

# THE ROUNDUP

VOLUME V NUMBER 6

Friday, December 4, 1953

## G-3 Gets Wing Tuesday; 37 of 'World's Best' Leave

### Five Instructors Switch to New Section II Flight

By Capt. H. G. Crawford

With the organization of a new B-25 flight in Section II, Flight Seven has been called upon to furnish five instructors for its complement. Although we regret to lose these instructors we know Flight Ten will be getting off to a good start with their experience level.

They are:

Capt. Jim Kent, to be assistant Flight Commander. Captain Kent came to Reese in April 1952. He is a graduate of the Pilot Instructor School at Craig AFB, Ala.; instructed in T-6's and T-28's for nine months and B-25's since June of this year. He has a total flying time of 2548 hours, of which 770 hours are as instructor pilot.

Capt. Robert Strouse, Captain Strouse came to Reese in September 1951. He is a graduate of the Pilot Instructor School and has instructed in B-25's since October 1951. He has a total time of 2290 hours, of which 908 hours are as instructor pilot.

Capt. Marcus Miller, Captain Miller came to Reese in March 1951. He is a graduate of the Pilot Instructor School and the Air Force Instrument School. He instructed in the T-28 one month and has been instructing in B-25's since August 1951. Captain Miller has the distinction of being the senior instructor of Flight Seven. It is the only flight in which he has served except for one month in the T-28's. He is also a graduate of Reese AFB, Class of 44-A, when Reese was known as Lubbock Army Air Field. His total flying time is 3175 hours of which 1568 hours are instructor pilot.

Lieutenant Robert Ryan, Lieutenant Ryan came to Reese in June 1951. He is a graduate of the Pilot Instructor School; instructed in T-6's and T-28's eighteen months and has been instructing in the B-25 since December 1952. Lieutenant Ryan, also, is a graduate of Reese AFB class of 44-H. He has a total flying time of 2565 hours, of which 1766 hours are instructor pilot.

Capt. Howard G. Crawford, Captain Crawford came to Reese in November 1952. He is a graduate of the Pilot Instructor School. He instructed in T-6's two months and has been instructing in B-25's since January 1953. His total flying time is 2133 hours, of which 736 hours are instructor pilot.

Flight Seven has been one of the outstanding flights of the B-25 phase and we realize that by giving up these instructors with their broad experience, knowledge, and 'know how,' we can expect some keen competition from Flight Ten in maintaining our position. We wish you fellows good luck with your new flight.

Definition: A bathing beauty—a girl worth wading for.

Proper mental attitudes among officers will go a long way toward aiding the Air Force and the nation, graduates of Class 53-G-3 at Reese were told Tuesday morning by Capt. William C. Woodrum, wing plans and training officer, at graduation exercises in the base theater.

"Your AF attitude will be the most important factor in determining the degree of your success," Captain Woodrum said. "By holding a good positive attitude toward your duty, your associates, and your 'breaks' in service life you will be of immeasurable assistance to the AF in combating all the bad publicity and misguided criticism that it received as it expands and grows to meet the challenge of aggression."

He pointed out that attitudes affect actions which eventually form public opinions and the AF mission could be adversely affected by improper thinking.

Col. C. P. West, base commander, presented wings to each of the 37 graduates and was assisted by Maj. Jaffus M. Rodgers, command squad, Maj. Tobias Schindler, Student squadron commander and Chaplain (1st Lt.) Robert E. Quigg gave the invocation and benediction.

Maj. R. R. Melton, wing operations and training officer, was the scheduled speaker, but he was unable to attend because of the sudden illness of his mother.

Class 53-C-3 included 22 young men who trained as aviation cadets and 15 who trained as student officers.

Included among the graduates were Second Lieutenants Paul L. Peoples of Big Run, Pa., and Charles W. Simmons of Chicago, who were named distinguished cadets on the basis of highest accomplishments in flying, academic and military training and are eligible for special consideration for regular commissions after another year of service.

### Officer is Awarded Diploma from ECI In Extension Work

First Lt. Jerrold L. Hastings, student officer, was recently awarded a diploma from the USAF Extension Course Institute for completing the Squadron Officer correspondence course.

The ECI offers free correspondence courses on Air Force subjects to military personnel. General courses are based upon the Candidate School and the Air University's Squadron Officer and Field Officer courses and Air War college. Special courses are based on subjects taught at resident AF technical schools.

Information about the courses may be obtained from the base Education Office in building T-421 or through writing the Commandant, USAF Extension Course Institute, Gunter AFB, Montgomery, Alabama.

### R&G Meeting Tonight

All members of the Reese Rod and Gun Club are urged to attend a special meeting tonight. A holiday project will be discussed during a session in T-255 at 2000 hours.

# Reese T-28 Crash Fatal to First Cadet

A T-28 crash claimed the life of a Reese aviation cadet Tuesday night when the aircraft plummeted to earth as the student pilot was practicing night landings. The fa-

tality marks the first time a cadet has been killed in the history of Reese.

The crash occurred at about 7:13 p.m., but was not discovered until an extensive air and ground search had been underway for three hours. The plane fell into a freshly plowed field two miles west of the base and one-fourth mile north of the Levelland highway. Deep furrows made it difficult for rescue parties to reach the site.

The wreckage was spotted by ground parties made up of State highway patrolmen, base officials and others.

The pilot, A-C James R. Larri-son, North Manchester, Inc., 20, was a member of Class 54-H. He had been in radio contact almost immediately before the crash and had told the control tower he was turning on his landing lights preparatory to another landing. He did not mention any trouble and was not heard from again. Control tower personnel reported seeing a falling object near the spot of the crash, but said it was similar to a falling star.

The fact that the plane did not burn, coupled with complete darkness, made the search extremely difficult. The craft was demolished, however, and the wreckage scattered over a 150-yard area. The pilot was killed instantly.

Tuesday's tragedy claimed the life of the first cadet in training here since the base was opened. A total of 1836 aviation cadets have been graduated without a fatality. The last death occurred May 27, 1952, when an instructor and a student officer lost their lives. Reese-based planes had compiled an enviable record of 367,300 hours of flying time without suffering a serious mishap previous to Tuesday night.

A board of Air Force officers has been named to investigate the accident. As yet, no immediate cause has been determined.

### Reese Decals Now Available For Issue

The 1954 Reese decals for privately owned automobiles are now available for issue at Air Police headquarters, according to an announcement in the daily bulletin. All vehicles belonging to military and civilian personnel who operate them on the base must obtain their new sticker before December 31, 1953.

In addition to the requirements outlined in Reese Regulation 125-4, all motor vehicles must display the 1954 Texas State inspection sticker prior to registration on the base. The new Reese decals may be picked up in building T-79.

### Class 54-Juliet Comes to Reese

The second consecutive class of students assigned to train at Reese which contained no American student officers was scheduled to arrive at the base yesterday. Orders from primary bases assigning 88 aviation cadets to Reese in Class 54-J were received here and the trainees were scheduled to start training next week. Class 54-H, which reached this base October 27, contained 90 cadets and no student officers.

Understanding was given that Reese also would be called on to train nine foreign nationals in Class 54-J, but no orders on these visiting officers had been received when THE ROUNDUP went to press and no indication was given as to from what country these flyers came from.

The cadets in Class 54-J assigned from five primary training bases, 23 from Spence AFB, 22 from Bainbridge AFB, 18 from Bartow AFB, 16 from Hondo AFB, and 9 from Stallings AFB. The new class will complete training at Reese on May 16, working under the new program which shortened basic multi-engine training from about six months to about five months.

Class 54-D at Reese contained only student officers when assigned and there is indication that the next class also will be composed entirely of officers.

### Gen. Dean Named Deputy CG 6th Army

Washington (AFPS) — Maj. Gen. William F. Dean, released from a Communist prison camp early in September after more than three years of captivity, has been named Deputy Commanding General of the 6th Army.

He will take over his new job Jan. 1, 1954, at the Presidio, San Francisco, Calif., relieving Maj. Gen. Frank H. Partridge who is retiring after 36 years of service.

## Illinois' City Gives Salute to ATRC Reese B-25s Participate in Flyover

A 'Salute to Air Training Command' took place yesterday when the city of Belleville, Ill., paid tribute to ATRC in what may be the first time a major air command has been so honored by a community. The "Salute" was Belleville's way of showing its high regard for Air Training Command whose headquarters are located at nearby Scott Air Force base.

Highlighting the affair was the presentation of a plaque to Lt. Gen. Robert W. Harper, ATRC's commander, commemorating the arrival of Air Training Command headquarters in that area four years ago.

During the afternoon a parade of more than 2000 troops and four musical units marched through the streets of Belleville and a 65-plane flyover,

including the latest combat type aircraft, zoomed through the skies. Nine B-25 planes from Reese participated in the flyover. Maj. John S. Bonner Jr., operations officer of the 3501st Pilot Training Squadron, led the Reese flight.

As a climax to the day's observance, Gen. Nathan F. Twining, AF chief of staff, made the principal address at a banquet that evening attended by high-ranking state and city dignitaries.

Each of the 43 AF bases and three training air forces in ATRC was represented in the parade by an appropriately decorated automobile. Forty-six civic organizations provided these vehicles with each organization sponsoring a base or training air force. The Belleville Council of Church wo-

### Christmas Came Early for Four Joyous Airmen

A TWX from FlyTAF Monday brought an early Christmas present to four airmen at Reese. It directed their separation from service in time to spend Christmas at home.

The TWX directed that all airmen eligible for separation between December 15 and January 4 be released early enough to be home for Christmas. Wing Personnel took a reading and found the four men eligible. The men were contacted and said they wanted out — quickly. So the machinery went into motion and separation dates were being set this week.

The men affected are S-Sgt. James E. Johnson, Motor Vehicle Squadron; A-1C Harold K. Waite, 3505th Maintenance Squadron; S-Sgt. Robert B. White, Supply Squadron; and A-1C Robert M. Registrar, Hospital.

Johnson, whose separation data had been December 25 and who could not be released sooner, came to Reese November 18, 1951, and has spent eight years in service. Waite, previously scheduled for separation December 29, entered service on December 30, 1949, and came to Reese in September, 1952.

White, who was to have been separated January 2, entered service January 3, 1950, and came to Reese in September, 1951. Registrar was assigned to Reese last July 18, after return from overseas. He enlisted in January 1950.

### Major Osver Attends School at Craig AFB

Maj. Sam Osver, commander of Flight 3, the "Jimmy Doolittle" flight in the 3501st Pilot Training Squadron, has resumed his duties after returning from attendance at the FTAF Supervisors school, Craig AFB. Capt. Lawrence J. Bassett was acting flight commander during his absence.

Major Osver is one of several flight line supervisors in the squadron to attend the FTAF course, set up to improve supervision standards on bases within the command. Squadron officers this week said that many improvements have resulted at Reese as flight commanders, section commanders and other officers have returned from the school.

men saluted Reese AFB in the parade.

ATRC officials at Scott AFB emphasized the fact that the "Salute" was not merely for ATRC's headquarters at Belleville, and that honors are to be shared by all installations of the command and the communities they represent.

Reese has been a member of the Air Training Command since its reactivation in 1949. During these four years, the base has trained over 2600 pilots for ATRC and has contributed in many ways to success of the higher command as well as carrying out numerous assigned missions. Completion of these missions has been possible in numerous instances through cooperation with Lubbock community organizations and leaders.



## THE ROUNDUP

The ROUNDUP is a civilian enterprise published every Friday in the interests of military and civilian personnel of Reese Air Force Base, Lubbock, Texas. Local news appearing here may be reprinted without obtaining specific clearance. News, features, photographic and art material are solicited from personnel of the Base but publication depends on availability of space and general news value as judged by the publisher. Every effort will be made to return rejected material but no responsibility can be assumed beyond the exercise of due care in expediting return. Opinions expressed herein are not necessarily those of the United States Air Force.

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## REPORT from WASHINGTON

(By Armed Forces Press Service)  
 The first of the new emblems authorized for the service ribbons of Naval personnel who have been in combat with the Marines were presented by Gen. Lemuel C. Shepherd Jr., Corps Commandant. A chaplain, two hospitalmen and a dental technician were the recipients.

The annual Army TI&E conference at which all armies and major commands will be represented will take place Mar. 8-12, 1954 at the Pentagon.

Twenty young boys and girls are getting a first-hand idea of what makes the Air Force tick. The youngsters, selected for their outstanding essays on "Citizenship in the Air Age" have met with Gen. Twining, AF Chief of Staff, for a conference.

The Department of Army has awarded the Certificate of Appreciation to two scientists for their work with Primaquine, the new anti-malaria drug. Drs. G. Robert Coatney, of the U.S. Public Health Ser-

vice, and Ralph Jones Jr., of the Univ. of Pa. were commended for their research in connection with the development and testing of the drug.

Navy selection boards have recommended 1,808 inactive Reserve officers for promotion. Sixty commanders and 1,748 lieutenant commanders of the line and staff corps were selected. All of the officers to be promoted will be advanced during fiscal year 1954 as their contemporaries of the Regular Navy are promoted. Appointments will be made by individual letter.

## Meets December



Shapely Elena Verdugo, star of CBS Radio's "Meet Millie," meets December in an outfit designed to take the chill off the wintriest winds.

## Your Chapel

It is not easy to set down a good definition of egotism, nor to describe clearly the character trait it signifies. The dictionary states simply that it is the habit of thinking and talking much of oneself. To a certain extent everybody is bound to think of self, and, to a certain degree, everybody talks about self because no one can talk about anything except when it has passed through his mind and affected him in some way.

The specific mark, therefore, of the egotist should be set down as the habit of thinking and talking about self when he should be thinking about others; listening to others, considering others. The chief fault of the egotist is not so much that he thinks about himself as that he does not think about others. On that basis it is possible to describe the egotist in action.

It is a person who obviously will not consider any duty or service of charity to others until every last wish and ambition of his own heart has been fulfilled. This means that he will very seldom consider a service to others in preference to self, because very seldom will he be satisfied with what he has attained. The egotist cherishes many little slogans as defenses against the demands of charity. He "will not take a back seat for anybody"; he says that "if you don't take care of yourself, nobody else will"; he misuses the phrase "charity begins at home" by converting it to mean "self always first"; and he measures every opportunity for charity by the questions: "What will I get out of it?"

This preoccupation with self, as opposed to consideration of others, manifests itself in his conversation. He can match every accomplishment or experience of others with a better one of his own. He is capable, to hear him talk, of doing a far better job in any field, than anyone else has done or can do. His opinions are expressed in such a way that whosoever takes an opposite view is made to appear a fool.

The egotist shows respect only for those who can advance him in some way, and with such, he is apt to be fawning and servile. Everybody but himself can see that he is looking for something whenever he plays up to somebody else. He is capable of no sincere friendship because he is incapable of giving away anything, even his affections, for nothing.

Egotism can be suppressed only by the building up of spiritual goals in life, which involves a willingness to do things for others, not for any temporal advantage to be gained, but merely for the sake of spiritual merit, and by acquiring deep convictions of the nobility and spiritual value of humility and charity.

Gerald F. McCarthy  
 Chaplain (Capt.) USAF

The officers, airmen, and families of the Hq Sq Pilot Training Group are sponsors of the Chapel Services on 6 December 1953. All military and civilian personnel and their dependents are cordially invited to "Remember Pearl Harbor with prayer" and join the Hq Sq Pilot Training Group as they worship in the following services at the Chapel:

### CATHOLIC SERVICES:

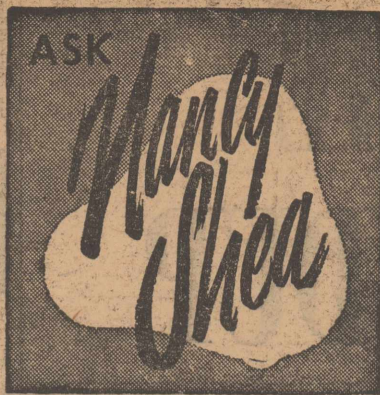
Sunday Masses 0830 and 1215  
 Daily Mass 1645  
 Confessions Saturday 1900 to 2100  
 Daily Rosary Devotions 1830  
 Novena and Benediction 1930

Thursday  
 Legion of Mary 2000 Thursday

### PROTESTANT SERVICES:

Bible School (all ages) 1000 Sunday  
 Morning Worship 1100 Sunday  
 (Communion Sunday)  
 Ladies Christian Fellowship will

NOT have a salad luncheon this month. Instead all the ladies are to meet at the YOUTH CENTER at the usual 1300 Tuesday to work on their project of sewing curtains for the Youth Center. Adult Mixed Choir rehearsal at 2000 hours Wednesday. Junior Choir (ages 8-14) rehearsal 1615 hours Thursday.



### 1. Dear Mrs. Shea:

If a General is your house-guest, is it proper to invite your Base Commander, to whom you have not been formally introduced, to your home?

Susan, a Captain's wife

If your house guest arrived officially, he would likely be met by the base Commander. There is no obligation but it would be a gracious gesture for you and your husband to introduce yourselves to the CO and invite him to your home during the General's stay.

### 2. Dear Mrs. Shea:

When is it proper to use lighted candles at social functions?

Helen, a Sergeant's wife  
 Dear Helen:

Candles are used at dinner and at tea time. They are used more effectively at dusk or in a darkened room. If they are used as

luncheon table decorations, they should not be lighted.

### 3. Dear Mrs. Shea:

In this modern day Air Force are earrings appropriate with shorts?

Loise, an Airman's wife  
 Dear Loise:

Modern day Air Force or not, earrings with shorts are a bit incongruous, in my opinion.

### 4. Dear Mrs. Shea:

Are rhinestones appropriate in the daytime as part of casual wear?

Martha, a Lieutenant's wife  
 Dear Martha:

Rhinestones are usually worn in the evening or late afternoon with semi-formal dress. Dressy suits, luncheon and cocktail variety, are sometimes trimmed with rhinestones.

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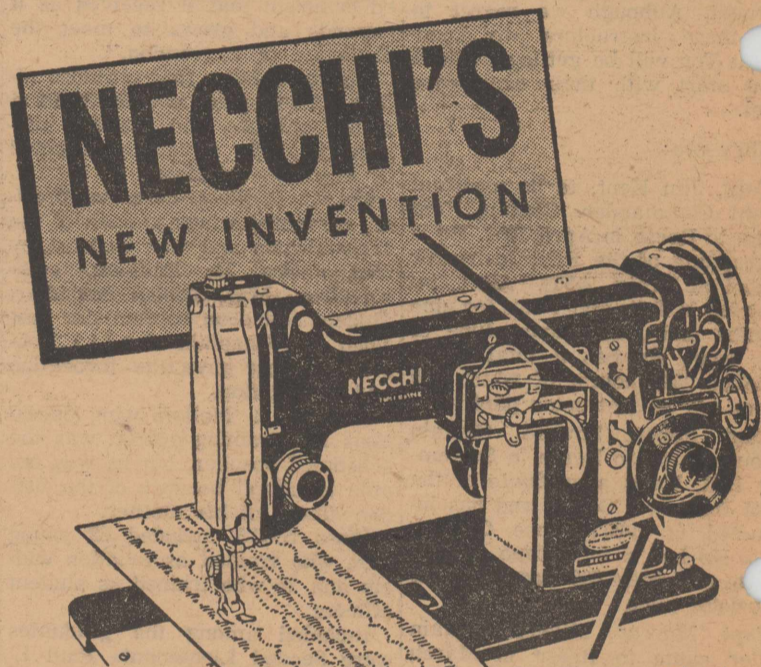
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**PREDICTIONS**

By A-1C Jim Sunderland

Having failed miserably to rack up any semblance of a prediction record this season, we should give up. But a stab at the New Year's Day games is in order — just bet on the ones we pick to lose. (We may fool you, though — who knows?) Here goes:

**ROSE BOWL** — A great game between the nation's third and fourth ranking teams. The Big Ten always gets the nod — yet we feel that Michigan State, despite Leroy Bolden, is slightly overrated. Under sunny California skies, our choice: UCLA 20, Michigan State 14.

**ORANGE BOWL** — Last year's Orange Bowl game was a farce; this year's contest will be the best and biggest of them all. As the country's top college team, Maryland, boasts a slick offense and a solid defense. They may be favored by at least six points. We believe Oklahoma has steadily improved in all departments since the Notre Dame loss and the Pitt tie. As we see it, Oklahoma will pull the day's big upset. Score: Oklahoma 17, Maryland 14.

**SUGAR BOWL** — Neither Georgia Tech nor West Virginia has the class that should be required of a bowl contestant. The Engineers were unimpressive against Notre Dame, Alabama and Duke, they were tied by Florida, and may be glad that West Virginia is their Sugar Bowl opponent. The Mountaineers are big, this evidently is the chief reason they were picked. In the least interesting of the games we'll take Georgia Tech 27, West Virginia 13.

**COTTON BOWL** — Rice and Alabama should put on a good show for the spectators. Led by Kosse Johnson, Rice has a super charged offense, but its prowess will be tested by a tough Crimson Tide line. Rice — Alabama 14.

**GATOR BOWL** — After a fine season, we think Texas Tech deserved its bowl bid. In Auburn they will meet an aggressive team that lost decisively to Georgia Tech early in the season and succumbed to Alabama in a tough one, 10 to 7. Auburn will be Tech's toughest foe of the year. Maybe it's just because we've been here too long — but we say: Texas Tech 34, Auburn 27 in the wildest game of all.

As an added note, our nomination for coach of the year: Forest Evashevski of Iowa. He moulded a prospectively mediocre team into a hard running outfit bolstered by a solid defense. It was to Evashevski's credit that his team improved each week, finishing the season as 10th in the nation after its "victory" over Notre Dame.



Stanford quarterback Bobby Garrett takes to the air and intercepts a pass intended for Lin-

don Crow of USC. Despite Garrett's bird-like effort, Southern Cal beat Stanford, 23-20.

**BASE BOWLING STANDINGS**

Hq Sq PTG	18
Air Police	13
Hq Sq PTW	12
Motor Vehicle	11
Base Engineers	11
Food Service	11
Air Base Group	11
01st Maintenance	10
02nd Maintenance	9
Medics	9
Supply	8
05th Maintenance	7
Cadet A	5
Cadet B	5
<b>TOP BOWLERS</b>	
Pruneski, PTW	173
Fornoff, PTW	171
Spencer PTG	171
Raupp, ABG	169
McCullough Cadet B	167
<b>WOMAN'S LEAGUE</b>	
Lucky Strikers	21½
Rolling 5's	20
Scatter Pins	18
Alley Cats	12½
<b>HIGH AVERAGES</b>	
Betty Payne	191
Dot Crawford	155
Stella Scofield	141
Alda Boulware	138
<b>HIGH SERIES</b>	
Betty Payne	560
<b>OFFICERS LEAGUE</b>	
PTG	13
Stu Off	12
Stu Sq Parm Party	11
Sec II Flt 8	10
Sec I Flt 4	10
Sec II Flt 6	9
Sec I Flt 3	8
PTW Hq	7



COLUMBIA UNIVERSITY'S 21-year-old quarterback Dick Carr is something of a modern-day iron man on the gridiron. He completed nine consecutive 60-minute games Nov. 21.

**Hq. Sq. ABG Takes First Cage Victory; Striped Shorts Help;**

By A-1C Jim Sunderland

Adorned in a portion of their new basketball uniforms, the squadron team began competition Tuesday night with an impressive 41 to 27 conquest over the Engineer group.

Team captain, Ed Grier, led the scoring for the victors with 15 points. Close on his heels was Hansen with 12. The starting team is composed of Hansen, center; Bauwens and Beutel, forwards; and Grier and Labns, guards. They hope to repeat last year's base championship, and judging by the way they have started, the chances appear to be good.

As for the new uniforms, only the shorts have arrived. They are bright green with a yellow stripe down the side. The shirts and jackets will arrive soon.

The squadron will soon lose four of its members to foreign lands. A-3C Ivan Wallis, base photo lab, leaves soon for duty in Korea. Alaska bound will be A-2C Moss and A-3C Alonzi of the Form Five section at base operations; A-1C Turner, post office; and A-2C Ed Cline, group headquarters. The prospects of cold weather have "Texan Cline" shivering already. Good luck, men!

Survivors include his wife, Ruth, and a brother, Capt. Charles P. Seater, an Army chaplain.

The parliament of the Isle of Man annually holds an outdoor assembly at Tyndwald, where new laws are promulgated from the hilltop in both English and Manx.

**Sgt. Seater Dies Following Illness**

M-Sgt. William C. Seater, assigned to the Supply squadron at Reese since May 24, 1951, died at 3:30 a.m. last Saturday in King's Daughter hospital, Canton, Miss., following an extended illness. He was on leave at the time of death from a liver ailment.

Sergeant Seater, supervisor of the repairable section of the warehouse, entered service July 5, 1940, and had served as supply inspector in Panama and as supply sergeant in South America prior to coming to this station. He was a graduate of the air mechanics school at Chanute AFB, and had served with the 8th Air Force in England during World War II. He

**Records Fouled Up— Reese Medic Gets Promoted to Captain**

Elmer A. Schlueter left the USAF Hospital at Reese November 23 for entry into the School of Aviation Medicine at Randolph AFB as a first lieutenant. He will return a captain.

FTAF notified Reese Tuesday that a review of the captain's record and background indicated he should have been called into service last March 24 with the higher rank and that it was effective November 20.

Captain Schlueter came to Reese September 1 from Greenville AFB. He is a graduate of Xavier university and received his medical degree from the University of Cincinnati. Before entering service he was on the staff of Mercy Hospital, Mariemont, O., and the Good Samaritan, St. Mary's, and Deaconess Hospitals in Cincinnati.

The state flower of Texas, the Bluebonnet, grows during the winter and prefers poor soil over rich.

**Military Magazine Offers Cash Prizes Plus Annual Award**

Washington (AFPS) — A new policy of paying for articles submitted by active duty personnel of the U.S. Armed Forces has been announced by the Military Review, a magazine published monthly by the Command and General Staff College at Ft. Leavenworth, Kans.

Articles written by military authors will be judged monthly by a board of officers which will award \$100 to the first place article and \$50 to the second place selection. The author of the annual award article, selected from among the 12 monthly award winners, will receive \$350.

Payment for published articles by civilian writers and retired military personnel will remain on an individual basis, the magazine announced.

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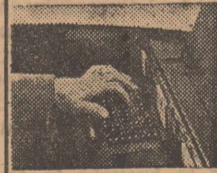
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# New Fast Supply System Reduces AF Costs

## All Paper Work Cut to Minimum

Supply, center of the Air Force's great sphere of activities, is an organization whose mission is depended upon to keep every individual unit on the job all the time. A constant stream of vital parts is essential to maintain the training aircraft in order to keep the aviation cadets flying. Aircraft grounded for lack of parts results in needless dollars lost to the taxpayers.

Providing these important articles is only part of the work performed by the 3500th Supply Squadron of the Maintenance and Supply group at Reese. The speed with which critical items are made available to mechanics who do the actual repair work is the determining factor in efficiency, and the proper yardstick in stretching the Air Force dollar.

Headed by Maj. Edward W. Kubin, base supply officer, and under the immediate supervision of T-Sgt. Gallon B. C. Combs, NCOIC, the service unit has developed an expeditious system of issuing urgently needed aircraft parts that puts previous methods to shame. Only 11 to 15 minutes elapse from the instant a mechanic on the line places



**PARTS NEEDED** — An aircraft mechanic, S-Sgt. J. W. Sealy, 3502nd Maintenance, places an order for parts from one of the several convenient telephones on the flight line. Little time is consumed by this method and the mechanics are able to stay on their job while the part is being delivered.



**ORDER TAKEN** — On the other end of the telephone line is the controller in the expediting section of Base Supply who records the order and starts the part on its way to the mechanic. Here A-3C Frank Gedra fills out an issue slip, which also doubles as a hand receipt, and will immediately take it to the stock bins.

## NOSE... for NEWS

By MARY ANNE WEST

### Interviewing:

Name — Corda May Jourdan.  
 Birthplace — Tuscola, Ill.  
 Age — 17.  
 Height — 5 ft 3. — Weight — 124 lbs.  
 Hair — Blonde — Eyes — Green.  
 Favorite Food — Fried Chicken.  
 Favorite Color — Green.  
 Favorite Actor — Alan Ladd.  
 Favorite Actress — June Allyson  
 Favorite Song — "Dancing in the Dark."

The Teenagers met last Wednesday at 5 p.m. We decided to have a Christmas party some time around Christmas. We elected a new vice-president — Charles Wilson.

## TECH MUSEUM calendar

### Museum Hours:

8 a.m. to 5 p.m. Monday through Friday.  
 8 a.m. to 12 noon Saturday  
 2 p.m. to 6 p.m. Sunday.

December 6—1600

Twilight Music Hour, "Program of Christmas Music" in cooperation with the Allegro Music Club. First Presbyterian Church, 4 p.m. Public invited. No admission fee.

December 6—1700

"Winter Skies Over Texas," Planetarium Show. Open to the public. Adults 50 cents, children 25 cents.

December 6—1400-1800

Exhibition "Miracle of Birth," in Member's Room with film, "In the Beginning" in Auditorium. Free to the public.

"Drawings by Nicolai Fechin," Rotunda Gallery

"Faces and Figures of Four Centuries," from the collection of John Meigs, San Patricio, New Mexico. Art Gallery.

Hobby Show. Unusual Plates from the collection of Mrs. Vera Maxey and Mrs. F. W. Groce. Historical Gallery.

Treasure of the Month. Portrait pots from the Incas of Peru.

December 7—1930

"Winter Skies Over Texas," Planetarium Show. Open to the public. Adults 50 cents, children 25 cents.

December 12—0900-1000

Children's Art Workshop and Junior Art Workshop. Historical Gallery.

All week: Hobby show. Treasure of the Month, Art Gallery Show,

a telephone call until the part is delivered to the exact spot where it is to be used. That's speed!

Procedures of handling supply as outlined in Flying Training Air Force letter 65-5 establishes a 25-minute period as the average time allotted to fulfilling the mechanic's order. Reese has cut this time in half!

Not only does the new system result in the visible saving of hundreds of manhours each month, but it also eliminates the mountains of paperwork that formerly "strangled" military efforts. A mechanic no longer is bound by the necessity of submitting various forms through channels to receive an aircraft part. He merely phones his request directly to Base Supply where it receives immediate attention and is delivered within a matter of minutes.

By taking all paperwork from the mechanic's hands, more precious time is saved for maintenance operations that theretofore was wasted.

An order may be placed from any phone in one of the hangers or from one of the four special telephones along the flight line. Requests are handled in the expediting section by a controller who records the order on a issue slip. This form doubles as a hand receipt and further cuts down paperwork. The order is rushed to the stock records section where the exact location of the particular item in an orderly maze of bins is revealed. The part is pulled and placed on a waiting delivery truck. Very shortly the article is in the hands of the mechanic who had ordered it only minutes before.

The major source of supply for B-25 aircraft is through recovery of replaced parts. When a new recoverable part is delivered by Supply, the mechanic signs a hand receipt for the used part. The repairable item is cleaned and deposited in a central location for pickup by a Supply driver who returns the hand receipt.

The part is brought to the Supply reparable processing section where it is examined and classified according to its condition. If the item is beyond further repair and condemned, it will be sent to the base salvage and reclamation unit. If it can be repaired, but facilities here at Reese are lacking, it will be shipped to a specified reconditioning center.

If the part can be made serviceable here it will be routed directly to the base shops for repair. The local shops daily submit a chart to the processing section which describes their current workload. If they have a backlog of orders the part will be placed in the reparable warehouse until it can be handled by the shops. At the time this section was visited there were only two small items awaiting repair, which demonstrates the fine work performed by the shops in getting the work done and keeping the backlog almost zero.

After the part has been fully reconditioned it is returned to Supply for future issue.

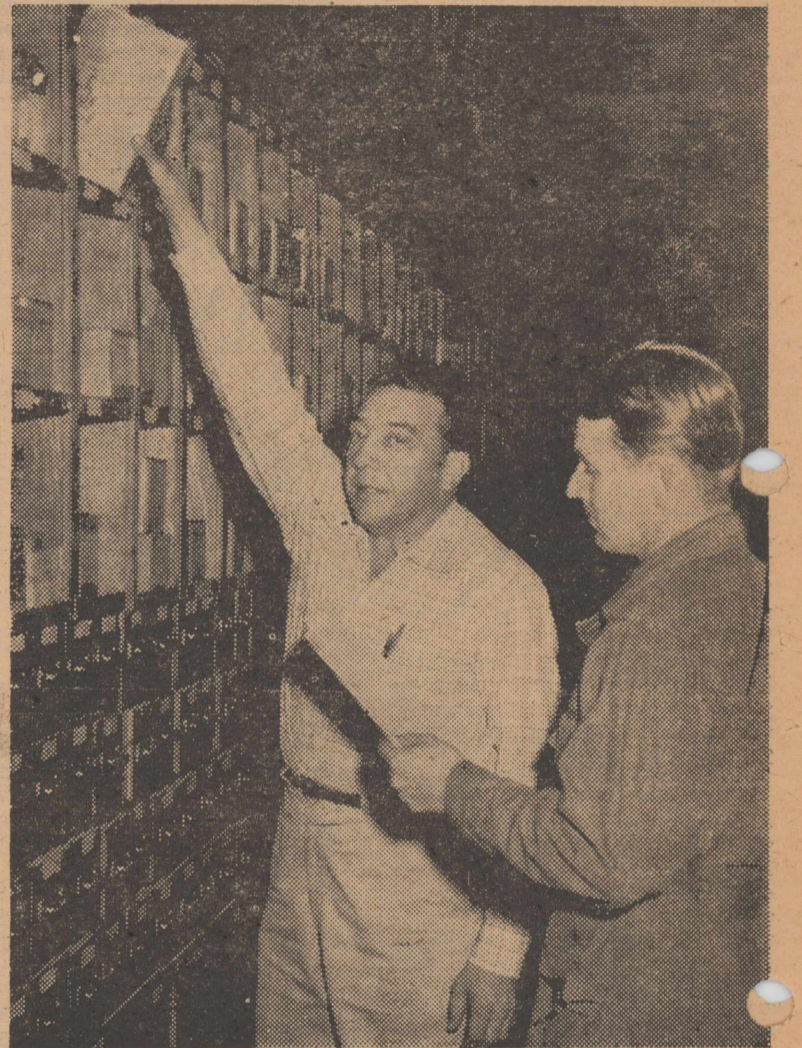
Major Kubin said that the involved processing can be accomplished within a 24-hour period, which greatly contrasts with old standards that sometimes took 30 days to complete.

Throughout the huge supply building cleanliness and neat arrangement of stock help promote the fine efficiency. When an order is being filled, all steps move in one direction toward the final point — the delivery truck. The phone call is received at one end of the building and processing quickly takes place in logical order until it leaves Supply. At no point is backtracking and confusion permitted.

The chief of the management and procedure section, A. Belous, revealed that the Reese supply system closely approaches methods utilized in private industry.

It must be emphasized, Belous said, that Reese did not originate this system, but that it is in practice at all bases in the training command. However, each base modifies the system to conform with local requirements and attempts to develop it to the highest degree of efficiency.

A minimum of paperwork, production line processing, and strict monitoring control are the keynotes of the system. As the title "service unit" infers, service is the ultimate objective. Get the part to the mechanic quickly and with as little effort as possible. Herein lies the secret of maintaining the world's greatest fighting force.



**ON ITS WAY** — After checking the stock records for availability of the needed part and determining the exact location in the orderly rows of bins, the controller pulls the item and turns it over to a stockroom worker who takes it to the waiting delivery truck. Right, Airman Gedra double checks the issue slip to ascertain whether or not the part is correct. Storekeeper Lank F. Hollinworth reaches for the article and will rush it to the truck.



**DELIVERED** — The vital part arrives at its final destination only 12 minutes after it was ordered. Below, Sergeant Sealy signs the hand receipt for the

used part and accepts the new reparable processing section for one from A-3C Leonard Tocci, delivery unit drive. The old part will be cleaned and sent to the time!



# All Reese Parachutes Get New Safety Modification

The base parachute section has been working tirelessly to conform with a technical order from USAF to modify all parachutes at Reese as quickly as possible, reports M-Sgt. N. E. Henderson, NCOIC.

The change will result in an added safety feature which consists of sewing a triangular fabric section between the two shoulder straps to prevent spreading. The "hurry up" directive came out three weeks ago when it was learned that a man could slip from a chute when it opens if the straps are incorrectly adjusted. The straps slide down over the shoulders, permitting the jumper to fall out backwards.

Ten civilian personnel under the direction of Sergeant Henderson have tackled the tremendous job of incorporating the safety factor into the parachutes used on this base. The nylon fabric is sewed between the two shoulder straps near where they cross on the back. When modified, the chute can never work out of adjustment to the point that would permit a man to fall free.

Sergeant Henderson described the various difficulties encountered that were overlooked by the technical order. In order to securely anchor the ripcord pocket, holes are punched in the spring steel reinforcing. The TO call for these holes to be drilled, but parachute personnel soon discovered this was impossible because drills could not cut through the tough metal. Finally they solved the difficulty by using a special metal punch.

The converting process is broken down into various jobs handled by different workers. With assembly line methods the entire task requires about one hour of labor per parachute. It is estimated the final chute will be finished by the 18th of December, if not sooner.

The normal job of the department is repair of flying clothing, fatigues, jackets, hospital items, and any fabric material used on aircraft, including leather work. A complete shoe repair department is maintained, but with the tremendous workload of converting parachutes, little time is left for other tasks.

Sergeant Henderson commended the personnel for the excellent work they are doing. He proudly offered to bet them against any other section on the base for putting out a corresponding load.

Among the colorful range-land names in New Mexico are Carral, Stetson, Broncho, Gallup, Horse Springs, Mule Creek, Pinto and Rodeo.



THE WEATHER may be getting cold but Iris Maxwell has her furs ready for the winter season at Miami Beach, Fla. Her costume indicates Miss Maxwell's faith in the local weatherman has not dimmed despite a recent miff by his Northern associates.

"Last night I made an awful mistake."  
 "Tell me about it."  
 "I drank a bottle of gold-paint by mistake."  
 "How do you feel now?"  
 "Guilty."

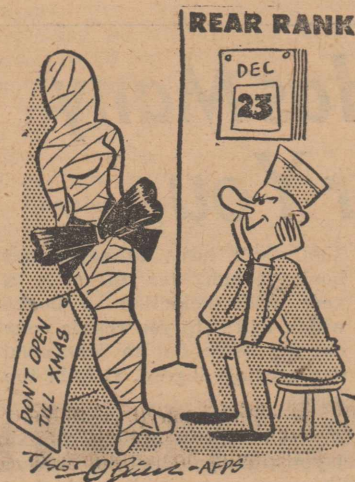
Before a cricket fight in China, the contestants are weighed in by their handlers and classified as heavy, middle or lightweights.

# 'Restricted' Matter Dropped from AF Classifying System

The "restricted" classification of the security regulation for the Air Force will be eliminated on December 15 and only the three remaining categories of "top secret," "secret," and "confidential" will be in effect, USAF advised its units this week.

At the same time, various phases of handling classified materials will be changed, including elimination of notation on each classified item of the words "Security Information." The TWX to Reese directed that all classified material marked "Restricted" will be re-classified on December 15, except in such instances as it is found necessary to upgrade the material to "Confidential" in the interests of national defense. Documents to be upgraded include restricted material furnished by a foreign government or international organization and all material related to cryptographic systems now considered restricted.

Instructions from higher headquarters told bases, including Reese, to designate personnel responsible for reviewing material for de-classification or downgrading, for upgrading, and for notification of change of classification.



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We also have a good selection of one owner late model new car trade-ins at very reasonable prices. Check these bargains:

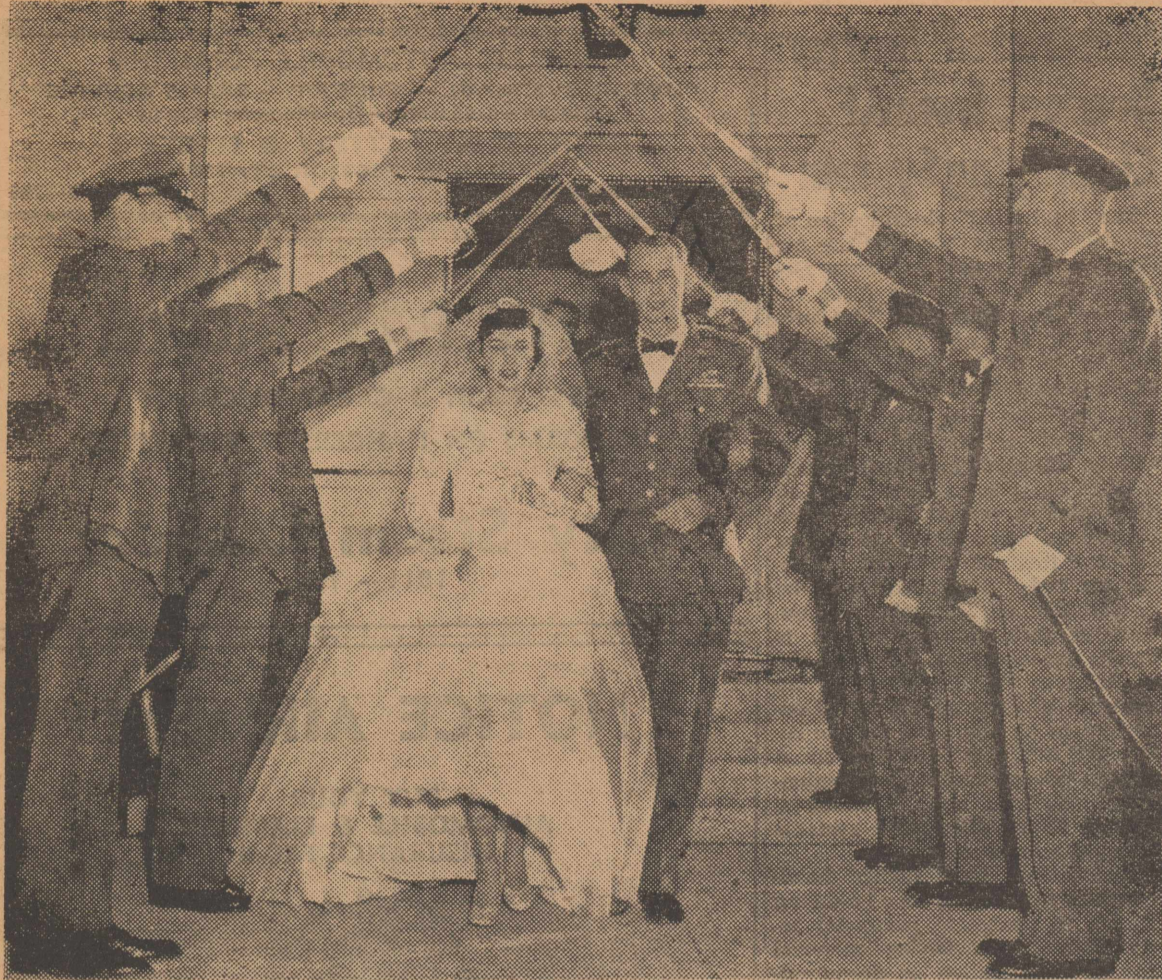
1952 Lincoln Capri 4 door sedan. Radio, heater, dual range hydramatic transmission, electric window lifts, electric seat control, rear seat radio speaker, fender shields and white wall tires. A one-owner new Lincoln trade-in with low mileage. Drive this one out for only .....	<b>\$2395.00</b>
1952 Oldsmobile Super 88 2 door two tone blue sedan. Radio, heater, automatic transmission, seat covers, fender shields, & new white wall tires.	<b>\$1895.00</b>
1951 Studebaker Starlight Coupe. Radio, heater, overdrive and also a clean car. A real buy at only .....	<b>\$795.00</b>

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**NEWLYWEDS** — 1st Lt. and Mrs. Jack Ramey leave the Base Chapel November 22 under an arch of crossed swords. The bride, formerly Mary Louise Jones, is a daughter of Col. and Mrs. John N. Jones. Mrs. Ramey was an active Gray Lady during the time her father was base material officer.

## Welcome, 54-J; Reese Has Many Social Activities to Offer You

By A-C Francis A. Larrouy  
Today with your second day at Reese you are beginning the polishing up stage of your pilot training. It is here you will earn your wings and instrument ticket. You are being trained where "the finest pilots in the world" are turned out. I wish you luck in achieving that goal which has pervaded your actions for the past nine months.

I would also like to take this opportunity to welcome you to Reese as a home away from home — which it shall be to you for the next six months. The best way I know to do this is to make known to you the facilities of the base which will make your extra time (Ha!) here pleasant and profitable.

If you just picked up this paper from a booth, and a juke box is providing background music, and you have a cup of coffee in your left hand you have probably already found the hub of the A-C social life. You are in the Cadet Club. First and foremost in your social life if you are an extrovert by nature is this club. TV, coffee, and dancing highlight the club week. Not too long ago a Saturday night dance with a band was the event of the week, but with the influx of tigers led by ABC, the Saturday night dance has become a week end series with bands, juke boxes, and cadet talent. Sunday afternoon and evenings the place has been jumping. Bingo nights, fight movies and other programs are rapidly becoming a regular part of the week's fare.

Speaking of cadet talent I would like to take this opportunity to bring the efforts of a real hot piano, voice, drum, and sax team to the attention of the Kadets. If you want to dance or just listen, these Kadets are kool. More power to them and I hope to see more of them.

Contrary to popular misconception this does not by any means end the on-base facilities. In close proximity to the cadet area is the base gym. Facilities are ample for tennis, boxing, wrestling,

weight lifting, basketball, baseball, banging the punching bag and general gymnastics, with a convenient check out system on almost all equipment. You can get tennis rackets on Friday and bring your gal out for a round of tennis on Saturday and Sunday. Musical instruments ranging from a mandolin to serenade your girl with to a phonograph are available. The best way to get full utilization is to find out for yourself exactly what is available.

Purposely left out of the athletic picture was golf. Many of us do not play, but want to. Why wait?? Good weather holding out, we can learn and practice on the Reese course. Watch out for the duck hunters, another special service.

For those desiring other pursuits we are blessed with an abundance of well-stocked and equipped hobby shops. In one building is a very complete woodworking shop with a door big enough that you won't have an indoor boat if you build one! In the other shop, photography, leatherworking and model plane construction are carried on by all ranges of the skilled and unskilled from rank beginner to pro. Exceedingly friendly and competent help is available for the asking, complete facilities are there, and all you need bring is yourself. Photography is another of these hobbies which anyone can enjoy once he takes the first step . . . why wait?

A base bowling alley rounds out the athletic picture and cadets have both bowling and basketball teams active at the present time. Other team sports are organized as the season warrants, and so far RAFB has mustered fine intra-base athletic contests. These sports provide interesting and inexpensive recreation for many. Why not you?

Now that you have been through the mill perhaps a bit of relaxation is what you need? Well it just so happens we have a fine book in the base library on Yogi. I read it and that is why I am typing this standing on my head in a shower stall.

You don't have to read that book though, for there is a very wide selection of books which will help you repair your car or work on an advanced engineering degree. It is in the books. . .

If you aren't in need of relaxing yet you will find that the base can still surprise you with more things to do. You can wash your car during off-duty hours at the base motor pool wash rack, or you can attend Texas Tech with the Education office (above the library) making the arrangements and helping with the cost. Also available are the facilities we all are familiar with such as the PX, theater, and chapel.

I know that I shall spend the next week thinking of the things I've left out, but I hope I have proven to you that leisure time can well be spent without spending money by making use of the base facilities.

### IT'S A . . .

- 16 November  
Boy, Franklin A., 6 lbs. 10½ oz., to Lynnel and Hanako Ferguson.
- 19 November  
Girl, Linda C., 6 lbs. 3¼ oz., to Warren and Mary Eades.
- 21 November  
Girl, Debrah D., 6 lbs. 7 oz., to James and Wilma Smalley.
- 25 November  
Girl, Glenda K., 6 lbs. 12½ oz., to Dasil and Katherine Tyer.
- 26 November  
Boy, Weslie D., 6 lbs. 7½ oz., to Floyd and Floyie Brassfield.
- 28 November  
Boy, Anthony D., (weight unavailable), to Ad and Dorothy Rogers.
- Boy, Randall J., 10 lbs. 13½ oz., to James and Myra Jones.
- Boy, Charles S., 8 lbs. 6 oz., to Charles and Dorothy Smith.
- 29 November  
Girl, Jonny S., 8 lbs. 9½ oz., to John and Thelma Portie.
- 30 November  
Girl, Suzanne L., (weight unavailable), to Richard and Mary Tucker.
- Girl, Tressa D., 6 lbs. 12½ oz., to Dwayne and Ada Young.

Capt. and Mrs. J. C. Youngblood are spending the week end in Frederick, Oklahoma, visiting with his parents, Mr. and Mrs. W. M. Youngblood.

## Reese Student Pilots Name Flights Honoring AF 'Greats'

section buildings at Reese, names of familiar Air Force heroes immediately catch the visitor's eye. These names are prominently displayed above each door leading into the flight instructor's briefing rooms.

Taking a cue from the performances and heroism of famous Air Force personages, individual flights within the Pilot Training squadron have voluntarily named themselves after their favorite personality. Beginning with Frank Lahm, the first official military pilot and who received his training under tutelage of the Wright brothers, names reflect the history of the Air Force right down to the present day. One flight adopted the name of Gen. Hoyt Vandenberg recently retired as Air Force Chief of Staff.

Casualty going from one room to another, visitors are strikingly reminded of the exceptional deeds for which our Air Force is so well known. There is Jimmy Doolittle and his famous raid over Tokyo; Billy Mitchell, the early exponent of air power for whom our B-25 aircraft has been named. Hap Arnold's namesake flight has affectionately called themselves "Arnold's Angels" and still another flight is efficiently performing under the traditional influence of Claire Chennault famous leader of the Flying Tigers. There is the "Wright Brothers" flight, named after the aircraft inventors; the "Charles A. Lindbergh" flight; "Eddie Rickenbacker" flight; and a "Tooeey Spaatz" flight. General Spaatz was the famous bomber command pilot during World War II and later became Chief of Staff after General Arnold.

This program was initiated to continually indoctrinate students and other personnel with the predominant role the Air Force has played during this 50th year of powered flight. Each student arriving in the flight is given a brief-

ing on the personality for whom the flight is named.

Officials in the Pilot Training squadron believe that this informative and inspirational effort improves the average student's concept of the Air Force mission for which he is being trained.

Flights, with their new names, are as follows: Flight One, Frank Lahm; Flight Two, Hoyt Vandenberg; Flight Three, Jimmy Doolittle; Flight Four, Billy Mitchell; Flight Five, Hap Arnold; Flight Six, Claire Chennault; Flight Seven, Wright Brothers; and Flight Eight, Lindbergh.

"Darling, darling," cried the young salesman as he burst into his home one evening. "Guess, what! I just got a commission in the Air Force."

"A commission again," wailed the young bride. "Why can't you get a regular salary just once in your life?"

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# Air Force Lifts Cloak On X-3 'Flying Stiletto'

Washington (AFPS) — The Air Force has announced that it is ready to turn over its X-3 research aircraft to the National Advisory Committee for Aeronautics for further research.

Revealed at the same time was the radical design of the aircraft which has been undergoing tests for about a year. It has a slender fuselage with an extremely long, tapered nose and short wings located well back toward the tail. When viewed from above, the X-3 resembles a huge stiletto.

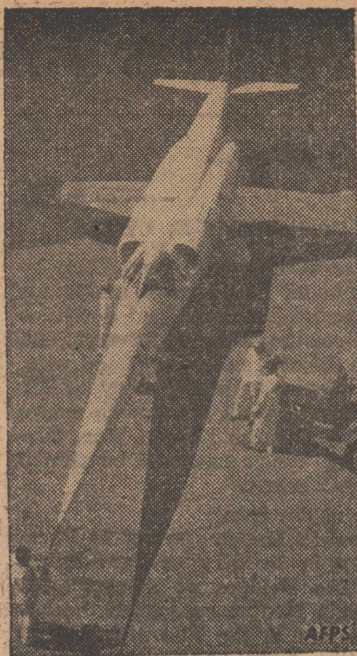
The X-3 was designed and built by Douglas Santa Monica Div. under joint sponsorship of the AF, the Navy and the NACA. The project was direct-

ed by the Air Research and Development Command to test the design features of an aircraft suitable for sustained flights at extremely high speeds.

Length of the X-3 is 66 feet nine inches and its width is 22 feet eight inches. It has two axialflow turbojet engines. The plane rests on retractable tricycle landing gear.

Before it was built, more than 60 separate designs with supersonic power plants were considered by engineers. This model was finally selected because it best met the requirements for development into an operational airplane.

The plane has an artificial cooling system and heavy insulation to protect the pilot, instruments and other internal equipment from the blistering temperatures found in high speed flight. Instead of armament, the X-3 carries a payload of 1,200 pounds of research instruments. New materials such as titanium were used extensively throughout the X-3.



AF's "Flying Stiletto."

## OFFICERS WIVES CLUB

By Mrs. Peter L. Coffield

Meeting Thursday afternoon, the Officers Wives club of Reese entertained with a tea while Mrs. Christine Moss from the Green Thumb floral shop demonstrated unusual floral arrangements for center pieces or mantles. Using many South Plains grains and grasses, Mrs. Moss showed how interesting placements and decorations could be made. She also pointed out the use of star foam in making Christmas decorations for the table and doors.

The tea table was laid with a green cloth centered with a china duck nestled among driftwood, Fall leaves, fruit and grain, sided with yellow candles. The silver service was placed at each end of the table which was presided over by Mrs. P. West and Mrs. Robert L. Wright, assisted by Mrs. Richard L. Boulware and Mrs. Quinn L. Oldaker.

Favors were presented to Mrs. Edward W. Kubin, Mrs. Stanley N. Marker, and Mrs. John M. Christensen. Guests were Mrs. Andrew F. Johnson, Mrs. F. S. Stephenson, and Mrs. John Christensen.

Mrs. C. P. West entertained with a coffee in her home on Wednesday morning honoring Mrs. Richard W. Phillips, and mothers of Reese personnel now visiting with their children. Mrs. Andrew F. Johnson of Ft. Scott, Kansas, is visiting with her daughter, Mrs. Raymond A. Lawn; while Mrs. F. S. Stephenson of Paris, Tennessee, is spending the winter with her daughter, Mrs. Charles E. Wilson.

Mrs. E. E. Oldaker has been visiting with her son, Lt. Colonel Quinn L. Oldaker, and Mrs. A. Pridgen of Norfolk, Virginia, is visiting with her daughter, Mrs. West.

Capt. and Mrs. Stanley N. Marker entertained in their home with a surprise birthday dinner, honoring Mrs. Ralph P. Elkins.

Visiting in the home of Maj. and Mrs. John M. Christensen from Niagara Falls, New York.

## 'Bad Penny' Saves Life of Infantryman Trapped on Ridge

Hq., 45th Inf. Div., Korea (AFPS) — Sgt. Dudley J. Van Meter, squad leader in I Co., 180th Inf., got his M-1 rifle mixed up with someone else's on the ship that was carrying him from Japan to Korea.

He used the other man's rifle in several actions including one the night he found himself surrounded by Chinese.

The Reds were charging up the end of a ridge his company was defending and at a crucial point in the battle Van Meter's weapon jammed.

He immediately grabbed a rifle from a dead buddy lying beside him and blasted his way out of the trap.

When the attack was over, Van Meter examined the rifle he had picked up and discovered it was the same one originally issued to him in Japan.

## US To Presume Death in 4000 Missing Cases

Washington (AFPS) — A presumptive finding of death in the cases of about 4000 officers and EM who have been missing in action in Korea for more than one year will soon be made by the Department of the Army.

At present there are about 6,300 personnel carried on the Army rolls as MIA. The Army expects to resolve the remaining cases of this overall total by administrative actions based on evidence furnished by repatriated POWs, recovery of remains in battle areas, and information obtained through other sources.

The 4000 who have been MIA for more than one year will be listed as dead since there is no information that would indicate that they might still be alive. The Army will furnish information directly to their dependents explaining their benefits under existing laws.

Claim forms for gratuity pay and deceased individuals' accumulated pay and allowances will be sent to appropriate persons by the Army. The claim forms for insurance will be sent to beneficiaries by the Veterans Administration.

The Army will continue to carry as MIA those missing for less than 12 months. But after Jan. 31, 1954,

## PLATTER NEWS

By BOB MCGONAGLE (AFRS Staff Announcer)

### Glad Tidings on Wax

A host of good wishes for this Christmas 1953 are expressed in song by Lu Ann Simms as she sings "I Just Can't Wait 'Til Christmas" backed by "I Dream That I Was Santa Claus." Georgie Rock, Spike Jones and his crew are having trouble with Dad when "Santa Brought Me Choo Choo Trains." Teresa Brewer is real impatient as she too sings "I Just Can't Wait 'Til Christmas." Flip side concerns Santa's weight, "Too Fat For The Chimney." Still later, in her second holiday disc, Tessie sings the saga of "Ebenezer Scrooge" and about the time "I Saw Mommy Kissing Santa Claus."

Little Jimmy Boyd has Santa's welfare in mind as he states this fact in song, "I Said A Prayer For Santa Claus." Flip side, Jimmy tells of the time "Santa Got Stuck In The Chimney." Also of the younger set, but on the distaff side, Sunshine Ruby declares, "I Wanna Do Something For Santa Claus." Sunshine, like Teresa, also tells all that Ol' Saint Nick is "Too Fat For The Chimney." Hank Snow presents a bouquet of "Christmas Roses" while on the other side, Hank joins Rudolph's gang in the tempo of "The Reindeer Boogie."

Eartha Kitt addresses her latest communique, via wax, "Santa Baby." Gene Autry, in four new sides quips, "Where Did My Snowman Go?" Gene also tells the story in song of "Freddie, The Little Fir Tree" and "Sleigh Bells" and concludes with a wish for the new year — "I Wish My Mom Would Marry Santa Claus."

For a medley of perennial favorites, there's the piano genius of Liberace performing "White Christmas," "Jingle Bells," "O Come All Ye Faithful," "Silent Night" and the beautiful "Ave Maria."

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**THE LADY MAY WIN** — that is to say, lovely May Wynne may win. To put it in simple terms, the luscious doll whose name is

May Wynne was awarded the part of May Wynne in the forthcoming Columbia Pictures' "The Caine Mutiny." Many girls were tested before the right one was chosen.

# RAFBers Predict Holiday Hazards Personnel Consider Xmas Driving Worried by Weather, Speed, DWI's

SHOW---  
---BIZ  
By ROBERT E. LYONS

A new Hollywood production by Paramount based on Strategic Air Command personnel and activities will co-star Jimmy Stewart and June Allyson as husband and wife. The picture tells the story of Air Force reservists recalled to active duty during the Korean War. Several of the scenes will be filmed at SAC bases.

**Around the Lots**

Fredric March reports to Paramount in January as the admiral in "The Bridges at Toko-ri". . . Patricia Medina completed the 3-D "Murders in the Rue Morgue" at Warner Bros. and immediately sailed for London and a co-starring role with Alan Ladd in "The Black Knight". . . Sheree North, of Broadway "Hazel Flagg" fame, broke a bone in her foot while rehearsing a number for "Living It Up," so Paramount is filming around the gal until the bone mends. . . Tony Curtis and Janet Leigh will co-star in U-I's "Men of Iron," based on Howard Pyle's colorful novel of England during the reign of Henry IV. Janet was borrowed from MGM to team with her husband for the second time.

Winning over a field of 26 women, Doris Day was elected "Favorite Gal" of 1,000 sailors stationed at the Naval Supply Dept., Guam. The Warner Bros. star is now appearing in "Calamity Jane"

In lumber-scarce Afghanistan, only the ceilings in most houses are made of wood.

Reese personnel were surveyed this week to determine what holiday traffic hazards are foremost in the minds of vacation-seekers. Members of various squadrons were contacted by Joe Lopez, safety engineer, who interpreted the many answers to mean that most RAFBers are really concerned about their safety during the coming Christmas season.

Of course many duplications among the remarks were given, but the opinions expressed here seem to be a cross-section of Reese thinking toward the major driving obstacles that must be met on the way home.

A-C FRANCIS A. LARROUY, Student squadron: "I will be going to Long Island, N. Y., a distance of 1900 miles. The biggest hazard will be encountered on the return trip during New Year's festivities when we will face a multitude of drunk drivers. The best solution is to assume that every oncoming car is driven by a DWI. Always have a plan of action ready for any event that might arise."

A-3C ROBERT M. KELLY, vehicle dispatcher: "Our destination is Greenville, S. C., 1350 miles. Our big problem will be driving for long periods and speeding by other drivers. The excessive fatigue can be overcome by switching drivers every two hours. Defensive driving is a must in order to avoid

a mishap caused by another car." M-SGT. C. J. TRUETT, wing sergeant-major: "Going to Ruston, La., 604 miles. Heavy traffic — meaning that there are too many crazy people on the highways. The best defense is to drive like everybody else is nuts."

A-1C JOHN SYLVESTER, 05th Maintenance: "Dover, N. J., 1950 miles. Adverse weather conditions such as snow, sleet, ice, and fog will be the most dangerous factors on the trip. However the driver must drive according to not only weather conditions, but to physical conditions of the road, terrain and narrow bridges."

A-B WALLACE R. RIDDLES, medical technician: "Destination is Walters, Okla., 400 miles. DWIs and speeding will create the greatest traffic hazards. Don't drink when driving, and drive defensively. This may save your life."

A-1C JOSEPH H. CASSIDY, engineers group: "Will be traveling to Philadelphia, Pa., 2200 miles. Inclement weather and speeding will be the two greatest factors on the trip. These can be best overcome by reducing speed and stopping when the weather gets too bad."

Cricket fighting is a national pastime in China, and records of the contests are kept much like those of horse races in the United States.

## Entertainment Roundup

**TODAY** — "Ivanhoe," starring Robert Taylor, Elizabeth Taylor and Joan Fontaine.  
Service Club — Coffee hour, 2000 hours.

NCO Club — Bingo and juke box dancing.  
Officers Club — Stag night, 10 cent beer.

**SATURDAY** — "Second Chance," with Robert Mitchum and Linda Darnell.  
Service Club — Children's dance class.

NCO Club — Informal dance with the music of Bernie Howell.  
Officers Club — Informal dance with Kay Carter.

**SUNDAY** — "War Arrow," co-starring Maureen O'Hara and Jeff Chandler.  
Service Club — Recreational movies.

NCO Club — Juke box dance.  
Officers Club — Open house.

**MONDAY** — "War Arrow."  
Service Club — Bingo.  
NCO Club — Open house, and informal dance.

Officers Club — Game night.  
**TUESDAY** — "Forbidden," starring Tony Curtis and Joanne Dru.  
Service Club — Quiz program.  
NCO Club — Bingo, with prizes.  
Officers Club — Bingo, and Ital-

ian dinner.  
**WEDNESDAY** — "Those Red-heads from Seattle," with Rhonda Fleming, Teresa Brewer, Guy Mitchell and The Bell Sisters.  
Service Club — Bingo night.  
NCO Club — Informal dance to the music of Preston Love.  
Officers Club — Open house.

**THURSDAY** — "Wings of the Hawk," co-starring Van Heflin and Julia Adams.  
Service Club — Game night and TV.

NCO Club — Open house.  
Officers Club — Women's Club meeting, bridge and canasta.

### Major E. S. Ashley Assumes Assistant Comptroller Duties

Maj. Edward S. Ashley, recently returned from comptroller duties in Japan, assumed new duties here Tuesday as assistant comptroller. He is a pilot and navigator who served in Europe and the South Pacific during World War II and later in Korea.

He entered service as an aviation cadet in August 1941, training in the Pan-American school for navigators at Coral Gables, Fla. He was graduated and commissioned as second lieutenant January 17, 1942. After World War II Major Ashley entered pilot training and graduated in 1947 at Barksdale Field, La. He became a major May 21, 1951.

He served over three months as air liaison with the Commonwealth division in Korea, coordinating air strikes with ground forces. His biggest job there was "trying to stay alive."

Major Ashley's decorations include the Purple Heart, Bronze Star, two unit citations, Pacific campaign, Korean Service, National Defense Service medals, Distinguished Flying Cross, Republic of Korea Presidential Unit Citation, American Occupation of Germany ribbon and two oak leaf clusters to the Air Medal.

The new Reese official is a graduate of Thomas Jefferson high school and a former student of St. Mary's university in San Antonio.

### K-Vet Bill Students May Change Majors

Washington (AFPS) — Veterans enrolled in undergraduate college work under the K-Vet Bill can change objective from one bachelor's degree to another without having it count as their only allowed change of course.

The reason for this ruling, said the VA, is that it lists a veteran's educational objective as a baccalaureate degree without making reference to his major field of study.

For example, a man could change from having a major in economics leading to an AB degree to one in agriculture leading to a BS.

The only requirements are that the overall training time must not exceed the original four years and the college involved must inform the VA of the change.

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