

SAC's New 'Reflex Action' Program Strengthens Alert

By Capt. Everett C. Brown
A new concept in readiness called "Reflex Action" has been adopted by the Strategic Air Command. "Reflex Action," which is closely tied in with the new alert system recently announced by SAC, is fast replacing the old three month overseas deployment exercises.

The alert force was ordered October 1 to keep pace with a growing Soviet threat, emphasize-

ed by successfully launched satellites and claims of perfected missiles. Jet bombers, with crews on round-the-clock alert duty, are armed and positioned at the ends of runways across the United States and overseas, ready to take off within 15 minutes of warning — maximum time SAC will have under ballistic missile attack.

An offensive launched from forward bases surrounding the

Kremlin 15 minutes after warning would permit the U. S. to come to direct grips with the enemy in the earliest hours of the war.

It would be the most direct means of stopping aerial attacks against this country, and it would be America's primary means of achieving decisive victory. Thus "Reflex Action" was born.

The new overseas tour for SAC crews under this new concept is

of approximately two weeks duration. On arrival at their overseas base a crew turns their aircraft over to another crew who checks it over, gets it "cocked" and goes on a 24 hour-a-day alert. After the original crew has had a day of rest they relieve the standby crew and start an alert schedule of their own which calls for 48 hours on duty and 72 hours off.

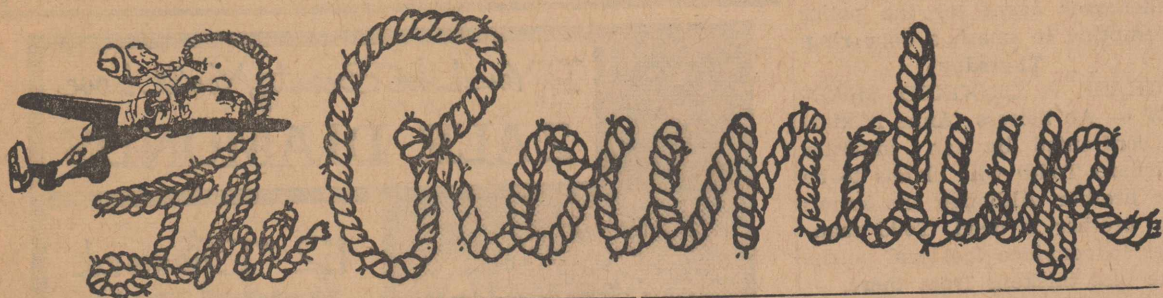
Under this new plan of maximum alert each bomber crew must stick together while they are on duty.

For 48 hours at a stretch, after which a fresh crew takes over, the men eat together, sleep in the same room and even share trips to the BX together.

The crews in SAC seem to think a great deal of this new system. They are scheduled for "Reflex" approximately three

(Continued on Page 2)

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Warns Again About Heaters

Another warning for Reese personnel to take caution against carbon monoxide coming from defective heaters was issued this week by Joe Lopez, ground inspector.

Lopez pointed out that cold weather increased hazards of unvented heaters in homes, especially in bathrooms, and of motor exhausts.

He said that moistures on windows in homes and offices was a sharp indication that heaters were throwing off deadly fumes and lives were endangered. He cited that Reese personnel and dependents last year died because of monoxide fumes in closed rooms.

"Fresh air should always be entering rooms where heaters burn if we wish to avert illness and possible death from heaters," Lopez said.

He also warned that automobile motors should not be left running in closed garages and cars while traveling or standing should have fresh air coming in because faulty mufflers, heaters, and exhaust pipes may permit monoxide gas to enter the vehicles.

"We want to avert monoxide accidents if possible," said Lopez.

First Student Starts Club Flight Training

A/3C Robert W. Cissna of the 3502nd Flight Line Maintenance Squadron is the first student to start flight training with the Reese Aero club, T/Sgt. Joe Tomberlin, club secretary, said this week.

Airman Cissna expected to solo this weekend. Buddy French of the 3501st is his instructor.

The club has 44 active and 15 honorary members. One more training aircraft will be added by the club in the near future, Tomberlin stated. There are also 16 student members in the club.

Additional Instructors Re-Assigned From Bryan

Fifteen additional instructor pilots from Bryan AFB are receiving orders to report to Reese prior to April 15, and 85 are programmed to be transferred here, Lt. Col. Robert L. Velde, wing personnel officer, said this week. Definite assignments for all coming from Bryan, which is closing, have not been worked out, the colonel added.



More Students Sought For On-Base Class

Ninety-two base personnel are enrolled in the three on-base education classes which started a couple of weeks ago, J. F. Reeves, education specialist, said.

He said the Monday English class has 32 enrollments, the Tuesday arithmetic class 21, and the Wednesday algebra class 39. Classes meet from 6:30 to 9:30 p.m. in Building T-915.

Reeves said more enrollments are sought in the Tuesday night

arithmetic classes. Interested men are asked to come to the class Tuesday. Instructors are members of the Frenship high school faculty.

GOES ON TDY

S/Sgt. Robert R. Rehwinke of the hospital next week begins a class in the School of Aviation Medicine at Gunter AFB. The course will last 170 days. Rehwinke is a volunteer.

Re-Fueling Demonstration Here Cancelled By Weather Outlook

Plans for re-fueling a B-47 jet bomber over Reese this afternoon have been cancelled because of expected bad weather, it was announced last night.

A KC-97 tanker was expected to come to the base for the re-fueling but plans were altered by the weather. The demonstration was to terminate a SAC indoctrination visit of the B-47 to the base.

The big bomber arrived at Reese about 5:30 Tuesday and was on exhibit near the base operations building. Permanent party and students were permitted to inspect all parts of the bomber and any and all questions asked were answered by members of the crew which flew in from Plattsburgh AFB.

Two briefing sessions were held in the base theater.

"The B-25 is way ahead of any other type trainer in the Air Force," Capt. Lloyd Byrd, B-47 commander, declared in his theater lectures. He formerly flew B-25's in training in Texas.

"The personality and ability of your instructors in pilot training will stay with you throughout your career," he continued. "How he teaches you is most important."

Captain Byrd extolled the Strategic Air Command and its mission. He stressed spot promotions for crews and said no other command offers more advantages. He also said that in SAC, cooperation is paramount for maximum success.

There were many questions from Reese personnel on a variety of subjects after the B-47 crew officers had spoken.

Aircraft commander is Captain Byrd; Capt. Donald Robb is the observer; and 1st Lt. Wayne Fullmer, nephew of professional fighter Gene Fullmer, is co-pilot. All spoke strongly for life in SAC.

The Letter Order, 120-Year Military Institution, Gone

An old institution of military service, the Letter Order, in existence over 120 years, has passed from the life of Reese. The last Letter Order was dated Jan. 31 and was sent to Capt. William B. Bauer to a Training Aids conference. Hereafter, all matters previously covered by the Letter Order will be covered by Special Order or PAM.

The Air Force is eliminating the Letter Order for numerous reasons and has given each base and other unit individual responsibility for issuing its last LO by June 30. Reese chose January 31 for its termination.

Records available to Reese failed to show just when the Letter Order first appeared.

The Air Force adopted it from the Army, and now the elimination takes away "costly burdens" to give a flexible and efficient system which will expedite issuance of orders.

A new Special Order manual permits also permits more than one series of Special Orders, issuance of more than one special order each day, and does away with abbreviations which caused much trouble in reading.

The new manual is expected to save money by also reducing the number of extracts and by saving in paper when the number of orders required by each individual no longer contains paragraphs of no interest to him. Reduction in misinterpretation is also expected through elimination of abbreviations.

Promotion Quota Slightly Lower

A slightly reduced quota for promotions in March has been given Reese. All promotions will be announced March 1, effective that date.

The quota contains one master sergeant, the same as last quarter; two technical sergeants, instead of one; and eight staff sergeants, as against 14 last quarter. Seven men will become airman first, as compared with ten last December, and 33 men are scheduled to become airman second, the same as three months ago.



FIRST GRADUATES — First graduates of the training school operated by the Mobile Training Detachment, recently stationed at Reese, were awarded diplomas last week by Col. James C. Watkins, M&S commander. Each is a specialist graduate in engine, instrument, or electronics of T-33 jet aircraft. Top photo, left to right are: front row, Royce C. Gaddis, Billy N. Briggs, Fay E. Thompson, Uris S. Howard, S/Sgt. Charles E. Boucher, Rohlin E. Sullender, and Ellis D. Brewer; second row, A/2C Lowell McCain, Billy J. Keller, William W. Averett, Jesse C. Thomas, Jack L. Browder, Chester Kaplonski, A/2C Sammy L. Bridges, and Capt. Don R. Burks, training unit commander; back row, Colonel Watkins, Floyd C. Rich, T/Sgt. Tom Garrett, A/2C Gregory Lindley, Henry A. Ussery, A/2C Darrell H. Lyon, L. H. Stephens, S/Sgt. Charles Kelley, Claire Ichteriz, and John M. Glenn. In the lower left picture Colonel Watkins makes a special award to the three graduates who made 100 per cent on their studies — Ischeriz, Sergeant Boucher, and Browder. Instructors of the F-94-2 training unit pose with Colonel Watkins and Captain Burks in the lower right picture. The front row is A/1C W. W. Winters, S/Sgt. H. L. Weaver, and A/1C F. J. Sansernino. Standing, left to right, are: S/Sgt. J. R. Butler, S/Sgt. C. R. McGowan, A/1C Thomas J. Hickey, T/Sgt. N. W. Kair, A/1C F. L. Logsdon, S/Sgt. A. F. Long, Jr., S/Sgt. C. E. Gilliland, T/Sgt. J. W. Perry. (Photos by Bernard.)

The ROUNDUP

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What Is The Value Of Life?

By Chaplain James M. Holmes

What is the value of a life . . . your life . . . mine? Estimates of the value of a human life vary the world over. Jesus posed this question one day: "What shall a man give in exchange for his soul?" (Matt. 16:26). But there is another question which all of us must face: "What will a man give in exchange for another man's soul or life?" You know, we look with some contempt upon Judas because he sold the Lord for 30 pieces of silver, but we too have failed him . . . haven't we?

Speaking of questions, one that follows our trend of thought is: "What value does God place on the life or soul of a man?" Remember Legion, the maniac of Gadara? No man could bind him, even with chains! Day and night, he was in the mountains and tombs, crying and cutting himself with stones.

Then Jesus came and things began to happen.

He commanded the unclean spirit to come out of the man and into a great herd of swine nearby, and the man was restored to his right mind!

Now let's look at the difference between the values which God places upon the souls of men and that held by men themselves. There were 2000 hogs in that herd. Taken at today's average price of hogs on the hoof, \$45.00 a hog (about 200 lb.) for 2000 hogs would amount to about \$90,000!!

Looking at things from the practical point of view, and believe you me, the owners of those swine did, that was a heap of money to go to the bottom of the ocean . . . especially when you consider how many families must have been affected . . . and for a maniac at that!

They ran the Lord out of their country! He had quit preaching and gone to meddling.

But Jesus was trying to teach us that "a man's life consisteth not in the abundance of the things which he possesseth". (Lk. 12:15). "I am come that they (men) might have life, and that they might have it more abundantly" (Jn. 10:10). "What shall it profit a man, if he shall gain the whole world, and lose his own soul?" (Mk. 8:36).

What is the value of a life . . . your life . . . mine? Mere existence? How much we can do? Jesus Christ holds up before each of us a greater estimation of our life than any man's dream of satellites or interplanetary travel . . . "God so loved the world (you . . . me), that He gave His Only Begotten Son, that WHOSOEVER believeth in Him should not perish, but have EVERLASTING LIFE" (Jn. 3:16).

Just A Year Ago Three Died

Time — one year ago at three o'clock this afternoon.

At the north end of the Reese runway, a B-25 making its final approach swings abruptly to the left and plunges into a plowed field, ripping up a furrow almost 200 yards long and burst into flame.

Result — three dead, one aircraft destroyed, and heartache to three families.

On the anniversary of this Valentine's Day tragedy, we may well pause and momentarily reflect on the need for our Air Force safety program.

In every accident there is an error or defect involved. Even if a large tree suddenly topples over and crushes a passerby, we can spot a reason. First, the tree was defective — rotten or otherwise — or it would not have toppled; second, the passerby was not sufficiently alert to spot the defect or not schooled in the ways of defective trees. Any way you add it up, its still an accident. And it prevented or hindered the man in what he was doing. Maybe it took longer; maybe it took a greater effort. At any rate, it resulted in less efficiency.

Efficiency equals the output divided by the input. So, the less effort you have to put into the doing, the greater your efficiency.

And that's what the Air Force is after. That's one of the reasons we have a safety program.

The Air Force has the responsibility of carrying out prompt, sustained air combat in defense of the nation. It must function as an efficient instrument. That's why we seek more efficient weapons; more efficient people. Along with that we have the safety program to eliminate inefficiency.

The safety program is a preventive medicine for inefficiency.

Just as doctors try to prevent sickness, safety men try to prevent accidents. Both are striving for efficiency, in men and in instruments.

And the Air Force is an instrument in the hands of the commander-in-chief for the national defense. As in the battle of old, it doesn't matter whether the rider is lost because he didn't know how to ride, or whether the horse threw a shoe and fell.—If enough riders are lost the battle is lost. Inefficiency is either case, no matter on whose part.

Movies

Sunday & Monday

BONJOUR TRISTESSE — David Niven, Jean Seberg, Deborah Kerr. A debonair father and his daughter are so involved in their own pleasures they fail to grasp a chance to change their lives.

Tuesday

FEMALE ANIMAL — With Hedy Lamarr and George Nader.

Wednesday

THE TRUE STORY OF LYNN STUART — An attractive young woman (Betsy Palmer) acts as a undercover agent for the police attempting to smash a dope ring.

Thursday

CHASE A CROOKED SHADOW — An heiress (Anne Baxter) is confronted by an imposter (Richard Todd) who claims to be her brother. Although she knows her brother is dead, Todd manages to convince the local police. The plot thickens from there.

Friday

APACHE — The story of one Indian who tries to fight by himself the influence of the white man, is portrayed by Burt Lancaster. Jean Peter, as his loyal squaw, helps him as much as she can but to no avail.

Saturday

THE RAWHIDE TRAIL — A new theme for you horse lovers — Rex Reason and Nancy Gates are once again trying to get across that hostile Indian country with their scalps.

REFLEX ACTION

(Continued from Page 1)

times per year.

Before a crew can depart for their home base their relief crew must have landed with a ready plane and received the one day of rest and be ready to take over.

When an aircraft is scheduled for "Reflex Action" the maintenance people at the home base see that the jet bomber is in top notch mechanical shape. Only minor maintenance is performed at the "Reflex" bases. This type maintenance is accomplished by a small maintenance contingent from the home base made up mostly of volunteers who spend not over three months a year at the forward base.

These maintenance personnel supplement the permanent party personnel that are stationed at the reflex bases.

A SAC Wing Commander was asked whether he had trouble getting volunteers for this assignment and he said, "The last time I was called to send over a maintenance crew, I had 150 people eligible for this duty but only needed 50. I put up a notice on the bulletin board asking for volunteers. The next morning my adjutant brought me the list; I had 150 volunteers."

The dependents of the crews seem to like this new concept much better than the old. One wife stated that her husband seemed to go more times overseas but at least she could expect him home in a much shorter time.

SENT TO VANCE

M/Sgt. Richard V. Overfelt of M&S group leaves next week for new duty at Vance AFB. He is re-assigned at his own request.

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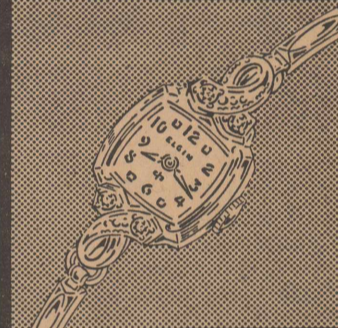
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WOMEN'S PAGE

The Lady Rides In A Jet

Turkey's first lady of aviation got her ride in a jet recently as a guest of Andrew's AFB, Washington, D. C.

Madame Sabiha Gokcen, combat pilot and former teacher of Turkey's male military pilots, took a 35 minute ride over our nation's capital in a TF-102 on February 2.

"It was such a thrill I'll never forget it," Madame Gokcen told her pilot, Capt. William H. Champion of Seymour Johnson AFB, N.C. Captain Champion said he let Madame Gokcen take over the controls for a few turns and a couple of barrel rolls.

"I was very excited," the auburn hair aviatrix told a reporter. "We flew 640 miles an hour. That's more than twice as fast as I have ever flown before. I have flown both fighters and bombers, but not the new ones; not jets."

Madame Gokcen was in Washington visiting friends at the Turkish embassy.

She has been a military pilot since 1935 when she earned her wings at the Military Aviation school in Turkey.

After graduation she went on duty as lieutenant-pilot to the Air Regiment in Eskishehir, Turkey, and engaged in two maneuvers plus flying bombing missions in a small uprising in Eastern Turkey in 1937.

The adopted daughter of Mustafa Kemal Ataturk, founder and first president of the Turkish republic, she is the widow of a Turkish Air Force officer who died several years ago. She is now retired from aviation training duties, but continues to fly "for my own pleasure."

Altar Society Plans Potluck Dinner Sunday

A potluck dinner for adults is planned by the Ladies Altar Society for 5 p.m. Sunday, February 16, in the Chapel Annex. Each couple is requested to bring a covered dish for service of six. The chapel funds will provide fried chicken and hot rolls. Guests are invited and welcome, it was announced.

The last monthly social of the

society was held in the annex on January 30, with a Christopher movie as a highlight. A short business meeting was held and refreshments were served.

The society decided to hold regular business socials at 7:30 p.m. on the second Tuesday of each month, with all ladies of the parish invited to attend.

Patriotic Theme To Feature Tea

A red, white, and blue theme will be featured at the Officers' Wives' club tea at 1:30 p.m., February 20. Mrs. John Volkerding, senior hostess, has announced that a George Washington birthday theme will be featured in decorations and food.

Louis Pattillo, Lubbock florist, is to present the program at the tea.

Junior hostesses will be Mmes. Samuel O. Sadler, Grant Northrop, Norman Lottie, and William Parrish.

A potluck supper will be held February 22 at the Officers Club. Members with phones will be called for reservations. Those without phones may call Edie Parsons, 3701, or Sue Parrish, 2442, or Jo Witty, SW 9-5677 or Norma Clark, SW 9-4491 in Lubbock.

Captain Re-Assigned To Duties In Libya

Capt. James P. Lundy, commander of Transportation Squadron, has gone to new duties at Wheelus AFB, Libya.

The captain came to Reese in May, 1953, from a Troop Carrier unit overseas. He has been in service since March, 1942, the first two years in enlisted status.

He served in the Pacific in 1945 and 1946. Holder of several decorations, he was flight instructor here prior to assuming administrative duties. He also formerly was an instructor in a civilian contract training school.



BOY:

Keith Edward, to T/Sgt. and Mrs. Earl Heinsen, Feb. 8.

Danny Fred, to S/Sgt. and Mrs. Fred Nance, Feb. 10.

GIRL:

Gloria Jean, to S/Sgt. and Mrs. William J. Dodge, Feb. 7.

Denise June, to A/1C and Mrs. Henry G. Igleheart, Feb. 10.

Catherine Ann, to A/1C and Mrs. Jerome A. Patzner, Feb. 7.

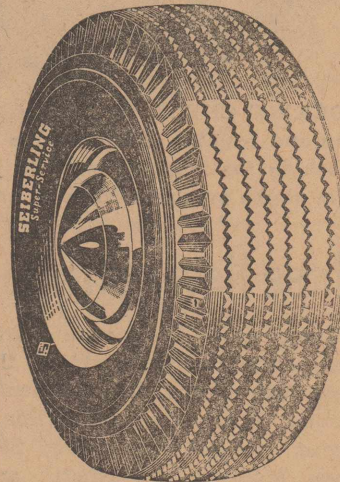
Carol Ann, to Capt. and Mrs. Frederick M. Roessler, Feb. 4.

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Synthetic Trainer Important To Training Program

By S/Sgt. Ray Santangelo

A flame out, altitude 100 feet, air speed zero, a Reese officer in the cockpit, it looks like the end.

What's this? The pilot is getting out of the cockpit and walking away from the scene of the disaster unharmed?

No, this occurrence is not a product of a Hollywood imagination. Such things are every day events in the T-33 Jet Procedure training section of Reese. Each day officers sit in synthetic jet cockpits while instructors simulate normal and emergency flying conditions from consoles.

Manufacturer by the Burton and Rodgers Company of Cincinnati, Ohio, the synthetic cockpit trainers have played an important role in the upgrading of many Reese officers in T-33 jet aircraft since their installation here last April.

A part of the Synthetic Training section of the 3500th PTG, these cockpits are used to familiarize our pilots with any situation that might arise when they actually fly the T-33 Lockheed trainer.

Among the procedures in which they receive instruction are: (normal conditions) night checks, before start, starting engines, after start, before take-off stopping engines. Emergency conditions: Air start (flame out), forced landings, engine start failure, emergency gear operation, and bail out.

From the consoles controlling simulated flights, instructors can observe the trainees reactions to these situations and make corrections if necessary.

While at the jet procedure trainers, I talked to Capt. Harry MacDermid of 01st PTS who is undergoing transition training from B-25's to the T-33 jet trainer.

The captain commented that synthetic cockpit procedure training is really a great help.

He also said this trainer shows the actual sequence in which various switches are to be turned on, with training on the ground rather than in actual aircraft, it enables a pilot to correct any wrong procedures he might encounter. A knowledge of the actual trainer helps transition officers to better understand the academic ground instruction they receive prior to completion of their training.

The synthetic trainer section is under the supervision of T/Sgt. William R. Heldreth with A/1C William D. Austin and A/2C Alexander J. Kulik operating the procedure training portion.

Support Squadron On Base Dissolved

After almost three years of existence, the 3500th Support Squadron at Reese was discontinued Monday as the result of a study made by FTAF and ATC.

The squadron became a part of the base organization on March 25, 1955. The higher headquarters started a joint study of the unit last March and issued the discontinuation general order on February 3.

A headquarters squadron section of the Air Base group replaced the Support Squadron. The general order also eliminated Support at other ATC bases.

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COCKPIT CHECK — Lt. James L. Wadley, assistant group operation and training officer of the 3500th PTG, gives his instruments a check in the mock-up of T-33 jet cockpit trainer. The trainers are part of the synthetic training unit of PTG. (PHOTO BY PEREZ.)

Three New Instructors Added In Academics

Three new instructors have been added to the staff of the Reese Air Force Base academic section. They are Capt. William Reece, celestial navigation; Stephen McHorse, weather; and Peter McLaughlin, engineering.

The captain, on active duty since January, 1951, developed and instructed a fighter celestial guidance course for fighter-bombers at Luke AFB, Ariz.

At Reese he is instructing celestial navigation and assisting with flight planning for the jet

upgrading program now underway.

McHorse for the past eight years has been weather instructor at Goodfellow AFB, San Angelo. He is a native of Brownwood, a graduate of Daniel Baker college who has a master's degree from Southwest Texas State and has studied at UCLA. He also has taught mathematics in high schools. He is a former Air Force weather man and a reserve major.

McLaughlin, native of New Jersey, formerly was a T-33 engineering instructor at Bryan AFB. A former Air Force captain, he was flight engineer on B-25 and B-17 type aircraft and armament officer during World War II. At Bryan, he set up the T-33 engineering section.

Base Pacemaker For Men Getting GED Diplomas

Reese ranked fourth among the 28 ATC bases in the number of airmen who earned high school diplomas or certificates of equivalency through GED the first quarter of Fiscal Year 1958, the ATC quarterly report shows. Reese had 31, trailing behind Lowry 53, Randolph 41, and Goodfellow 35.

J. F. Reeves, base education specialist, urged that all men at Reese who have not finished high school take the high school GED test at once to qualify for a diploma or certificate of equivalency.

"The tests are available in the education office in the Library building and require about eight hours for completion of the five parts," he said. "No appointment is required. Military personnel may report for the test any time he has two hours to spare during duty time."

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- MG
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THE CAR YOU WANT AT A PRICE YOU CAN PAY

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Here you will find a pleasing selection of brand new '58's.

1958 CHEVROLET IMPALAS 1958 FORD VICTORIAS

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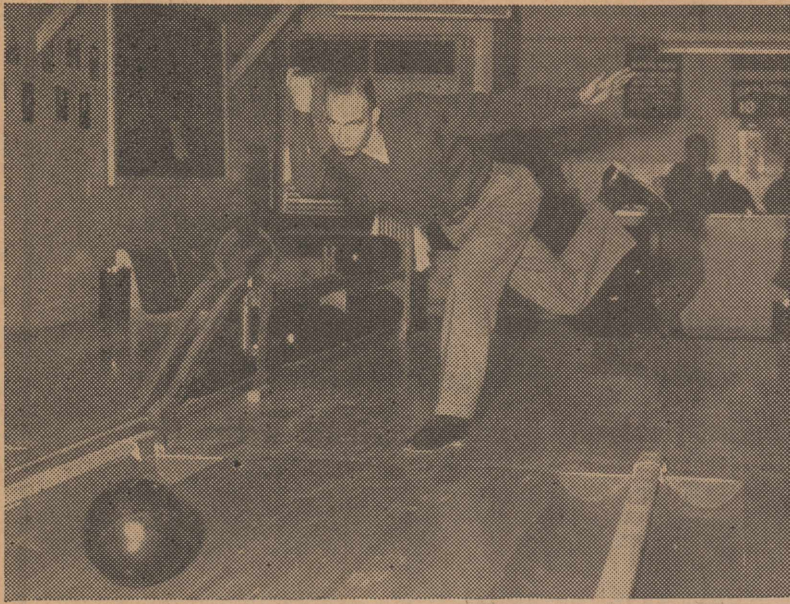
ONE 1958 CHEVROLET CORVETTE — All white with red interior, 4-speed gear box -- synchromesh into every gear, big engine with power plus Close ratio gearing with positive rear-end. A beauty to see -- A Honey to Drive.

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ROLLING ANOTHER STRIKE — William A. Olsen of the 3500th PTS, and holder of the base intramural league high individual game average, shows his form. At the present time he has an average of 172 in 35 games of competition. (Photo by Bernard.)

Top Conference Bowler, Reese Student, Eyes ATC Tourney Coming Up In March

Top man in the base intramural bowling league is Lt. William A. Olsen, student officer of the 3500th PTS, with an average of 172 in 35 games. But being "top dog" in bowling competition is nothing new to the lieutenant.

In February of last year, he won second place in the SW Conference bowling tourney doubles matches and, teamed with A/1C George J. Gallagher, also of the 3500th, took first place in tourney's doubles competition. Both were then stationed at Hondo AB.

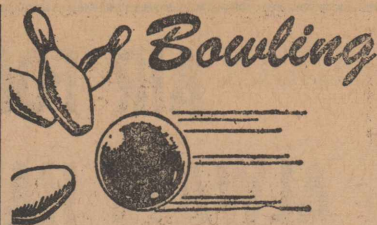
While warming up for the SW tourney at Bryan AFB, Lieutenant Olsen hit a high series

of 685 and a high game mark of 265 at the Woodlawn Alleys in San Antonio. He lists these as his highest scores.

Right now he's eyeing the ATC North District tourney to be held this March.

Lieutenant Olsen started bowling as a youngster and has bowled so much that his ball grip lengthened, forcing him to buy a new ball recently to fit his increased hand span.

Besides competing in the intramural league, he's also bowling with the Flight 1 team in the Sportsman's Independent league in downtown Lubbock on Tuesday evenings.



Flight 5 still was on top in the Officers Bowling league, but it had a partner in the leadership.

The flight had been the league leader since the circuit started to roll on the North College Lanes last October. But Wednesday night it dropped two of three games to the Academic Brainwashers. There had been many losses of late. The PTW headquarters Wizards, in second place, swept the three game series from Flight 3 Wednesday. That meant that right now Flight 5 and the Wizards each have 41 wins and 16 losses and a tie for leadership.

Capt. Harvey Bartholomew of the M&S Greasers rolled this week's high game of 202; Capt. Vernon Repose had the 532 high series; Flight 5 rolled the 1003 high team game; and the Greasers had the 2960 high series.

SHOOT SUNDAY

The Reese Gun Club will sponsor (weather permitting) a trapshoot this Sunday at Lake Imhoff (within Reese AFB limits) starting at 1:30 p.m.

All trapshooters are invited to attend this event. Further information on the shoot may be obtained from M/Sgt. Berlin Brown at Ext. 305

HEADS FOR GERMANY

A/1C Emmett R. Battiest of Installations is being re-assigned to an Air Base unit in Germany.

Major Two-Time Handball Winner

Maj. Conrad Johnson and 1st Lt. Samuel Sadler captured the doubles in the intramural handball marathon held at the gym. The competitions started early in November but were discontinued for the Christmas holidays.

In the singles tourney Major Johnson again was champion outpointing T/Sgt. R. L. Walker of the gym. Trophies will be awarded to the first place winners only.

"A tourney just for play, will begin in the near future" stated Airman Nick Weiss of the gym. "All persons interested in merely keeping in shape, are urged to register at the gym office as soon as possible."

FOR RENT

Completely furnished 3-Bedroom house, 1 March thru 15 June. Call Captain Mitchell, Ext. 633, or Swift 9-5444.

Basketball Standings

AMERICAN LEAGUE		W. L.
3505th Maint.	.....	6 2
3501st PTS "A"	.....	6 2
3500th PTW	.....	5 2
Hospital Sqdn.	.....	5 3
M&S Group	.....	3 4
Air Police Sqdn.	.....	1 6
Transportation Sqdn.	.....	0 7

NATIONAL LEAGUE		W. L.
3502nd Maint. Sqdn.	.....	9 0
3500th PTS	.....	5 3
AACS Sqdn.	.....	5 3
Weather Sqdn.	.....	5 4
3501st PTS "B"	.....	3 3
3501st Maint.	.....	3 4
Installations Group	.....	2 6
3500th PTG	.....	0 9

T/Sgt. LeFay Keene of PTG leaves next week for new duty at Lake Charles AFB, La. He will join a SAC unit.

NEW LOW PRICE

\$1997

'58 Ford Custom "300" Tudor 6-Cyl.

EQUIPPED AS FOLLOWS:

- Direction Lights
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PICKLES

COUNTRY-STYLE CHIPS

2 pints 50c

Your Choice **50c**

BISCUITS LITE-FLUFF 4 cans 50c

APRICOTS F&P Whole Peeled, No. 303 3 for 50c

Apple Sauce WIN ALL No. 303 4 for 50c

BEANS RANCH STYLE No. 300 can 4 for 50c

PEAS Minnesota Valley No. 303 Can 3 cans 50c

CORN Kounty Kist, 12 oz. Vacuum Pack 4 for 50c

BEANS Green, Blue Lake, No. 303 Can 2 for 50c

HONEY Comb, Sioux Bee 20 oz. Jar 50c