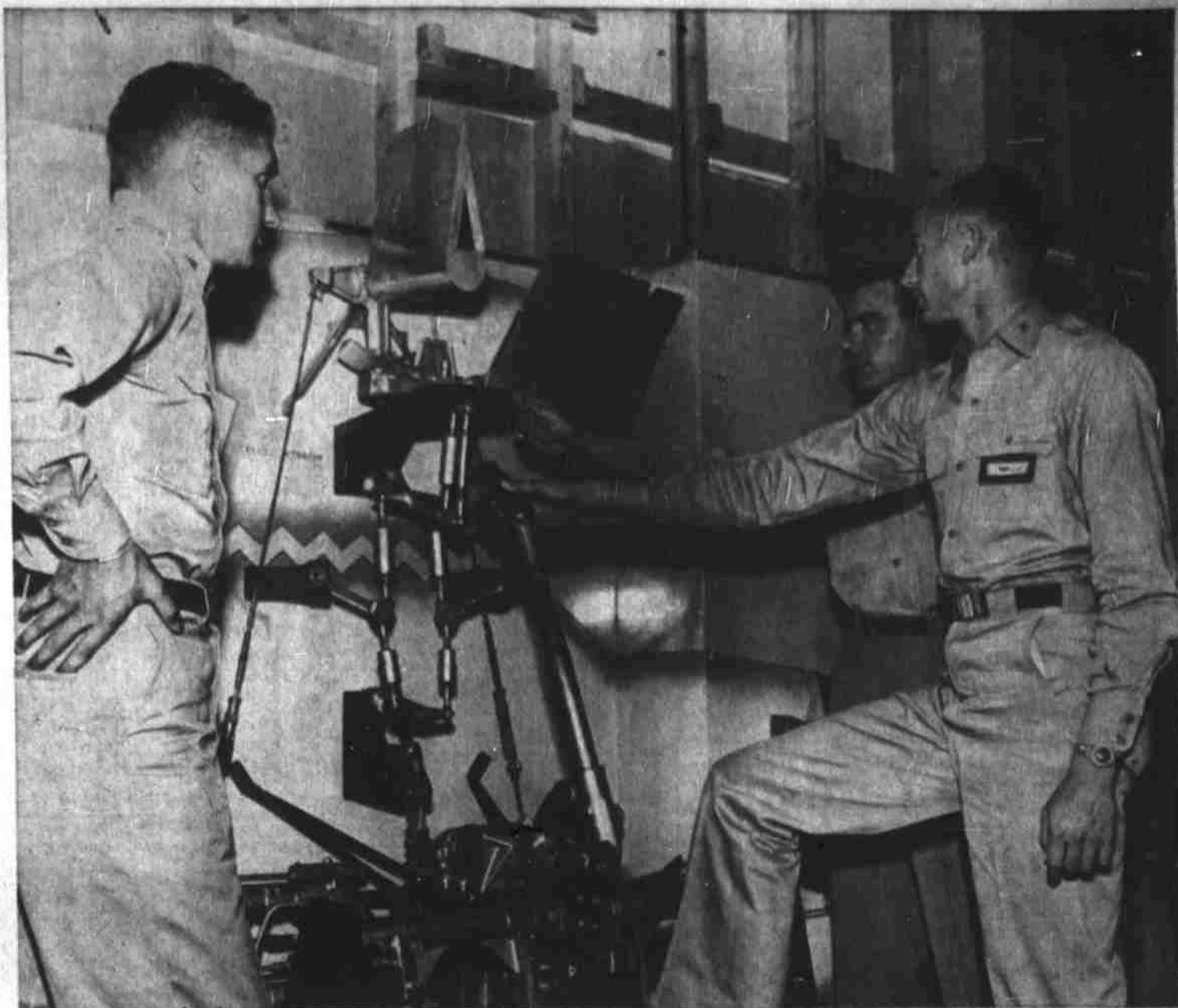


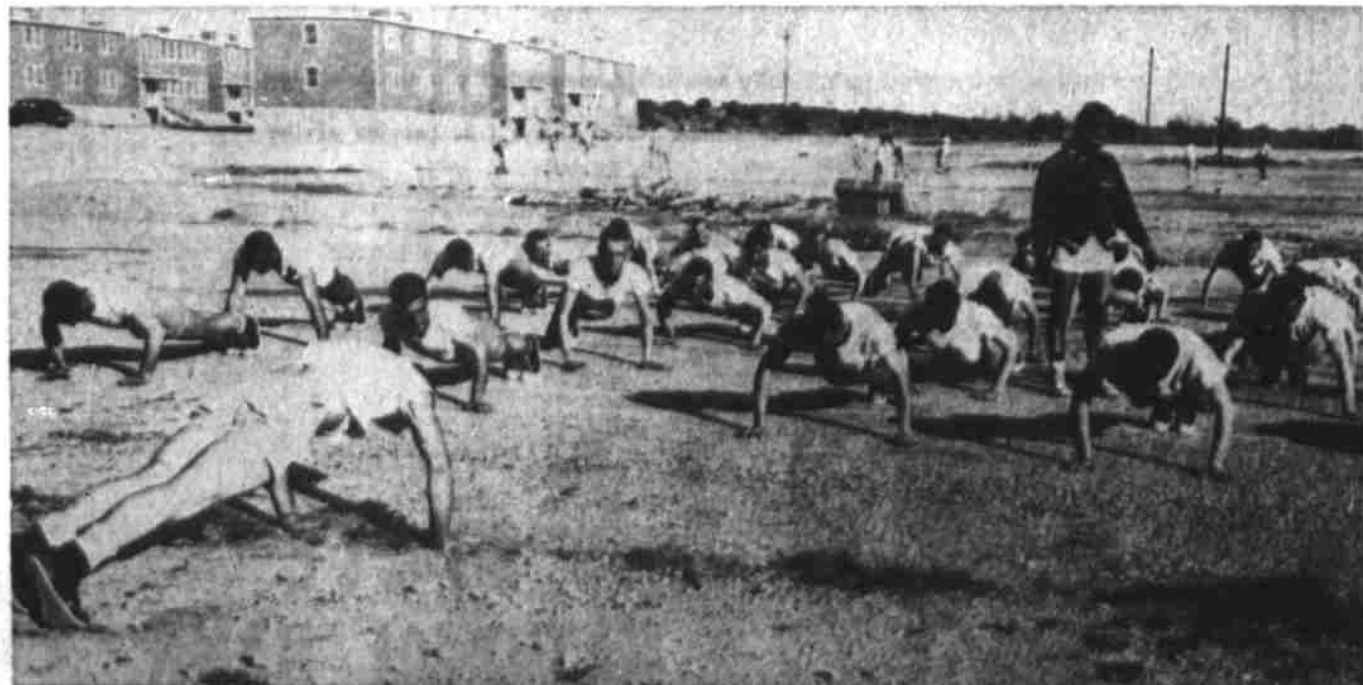
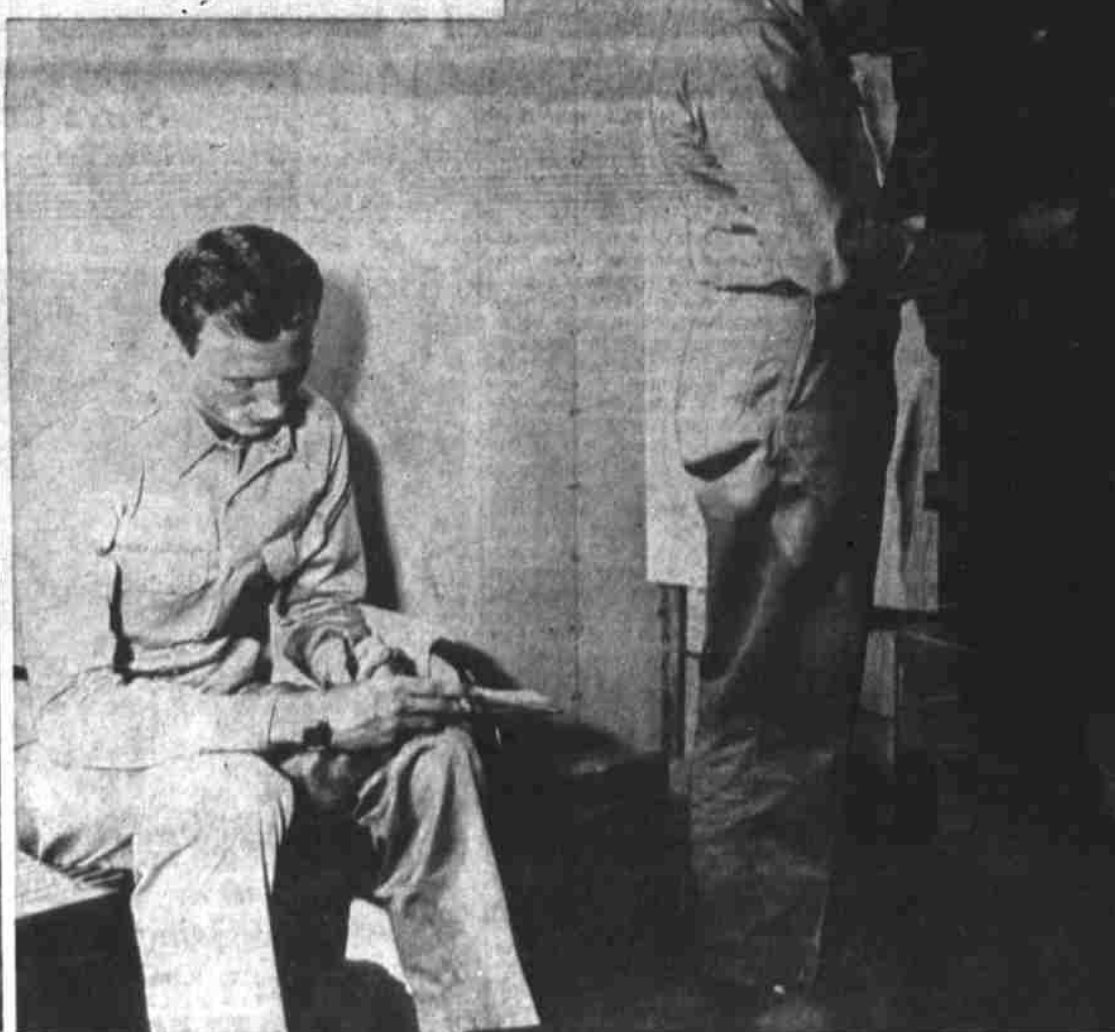
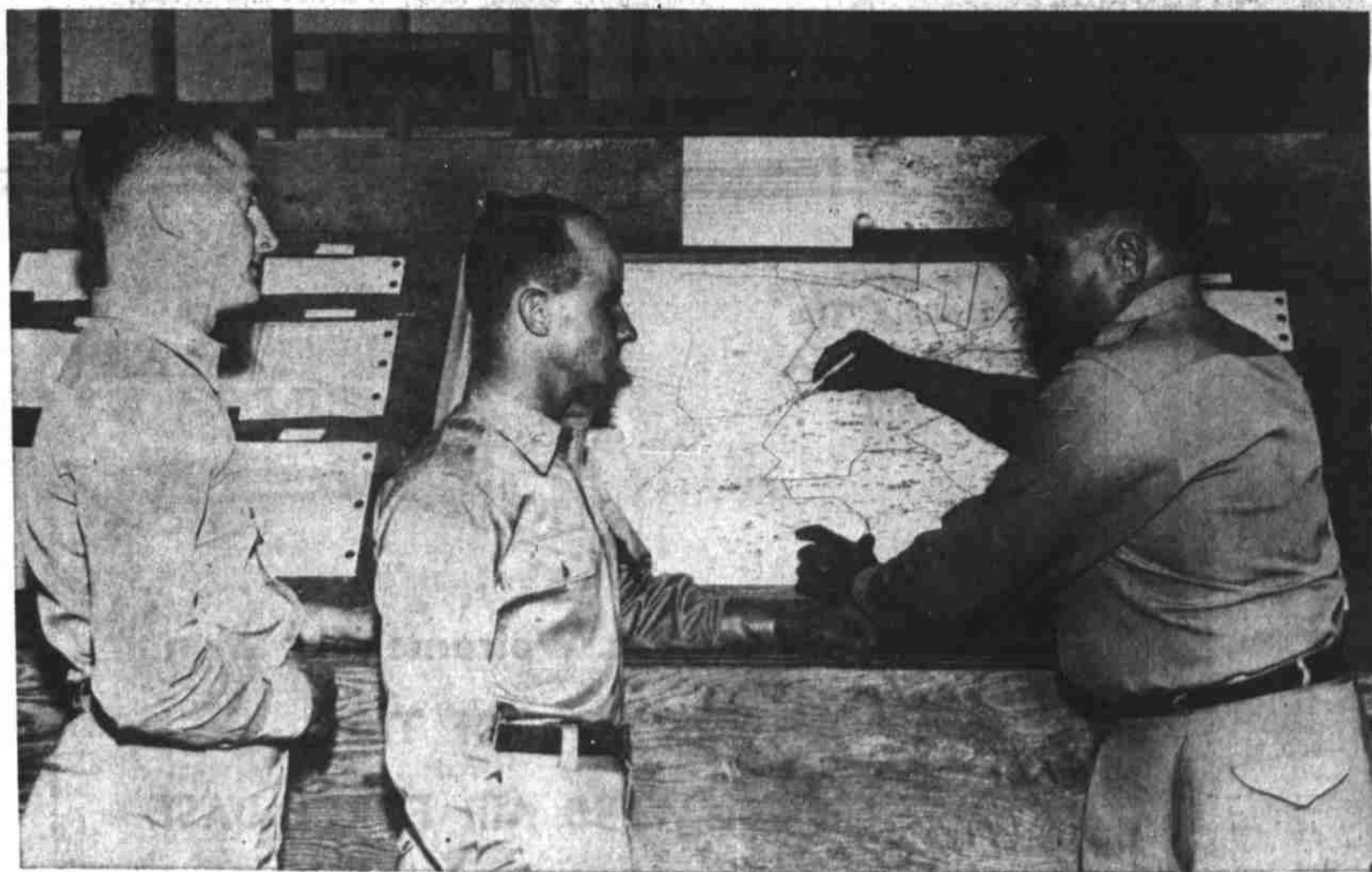
# Big Spring Herald

AF Edition Big Spring, Sun., May 18, 1952 AF Edition

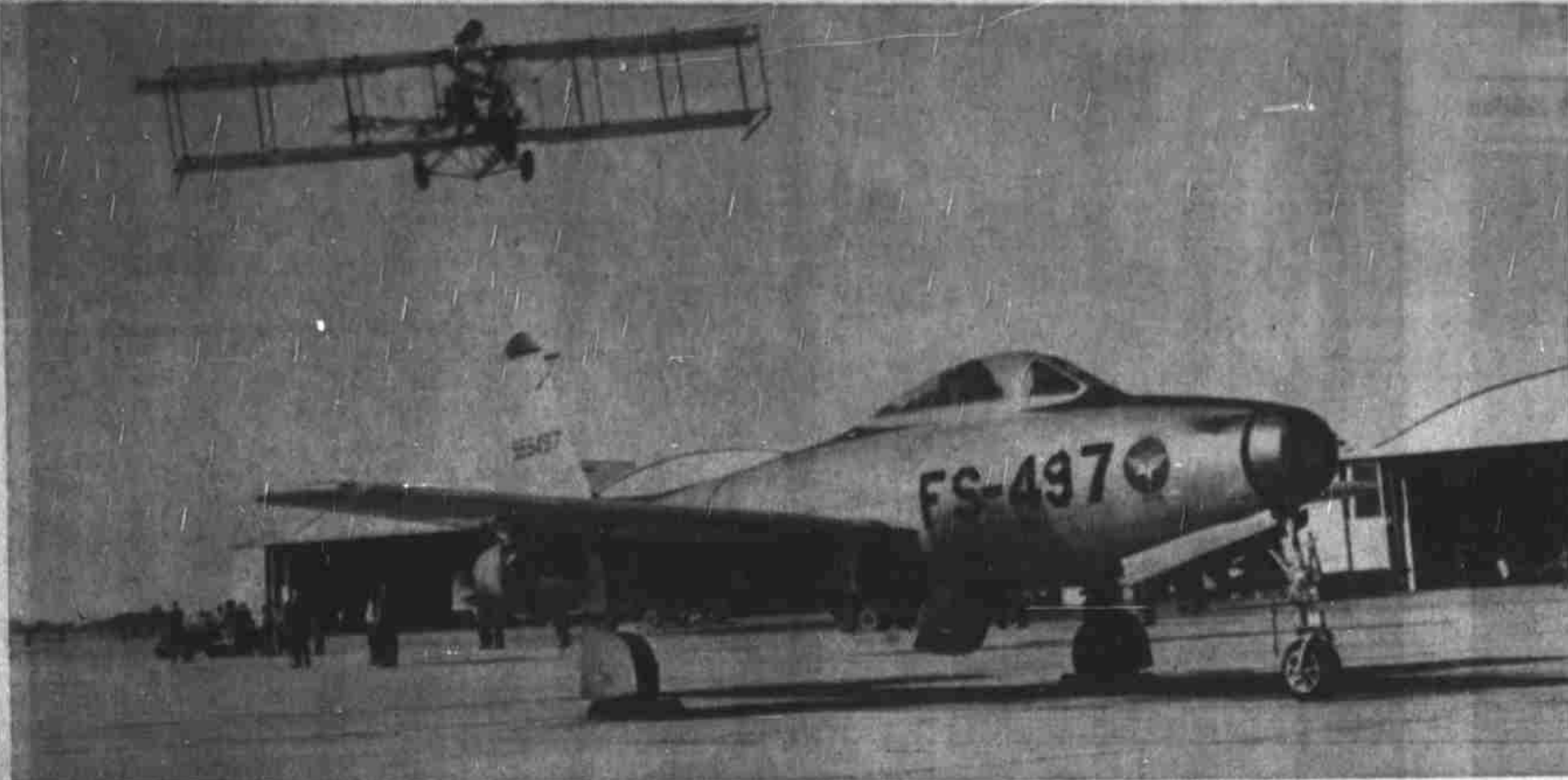


## Cadet's Day A Busy One

FLIGHT TRAINING (upper left)  
AT THE "CONTROLS" (upper right)  
NAVIGATION (center left)  
A FEW LEISURE MOMENTS (center right)  
PHYSICAL TRAINING (lower left)  
LINED UP FOR ORDERS (lower right)







**The Young And The Old**

The speedy F-84 Thunderjet may be setting still on the ground, but it wouldn't take very long for it to whoosh by the ancient (1912 vintage) Curtiss pusher plane flying above it. This picture vividly shows the rapid advances made in plane design, not to mention in relative speed. The Curtiss plane is being piloted by Billy Parker, aviation sales director for Phillips Petroleum Co. (USAF Photo).

**Proficiency Yardstick Of AF Saves Lives**

To make a good jet-fighter pilot takes plenty of time and money—considerably more than the making of a conventional pilot. Roughly, the Air Force investment is more than 250 flying hours, and about 12 months of air and ground training, for every pilot in the jet training program from selection to graduation.

When poor student flying proficiency smashes up a jet training plane, the Air Force loses a large chunk of its investment. When a jet student completely "washes out" from the advanced training stage, most of the invested time and money washes out with him. Under Uncle Sam's stepped-up air defense program, loss of prospective jet pilots can become a costly, serious problem.

Jets are yet comparatively new to flying. The Air Force jet training program, like the switching planes themselves, has developed at high speed to meet a soaring demand for new pilots. Student selection must be careful, exacting (most instructors agree it takes something "extra" to be a good jet pilot), training must be standardized, and pilot wash-outs whittled down to a minimum.

For the Air Force, the most important tool for this overall job sounds like a simple one: a yardstick of student pilot proficiency—a standardized way of objectively measuring just what a jet student knows, what he can do, how well he can do it. Here is where Human Resources Research Center comes in.

A pilot proficiency yardstick is not new to flying in the Air Force. For more than a decade, the Civil Aeronautics Administration has worked for a foolproof way to assess pilot performance. Army Air Force psychological studies during WW II indicated that flight training progress often varied widely between students from different flight schools. Instructional methods were often different and standards required for graduation as rated pilots differed from school to school.

To build a jet pilot proficiency measuring device for the Air Force is now the particular job of a young psychologist, Dr. George E. Passey. A captain, he heads up detachment No. 10 of the USAF Human Resources Research Center at the nation's biggest advanced jet school, Williams Air Force Base, near Chandler, Arizona. Dr. Passey's results, if successful, may allow for appraisal of the entire present jet-fighter training program and evaluation of any changes in this program.

Dr. Passey's immediate problem is the answer to a knotty question: "Can human observers properly evaluate pilot proficiency?" Without a valid, standardized yardstick as a guide for their observations, it appears that jet instructors vary widely in their reports. Commonplace notations such as "slow learner," "lacks aggression," "not eager," and "no self-confidence" tell little about students' real troubles.

The first step in the development

**AF Plane Engine Roars 1,200 Hours Without A Change**

KINDLEY AFB, Bermuda—Hung on a lifeboat—carrying Boeing SB-17 Flying Fortress of the Air Rescue Service, a Wright Cyclone engine roared its way through 1,200 hours of flight time for a distance equivalent of some seven trips around the world without being changed.

The airplane is assigned to the ARS unit at Kindley Air Force Base, Bermuda.

Heading the crew which kept the engine in commission was Lt. Sgt. Wilbur L. Orndorff, who, as the 1,200-hour mark was reached, received congratulations from Col. Richard F. Brunley, commanding general at Kindley. Until a few months ago Colonel Brunley commanded the Military Air Transport Service's 1726th Support Squadron at McCord Air Force Base near Tacoma, Washington.

of a jet pilot proficiency measure is the determination of the pilot's job... a breakdown of the maneuvers and procedures which are set up in the syllabus which he must learn. Questionnaires have gone out to most Williams instructors asking for information on maneuvers most difficult to teach. Through similar questionnaires in the future facts which deal with the components of these maneuvers which actually give the difficulty will be observed. Thus keys to important items within the jet flying syllabus will be obtained. Work on the job analysis of the pilot's job is now being carried forward by Capt. Donald F. Holt and Capt. Paul Q. Holloway, jet flying instructors from Williams with considerable experience who are working under the direction of Capt. Albert R. Neville Jr., a pilot-psychologist.

After adequate definition of the pilot's job is obtained, initial additions of a flight observation record—a sort of prototype of the proficiency yardstick—will be prepared. This pilot performance record will be then subjected to an experimental troy in which an attempt will be made to determine the consistency with which performance can be recorded without regard to biases and prejudices of the observers. These troyouts will possibly result in many revisions of the performance record and will continue until a reliable record of performance is obtained. After the performance record has been demonstrated to be reliable (a given performance must have the same representation if it were to be recorded simultaneously by independent observers) it will then be used with the assistance of additional observers to obtain performance data on a population of 100 students going through the program at Williams AFB. Their performance on various maneuvers and procedures will be recorded at various stages of their flying training. From these data one will get a picture of what the typical student is able to do at various stages of his jet flying training.

With these data in hand follow up of the students on whom the data was obtained will be carried forward upon graduation into combat operational flying. The various items which have been observed will then be examined for their ability to predict the future performance of pilots. Items which can be shown to discriminate between good and poor pilots will be utilized in the final proficiency measure which cannot be developed until these data are on hand. These data will further allow the assignment of a scoring system to the proficiency measure which will allow prediction of future success based upon demonstrated performance during flying training.

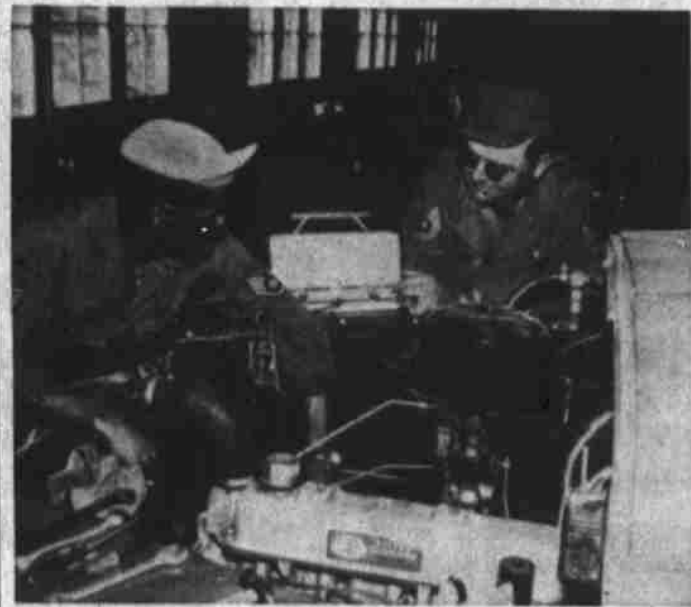
The end product will be a proficiency measuring device which can be employed in jet flying training. It may be used to evaluate pilot selection techniques and to determine the feasibility of suggested revisions of the training curriculum. It will detect the effect of minor changes in the training program and in the selection procedures which cannot presently be detected using only a pass or fail system. Many minute changes in the program which while affecting the overall proficiency of graduates often times does not change this pass-fail ratio. The training contribution of flight simulators, captive trainers, and other synthetic devices designed to augment training may be carefully evaluated using such a proficiency measure. Further revisions of this flight proficiency measure may render it suitable for use by instructors and supervisory personnel in conducting routine flight checks on their students.

The development of such a proficiency measure is an extensive job and results may well not be available for two or more years since the follow-up studies must be completed before the device may be placed in use operationally. On the success of this development hangs all really meaningful pilot training research in jet flying. Without a suitable measuring device research in any field is not possible and pilot training is no exception. The need for such a measure is evident.



**Nerve Center At Night**

Wing Headquarters hallways seldom look like this. Taken at night, during off-duty hours, this picture shows the main hallway extending west. Ordinarily a very busy scene with both officers and airmen going about their daily chores, Wing Headquarters is the nerve center for all base activities. (USAF Photo).



**Fixing It Up**

S-Sgt. L. Hooks and T-Sgt. Paul A. White use the latest engine testing devices while repairing an Air Force vehicle. Personnel of the base Motor Maintenance section find that keeping the large fleet of motor vehicles running is a full time job. (USAF Photo).

**A Salute . . . To The Men And Their Families Of Webb AIR FORCE BASE**

Liberty depends on properly trained fighting men and we take this opportunity to extend our greetings and best wishes to the Webb Air Force Base personnel—and their families—upon the occasion of the dedication of their new flying training field. May the future add success to their already proud record of developing a vital factor in this country's future.

**We Are Proud Of Our Part PLAINS ROOFING & SUPPLY**

130 Ave. Q Lubbock, Texas

**Defense And CAP Working Together**

Civil Air Patrol and Civil Defense demonstrated close-knit cooperation recently when a half million-dollar disaster struck Brighton, New York, taking three lives and injuring 26.

It was first-hand notice that Civil Air Patrol units, some 1400 of them established throughout the United States, stand ready to assist in time of emergency.

Within 25 minutes after the initial blast at Brighton, CAP radio units and rescue workers were on the scene, assisting in the search for injured and dead amid the wreckage of 15 demolished homes.

With telephone service jammed by calls from anxious relatives of persons within the area, Civil Air Patrol radio facilities, which included 15 mobile support radio cars, five fixed stations and a portable unit at fire headquarters, were being utilized by the CAP, police, fire, medical and power units.

Four CAP planes were dispatched to the stricken area, after the first news of the explosions, ready to give all possible assistance.

**Best Wishes To All**



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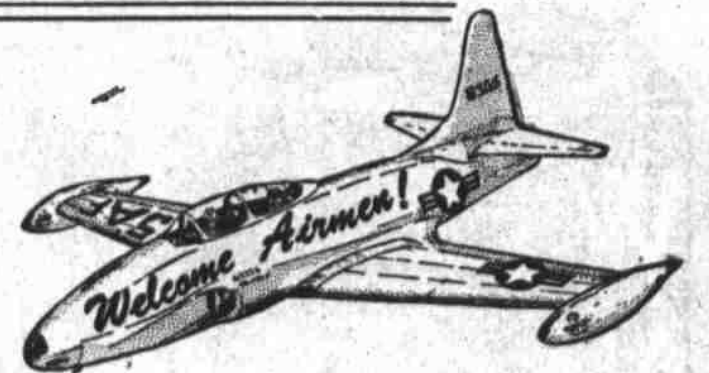
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**We Welcome The Men Of The WEBB AIR FORCE BASE**

We fully appreciate, men, what you are doing for us, for America, for all the free peoples of the world—and want you to know we stand ready to help you at any time.



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DURING THE LAST WORLD WAR

# Ex - AAF Bombardier School Here One Of Top U.S. Bases



Popular Place

Then, as now, a popular place with men stationed at the Big Spring Bombardier School, was the kitchen. While it did not lack for essential items, it could not match the completeness of today's dining hall work rooms. One thing about it, as the man's girth at right would indicate, they ate well in those days.

Cadets have swapped jets for bombsights here in Big Spring where the job of Air Force training is being picked up a decade after its start.

In some measure, the spirit of 6,000 other men who mastered fighting skills here in World War II will be around to which over the stalwart men of today. And if all "graduates" knew, eyes would be turned back to this West Texas town from China, Brazil, France, as well as this country.

The Big Spring Army Air Force Bombardier School came into being with almost breathtaking suddenness. Knowing that the training program was being stepped up, Big Spring public officials and civic leaders had been furnishing data for months to military authorities concerning the availability of the municipal airport.

The numbing shock of Pearl Harbor put the pressure on. With the country suddenly plunged into the midst of an all-out war, Big Spring was designated in March 1942 as a site for a bombardier school. Contract for construction was let April 28, 1942. Actual work started on May 15.

Col. Sam L. Ellis, for whom the housing project near the base was later named, was first commanding officer when headquarters was activated on June 25.

How rapidly a city arose on the plateau two miles west of town is evidenced in the beginning of training of the first class of cadets on Sept. 26, 1942.

Under forced-draft conditions of war emergency, the cadets faced a course of training crammed into three months. But the first class beat even that record, for they had an anniversary date.

The first anniversary of that date which President Roosevelt had said would "live in infamy," saw the initial group going through the formalities of graduation. Rep. George Mahon, chairman of the House sub-committee on military appropriations, addressed the young officers, who officially completed their course on Dec. 17. The raising of a training base from raw land and production of bombardiers within a year's time from the outbreak of war was little short of amazing. Yet, the period from start of construction to graduation of the first cadets was only seven months!

Cadets got flight experience in B-18 and AT-11 trainers, making runs countless times over targets scattered over this area. They dropped thousands upon thousands of practice bombs filled with sand and a small powder charge. In addition, they had a stiff course of ground school. They caught it day and night and occasionally went on bivouacs.

Normally, around 2,500 to 3,000 of-



Bombardier Cadets

A decade ago, when the Big Spring Air Base was created and activated, the prime objective was to train cadets into bombardiers. Then, as today, top young men, alert and strong, were put to the task. And although they ate in a mess hall with long bench-tables instead of a dining hall with tables for four, they relished a big meal after long sessions in the classroom or in the air. Approximately 6,000 cadets were graduated by the field and most found their way overseas to drop bombs on the enemy.

Officers and enlisted men were on hand to keep the wheels turning. Early in the training program, with floods of enlistments specifying the Air Force, the strength climbed, then settled back. At the end of the war it was booming again under the weight of the redeployment program.

Col. Ellis died suddenly on March 8, 1943 and was succeeded March 13 by Col. Robert Robert W. Warren. Other commanding officers were Col. H. M. Wittkop (Feb. 26, 1944-May 16, 1944); Col. John P. Kenny (May 16, 1944-Aug. 4, 1944); Col. Ralph C. Rockwood (Aug. 4, 1944-July 15, 1945); Col. John K. Nissley (July 15, 1945-Oct. 26, 1945); Col. Joseph F. Hunker (Oct. 26, 1945 until deactivation the last of the year). Lt. Col. David Wade, Lt. Col. James F. Reed, and Lt. Col. Albert W. Statterwhite served on occasions as acting commandants.

The 42nd class of cadets to finish the school completed its course of training and received the silver wings of bombardiers on Sept. 26, 1945. At that time, nearly 6,000 students had been graduated. The base's training planes had flown approximately 400,000 hours and more than 60 million miles. More than 1,200,000 practice bombs had been released on the bombing ranges.

While engaged in this huge training program and under wartime conditions, only four fatal accidents occurred; and only two of these involved cadets. It was one of the best safety records in the country.

During 1945 activities and facilities were expanded so that students of four nations other than the United States underwent training simultaneously. In addition to the regular class of American cadets, there were those from France, Brazil, and China taking the same exacting course. Some Chilean officers were here for training at one time.

The last class to graduate was composed entirely of Chinese—35 of them—who proved to be masters of the Norden bombsight despite language and other difficulties.

The pick of bombardier cadets here vied in the All-American Bombing Olympics against cadets from other schools such as San Angelo, Midland, Clovis, Roswell, etc., and won their share of honors until the event was discontinued in 1943. In combat the men distinguished themselves for gallantry and extraordinary achievement.

The impact of the field was not alone in its training activities. Officers and enlisted men became part of the community life and left their influence. In many civic as well as in all national service-connected drives such as USO, Red Cross and bond sales, the base did its part. Parades and other activities found the (Army) Air Force ready, and a good measure of entertainment utilized talent from all over the country. A big USO club flourished downtown, and at the base there were attractions such as theatre, gymnasium, and clubs.

Many of the men married Big Spring girls; many returned here after the war to establish homes. Friendships which spanned distance and time were born then.

With the end of hostilities in sight, training emphasis was shifted by mid-1945. Under the redeployment program, officers were assigned to the administrative section for 24 weeks to stay in practice on bombing, but also to gain knowledge of other duties such as in squadron operation, and obtain a thorough basic knowledge of aerial navigation. More than 3,000 officers and men were channeled through the field to separation centers before the base slowly breathed its last for practical purposes by the time the fifth anniversary of Pearl Harbor rolled around. The next year most of the buildings were sold and the demolition of the once busy base was begun systematically.

Almost one-third of the Air Training Command's 37 bases are located in Texas. The world's largest military training organization maintains 12 Air Force bases in the Lone Star state.

When Flying Training Air Force Headquarters reaches ultimate strength, an absolute minimum of three million dollars will be paid annually to personnel on duty in Waco, site of FTAF headquarters.

## WIVES OF AIRMEN



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### Greetings To The Personnel Of

## WEBB AIR FORCE BASE

From

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221 MAIN, BIG SPRING





**Both In The Modern Trend**

In a striking pose, the T-33 jet training plane, stands in front of the newly constructed control tower at Webb Air Force Base. In keeping with the changing designs, the jet supplants the old propeller-driven type planes, while the control tower, with its more accurate equipment, will take over for the old one used when the base area was Big Spring Municipal Airport. (USAF Photo).

**Ex-WACs Here 'Fantastic Heights' Banded Together Seen In Few Years**

One product of the Big Spring Army Air Force (2509 AAF Base Unit and 818 AAF Base Training Station) was the WACs.

Women who had been stationed here during World War II had developed such a spirit of comradeship that after the war they held annual reunions. They used the field's call letters—BZ—to designate their organization.

These were held for about three years, and 130 women were in contact with the organization at one time or another. Of course, too reunions were held in the East and in New England from whence most of the WACs had come.

These reunions were held in the East and in New England from whence most of the WACs had come.

These reunions were held in the East and in New England from whence most of the WACs had come.

Within another five to ten years the Air Force will be flying to "fantastic heights," Maj. Gen. Harry G. Armstrong, Surgeon General of the air arm, told a gathering of the nation's top scientists in San Antonio recently.

The four-day Symposium on the Physics and Medicine of the Upper Atmosphere was jointly sponsored by the Air Force School of Aviation Medicine, at Randolph Field, and the Lovelace Foundation for Medical Education and Research, of Albuquerque, New Mexico.

Ships cannot be designed to carry men into the far reaches of the upper air, General Armstrong warned, until the engineers know what sort of protection will be needed for their crews, and how the borders of space will affect them. But the surgeon general was confident that these questions will be answered within the decade.

"We don't know all the hazards of flight at such very high altitudes," said General Armstrong. "We may run into some that we can't overcome. But I'm not inclined to think Americans will admit that anything is unsolvable."

The meeting in the roof garden on the Plaza Hotel brought together 35 key figures in the fields of aircraft engineering, physics, radiobiology, and aviation medicine. Research centers in all three branches of the Armed Forces were represented, along with a dozen universities and industrial laboratories. Some 300 military and civilian guests from all over the country attended the sessions.

They discussed matters ranging from the temperature extremes encountered in the so-called aeropause—that region, twelve miles and more above the earth, where the useful atmosphere begins to vanish—to the possible effects of the various kinds of radiation found there. Problems of gravitation and weight, meteors, and the composition of the remote upper air were considered.

In a series of round-table talks, the scientists exchanged information on rocket design and behavior, research instruments, and emergency escape procedures.

Among the aviation notables who sat in on the conference were Maj. Charles Yeager, the Air Force test pilot who first broke through the sonic barrier with the XS-1 in October 1947 and William B. Bridgeman, former Navy bomber pilot, who recently shattered all altitude and speed records with the new Douglas Skyrocket. The first human being to fly a rocket ship in the aeropause, Bridgeman took his slim, white craft above 72,000 feet—fourteen

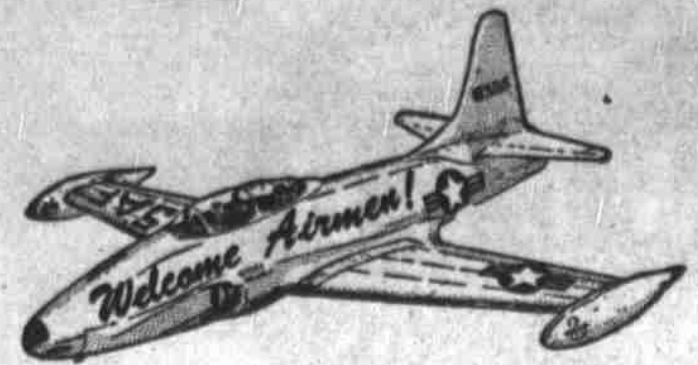
**Thunderjet Range Is Increased Via New Welding Plan**

An automatic welding process developed by Republic Aviation Corporation made possible production of hundreds of wing-tip tanks for the F-84E Thunderjet when threat of the recent Communist offensive resulted in an emergency call for the tanks which give this 600 mph-plus fighter its record long range of operation.

During the design of the 250-gallon tip tank carried by the Thunderjet, engineers decreed a heavier flange was necessary to provide a tight seal. The small radius of the tank and its large, oblong size made hand welding time-consuming and unsatisfactory. Temperatures could not be controlled, rate of warp was high and the weld was too porous.

miles toward space—and brought it down at twice the speed of sound.

Brig. Gen. Otis O. Benson Jr., Commandant of the School of Aviation Medicine, welcomed the visiting scientists and the rank-studded audience at the conference. The Symposium's objectives were explained by Dr. Clayton S. White, director of research for the Lovelace Foundation. Alfred M. Mayo, designer of the skyrocket, introduced the basic problems of the meeting from the engineer's point of view.



**OF WEBB AIR FORCE BASE TO BIG SPRING**

Welcome to Big Spring, airmen of WAFB, we are especially happy to greet you as our newest citizens . . . citizens doing a mighty big job in preparing our nation's defense. It is a pleasure to have you here, to be able to serve along side of you in this important undertaking. If we may be of help, please call on us at any time.



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W.A.F.B. Dedication May 18th

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**Our Best Wishes**



**Go Out To The Personnel Of**

**WEBB AIR FORCE BASE**

We Welcome You . . .

America is proud of the manner in which you have accepted your role in the protection and advancement of our country. We are all proud indeed that you selected Big Spring for your headquarters. We will strive in every way to make you feel at home here. Our wish is that your visit here will be a happy one.

We Are Remodeling . . .

and re-decorating our store, and want to invite you to come in and visit us often. You'll find everything to fill your needs in ready-to-wear and footwear for men, women and children . . . in fabrics, household goods, accessory items and notions. You'll always find first quality merchandise at the most reasonable prices. Make Penney's your shopping center in Big Spring and save!



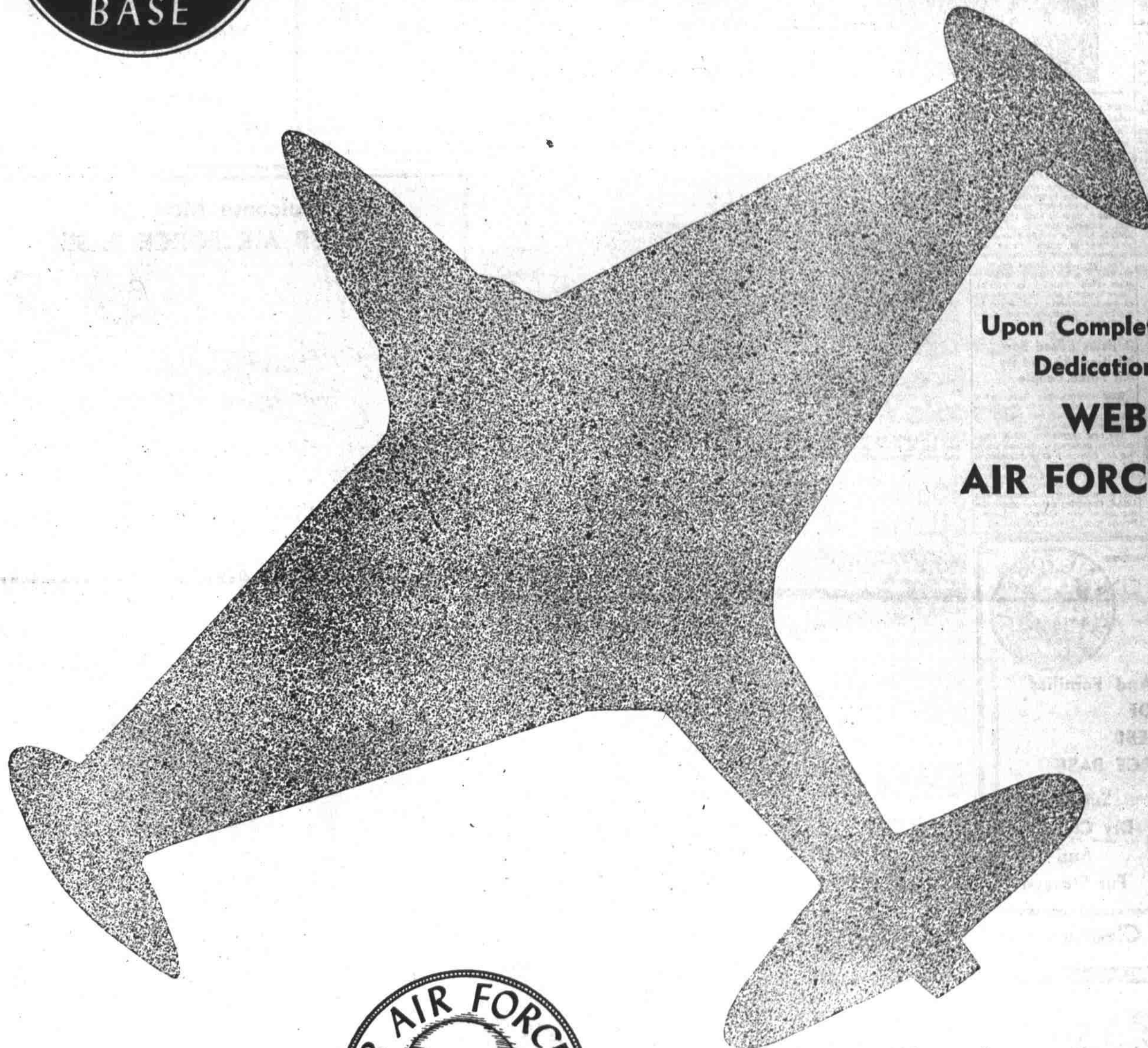
**PENNEY'S**  
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307 MAIN





# We Offer Congratulations to WAFB



Upon Completion And  
Dedication Of  
**WEBB**  
**AIR FORCE BASE**



We are happy to add our welcome to the many other messages of good luck pouring into Big Spring today on the formal dedication of WAFB.

J. W. Bateson Co., Inc. is happy to have played a part in construction of this jet base.

## J. W. BATESON CO. INC.

IRWIN KEASLER BLDG.

DALLAS, TEXAS



# 'Korea' Noted On Gravestones Of US War Dead

The Department of Defense inscribes the word "Korea" on grave markers and headstones of U.S. dead returned from Korea, or whose death is attributable to service in Korea.

"You asked that I develop an inscription for inclusion on grave markers and headstones of U.S. dead returned from Korea or whose death is attributable to service in Korea," Secretary of Defense Lovett said in a letter to President Truman informing him of the Defense Department action.

"At my request the service secretaries considered the matter and agreed upon the use of the word 'Korea' as an appropriate inscription. Accordingly, I am directing that this practice be placed in effect immediately," Secretary Lovett said.

Use of the word "Korea" satisfies official requirements and limitations and at the same time permits the Department of Defense to comply with requests of next of kin in connection with inscription recognition of cause as well as

place of death, Secretary Lovett said.

Secretary Lovett's directive was made retroactive to permit addition of the Korean designation on grave markers and headstones of U. S. dead previously laid to rest. National cemetery regulations prescribe that the inscription on government headstones may contain the name, date of birth and death and abbreviations of military awards held, a religious emblem, and "war in which service was rendered."

The regulations do not apply to the graves of servicemen buried in other than national cemeteries. These markers and monuments are of private concern and may be marked in whatever manner the family or relatives determine.

## Policies Eased For Visiting Abroad By Air Force People

Wing commanders have now been given authority to grant personnel permission for leaves in neighboring countries.

The new regulations allow commanding generals of the two training Air Forces to grant permission for such leaves or delegate their authority to the wing commanders. Formerly, personnel had to obtain permission from Headquarters USAF. Countries covered under the regulation are Canada, Mexico, Puerto Rico, Alaska and Hawaii.



**A Hearty Welcome**

Personnel And Families Of **WEBB AIR FORCE BASE**

Superior **Dry Cleaning And Fur Storage**

**Modern Cleaners**

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**We're Glad The Air Force Chose Big Spring**

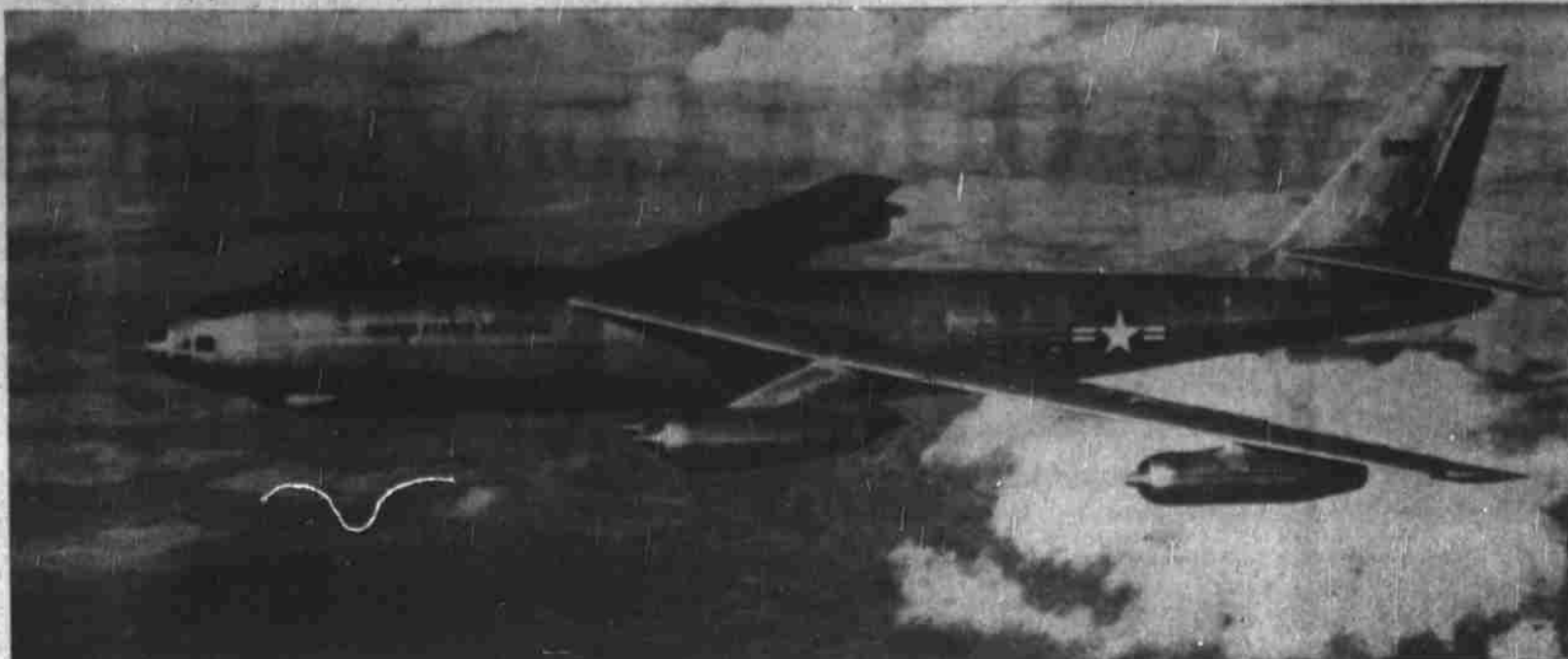
... as a location for the Webb Air Force Base. And to the entire personnel we say "Hello, we're glad to meet you."

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## Speedy New Jet Bomber

Displaying its swept-back wing, the new B-47 "stratojet" bomber is the first USAF medium bomber to top the 600-miles-per-hour mark. It is a six-jet plane assisted on take-off by rockets. It is a pressurized and refrigerated aircraft capable of a 3,000-mile range while carrying 20,000 pounds of bombs. (USAF Photo).



## Air Force Drives, Too

It is a big area that Webb AFB covers and some of the equipment and supplies are mighty heavy. So, the base has its own fleet of pick-up trucks, some of which are shown here. They're painted Air Force blue and markings indicate the fact that they are permanently assigned here. (USAF Photo).



## Ready Transportation

When the airman has to traverse the wide-spread areas of Webb Air Force Base, these Air Force operated busses are available to him. Two of the newer, modern busses are shown at the left, while the older, but always dependable ones are displayed at right. These busses are used only for on-base transportation and airman find it exceptionally convenient. (USAF Photo).

## Praise Is Given To Vital Ground Crews

The history of Aviation is a recital of skills. Behind the headline that reads "Thunderjet pilots down Russian built MIG-15's" lays the infinite skill of the trained U. S. Air Force jet pilot. But the practice of his skill would have been impossible had it not been for the skill of the crew chief, armorer, radioman, and the large group of airman who must keep the Republic built F-84 Thunderjet in tip top mechanical condition.



## Information Desk

If you seek information about an airman or need directory service of any kind, here is where you can get it. The information desk is located in the lobby of Wing Headquarters Building. (USAF Photo).

## Flag Rites Impressive At Air Base

One of the most impressive occasions to a visitor at a military installation at sunrise or sunset is the raising and lowering of Old Glory.

To observe the smartly uniformed Air Policemen, to hear the crisp commands of the Sergeant of the Guard, and to witness the pride they take in this impressive ceremony is enough to bring a re-affirmation of faith in one's country and respect for its flag.

Even though there is no martial music to accompany the retreat ceremonies at present at Webb Air

Force Base, the occasion is still impressive. Present plans, however, call for activation of an AF band to be stationed here soon. Then, when the bugle sounds the "call to colors," the flag will be put to rest for another day to the strains of the national anthem.

## Bombers Use Aerial Service Stations

Aerial service stations are in use by the Air Force. Huge airplanes loaded with fuel are used to refuel ships in mid air. The system has converted so-called medium bombers into intercontinental bombers capable of long-range flights.

It also has enabled fighter planes to take off with minimum fuel load and maximum weapon loads, rendezvous with the tanker planes, and extend their combat range greatly.

Maj. Gen. Warren R. Carter, commanding general of Flying Training Air Force, was teaching military men to fly 33 years ago—before most of today's Air Force pilots were born.



**To The Personnel Of The WEBB AIR FORCE BASE**

**We Say**

**Welcome To Big Spring**

FOR ANY OF YOUR INSURANCE NEEDS WHILE HERE, JUST DROP IN TO SEE US.

**BIG SPRING INSURANCE AGENCY**

103 E. Second Phone 173

## Welcome Men Of WEBB AIR FORCE BASE



**We Invite . . .**

You and your families to come in, get acquainted, and chat with us. You're welcome in Big Spring and we want to serve you in any way we possibly can.

## Anderson Music Company

113 MAIN

PHONE 850



**To You Who Are Serving For Us . .**

We want to say that we welcome you to Big Spring and deeply admire the sacrifice you are making for the defense of our nation.

ALLEN R. HAMILTON, Optometrist  
MARSHALL G. CAULEY, Optometrist  
B. D. SANDERS, Optometrist  
CHARLES W. NEEFE, Optician  
MELVIN L. HARPER, Laboratory Technician  
JAMES F. WILCOX, Asst. Laboratory Technician  
WINNIE HARDEGREE, Office Manager  
ANIETA NAZARUK, Assistant

## Hamilton Optometric Clinic

106 West Third

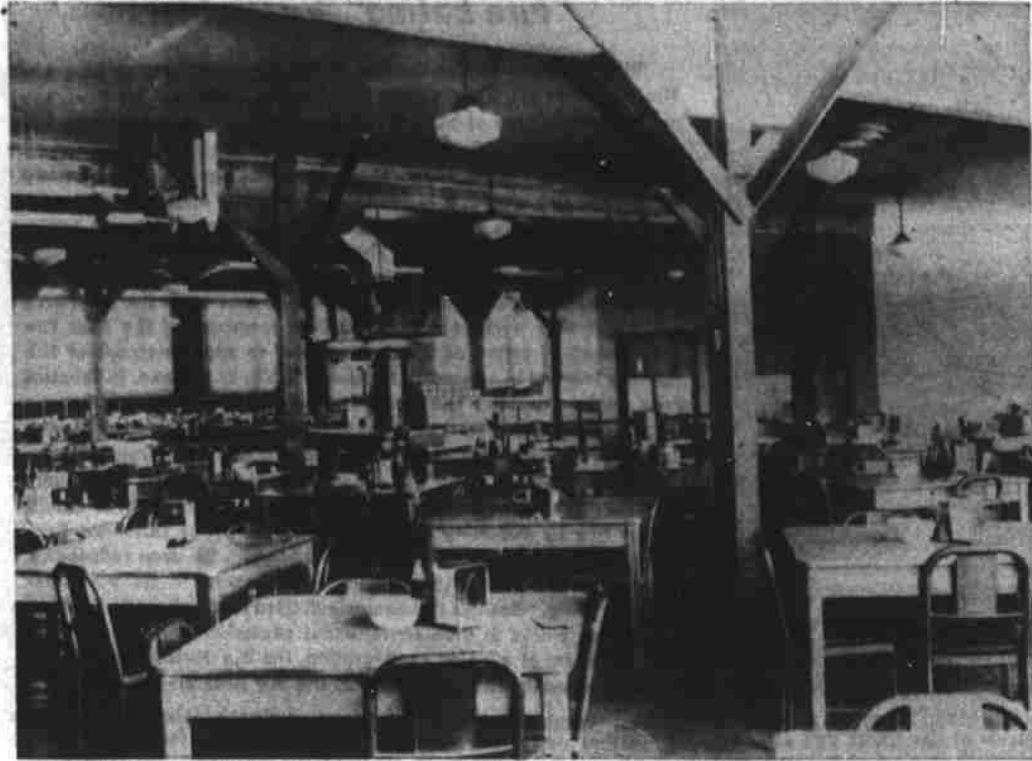
Phone 1405





**Dining Hall, If You Please!**

A far cry from the old-type "mess hall" as used in the last war, this new "dining hall" represents the latest in equipment and comfort for the hungry airmen. Three of these dining halls are located at Webb AFB. Tables are designed for comfort and convenience and seat four. Automatic potato peelers, deluxe serving line and other modern devices help to facilitate feeding of airmen. (USAF Photo).



**Just Like Home**

Typical of Webb AFB dining halls is this interior view of Dining Hall "A." Base personnel dine in spotless surroundings at four-place tables.

**WHAT A CHANGE IN EATING HABITS**

**Automatic Potato Peeler Is Now Part Of Dining Service**

One line forms to the left and another to the right. This is a familiar sight morning, noon and night as airmen gather at the three modern, air conditioned dining halls at Webb Air Force Base to stow away tons of food—about two and one quarter tons daily to be exact. These three halls, equipped with two serving lines each, can serve from 500 to 750 men per meal.

Twenty-six man crews from the Food Service Squadron, commanded by Capt William S. Williams, prepare and serve "chow" at the halls.

Now let's go through the serving line with an airman.

This line, constructed of stainless steel in modern cafeteria style, includes an open ice chest for salads, glass enclosed pie and cake racks, a steam unit with five compartments to keep food piping hot, and a small deep freeze unit for serving ice cream on the line.

Behind the line are storage closets for china and silverware, a work table for preparation of salads, a griddle and an 80 cubic foot refrigerator.

Three double coffee urns, each with a 40-gallon capacity, provide hot beverages. Two of the urns are installed on the "lines" and the third is centrally located in the hall proper adjoining a four spigot water cooler.

Airmen do the actual stowing away of calories at new four-place tables. Each hall has 75 of these tables.

Six cooks and two bakers prepare meals in spacious kitchen quarters.

The cooks utilize four ovens for roasting meats, four stoves and a mixing machine. They even have an automatic potato peeler. This, however, does not eliminate mess attendants (they're not KPs in the Air Force). Fifteen attendants assist the cooks and bakers each day.

Bakers have a four compartment stack oven at their disposal. All pies and cakes served on the "lines" are prepared in base kitchens.

In addition to the cooking units, there are three walk-in refrigerators for storing perishables prior to preparation, a walk-in deep freeze for frozen fruits and vegetables and a fourth walk-in refrigerator for garbage disposal as a sanitary precaution against insects.

A stainless steel "clipper," operated by mess attendants, cleans and sterilizes all trays, china and silverware. The "clipper" pre-

rinses all utensils at 180 degrees and then sterilizes them at 220 degrees.

Another convenience of the new dining halls are coat and hat racks running the entire length of the corridors.

Each dining hall also has a central heating and hot water plant. The heating system extends to the block of adjoining dormitories, usually nine in number.

The halls also provide office space for three Groups on the base. Air Base, Training, and Maintenance and Supply Groups have established headquarters in second story offices.

For airmen working in these offices it takes a minimum of effort to walk downstairs to the serving line and say:

"Fill that tray to the top, sarge. I'm hungry."



You, Of The  
WEBB  
AIR FORCE BASE  
Are Fulfilling A  
Great Trust . . .  
And We Are  
Grateful To You.

You Are Always  
Welcome At  
THE PIG STAND  
Come In And Visit Us  
**MILLER'S PIG STAND**  
510 E. Third Phone 9510

One of the largest "chains" in the United States, the Air Force's Air Training Command, operates 37 bases in 16 states from New York to California with a total personnel of over 250,000.



**Tossed Salad**

Ever wonder why men in uniform look so imposing? One reason is because they get plenty to eat, salads included. A-2c Paul E. Malpus (left) and A-3c Garnett D. Davis of the Food Service Squadron prepare a salad for the evening menu. Plenty of care goes into this concoction, too, and it's planned well ahead of time as one of many changes outlined in the Air Force's "Operation New Look." Such programming results in better balance, taste and assures adequate preparedness. By the way, there's no more KP. The men are mess attendants. (USAF Photo).

**An Orchid To The  
WEBB AIR FORCE BASE  
For Superbly Serving  
All America!**

It is a genuine pleasure for us to commend and congratulate you on the wonderful way in which you are serving our country.



We invite you to call us for all your floral needs. We will be proud to be of service to you.



**Estah's Flowers**  
1701 Scurry Phone 349

**Howdy Podners . . .  
Welcome To Big Spring**

Just hitch-your-horse and come on in, the latch string is always out at Prager's . . . we are mighty happy to have you join us, and happy to have this opportunity to add a personal note of welcome. We extend a cordial invitation for you to visit our store, look over our stock of fine quality dress, sports and western wear featured. We know you are proud of your Air Force blue, but we also realize it gets a little stale after a full day at the Base. So, why not make it a point now to choose good looking clothes for those off duty hours from Prager's complete selection.



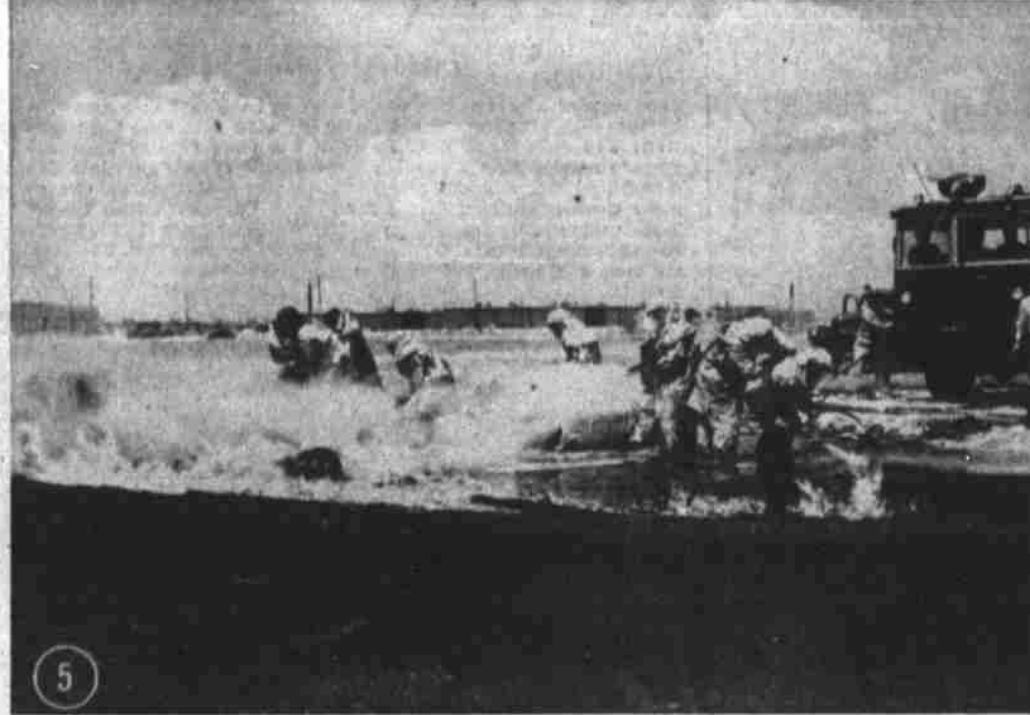
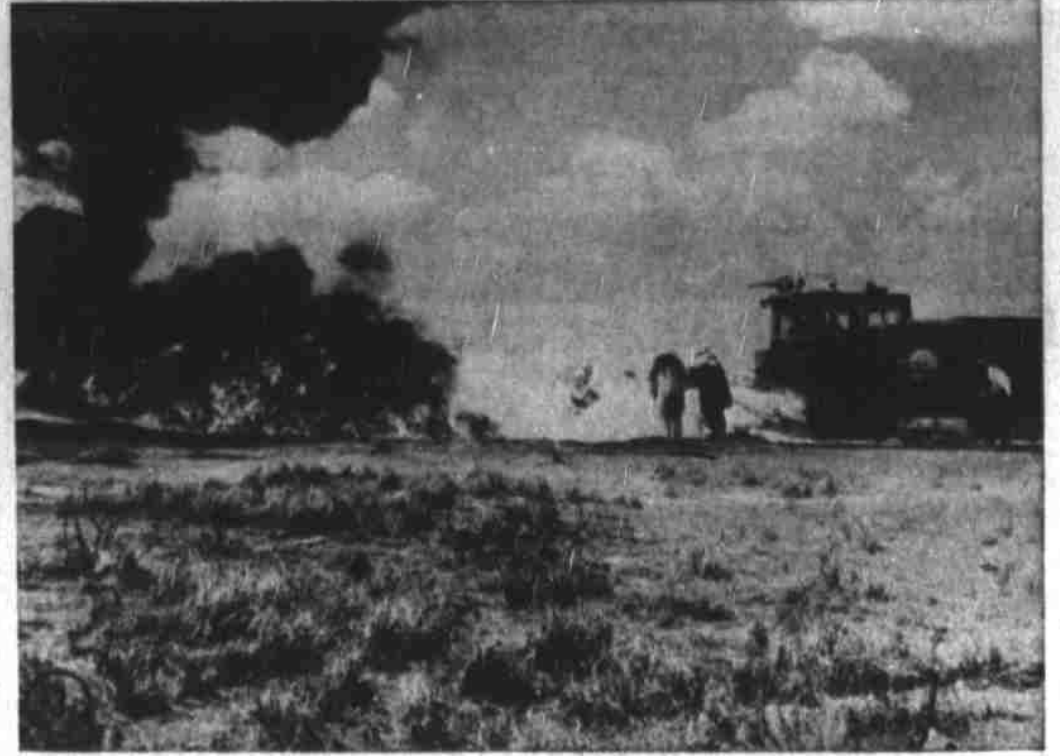
**Congratulations Airmen  
On Formal Dedication Today**

Formal dedication today of Webb Air Force Base is another milestone on the road to security and peace. To you men of WAFB for the magnificent job you are doing, we say congratulations.



205 MAIN





### "Fire-Eating" Firefighters

Men assigned to fire-fighting at the Webb Air Force Base are almost fire-eaters, so exacting is the work. Because jet fires, the most probable type of blaze to be encountered, are exceedingly hot as well as stubborn, firemen literally crowd the fire out of existence. One of the chief items, shown in the sequence above, is the specially built crash fire truck. It is powered by a 250-hp engine, which is required to hurry the 27,500 pounds of weight of the truck and equipment when dashing to a blaze. There is a separate 125-hp engine which generates the power for pumps once the truck rolls to a stop at the scene of the blaze. On-the-job trainees, who are men from the Air Force ranks and who work along side civilian members of the Base fire department, 1) arrive at a "practice fire" to apply methods of fire fighting learned in classroom lectures. While 2) firemen, in asbestos suits begin attacking the perimeter of the inferno, an automatic turret spews foam ahead of them to help push back flames. As the flames back off 3) the turret spray is reduced and firemen make sure the fire is out along the edge before they venture in further. Then they 4) present solid ranks with spray and CO<sub>2</sub>, which smothers out the fire by excluding all oxygen. Gradually, as relentless firemen ease forward 5), the flames are all but out, the area reduced to a mop up job and water played on hot metal scraps to prevent possible re-flashing. Besides this equipment, used for crash work, the base has regular trucks to give conventional protection to the vast base area. In event of a major conflagration, the Big Spring city fire department is available immediately to the Air Base on call.

## Firemen On Alert All Times At Base

Night-long poker sessions, dominoes and checkers are usually associated with fire departments. It's been a part of the American scene since the horse-and-buggy days. This little touch of Americans, however, is absent at one "fire house". There's nothing but activity in and around a wooden hangar near the north end of the flight line apron where Webb Air Force Base fire and crash crews are making their temporary headquarters. "Protection of life and property is a serious business," explained Peter J. Perring, Base fire chief. "Everyone here at the station has a full schedule each work day and as a consequence there's no chance for the firemen's proverbial pastimes to sneak into the picture," he added. Although there have been no serious conflagrations at the local jet training plant since re-activation proceedings were started, the Base firefighters have been "Johnny-on-the-spot" to snuff out minor fires that could have developed into something serious if not promptly and efficiently attended. Currently the Webb fire and crash section boasts 114 men from military and civilian ranks. And more personnel are expected as base training operations expand. The fire and crash crew, under the supervision of Capt William O. Boardman Jr., Base Air Installations Officer and Fire Marshall, includes 103 airmen and 11 civilians. The civilian roster is comprised of the fire chief, three assistant fire chiefs, a fire prevention inspector and six fire fighters. Air Force personnel includes 42 fire

fighters and 61 on-the-job-trainees. At present fire and crash crews have five trucks with which to combat blazes. They include one 500-gallon pumper for structural fires and four crash trucks, one of them on loan from the Big Spring Fire Department. More mobile units are expected to arrive at the base in the very near future. In addition to the equipment on base, fire fighting units from the city fire department will be available in case of emergency. Another good example of cooperation between civilians and the military in this area is an agreement that, if any fire emergency should arise on base, the city fire department would send two pieces on the first alarm and as many as necessary on subsequent alarms. Truck can be hooked up at 90 hydrants located at strategic points on the base. Many of these hydrants are concentrated in the warehouse area. Also there are approximately 500 hand extinguishers in buildings throughout the base to douse small fires or keep them under control until larger fire units arrive at the scene. Teamwork and clock-like precision is a necessary requisite for any successful fire-fighting. In order to remain at peak performance, crews make several "dry runs" weekly on near-by hydrants. Perring pointed out that 30 seconds delay in combating a fire may result in total loss of a structure. On-the-job training is considered one of the most important programs on the current fire and

crash docket. In order to become a full-fledged fire fighter, a trainee must have at least 250 hours of study and practice. At least 182 hours must be spent in classroom study. The remainder of the program is spent in practical application of fire fighting methods learned in the classroom. Fires are constructed south of the flight line several nights each week and trainees apply the knowledge received in classes in order they may acquire the automatic procedure necessary for an efficient crew. Early this summer Perring hopes to have his forces headquartered in a new combination fire and crash station now under construction south of the temporary station. This structure will be able to house seven mobile units and 40 "on duty" fighters. Other features include a kitchen, show-rooms, offices for the fire chief and assistant chiefs, fire alarm room, workshop for upkeep of fire fighting paraphernalia, hose drying racks and storage rooms. Construction on this building was started in February, and if the present schedule is kept, the "department" should move to its modern quarters in July.



A Rousing Welcome To The Men And Families Of **WAFB**

From

Big Spring's

Favorite Drive-Inn

Donald's Drive-Inn

San Angelo Highway

## Webb Air Force Base Functions For Our Defense

... And we want the personnel of the base to know that we are conscious of the job they are doing for us.

We are happy to have you in Big Spring.

**C. L. ROWE, Agent**

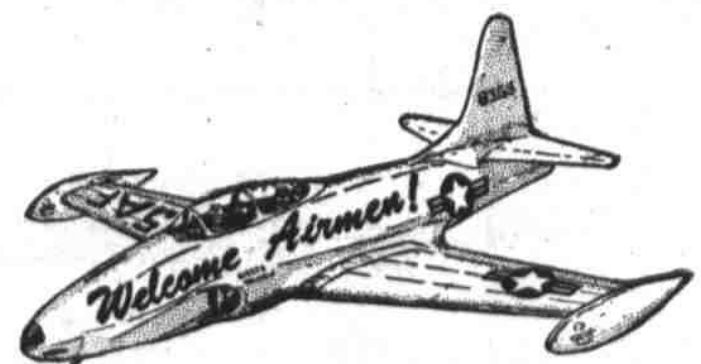
HUMBLE OIL & REFINING COMPANY  
P.O. Box 407-632 Big Spring, Texas

## A Handshake And Welcome To... W.A.F.B. PERSONNEL

We're Happy To Have You In Big Spring . . .



Air Force Training Command



As Friends And Neighbors We Offer Services As Best . . . Possible

In Welcoming All Of You To Big Spring We Wish To Extend The Cooperation And Service As Best We Know How . . . We Hope To Make Your Stay With Us An Enjoyable One



Official Dedication Of W.A.F.B. - Sunday, May 18th





Let Us Extend A Cordial  
**WELCOME**  
To The Officers And Men Of  
**WAFB**



**ATTEND  
OPEN HOUSE**  
Official Opening  
Dedication Of  
**WEBB**  
AIR FORCE BASE  
SUNDAY,  
MAY 18TH

Cosden is indeed happy to extend a great big Texas welcome to the officers and men of Webb Air Force Base on formal dedication today. We have a deep feeling of civic pride that the Air Force selected our city as the site for a new jet base. We are equally proud of the many new citizens this base has added to Big Spring. To each of you, welcome, we are glad to have you here.

WAFB is a new, although not unfamiliar, responsibility for Big Spring. For the second time in the past decade, world conditions are such to warrant all out defense measures. Cosden, as all Big Spring, is ready to assume these new responsibilities proudly. It is a pleasure to be able to serve along with you men in blue. Again, let us say, welcome to Big Spring.



**COSDEN**

**PETROLEUM CORPORATION**



EAST HIGHWAY 80

R. L. TOLLETT, PRESIDENT

BIG SPRING





**WEBB AIR FORCE BASE**

**A Hearty Welcome Members And Families Of WEBB AIR FORCE BASE**

WE'RE GLAD YOU'RE HERE AND WE HOPE TO SEE YOU OFTEN!

**Packing House Market**

110 Main Phone 1524



**Movies For The Men**

Another Personnel Services activity is the showing of movies for officers, airmen and their dependents. Ranging from high drama to western, the films are shown on a three-time per week basis in the auditorium of the Academic Training Building. At the left, S-Sgt. Kenneth E. Priebe carefully adjusts the projector before the showing of the evening movie, while at the right T-Sgt. John E. Kee posts the movie schedule for the week at frequented areas about the base. (USAF Photo).

**Nevada Airmen Follow Hobbies In Unique Shop**

"One of the best equipped hobby shops in the entire Flying Training Air Force" was the comment of the inspection team members from Headquarters, Flying Training Air Force, who recently inspected Nellis Air Force Base, Nev., facilities and organizations.

The FlyTAP team had good reason for making this statement because Nellis' hobby shop contains all the equipment necessary to pursue any hobby which an airman might follow.

The woodworking shop which has proved to be one of the most popular of the shop's activities carries every kind of tool necessary for the conversion of scrap lumber into ornamental furnishings. Available for use by Nellis section is a long line of equipment which includes jig saws, both large and small, hand saws, drill presses, plastic saws, many types of buffers planes, lathes, and sanders.

The photographic laboratory is well equipped for the photo enthusiast. In addition to enlargers and contact printers, instructions are available on how to develop film and make prints by technicians on duty. Chemicals for developing are ready mixed and ready for use by anyone desiring to develop film and to make prints.

The supply department of the hobby shop carries any type of athletic equipment including shotguns and rifles, tennis rackets and balls, badminton rackets and balls, volley balls, nets, outboard motors, fishing rods and reels, both casting and fly, sleeping bags, toboggans, snowshoes, skis and ski boots. Any of this equipment can be checked out for a 48-hour period.

**Miniature Cylinders Testing Jet Fuels**

A miniature jet combustion chamber tests efficiency of fuels and their carbon-depositing tendencies at Wright Air Development Center's power plant laboratory. Jet fuel and air heated to 400 degrees Fahrenheit are forced into a two-inch diameter chamber for burning. The tiny cylinder assesses the carbon content of a fuel mixture as accurately as if a full-size engine were run and its combustion chamber liner weighed.



**Defenders Of Democracy . . .**

. . . and the free way of life . . . we welcome you and your families to Big Spring. May your stay here be a pleasant one.

**SEE US FOR:**

- Tailor Made Seat Covers
- Automotive Glass

**BIG SPRING GLASS COMPANY**

608 E. Third Phone 318

**Special Services Handles Recreation, Entertainment**

An old axiom to the effect that "all work and no play makes Jack a dull boy" is given official recognition by the Air Force. To provide the "play" element essen-

tial to a well-rounded military life, a staff section designated "Personnel Services" is established on each base. Captain R. A. Kesner heads up the Personnel Services section at Webb Air Force Base.

According to Captain Kesner, the broad mission of his section is to provide entertainment, sports, and recreation for all base personnel. To carry out this mission, he breaks his operations down into various sub-sections.

The Air force sports program establishes and encourages extensive participation in an organized competitive sports program. The program covers all voluntary leisure-time sports activities at all echelons of command in the Air Force.

Interbase and intrabase competition is emphasized and includes those appropriate sports desired by participating personnel. Locally, facilities are currently available for softball, horseshoes, and tennis. A hangar type building is being used temporarily as a gymnasium, for indoor sports such as basketball, volleyball, and badminton.

Base-level teams will have the opportunity to advance to Air Force championships and go on into amateur and professional competition.

Air Force theaters are established at most bases. These theaters, operated under direction of the Army and Air Force Motion Picture Service, have facilities for presenting stage productions as well as showing motion pictures.

At present, Webb AFB does not have a theater building, but movies are being shown three nights a week in the auditorium of the Academic Training Building.

An Airmen's Club, successor to the World War II service club, is scheduled to be built at Webb AFB in the near future. Planned as a center of activity during off-duty hours for base airmen, their dependents and friends, the club will provide recreation space and equipment, along with a snack bar.

Another function of Personnel Services, not differing too much from its civilian counterpart, is the operation of a base library. Physical assembly of materials and equipment for the Webb library has been virtually completed, and opening date for the facility is slated for the near future. Captain Kesner indicates a wide variety of literature, including reference volumes, will be offered.

Provisions for other leisure-time activities are being set up by the Special Services people. These added facilities will include woodworking, auto repair, and model building shops. Many types of hand tools are now available to airmen, on a loan-out system.

Lt. Billy Pitts directs the athletic program and serves as assistant to Capt. Kesner.

**Chances Abroad Are Cited By Air Force**

Officers with a rank of captain through colonel and the desire for duty in far-off places in the Air Attache System now have the opportunity to apply for this assignment.

A limited number of vacancies now exist and will be filled on a competitive, best-qualified basis Air Force Headquarters reports. Applications must be submitted in accordance with AF Reg. 36-54.



**We Salute You Men/ Of The Webb Air Force Base**

We hope your stay here in Big Spring will be a pleasant one, filled with the friendliness and good will you deserve. We invite you to see us for your auto parts.

**CHARLIE STAGGS AUTO PARTS**

415 E. 3rd Phone 2045



**WEBB AFB PERSONNEL**

**Congratulations On Your New Home**

**We Are Proud . . .**

to extend our greetings to Webb Air Force Base personnel and wish them a prosperous and happy citizenship in Big Spring. Liberty depends upon properly trained fighting men . . . and cleanliness depends upon proper laundering service. Only the latest scientific laundry and cleaning methods are used in our plant, thus assuring you that your laundry and cleaning will always come back to you sparkling clean.

**Ideal Laundry & Dry Cleaners** 401 Rannels Phone 455

**City Laundry & Dry Cleaners** 121 West 1st Phone 2234

**Model Laundry & Dry Cleaners** 601 Gollad Phone 2230



**'...Calling Pentagon'**

Ofttimes speedy messages to higher officials are necessary and these teletypes get a lot of use between higher command levels. Webb AFB has two such teletypes and they are manned here by A-1c William G. Olson, left, and A-3c Albert C. Burroughs, right. This is part of base communications setup. (USAF Photo).



**Welcome Men Of WEBB AIR FORCE BASE To Big Spring**

See Us For:

The Very Best In Cleaning And Pressing — And Service.

**Hartley Bros. Cleaners**

116 Main Phone 420

**Formal Dedication Ceremonies Sunday, May 18**



Welcome to Big Spring, men of Webb Air Force Base, we are happy to add our greetings to the many other messages of good luck you are receiving today. We join with you in urging the citizens of Big Spring to attend open house today.

**U.S. ROYAL**



**Skid Protection and Blowout Prevention!**  
(nowhere else available)

Proved beyond all question by billions of miles of owner experience! These great U.S. Royals come to you with a record of inside and outside safety that has set entirely new standards of safe riding and driving performance—a record unduplicated in tire history. These are the genuine and original tires and tubes that bring you exclusively—

- ROYALTEX TREAD AND TRACTION to grip and hold where tires have never held . . .
- THE U. S. ROYAL CURB GUARD to protect the sidewall from curb scuff and abrasion . . .
- INNER NYLON SAFETY to actually prevent blowouts before they occur.

**WE BUY YOUR OLD TIRES!**  
You don't have to wait until your tires and tubes wear out. You can have the safety of U. S. Royals now! We will give you full mileage for the unused mileage in your present tires—old or new! Come in today for these special allowances!

THE TIRE AND TUBE THAT HAVE NEVER BEEN SUCCESSFULLY DUPLICATED

**Skid Protection • Blowout Prevention • Life Protection**

**PHILLIPS TIRE CO.**

E. 4th At Johnson Phone 472





T-33 Jet Training Plane



F-84 Thunderjet

## Cadet Training Is A Long, Hard Program

Great pilots are not born—they're made by the Air Training Command.

Many men envy this selected group of young Americans chosen by highest standards to become aviation cadets and receive pilot instruction from the United States Air Force.

Those who do qualify have their golden opportunity in this air age. Aviation cadets now in training at Webb Air Force Base may eventually become the plane commanders of intercontinental bombers... pilot heavy transports... zoom into the sky at controls of sensational new jet fighters. Their everyday duty often brings them in close contact with startling technological developments. They are well paid and are highly respected for the professional status accorded them by the world's finest flight training.

Webb AFB cadets are now undergoing this training program and are on their way toward winning their wings and a commission in the United States Air Force.

Cadets, for their first month of training, take stiff military and physical training designed to whip them into shape for 12 months of flight training to follow.

Cadets march and drill so much they begin to wonder if the flying school isn't really an infantry training center in disguise. But there's good reason for everything they do.

All the time they're toughening up, both mentally and physically. Flying is a rugged business and it takes a well-conditioned man to handle one of the USAF's bolts of greased lightning.

Actual flying for the cadets begins about the fifth week of training.

After 25 hours of dual instruction in the time proven T-6 (Texan) Trainer, the cadet is ready to solo. Dual and solo time in basic training includes about 165 hours, covering aerobatics, formation, instrument, and night flying.

In the second six months of training here at Webb AFB, flight is given in the newly developed T-28 intermediate trainer, as well as the jet propelled T-33, two-seat trainer version of the F-80.

Coordinated instruction during the 12 months includes academic and military training in addition to flying.

At Webb AFB, hub of all classroom training is the newly constructed, modern, Academic Building.

Here academic courses teach future pilots the design and engineering of their planes and the maintenance needed to keep them air-worthy. They also teach radio communications, code, weather, navigation, principals of flight, and other subjects which are part of a pilot's professional knowledge.

Military courses teach the necessity for leadership and discipline for the high standard of conduct which is required of all Air Force

With each tick of the clock, 365 days a year, one of the USAF's Air Training Commands is taking off or landing on a training flight at one of the command's 37 bases.

officers... for being an executive capable of utilizing Air Force money and manpower to greatest advantage.

Cadets now in training at Webb AFB receive the new, higher pay rates authorized by Congress in the Career Compensation Act of 1949.

Food, quarters, uniforms, and equipment are supplied and the cadets also receive a monthly cash allowance of \$105. A \$10,000 government life insurance policy is in effect, without cost to the individual, for the duration of training.

When the long days of formal cadet training come to a close, graduation day comes for the Webb AFB cadet class.

With approximately 265 flying hours to his credit, the Cadet steps up to receive his silver pilot wings and the gold bars of a second lieutenant.

The graduation ceremony is formal, and memorable, the most remembered and proudest day in this man's life.

The future of these Air Force pilots holds all that could be desired.

As an officer of the United States Air Force, there is the opportunity to study supersonic flight... to roll back barriers of time and distance... and to serve proudly, keeping his nation strong in peace as well as war.

Hello Airmen!



Big Spring Is Glad To Have You Here

Drop In And See Us

- Hand Made Boots
- Expert Shoe Repair
- Expert Dye and Refinish
- Leather goods of all kinds

**J. L. CHRISTENSEN BOOT SHOP**

602 W. Third

Phone 1676



We Take This Opportunity To Say... **WELCOME**

To Officers, Men And

Families Of Webb Air Force Base

We're Sure

You'll Like

Big Spring

Come In And Let Us Show You Our Complete Lines Of Jewelry And Gifts.



**WAITS**

At 115 E. 3rd

Phone 985

DIAMONDS WATCHES JEWELRY

To Our New Friends...

The Men...

Women...

Civilian Personnel...

and Families of

Webb Air Force Base

Our shop is small, but it's filled with wonderfully exciting accessory items... all the things so important to a lady's wardrobe... the kind of things men love to give and women love to receive. From costume jewelry and scarfs to skirts and blouses, if it's an accessory item, we have it... and we hope you'll feel free to drop by at any time and let us help you select that important "added touch"... or that "special gift" for someone close to you.

Gift Wrapping And Wrapping For Mailing

*Mi-Lady's Accessories*

307 Runnels

Phone 3350

The Flying Red Horse Welcomes WAFB Personnel TO BIG SPRING



Your friendly Magnolia dealers are happy to welcome you airmen of Webb Air Force Base to our city. We offer sincere congratulations on your formal dedication ceremony today.



Stop At The Sign Of The Flying Red Horse... In Big Spring At These Friendly Service Stations:

**PREACH MARTIN SERVICE STATION**

601 Gregg

Phone 1753

**GIBBS AND POPE STATION**

1001 W. 3rd

Phone 9561

**GRADY HARLAND SERVICE STATION**

1000 Lamesa Highway Phone 9787

Visit these dealers soon... and often. They are equipped to service your every driving need. Stop by soon and get acquainted at the sign of the Flying Red Horse.



**MAGNOLIA Petroleum Products**

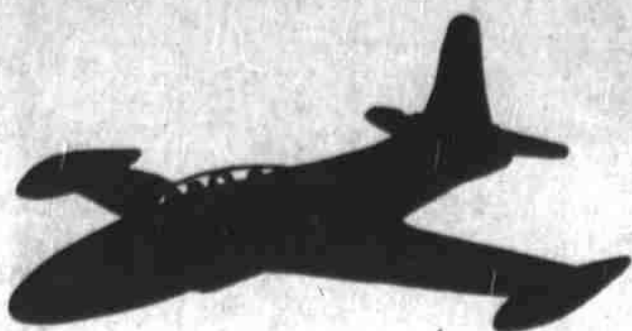
MERRILL CREIGHTON Consignee

401 E. First

Phone 367



**WE  
EXTEND A  
WARM  
WELCOME TO**



**WEBB AIR FORCE BASE**

All of Big Spring is proud to have you as citizens of this community. Everyone here wants you to enjoy your stay to the utmost . . . and toward that end, may we suggest you attend the movies often, where you'll find the finest and latest in cinema entertainment.



**BIG  
SPRING  
THEATRES**

**He May Fly A Desk, But Pilot Also Gets To Soar In The Sky**

The "behind the line" pilots at Webb Air Force Base, and other Air Force installations, take to the air regularly.

By way of explanation, a "behind the line" pilot is an Air Force officer who is a rated pilot, trained, capable, and experienced, but not currently assigned to a flying job.

Many staff officers fall in this category. They were trained as pilots, and assigned flying jobs as their primary duties. As their experience built up, they reached the point where this experience could be more valuably employed behind a desk, in a planning or supervisory capacity.

But Uncle Sam has a considerable investment in these experienced flying officers. It costs thousands of dollars to train a rated flying officer, and from a strict

financial standpoint it is good business to protect that investment. Further, the investment in time required to train a flying officer cannot be overlooked.

So it is simply shrewd business to see that these "behind the line" pilots maintain their flying proficiency.

Over the years Air Force has worked out a plan to guarantee that these pilots log enough flying time each month to assure that, should the need arise, they would be able to leave their desks and climb into the cockpit of a modern military aircraft.

Webb Air Force Base has its

share of skilled pilots who are currently flying desks. Like Colonel Wackwitz, the base commander, or Hugh Parrish, commercial transportation officer, or Bill Whalin, base adjutant, Colonel Wackwitz, Hugh, and Bill, and the fifty-three other "behind the line" at Webb AFB regularly desert their offices to take to the air.

Often these proficiency flights take the form of long cross-country jaunts. Many times they are sleep-robbing night flights, or weekend trips. But to a man, these part-time pilots welcome a chance to get off and "punch holes in the sky."

Each month "behind the line" pilots must log a minimum of four flying hours. Over an annual period they must fly a total of 100 hours, including a fair share of night and first-pilot hours. Within each thirty to sixty-day period they must make at least one flight in each type aircraft they are authorized to fly, if they are to remain "current" in those types. Rated instrument pilots must fly a prescribed number of hours under actual or simulated instrument conditions to maintain that rating. And of course they must regularly pass a stiff physical examination.

Dollar-wise the rated pilot puts himself in line to collect "flight pay" by performing this frequent flight duty, in addition to the duties of his assigned job.

But top Air Force officials have repeatedly indicated they consider this incentive pay a very economical safeguard on their original money-and-time investment in these flight-wise veterans.

**Project Is Set To Check High Altitude Winds**

The Air Force has initiated a research project to study high altitude winds over the United States at altitudes from 50,000 to 100,000 feet.

Nicknamed "Moby Dick," the project will use large plastic balloons to obtain important weather data from the stratosphere.

At present two balloons are being sent aloft weekly from Holloman Air Force Base, Alamogordo, New Mexico. When "Moby Dick" reaches full-scale operation, three releases daily will be made from mobile launching sites either on the east or west coast of the United States depending upon the seasonal direction of high altitude winds.

The Air Force warned that the balloons may appear as "flying saucers" in the early and late hours of the day, because of the sun reflecting from transparent plastic coverings. The inflated balloons will be clearly visible at 100,000 feet during clear days and at this altitude will be similar in appearance to a small moon.

Ballasted to float at fixed altitudes, drifting balloons will be tracked by ground stations to determine positions. Transmitters suspended beneath the balloons will send signals to direction-finding stations of the USAF Airways and Air Communications Service and the Navy. This data will be plotted by an Air Weather Service control center.

Fully inflated research balloons are 50 to 110 feet in diameter and up to 130 feet long. They are made of polyethylene plastic from one to three thousandths of an inch thick. The transmitter, parachute and associated equipment is suspended approximately 100 feet below the base of the balloon.

In the event a collapsed balloon is found, directions for returning the radio transmitter section will be attached to the unit. The useful transparent plastic balloon cover may be kept by the finder who will be awarded for return of the radio equipment.

Project "Moby Dick" is scheduled to continue indefinitely in order to make extensive exploration of winds aloft at high altitudes above the United States.

**Carrier Takes New Planes For MDP**

The first shipment of United States aircraft for delivery to Portugal under the Mutual Defense Assistance Program were carried on the U. S. aircraft carrier Corregidor last fall.

Approximately 50 aircraft were carried for two North Atlantic Treaty countries — Portugal and France. The aircraft for Portugal consisted of approximately 20 T-6 North American trainer aircraft; the remainder, Lockheed T-33 jet trainers and T-6s, were consigned to France.

Last summer, the Corregidor delivered approximately 40 aircraft to five NATO countries — Denmark, Norway, The Netherlands, Belgium and France. The carrier is operated by the Military Sea Transportation Service.

**SAC Gets Trained Pilots In A Swap**

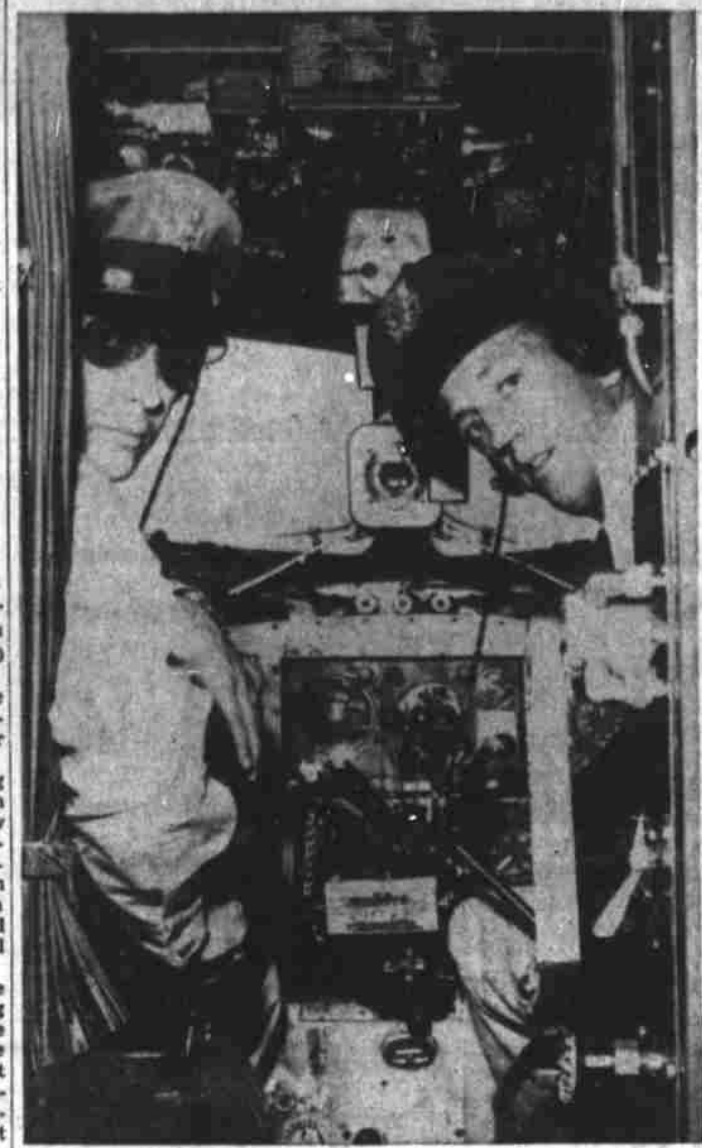
A new plan whereby the Strategic Air Command will acquire the best and most experienced four-engine pilots from the Military Air Transport Service in exchange for similar numbers of less experienced pilots was instituted last December.

The pilots from MATS up to the grade of major were selected from among those with an excess of 4,000 hours' flying time and a high proficiency rating. They were given transition training in the latest inter-continental B-36 bombers.

The exchange is carried out monthly. MATS receives those pilots from SAC who have between 1,500 and 2,000 hours flying time and, wherever possible, experience in transports.

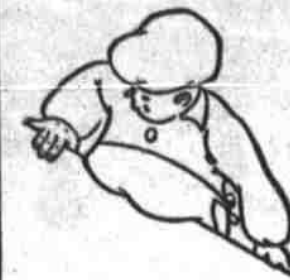
MATS pilots selected are able to qualify for "spot" promotions authorized under the SAC. Volunteers from MATS with the desired qualifications are selected first.

Creation of the aircraft observer, radar intercept, training program in FTAF has opened a new path to lieutenant's bars in the Air Force.



'Behind-The-Line' Pilots

It costs money to train pilots and this investment is not an inexpensive one, either. Often, pilots are given desk jobs and in order to protect their investment, the Air Force arranges to keep these pilots in flying trim through extra pay grants. In this case, Major Bill Whalin, at left, and Capt. John R. Wood are shown in the cockpit of a C-47 as they ready for a take-off to log required flying time. (USAF Photo).



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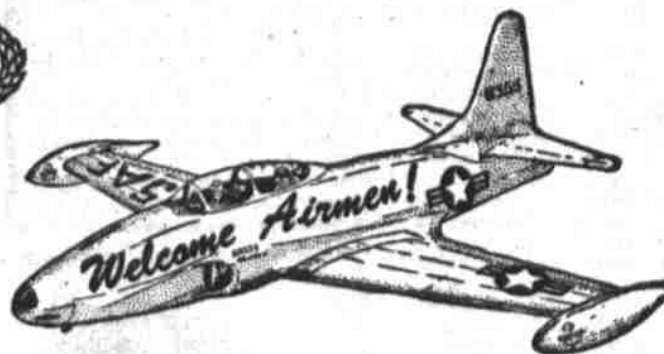
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