

BIG SPRING, TEXAS, FRIDAY, MAY 20, 1955



## The Making Of A Jet Pilot---

There is no such easy magic in making a jet pilot for the United States Air Force as Tin Pan Alley's formula for making music. The cadet or student officer does considerably more than go in there, go 'round and 'round and come out here.

It takes a sturdy man, one with good physical and mental qualities, to make the grade. Yet, contrary to notions which exist in some quarters, today's jet pilot need not be a combination of Space Cadet, Buzz Sawyer and an electronic brain.

Take the case of Aviation Cadet Norman K. Edwards, 20, typical of the men in training at Webb AFB. Cadet Edwards is a tall, tanned and clean-cut young man from Jackson, Miss. Before entering the pilot training program he was a Mississippi State College student. He had been in love with the idea of flying since he was in the 10th grade, so he left college to become a pilot.

Now that he is in the final month of his training, his day is not so tight as it was in the beginning. His average day starts at 5:15 a.m. when he rolls out to make a 5:30 breakfast. He must have his room and belongings ready for inspection at 6:20 so he can join a formation marching to the flight line. Along with his group he is critically inspected for personal appearance and equipment.

At 7 o'clock he is in the briefing room from which he goes with his instructor to the aircraft parking ramp. Before he takes off for either one or two 2-hour periods, he must check numerous forms, such as he is doing left above with his crew chief, A-2C Burrell Sullivan of 3561st Flight Line Maintenance.

Sometimes he can plan a cross country flight, as he does

lower right with Lt. D. R. Hanco, flying instructor in "I" Flight, Section III, while A-C David L. Chonowski looks on. Recently Cadet Edwards was lucky enough to draw a cross country to San Bernardino, Calif., where his parents, Mr. and Mrs. B. D. Edwards now reside.

Back from flight he goes to the briefing room for an analysis of his flight. At 12:45 p.m. he falls into formation and marches to the dining hall—and student pilots never have dull appetites.

It's fall in again at 1:50 p.m. as his group marches off to academics building. Here he must attend classes (center left) in survival, flight operations, weather, celestial and dead reckoning navigation, T33 engineering, special weapons, officer responsibilities, discipline, leadership and response to command, personal appearance. Not all of these, thank goodness, come in one afternoon. His survival instruction includes, among other things, actually shooting himself aloft in a pilot's seat (right above) as though he were being ejected from a distressed plane.

After dinner he may find himself wrestling with his studies, or even night flying, or tidying up for the rigid inspections from which even upper classmen such as he are not immune. He polishes those shoes (lower left) to a mirror's brilliance in his room, where two items of standard equipment may be seen—a radio and a picture of the girl back home.

With 130 hours of T28 flying and 80 hours in a T33 jet trainer to his credit—and satisfactory grades in his academics—he comes to that happy day when he gets his wings, and the rank of a second lieutenant. No wonder he would not trade places with anyone.





The Air Force Way?

There's a right way, the wrong way, and the other way. And judging from the above picture, these airmen are trying a brand new way. A-1C Elmer Mann, photographer at Webb, is fixing to drill for a gold filling in the mouth of A-2C Clair Hershel. 5-Sgt. Ronald Johnson is Mann's "assistant." They claim they are taking their first on-the-job training in dentistry. Actually the scene represents good, clean fun which the airman carry on in their spare moments.

## Webb One Of Only Six Basic Jet Schools In Entire Country

Webb Air Force Base, one of the smallest and newest of Air Training Command installations, has the distinction of housing one of the six basic single-engine jet aircraft schools in the nation. As a result, cadets from all parts of the free world are assigned to the base to receive their jet training.

Webb is a part of the Flying Training Air Force, which is headquartered at Waco, and is a reactivation and extension of Big Spring Army Airfield, a World War II Bombarrier training school.

Big Spring Army Airfield was deactivated at the close of World War II and title to the properties were returned to the City of Big Spring, which converted the base into a municipal airport.

After the Korean War, when the Air Force began its expansion from 43 wings upward, the decision was made in Washington to reactivate the old airfield and make it the home of the new 3560th Pilot Training Wing (Basic Single-Engine). Negotiations on the reopening began in April, 1951. By summer of the same year, construction had begun.

Official reactivation date was October 1, 1951. The base received its first complement of personnel from Goodfellow came Webb's first From Goodfellow came Webb's first commander, Colonel Ernest F. Wackwitz Jr., who had commanded the Goodfellow pilot training group.

Construction delays and material shortages set the reporting date of the first student pilots in April 1952—Class 52-D. This class was scheduled to arrive at Webb in January, 1952, but since facilities were not then ready, the class received the first half, or first phase, of its training at Perrin AFB, Sherman, before coming to Webb to complete basic flight training.

Training at Webb was set to carry each student pilot through six months of training, the first three in T-28 propeller-driven aircraft, and the last three in the Lockheed T-33 jet training plane. Flying began in April and rapidly accelerated into a full training program of day and night schedules.

Armed Forces Day on May 18, 1952, was combined with an impressive dedication ceremony dur-

ing which the base was named in honor of Lt. James Louis Webb, a Big Spring F-51 pilot who crashed and was killed during bad weather off the island of Hokkaido, Japan, in 1949. Mrs. Rilla Webb, Lt. Webb's mother, is a civilian employee in Webb's base finance office.

A contest to name the base was conducted by the Big Spring Daily Herald, and Lt. Webb's name was the unanimous choice both of the community and of the U. S. Air Force. At the dedication, Lt. Gen. Robert W. Harper, commander of the Air Training Command, and the widow and two children of Lt. Webb were present.

In July, 1953, Colonel Fred M. Dean, who had just graduated from the National War College and who had been a Spitfire Group commander in Africa during World War II and later was executive officer for former Air Force Chief of Staff General "Hap" Arnold, became Webb's commander.

Colonel C. M. Young assumed

command at Webb early in January of this year, replacing Fred Dean who had been promoted to the rank of Brigadier General and moved to Waco as Vice Commander of Fly TAF. Young came to Webb from the Joint Tactical Air Support Board of the Air Force where he had served in the capacity of Chairman of the Training Committee.

The past year at Webb has been highlighted by much new construction and continued efforts to beautify the base. In community effort, the base cooperated 100 percent, going over the top in the March of Dimes, Red Cross drives, and the Air Force Aid Society. Webb AFB and the town of Big Spring are contiguous in this cooperation which is of mutual benefit to the town and the base.

## Air Field Has Had Many Uses Since Establishment

The site of Webb Air Force Base has seen some changes in the 30-odd years since the first airplane landed west of the base some two miles west of Big Spring.

At first, the field served as Big Spring's municipal airport. It was the first and for a long time the finest private airfield in this section of the state.

But when World War II occurred, the City of Big Spring was quick to turn the field over to the Army for use of the Army Air Force as a bombardier training base.

After the war, the field was returned to the city and again became the municipal airport—for some five years the busiest in West Texas.

The Big Spring airport was the refueling stop for the Navy, Air Force and Army which constantly shuttled planes through this area. In addition, many oil companies, other businesses and individuals made Big Spring a sort of "base of operations" in West Texas because of the good hangars and other flying facilities.

During the period after the war, the city and the Civil Aeronautics Authority teamed to construct the modern air terminal on the field. This structure now serves as base operations headquarters.

Because of its interest in this building, the CAA has been unwilling to the field to the government in order that Webb may be designated a "permanent" installation. The CAA said it will relinquish its claim when other adequate facilities are provided for private aviation.

Webb Air Force Base was activated Oct. 1, 1951 as the Big Spring Air Force Base. The designation was officially changed to Webb Air Force Base May 18, 1952, in honor of First Lieutenant James L. Webb, who died in a crashed F-51 airplane off the coast of Japan in 1949.

Webb Air Force Base was the third of the seven such single-engine schools established to absorb the increased flow of students from the primary schools. Its mission was, and continues to be, the training of aviation cadets and student officers in the flying of jet aircraft and the qualifying of aviation cadets as officers in the United States Air Force.

The present commander of the Base is Col. Charles M. Young. He relieved Col. Cleon E. Freeman Jan. 19, 1955; Col. Freeman assumed command on the departure of Brigadier General Fred Dean, who was reassigned to Flying Training Headquarters, at Waco.

The first class to complete the course at Webb Air Force Base and qualify as jet pilots, received diplomas June 21, 1952; the largest class to graduate was 52-G, when on Oct. 25, 1952, 107 completed the

prescribed course.

Students from many allied countries which form the MDAP (Mutual Defense Assistance Pact) are given the same course of instruction prescribed for American students. Language difficulty seems to be the most common barrier these students, although this is being corrected by the establishment of a language school at Lackland Air Force Base, near San Antonio, to which these students are sent prior to coming to Webb.

The initial program called for only four classes, but the tempo

has been stepped up, till now ten classes are graduated annually; one class completes the approximately five and one-half months course each two weeks. In other words, every two weeks a new class is graduated.

The records indicate that 45 students entered 52-G with three hold-over gains and six losses, for a net entry of 42. Six eliminations brought the total number of graduates to 36.

Since the activation of the Base, more than 2,400 students have completed the course.

## Celestial Navigation Is Studied By Pilots

Air Force fighter pilots are fast returning to the footsteps of Henry the Navigator, the first man to use the stars the way we normally use a road map. Henry was a Portuguese sailor, and more than six hundred years of history separate him from our student jet pilots. But the stars are the same, and Webb's students have more than a passing acquaintance with more than thirty-five of them.

Originally asked for by SAC, the celestial navigation course taught at Webb's Academic Department is but the first phase of such training for graduates slated for TAC, and even MATS. Mid-air refueling of fighter planes often puts our pilots beyond the range of friendly radio signals. Inaccurate charts of much unfriendly territory also places a burden on pilot's navigational techniques.

A fighter plane cannot carry the several hundred pounds of electronic navigation equipment—and, today it doesn't have to. All it needs is a pilot who can use the three-pound A-10A sextant.

The eighteen-hour Celestial Navigation course taught by Capt. James E. Watson III, is a comprehensive survey of the technique. One week is spent on theory, alone; the second week is devoted to the practical application of things learned in the classroom. This includes two night classes

(weather permitting) during which the students spend some time "shooting the stars."

Capt. Watson also takes his students through a simulated celestial navigation "flight" which lasts two hours. Webb graduates are prepared to make in-flight corrections of both their Expected Time of Arrival and their flying course, itself. This is done by shooting two stars and establishing a Line of Position (LOP).

According to Pilot-Navigator Watson, the fighter pilot with his sextant is completely independent of any ground electronic aids. He also states that the technique is more valuable to the pilot at night.

A standard FlyTAF end-of-course examination is given all students. Although Watson says there have been no failures in the last three classes, the average number of failures per class is two or three.

Webb graduates going on to advanced flying training receive an additional sixty hours of training in this technique. Those going to tactical organizations are required to fly two celestial missions per month (one day, one night), shoot at least forty-eight stars per month, and attend forty-eight hours of classroom instruction every six months.

Wonder if old Henry knew what he was starting?

# WEBB

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3rd Anniversary

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### Fire Department Protects Fliers, Base Property

Men who fly are mighty happy to see the Webb AFB fire department around.

Besides being responsible for protecting base property, one of the prime functions of the department headed by Peter J. Perring, fire chief, is to rescue men in event of emergency landings on or near the field. Special equipment is provided, including trucks which deliver a foam solution to stack up such a mass of carbon dioxide that fires are smothered. One turreted truck can move right into a fire, spouting foam and water to clear a path through which hooded men in asbestos suits dash to the cockpit to free trapped pilots. At least two men owe their lives to Webb AFB firemen.

Fire prevention is still another facet of the department's work, for Perring and aides are constantly checking the base to wipe out potential causes of fires.



### TEAMED FOR DEFENSE

Men and women of the Army, Navy, Air Force, Marine Corps—each and every one belongs to the great defense team that protects our nation. Saturday, May 21, is America's Armed Forces Day, in their honor. May they always keep us strong—and at peace!

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# A SALUTE TO THE STARS OF AMERICA'S ARMED FORCES ON DAY

On May 21, Armed Forces Day, we pay special honor to the men and women who play the starring roles in the defense of our country.

It is because of these people, who are giving so generously of their time and energy, that we can feel more certain of a peaceful world and a free America for a long time to come. We want them to know that we deeply appreciate their efforts and will always be grateful to them.

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wishing WAFB  
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To The Personnel Of The  
WEBB AIR FORCE BASE  
We Say  
BEST WISHES  
On Your Third Anniversary

We Hope You Will Spend Many More Happy  
Years With Us



Men Who Co-ordinate Webb's Flights

Maj. Leo G. Bradford, right, head of operations at Webb AFB, uses a large wall map to point out the effect of recent directives governing student cross country flights. Attentively listening is assistant operations office 1st Lt. Donald E. Felts. The two officers must handle an endless variety of problems pertaining to flying, checking and charting each flight to or from Webb.

## Operations Staff Works Night And Day, Assignments Endless

Webb's Base Operations Office—working an around-the-clock schedule, 365 days a year—handles an endless variety of problems pertaining to flying. The office, under the command of Maj. Leo G. Bradford, has compiled an impressive list of statistics since it opened in 1952, but most of the work done by the section never shows on the charts. Officially, the operations job is to aid in the safe accomplishment of tactical missions, to keep records on Base planes and pilots, to assist transient pilots in all phases of in-and-out base flights, and to do administrative work. This covers a lot of territory, especially the "administrative" angle. Maj. Bradford is assisted by 1st Lt. Donald E. Felts. Most of the operations activity centers around the Dispatcher Section. For it is here that the pil-

ots get their necessary clearances for flights. After a weather check, the pilot fills out a standard AF form showing his route, destination, altitude, speed and other statistical information. When the clearance form and pilot's qualifications have been checked and signed by the operations or airframe officer, T-Sgt. Jack Washburn, chief dispatcher, or other airmen dispatchers take over. Apparently a lot of people want to know the flight is on its way—especially if the weather requires flying on instruments. Using a direct line to Carswell, AF Base, Fort Worth, Operations notifies Military Flight Service that the flight is ready to go. Another direct line to the Civil Aeronautics Air Traffic Control Center is used to get approval for the flight on Civil Airways. A call to Webb Tower and Maintenance Person-

nel Office gives Operations the alert signal. And so on down the line, until everyone concerned is aware of all the details of the intended flight plan. Behind the bustling message-sending and clearance work of the Section in the rear offices is comparative quiet. Here, typewriters and adding machines are king. Individual flight records must be kept on every base pilot. Weight-balanced data is compiled and recorded on each plane assigned to the base. Clearance forms and related papers are checked and filed along with monthly flight pay slips. Bright red, green and blue wall charts show statistics on take-offs and landings (average is around 400 transient flights per month not including the hundreds of student flights). Other graphs show data on aircraft. One large board shows the status of each base pilot required to fly. Each must get a minimum of 96 hours yearly, with 20 hours instrument flying and 15 hours of night flying, to be considered proficient. One one wall is the duty pilot roster. This is a list of all the pilots whose primary duties are other than flying but who must fly the many administrative, freight and passenger trips required. On a rotating schedule of 24 hours duty they may be called on to go anywhere for a load of parts, carry students to a school. A pilot's information file is maintained as required reading to keep all flying officers current on regulation changes. Quarters and dining facilities are secured for transients. The Wing Commander is notified of the arrival of high-ranking officers and other VIPs. The instrument Section has recently been assigned to Base Operations. It is the duty of this section to see that each pilot on the base maintains his proficiency as an instrument pilot, that he files his required twenty hours of instruments a year, and that he gives a flight check to test his proficiency once each year. Thus it goes—telephones, field phones, inter-phones, typewriters, messages, coordination, requests, advice, questions, answers—day after day. It's well named, this Base Operations. Significant, but not surprising, the function-side of the big Organizational-Function Chart posted on the office wall is a perfect blank. Describing Base Operations "functions" would require a whole wall.

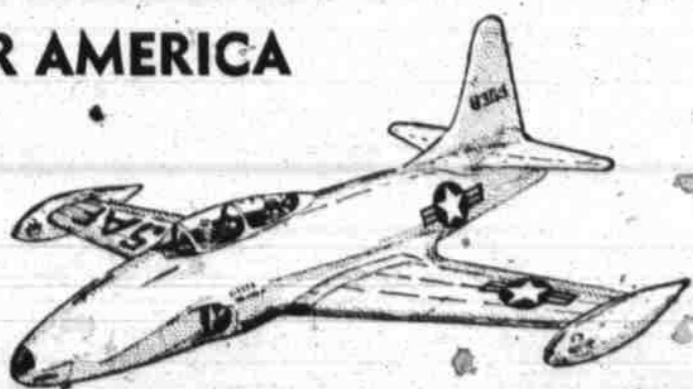
### ALL OPENED

## Only 9' Chutes Used At Webb

While there are many factors contributing to the peace of mind of Webb's pilots, none can compare to the satisfaction a pilot has in knowing that, should it be necessary, the parachute he wears can be depended upon to bring him safely to earth. This confidence is well-placed, considering the record of the 3590th Field Maintenance Squadron's parachute shop. The world's finest chutes and some of the country's finest parachute riggers have combined to give Webb a perfect "parachute safety record." A Webb parachute has never failed its user. Since the base opened, only nine parachutes have had to be used. Five of these were packed by Mrs. Claudene Reid who has packed the life-savers here when Webb was a bombardier school during World War II, and again since the base was reopened. Parachutes packed by Mrs. Reid have saved a total of 21 lives. Parachute riggers are rigorously trained for their important job. After intensive training, they are tested. Parachutes are re-packed every 60 days, and 10-day inspections are performed. All fittings, the seal, flaps and harness, and all other

parts of the outside assembly are thoroughly checked. At present, one civilian and three airmen perform the actual parachute rigging at Webb. Mrs. Reid, who has one of the shop's best records, said that pilots who have bailed out in parachutes packed by her have always dropped by to express their personal thanks. The 21 parachutes she packed that were used in ball-outs were all used under emergency conditions. "Having these men come by to thank the rigger is always a great thrill," she doesn't compare with the satisfaction of knowing you have been helpful in saving a life. Mrs. Reid has kept a collection of pictures of all the pilots and crewmen she has been instrumental in saving for the Air Force. One of Mrs. Reid's most satisfied "customers" is Capt. Eberly, of the maintenance and supply group at Webb. On Aug. 12, 1952, Capt. Eberly found himself in a predicament which made the use of a chute packed by Mrs. Reid a necessity. He bailed out safely and since that time, has requested Mrs. Reid's personal attention be paid to his parachute whenever a re-pack or check is necessary.

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# Armed Forces Day Shows Nation's Strength, Unity

The men who head up the defense of the United States of America—on land, on sea and in the air—see in Armed Forces Day the dramatization of the unity and strength which can preserve the freedoms of this country. In terse form, there are the comments of those chiefly responsible for the maintenance and virility of the Nation's military establishment:

**SECRETARY OF DEFENSE**  
For this, the sixth Armed Forces Day, I salute our men and women in uniform and the civilians in our entire defense program. Our greatest guarantee of continued security and peace is their skill, their devotion to duty, their integrity, and their courage. In their name I have the honor to invite the public to visit the Armed Forces of the United States on this occasion so that all may see for themselves the evidences of the military power we have and must continue to have in the interest of national security and peace.

**CHARLES E. WILSON**  
Secretary of Defense  
**AIR FORCE**  
Although this sixth Armed Forces Day finds us still engaged in the cold war struggle for peace and freedom, it is a time for confidence and not for fear or doubting. The unity and strength of the Armed Forces exemplify our Nation's determination and ability to resist any threat to the American way of life. We in the Department of the Air Force take advantage of this occasion to salute the other branches of the Armed Forces, and to rededicate ourselves to the vital task of providing our country with the unassailable air power so necessary to peace and security.

**HAROLD E. TALBOTT**  
Secretary of the Air Force  
Armed Forces Day re-emphasizes the grave responsibilities that have been entrusted to us in the National Defense Establishment. Today, the free world depends upon the military strength of the United States to maintain peace. Our nation is placing the greatest reliance on air power as the primary deterrent to war. The United States Air Force is deeply aware of its great responsibilities and will continue to use resources available to it to achieve ever-increasing strength. Intercontinental strategic bombers, supersonic fighters, guided missiles and long-range cargo aircraft all contribute to our formidable

able Air Force arsenal. Coupled with nuclear weapons, their Power for Peace is impressive. But it is the skill and devotion to duty of the men and women of the Air Force that is our source of real strength. The willingness of our men and women gives assurance that the United States Air Force is prepared to assume an increasing greater burden as a member of our country's defense team.

**NATHAN F. TWING**  
General, USAF  
Chief of Staff  
**ARMY**  
Every hour of the day, every day of the year we rely upon the men and women of our military services to keep America safe amid the besetting perils of the age. Armed Forces Day is a fitting occasion for the Nation to pay them deserved tribute for their courage, their ability and steadfast devotion. It also affords the American people a particularly good opportunity to take stock of their defenses, to gain a fuller appreciation of the manifold problems involved in building and maintaining effective military strength.

The Army heartily welcomes public appraisal of the manner in which it is carrying out its tremendous responsibilities as a member of our mighty ground, sea, and air team, the greatest power for peace in the world today. Like its sister services, it merits—and I am sure that it will continue to enjoy—the support and confidence of all our citizens.

**ROBERT T. STEVENS**  
Secretary of the Army  
The great deterrent to potential aggressors lies in the strength and combat-readiness of our Armed Forces. Your Army, combining its capabilities with those of its sister services, stands as firmly dedicated and vigilant today as ever before, ready to defend and preserve our cherished way of life.

**MATTHEW B. RIDGWAY**  
General, USA  
Chief of Staff  
**NAVY-USMC**  
The celebration of Armed Forces Day gives every citizen the opportunity to pay proper tribute to all those in military service who guard our frontiers of freedom throughout the world. The Navy and Marine Corps, together with their reserve components, proudly serve with the Army and Air Force in the magnificent defense team creat-

ed by the people of the United States. Those in military uniform are engaged in a noble profession, for they are a vital investment in America's future. Above all, their mission is to perpetuate America's priceless heritage, protect the strength of our nation and assure liberty for the generations to come. They have every right to wear their uniforms with unbounded pride.

**CHARLES S. THOMAS**  
Secretary of the Navy  
**CHAIRMAN JOINT CHIEFS**  
On Armed Forces Day 1958, we renew our pledges to our country, and to the principles which made it great. Soldiers, sailors, airmen and marines are teamed together, building security with freedom. Together, we invite your interest in our progress in the accomplishment of the missions assigned to us by the American people.

**ARTHUR W. RADFORD**  
Admiral, USN  
Chairman,  
Joint Chiefs of Staff

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CONGRATULATIONS TO ALL THE MEN AT WAFB AND TO THEIR FAMILIES ON THIS, THEIR THIRD ANNIVERSARY.

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YOU HAVE PLAYED A MAJOR PART IN MAINTAINING NATIONAL SECURITY. KEEP UP THE GOOD WORK!




## FRONTIER LODGE

extends congratulations

To All The Men at Webb

We wish to say a hearty "Thank You" for a fine job well done



# NEWSOM'S

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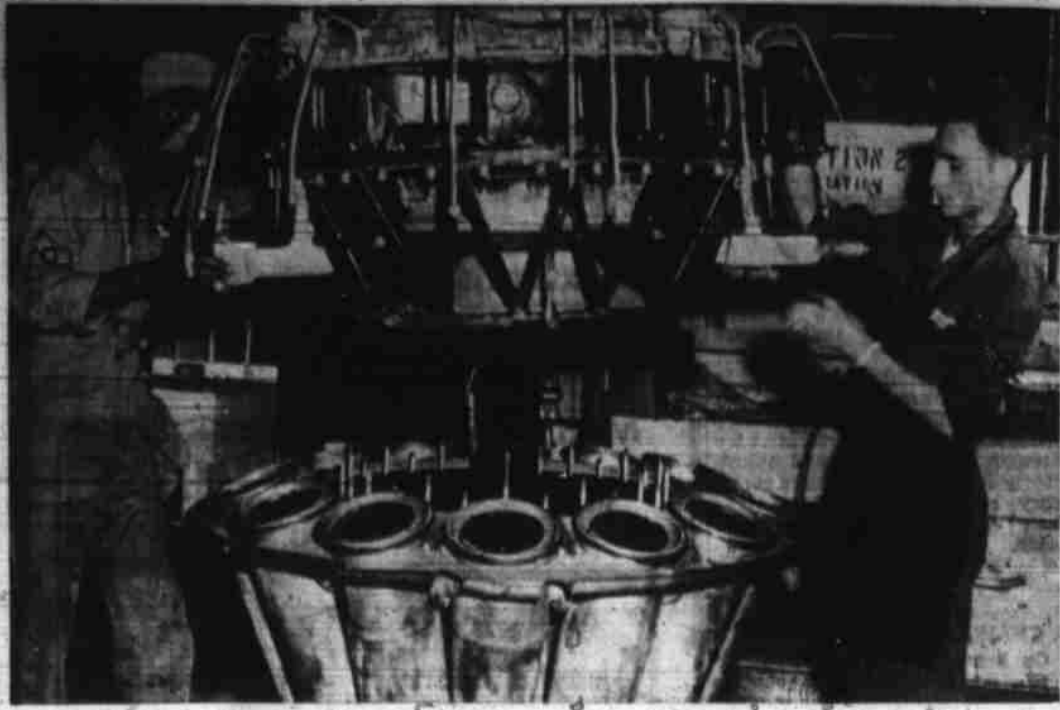
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SHOP UNTIL 10:00 P. M. EVERY DAY OF THE WEEK!

# Newsom's

## FOOD CENTERS





Rebuilding Jet Engine

Jet engines on aircraft at Webb Air Force Base are periodically inspected, and occasionally they are pulled and replaced or rebuilt. Pictured above are two airmen assembling an engine which has been rebuilt. Through replacing, rebuilding and repairing, personnel of Maintenance and Supply have been able to get 30 million miles of service out of the Webb aircraft during the past year. All the planes are constantly inspected and kept in top notch condition. Rebuilding is done right on the base.

## M&S Work Seems Like Magic, Sleight-Of-Hand

There are those at Webb Air Force Base who swear that M&S stands for magic and sleight-of-hand.

For the personnel of M&S during the past year, 30 million miles out of Webb aircraft, and they did it with the ease of a magician pulling a rabbit out of a hat.

They also supplied — through what appeared to be sleight-of-hand — every need of the 2,500 military people at the base who are bent on turning out the finest pilots in the world.

Actually M&S stands for Maintenance and Supply, which at Webb is the baby of Col. Newton D. Hagins.

The organization is known for its know-how, hard work and good morale. And Col. Hagins says it is all due to his "boys." His men pave the way for successful flying just as the unsung linemen open holes in the football lines.

Maintenance and supply at Webb are staggering in proportions, and approximately half the military personnel — 1,100 — at Webb are connected with Col. Hagins' organization.

M&S is a super valet to the training section.

Once each week, officers of the pilot training group sit down with M&S to fix a schedule for aircraft. The maintenance men know each day what must be done. Work of the division depends largely upon two factors, the number of planes which must be available and the number of inspections which must be made.

Regardless of the demands of pilot training, M&S must meet those demands — and on time.

This means that manpower must be utilized by judicious scheduling. When weather precludes flying, men are put to those major inspections, and time-consuming repairs. As flying conditions are favorable, emphasis is placed in

keeping more planes in the air.

Webb AFB has 108 of T-33 jet trainers and 75 of the T-28 propeller-driven trainers. On an average 40 of the T-28s and 50 of the T-33s must be kept in the air while the balance are in reserve or being inspected and repaired. Besides these, Webb has one B-25, and one C-47 to keep in top shape. As if this were not enough, well over 400 transient military craft per month put in at the base, and always they require fuel and frequently maintenance work.

Last year Webb's maintenance personnel kept planes in the air for 127,403 hours. This is 10,617 hours monthly.

Jets flew 71,550 hours during the year while the T-28's compiled 53,067 hours. This is more than 30 million miles — 21 million in jets and nine million in propeller trainers.

On an average the jets put in nearly 6,000 hours a month while their "company" trainers racked up better than 4,000. Total flying time for 1954 showed a 5,000 hours increase over 1953.

What happens when the division gets in a jam because of prolonged or frequent loss of flying time? The men go on a forced draft basis — nights, Saturdays and Sundays if necessary until the kinks are jerked out. Men are shifted from their specialty to an allied job for most efficient utilization of manpower. If necessary, others are brought in on a temporary duty.

Aircraft are inspected on a fixed schedule and for specific things. Experience has shown that certain parts may tend to give trouble after a certain number of hours.

Inspections result in pulling these items and replacing with new ones. The old ones are checked thoroughly and rebuilt or salvaged as the case may be. Replacement is on the sound theory that it is more sensible and economical to replace a part and have a safe plane than

to lose a costly plane and perhaps a pilot.

When planes are flown past the inspection deadline, the pilot must sign out that he is aware of this before he takes the plane aloft. He has the option of refusing to fly the plane, too.

Every plane which undergoes major inspection must be flown by a test pilot. These are specialists who not only are crack fliers but who possess a sixth sense in pinpointing performance as well as trouble.

If Webb M&S personnel spot a mechanical difficulty which might be of general nature, word goes up to headquarters and thence to all bases which immediately check for this possibility. In those rare cases where mechanical rather than human failure results in crashes, investigations may reveal the cause. Word is passed along to all training bases immediately to guard against the same eventualities.

Besides routine maintenance, the division also must keep abreast of modifications. Constant changes are being made in the craft to make them safer and better. This, plus regular inspection and repair, obviates what once was a major overhaul. Now, when a plane comes in for check, cost estimates are run on it. If these exceed the cost of a new plane, the plane is retired for salvage and junk and a new one acquired. M&S, of course, sees to it that this is so rare that it is theory rather than practice.

Over the years, the Air Force has gained a good idea of how much time is required for certain

inspections, repairs, over-hauls, etc. Thus, supervisory personnel can pretty well spot any tendency to drag the feet; the boss can tell if his men are hitting the ball as well as they should. Maintenance and supply has many other responsibilities, but they all add up to one thing — the old slogan of "keep 'em flying."

Attend Open House  
At WAFB On  
Saturday, May 21

# TIME

## TO CELEBRATE!



**WEBB**  
AIR FORCE BASE  
3rd  
Anniversary

We have every cause to be proud of Webb Air Force Base. Now entering upon its fourth year, it holds one of the distinctive records in the Flying Training Air Force.

We say "Keep 'Em Flying" and keep this record going!

### TRAILS END LODGE

West Highway 80 Big Spring

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Attend Open House at WAFB on May 21



SECURITY . . .

IN STRENGTH

STANDARD OF TEXAS

SALUTES THE MEN AT WAFB

A strong armed force is the best protection against aggression. The United States is in the process of building such a force as evidenced by the constructive work at our own Webb Air Force Base. The men and families who are part of this program deserve a sincere and hearty thank-you for the time and energy they spend to keep the homes and families of America free and safe from any threat to their security. We take this opportunity to express our appreciation.

## Webb's Forecasting Record Is Excellent

The Air Force weathermen at Webb may flip coins, but if they do it must be for BX coffee.

The forecasting record — 90 per cent accuracy — attests to the fact that no coin toss determines the day's weather outlook.

In fact, Lt. Lynn Curran and Louis Fragapane, forecasters at the local base, probably wish there were some push-button way to do their job. For the present, however, they leave the push-button talk to others and do something about the weather.

Apparently they do well, too. Records show 90 per cent accuracy on daily forecasts under a tough grading system which checks predicted ceilings and visibilities for each hour during the 24 hours. There is no time for long, involved calculations. Within one and one-half hours after their day begins at 5 a.m. the first terminal forecast of the general area must be plotted and sent out.

Next comes a forecast for the day, copies of which are made and sent to the various flying units. By this time the next terminal forecast is due (every three hours) followed by other day forecasts for the afternoon and night flying. All during this time forecasters give briefings to all pilots leaving Webb.

Obviously all this takes training but the best trained forecaster would be stopped without information on which to base these predictions. Detailed observations must be made constantly to assimilate the data.

This does not mean somebody's report that it's windy outside, either. Armed observers, under M-Sgt. Cecil E. Bruton, chief observer, and A-1c Olen C. Graves and

A-1c Theodore W. Glade, analyst, make hourly observations.

Using special instruments which give such things as air pressures, temperatures, cloud density and height and type, wind direction and speed and humidity, they channel a constant stream of data to the forecasters. This, combined with reports from other stations, is the basis of all forecasts.

Like the forecasters, the observers also are graded. The men here average about 2 per cent error in the usual month's 1,100 observations.

The weather detachment at Webb is commanded by Lt. Louis Fragapane. Unlike most other units, it is only attached to the base. Command-wise, weather detachments come under the Air Weather Service, a unit of the Military Air Transport Command.

Along with their regular duties, weathermen in the Webb office are making a special study of the dust problem in this area as it affects flying. To be ready for future weather problems they follow all reports on extreme altitude weather, winds, and pressure and density findings. Also, in spite of the fact that the U. S. Weather Bureau office moved to Midland in 1953, they still are frequently called with requests to give private forecasts — something they aren't required to do.

Not long ago, for instance, a local woman called to find out if it was safe for her to hang out the week's laundry. The forecaster diplomatically explained that he was not supposed to give such information to individuals. But after a second plea he gallantly gave the classic answer for this area: "Partly cloudy, warm and probable blowing dust."



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# Congratulations



We are happy to join in best wishes to the entire personnel of Webb Air Force Base on this, your Third Anniversary in Big Spring. We have enjoyed having you!

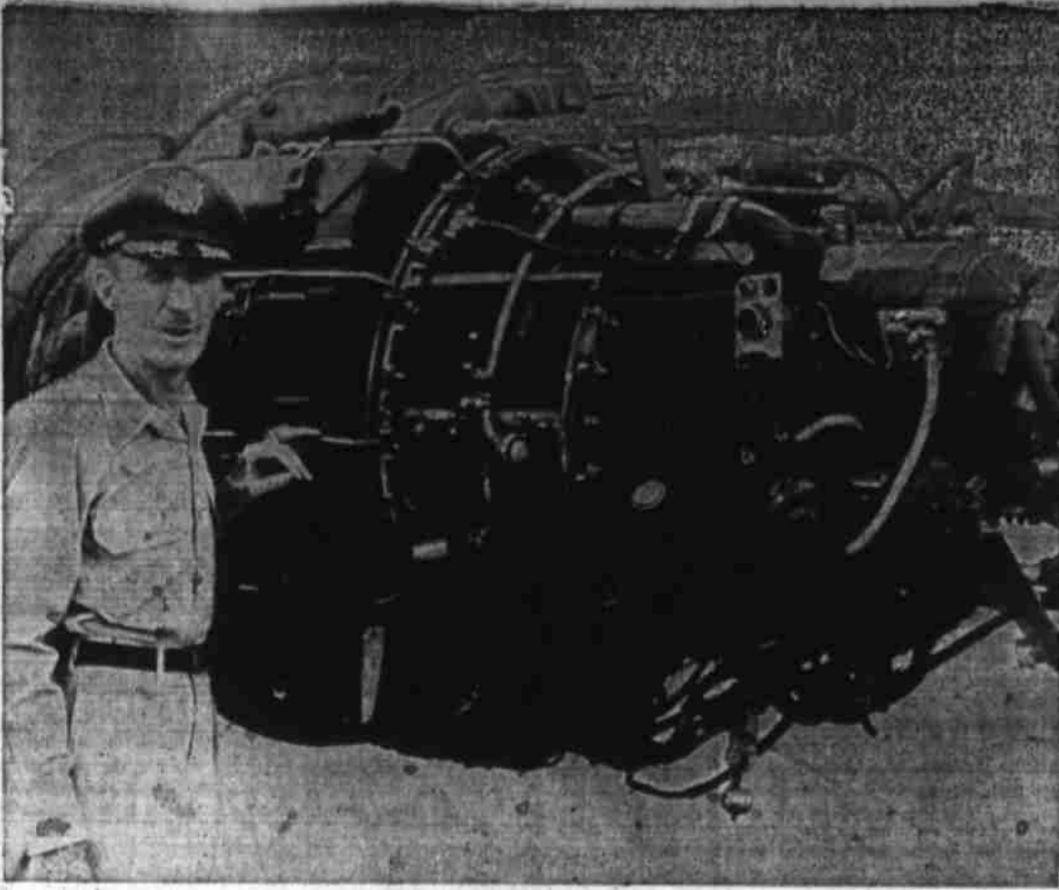
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Inspects Jet Engine

Col. Newton D. Hagins, boss of the Maintenance and Supply Group, inspects a jet engine before it is swung into place in one of Webb's T-33 jet trainers. From the boss on down to the Airmen who are undergoing On The Job Training, the Group seems to take a fanatic kind of pride in the quality of the work it turns out. The Group now holds many many maintenance records for the Flying Training Air Force, and is constantly striving for new ones to capture.

## Col. Hagins Came Up Through Ranks

Col. Newton D. Hagins, commander of Webb Air Force Base's 356th Maintenance and Supply Group, is one of those officers who came up through the ranks.

The story of his rise from "buck private to bird colonel" began in July, 1928, when he entered the service as an enlisted man. He was commissioned for service as an aircraft maintenance officer in May, 1942.

Col. Hagins came to Webb AFB from Foster AFB in October, 1953. He saw overseas service in the European and Mediterranean theatres of operation during World War II, and has also been stationed in Japan.

He was an aircraft maintenance officer and saw combat at the invasion of North Africa through Sicily, Italy and Europe and remained in Europe until the armistice. Col. Hagins at one time served as aircraft maintenance officer in the fighter group commanded by Gen. Fred M. Dean, former Webb Wing Commander, in North Africa.

Before the second war broke out, he had been stationed in the Caribbean Defense Command. After cessation of hostilities and an unconditional surrender had been signed by the Axis, Col. Hagins

was sent by the Air Force to be a military advisor to the Director of Materiel for the Peruvian Government.

Other assignments include tours with the 31st Fighter Group, 134th Army Air Force Base Unit, 12th Air Force Headquarters, Spokane AFB, and Forbes AFB.

He recently completed the management course at George Washington University and is a graduate of service schools at Chautau Field, Albrook Field, Packard School in England, and of personnel management courses at Orlando, Fla., and Maxwell AFB, Ala.

Col. Hagins, his wife Dorothy and their daughter and son, live on Webb AFB.

The colonel's decorations, won for service to his country, include the Soldier's Medal, Bronze Star Medal, Distinguished Unit Citation with one oak leaf cluster, Legion of Merit, American Defense Medal, American Campaign Medal, World War II Victory Medal, EAME Medal with nine campaign stars and one bronze arrowhead, Gold Pilot's Wings from Peru, Good Conduct Medal, Japan Occupation Medal, and the Korean Service Medal.

## 'Sonic Boom' Tells Of Defense Power

The explosive sound of a "sonic boom" announces to John Citizen that aviation has reached a new milestone and that National Defense is more secure.

A thunder-like sound out of a clear sky is news because it is the phenomenon of sonic boom, caused when an airplane is flown through and beyond the speed of sound. Sound is caused when pressure waves strike the ears. The process has often been described as similar to the waves which can be seen when a rock is thrown into a still pond. The water waves represent the pressure waves in the air, which are interpreted by the ear as sound.

When an aircraft flies at speeds faster than sound, it creates shock waves in the air, just as a motor boat on a still lake creates waves, or as the dynamite blast creates a shock wave. Under certain atmospheric conditions, these shock waves reach the ground and are heard as explosive noises.

Most of the sonic booms heard so far have been caused by diving planes. In the typical dive, an airplane is pushed over into a dive from level flight at 40,000 ft. It accelerates from below the speed of sound to the speed of sound or above. At a speed slightly over the speed of sound, a pattern of shock waves are formed by the airplane and move towards the ground, in the direction of the airplane's flight and at the same speed.

Upon reaching supersonic speeds, a trailing wave is formed and the shock waves are directed towards the ground. Because the waves "bend" upward under normal atmospheric conditions, they actually will strike the ground at a point beyond the aiming point of the airplane. As the airplane slows down, the sound waves spring ahead, traveling at the speed of the airplane before slowing down. The smaller shock waves are absorbed by the major bow and tail waves as they speed towards the ground.

The sonic boom is heard loudest

at a point ahead of the aiming point because of the curve of the shock waves. Each shock wave causes a boom, so often two and sometimes three are heard.

Sonic booms have become more frequent with the introduction of more airplanes capable of pushing through the sound barrier. But the aircraft industry and the Air Force have recognized that the booming crashes are annoying to civilian populations and have made plans to eliminate it. This is being done by conducting flights away from populated areas when they must be made at a speed greater than that of sound.

Actually, the sonic boom is rare today when the number of flights being made at supersonic speeds is compared with the reports of sonic booms.

always  
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is a good way to describe the job which has been done the past three

years at . . .

**WEBB**

KEEP UP THE EXCELLENT WORK!

CRAWFORD HOTEL COFFEE COVE

And

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**HATS OFF**

TO

**WEBB AIR FORCE BASE**

Reddy Kilowatt joins with other Big Spring citizens in saluting the men at Webb Air Force Base. This important installation, along with other bases throughout the country, is the source of constant supply of trained men upon whom rests much of the responsibility for the defense of our nation.

Dependable electric power from the lines of Texas Electric Service Company plays an important part in the operating efficiency of Webb Air Force Base, just as it does in the commercial and industrial establishments of this area.



**TEXAS ELECTRIC SERVICE COMPANY**

R. L. BEALE, Manager



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A special day in which the men and women of the United States take time to pay tribute to the men and women of America's Armed Forces in recognition of the fine service they are performing in the interests of peace.

We Salute You And Offer Our Congratulations

**STATE NATIONAL BANK**

IN BIG SPRING



Webb Legal Staff

Webb's Legal Staff review a case prior to submitting their report to Fly TAF Headquarters. Capt. Walter D. Williams (brother of the world famous playwright Tennessee Williams) heads the legal staff. He is assisted by I-Lt. Arnold M. Gold, on the left, and I-Lt. Thomas H. Benton, right. These officers are charged with upholding justice in accordance with laws and Air Force regulations at Webb.

### Legal Staff Sees Justice Maintained

The individual who enters military service leaves neither justice nor law behind. Just as he (or she) discovers that an entirely fair shake is in store when justice is meted out, he also discovers that legal questions quite common to civilian life tag right along behind. All of this is fodder for the mill of the staff judge advocate's office at Webb Air Force Base, there. Walter D. Williams, a Missouri lawyer and staff judge advocate, and his assistants, I-Lt. Arnold M. Gold, late of Michigan, and I-Lt. Thomas H. Benton of Louisiana, account their work into three chief categories. They must handle the administration of military justice, give legal assistance and handle claims. Military judicial procedure is something about which military personnel sometime are not so conversant as they might be. Trials fit into summary court martial (with one officer in charge) for minor offenses; special court martial (with a board of three or more) for more serious offenses; general court martial (for most serious offenses up to capital crimes). While the legal division may help in preparation of charges and furnish a prosecutor, it also contributes defense counsel. However,

### Robert Carter Senior Civilian At Webb AFB

Robert H. Carter Sr. is the longest employed civilian at Webb AFB. He began work at Webb before the base was reactivated in 1951. Prior to that, he had worked for three years when the field was the Big Spring Army Air Field during World War II. He has held the same job both times while working at the base, foreman of the AIO electrical shop. Carter left his Big Spring electrical contracting business to work at the field at the beginning of the Second World War. At the end of the war, he settled back into his civilian trade. When the base was being prepared for re-activation, he went back out and started to work before it was officially opened. "Contracting's all right," he says, "with its big profits and quick losses, but I was looking for my security for my family and myself."

During the hectic days when the base was undergoing its re-growing pains, Carter and a crew of a war-rant officer and two airmen did everything from changing light bulbs to wiring buildings to digging ditches — with a lot of plumbing work thrown in. Everyone at that time was using their own vehicles, since there was no motor pool, and Carter even provided his own tools and equipment.

Discharges and transfers have whittled his shop crew to below strength, but he still has eight civilian employees and six airmen to take care of everything electrical on the base, with the exception of aircraft. In addition to supervising the work of his crew, Carter also assists the AIO Engineering Department in planning construction wiring layouts and estimating wiring systems for work orders.

In talking about his job, Carter says that he finds it interesting, with something different coming up all the time, and that he's "well satisfied." One of those interesting jobs was the heavy storm last spring that blew down a bunch of power lines, plunging the base into darkness. The crew available that night was too small to cope with the emergency, and they had to get help from the Texas Electric Co., but they had the lights back on in two and a half hours.

Carter, a native of Big Spring since 1928, holds a degree in electrical engineering and has attended the University of Texas, Cal Tech, and St. Louis Tech, where he specialized in static and lightning detection. Before he turned to contracting he was an electrical engineer for the Bell Telephone Co. from 1925 to '32.

### Aviation Medicine Is New Science

When men start shooting through space, they can thank a new branch of science—aviation medicine—for the miracle. This new field of medicine came into being as recently as three years ago. And in the short time following, it has been successful in developing many new methods for pilots to adapt themselves to new situations outside their natural environment. Today aviation medicine is recognized to such an extent that it has its own board which passes upon qualifications of applicants

just as boards do in pediatrics, internal medicine, obstetrics, etc. Aviation medicine is a fascinating facet of medical science, for it constitutes a full measure of pioneering. In addition to the conventional fields of medicine, aviation medicine has special problems in respiratory and cardio-vascular physiology. The primary factors with which it deals are low oxygen, decreasing pressure and excessive speeds. Dr. Hershell A. Danemann, Webb's flight surgeon, explained

that there is much research connected with the program of aviation medicine. Much of this research is projected into the future aspects of interplanetary flight, and the main problem here is lack of gravitational forces. These forces act on the body, permitting normal operation of the different human systems, Dr. Danemann said. The research intrigues, Dr. Danemann, however, and he and Dr. James E. Seay, also assigned to aviation medicine, account themselves privileged to be on this relatively new frontier. Not all work comes under the heading of research, however. For instance, each year the aviation medicos must give 1,500 flying physical examinations, and all flying personnel must pass through their section for final approval. Dr. Danemann and Seay are also in on crash and rescue programs, and must conduct accident investigations. As a matter of fact, one of the first requirements of a surviving crash victim is to be checked by the flight surgeons. From such studies, plus some associated with fatal mishaps, physical causes are fixed. Thus steps can be taken to avoid them. Flight surgeons serve in an advisory capacity on eliminating boards for flying safety and fly-

ing valuation. They also disseminate medical education, and recently have infused a bit of mental hygiene. Finally, they must put in regular flying time as medical observers. Operating under them is the physiology unit, which requires a separate building and special equipment. Here men not only are told by Capt. Aubrey G. Mahaffey and Lt. Don D. Fulgram, who are rated pilots, but they are shown. For instance, cadets not only hear of hypoxia (lack of oxygen) but they are put in the altitude chamber which simulates heights up to 43,000 feet or more. By lowering their oxygen content or cutting hose entirely, they get the warning symptoms and sensations, which might someday save their lives. Fledgling pilots are actually ejected from a cockpit by a 37 millimeter charge. They put on G-suits which, through ingenious pressure valves, create counter pressures to offset terrific gravity pulls on sharp turns. They wear flying helmets and learn how they work.

### 'Brassiest' Unit In Army Reserve Is Stationed Here

Members of the 4741st Army Reserve post camp and station complement justly refer to their unit here as the "brassiest" outfit in the Army Reserves. As a case in point they refer to six lieutenant colonels, six majors, four captains and three first lieutenants. The unit did have one enlisted man, but he didn't "re-up."

Seriously, however, the unit is a very active one. The reason for so much rank is that the men come from so many branches that it was necessary to secure this particular type of unit to accommodate them for training purposes.

This Army Reserve unit is constantly on the lookout to extend invitation to reservists to join with it. It has a session each Monday from 8 p.m. to 10 p.m. in the city commission rooms. The two hours of instruction includes talks and motion pictures, and frequently there are officers and technicians from the Army Unit Adviser at Lubbock, under whose immediate jurisdiction it functions. It is, of course, part of the Texas Military District.

The training schedule and instruction is beamed to keep members of the unit familiar with the maintenance and operation of Army posts. The unit has the distinction of having a woman reservist, Miss Bessie Love, chief of the nurses at the Veterans Administration Hospital. Miss Love holds the rank of captain. Commanding officer of the 4741st Army Reserve Post Camp and Station Complement is Lt. Col. Herbert W. Whitney, Executive officer is Maj. Clifton Bellamy.

Others are: Lt. Col. Everett G. Fausel, Lt. Col. Henry M. Jarratt, Lt. Col. Patrick G. Lipcomb (Midland), Lt. Col. Clarence Barks (Lamesa), Lt. Col. George E. Peacock, Lt. Col. J. D. Burleson (Lamesa), Maj. W. A. French Jr., Maj. Hugh

L. Gordon (Midland), Maj. Dick R. Lane, Maj. A. J. Frager, Capt. James L. Kincaid, Capt. Barry D. Bynum, Capt. F. C. Neuberger (Snyder), and 1st Lt. John L. Taylor, 1st Lt. John G. Allen, 1st Lt. Irby W. Fleming.

Best Wishes To WAFB Personnel On Their 3rd Anniversary May 21, 1955. FRANKLIN'S 220 MAIN

OUR VERY BEST WISHES TO THE ENTIRE PERSONNEL AT WEBB AIR FORCE BASE ON YOUR THIRD ANNIVERSARY IN BIG SPRING! We at Good Housekeeping Shop have tried to make your stay in Big Spring a pleasant one...

Keeping America Strong! We join with the personnel at Webb Air Force Base in inviting everyone to attend its Open House in celebration of its Own Third Anniversary and Armed Forces Day on Saturday, May 21, 1955. WEST TEXAS COMPRESS & WHE CO. BIG SPRING, TEXAS

WEBB AIR FORCE BASE BEST WISHES to the entire personnel of Webb Air Force Base. On your third anniversary in Big Spring... It is a pleasure for us to have you with us and we extend each of you a cordial invitation to let us serve you at anytime!

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a leaf from Fashion's Note Book. Here is the newest furniture fashion idea for your home... the popular "leaf" dinette set... acclaimed and pictured in magazines almost everywhere. For this beautiful creation combines lacry wrought iron with modern plastics to bring new color, new life, new interest, and new loveliness to your home. And it's versatile, too! With its two center leaves in place, you have a full-sized 36" x 60" dinette table... with ample room for six, even eight. Remove one leaf and its 36" x 48" top is just right for average families. And when both leaves are removed, you have decorative circular table, 36" in diameter, for bridge games... tea for two... or even four! Sets like this usually cost far, far more than the modest price shown above, and our supply is very limited. That's why we urge you to see the "leaf" set now... see the lovely pastel-colors... try the comfortable chairs... and, if you like it as well as we're sure you will, place your order at once before our supply is exhausted. Liberal Trade-In Allowances - Free Delivery We Give S&H Green Stamps. Good Housekeeping Furniture shop AND APPLIANCES. Low Monthly Terms. 907 Johnson Dial 4-2832

# Supply Section At Webb Must Keep Track Of Many Articles

If you think you have a lot on your mind, then give a thought to the supply section at Webb Air Force Base.

That outfit has to keep track of just about everything imaginable. The items it handles range all the way from bedpans to jet fuel. Operating under the broad division of maintenance and supply, the base supply under Maj. Ivan L. McGuire has a tremendous amount of work at Webb AFB.

In its comparatively brief history as a separate branch of the service, the Air Force is adopting a new and almost revolutionary policy in doing more and more business with private concerns in the area where it operates. One of the more remarkable jobs in the Air Force supply has been achieved at Webb, partly through this policy and partly through close supervision of inventories.

When the base was activated, there were 38,000 separate items catalogued. Today, that number has been reduced and the goal is to lower it still further.

Stock is based on consumption. When base supply found slow moving items—something that turned once or twice a year—they were knocked off the list. Officers found that they could be obtained at less cost from a larger warehouse or from private sources. Every 30 days the stock levels are renewed. One of the most of the slow movers; in some new supplies required by latest developments and trends, Base supply requires about 165

military personnel together with about 57 civilian workers.

To do its job, supply maintains approximately 50,000 square feet of warehousing in buildings and 10,000 out of doors. It also has a number of other outlets. For instance, most of the expendables such as pencils, paper, typewriter ribbons, and similar small items are disbursed from the "local purchase store." Within tables of allowances, various units make purchases and sign for them from Marguerite Hathaway without a big amount of paper work.

When it comes to food, Capt. Robert J. Leighty, base commissary and subsistence officer, has his work cut out. Supply must receive and issue all subsistence for Webb AFB. When Capt. Leighty gets the master menu, he breaks it down into rations and requisitions the material, playing it close to the vest.

Daily food allowance is only slightly in excess of \$1 per day, and while diet may be adequate, it isn't extravagant or wasteful. Supply operates a cold storage warehouse which is like a small packing plant. Beef and other carcasses are processed. Frozen fruit juices and fruits and vegetables are maintained. Big quantities of coffee, fruits and other staples are in dry storage. This branch also operates the local commissary.

Strictly medical supplies such as pharmaceuticals are handled directly by the hospital, but base supply must take care of housekeeping needs. Similarly, the Office of Air Installations draws upon base supply for all its materials.

While many items of supply are contracted at base levels, fuel contracts are let at higher levels. However, automotive gas for base equipment, solvents, kerosene and some lubricants are purchased by the base directly. Last year the base used better than 21 million

gallons of aviation fuel of one kind or another. Lt. William A. Laurent directs this division.

Base supply also has its clothing store. After 36 months, an airman receives a \$4.50 monthly clothing allowance. He may buy clothing as he needs, either at the store or anyone of these downtown, for cash. In case this is not feasible and if his squadron commander approves, he may secure clothing on a salary deduction plan.

Base disposal at Webb is scrap lumber, wrecked aircraft, condemned items, clothing, garbage (always contracted), a surplus and excess items under \$25 value. While most of the disposal items are sold, they can be given to civic and other groups where it is demonstrated that such is proper and a need will be served.

An increased amount of supplies is obtained from private sources. For instance, automobile supply houses have done an exceptional job of furnishing car and truck parts. More and more repair work, such as repairing or rewiring a generator, turning out machined items, etc. is being contracted locally if possible, and if not, then in the area.

Big Spring (Texas) Herald, Fri., May 20, 1955

# Maybe Not Jets, But 'Blue Angels' Can Fly

Just because non-flying officers and airmen at Webb can't fly jets, it doesn't mean that they can't fly at all.

This has been proven by the "Blue Angels" flying club which organized at Webb just a few weeks ago, and is now making such a great progress that the club already owns two aircraft and has a membership of 20 officers and airmen.

The idea of a flying club at Webb has been talked about often, but nobody ever did anything until last March, when some officers and airmen got together and decided it was time to act, not talk.

Since there are many persons on the base interested in flying, it wasn't hard to find 12 who were willing to deposit \$50 toward the purchase of the first aircraft, the L-2. Once the aircraft was bought there was nothing to stop the expansion of the club. About two weeks after the club

not started there was a waiting list of 30 more persons desiring membership. The club could not accept them at that time, but it wasn't long before they purchased another aircraft and expanded the membership to 30.

One of the major problems for the club to overcome in the beginning, was the instructing of non-flying members. With the understanding and hard work put in by those that could fly, this problem has been overcome, and now Webb's first new club is still making further improvements.

# Operation Pet Dog

BATTLE CREEK, Mich. (AP)—To give peace of mind to Johnny Green, 11, the Army examined the body of a mongrel dog Johnny feared one of several dogs destroyed by the Army was his missing pet. It wasn't.



Practical Demonstration

Sgt. John E. Morrison, the instructor of Webb's 15-hour survival course, demonstrates the use of a "Gibson Girl" radio. This radio is used to give emergency signals when a pilot is cut off with no means of communication. It has a hand crank and its aerial is raised by means of a kite or balloon. It operates on frequencies of 500 and 8250 kilocycles.

# 'Survival' Course Given All Students

If a pilot from Webb Air Force Base ever crashes in some remote section of the Rockies or Siberia, he will be equipped, at least by training, for survival.

All students in the base flying program now get a special 15-hour "survival course." The training covers all phases of "living off the land" in cases of emergency.

The course was set up under direction of Cap. Donnell H. Marsh, director of academics at Webb.

Students attend the course for approximately two hours a day for two weeks. Much of the work is in classrooms, but there are numerous outdoor activities.

Instructor for the course is S. Sgt. John E. Morrison Jr., who recently returned from SAC's rugged two-week course at Stead AFB, near Reno, Morrison joined SAC crews in learning to live off the land in difficult climatic conditions, and in 100-mile trek across the tops of the Sierra Nevadas.

While most of the classes are held in classrooms with films and lecture material, the aquatic survival portion is held at the Base swimming pool, and students get first hand practice in erecting emergency shelters.

Other phases of the course include first aid, use of survival kits, emergency communications, es-

cape and evasion, survival techniques, survival in all types of climatic and terrain conditions, traveling and land navigation.

Beginning with Class 55-M., all students in the training program have attended the course.

# Dance Scheduled At Service Club

A dance will be held at the Service Club Friday, starting at 9 p.m., announced Mrs. Mary Jane Twine, Club Director.

The 509th Air Force Band Combo will play at the Club Friday from 9 p.m. 'til midnight, and punch and cookies will be served free.

All airmen and their guests are cordially invited to attend, added Mrs. Twine.

to the men at WAFB

go our

# CONGRATULATIONS

- ★ for turning out the nation's most proficient pilots.
- ★ for keeping up a high safety record.
- ★ for setting top maintenance marks.

BEST WISHES ON YOUR 3RD ANNIVERSARY

**S. M. SMITH, BUTANE**

Lamesa Hwy. Big Spring



# Congratulations!



working for peace



On the Third Anniversary of the founding of Webb Air Force Base in Big Spring, we would like to extend our best wishes to all the Air Force and Civilian personnel. We recognize the important part you play in the national defense program and we consider it an honor to have you as citizens of Big Spring.

**WESTWARD HO MOTEL**



# We Salute The Men and Women In Service . . .

We congratulate those at WEBB AIR FORCE BASE on the 3rd Anniversary of the base.

Many of those who have gone through Webb are serving their country well throughout the world, just as those who are there at present are serving and will serve along with those yet to come.

We also salute the men and women in all of the different branches of the Armed Forces. We are proud of all of these patriotic people who are serving their country today and those who have served in the past. We appreciate the sacrifices of these service men and women . . .

# CABOT



Leader Of Webb's 'Mission Group'

Lt. Col. Gerald Rooney, commander of the Pilot Training Group at Webb, explains the estimated pilot training student flow this summer to flight instructor 2nd Lt. Carl Virden. Rooney's group is the "mission" group at Webb as it has the responsibility of performing the mission of the base—producing single engine jet pilots. Rooney came to Webb in August of 1952 after a 22-month assignment as a United Nations observer in Greece. He holds the air medal and distinguished flying cross awarded for flying P-38 and P-51 fighters in Europe during World War II. He took over command of the Pilot Training Group from Col. Bill Jones when the latter was ordered to Turkey.

## Pilot Training Unit Has Constant Flow Of Fliers

Production of single-engine jet pilots for this and allied countries is the primary mission of Webb Air Force Base, and it is the Pilot Training Group that is responsible for carrying out the mission. Testimony to the fact that the mission is being accomplished is the fact that Webb has never had a class to graduate behind schedule. And Webb graduates are now serving all over the world as fighter pilots.

This is remarkable when it is considered that the base has a constant series of classes and steady influx of fledgling cadets.

Each trainee coming to Webb must be given academic and ground school training right along with flight time in the air. Cadets must also be well grounded in military procedures.

Lt. Col. Gerald Rooney, commander of the group, and Maj. Raymond Rogers, the operations training officer, have the responsibility of coordinating training.

It is the job of these two men and the countless instructors to see that the line of flow is never obstructed and that the finished product emerges on schedule—and in uniformly high quality. This can be a complicated job, with classes coming in and going out almost constantly.

There are basically five types of students who come to pilot training group.

One is the American aviation cadet. Another is the individual who already is an officer in the U. S. Air Force but who is trying to become a pilot. Then there are the Mutual Defense Assistance Pact cadets (usually non-commissioned officers in their own Air Forces), MDAP officers, and then non-MDAP students (usually those from Latin and South American countries).

Once they arrive on the base, they are put through processing, which may consume something like five days before they get to actual flying.

They must be given a letter designation which will stay with them whether they are in academic, military or flying training. They are given books, assigned rooms, have their records checked, given physical examinations, assigned to military classes and given ground school schedules.

The trainees get 40 hours of flight training in T28 propeller driven craft during the eight weeks of basic or phase 1 training. Then in the next 12 weeks, which comprise phase 2, they will put in 30 hours on T33 flight. Ordinarily, the pilot instructor who takes them on T28s will follow through on T33s.

If weather turns bad, pilot training group finds ways to utilize time of the men in training. Then, lost time must be absorbed out of holidays and weekends.

Webb has been operating on a schedule which called for graduation about every two weeks. This poses some special problems, because classes will be arriving at those regular intervals while others are going out.

Despite the frequency, Pilot Training Group must try to make the graduation ceremony as memorable as possible. After all, getting your wings and perhaps your commission, too, is just about the highest point in a young man's life.

## Base Hospital Is Completely Equipped For Medical Service

Most well regulated communities have a hospital and Webb Air Force Base is no exception. Commanded by Col. Robert D. Whittington, Webb has a very modern and complete hospital.

However, the hospital is different from most hospitals in that it has a section specializing in aviation medicine and almost all its patients are younger people. Other than these distinguishing characteristics, its functions are the same as any other hospital, busy and thorough.

The primary concern of hospital personnel is the health and welfare of the military personnel stationed on the base. Also, dependents of the military personnel may receive the service of the hospital, not only at Webb, but from the entire West Texas area. Patients come from Odessa, Pecos, and Hobbs, N.M., as well as Big Spring.

Aviation physiology, which requires a separate section of the hospital, comes under its jurisdiction. Personnel receive instruction and tests for altitude flying in a perfectly simulated altitude chamber. In this way, pilots are taught what to expect in today's high altitude aircraft.

Annual examinations for military personnel are another of the many duties of the staff. Pilots and servicemen over the age of 40 receive these yearly physicals. Other persons are given the examinations each three years at time of re-enlistment.

The hospital is designated as a 40-bed hospital. However, it is equipped for 100 beds under emergency conditions. It also is equipped and staffed for any except the most major surgery. Such cases, or those requiring specialized treatment, may be transferred by special or regular hospital air evacuation service to any point in the nation. Under ordinary circumstances this would be to other Air Force hospitals, but if necessary they would go to the Armed Services hospital best suited for handling the case.

Three basic services are provided by the hospital—medical, surgical and obstetrical.

All this keeps a professional staff of nine physicians, three dentists, one veterinarian, nine military and four civilian nurses on their toes.

Average monthly patient load is 2,300. Of this there are only about 150 who are actually admitted to the hospital. This is where the youth factor enters the picture along with the fact that the hospital does a lot of preventative medicine.

The hospital is built into 16 separate buildings connected by ramps. Unaccustomed to the various routes through the hospital, a stranger could easily become lost in the maze.

The hospital has a laboratory for running all tests except the most complicated ones. There is no pathologist, however.

The hospital maintains a complete X-ray department. Its surgical (or operating) rooms are of recent design. The medical supply is completely stocked. The hospital operates its own pharmacy and its own mess hall.



Casting For Luck Or Fun

Trying out his luck in fishing at the Webb AFB new recreational area is S-Sgt. Charles D. Weir from the Base photo laboratory. At present time the small fishing lake and the picnic grounds are open for the use of military personnel. Further plans to improve the recreational area call for a new barbecue pit and a pavilion. The picnic area is situated near the jet runway, south of the base.

## National Guard Part Of Wartime Fighting Force

There was a time when the public had a vague idea that the National Guard was a handful of men which the governor could — if things got clear out of hand — call out to quell a riot and take over until civil authority could be restored.

The heroic contribution of the Guard in helping form a hard core around which the nation was mobilized in World War II has changed the earlier fallacy. Still, not many people appreciate that the Guard embraces an organization of more than 300,000 men in infantry, armored, armored cavalry, antiaircraft and field artillery divisions and battalions.

Here are some facts about the Guard:

Strength as of 31 Jan. 1955: 349,628; federally recognized units as of 31 Jan. 1955: 5,102; strength goal 30 June 1955: 375,000.

Troop Basis as of 1 Jan. 1955: 22 Infantry divisions; 5 armored divisions; 2,603 non-divisional units, including 9 regimental combat teams, 9 armored cavalry regiments, 123 antiaircraft artillery battalions, 74 field artillery battalions.

This troop basis reflects certain changes made in the past year. The 40th Infantry Division of California was converted to armor on 1 July and an infantry division, formerly allotted to Illinois, was withdrawn in October and organized in Tennessee as the 30th Armored Division. On 1 February 1955 the 27th Infantry Division, New York National Guard, was converted to an armored division. One RCT has been converted to an armor group, another converted to a field artillery group, and a third has been absorbed into the 30th Armored Division. This trend to armor in the National Guard is in line with increased emphasis on armor in the active Army.

The Army National Guard presently is participating in a vitally important active defense mission. This is the "on site" assignment of selected antiaircraft battalions, which call for full time manning of gun positions in critical industrial and population areas. The Guard units are being phased into this program which is expected to be fully effective by mid-1957.

Crews of 15 National Guardsmen, hired in a civilian status to man the gun sites around the clock, are supplemented by the remainder of personnel in the various batteries who drill one night a week on the gun sites. These National Guardsmen, living and working in the vicinity of the gun sites, are available in an emergency on short notice to provide full crews for the weapons.

Most National Guard units are now training under a new training program referred to as an "all component" training program. This program provides for the training of National Guard and Army Reserve units in the same subjects and same phases of subjects as the active Army units. Naturally, the hours that may be devoted to a particular subject by a National Guard or Reserve unit may be less than the hours given the same subject by the active Army.

Any plan developed by the Department of the Army to feed into the National Guard men, with reserve obligations, who would be required to serve a specified number of years in the National Guard, would naturally increase the training efficiency and make more combat-ready the entire National Guard.

### AF Sergeants Develop New Training Aids

DENVER, Colo.—Two enlisted instructors at Lowry Air Force Base here have developed training gear at a cost of \$13,250 that will put \$1,200,000 in bomb navigation equipment back in flight operation.

Sgt. Frederick N. Ard, and S. Sgt. Warren E. Arnsperger, spent 480 off-duty hours and \$4,250 in Air Force money developing a pilot model of the training aid. Three more models are being constructed at a cost of \$5,000 each.

Capt. Paul B. McCann, chief of the Lowry bomb navigation branch, said when the models are completed, the expensive operational equipment designed for use on Air Force B-47 bombers can be put in flight service. The training models "simulate" all the electrical and mechanical impulses of the B-47 gear in the training of bomb navigation mechanics.

Both sergeants have been recommended for the Commendation Medal.

## Base, National Security Are Responsibilities Of Air Police

Webb AFB, like every well regulated community, has a protective service, the Air Police.

But the Air Police have more to protect than the community. The security of the nation is sometimes at stake in the various roles played by the police force of Webb AFB. Capt. James S. Roberts is the commander of Air Police here. He and his force of 65 men are charged with the security of the base.

One of the functions is to check the entrances and exits of the base. All traffic must be waved in or stopped and checked. Only those who have specific business on the base are allowed on unless it is on an open house occasion such as Armed Forces Day.

All the top secret security clearances are handled by the Air Police.

Unfortunately, some of the personnel will get into the pokey, so the AP takes care of the guard house.

The Air Police also furnish day and night patrols of the base, most of the time motorized but on occasions walking.



35,000 Meals A Month

Food Services Officer Lt. William Andrews has the difficult task of seeing that some 35,000 meals are served each month at Webb. Not only that, but he has to meet budget figures and high food standards. And too, the kitchen you see here must be spotlessly clean at all times. Not much glory but plenty of headaches in this job.

## Lt. Andrews Has Exacting Task At Webb

Lt. William F. Andrews has one of the most exacting jobs at Webb: he is the Food Services Officer. Recently transferred from the Base Auditor's Office, Andrews is responsible for the feeding of all base personnel.

Preparing dinner for a family of four or five may be a difficult task, but consider Andrews' position.

He is responsible for seeing that around 35,000 rations are prepared and issued monthly through four dining halls. Moreover, he has to see that there is enough, and equally as important, that there is not too much.

At the end of the month he runs the figures. On the present schedule, rations must figure out at \$1.15 per man, no small accomplishment for providing three squares per.

He and his aides work from a master menu supplied from Washington. All supplies are requisitioned through the commissary.

Every month he gets the base strength figures, and he is kept posted in between of substantial change. Around Christmas or other seasons when men may take leaves, Lt. Andrews' hair is apt to gray or fall until demands level off.

Supplies for open mess, such as parties, the special family evenings, and so on, are purchased commercially. Thus, functions of the Officers Club and the NCO Club are self-sustaining. The clubs elect a board of governors who assess dues and otherwise set policy necessary for sound administration of the clubs.



Radio Specialist

A-IC Tom Money is Webb's radio specialist. Working in the Office of Information Services, Money prepares eight to 10 shows a week for presentation over stations in the local area. Money draws upon base talent for most of the programs. Currently, he is presenting a program of Lt. Carl Bonelli's organ music five nights a week on a Big Spring station, and two shows a week featuring the music of the 50th Band. Money has worked as a professional radio engineer and announcer, and was a member of that group that erected and operated the Armed Forces Radio Station on the Island of Iwo Jima.

### Indigestion

ABERDEEN, Idaho — Jake Schritter took his cow to the veterinarian because it had lost its appetite. The vet opened the cow's stomach and found: nine pieces of wire, seven stones, four nails, two bits of glass, a steel washer and a button.

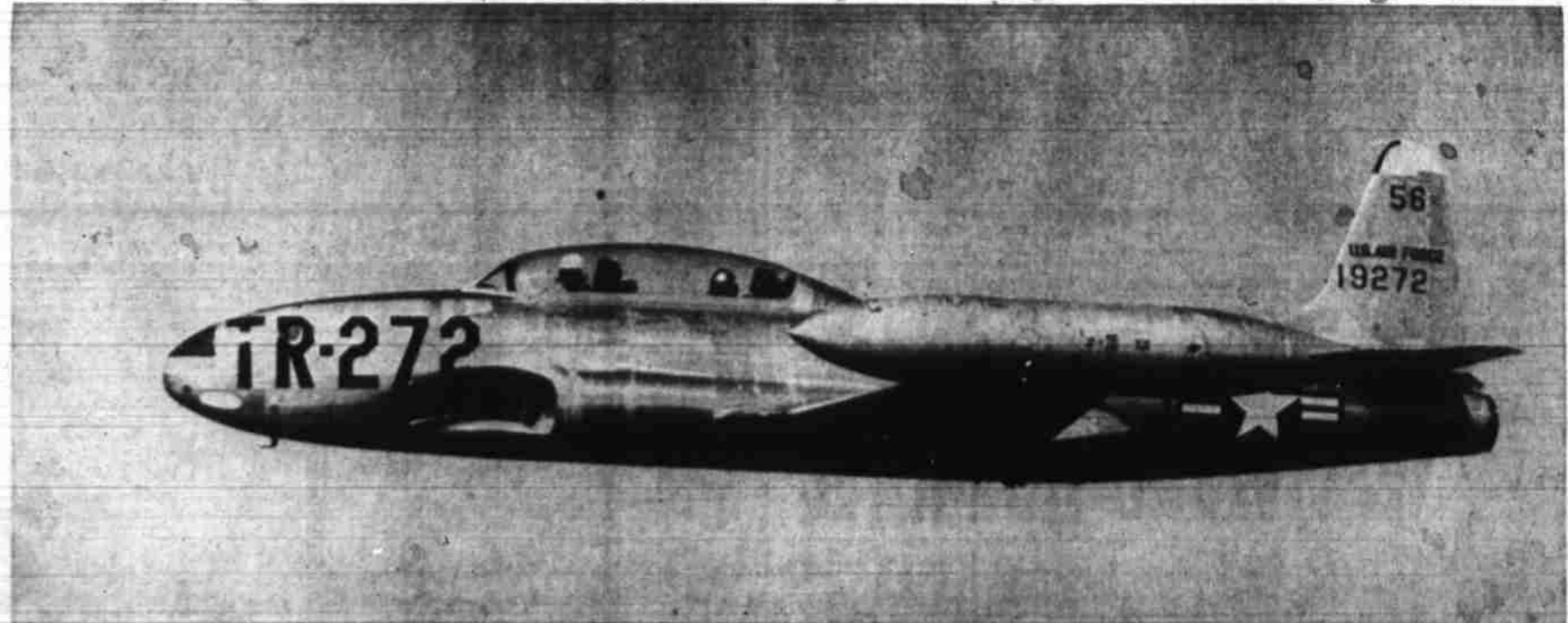
### Bail-Out Scares Fishermen, Too

LYNCHBURG, Va. — Lieutenant Floyd L. Doss, of Lynchburg, one of the few men to bail out of a 600-mile per hour B-47 jet bomber, admits it was scary plunging out into midnight darkness. But Doss and two other crew members were not the only ones who were scared.

Two men were at a small lake where the plane fell, preparing for some night fishing.

"When they saw the bomber, with all its landing lights on, come swooping down at them, they first jumped into the water and then took off through the woods," Doss said.

Doss and his two companions escaped with minor injuries, but Doss spent over 6 hours in the top of a South Carolina pine tree before National Guardsmen got him down.



Tool For 'Higher Education'

The most widely flown jet aircraft in the world is the Air Force's 600-mile-an-hour T-33, the trainer used at Webb AFB. The two-place jet is built by Lockheed Aircraft Corporation of Burbank, Calif. It is a development of the F-80 "Shooting Star" which was the first jet combat plane of the Korean War. Nine out of 10 of all the world's jet-rated fliers trained in the T-33.





### Dr. Whittington Directs Webb Base Hospital

Col. Robert D. Whittington Jr., commander of Webb Air Force Base Hospital and base surgeon, is a native of Ivan, La. He was commissioned in the reserves in 1938, and entered upon his present tour of duty in January 1941, from Bossier City, La.

Upon graduation from medical school in 1938, Col. Whittington went immediately to Highland Sanitarium at Shreveport, La., to take up his duties as an interne. After that, he accepted a year's assignment as resident surgeon at the same institution.

During this time, Dr. Whittington opened an office in Shreveport, where he carried on a general practice of medicine. In 1940 he entered the specialized field of surgery.

Following the start of his present tour of duty in 1941, the colonel was assigned to duty at Barksdale AFB Hospital, near Shreveport. Shortly after reporting for duty at Barksdale, he was ordered to Carlisle Barracks for a course at the Medical Field Service School. Returning to Barksdale, he again took up his duties in surgery.

In 1946, Col. Whittington went back to San Antonio for a course in USAF's School of Aviation Medicine, at Randolph AFB, graduating as a flight surgeon. In 1950, he completed the Air Materiel Command's course in nuclear energy, as related to medical aspects. After each of these courses, the colonel returned to Barksdale.

In 1952, he was ordered to join the Far East Air Force. Returning the following year, he was re-assigned to surgery at Barksdale and remained there until he was selected to come to Webb AFB in January, 1954.

Soon after reporting to Webb, Col. Whittington was sent to the Air University at Maxwell AFB for a course in hospital command.

Col. Whittington is a member of all the recognized medical associations, including the Bossier Parish, Tri-State, Fourth District, Louisiana State, and the AMA; he has a license to practice in both Arkansas and Louisiana.

Entering the service as a reserve officer with the rank of first lieutenant in 1938, the doctor was promoted to captain in 1940 and to Lieutenant Colonel in 1949. In 1953 he was made colonel.

Col. Whittington has been awarded the Bronze Star with one Oak Leaf Cluster, American Defense Medal, Asiatic-Pacific Medal, American Campaign Medal, AF Reserve Medal with one Hour Glass, the Korean Service Medal, the UN Service Medal, the Victory Medal and the National Defense Service Medal.

**Musical Bombs**  
GRAND RAPIDS, Mich. (AP)—If it comes to the worst, Grand Rapids will have music amid the ruins. It is organizing a Civil Defense Band.



CO Is Jet Jockey

Col. C. M. Young, combat veteran fighter pilot, is the overall boss of Webb AFB's complicated structure. Col. Young is charged with producing fighter pilots for the Air Forces of the free world at the rate of about 125 a month. To see that this mission is effectively carried out, and to check on the caliber of Webb's graduates he keeps his own flying proficiency in top shape with frequent jet hops.

### 'PLEASANT CAREER'

## Col. Young Has Advanced Rapidly

Opportunity for a military career came to Col. Charles M. Young, present wing commander at Webb, through a woman politician who was running for Congress back in his home state of Arkansas.

Col. Young's father was and is the publisher of the Helena World. Seeking the paper's support, the candidate promised that if elected she would send the publisher's eldest son to the U. S. Naval Academy.

She won, but the older boy was already in college and was not interested in making a change. So Col. Young — far from being a colonel then — accepted an appointment to West Point, and began what he has termed "a very pleasant military career."

He had been air-minded long before he entered the "Point," however. Files of the Helena World contain a clipping that tells of young Charles Young Jr. becoming a member of the "Ripcord Club" at Memphis, Tenn., on May 11, 1930, during the Curtis-Wright

Exposition being held there. It was a 2,500-foot jump, and he was only 15 years old at the time. According to the newspaper account, he landed in an oak-tree, from which he was released "only after considerable difficulty."

As a result, he also landed on the front page of the Memphis papers. As a member of the West Point Class of 1938, Col. Young was a classmate of Brig. Gen. Fred M. Dean, whom he succeeded as commander at Webb. Gen. Dean is now the vice commander of the Flying Training Air Force, with headquarters at Waco.

Col. Young came to Webb last January from Ft. Bragg, N. C., where he was chairman of the Joint Tactical Air Support Board. He was accompanied by his wife, Norma Jean, and their three children, Charles III, Cynthia and Carol. They reside at quarters on the base.

Since his graduation from the U. S. Military Academy, Col. Young's career has been colorful and marked by quick promotions aimed at recognizing and rewarding outstanding performance and ability.

The year after graduation he had completed pilot training, and the following year was promoted to first lieutenant. He received his captaincy in 1941, and by the end of 1942 had risen to the rank of lieutenant colonel.

An officer with long and varied experience both in wartime and peacetime, Col. Young has had two overseas assignments.

He commanded the 367th Fighter Group, flying the P-38 Lightning in the European Theater of Operations from March through November, 1944. While commanding the group he was promoted to his present rank and logged 150 combat hours in 50 missions.

From November, 1947, through May, 1950, he was stationed at Tokyo, headquarters for the Far East Air Force as assistant deputy for intelligence.

Returned to the United States in the summer of 1950, Col. Young was assigned to the Pentagon, serving in the office of the Director of Intelligence until entering the Army War College in August, 1953.

Following graduation from the war college he was named chairman of the training committee of the Joint Tactical Support Board at Ft. Bragg, from which duty he was relieved for his assignment at Webb.

Decorations awarded to the colonel during his military career include the Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with eight Oak Leaf Clusters, the Bronze Star with Presidential Unit Citation, the French Croix de Guerre with Palm, the Belgian Croix de Guerre with Palm, the Occupation Medal (Japan), the American Defense ribbon, the European-African-Middle East Campaign ribbon and the American Theater ribbon.

**Airmen In Europe Give Freely To Polio Drive**  
WEISBADEN, Germany (APFS)—United States Air Force personnel in Europe contributed \$101,097 to the 1955 March of Dimes, the AF announced recently.

Maj. Pauline E. Hacker, 1955 March of Dimes project officer, said the donation this year was approximately the same as that made to the National Foundation for Infantile Paralysis in 1954.

**Delayed Oil Strike**  
PRATT, Kan. (AP)—Ezra Elliott worked hard to interest fellow citizens in oil development 30 years ago. The first well was dry, but Elliott kept up his interest until his death two years ago. Since his death, drillers have found oil on Elliott's land, just a mile from the first test well.

## Naval Reservists Trained In Communications Field

Big Spring has a naval reserve unit which fits into the over-all function of the USNR to train men to fill the billets aboard any vessel or shore establishment during the time of national emergency or state of war.

It is Naval Reserve Electronics Co. 8-37. The unit is primarily concerned with training men in the

fields of radio, communications, sonar, radar, and the maintenance of the equipment.

It is, of course, only one branch of the reserve program which affords training in aviation, medicine, dentistry, engineering and construction. Weekend aviators may stay abreast of developments and learn how to handle the latest in aircraft. Members of the WAVES (Women Accepted for Volunteer Emergency Service) serve alongside their male counterparts and are trained in similar and related fields with same opportunity for advancement in ratings. There are spots for lawyers, public accountants, educators, clergymen, etc.

The local unit is located on Webb

AFB and is a joint operation of the Air Force and the Navy. The building which houses the unit was provided by the Air Force, and all the equipment located in it is the property of the Navy Department. However, the property and equipment are subject to joint use whenever the need arises. Plans for the unit include the installation of an Air Search Radar unit which will aid the pilots of Webb AFB when they have difficulty in locating the field in bad flying conditions. This equipment also will be instrumental in training the Naval Reservists in the operation of a shipboard Combat Information Center. All the training program is designed to provide men with the know-how to fill any similar billet on board a naval vessel.

The local Reserve unit is under the command of Lt. William D. Boyd, who has served more than 14 years in the Naval Reserve. Lt. Commander John B. Hardy is the Executive Officer, and he has had more than 12 years in the Reserve. Attached to and to be activated as part of the complement is a detachment of WAVES who are to be under the command of Lt.

Col. Raymond L. Morris was commissioned in the ROTC in 1934 and began his current tour of duty in March, 1951. He is a native of Red Lake, N. M., and attended Portales, N. M. High School. He is a graduate of New Mexico A&M College and holds a degree in education.

Following his graduation, he worked as a soil agronomist, with headquarters in Phoenix, Ariz. He held that position from 1936 to 1945-46 when he was on active duty in the India-Burma Theatre of Operations.

Col. Morris came to Webb Air Force Base in February, 1954 from the Far East Air Force, after having completed two and one half years in that area.

During his service, Col. Morris has attended Food Service School at Ft. Sam Houston (1935); The Administrative Inspector's School (1942) and the Air Command and Staff Orientation School at the Air University at Maxwell AFB (1949).

Administratively, Morris has had a difficult task due to the reorganization of the group following the elevation of the Air Installations Squadron to group status, and the subsequent creation of the support squadron.

Decorations authorized include American Defense Medal, Asiatic-Pacific Medal, American Campaign Medal, Victory Medal, Korean Service Medal, Armed Forces Reserve Medal, National Defense Service Medal, United Nations Service Medal and the Occupation Medal.

**OIS Is Popular Facility At Webb**

One phase of the Office of Information Services not widely known but nevertheless popular is that of the radio-TV section.

Its job is to tell the story of Air Force, the men and the work at Webb AFB, to the local area. Under the direction of Lt. George Champion, the OIS officer, the radio-TV specialist is A-1C Thomas M. Money Jr.

He prepares musical programs, interspersed with information, for 6:30 p.m. Saturday over KBST for 8 p.m. Wednesday over KTXC and for other stations such as Lamesa, Ocala, Abilene. Included in the seven programs produced each week is one over KMD-TV at Midland each Tuesday at 10:30 p.m. Lt. Champion is MC of this program which also employs use of the base band.

### Educational Specialist Returns From TDY

Webb's civilian educational specialist, Joseph H. Hinton, has returned from Waco, where he attended a week-long FlyTAF education conference. Representatives from all FlyTAF bases attended.

Problems affecting the various bases' educational programs were discussed, and Mr. Hinton gave a brief talk on budgeting. On returning he termed the conference as "interesting and informative."

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Airmen Of **WAFB** On The **3rd Anniversary** OF YOUR FOUNDING IN BIG SPRING  
**LONE STAR MOTOR**  
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**MOREHEAD TRANSFER** Says: **Best Wishes**  
**WEBB AIR FORCE BASE** On Your **3rd. Anniversary**  
HERE'S LOOKING FORWARD TO MANY MORE PEACEFUL AND HAPPY BIRTHDAYS!

**Airmen In Europe Give Freely To Polio Drive**  
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Maj. Pauline E. Hacker, 1955 March of Dimes project officer, said the donation this year was approximately the same as that made to the National Foundation for Infantile Paralysis in 1954.

# We Like What We See

We see a strong jet training base that has risen from the West Texas Plains, to turn out hundreds of fine young pilots who help protect our way of life... We see thousands of men and women come into Big Spring from far corners of the nation, to call this place home for a period of months... We see these people integrate themselves wholesomely into our community, we see them in our churches, their children in our schools... We see them dedicated to a great mission of keeping America at peace through military strength... We see them joining hands with us to make our city a better place in which to live... WE LIKE WHAT WE SEE! And we say to all those at Webb Air Force Base—A MOST SINCERE—THANK YOU...

America's Largest DIAMOND Retailers  
**ZALE'S Jewelers**

**SATURDAY, MAY 21 IS**  
**DAY**  
And We Offer Our Congratulations To Our **NATIONAL GUARD and WAFB**  
**Attend Open House At The New National Guard Armory**  
**Saturday**  
**This New Armory Was Built By**  
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SCORCHY SMITH



OAKY DOAKS



POGO



DICKIE DARE



LITTLE SPORT



Advertisement for Wrigley's Spearmint Chewing Gum, featuring the text 'Satisfies You - yet never rich or filling' and 'MISS YOUR HERALD?'.

The Herald's Entertainment Page Of Top Comics

Big Spring (Texas) Herald, Fri., May 20, 1955

Crossword Puzzle section with a grid and a list of clues for both across and down words.

AP Mawdsforth 5-20

### Dedication, Open House Set For New Armory Saturday

The new armory of Battery B of the 132nd Field Artillery Battalion will be open to all visitors Saturday.

"Open House" has been declared for the celebration of Armed Forces Day and the dedication of the new armory. The ceremonies will begin at 3:30 p.m. with Col. C. M. Young, commanding officer of Webb AFB, making the dedicatory oration.

### Stumbling Horse Finds Uranium

WALSHEBURG, Colo. (U.S.)—Despite popular conceptions, uranium fortunes are not made overnight if at all.

in 200 feet of the top of rocky hills. "We didn't realize the mountain was rough as it was," Briscoe relates, "and we got lost."



Storm-Proof Home For The Guard

The new armory for Battery B of the 132nd Field Artillery Battalion of the Texas National Guard is built to withstand the most violent weather conditions, according to W. O. Bill Eggleston.

Assembly Hall, which will accommodate 400 persons as well as a kitchen, two classrooms, a recreation hall, a supply room, and offices. The building is well lighted with plenty of windows and fluorescent light fixtures.

## Durable New Armory Is Suitable For Emergency

The giant new armory of Big Spring's Battery B, Texas National Guard, was built to withstand almost any type of weather condition.

But for all its rugged construction, the armory is a beautifully constructed building with all the necessary conveniences for a modern Guard unit.

Through the main entrance, the visitor enters the main assembly hall. This giant high-ceiling room is 91 by 63 feet. The hall was designed to give the unit plenty of space for regular meetings plus entertainment programs which may be conducted from time to time.

There is plenty of room to make an auditorium for speakers, Eggleston said, or maybe a formal dance for the unit members. The floor of the hall is smoothly finished concrete. Also, when meals are prepared and served at the armory, tables are set up in the assembly hall for the occasion.

Approximately 600 persons can be accommodated comfortably in the hall. Under emergency conditions, even more could be taken in.

Two large exhaust fans at the rear of the building provide a constant flow of cool air during the summer and when winter comes, four large capacity electric blowing heaters will keep it warm.

For lighting, a row of windows are set near the roof of the hall on each side to admit plenty of light for normal purposes. At night the ceiling has ample light fixtures for fluorescent lighting.

A large well lighted and comfortable recreation room is also a part of the new installation. Equipped with ping pong tables, writing tables, easy chairs, and soft drink machines, the recreation room is the place for leisure at the armory.

It also is a handy place for wives and sweethearts to wait for their guardmen during the meetings. A television set is one of the additions that is planned for the future in this room. The room is

22 by 42 feet. The modern kitchen has an entrance into the assembly hall and also an outside entrance. The equipment includes a new range, built-in sink and cabinets, and a 65-foot refrigerator. Although the men usually prepare their own food, the Battery has a mess steward in the person of Sgt. Raymond McKee. He supervises the meal preparations.

Refreshments are served at all drill meetings and when the meeting lasts over four hours, a full meal is prepared. If necessary, Battery B could prepare a meal for over 400 persons.

A large classroom has a sliding partition which can divide the room when necessary. As the Guard gives many lectures and lessons to its membership, the two classrooms will probably be widely used in the coming months.

One of the most interesting parts of the new armory is the supply room. Supply sergeant Weston B. Mitchell is in charge of the room and its equipment. All of the Battery's arms, radios, and other valuable equipment is kept in the supply room and issued to the men as needed. Also, each man has a locker to keep his gear in.

Inside the supply room is another room which looks like a safe.

Col. Freeman Began Career In National Guard

An officer who started his military career at the bottom of the enlisted ladder is Col. Cleon E. Freeman, who has been executive officer for the 3560th Pilot Training Wing at Webb Air Force Base for approximately a year and a half.

Col. Freeman got his start in the Missouri National Guard, as a buck (no stripes at all) private.

Now a full colonel in the Air Force, he holds ratings as a senior pilot, senior aircraft observer and as combat observer.

He was born in St. Louis, Mo., in 1903. His commission as a second lieutenant in the Air Force (then a part of the Army) came in June, 1932.

Coming to Webb Air Force Base directly from a tour of duty with the Far East Air Forces in Japan, Col. Freeman has served on both the Asian and European continents within the past 14 years. During World War II, he was stationed in the European Theater of Operations.

Duty within the United States has included tours as Senior Air Instructor of the New England Wing National Guard, as Commander of the 224th AFRTC Base at Bedford, Mass., and with the 110th Observer Squadron, Little Rock, Ark.

includes mines, radios, shovels, helmets, and other gear necessary for the armed guard. Three administrative offices make up the balance of the interior of the armory. First Sergeant Jessie B. Wood and battery clerk PFC Don Garrison share one office. Battery Commander Capt. Thomas A. Harris, has an office, and Eggleston has an office.

Grass has been planted all around the building and a parking area of 8,000 square feet is marked off. This area will accommodate about 200 cars. The armory has grounds of five acres, extending back from the road to the foot of the mountain.

Ammunition and guns are kept in Battery B has three 22 rifles for target practice. Then they have 44 carbines, 25 M-1 rifles, eight rocket launchers, 11 45-caliber sub machine guns, four 30-caliber machine guns, and two 50-caliber machine guns. Other equipment in-

cludes mines, radios, shovels, helmets, and other gear necessary for the armed guard. Three administrative offices make up the balance of the interior of the armory.

Grass has been planted all around the building and a parking area of 8,000 square feet is marked off. This area will accommodate about 200 cars.

MIAMI, Fla. (U.S.)—They are X-raying airplanes to see if they are developing hidden defects. National Airline's maintenance base uses an X-ray machine, similar to but bigger than those used by doctors.

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CLEON FREEMAN

### Local Air Force Reserve Maintains Preparedness

Former members of the Air Force in this area are maintaining themselves in a state of preparedness through the Air Force Reserve unit in Big Spring.

Operative since 1950, this unit is flight B of the 9872nd Air Reserve Squadron under the headquarters of the 284th Air Reserve Center at Lubbock.

Lt. Col. Earl J. Cooper commands the flight here and is in charge of the meetings each Tuesday at 7:30 p.m. in the city commission room.

"Any member of the Air Force Reserve is welcome to attend these meetings," said Col. Cooper. "More than that, we urge all who can't look in on the sessions and to become a part of the reserve unit."

the Air Force to keep men abreast of trends. The reserve is so established that each member has a training designation for two weeks of active duty at a time and station to suit his own convenience. Although strongly advised, the active duty is not compulsory.

Others in the unit, all of Big Spring, are: Lt. Col. Clark O. Hitt, Maj. Walton S. Morrison, Maj. Jack Smith, Capt. Allen Hoover, Capt. James Lewis, Capt. Elvie Statsler, Capt. James Whitney, 1st Lt. Charles Kee, 1st Lt. Billy G. Mims, 1st Lt. Carl Rihard, 1st Lt. John Robertson, 1st Lt. Novice Womack, 2nd Lt. Newell McNaughton, T-Sgt. Leon Frank, S-Sgt. Bobby Dunlap, S-Sgt. Robert Lowery, S-Sgt. Joe Reynolds, S-Sgt. Harry Viergege, and A-1C Johnson Hall.

Any reservist through rank of captain will be immediately assigned. Those of major and above will be attached for instructional purposes but not assigned, said Col. Cooper.

Set your Sights FOR PIGGLY WIGGLY AT 11th PLACE & MAPLE. Includes a map of the area, a cartoon pig character, and a list of public buildings and hospitals.

PIGGLY WIGGLY SUPER MARKETS DAVIS & HUMPHRIES OWNERS & OPERATORS

# Base Is City's No. 1 'Industry'

Webb AFB—a \$44 million dollar operation—looms large in the economic life of Big Spring and Howard County.

That makes Webb the No. 1 business in Big Spring. Besides the whopping capital investment in land, buildings and expenditures of \$28 million annually for maintenance of the base and its operations.

Maj. Robert Wilcox, wing commander at Webb, has some staggering figures. For instance, Webb spends \$3 1/2 million annually for petroleum products, \$10 1/2 million for military and civilian payroll, \$14 million for food, parts, office and other supplies. It even spends \$10,000 per year for oxygen.

For construction, the U.S. Engineers spent \$692,000 in the area; the utilities division spent \$47,856 for water, \$35,484 for gas, \$109,908 for electricity and \$50,466 for telephone and telegrams.

The payroll figure clearly puts Webb in the category as the No. 1 business or "industry" for Air Force experience has indicated that 90 per cent of local payrolls are spent locally. The ratio is similarly high for local purchases. Thus, money in both instances finds its way through the ordinary business channels into the pockets and bank accounts of local people, into church treasuries and other community activities.

Maj. Wilcox estimates that the investment in land and buildings, together with equipment and improvements cost \$20 million. The government spent another \$24 million for aircraft used on the base in training pilots.

Typical of the impact of the base is the splitting of military payrolls to avoid the end of the month concentrations when local banks had to import volumes of money to meet the cash requirement of paydays. Now regular cash reserves are sufficient to handle the semi-monthly demands.

With the new and heavy emphasis on economy, the wing commander's task of supplying the wing commander instantly, if needs be, with information regarding finances of the command, becomes increasingly difficult. This means a continuing reappraisal of available funds and demands upon them.

But no matter how heavy the emphasis on economy, Webb AFB will continue to be Big Spring's foremost operation.



Maj. ROBERT WILCOX

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## BAND 'WORKS' AS IT 'PLAYS'

Do you "play" music or do you "work" to play music? According to A-1c Fredric C. Tellis, Band leader of Webb's 509th Air Force Band, you "work" to "play."

Maybe it's vice versa, but if you've ever had the occasion to listen to the 509th AF musicians you probably weren't worried as to how they went about it, because they have proved to be a versatile group in almost any type of music that might appeal to you.

All it takes to switch from "pop" to military march, to concert, to classical is for these airmen to shuffle the papers, exchange some instruments and change positions.

In the performance of a normal week's duty, the 509th AF Band might play for a Retreat Ceremony, a Wing Review, a Cadet Parade, a 30-minute television show and then, after hours, they might split into various "combs" and play for as many as three simultaneous dances. Within the band itself the bandmen have organized seven separate musical groups. There are the Skyliners, the Quintones, the Manhattanans, the Hi-Fi Trio, the Glee Club and the military and concert bands.

In addition to their musical duties there are certain other military chores, reports to be made to higher headquarters and administrative work.

The 509th AF Band was officially activated at Webb AFB on June 18, 1952 and since has increased not only in popularity but in population to its present strength of 19 musicians.

## Local Marine Unit Newest Of Reserve Outfits

Newest of the reserve components in Big Spring is that of the United States Marine Corps.

Operating as a platoon under a company at San Angelo, the unit already has 25 young men enrolled after only a couple of months operation. The limit is 40. Lt. Harold Davis, Howard County Junior College coach, is commanding officer, and Lt. George McAllister, HJC math department head, is executive officer. Ray Winn, former Marine, serves as acting platoon sergeant. Two members, Lynn Thames and Ken Gibson, are officer candidates and, after completing senior college, will enter OCS.

Boys in the unit get instruction in small unit infantry tactics, close order drill, weapons unique to an infantry company. They meet every other Sunday from 2 to 6 p.m. and draw \$5.20 for each instruction attended.

Time spent in the unit counts on the 8-year military (active and reserve) obligation each young man owes his country. It does not affect a youth's obligation to the draft, nor does it bind him to the Marines. He may enlist in any other branch of the service, if he desires, but, if he chooses, the Marines he may go in at his earned grade.

Each lad is given three sets of summer uniforms, two complete sets of field or fatigue wear, and a winter uniform.

This summer the boys will be flown from San Angelo to San Diego, Calif., for two weeks of training. Lt. Davis will accompany them. Lt. McAllister will spend three months on duty at Camp Peeler as a reserve instructor.

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## PT Returns To Training Agenda

Physical training, which largely went out of the Air Force window at the end of World War II, is back again.

A new Air Training Command regulation, 50-3, calls for a minimum of two hours physical training weekly for all personnel. Emphasis is to be placed on organized and aquatic sports.

When it was announced by Wing Operations that Squadron commanders will be in charge of this program, Air Police Squadron was the first organization to begin the training.

No permanent plans have been made by the Air Police, but they are now conducting their training on a trial basis, which should last for several weeks. Later they will decide how the training should be set up permanently.

The present time for training is from 7:45 till 8:15 every morning, but the men are permitted to miss one morning during the week, as soon as the two hours are completed.

According to the regulation, persons who have passed their 40th birthday will not be excused from participation in physical training. Due caution must be used to see that they are not overstrained.

In those cases where there is doubt, the advice of a surgeon should be used in determining the degree of participation or physical limitation, the regulation says.

## About 500 Civilians Work At Webb, Stabilize Operations

Webb Air Force Base has about 500 civilian workers to assist military personnel in various duties necessary for continued operation. This means that about one of every five employees on the base is an Air Force employe under the civil service.

The majority of them hold down skilled positions or key clerical spots. Reason for the workers in military, say Air Force officials, is that they are more economical than regular military personnel.

Uncle Sam, must take complete care of men in uniform, but subsistence is a private matter for the civilian worker. It is pointed out, then, too, civilian workers are not subject to constant transfers like the military.

Since a good many of the civilian workers do hold down important jobs, it is important that they be permanent to promote stable operations.

The civilian workers are directly responsible to their immediate superiors, and new employes are hired under a one-year trial period in which they must prove their capabilities.

Most of the employes at Webb are working under temporary status, but those hired before Oct. 1950, are subject to all the advantages of civil service provisions. All civilian workers are checked by the civil service commission for qualifications, morality and loyalty. Only those who pass the investigations are hired by this or other bases across the nation.

The number of civilian workers is determined by the commanding officer of the base, in consultation with his staff. It has fluctuated between 475 and 500 for the past year or so.

Places are filled by examinations, some written and some oral. Craftsmen are rated and hired according to experience.

The civilian personnel officer at Webb is Warren A. Farrow, and his official duty is much like that of the military's chaplain. The civilian personnel office has its own payroll division, administrative investigation division, classification division, and employ utilization section for placement, relations and training.

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## Englishman Finds Everything 'Fixed'

RICHMOND, Va. (AP)—An English visitor listened as two American newsmen discussed clarity in news writing and the need for simplified language.

"And how you Americans do simplify it," said Karl Archibald, of London. "I am interested in the use here of the word 'fix'."

"I am invited to dinner and my host asks how I would like a drink fixed. He means mixed. My host calls for us to hurry because dinner is all fixed—and she means prepared. My host says he must get a

flat fixed—and he means repaired. You say you are on a fixed income—and you mean steady and unchanging. You say you will fix something to the wall—and you mean attach. And you say 'I'll fix him'—and you mean get revenge. "Finally you remark that you are in 'a Hell of a fix' and I see that you may have some comprehension of my predicament in trying to follow your simplification."

## War History

NORFOLK, Va. (AP)—A. J. Badaeux, retired from the Navy and operating a parking lot, thinks he has a unique history of World War II. Badaeux toured the world on Navy ships and bought newspapers in the ports by the dates of the papers and also see what else was going on in Bombay, Capetown, Glasgow, Reykjavik and other ports.

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Col. H. E. LAAKMAN

## Col. Laakman Has Numerous Decorations

Lt. Col. Henry E. Laakman, wing inspector at Webb Air Force Base, is a native of Vincennes, Ind., and a graduate of Vincennes University, class of 1941.

Col. Laakman reported to Webb AFB 26 March, 1952 as supply officer, coming directly from Korea, where he served as director of material of the 18th Fighter-Bomber Wing.

Since coming to Webb, Col. Laakman has served in many important capacities, from squadron commander to group executive officer and wing inspector. He has enjoyed an extensive military career both in peace and in war. During World War II he served as a combat pilot and flight leader in the 348th Bomber Squadron of the 99th Heavy Bomber Group, logging 384 combat hours in 50 missions. The group was then equipped with the famous old B-17's.

In 1950, Col. Laakman left for Korea where he joined the 18th Fighter-Bomber Wing, returning to the States in 1952.

Upon his return, he was assigned to Webb AFB where he took over the duty of a staff member as supply officer. In January 1953, he entered the Logistics Staff Officer's Course at Maxwell AFB, following his graduation he returned to Webb AFB to assume the duty of group executive officer.

Col. Laakman entered flying training as an aviation cadet at Brooks AFB in 1941. Upon receiving his wings he was ordered to Salinas, Calif. He was promoted to captain while serving in the European Theatre. Shortly after returning to the States in 1945, he was promoted to major.

In 1951, Col. Laakman was ordered to Korea and it was while serving in this theatre of operations that he was promoted to his present rank. He received his senior pilot's rating in 1954.

Military decorations awarded the colonel include Bronze Star, Air Medal with nine oak leaf clusters, Presidential Unit Citation, EAME Campaign Medal, American Defense Medal, Victory Medal, Korean Service Medal with three stars, United Nations Service Medal, Korean Presidential Unit Citation, Armed Forces Reserve Medal, National Defense Service Medal with one star and the American Campaign Ribbon.

## LIKE CARRIER'S

## Webb Installs 'Crash Barrier'

A device which halts a heavy jet plane going 120 m. p. h. within 300 feet is new insurance for Webb AFB and transient pilots.

Such is the new crash barrier recently completed at Webb. Based upon somewhat the same system used by the Navy on its aircraft carriers, the crash barriers are designed to halt a plane before it goes off the end of the runway after landing, which could easily happen if it comes in too "hot" or has hydraulic failure.

The crash barrier spans the entire width of the runway, and can be lowered to the ground at either end of the runway when the aircraft are taking off from that direction.

Project officer on the job is Lt. Blaine A. Rutenbeck, installations operations officer, who says "If this device saves even one plane, it'll have more than paid for the entire job." Work on the project is being supervised by Earl D. Culpepper, general foreman, assisted by the roads and grounds crew from installations.

Key elements of the crash barrier are a strip of nylon webbing, a length of cable and 360 feet of heavy chain, each link one foot long and weighing 57 pounds.

When a plane fails to stop within the allotted space, its nose gear will engage the nylon webbing. This in turn, trips the cable, which engages the main landing gear and brings the drag of the chain into play to counteract the speed of the plane.

Aircraft traveling at a speed of 120 miles per hour have been stopped within 300 feet by the barrier, says Lt. Rutenbeck. The device received its first tryout in Korea, and has since been improved for installation at bases throughout the Air Force.

Plans also call for the erection of the crash barriers at each end of the runway at Colorado City, Webb's auxiliary field. They will be set up before flying ever starts,

there, according to Lt. Rutenbeck. Overrun chevrons have now been painted on runway 17-L, pointed out Culpepper, and these are designed to keep pilots from landing in what has been designated as an emergency area.

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