base, and NASA equipment specialist Joseph Huxman.



TIME CHECK — Astronaut L. Gordon Cooper, holding the needle-like air speed indicator of his TF-102 fighter-trainer jet, checks his flight time. It probably seems slow in comparison to his recent orbital flight in Faith 7.

# Commander's Comments . . .

By COL. JAMES A. GUNN III  
Wing Commander



One of the most pleasant aspects of Air Force life is that we normally reside in a community of honest and considerate people. Honor is one of the inherent qualities that prevails in our unique society. Certainly it is a quality we must demand in Air Force people.

It is most comforting to live in a community free from dishonesty. To suddenly come upon legal and moral infractions upsets members of the community and jeopardizes their happiness and security.

It is an unpleasant fact, however, that now and then we come across a person in our midst who does not live up to the code of "duty, honor, country" and who stoops to such criminal acts as theft. Lately, I am sorry to say, there has been a slight rash of petty thefts here. The occurrences have been few, but even one such instance is more than any of us should tolerate.

Although investigative procedures are the responsibility of our law enforcement activity, it is everyone's responsibility to help in every way possible to apprehend the guilty parties. If all of us will make a major issue of every theft and be prompt and thorough in reporting any information we may have we can do much to insure the continued peace and security in which to live.

"The threat in 1963 must be met with what we have to meet it today. All of us must work now to increase the knowledge related to employing aircraft, missiles and aerospace and space vehicles that will be needed to meet the diversified aerospace threats of 1964, 1968, 1973 and beyond."—Gen. Curtis E. LeMay, Air Force chief of staff.

The space program of the Department of Defense is almost entirely the responsibility of the Air Force.

## SPEAKING OF ★ ★ ★ ★ ACCIDENT... ★ ★ ★



"IT IS THE DUTY OF EVERY MAN TO PROTECT HIMSELF AND THOSE ASSOCIATED WITH HIM FROM ACCIDENT WHICH MAY RESULT IN INJURY AND DEATH."

...ABRAHAM LINCOLN

## Parson-to-Person God Should Stand First In Thought Of True Christian

By Chaplain Wayne L. Stork  
Isaiah pictures a classic story. An idolater went into the woods to cut down a good tree. When he came back he used the first portion of the wood to build a fire to warm himself. Then he used more of it to cook his food, for he was hungry. Then warmed and fed, he looked about to find some scrap of wood he had left, and being a worshiper of idols, from one fragment he carved a small wooden idol, then prayed that it deliver him.

With telling effect, Isaiah concludes, "and the residue there of he maketh a god."

Now there was nothing wrong in any of the uses to which this man put the wood from his tree. After all, it is necessary to be warmed and fed. That was not the judgment. The point at which life came under judgment was in the order of things. It was leaving God for the residue. This was literally a disordered life. It is striking to see how Isaiah's picture stands in stark contrast to the order which Jesus gave us in his word, "Seek first his kingdom, and all these things shall be yours as well."

This is the sin of our modern secular life. It turns the goods into gods. It is a denial of the first commandment; it having other gods before God.

## Coming And Going

ARRIVING:  
A3C Erwin P. Woodworth, from Lackland.  
A3C Donald D. Crawford, from Lackland.  
SSgt. James A. Phillips, from James Connally.  
SSgt. William W. Morgan, from Hawaii.  
A3C Leonis Brown, from Lackland.  
A2C Reid D. Lewis, from Keesler.  
SSgt. Peter N. Bontempo, from PACAF.  
SSgt. Troy L. Hankins, from USAF.  
SSgt. Arthur H. Krumm, from Biggs AFB.  
A2C George R. Campbell, from Briggs.

DEPARTING:  
Capt. Joe H. Trickey Jr., to Johns Hopkins University for study.  
2nd Lt. Gerald P. Tchir, to Madera AFS, Calif.  
MSGT. Ernest F. Cawvey, to Randolph.  
SSgt. James H. Lahage, to Mather.  
A2C Thomas E. Skinner, to Laughlin.  
1st Lt. Dennie L. Sides, to PACAF.  
SSgt. Paul D. Willard, to PACAF.  
A1C Lloyd W. Budak, to PACAF.  
Capt. Vernie R. Pointon, to PACAF.  
Capt. James E. Ward, to PACAF.

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## Democracy Needs Cooperation

(Prepared by the USAF Chaplain Board)

This is an age of instant coffee, instant tea, instant meals, and very nearly instant everything. But there is no "Instant Democracy." Democracy doesn't work that way. Dictatorships are known for their unhappy custom of making instant changes — much to the bewilderment of the people who are not consulted beforehand. Mussolini once said, "The people do not know what they want; they do not know what is best for them. There is too much foolishness, too much lost action. I have stopped the talk and the nonsense. I am a man of action."

Every thinking citizen knows that democracy has its problems. It is our willingness to work out our problems, to bring them out into the open, to discuss them, argue the relative merits of opposing viewpoints, that gives democracy its appeal. When the majority of the citizens agree upon a solution, the change is supported by all. At the same time, the rights of the minority are protected, even though their opposition may prolong the solution of a given problem.

The United States is not "Utopia" — that fabled country of no problems, invented by the agile mind of Thomas More in the 16th century. We have problems involving housing, schools, medical care, the rights of minorities, farm surpluses, and federal vs. state rights. We are working at these problems, too slowly perhaps for some, too quickly for others.

For those who complain of slowness, let it be remembered that evolution is always slower than revolution, but the results are more lasting. At the same time, the heel-draggers must be reminded that solutions must be reached in a reasonable time. Our republic cannot stand still without soon going backward.

## ATC Takes Pilot From Prop To Jet

In 20 years Air Training Command pilot trainees have moved from the T-6 "Texas," which flew 200 mph, to the Air Force's first supersonic trainer, the T-38 "Talon."

The requirements for pilots "wings" and a graduation diploma have changed somewhat, too. Way back in 1918, before ATC was even dreamed about, a flying cadet could earn his wings after only six to eight weeks of flying training. Actual flying started with four to ten hours of dual instruction. Directions were shouted to the student in the front cockpit through a mask and rubber hose arrangement which served as the first intercom system.

When the instructor thought the student had the "hang of it," he would let him take it up by himself. Twenty-four hours of solo time was required, plus an additional 16 hours of cross-country.

It was estimated that the U. S. went into World War I with less than 100 combat-ready flyers — many of whom had been trained in France.

By 1943, when ATC was created, pilots were here and at other bases trained in the most advanced trainer of its type — the T-6 "Texan." This advanced aircraft resembled the old 1918 trainers only to the extent that they both were capable of flying.

In 1943 the pilot trainees invested 36 weeks in three phases of training before graduation.

This included maintenance principles, navigation, weather, and allied fields. The pilot of 1943 was also a maintenance supervisor, but his airplane was a much simpler device in comparison to today's high performance jet aircraft.

Today's pilot trainee must concentrate all his efforts in the art of controlling his supersonic aircraft, and leave the maintenance of his complicated machine to a team of specialists.

Before he can pin on the wings of a pilot, the student must fly 132 hours in the T-37 primary jet trainer, and 130 hours in the T-38. It takes about 13 months for him to graduate.

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## Major Takes Over Duties In Supply

Maj. Lewis J. Cowart, recently returned from duty at Rhein-Main, Germany, has assumed new duty as assistant supply officer at Reese.

The major is a former student of Baylor University and has been in service 20 years. In Germany he was assigned to the 7310th Air Base Wing.

## Books Asked For Training Troops

Reese families have been asked to join other South Plains people in sending paperback books to Army troops in summer training at Fort Hood, Tex.

Bob Nash, chairman of the Lubbock County chapter of the American Red Cross asked that used pocket-sized books — no comics or magazines — be taken to 2109 Broadway in Lubbock for use of Army active, reserve and National Guard forces at Fort Hood.

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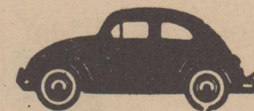
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# Captain...

(Continued from Page 1)

conventional aircraft, retired as an Air Force trainer in 1959 at Reese.

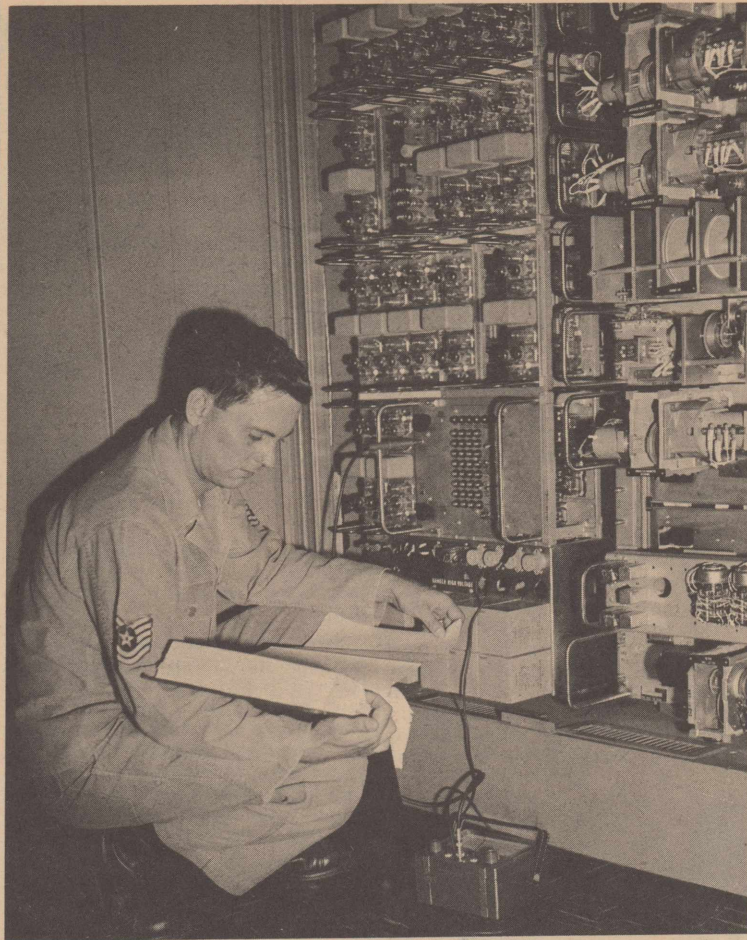
After graduation from Reese, Capt. Crews was a fighter pilot five years, received his master's degree in aeronautical engineering through the Air Force Institute of Technology and then moved to Edwards AFB for flight test work.

He has more than 3,000 flying hours, 2,500 of them in jet aircraft.

He has logged time in T-6, T-28 and B-25 propeller driven aircraft and in T-33 and T-38 trainers, planes now used at Reese.

He also has flown the F-86, F-100, F-102, F-104 and F-106 fighters.

Capt. Crews was selected by the California Junior Chamber of Commerce as one of five Outstanding Young Men in 1962. He is a member of the American Institute of Aeronautics and Astronauts, as well as the Society of Experimental Test Pilots.



ROUTINE — TSgt. John F. Marquess, a synthetic trainer technician at Reese, performs a maintenance check on the control panel of a T-7 flight simulator. The machine, which simulates flight conditions of the supersonic T-38 Talon jet trainer, is only one of many synthetic trainers with which the sergeant has worked during his 13 years at Reese.

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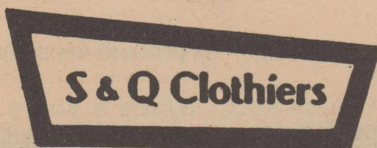
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## Malfunction Items Feature Issue

NORTON AFB, Calif. (AFNS) — A cargo aircraft turns onto final approach in what appears to be a routine night landing in good weather. Suddenly there is a brilliant flash of fire and black smoke as the aircraft crashes into a hillside short of the runway.

This is the setting for "Stopcock Presents," a fictitious treatment of a real disaster appearing in the August issue of Aerospace Safety magazine.

A flight of six F-100s refuels and begins climbing back to cruise altitude. The pilots note that their airspeed indicators have begun to malfunction. Recovery of the aircraft and a discussion of why all six indicators went berserk is the subject of "Look, Ma, No Airspeeds!," another feature of the Air Force safety magazine.

These and other articles provide a wide menu that includes a look at "The Limits of Man," a discussion of human limitations; "Our Feathered Enemies," a look at the bird-strike menace; and an analysis of the question "428 Why?" in which the author has considerable to say about the appalling loss of life among Air Force personnel in private automobile accidents.

## Children's Tennis Clinic Scheduled

Tennis lessons for Reese children from 10 to 18 years of age will be given for two weeks, starting Monday, by Miss Annette Maranto, intramural girl champion of Louisiana Tech.

Miss Maranto, visiting in Lubbock, will give lessons and hold daily clinics from 9 to 10 a.m., Monday through Friday, on the Reese tennis courts. She is a student of Louisiana Tech and has stated she hopes there will be a large turnout for the tennis clinic.

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## Trophies Awarded League Bowlers

Team and individual trophies were awarded members of the Reese Villagers bowling league Sunday at the awards banquet in Lubbock.

Members of the first place team were Janie Harmon, Jean Hoover, Dorothy Hill, Bonnie Lankford and Jeanette Miller. In second place were Helen Lyne, Sheila Loughrey, Kina Darby, Jo Ferguson and Margie Pyle.

Kina Darby had the high series and Betty Parisi high game in Class C, Jean Hoover high series and Barbara Spraggins high game in Class B, and Sheila Loughrey high series and Jo Ferguson high game in Class A.

JoAnn Brittain was the most improved bowler and Adeline Miller had high individual average.

## CLUBS

### Youth Club

The Reese Bible School for children from 3 through 14 years of age is being held from 9 a.m. to 11:30 a.m. in the Chapel Annex. The school ends Aug. 16.

Free dancing instruction is given at 3 p.m. each Thursday in the Youth Center.

The Pre-Teen Club will have a swim party from 7 to 8 p.m. today in the airman's pool. Games and dancing in the club will follow the free swim.

The Junior and Senior Teen Clubs will have a swim party at the same hour Saturday, followed by dancing in the club.

The story-telling hour for children 3 to 10 years is held from 3 to 4 p.m. Monday in the Youth Center.

### Visitor Shoots First Perfect Skeet Record

The first perfect score ever shot on the Reese range was recorded last Sunday by Clyde Tatum, visitor from Lubbock, as he broke 25 skeets without a miss.

He was a guest of the Reese Rod and Gun Club, which shoots each Sunday from 1 to 5 p.m. About 40 men shot last Sunday. The club has ammunition available.

The Rod and Gun unit meets at 7:30 p.m. next Thursday in the clubhouse near base supply, with all interested persons invited. A color movie on an African safari will be shown. There will be refreshments.

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# Anything Can Be Checked Quickly By Machine In Statistics Office

(By A1C Robert Langley)

It sounds like an item from a 'believe it or not' column, but the men of Reese's Data Systems and Statistics Office can vouch for it: The Air Force Logistics Command at Wright-Patterson AFB, knows at the end of each working day exactly where each jet engine in its inventory is, whether it is running, and, if it isn't running, its state of repair.

Not only that, the same headquarters also knows how much fuel (in gallons!) was consumed at each Air Force base around the world, how much fuel was issued, what kind of aircraft burned the fuel, the flying time of each aircraft, the type of flying in which each aircraft was involved, the number of landings made by each aircraft.

The logistics command knows these figures and others just as seemingly fantastic because data processing offices at Reese and installations worldwide are constantly compiling, analyzing and forwarding all kinds of information considered vital to the efficient operation of Air Force logistics methods.

"The way things stand now, we think we're just about indispensable," Major Ernest Wilkerson, data processing office at Reese, says of his office.

Considering the number of reports the section is responsible for, Maj. Wilkerson is probably right. What, other than the electronic data processing machinery used by the major's office, could handle the work load necessary to complete 1232 individual reports each month?

Even with the modern IBM calculators, tabulators, collators, interpreters, and sorters they're equipped with, Reese's data pro-

cessing men sometimes wonder just how all the work gets done. Besides the maintenance records for the T-33, T-37 and T-38 training aircraft at Reese, the section processes statistical information for base supply, base personnel, the accounting and finance office, civil engineering, the commissary, law enforcement, and motor vehicle maintenance.

The types of services rendered by Maj. Wilkerson and the 21 enlisted men and one civilian who work under him vary greatly.

A machine being used one minute for an inventory of the commissary may be in use the next to find out the number of men on base who speak a specific foreign language.

Every item available through base supply has a punched card made up on it. These cards are used to keep a record of all transactions, and at the end of each day a report is sent to data processing. Next morning, base supply receives a balance card telling it exactly what items are then on hand and in what quantities. The result of such re-

ports, used in ordering and distributing supply items, is increased efficiency by elimination of wasted man hours and inactive or in-operative equipment.

The base personnel office relies on data processing for a number of things. A card is kept on each individual working on base. In a matter of minutes, a complete list of all assigned personnel possessing a particular job specialty can be made with further breakdowns according to rank, pay status, section of assignment, or whether civilian or military. New cards are created when personnel are transferred or upgraded.

Lists obtained from data processing are also used by the personnel office to select men for special assignments, and to determine promotion eligibility.

Working with base law enforcement officials, data processing maintains cards on all privately owned vehicles on base. Monthly listings of expiring policies enable the air police to insure conformance with on-base insurance regulations. The same

cards may also be used to assist civilian law enforcement officials during investigations of accidents involving military personnel.

Maintenance records of Air Force vehicles, showing trips made, mileage, on each trip, fuel consumed, repairs made, etc., are kept in much the same way as those for aircraft. Semi-monthly reporting to Air Training Command Headquarters and the Air Force Vehicle Control Group at Memphis, Tenn., enables officials to determine future demands for new equipment and parts. Reports on the frequency of certain kinds of mechanical failure help researchers establish standards of performance and materiel quality.

Civil engineering activities rely on data processing for information used in daily work scheduling.

Time cards on all orders and reports on work accomplished, type of work, pay rate of workers, and total man hours expended are compiled and analyzed by data processing. The result helps supervisors determine who should do a specific job and how much time should be allowed for the job to get it done most efficiently.

Daily reports detailing available and expended funds are prepared for accounting and finance functions. Every transaction re-

corded by the accounting office is cross-checked by data processing. At the end of each month, the daily figures are used to prepare the monthly reports for ATC Headquarters and the Air Force Accounting and Finance Center at Denver, Colo. The monthly reports are used as justification in requesting and allotting funds.

While keeping up with the flood of reports, data processing workers are in a constant state of training.

The popular idea that operating an electronic accounting machine is merely a matter of pressing the right button might make excellent material for the cartoonists, but a machine operator knows better. A tabulator, machine does only what it's 'told' to do. The 'telling' involves complicated wiring procedures — a collator, card sorter or any other different one for every operation — which can only be done by a highly trained specialist.

Approximately two years of actual on-the-job experience are required to produce a qualified machine operator. This is in addition to the basic three month course given Air Force personnel at Sheppard AFB. With virtually every Air Force activity depending upon them in one way or another, data processing men don't like to make even occasional mistakes.



CROSS CHECK — MSgt. La Vonne A. Zeitner, left, NCOIC of the statistics branch, gets a hand from SSgt. Elmer G. Osborne, center, and A1C Hugh L. Wilson in analyzing statistical data being compiled for a personnel report.



NOT SO EASY — A2C Richard T. Hall, data processing machine operator, arranges a wiring sequence on a control panel which will 'tell' an IBM collator what to do. A different wiring sequence is required for every operation.

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WASHINGTON (AFNS)—The best aircraft safety mark ever recorded in Air Force history was achieved during the first six months of 1963, Lt. Gen. William B. Blanchard, the inspector general, announced this week.  
The major aircraft accident rate, based on the number of accidents per 100,000 flying hours, was reduced to 4.5 during the period from the figure of 5.8 for the same period in 1962.  
General Blanchard attributed the achievement to the professionalism of the officers, airmen and civilians, including those in industry, who are associated with flying and support operations of the Air Force.  
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