

TODAY'S WEATHER

BIG SPRING AND VICINITY: Partly cloudy, windy and cooler through Saturday. Northeasterly winds 15-25 m.p.h. today decreasing tonight and Saturday. High today 83; low tonight 66; high tomorrow 88. Soil temperature 76 degrees.

35th Year . . . No. 298

BIG SPRING DAILY HERALD

Member Associated Press
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Big Spring, Texas, Friday, May 17, 1963

44 Pages
4 Sections

INSIDE THE HERALD

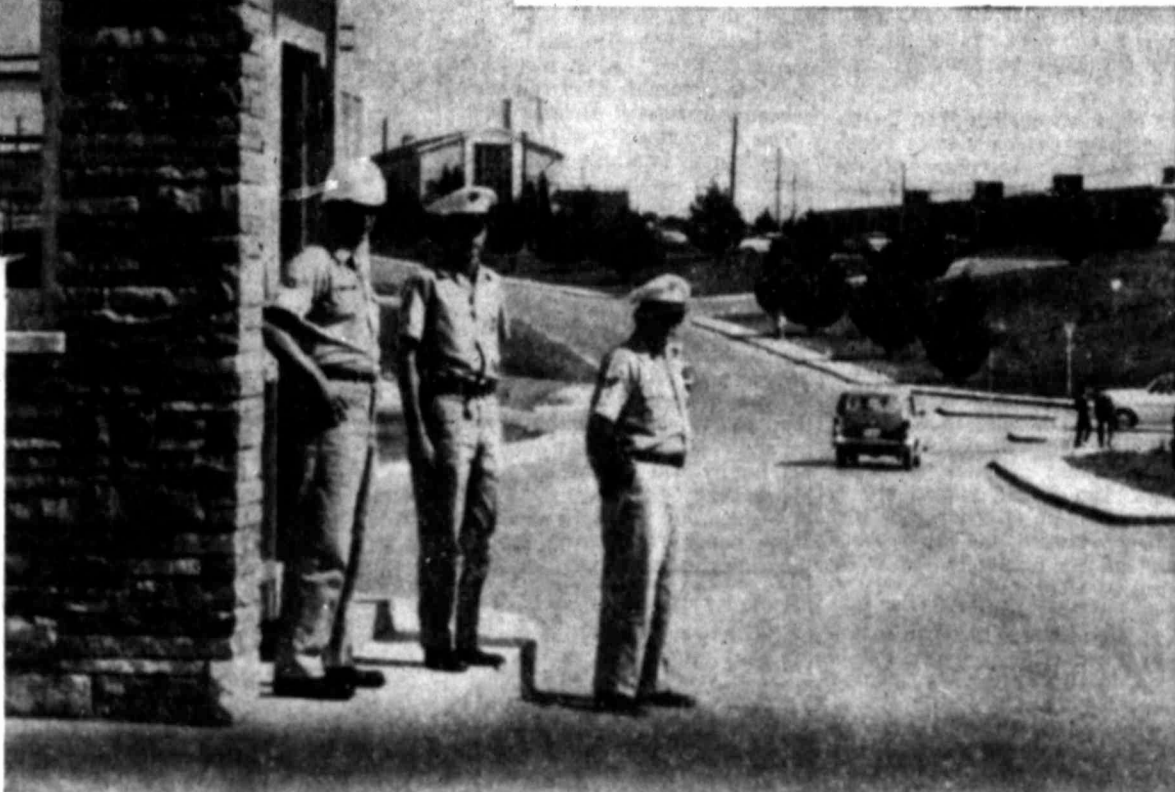
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5¢ Daily . . . 15¢ Sunday



OPEN HOUSE SCHEDULE

1:00 p.m. Gates open to visitors
1:30 p.m. Welcome Address to Webb AFB
1:40 p.m. Awards and decorations presentation
1:57 p.m. Three T-33s take off
1:58 p.m. Eight T-37s take off
2:00 p.m. Sky Divers
2:17 p.m. F-104 scrambles, take-off
2:25 p.m. Eight T-38s take off
2:26 p.m. One T-38 demonstrates high performance
2:27 p.m. Helicopter fire-fighting demonstration
2:38 p.m. T-38 demonstrates sonic boom
2:42 p.m. T-38 makes high speed pass
2:43 p.m. F-104 makes high speed pass
2:46 p.m. T-37s land
2:50 p.m. F-104 lands
2:51 p.m. T-33s land
2:53 p.m. T-38s land
2:54 p.m. Sky Divers
3:5 p.m. Visitors invited to inspect static displays



YOUR INVITATION

HEADQUARTERS
3560th Pilot Training Wing (ATC)
United States Air Force
Webb Air Force Base, Texas
Office of the Commander

SUBJECT: Armed Forces Day
TO: All West Texas Citizens

Saturday, May 18, 1963, has been designated as Armed Forces Day. This day is set aside for the purpose of keeping the public informed of the status of the United States Armed Forces.

So that you may be personally informed, I take this opportunity to cordially invite all residents of this area to visit Webb Air Force Base between the hours of 1:00 and 5:00 P.M. Please accept this invitation to come out and get acquainted with our personnel and see the equipment now in use by YOUR Armed Forces.

(s) Wilson H. Banks
WILSON H. BANKS
Colonel, USAF
Commander

Equal Rights For Women Bill Is Killed

New Attempt May Be Made On Monday

MERELY A BIT WOOLY

Cooper Brings Moon Closer

AUSTIN (AP)—House members hung a wreath on the women's equal rights issue today.

Representatives refused to give the Senate-approved measure new life by transferring it to a friendly House committee that would clear it for floor debate before adjournment next Friday.

The vote was 78-57, with a two-thirds majority needed.

"The bill is dead in the committee it is in now," said Rep. J. C. Whitfield of Houston, who asked the move. Other members said another attempt may be made Monday to get the 100 votes necessary to resurrect the measure.

The proposal, if approved by two-thirds vote of both houses would go to Texas voters for a final decision in 1964. After passing the Senate early in the session, it bogged down in the House Constitutional Amendments Committee.

Last week it was shifted to the House Insurance Committee. The insurance group voted 7-3 Tuesday to keep the measure in a subcommittee instead of clearing it for floor debate. Whitfield's unsuccessful move today would have sent the measure to the public printing committee.

Another bill written today by the House was a \$4-50 vote against moving another proposed constitutional change stuck in the Constitutional Amendments Committee. A two-thirds favorable vote was needed. The proposal, not yet considered by the Senate, would have allowed establishment of a retirement system for a Jefferson County drainage district.

The Senate was adjourned until Monday. All House action today pointed toward the May 24 final adjournment date set Thursday.

debriefing sessions will continue until Cooper is flown from the Kearsarge to Honolulu Saturday afternoon for a parade and public reception.

Their results will require long evaluation, but optimism was evident that the main stated objective of this longest American space journey had been reached.

This was "Study the effects of approximately one day in orbital flight on the astronaut; verify that man can function in space as a primary 'system' a board the spacecraft modified for a full-day mission."

The Soviets remained far ahead in orbital and flight lengths, with a record of 64 and 48 revolutions last August. But they have divulged little of their cosmonauts' condition.

American space agency doctors had expressed fears beforehand that Cooper might faint—or worse—when he came down. They obviously were delighted he did not.

President Kennedy, who congratulated the Oklahoma Air Force (See COOPER, Page 2-A, Col. 3)

Thousands Expected To Visit Webb AFB On Armed Forces Day

Thousands of West Texans are expected at Webb AFB Saturday for the annual Armed Forces Day observance. Residents of Big Spring and other area cities have been invited to visit the base and inspect the facilities and program of the modern Air Force.

Base officials have planned a packed afternoon of activities including flyovers of various Air Force jet aircraft, static displays of many aircraft in the Air Force arsenal, plus sky diving demonstrations and a helicopter fire-fighting rescue demonstration.

As in past years, a jet aircraft will be available for parents to take pictures of their youngsters in the cockpit.

Plenty of parking is available on the base and a map of the parking areas appears elsewhere in today's Herald.

Following the welcome by Col. Wilson H. Banks, base commander, the Outstanding Unit Award will be presented to Capt. Tom Seebo, commander of the Central Air Rescue Center, Detachment No. 32.

Major Barry R. Butler, 3560th Pilot Training Group, will receive his seventh Oak Leaf Cluster to his Air Medal. Air Force Commendation Medals will be presented to Captains Phillip L. Murphy and Robert G. Klein, students pilots of Class 64-F, and 1st Lt. Kenneth L. Furbush, student pilot of Class 64-E. These honors are for work at previous stations to which the officers were assigned before entering the pilot training program.

Another feature of the open house will be the appearance of

LOCAL MAN KNEW COOPER AS A YOUTH

The John W. Rutherford family, 2302 Alabama, watched the 34-hour space flight of astronaut Leroy Gordon Cooper with special interest. Rutherford and Cooper have some things in common.

Both were reared in Shawnee, Okla., and, as youths, washed airplanes at the local airfield in order to get free rides. Rutherford is now with Dowell, a division of Dow Chemical Company.

Jeffrey, five-year-old son of the Rutherfords, will also have something to remember from the historic space flight. He will have in his treasure hoard a letter bearing the special postmark and stamp to commemorate the event.

deputy director of Operational Forces, Directorate of Operations, Headquarters USAF, Washington, D. C.

STATIC DISPLAYS
T-33 Thunderbird, T-37 Trainer, T-38 Talon, F-104 Starfighter H-43 Huskie, all from Webb AFB.
F-100 Supersabre from Canon AFB, Tex.
T-39 Sabreliner from Randolph AFB, Tex.
F-102 Delta Dagger from Perrin AFB, Tex.
KC-135 Stratotanker from Walker AFB, N. M.
C-130 Hercules from Dyess AFB, Tex.
C-123 Provider from James Connally AFB, Tex.
C-124 Globemaster II from Travis AFB, Calif.

A T-37 will be available for photographing children in the cockpit.

Other displays will include those of the Chaplain, Civil Defense, Civil Service, Family Services, Red Cross, Pilot Training Group, Maintenance and Supply Group, Air Base Group, Civil Engineering Group, Hospital, and 331st FIS.

FLY-OVERS
Webb AFB pilots will fly close

formations over many area cities Saturday. These include:

FLIGHT OF T-33s
Big Spring, 9:15 a.m.; Coahoma, 9:17 a.m.; Colorado City, 9:23 a.m.; Sweetwater, 9:28 a.m.; Abilene, 9:37 a.m.; San Angelo, 9:50 a.m.; Odessa, 10:13 a.m.; Midland, 10:17 a.m.; Stanton, 10:20 a.m.

FLIGHT OF T-37s
Big Spring, 10:06 a.m.; San Angelo, 10:30 a.m.; Odessa, 11:01 a.m.; Midland, 11:07 a.m.; Stanton, 11:12 a.m.

Cooper's Elders Don't Talk About The Moon Yet

TECUMSEH, Okla. (AP)—"We'll have it to do over again, mama, when Gordon goes to the moon."

And mama quickly replied, "Let's don't talk about that yet."

This conversation Thursday night between Hattie Cooper and her mother, Orena Herd, closed a busy week for the mother and grandmother of astronaut Gordon Cooper.

They had worried and wept during Cooper's historic space flight, but they smiled when it was over.

Mrs. Cooper—who received roses and birthday cakes after the successful flight—burst into a

beaming smile when word came that her son had been picked up in the Pacific Ocean recovery area. She was 63 Thursday.

Mrs. Herd sat quietly in her rocking chair, sobbing softly.

"He's all right, mama," Mrs. Cooper told her, "and I'm so proud of you."

Both women were more at ease than the day before when Cooper rode an Atlas rocket into orbit.

They chatted with friends who stopped by, and with the half-dozen newsmen who stood watch with them.

But as the re-entry drew near, tension began to mount.

Mrs. Cooper decided to change dresses when her son began his final orbit. She put on a brown one, but couldn't find the belt.

Neither woman spoke for more than an hour as they waited for the re-entry phase to begin. Mrs. Cooper later admitted she was concerned with an electrical difficulty Cooper had encountered earlier.

Plastics Taken Off Market

WASHINGTON (AP)—The Food and Drug Administration announced today that three manufacturers of plastic molding toys reported to have caused a mild skin rash in some children are withdrawing the toys from the market.

FDA named the manufacturers and their products:

Hasseltfield Bros., Central Falls, R.I., makers of "Flubber"; Old Fenn, Toy Co., North Branford, Conn., "Robly Rubber"; and Deca Plastics Material Co. Inc., South Gate, Calif., "Plubber."

"Withdrawal of the products followed an FDA survey which developed convincing data showing that they caused the skin rash," the announcement said.

An investigation of "Flubber" had been under way for some months, but FDA had not previously identified any similar products as being involved in the reported cases of mild rash.

The agency said that about 1,600 reports of skin irritation associated with the plastics had been received from throughout the United States.

By JOHN BARBOUR
Associated Press Science Writer

CAPE CANAVERAL, Fla. (AP)—For some 29 hours, astronaut Gordon Cooper was a man waiting for a challenge. It came and he met it magnificently.

This is the story of a relaxed man—a man who can catch a catnap a hundred miles above the earth between jobs—and the story of that man in stress.

"It was indeed a magnificent performance. Gordon was on top of the flight all the time. He was acting perfectly as a human computer."

That was the statement of Cooper's fellow astronaut, Alan B. Shepard Jr., as he sat later in the glare of camera lights and tried to put into words just what Cooper had done.

It began with a scrub that everyone agreed was a useful dress rehearsal. Then, on the next day, Wednesday, Cooper had a perfect blast-off, one of the best launches so far, a near perfect insertion into orbit.

Cooper seemed to take his good fortune in stride. He was probably the most relaxed, the most unchalant man in space the world has had the opportunity to witness.

It turned out, his doctors felt from radioed medical evidence, that he may have dozed off in his

space craft waiting for blast-off. Cooper admitted taking a catnap on his second orbit. His fellow astronauts on the ground supposed he might take other catnaps when he had nothing to do. Finally he slept for 7 1/2 hours during a planned rest period, awoke refreshed.

It seemed almost as dull as catching the bus to go to work on Monday morning.

But then it happened.

Cooper saw it on his instrument panel. The green light was on—indicating his spacecraft had encountered the "first smidgeon" of gravity force, something that should not have happened until he was re-entering the earth's atmosphere.

And Cooper still had about two orbits of his 22-orbit flight left.

He reported the trouble to Hawaii on his 19th orbit—and below him a worldwide network of men, electronic machines and experience took the shock and looked for the answer.

The decision came in five minutes, Shepard said later. But there still was time and the men on the ground could check and be sure.

Operations Director Walter C. Williams said space technicians went into a hangar, reconstructed the trouble with the electrical system, and diagnosed the trouble.

Essentially, what it did was to limit the ways Cooper had to control and to sense the position or attitude of his spacecraft. It

(See CHALLENGE, Page 5-A, C. 1)

Capsule Trouble Now U. S. Space Tradition

CAPE CANAVERAL, Fla. (AP)—Astronaut Gordon Cooper's capsule gave the country some anxious moments towards the end of his spectacular flight, but this was only carrying on what apparently has become an American space tradition.

Making cliff hangers out of the final stages of a space flight has just about become par for the celestial course.

Cooper's troubles with the little light that came on when it should not—and that eventually forced him to go to manual controls on re-entry into the earth's atmosphere—echoed the troubles experienced by several other astronauts.

Virgil I. Grissom, for instance, nearly drowned on a suborbital flight two years ago. After his spaceship, the Liberty Bell 7, had dunked down safely in the Atlantic Ocean, the hatch cover blew unexpectedly and inexplicably.

Forced to flee out the neck of

the capsule, Grissom found himself sinking in deep water with a pocketful of weighted souvenirs: two rolls of fifty dimes which he had taken along at the request of some school children. The astronaut finally was picked up by a helicopter but his capsule sank to the ocean floor. It has never been retrieved.

Similarly, John H. Glenn Jr. and millions of television viewers had some trying moments on his historic flight in February, 1962 when a faulty switch told a cosmic fib. It indicated—erroneously—that the heat shield on the capsule might come loose.

Glenn had to go to manual controls on re-entry and was forced to keep his retro pack in place, instead of jettisoning it, to prevent the heat shield from falling off. The shield protects a space craft from the tremendous temperatures that build up as it re-enters the earth's atmosphere.

In perhaps the most dramatic

final act of all, just a year ago Malcolm Scott Carpenter overshot the landing-area by more than 250 miles. For 30 minutes he bobbed around on a raft, out of contact with the recovery fleet and the millions praying for his safety.

Carpenter's troubles, like Cooper's, were caused by a failure in the automatic control system. To make matters worse, he switched to fly-by-wire, a sort of semi-automatic fuel system, as he prepared to fire his reverse rockets, but forgot to turn off the manual system. The result was that he was dangerously low on fuel at re-entry.

The failure of the automatic controls prevented him from bringing his capsule into the proper attitude. So he was not on a straight path when the rockets fired. This, plus the fact that the rockets did not deliver full thrust, caused the dramatic overshoot.

NEWS DIGEST

COOPER'S FLIGHT
The nation's capital rings with praise for the new hero in America's space adventures.
See page 10-B

NATIONAL
The Supreme Court outlawed segregation in the public schools nine years ago. Today, desegregation of schools, in varying degrees, has taken place in all but three states.
See page 10-A

STATE
It was an anxious wait for the Cooper family while Daddy was in orbit, and especially when it was time for him to come down. Now, the long wait is over and the Coopers are happily relieved.
See page 10-B

THE STATE LEGISLATURE finally has decided on an unusual thing for modern times—to adjourn early. The date for ending the present session is May 24, three days earlier than the automatic cutoff date.
See page 10-B



Houston Coach Visits Here

Johnny Morris, head track and field coach at the University of Texas, (standing), stops to chat with four athletes of Schreiner Institute as all mark time for tonight's start of the National Junior

College Track and Field meet. Morris is here scouting for talent. The four boys, from the left, are Rex Jacobson, John Belov, Don McFarland and Lee Weathersbee.

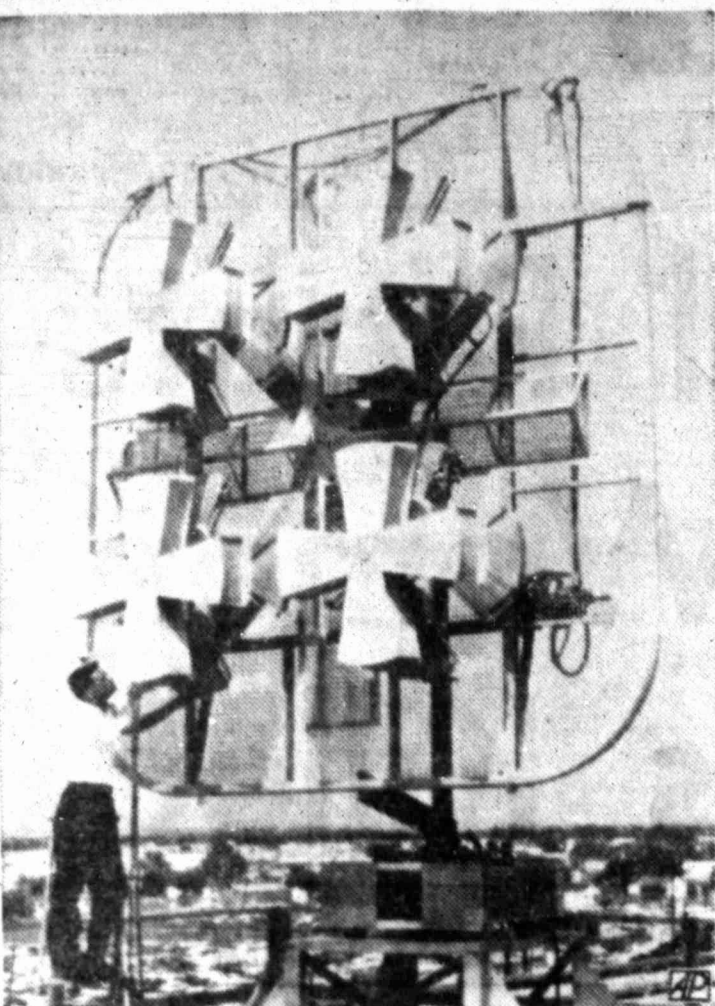
Comparisons Of Two Flights

NEW YORK (AP)—Timeclock: 1927 Charles A. Lindbergh—solo Long Island to Paris—3,610 miles—33 hours, 29 minutes, 30 seconds.

1963—Gordon Cooper—22 solo orbits—600,000 miles—34 hours, 20 minutes, 30 seconds.

Panty Raid

ARLINGTON, Tex. (AP)—Panties raiding collegians resisted efforts of Arlington police and hose wielding firemen to disperse them for five hours Thursday night and early today.



Good Times For Texas

Pacing the growing Texas industry are firms geared to the space age. Ling-Temco-Vought, one of those firms, has a \$367-million backlog of orders—largest in history. Here, an employee makes an installation on a multi-polarized antenna for installation on a Navy "Range Tracker" missile and space capsule tracking station.

Work Of Gideons Told To Kiwanians

Since 1900, the Gideon Society has placed more than 50,000,000 Bibles and Testaments in hotels, hospitals, motels, and on airplanes, steamers and schools. More than 6.75 million Bibles have been placed in hotel rooms in this country and in 60 foreign countries.

And we have but skinned the surface," George H. O'Brien, told the Big Spring Kiwanis Club Thursday noon. He is a member of the local Gideon Society and one of several speakers who appeared in behalf of the Society. Copies of the several Bibles and Testaments the organization distributes were on display.

O'Brien told how two traveling men first drew up the idea of the Gideons in 1900. It became an organization at first devoted to fellowship and the worship of God, he said. In 1914, the Society began its work placing Bibles in hotels and on trains—a work that is still going on in every nation except Communist countries.

Twenty million copies of the

Testament have been placed in the hands of school children by the society.

Roy Reeder, who recently returned from a missionary trip through the East, told of finding the work of the Gideons wherever he went. He also described a banquet held by members of the Gideon Society in Tokyo.

Alton Anderson, president of the Big Spring society, and J. D. Jones, vice president of the organization, were special guests. Jimmy Moorhead was program chairman for the day. Kiwanians were invited to participate in the work of the Gideons.

Special music feature for the day was a group of youngsters from Runnels Junior High School, playing Dixieland jazz. The group was conducted by L. E. Burchfield, Runnels music instructor.

Plans for the annual Kiwanis Rodeo barbecue on May 29 were reviewed. Ernest Welch, one of the committee members, called attention to the "bean picking" which is set Monday afternoon at the Texas Electric Service Co. building. Kiwanians were asked to volunteer to help with this chore. It was urged that ticket sales be stepped up.

Jobless Rate Edges Upward

WASHINGTON (AP)—The nation's jobless rate edged upward last month despite new highs in employment and industrial production.

Thus, the economy continued to present a bitterly paradoxical picture. Business growing stronger, more Americans at work than ever before and joblessness persistently and stubbornly high.

On the bright side: The Labor Department reported over-all employment at a new record level of 68.9 million. The Federal Reserve Board reported the output of mines, mills and factories at a record 122.4 per cent of the 1957-59 average.

On the gloomy side: Joblessness stands at 5.7 per cent, a small increase from the 5.6 per cent of March.

Feeble Cool Front Enters

By The Associated Press

Showers dotted the Texas Panhandle as a feeble cool front edged southward Friday.

By early morning the cooler air had advanced as far as a line from Texarkana to Abilene and on west.

Weather Bureau observers expected a few thundershowers in Central and East Texas in the evening but there was no indication of appreciable rainfall, badly needed over much of the state.

Temperatures in the Panhandle before dawn were 8 to 12 degrees lower than at the same time Thursday. Forecasts called for the cooler air to spread gradually into South Central and Southeast Texas and a warming trend in the north edge of the Panhandle by Saturday.

Top marks Thursday afternoon ranged from 103 degrees at Prentiss down to 83 at Galveston.

Scattered Rains

By The Associated Press

The nation's weather pattern showed only minor changes today, with more rain across scattered areas from the Carolinas into the Midwest.

COOPER

(Continued from Page One)

Force major by telephone a few minutes after he hit the deck, told the nation on radio and television that Cooper's feat "represents a great achievement for our society and a great achievement for free men and women."

"Peace has her victories as well as war, and this was one of the victories for the human spirit today."

Cooper's spirit did not falter when near the end of a "text-book" flight his capsule developed electrical difficulties.

He was in the 18th orbit when a light snapped on which was intended to do so only as he fired his reverse rockets. The automatic control system was haywire in some inexplicable manner.

Tension mounted aboard this big ship and at the launch headquarters in Cape Canaveral, Fla., where Cooper had blasted off Wednesday morning.

Cooper would have to fire his rockets manually and also personally adjust the vital descent altitude of Faith 7.

John H. Glenn Jr., Cooper's fellow astronaut and predecessor in space, undertook to talk him down. Glenn was aboard the tracking ship Coastal Sentry off southern Japan.

Manual re-entry was not a novel situation. Astronaut Malcolm Scott Carpenter experienced similar trouble—but as a result landed well off target.

Calmly, Cooper responded "Roger" or "okay" to Glenn's counsel, and on the 22nd orbit they started the count-down together. A mistake of a single second in firing any of the three reverse rockets could mean a landing error of seven miles. A few seconds away could spell disaster after 560,000 miles of smooth sailing.

The Kearsarge, where a happy outlook had turned to tension, sent up her search and rescue planes. Imperturbably, Cooper fired his rockets as he soared over the Red China coast near Shanghai. Soon the Kearsarge radar scope located an object 84 miles high, out of sight above thin clouds.

The waiting men aboard the Kearsarge and two destroyers on station shortly heard the reverberating thunderclap of a sonic boom.

A rainbow-like halo glowed around the ship. The Faith 7 popped into view almost dead ahead, dangling gently from its 63-foot red and white striped parachute. The crew shouted gaily.

Scorched by its fall through the atmosphere but solid and intact, it plummeted into the 5-foot waves. First official estimates put it a mere 7,000 yards off the port bow, but it finally was fixed at 4.4 nautical miles, 8,800 yards. "I'm in line shape," Cooper radioed. He had been aloft 34 hours, 20 1/2 minutes.

Helicopter 51 dropped frogmen who affixed flotation gear to the capsule. A whaleboat smartly towed it alongside and a crane lifted it onto the hangar deck's elevator No. 3.

Cooper blew off the hatch and Dr. Richard L. Pollard of the space agency crawled in and took his blood pressure.

Cooper crawled out backward, smiling but evidently giddy.

Dr. Pollard and Dr. Charles W.

JUMBLE—That scrambled word game

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.



Put the JUMBLE ANSWER here

Yesterday's Jumbles. LOOSE HYENA FACTOR BURIAL

Answer: Something that might contribute to a family's overhead expenses—HATS

Upp helped him walk along a strip of red canvas, lined with white guide ropes and Marines in dress blues. Cooper said nothing, but waved and smiled while a band played.

A little later in the ship's sick bay for examination, he said, "I agree with the other fellows. Wow! Faith 7 did well. I had a few little problems but nothing major."

In quick succession then he received telephone calls from President Kennedy, Secretary of the Air Force Eugene Zuckert, and his wife, Trudy, back home in Houston, Tex.

"I want to congratulate you very much," the President said. "The country is very proud of you."

"Thank you very much, sir," Cooper replied.

"I enjoyed it very much," he said. "Many congratulatory radio-grams poured in from public officials. The Senate passed an official resolution of congratulations. Kennedy invited the new space hero and his family to the White House Monday."

Cooper then underwent a two-hour preliminary medical examination before being permitted to retire to the admiral's inboard cabin.

Cooper's long flight is expected to be the last of the Mercury series. Brainerd Holmes, director of Manned Space Flight, said



Now arrange the circled letters to form the surprise answer, as suggested by the above cartoon.

(Answers tomorrow)

There was less than a 50 per cent chance that there would be another.

The next step is the Gemini program—two men in one vehicle—at least 18 months in the future. The next step after Gemini is a manned landing on the moon, predicted in this decade.

Cooper, affectionately nicknamed "Gordo" after a cartoon character, "acted effectively as a human computer," Holmes said. The "computer" will have a more human interlude a day from now.

On midday Saturday he will fly from this ship to Hickam Air Force Base, Honolulu, where wife Trudy and daughters Camala and Janita will be awaiting him. It was in Honolulu, as a student at the University of Hawaii, that Cooper met Trudy in 1946.

After a parade, a civic reception and a visit with the Hawaii governor, John A. Burns, he and his family will depart by jet for his starting point, Cape Canaveral, at 1:30 a.m. Eastern Standard Time Sunday.

FOR RENT: OFFICE-STORE SPACE 450-Sq. Ft. Facing Runnels Street

SETTLES HOTEL AM 4-5551

ALL WISE

Omniscience is an attribute of deity. "For thou, even thou only, knowest the hearts of all the children of men" (I Kings 8:39). Yet Christ has this attribute. "Because he knew all men, and needed not that any should testify of man: for he knew what was in man." (Jno. 2:24, 25).

Christ had exclusive knowledge of the Father. "Neither knoweth any man the Father, save the Son, and he to whomsoever the Son will reveal him" (Mat. 11:27). When the Old Testament prophets foretold of the atonement and salvation, it was "the Spirit of Christ which was in them"

No wonder Peter said to Christ, "Lord, thou knowest all things" (Jno. 20:17). This is the one we believe in; whose word we accept without question; whom we follow—The all wise Christ.

Plan to be with us Sunday. By T. H. Tardel, preacher for Christ's church, 200 West Highway 86, where you are always welcome. —adv.

Best Wishes to WAFB on 11th Anniversary

ZALE'S HONOR ROLL OF GIFT VALUES FOR THE GRADUATE

NO MONEY DOWN • CONVENIENT WEEKLY OR MONTHLY TERMS

YOUR CHOICE \$100

a. 8 dazzling diamonds in a daring new arrow design 14K gold Bridal set \$100

b. Sentimental 8 diamond Bridal set with intricate lace-like mounting of 14K gold \$100

c. 10 Diamond Bride and Groom Duo... with elegant swirl mountings of polished and textured 14K gold \$100

d. Stunning 14K Dome ring with 2 tone Florentine finish and a crescent of 9 brilliant diamonds \$100

YOUR CHOICE \$200

a. Man's 7-diamond ring... bold geometric setting of textured and polished 14K gold \$200

f. Exquisite 10-diamond dinner ring... a brilliant bouquet of diamonds in fashionable 14K gold spray setting \$200

g. Magnificent 12-diamond bridal set with lavishly designed channel setting of 14K gold \$200

h. Lovely 8-diamond Bridal set... popular traditional design set of 14K gold \$200

YOUR CHOICE \$300

i. 5 Diamond man's ring... bold contemporary setting of 14K gold... Florentine finish \$300

k. Splendid 5-diamond wedding ring... classic style with each diamond individually mounted \$300

l. 15 Diamond Bridal set... exceptional quality in a new timeless interlocking design \$300

No Money Down Convenient Terms

3rd At Main AM 4-6371

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GOREN ON BRIDGE

BY CHARLES H. GOREN
(1941 By The Chicago Tribune)
North-South vulnerable.
North deals.

NORTH
♠ 1086
♥ 64
♦ AKJ53
♣ AKJ53

EAST
♠ Q54
♥ Q532
♦ Q1087
♣ Q1087

SOUTH
♠ AKJ973
♥ A10
♦ 432
♣ 76

The bidding:
North East South West
1♣ Pass 1♠ Pass
2♦ Pass 3♣ Pass
4♠ Pass Pass

Opening lead: King of ♥

West did everything within his power to steer declarer off of his course in today's hand. South, however, was not to be lured away from a plan which he knew would guarantee the success of his game contract.

The bidding was fairly routine and against the final contract of four spades West opened the king of hearts. Declarer won the trick with the ace and, after cashing one high spade to test the trump situation, he began to work on the development of dummy's club suit. The ace and king of clubs were played followed by a

small club which South trumped with the jack of spades. West was in a position to overruff with the queen, but he saw no reason to surrender his trump control so early in the play, and without undue hesitation he discarded a small heart.

From West's failure to overruff his jack, declarer might have assumed that the queen of spades was located on his right, and by crossing over to the dummy with the ace of diamonds he could bring in the entire trump suit by taking repeated spade finesses thru East. South was not inclined to rely, however, either on assumptions or inferences drawn from the play when he had a way to assure his contract regardless of the opponents' distribution.

After ruffing the third round of clubs, declarer merely led a small trump from his hand. West put up the queen of spades and, after cashing the king of hearts, he shifted to a small diamond. The ace was played from dummy and another club was trumped with one of South's high spades as East's queen of clubs dropped. The North hand was reentered with the established ten of spades drawing West's last trump, and declarer discarded a losing diamond on dummy's long club. In all South lost one spade, one heart, and one diamond.

Space Achievement Stirs Awe Of Western Europe

LONDON (AP)—The cool courage, iron nerve and skill of astronaut Gordon Cooper aroused the wonder and astonishment of Western Europe today.

World leaders—including Soviet Premier Khrushchev—cabled congratulations to President Kennedy next. Khrushchev saluted the "Courageous American astronaut" and said his flight had "made a new contribution to the exploration of the expanses of the universe."

Through the evening and into the early morning Europeans followed the last tension-packed hours of his voyage. They didn't go to bed until they knew that he was down and safe.

In cities and towns across Western Europe they followed the thrilling story on radio and television links with Cape Canaveral

and the carrier Kearsarge.

Today the story was spread across the front pages.

"Gordon does it by the seat of his pants," trumpeted the London Daily Mirror.

"Glorious splashdown!" the Daily Herald cried.

"All By Himself!" ran a Daily Mail banner.

The admiration was accompanied by relief that he had made it down safely after the worry when technical failure in the capsule forced him to drive the thing down himself.

Millions of Europeans shared the tension-crowded moments. On television hookups via the Telstar 2 and relay satellites they heard Mercury Control's report as Cooper fired his reverse rockets and moved the capsule into its re-entry position.



DEAR ABBY

**Just Hire
A Lawyer**

DEAR ABBY: How do you go about suing a lawyer? He is trying to sue me for legal fees which he claims I owe him. I owe him nothing. Now I wish to sue him for damaging my reputation.

REPUTATION RUINED

DEAR RUINED: You go about suing a lawyer the same way you go about suing anyone else. Hire a lawyer.

DEAR ABBY: A friend of mine (and close neighbor) is running around with a married man. She is married, too. I want to know how much I should stick by her. Should I completely turn my back on her and let her know that I don't go along with what she is doing? Another neighbor and close friend (we all have coffee together) is having the same mixed feelings about her. We have always thought a lot of this person until she started confiding in us about her love affair. They are getting real careless about seeing each other and are sure to get caught. There are young children involved. We aren't busy-bodies. We just don't know what to do.

CONCERNED FRIENDS

DEAR FRIENDS: Attempt to get your wayward friend back on the straight and narrow. If she isn't interested in changing her ways, end your friendship with her. And tell her why.

DEAR ABBY: Will you please settle an argument? WHO should answer the door when a date comes? I have always thought that the girl NEVER answers the door for a date unless her parents aren't home. Shouldn't one of the parents answer the door and CALL the girl to tell her her date has arrived? Some of my friends say it's the girl's place to answer the door. I think it makes her look too anxious. What do you say?

WONDERING

DEAR WONDERING: It may be more dramatic an entrance for the girl to be "called"—but it's more considerate for the girl to answer the door herself.

DEAR ABBY: I would like some information. I have lived in our neighborhood five years and would like to join the Women's Club. I have never been asked. Does one ask to join? Or wait to be asked?

CURIOUS

DEAR CURIOUS: If you know a woman who is a member, ask her what their policy is. If you do not know a member, telephone

Bobbie Claims Oil Industry Controls States

WASHINGTON (AP)—Atty. Gen. Robert (Bobbie) Kennedy charged today that the oil industry has achieved an "undesirable and increasing degree" of control over state oil conservation agencies, the Washington Post reported.

He hinted, the paper said, at stricter antitrust action to cope with what he called the problems growing out of the ownership of the national pipeline networks by giants of the industry. The Post said Kennedy's politically explosive assessment was made in the first attorney general's report in three years on the operations of the Interstate Oil Compact Commission.

The commission was established by Congress to help conserve and stabilize the country's oil supply. Its 30 members include the major oil producing states.

Kennedy said that a loose and widely varying system of state controls over oil production tends to favor large interstate companies and to penalize operators in strictly controlled areas, the Post said.

It added that the Kennedy report said sharp decreases in oil allocations within the major control states has brought heavy pressure on independents to sell out to the big companies.

The Post quoted Kennedy as saying "this not only contributes towards concentration of existing production resources, but also poses a threat to adequate development of new production capacity."

Parliament Elected

THE HAGUE, Netherlands (AP)—The Dutch elected a new Parliament Wednesday that assured continued support for the North Atlantic alliance.



409 Main Dial AM 4-2891

WE APPRECIATE
OUR MANY
FRIENDS AT WAFB,
And We Wish To
Congratulate You
On Your 11th
Anniversary.

ARMED FORCES
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You A FREE ROLL
of Kodachrome or
Black and White Film
with Each Roll of
Conventional Film
Processed!



Your Grad Will Be
"Most Likely To Succeed"
Start Him Off
With The THIRD WAY To Shave!

WITH A
Norelco
CORDLESS
SPEEDSHAVR 20C
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THE MOST
COMFORTABLE
WAY TO SHAVE
—ANYWHERE!

- Shaves anywhere...in car, outdoors...on four tiny batteries.
- No cord, plug-in or bulky recharger.
- Instant "Flip-Top" cleaning.
- Only cordless with Norelco rotary blades.
- Mirrored zipper case.
- Shave the third way—the rotary blade way!

North American Philips Co., Inc.

100 East 42nd Street
New York 17, New York

★ YOUR STARS TODAY ★

By Constella

By CONSTELLA
Resolutions are not made with rose-water.

—BARON LYTTON

DAILY GUIDE—Take a deep breath and proceed forward with determination if you are in the middle of some weighty problem. It would not be wise to backwater now; the only way through is forward. Attend to details, correspondence, make calls, contact important people.

We are moving now out of one disturbing period into a new phase of the revolution and changes which have been a part of world affairs for some time. The changes which have taken place in the past decade are fabulous, but sometimes painful, destructive, and, on the whole, disturbing to most of us.

I consider that we are due to enter into a new phase now. There can be some drastic windup in the meantime. Keep alerted for fast

action soon.

Taureans, especially those born around May 17th, could have some special event mark this day. Tomorrow, Venus moves into Taurus so they can count on a lift in the coming weeks.

A strenuous weekend ahead so try not to become involved in situations, relationships, travel which could have an element of danger.

HAPPY BIRTHDAY, TAURUS! Present problem ought to be solved quickly now. Do not hesitate to take action to pull yourself out of any deadlock you may be in.

June brings a great release which could stimulate you to greater expression of your talents, and bring interesting social or romantic contacts. Career and your standing are still important so do not neglect the hard work necessary to maintain your place. From now on through next year, you can

expect some last minute developments which give you greater opportunities and some lucky breaks. These can be especially rewarding if you have stood the tests of these past few years; it has been a critical period no doubt. Look ahead now with renewed faith.

Local Students Among Graduates

Big Spring and West Texas students are listed among the more than 80 candidates for bachelors' degrees June 1. Two are from Big Spring.

Genevra Kay Loveland, 1309 Sycamore, daughter of Mr. and Mrs. Roy Roseme, will receive a Bachelor of Arts Degree. Carl Ray Reynolds, Stanton, is also a candidate for the BA degree.

New System

MONTERREY, Mex. (AP)—The Nuevo Laredo area will receive power from a new electrical power system starting in June, halting the importation of power from the United States.

Big Spring (Texas) Herald, Friday, May 17, 1963 3-A

Legislature In Brief

AUSTIN (AP)—The Legislature Thursday:

House: Passed to the governor a bill requiring financial responsibility of \$10,000 and \$20,000 for death or injury in an automobile accident and \$5,000 for property damage; passed to the Senate measures repealing the state admissions tax and providing up to a 60-day jail sentence for persons starting bomb scares in public or private buildings; also passed 58 local bills to the Senate; passed

18 local bills to the governor and returned 6 local measures to the Senate.

Senate: Approved a House-passed resolution setting the end of the legislative session for mid-May 24; passed to the governor a measure to retain the status quo on the sale of alcoholic beverages in a county when a local option election for the sale of other alcoholic beverages fails.

ATHLETE'S FOOT GERM HOW TO KILL IT. IN 3 DAYS.

If not pleased with strong, instant-drying T-4-L, your skin back at any drug store. Watch infected skin slough off. Watch healthy skin replace it. Rich and burning are gone. TODAY at BELL'S PHARMACY.

Prescription By

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DELIVERY AT NO EXTRA CHARGE

GOUND'S

CARTER'S FURNITURE

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SOLID HARD ROCK MAPLE

PIECES IN ANTIQUE SALEM FINISH AND SALEM FINISH

LIVING ROOM TABLES, DINING ROOM TABLES, CHAIRS, HUTCHES, BUFFETS

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IT FOR, AND
OFFER IT TO
YOU AT

30% OFF
REGULAR
PRICE

A FEW PRICE EXAMPLE:

		REG. PRICE	SALE PRICE
No. 47	KNEEHOLE DESK	\$ 89.00	\$ 62.30
No. 90	STEP-END TABLE	23.00	16.10
No. 91	LAMP TABLE	24.50	17.15
No. 92	COFFEE TABLE	24.00	16.80
No. 93	COBBLER'S BENCH	25.00	17.50
No. 94	DOUGH BOX	31.50	22.05
No. 95	STEP TABLE	35.00	24.50
No. 96	END TABLE	33.00	22.40
No. 97	COFFEE TABLE	40.50	28.35
No. 500	STEP TABLE	39.50	27.65
No. 501	LAMP TABLE	63.00	44.10
No. 502	COFFEE TABLE	42.00	29.40
No. 504	DOUGH BOX TABLE	55.00	38.50
No. 330	DROP LEAF DINING TABLE	87.00	60.90
No. 325	MATE'S CHAIR	23.50	16.45
	GLASS HATCH & BUFFET	158.50	110.95
	HATCH & BUFFET	119.50	83.65

MANY, MANY MORE SIMILAR SAVINGS

Also...

SPECIAL REDUCED SALE PRICES ON ALL FLOOR
SAMPLE FURNITURE...SHOP THE SALE TAGS.

CREDIT TERMS CAN BE ARRANGED

CARTER'S FURNITURE

110 RUNNELS STREET

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Scared Soldier

Pvt. Daniel J. Arthur of Los Angeles, "scared to death" when he was left for 10 hours in the center of a target area where live ammunition was falling near Yakima, Wash., grins broadly as he is congratulated and commended by Gen. Paul D. Adams (right). Arthur, 17, stayed on his guard

post during a live fire portion of Exercise Coulee Crest. He was supposed to be captured by invading forces, but his captors failed to show up. Gen. Adams is commander in chief, U.S. Strike Command, MacDill AFB, Fla.

CHALLENGE

(Continued from Page One)

knocked out the automatic control system's usefulness for the first stages of re-entry—and it knocked out the accurate sensing devices that give an instrument reading of the spacecraft's attitude.

The automatic control still could be used for damping down the shudder effects on the spacecraft

as it entered the denser atmosphere. But it couldn't be used—nor could the position instruments—for the critical job of controlling the spacecraft's position when the retro or slow-down rockets fired, preparatory for the spacecraft's plunge to earth.

Later, as this problem approached solution, more trouble appeared. The inverter which

changes direct current to alternating current to run the automatic system failed. A back-up inverter was pressed into service. But it too failed. No one knows why.

So Cooper had to do the whole job himself. He had to use manual slow-down rockets, controlling the spacecraft position, jettisoning the spent rockets.

And he did it well. On position, said fellow astronaut John H. Glenn Jr., who talked him down through the early re-entry, he was right on the money. Glenn counted out the slow-down rocket count-down for him and monitored the position by radar from the Pacific Ocean ship on which he was stationed, the Coastal Sentry.

Cooper had to rely on marks on his window, lining them up with references such as the earth's horizon, to set his delicate position. The landing was beautiful, about 4 1/2 miles from the prime recovery carrier, the USS Kearsarge.

Robert R. Gilruth, director of the Manned Space Flight Center, called the automatic system which Cooper lost "the chimp mode."

It was built into the system because of early flights with chimpanzees, he said, to bring them and the spacecraft down to earth safely and automatically. It is very accurate when it is working, he said. But, he added, "some of us old airplane people had confidence in the human race" and put in a way for a man to override the automatic system and land the spacecraft himself.

It was the first flight, agreed Williams, where the man was absolutely essential. If Cooper had not been able to perform the landing task, if he had been unconscious, he would be still in orbit.

BASE INFORMATION OFFICE

Two 'Old Hands' Help With Today's Herald

Today's Armed Forces edition has been made possible through the generous cooperation and help of the Webb AFB wing information office, and particularly by two "old hands" at the business.

They are Maj. Charles A. Smith, wing information officer, and Robert C. Walker, staff member, historian and copy-producer extraordinary. The Herald gratefully acknowledges their assistance.

Both are veterans at not only information service but also in the military field. Walker was at it about the time Maj. Smith was born.

A native of Bremond and reared in Sherman, Walker joined the Army in 1914 and Pershing's expeditionary force into Mexico. The year 1915 found him stationed in the Philippines, and when war broke in 1917, his outfit was stationed in France. Occupation duty followed at Coblenz on the Rhine until late 1919, when duty in Vladivostok. En route home from there, his unit was caught in a terrific typhoon and he was rescued by a Japanese fishing boat, waiting three months at Nagasaki before transportation home arrived.

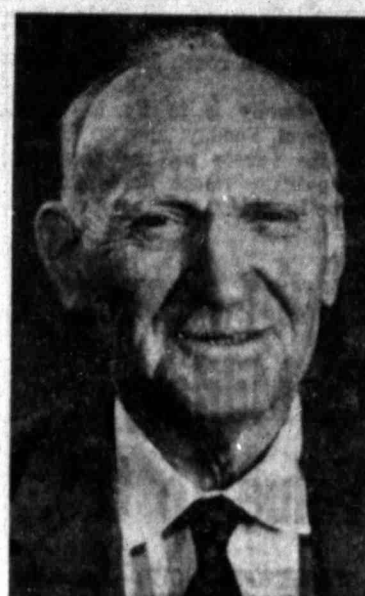
In 1922, he transferred from the 11th United States Infantry at Fort Benning to the air arm of the Army and was stationed at the old 7th Air Park at Carlstrom Field, Fla. before being sent to Brooks Field when this basic training center was opened in 1922.

Taking his discharge in 1929, he embarked upon a telephone directory service which eventually led into the establishment of Service News, the first base paper in the Air Corps. He operated papers at Randolph Field, (San Antonio), Barksdale Field (Louisiana), and March Field (California), fighting the business day and night. It was no small wonder that in 1949 he came down with a heart attack that laid him low for two years.

Resting for another year to regain his health, he entered information service via civil service



MAJ. CHARLES A. SMITH



ROBERT C. WALKER

and was stationed at Webb AFB in 1954.

In his days with the Air Corps at Brooks, Walker served as sergeant major, a spot which was in reality the executive post on the base and which cast him as a sort of unofficial information man. He is married, and he and his wife, Ollie, have one son, Robert C. Walker, who is on the staff of the Tucson, Ariz., daily paper. Walker is active in the First Baptist Church here and in various community affairs.

Maj. Smith is a native of Coffeyville, Kans. He began his career in the Army Air Corps in War II he was in maintenance and aerial engineering in the European and Middle East theatres. Afterwards he continued in service except for a six-month interval in 1947. In February of 1948 he entered aviation cadet training with primary and basic at Goodfellow Field in San Angelo and graduation in 1949 he went to rescue service, and the following year to helicopter school where he became a helicopter pilot in 1951. Assigned to Korea, he flew 127 combat air rescue missions. Returning to the United States,

he was stationed in 1952 for 4 1/2 years at the helicopter school in San Marcos as instructor, flight commander, and wing adjutant. During his air rescue service and at San Marcos, he had served as information officer, and in 1955 he transferred to information services, being stationed in 1956-58 at Goodfellow, then at Clark Field, Philippines until 1960 when he came to Webb. He attained his majority while stationed here and was tapped out last year for three months of intensive advanced information training at Boston University.

Maj. Smith and his wife, Renee, have four daughters, Sue, 17, Louise, 16, Sally, 12, and Tina, 5, and they live at Webb Village. He is a member of the Kiwanis Club and active in community undertakings.

Prices Rise

SALTILLO, Mex. (AP)—Mexico will receive \$15.2 million every year, thanks to the uprising trends of silver prices in the world market, a spokesman from the Ministry of National Patrimony says.

Big Spring (Texas) Herald, Friday, May 17, 1963 5-A

Pastoral Appointments

ALAMOGORDO, N. M. (AP)—The New Mexico Conference of the Methodist Church closed its

annual session Thursday with the reading of pastoral appointments. Appointments included: Odessa First Church, assistant, Robert Whitis, formerly at Springer. Odessa St. Paul's Church, William Hughey, formerly at Fabens. Tularosa-High Rolls, Glenn Hut-ton, formerly at Odessa St. Paul's.

WHAT THE BIBLE TEACHES

For the past few weeks we have been considering the Scripturalness of the Sunday School arrangement of the churches of Christ. Our interest has been only in what the Bible says—not what history records or tradition establishes. By way of summary we have found that:

1. The Bible authorizes teaching by any expedient method in the generic command: "Go teach." Matt. 28:19. The Sunday School is an expedient method. The Sunday School is therefore Scriptural.

2. The Sunday School is not an organization separate from the church, but is merely a method by which the church obeys the command to "teach."

3. The New Testament commands women to "teach." Col. 3:16; to "speak," Eph. 5:19; and to be "teachers of that which is good," Titus 2:3. Since these verses apply to the church as such, we conclude that women may teach in the church.

4. I Cor. 14:34-35 instructed the wives of the prophets to not exercise spiritual gifts in the general assembly of the church. Inasmuch as these meetings are no longer held these instructions are no longer applicable to Christian women.

5. I Tim. 2:12 prohibits women "teaching over" men. But says nothing of their teaching other women and children. This they may do in the Bible School.

We conclude therefore, that the Sunday School as practiced by the Northside church of Christ is a Scriptural arrangement. Visit with us! 601 N. Runnels St., Sunday: 10 and 11 a.m., 6 p.m.



SAFETY BELTS
\$1 MONTHLY ON YOUR SHAMROCK CREDIT CARD

Safety belts, according to the National Safety Council, could save 5,000 lives a year and prevent or reduce injury in 4 million other cases. Shamrock and your Shamrock Dealer want to do something about it. So, they are making this special offer. A Beam's #200 safety belt for only \$5.98, installed. Put them on your Shamrock Credit Card and pay for them \$1 a month per belt. Please stay alive and healthy. Put seat belts in your car today. Stop at a Shamrock Station displaying the special seat belt sign.

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TOTAL PRICE Plus Sales Tax

IT'S NO WONDER THOSE WHO KNOW RECOMMEND TSO For Professional Eye Care

When you find an unusually competent personal service, you naturally recommend this service to friends and relatives. That's what has been happening at TSO for many years. More and more people come to TSO for the first time because of a recommendation. And they do so with full confidence—because they have been told that the care and service they receive at TSO will be outstanding in quality. This is not by accident or chance. Through the years, TSO has provided professional eye care and fine quality eyewear at reasonable cost. ■ At TSO, Doctors of Optometry perform a careful, three-phase examination. First, your complete visual history is recorded. Then, your eyes are examined internally for any evidence of disease or defect, such as glaucoma or cataract. Finally, they are examined for visual abnormalities, such as near or farsightedness, presbyopia, astigmatism or muscle imbalance.

Glasses are prescribed only if your examination reveals the need. ■ The cost is reasonable at TSO—as low as \$14.85 for single vision glasses, complete with examination, lenses and frame. Invisibile bifocals are as low as \$17.85, complete. ■ Perhaps you have been considering contact lenses. TSO enjoys their reputation as contact lens specialists, made possible through years of research and the extensive experience of over 35,000 contact lens fittings. TSO Micro-Sight Contact Lenses—unsurpassed in technical excellence—are \$65, complete with examination, prescription and fitting. Bifocal contact lenses are available too, at reasonable cost. Convenient credit, if desired, at no extra charge. ■ So, whether a friend has recommended TSO—or you decide on your own—guard against eye disease, eyestrain and poor vision—visit TSO soon.

Directed by Dr. S. J. Rogers, Dr. N. Jay Rogers, Optometrists

TEXAS STATE OPTICAL
CONTACT LENS SPECIALISTS

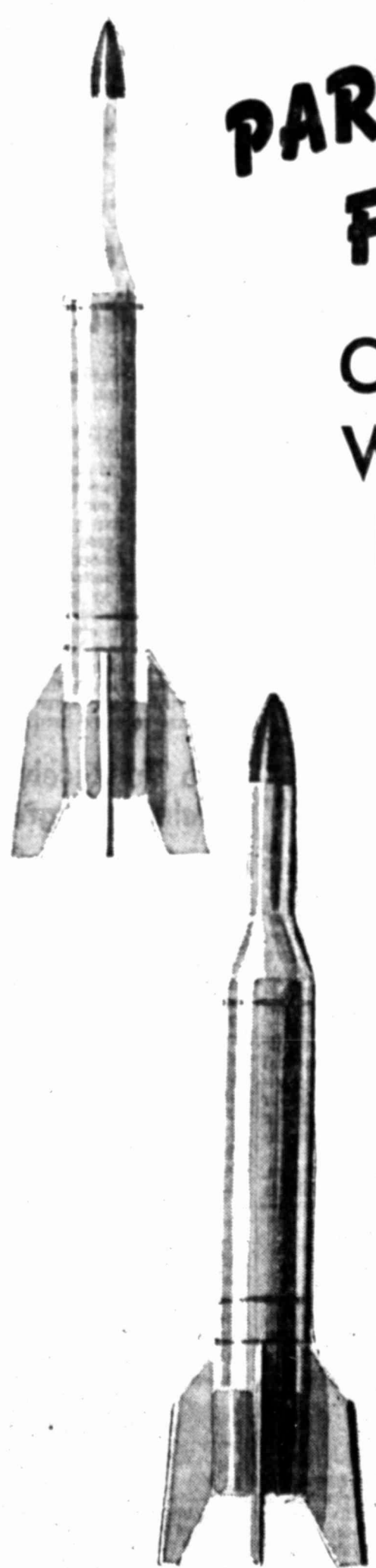
Consult your telephone directory for the TSO office nearest you.

PARTNERS FOR PEACE

Congratulations Webb Air Force Base On Your 11th Anniversary

On Saturday, May 18

Every community honors the gallant men and women of our military service... in observance of America's Armed Forces Day. On this historic occasion, the nation pays homage to all our Armed Forces. Highly specialized, working together closely, they comprise one great organization, teamed for defense... our defense.



fuel for a growing empire Pioneer Natural Gas Company

Floating Or Swimming

Fashions Are Water Wise

NEW YORK (AP)—A swim suit that floats is the newest safety aid for youngsters.

It is so buoyant that it holds a child safely on the surface of the water while he develops the confidence and the know-how to swim without it.

Contoured to the shape of the body, the suit can also be worn as protection by toddlers who go boating or fishing with their parents, instead of the bulky life jackets usually strapped to them.

Jerrold Robinson, swimming instructor and director of teen-age boating activities in Manhattan, N.Y. for the past 12 years, developed the suit after learning of a new buoyancy principle which had been worked out in England.

Buoyancy in water is accomplished by trapping air, a lighter substance, explains Robinson, who calls himself "the original air on water safety." However, air-filled containers, such as the usual swimming aids and water toys are



BUOYANT BATHING

bulky, unipliable, and leak easily. Robinson uses a polyethylene foam substance with a cavity in

wet the material automatically seals the air in until it dries again.

Actually the one-piece bib-type garment is an underliner which is not visible beneath a girl's bathing suit. The buoyant principle extends across and supports the whole front body, as if the child were lying on a sled.

Yet the beginning swimmer does not build undue reliance. Robinson claims, because the material is so light in weight and body-molding that the child is not conscious of having it on.

Thus far girls up to 6-years old are the only ones to benefit from Robinson's sinkproof suit because boys wear trunks.

The buoyant suit must cover the entire front of the body to keep the child from flipping in the water. But one with a T-shirt top is in the making for boys.

Robinson also hopes to enlarge upon the buoyant swimsuit idea soon for the vast number of adults who still can't propel themselves through the water.

So Fair And Bare Is The '63 Swimsuit

Fashion's in the swim this summer with tide-stopping styles that provide coverage—more or less—as you like it. Newer seaside shapes are challenging the bikini's hold on the beach, driving it under a matching cover-up in most cases.

More in favor are the new swim play suits—1963's modified version of the two-piece swimsuit now designed to double as a playsuit. To interpret these versatile styles, designers are turning to unusual fabrics like patchwork-printed shantungs, clan plaids, striped ticking and faille.

Then there are the fun fashions, namely the striped ticking that goes salty in matching beach togs. The swifty shift can be worn as a dress or as a bare-armed cover-up for its amphibious partner, a two-piece with modest bra and low-slung trunks.



MIDDY



FUN FASHIONS

Students Present Program

Students of Bauer School presented a musical program Thursday evening for patients at the Veterans' Administration Hospital. The program was given under the sponsorship of the Parent-Teacher Association.

Mrs. Collin Reese narrated the program and introduced each performer. The Mexican hat dance was performed by Mary Ann and Pete Paredes, followed by a piano solo by Mary Ann Hernandez. "Twisting, USA" featured a routine by Martha Fierro and Joe Martinez. An exhibition of baton twirling was given by Cynthia Fierro.

Climaxing the program, 15 members of the Rummels Junior High School Jazz Band, played four selections under the direction of Joe Burchfiel.

Following the program, refreshments were served to an estimated 50 patients. Serving as hostesses were Mrs. Guss Fierro, Mrs. Mary Paredes and Mrs. Reese.

Mrs. Merworth Luncheon Hostess

Mrs. Roy Merworth was hostess at a Tuesday luncheon for the Esther Circle of the Kentwood Methodist Women's Society of Christian Service. Twelve members and a guest, Mrs. Dorc Picher were served, following prayer by Mrs. Gattland Jones.

Plans were completed for an officer's training day and a shower for the Methodist mission home in San Antonio.

The program on kindness and friendship was presented by Mrs. Wayne Farmer, with Mrs. Raymond Hamby leading the closing prayer.

Ladies Society Meets At Carpenter's Hall

The Ladies Society of the Brotherhood of Locomotive Firemen and Engineers met Wednesday afternoon in Carpenter's Hall. Hostesses were Mrs. P. L. Bradford, Mrs. Pete Van Pelt and Mrs. J. C. Cravens.

The door prize, provided by Mrs. Tip Anderson Sr., was awarded to Mrs. E. A. Williams.

Following the business session, refreshments were served to 17 members.

Each member is asked to bring one dish towel to the June 19 meeting when the hostesses will be Mrs. E. A. Williams, Mrs. D. C. Pyle and Mrs. Lois Garland.

Is Honored

Mrs. A. D. Brown, Ackerly, has received notice that her son, Dr. J. R. Tansitt, has been elected a member of the American Association for the Advancement of Science. Dr. Tansitt received this honor because of his research and publications. He is a professor in the science department at the University of the Andes, Bogota, Colombia, South America.

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MAY 19th
BIBLE SCHOOL --- 9:30 A.M.:
GOAL -- 698

SERMONS

8:30 A.M. "Unity Is Essential"
10:30 A.M. "Unity Is Essential"
7:00 P.M. "By What Authority?"

SPECIAL CLASSES

"Science And The Bible" Bruce Frazier
"Can I Understand The Bible?" Doyle Maxwell
"Inspiration Of The Bible" Curtis Camp
"First Corinthians and Unity" Stanley Peurifoy
"Churches of Today" David Elrod

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Recital Is Scheduled

Mrs. Nell Frazier will present pupils in a Twilight Recital Saturday at 6:30 o'clock in the auditorium at Howard County Junior College.

Those to be presented on the program in the division of piano pupils are Cynthia Cook, Wilma Fisher, Donna Swindell, Eddie Frazier, Evette Fisher, Brent Clifton, Mrs. K. Tubb, Connie Gary, Patsy Sweeney, Ann Bence, Teresa Spears, Linda Dorrough, David Holmes, Linda Hull, Kathy Parson, Bobbie Kimzey, Cynthia Stevens, Ruth Russell, Cris Hammack and Kay Hammack.

A second group, piano and voice students, will be presented in a program to begin at 8 o'clock in the HJC auditorium.

Those to play will be Margie Newman, Gloria Tubb, Patricia Tubb, Suzanne Cook, Lynn Christensen, Penny Frazier, La Nell Meredith and Karen Kee.

Vocalists will be Suzanne Cook, Bonnie Belda, Penny Frazier and Karen Kee.

Class Meeting

Twenty-one members of the Faith and Joy Sunday school class of the Baptist Temple were guests in the home of Mrs. William Pate Thursday evening. Co-hostesses were Mrs. Wayne Pate and Mrs. R. H. Long.

With Mrs. Grady Sudberry presiding, the meeting opened with a devotion given by Mrs. Juanita Edwards.

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BARBECUE

The Big Spring American Legion Post No. 355 and the Post Auxiliary will have a barbecue dinner at the Legion Hut this evening at 7 o'clock in honor of the junior members. All Legion and Auxiliary members and their families are urged to attend.



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Armed Forces Day To Include Film Showing

By LINDA BOWERS
May 18, Armed Forces Day, will be observed at the Family Service Center, Webb Air Force Base, where a film will be shown in the static display hangar. The film, "The Air Force Takes Care of Its Own," will be run at one-hour intervals beginning about 1:30 p.m. It is considered a beneficial presentation for all those who find time to view it.

VOLUNTEER WIVES
Family Services at Webb is a group of volunteer wives who give hours of their time and talents to help others. Their reward is the satisfaction of knowing that they have helped a friend in need. After working a certain number of hours they receive the following awards:

For 25 hours—a Family Service

name tag; 50 hours—a silver pin; 75 hours—a uniform; and various hour guards to be attached to their volunteer pin. After a worker has donated 1,000 hours, she becomes a member of the 1,000 hour club and is honored in the Air Force Times. Only one active volunteer from Webb is a member of the 1,000 hour club. That person is our co-ordinator, Mrs. Marshall Kuhns.

Family Services is composed of four committees—office, publicity, emergency, and welcoming. The office committee keeps all the Family Service records, maintains a housing list, and takes care of the office. The publicity committee takes care of the publicity for Family Services, writes news articles and makes posters for the

orientation course. The emergency committee takes over when there is an unexpected emergency or sickness in one of the base families. The welcoming committee meets and greets newcomers to the base.

OPERATIONS

Family Service is simply an organization of volunteer dependents helping other dependents and base personnel. They maintain a list of the houses available in town; have cooking utensils which may be borrowed by newcomers until their household goods arrive; and are always eager to help upon request.

The next Family Services Orientation Course for all military dependents and immediate family members of Air Force Personnel in this area will be held at the John H. Lees Service Club on the dates of June 18, 19, and 20th, with registration at 8:45 a.m. daily. This will run for approximately two and one-half hours each day, and there will be free baby sitting at our fine base nursery.

If you have a house to list, need help, or are a newcomer on base don't hesitate to call Webb AFB extension 446. The Family Service Center is provided to help you, and we can best do this with your help.

DELEGATE RETURNS

Women's Federation Meeting Is Reported

Mrs. A. C. Bass, 106 Washington, has returned from Dallas where she attended the 66th annual convention of the Texas Federation of Women's Clubs. Mrs. Bass represented the Modern Woman's Forum at the meeting, which was held at the Baker Hotel May 13-15.

The convention theme was

Places Won In Duplicate Play

Eight tables were reported in play during the Thursday evening session of duplicate at John Lees Service Club.

North-south places were taken by Mrs. John Stone and Mrs. B. R. Badger, first; Mrs. R. R. McEwen Jr. and Mrs. Dan Greenwood, second; and Mrs. Riley Foster and Mrs. Rogers Hefley, third. Placing in the east-west position were Mr. and Mrs. Glen Riley, first; Maj. C. A. Smith and Capt. Don Jonker, second; and Mrs. Wally Slate and Mrs. Robert Byer, third.

Quilt Made At Church Workday

A quilt for a needy family was completed Thursday by members of the Hannah Sunday school class of the First Baptist Church.

The group met at the church for a workday, which was followed by a covered dish luncheon attended by 11 members and a guest, Mrs. F. W. Bettie. The invocation was worded by Mrs. Bettie.

Mrs. W. A. Stall, president, conducted a brief business session in the afternoon.

"Person to Person Solar Power." The space theme was carried out in speeches presented at the workshops and dinner meetings.

Speakers were Mrs. A. T. Carleton, state president; Mrs. William Hasebrook, Westport, Neb., vice president of the General Federation of Women's Clubs; John Noble, Chicago; Mrs. Louise Bushnell, New York City; and James Kilpatrick, Richmond, Va.

Dressed in space suits and helmets, the San Antonio Woman's Club was the host group at the Wednesday breakfast. Over 500 women attended, representing federated clubs in Texas.

Mrs. Kirkpatrick Honored At Dinner

Mrs. Dale Kirkpatrick, a member of the nursing staff at Medical Arts Clinic-Hospital, was honored Thursday evening at a farewell dinner held at a local restaurant.

Mrs. Kirkpatrick will be leaving soon to make her home in Montana.

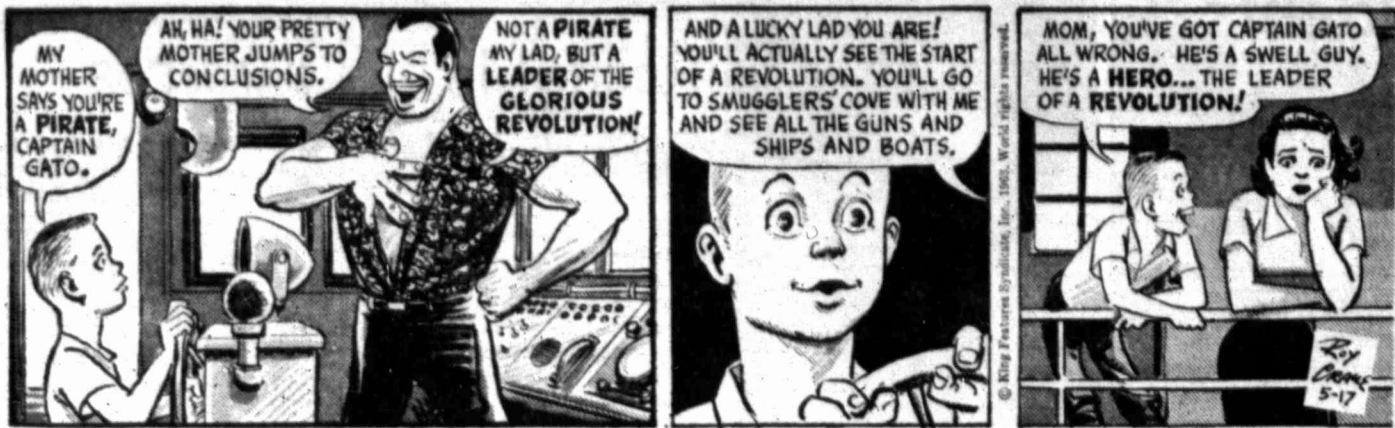
Fourteen co-workers attended the dinner, presenting the honoree with a gift of an electric blanket.

Mothers Guests Of BPO Does

BPO Does and their mothers gathered at The Sands Wednesday evening for a banquet. Members and their guests, numbering 32, were seated at tables decorated with spring bouquets. Mrs. L. D. Jenkins gave the invocation.

Prizes were permanent flower arrangements which were won by Mrs. Sam Froman and Miss Deanna Overton, guests for the event.

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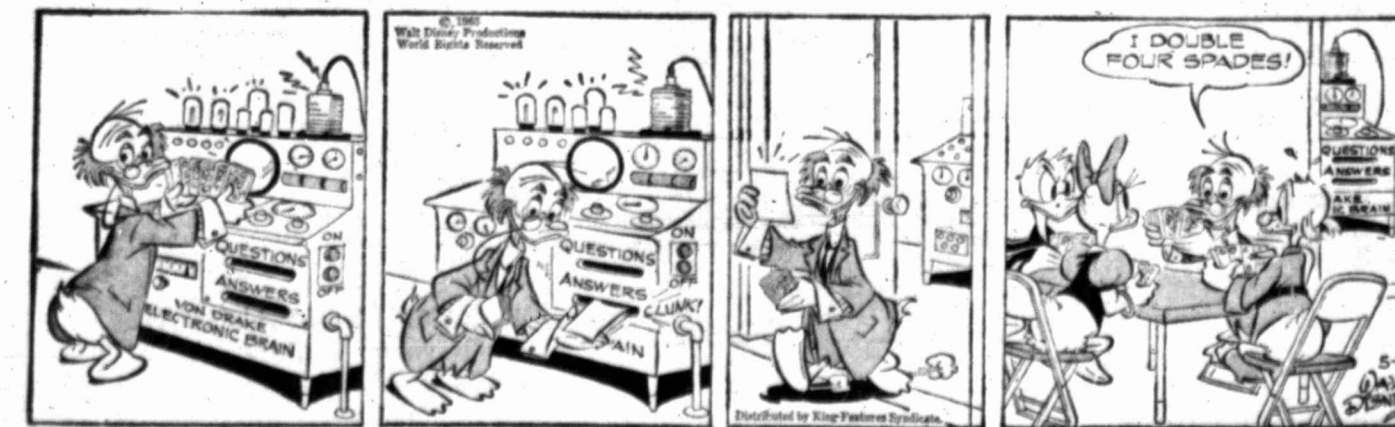
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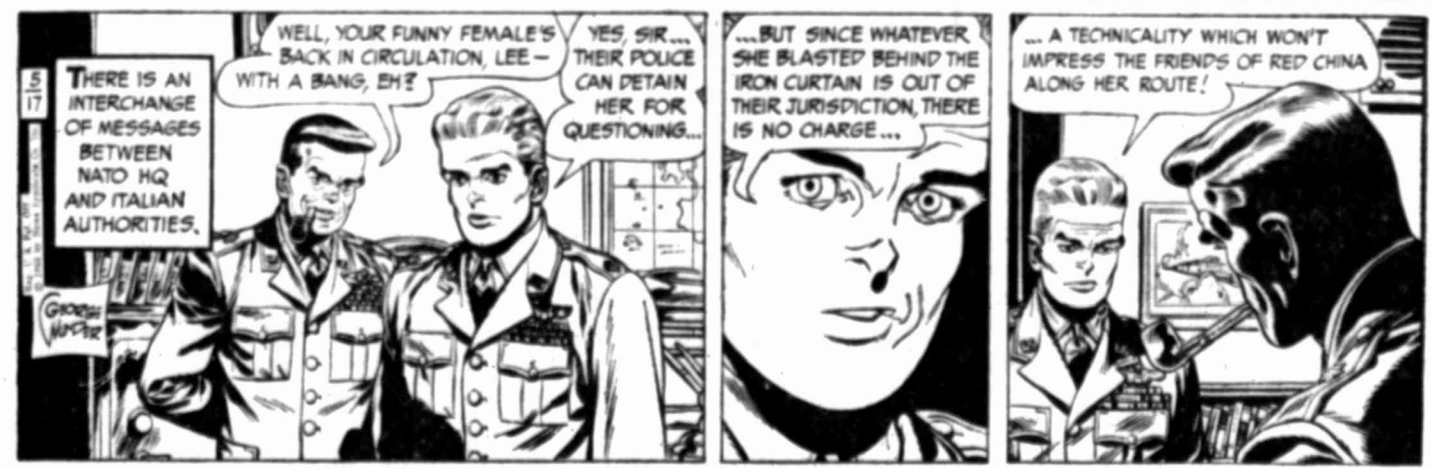
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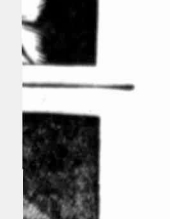
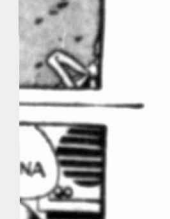
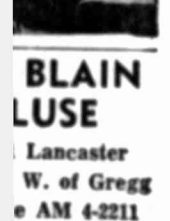
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WIDE OPEN SCRAP FOR FIRST PLACE

Juco Prelims Slated For 8:00 Tonight

By TOMMY HART
At 8 o'clock this evening on the floor of Memorial Stadium on the HCJC campus, the battle will be joined.

The climactic athletic event of the school year for the country's junior colleges—the 22nd renewal of the National Juco Track and Field meet—begins a three-session, two day run.

More than 200 finely trained young men, representing more than 40 schools, will be in competition.

Tonight's show actually begins at 7:40 p.m., with the invocation but the inaugural event of the meet itself—the preliminary in the 400-yard dash—does not take place until 20 minutes later.

Tonight's program, which will include two appearances by a girls' team known as the Texas Track Club and the crowning of

the Meet Queen, will extend until shortly after 9:40 p.m.

The meet will be resumed at 10 a.m. Saturday and will be concluded Saturday night.

The host school, Howard County, is the defending titlist and is well respected in this year's carnival. However, such menaces as Phoenix, Arizona; Coffeyville, Kansas; Hutchinson, Kansas; Schreiner Institute, Texas; and Victoria, both of Texas, will be in the wings prepared to take over in event the Jayhawks falter.

The classic field is prepared to offer threats to at least five records and perhaps more.

Such meet marks as the mile relay, sprint relay, javelin throw, discus, shot put and high jump are considered in jeopardy.

Only one mark was set in last year's meet and HCJC accounted for that when its foursome of

Kenny Kesterson, Dean Cheatham, Herman Robinson and Don Carter sped the 440-yard relay in 41.8 seconds.

Two years ago, the first year the meet was held in Big Spring, only one new record went up on the boards and that came in a new event—the sprint medley relay.

Two of the meet records—the high jump and the two-mile run—have been on the books since 1939. Les Steers, then of San Mateo, Calif., and then of USC, cleared 6-7 in the high jump that year while Joe Madrid, then of Pasadena, Calif., negotiated the two-mile run in 9:32.5.

If Steers and Madrid feel old, they have a reason. Most of the boys competing in this year's show were not alive in 1939.

Six other meet records have been in existence more than 20 years.

Of the 18 meet standards, all

but one are held by California or Texas entries. Texans dominate the relay marks. Californians the individual events—although representatives from the West Coast state haven't been allowed to compete in the meet since 1951.

The lone record held by an 'outsider' is in the discus throw. Larry Reiners, then of McCook, Nebraska, heaved the saucer 157-11 in 1939 for a mark that still stands.

Teams are entered this year from as far away as Bend, Oregon; Pensacola, Fla.; and Grand Rapids, Mich. In all, 11 states will be represented in the meet.

Judging strictly off performance reports to meet headquarters, here are the favorites in each event, listed with times, distances and top contenders:

100-YARD DASH—Charles Mayfield, Phoenix (1:32.5). Chief contenders—Norm Allen, Phoenix; Arthur Cortes, Joplin, Mo.; Dan McCauley, Northridge, California; Arthur Cortes, Joplin, Mo.; Dan McCauley, Northridge, California; Arthur Cortes, Joplin, Mo.; Dan McCauley, Northridge, California.

200-YARD DASH—Keith Owen, Schreiner (2:51). Chief contenders—Norm Allen, Phoenix; Arthur Cortes, Joplin, Mo.; Dan McCauley, Northridge, California; Arthur Cortes, Joplin, Mo.; Dan McCauley, Northridge, California; Arthur Cortes, Joplin, Mo.; Dan McCauley, Northridge, California.

400-YARD DASH—Tommy Yarbrough, HCJC (4:41). Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41); Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41); Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41).

800-YARD DASH—Roger Kirkwood, Victoria (1:32.7). Chief contenders—Charles Mayfield, Phoenix (1:32.7); Ray Patterson, Lubbock Christian (1:32.7); Chief contenders—Charles Mayfield, Phoenix (1:32.7); Ray Patterson, Lubbock Christian (1:32.7).

1,600-YARD DASH—Charles Mayfield, Phoenix (4:41). Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41); Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41).

3,200-YARD DASH—Charles Mayfield, Phoenix (9:32.5). Chief contenders—Charles Mayfield, Phoenix (9:32.5); Ray Patterson, Lubbock Christian (9:32.5); Chief contenders—Charles Mayfield, Phoenix (9:32.5); Ray Patterson, Lubbock Christian (9:32.5).

6,400-YARD DASH—Charles Mayfield, Phoenix (18:05). Chief contenders—Charles Mayfield, Phoenix (18:05); Ray Patterson, Lubbock Christian (18:05); Chief contenders—Charles Mayfield, Phoenix (18:05); Ray Patterson, Lubbock Christian (18:05).

12,800-YARD DASH—Charles Mayfield, Phoenix (36:10). Chief contenders—Charles Mayfield, Phoenix (36:10); Ray Patterson, Lubbock Christian (36:10); Chief contenders—Charles Mayfield, Phoenix (36:10); Ray Patterson, Lubbock Christian (36:10).

25-YARD DASH—Tommy Yarbrough, HCJC (4:41). Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41); Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41).

50-YARD DASH—Tommy Yarbrough, HCJC (4:41). Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41); Chief contenders—Charles Mayfield, Phoenix (4:41); Ray Patterson, Lubbock Christian (4:41).

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Big Spring (Texas) Herald, Friday, May 17, 1963 9-A

LOOKING 'EM OVER

With TOMMY HART



A team victory in this weekend's National Junior College Track and Field Meet would tie HCJC with Los Angeles City College for third place among schools which has earned the most crowns.

Victoria, Texas, leads in total number of team titles, with six to its credit. Compton, Calif., prevailed five times. Los Angeles City ruled the roost in 1940, 1946 and again in 1948.

Compton and Victoria both stitched together four-year winning streaks. HCJC will be working on a string of three straight.

In the 21-year history of the meet, only seven colleges around the nation have furnished national champions.

In addition to Compton, Los Angeles City, Victoria and HCJC, the titlists have come from Coffeyville, Kansas; Hutchinson, Kansas, and Sacramento, Calif.

HCJC's Mike Hill and Gary Walker suffered a defeat in the discus throw for the first time this season in a meet here last week, but it took the 1962 NCAA titlist to turn the trick. The NCAA champ is now stationed at Reese AFB, Lubbock.

Track and field meets differ from other athletic events, when it comes down to deciding team championships.

Very few track teams are strong in every event, especially on the junior college level, so they must depend on other schools to neutralize the power of leading contenders if they hope to finish around the top.

For instance, Coach L. L. (Red) Lewis of HCJC was pleased to see Spring Arbor, Mich., report its entries earlier this week because Spring Arbor has a distance runner who, if he performs up to expectations, will hurt Phoenix more than he will HCJC.

The boy, Tony Mifsud, has run the mile in 4:25.0 and the two-mile in 9:43.0.

The latter feat is the fastest reported to the JC track headquarters here.

Phoenix is tough in the distance races but does not appear to be overpowering in the sprints or the relay events, where some of HCJC's strength lies.

However, teams like Schreiner Institute and Victoria (to name a couple) can hurt HCJC more than they can Phoenix.

In Keith Owen, Schreiner has a sprinter who has run the 100 in 9.3 and the 200 in 20.8 plus a fine hurdler in Don McFarland.

Victoria has a splendid hurdler in Archie McClure and a potent mile relay team.

Some of the schools entered here will be represented by only two or three boys but even those can sap the strength of the powerhouses by scoring in the individual events.

The meet, starting tonight and extending through Saturday night, could go right down to the last event before the team titlist is determined. It certainly shapes up as the most interesting of the three National cinder shows staged here.

Coach Lewis has been spending almost every waking hour for the past month or so working on the meet. He doubles as the meet director, of course, and that is a tremendous chore. He's richly deserving of all plaudits passed his way.

Track and field is an endeavor where all races and nationalities mix and mingle. All athletics, as a matter of fact, have been much credit for helping lessen race bias.

There'll be young men with antecedents from Germany, Scandinavia, Italy and Africa competing here.

Boys with such names as Emmerich, Reacksecker, Dietzmann, Guajardo, Mikulienka, Stagaard, Bork, Poon, Alafaca, Cortez and Van Rosen — to name a few — will be competing against each other.

Dick Moore of the Fort Worth Star-Telegram, one of the best friends the National Junior College Athletic Association has, had trouble getting to Big Spring Thursday.

His car first blew a tire and then ran out of gasoline five miles east of Coahoma.

The former Big Spring fullback, Jerry Dunlap, and the one-time Coahoma grid star, Dwayne Richters, are serving in the same Army outfit in Germany.

The two took 30-day leaves at the same time and are now visiting their families in this area.

H. Boyce Hale, the District 7 ASA softball commissioner, says the City of Big Spring deserves congratulations for the fine job it did on the City Park diamond. The field, he adds, is one of the best in the area.

American Softball Loop Opens Season At 7:15

Four teams are poised to launch play in the Big Spring American Softball league tonight at the City Park. The other four teams see action Monday night.

Hester's oppose Pollard Chevrolet in the 7:15 p.m. engagement this evening while Skateland tangles with Texas Electric at 9 o'clock.

The league has use of the diamond Monday and Friday of each week. League commissioner is Danny Valdes.

The season extends through June 21. Monday night's games will send



Relay Team To Watch

Pictured above are members of HCJC's crack sprint relay team, one of the favorites in that event in the National JC Track and Field meet, which starts here tonight and continues through Saturday. Kneeling are Tommy Wise (left) and Don Carter. Standing, Tommy Yarbrough and Bruce Teagarden. The Hawks were clocked in 42.2 in the event two weeks ago.

International Opens Monday

The International Little League baseballers will open the 1963 season at 6:30 p.m. Monday with local military and civic leaders taking part in pre-game ceremonies.

Mayor George Zachariah of Big Spring, and Col. Wilson H. Banks, Webb commander, as well as the 11 major and minor teams and their managers will be in attendance. Boy Scouts, Girl Scouts and Cub Scouts will also add color to the gala opening by wearing their Scout uniforms.

For the first time base units are each sponsoring a major and minor team. The sponsorship consists of enthusiastic support and volunteer participation in the base fund drive which is presently underway.

The Central Base Fund advanced the money to field the teams and two parties are planned by which it is hoped funds can be raised to reimburse the CFB. Entertainment for both parties will be furnished by the Jan Lawhorn troop, and the Four Jacks and Jill. The show will be put on at the Officers' Club on the 24th and at the Non-Commissioned Officers' Club on the 25th.

Tickets for the show are \$1 each. Since it requires approximately \$1,800 to support the league for one season's play, all Little League

ers are anxious for a good turnout.

The teams, listed with sponsors and minor league affiliates in parentheses are:

T Birds—M and S Group (Sky Birds); Comets—Wing Air Base Headquarters (Colts); Talons—Pilot Training Group (Tigers); Rockets—Wx-AFCS (none); Daggers—331st (Ravens); Sabres—CE Group Hospital (Tornadoes).

Toby's Topples Cosden, 5 To 3

Although outlit, 8-4, Toby's topped Cosden, 5-3, in a Texas Little League game here Thursday night.

Billy Jo Woodruff, the winning tosser, had two singles for Toby's. Greg Ryan and Jody Flores divided time on the mound for Cosden.

The defeat was the second for Cosden in six starts. Toby's is currently 3-3.

Bobcats Defeated By EP Jefferson

SAN ANGELO — The El Paso Jefferson Silver Foxes defeated San Angelo's Bobcats, 13-9, in the first game of their Class AAA bi-district series here Thursday.

Wilson, the winning hurler, set the Stars down with three hits. Those were by Tommy McMurrey, Wayne Fourniquet and Curt Glyne.

Terry Darden again stole two bases and scored twice for the Stars.

Colts hung on to eke out a 7-6 victory over the Stars in American Little League play here Thursday night.

Dick Nicholson scored what proved to be the winning run in the fifth by stealing home. He had singled and been moved around on Steve Russell's hit.

Mike Marney, Nicholson and Russell each had two hits for the winners while Jimmy Wilson blasted out three blows, including a double.

BASEBALL STANDINGS

AMERICAN LEAGUE

Team	W	L	Pct.	Behind
Boston	20	13	.606	—
Chicago	19	14	.576	1 1/2
Baltimore	18	15	.545	2 1/2
New York	18	15	.545	2 1/2
Kansas City	18	14	.563	1 1/2
Cleveland	17	15	.529	2 1/2
Los Angeles	17	16	.515	3 1/2
Seattle	16	17	.485	4 1/2
Washington	13	20	.397	8 1/2
Minnesota	12	21	.364	9 1/2

THURSDAY'S RESULTS

Boston 5, Los Angeles 0
Baltimore 5, Washington 1, night
Cleveland 5, Chicago 4, night
New York 5, Kansas City 3, night

TODAY'S GAMES

Minnesota (Perry 5-2) at Cleveland (Bell 5-3), night
Chicago (Peters 3-2) at Baltimore (Barber 4-3), night
Los Angeles (Nelson 2-0) at New York (Donohue 3-1), night
Kansas City (Howland 3-4) at Boston (Marshall 3-2), night
Detroit (Aguirre 2-3) and Miami 3-2 at Washington (Osteen 0-3) and Daniel 0-3, 5:15, night

NATIONAL LEAGUE

Team	W	L	Pct.	Behind
San Francisco	22	13	.629	—
Los Angeles	20	15	.571	2 1/2
Chicago	19	16	.543	3 1/2
St. Louis	19	17	.529	3 1/2
Pittsburgh	18	16	.525	3 1/2
Philadelphia	18	17	.515	3 1/2
Milwaukee	17	17	.500	4 1/2
Cincinnati	15	17	.469	5 1/2
Houston	15	20	.430	8 1/2
San Diego	13	21	.386	9 1/2

THURSDAY'S RESULTS

Chicago 5, St. Louis 2
San Francisco 5, New York 5
Philadelphia 5, Pittsburgh 4, night
Los Angeles 5, Cincinnati 4, night

TODAY'S GAMES

New York (Chen 1-3) at San Francisco (Perry 5-2), night
Pittsburgh (Frande 1-1) at Los Angeles (Nelson 2-0), night
Philadelphia (Hamilton 3-0 or Green 1-0) at Boston (Marshall 3-2), night
Cincinnati (Jay 1-4) at St. Louis (Brugie 5-3), night
Milwaukee (Shaw 0-2) at Chicago (Buhl 2-3), night

PACIFIC COAST LEAGUE

San Diego 1, Seattle 0
Portland 1, Tacoma 0
Denver 2, Oklahoma City 0
Hawaii 1, Portland 0
Only games scheduled.

TEXAS LEAGUE

El Paso 1, Albuquerque 0
San Antonio 13, Austin 6
Amarillo at Tulsa, postponed

Gilliam Insecurity Failing To Show

By The Associated Press

For a guy without a store, Jim Gilliam is really giving everyone the business.

Gilliam, a sure-fingered infielder who loses his job every spring, this time he stayed in the back room while heralded Nate Oliver took over at second base and the Dodgers experimented with Tommy Davis at third base.

With that lineup, the Dodgers found business a bit slow, so in came Gilliam. In the last nine games, Gilliam has hit at a .457 clip and during that stretch the Dodgers have won seven games while climbing up the standings.

Gilliam got the Dodgers started single and eventually scored on against the Pirates with his third

in the National League.

A 34-year-old switch-hitter, Gilliam lost his job to the Dodgers' latest phenom almost every spring. This time he stayed in the back room while heralded Nate Oliver took over at second base and the Dodgers experimented with Tommy Davis at third base.

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With that lineup, the Dodgers found business a bit slow

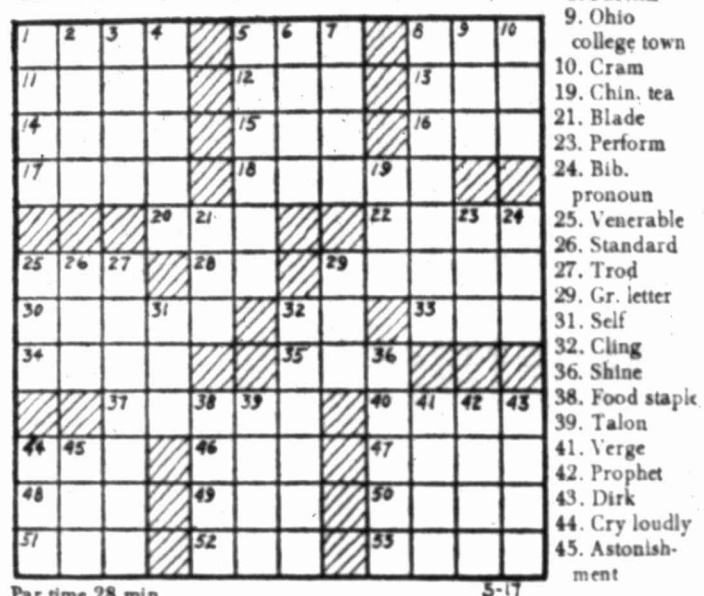
CROSSWORD PUZZLE

ACROSS

1. Baby carriage
5. Chary notice
8. Animal's stomach
11. City in Ohio
12. Bird
13. Harem room
14. Among
15. Pulp fruit
16. Urchin
17. Zola character
18. Roost
20. Indo-Chinese tribes
22. Warmth
25. Harvest goddess
28. Newspaper
29. Dry
30. After awhile
32. By
33. Pigeon
34. A residue
35. Excavate
37. Veranda
40. Minus
44. Trench
46. Fr. island
47. Paradise
48. Acknowledgment
49. Elevator cage

DOWN

1. Scheme
2. P. I. breadfruit
3. Ammonia compound
4. Lady's title
5. Ignorant
6. Bee's home
7. Time unit
8. Parents
9. Ohio college town
10. Cram
19. Chin, tea
21. Blade
23. Perform
24. Bib, pronoun
25. Venerable
26. Standard
27. Trod
29. Gr. letter
31. Self
32. Cling
36. Shine
38. Food staple
39. Talon
41. Verge
42. Prophet
43. Dirk
44. Cry loudly
45. Astonishment



Par time 28 min.

Nine Years Since Integration Ruling

By RELMAN MORIN

AP Special Correspondent

At noon, May 17, 1954, the United States Supreme Court outlawed racial segregation in the public schools, striking at the foundations of a century-old social barrier, and opening a new sector in the battle over civil rights.

Chief Justice Earl Warren, reading the 9-0 decision, intoned the key passage:

"In the field of public education, the doctrine of 'separate but equal' has no place. Separate educational facilities are inherently unequal."

"We come then to the question presented: Does segregation of children in public schools solely on the basis of race, even though physical facilities and other 'tangible' factors may be equal, deprive the children of the minority group of equal opportunity? We believe that it does."

Nine years ago today the ruling became history.

STILL STRIFE

The ninth anniversary comes against a backdrop of dangerous racial strife in Birmingham, Ala., disturbances in Nashville, Tenn., and Negro sympathy demonstrations in a number of Northern cities.

When the court handed down the decision, segregation was mandatory in 17 Southern and border states and the District of Columbia.

Today, desegregation of elementary and high schools, in varying degrees, has taken place in all but three states—Alabama, Mississippi and South Carolina.

In the 18 areas, 257,628 Negro children are enrolled in previously all-white schools.

The District of Columbia, with 87,749, and Maryland, with 62,121, account for about half the total Negro children in desegregated schools.

The statistics were compiled by the Southern Education Reporting Service, which describes itself as an "impartial fact-finding agency directed by a board of Southern newspaper editors and educators under grant from the Ford Foundation."

Nine thunderous, history-packed years.

HISTORIC NAMES

Many names are indelibly printed in these pages now.

Autherine Lucy, enrolling in the University of Alabama, and then, concealed on the floor of a highway patrol car, escaping a mob yelling "Lynch her! Kill her!"

Virgil Hawkins, fighting for years to enter the law school of the University of Florida.

Gov. Orval W. Faubus, ringing a high school in Little Rock with Arkansas National Guardsmen when a federal court ordered authorities to admit eight Negro children.

James H. Meredith, the object of riots at the University of Mississippi in which two men were killed.

Many names.

And many unforgettable scenes. Exploding dynamite. Gunfire. Flashing knives. Rolling clouds of tear-gas. Burning buildings. Men's faces streaming blood. Women's faces working with hatred. Federal troops in Southern cities.

But there is another side to the picture.

In St. Louis, Baltimore and Wilmington, Del., integration was accomplished successfully although the proportion of Negroes ranged between 30 and 40 per cent of the total school enrollment.

In Louisville, Ky., city authorities worked quietly for two full years, preparing the community for desegregation—and then did it in one swift move, without incident.

In Tennessee, an all-white jury convicted seven persons of obstructing justice in the integration

of Clinton High School. (Later, the school was dynamited.)

Where authorities acted decisively, violence generally failed to halt integration. Lawyers then sought subtler methods of delaying the process or blocking it entirely.

"Pupil placement" was devised to give legal sanction to assignment of Negroes and whites to different schools. "Interposition" surfaced. This is the argument that the state is a partner with the federal government and has the right to "interpose" if, in its judgment, the federal government usurps power illegally. Here and there, public schools were closed and community-supported private schools attempted to do the job.



Model 19123

Look at these features:

New Safety "S" Blade — Safety Spin Start, Muffled Muffler — Exclusive Wind Tunnel — Scalp Dish — Bag Attachment.

Big Spring Hardware Co.

117 Main

AM 4-3265

THE TOSS OF A COIN

Heads or tails won't decide the best place to borrow money! Experience and reputation set the standard. When you want money, whatever the amount... \$500 or \$5,000... depend on S.I.C. Thousands of satisfied customers speak well for S.I.C. You will, too!

SIC

SOUTHWESTERN INVESTMENT COMPANY

501 East Third
Big Spring, Texas
AMherst 4-3241

309 South First
Lamesa, Texas
Phone 5406

Co-Op Returns Some Credits

LORAIN — Directors of Lone Wolf Electric Cooperative, Inc., in a March special meeting, voted to return 50 per cent of the 1956 capital credits to patrons. The amount returned is \$28,242.67, and is being distributed to 2,291.

Each member of the electric cooperative receives a capital credit check according to his patronage, or according to the amount of electricity he used and rate paid per kilowatt hour.

"In making this refund," W. H. Cooper, president of the board, said, "the board expressed its desire to furnish non-profit electricity to the cooperative member-owner, and to establish Lone Wolf Electric Cooperative as a locally owned, locally controlled business."

Roscoe Hudgins, Mitchell County farmer south of Loraine, has been elected to fill a director's position in the vacancy caused by the resignation of J. Forrest Porter.

One Second: A Mile's Difference

CAPE CANAVERAL, Fla. (AP) — Cal Huss, one of thousands of scientists who worked on the space mission of Gordon Cooper, received a message of appreciation today.

It read: "Looks like you did a fine job on the calculation for retro weight. You must have even figured in that one second," signed "Gordo Cooper."

Huss, flight dynamics officer for the National Aeronautics and Space Administration, played a major role in figuring out when Cooper should fire his retro or reverse rockets to bring him out of orbit. He said he decided that one second should be added to the normal 30 second countdown.

That second, at the speed Cooper's Faith 7 was traveling, meant that the spacecraft landed about five miles closer to the recovery ship Kearsarge than it would have otherwise.

JOHN A.

COFFEE

ATTORNEY-AT-LAW

308 Scurry

Dial AM 4-2591

The "Best"

Toro

Lawn Mower

\$99⁹⁵

Complete With Bag Attachment

Cooper's Fare Was 25 Cents

CAPE CANAVERAL, Fla. (AP) — Gordon Cooper paid 25 cents for his long, high ride through space. When Cooper was named pilot for the 22-orbit mission, Guenter

Wendt, the top technician on Pad 14 for McDonnell Aircraft Corp., gave him a hand-lettered card enclosed in plastic.

It read:

"You are the winner of our 'around the world' contest. Present this ticket and 25 cents at Pad No. 14 at your convenience

for the 'ride of your life,' G. F. Wendt, proprietor."

Tuesday, when he arrived at Pad 14, Cooper gave Wendt a polished square of wood on which was mounted a quarter and an engraved plate saying:

"To the proprietor of Pad 14, Guenter Wendt, the fare for 'the ride of my life,' Gordo Cooper."

Moving Industry Review Is Given

Big Spring Optimists heard Lorraine Sims give a review of the moving industry at the Wednesday morning breakfast. Twenty-three members and a

guest, Marshall McAdams, heard the historical and legal aspects of moving and storage in the United States and abroad.

President-elect and Mrs. W. D. Broughton plan to attend the annual district convention of Optimists May 16 through 19th in Oklahoma City.

PENNEY'S
ALWAYS FIRST QUALITY



put the family in penney's cool, washable sanitized play oxfords at an old-fashioned low

2⁹⁹
PAIR

ALL SIZES

Roughin' it, or just plain loafing... the living is easy in Penney's fabulous collection of canvas casuals! All tough looking textures 'n thick bouncy soles for a brisk new foot-fashion look! The comfort is heavenly, the wear is rugged, the fit, perfect! Whether you're tackling the gardening or out for any casual occasion... zip along in great style!



Charge It at Penney's

Shop Saturday Night until 7 p.m.



c'mon in... the values are fine

FAMOUS GALEY & LORD PLAID SWIM SETS

Get in the swim... in the news-making plaid set you'd never expect to see priced so low! Fine combed cotton shirt and matching regular-length boxer trunks... completely machine washable. Choose from the most wanted colors and patterns.

Sizes S-M-L-XL

5⁹⁵



NOVELTY STRAW HATS

Golf, fishing... there's a novelty straw play hat for practically every popular theme. A great gift idea!

1⁰⁰
Special



YOUNG MEN'S SPORT SHIRTS

Combed Pima Cottons in new-look plaids and neat prints. A great gift idea.

2⁹⁸
Each



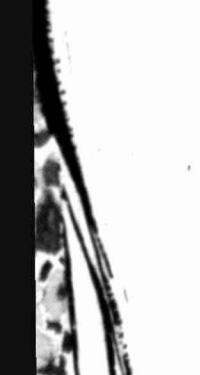
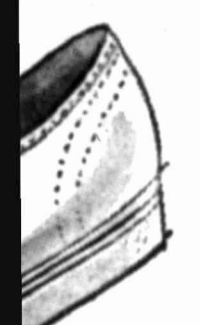
POPULAR "RAJAH" BLOUSE

A must for your Summer Sports fashion wardrobe! Just the thing for vacation play or relaxed, casual living at home. Vivid flower prints in blue or pink with slit sides.

Sizes 32 to 38

2⁹⁸

McAdams, heard legal aspects of age in the United States and Mrs. W. D. to attend the anniversary of Opti- through 19th in



at

8

These Are The Men Who Direct Webb AFB Activities



COLONEL WILSON H. BANKS
Commander

The efficient operation of a facility carrying an inventory of \$150,000,000 in property and equipment and a complement of more than 3,000 persons is no small chore.

Although Webb Air Force Base sprawls over hundreds of acres and involves intricate machines and craft, not the least of which are planes which will streak twice the speed of sound, there is an accountability for everything including nuts and bolts.

To train pilots and to carry out its func-

Leaders Responsible For Everything That Happens

tion of defense, Webb AFB must operate on many fronts. The officers who come here for training must be provided for, must be given academic, physical and military training. The planes they fly must be kept in perfect condition and be available as needed. This means a vast array

of shops, fuel dumps, control offices. Standing back of all of these are military and civilian personnel who see to the shelter and feeding of airmen and officers, to clothing and medical care, to operation of communications, and weather facilities, fleet of motor vehicles, and to provisions for general welfare through the chapel, personal and family services, recreation, and clubs.

Obviously, this requires able and close direction which heads up under the staff responsible to Col. Wilson Banks, commander of Webb AFB.



COLONEL REX D. FRYER
Deputy Commander



COL. HAROLD C. COLLINS
Commander PT Group



COL. G. E. FRANKS
Commander M&S Group



COL. CHARLES W. HEAD JR.
Commander, A.B. Group



LT. COL. JACK C. PRICE
Commander 331st FIS



LT. COL. M. E. FRANTZ
Commander Base Hospital



LT. COL. B. F. YEARGIN
Commander 3561st PT Sqn.



LT. COL. H. H. DAHNE
Commander Student Sqn.



LT. COL. J. H. CRAWFORD
Commander 3560th PT Sqn.



LT. COL. M. H. BENCE
Wing Personnel Officer



LT. COL. J. B. BAIRD
Wing Comptroller



LT. COL. L. J. MCNEIL
Chief of Maintenance



LT. COL. J. F. RODZANKAS
Chief of Supply



LT. COL. B. R. UNDERWOOD
Group Operations Officer



LT. COL. T. L. THOMAS
A.B. Grp. Adm. Officer



LT. COL. R. D. WOLFE JR.
Chief Dental Surgeon



MAJ. L. R. CASEY
Commander Civil Eng. Grp.



MAJ. C. H. PENN
Civ. Engineering Group



MAJ. E. N. SCHUSTER
Flying Safety Officer



MAJ. T. J. MCARDLE
Chief of Administration



MAJ. J. E. BOLD
Base Supply Officer



MAJ. GLENN E. HARTWELL
Wing Inspector



MAJ. HARRY C. HON
Purchasing & Contracting Officer



MAJ. C. A. SMITH
Wing Information Officer



MAJ. B. F. MEACHAM
Wing Chaplain



MAJ. R. A. MCCLURG
Commander Weather Detachment



MAJ. J. M. BARTLETT
Base Operations Officer



CAPT. R. F. KIBLER
Chief of Security Section



CAPT. T. C. SEEBO
Com. Air Rescue Detachment



CAPT. J. K. CARTER
Judge Advocate



CAPT. PERRY R. DUNCAN
Commander AFC Detachment

Acknowledgement

The photos on this page and throughout most of this edition were supplied by the United States Air Force, and The Herald gratefully acknowledges this fine service in the preparation of the Armed Forces Edition.

BIG SPRING DAILY HERALD

SEC. B

BIG SPRING, TEXAS, FRIDAY, MAY 17, 1963

SEC. B

DOUBLE DUTY

The mission of Webb Air Force Base is two-fold. Its basic function is to train jet aircraft pilots for the United States Air Force in such a manner that they will be without equal in the military forces of any other country. Webb also is the home of the 331st Fighter Interceptor Squadron, a component of the Air Defense Command and thus charged with 'round-the-clock vigilance against any unidentified and potentially hostile aircraft.

Congratulations Webb Personnel

Discount Liquor

607 S. Gregg

Bill Bonner, Prop.

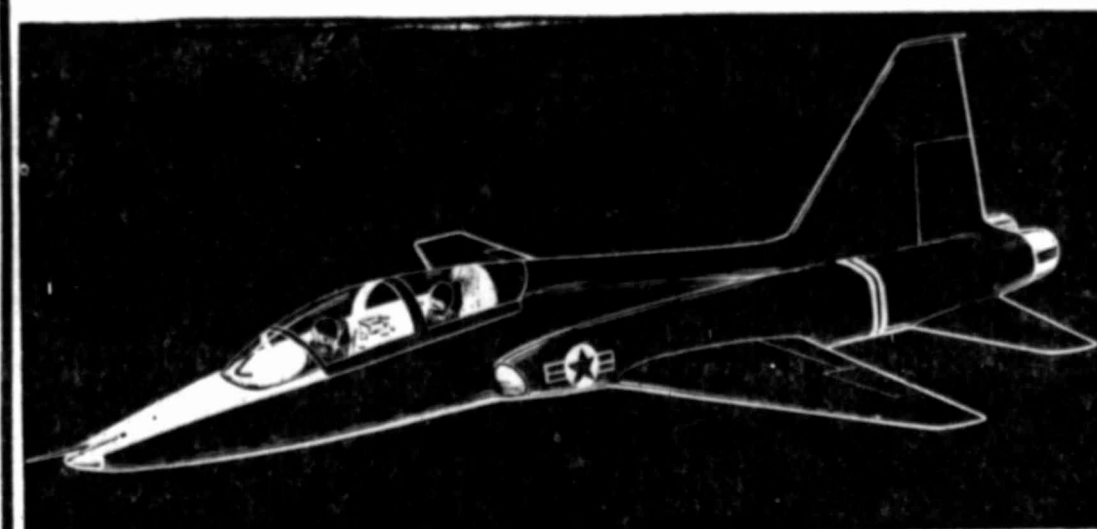


We wish to extend to each of you ... A warm handshake and a pat on the back for the wonderful job you are doing.

Mancill Cleaners

1002-C 11th Pl.

AM 4-8461



Best Wishes Webb Personnel

On Your 11th Anniversary



We have enjoyed a splendid business during the past years and appreciate the patronage of our good friends at Webb. To serve you better, we are now erecting a new building at 6th and Gregg that will be open very soon. We invite you to come see us soon and will be looking forward to your attending our open house later this summer.

Truman Jones Motor Co.

YOUR LINCOLN AND MERCURY DEALER

403 Runnels

AM 4-5254

A Devotional For The Day

Let us do good unto all men, especially unto them who are of the household of faith. (Galatians 6:10.)
PRAYER: We thank Thee, Father, for the talents given us. Help us to use them, whether large or small, in the work of Thy kingdom so that others may be brought to know Thee. In Jesus' name. Amen.
(From The Upper Room)

Salute To Our Defenders

We salute Webb AFB and all of the people who make it an important part of our national defense establishment.
We salute the Armed Forces of our nation as integral parts of a team which stands ready to not only defend our frontiers but which also are poised to deal devastating retaliatory blows if need be. It is this power to strike back which has a sobering effect on potential enemies as does our ability to throw up an almost impenetrable wall.
There was a time when backwoodsmen could take down the musket from over

the fireplace and throw up blocks and defenses against the enemy. There was a time when, if trouble came, we quickly set about the business of preparing, and then fighting back.
Today things happen in a matter of seconds. The weapons of war are swift and clever. It takes tremendously sophisticated weapons to counteract potential attacks, and it takes capable, dedicated career people to make these systems effective. Without defense they would be mockery. With them, we can all sleep better at night.

Pull The Plug

This may already have been done, but a check on the outlet for the Birdwell Park detention dam might not be amiss.
Successive showers have poured new volumes of water into this basin, but the trapped water from one has not cleared before another has been received. Possibly there is some obstruction similar to the one city workmen removed from the Lancaster detention dam when it

failed to empty properly.
Several difficulties could result from water being allowed to stand too long, one being damage to trees in the park. Another is the possibility of accumulating a reserve which would be sufficient, together with a new catch, to back water over Tenth Street. The main reason, however, is that the pool constitutes a hazard to youngsters the longer it is allowed to remain.

David Lawrence New Court Ruling On Integration

WASHINGTON—The "law of the land" can be a federal statute or any provision of the Constitution, but a Supreme Court decision is "the law of the case" and holds good only for the facts and circumstances set forth in that particular case.
This differentiation now takes on new significance because of a decision just rendered by U. S. District Judge Frank M. Scarlett. He has ruled in a case tried at Savannah, Ga., that integration of the public schools can be harmful to both Negroes and whites, and that the evidence on which the Supreme Court of the United States based its decision in 1954 ordering desegregation of public schools was not supported even by the psychological field by one expert in the psychological field who had testified that segregation was harmful.
THE NET EFFECT of the new decision, if upheld by the Supreme Court, could be to limit the 1954 case to the principle of a political right whereby persons of any color are entitled to attend public schools, but are subject to educational standards which would be recognized as a valid basis for admission or rejection of applicants. The findings of Judge Scarlett are in part as follows:
"Plaintiffs' assumption of injury to Negro students by the continuance of segregated schools is not supported by any evidence in this case. Whatever psychological injury may be sustained by a Negro child out of his sense of rejection by white children is increased rather than abated by forced intermixture, and this increase is in direct proportion to the number and extent of his contacts with white children."
"EACH STUDY presented to the court, confirmed by the opinions of the witnesses, showed that the damaging assumption of inferiority increased whenever the child is brought into forced association with white children. The principal author of the studies relied on by the Supreme Court in the Brown case (1954 decision) used students from integrated schools in northern states in getting the race rejection results which were then cited as showing such effects occurring from segregation. Moreover, the same author in an earlier study came to the conclusion that compulsory intermixture rather than racial separation in school was the principal source of the damaging loss of race identification."
"THE ADVERSE effects of compulsory segregation are particularly harmful in the early formative school years. Interventions witnesses noted that integration at the collegiate level is not only possible, but on a voluntary basis might be of advantage to both white and Negro students. The findings herein are accordingly limited to children of primary and secondary school ages."
The court further ruled that "selective integration would cause even greater psychological harm to the individual Negro children involved and to the balance of their group."

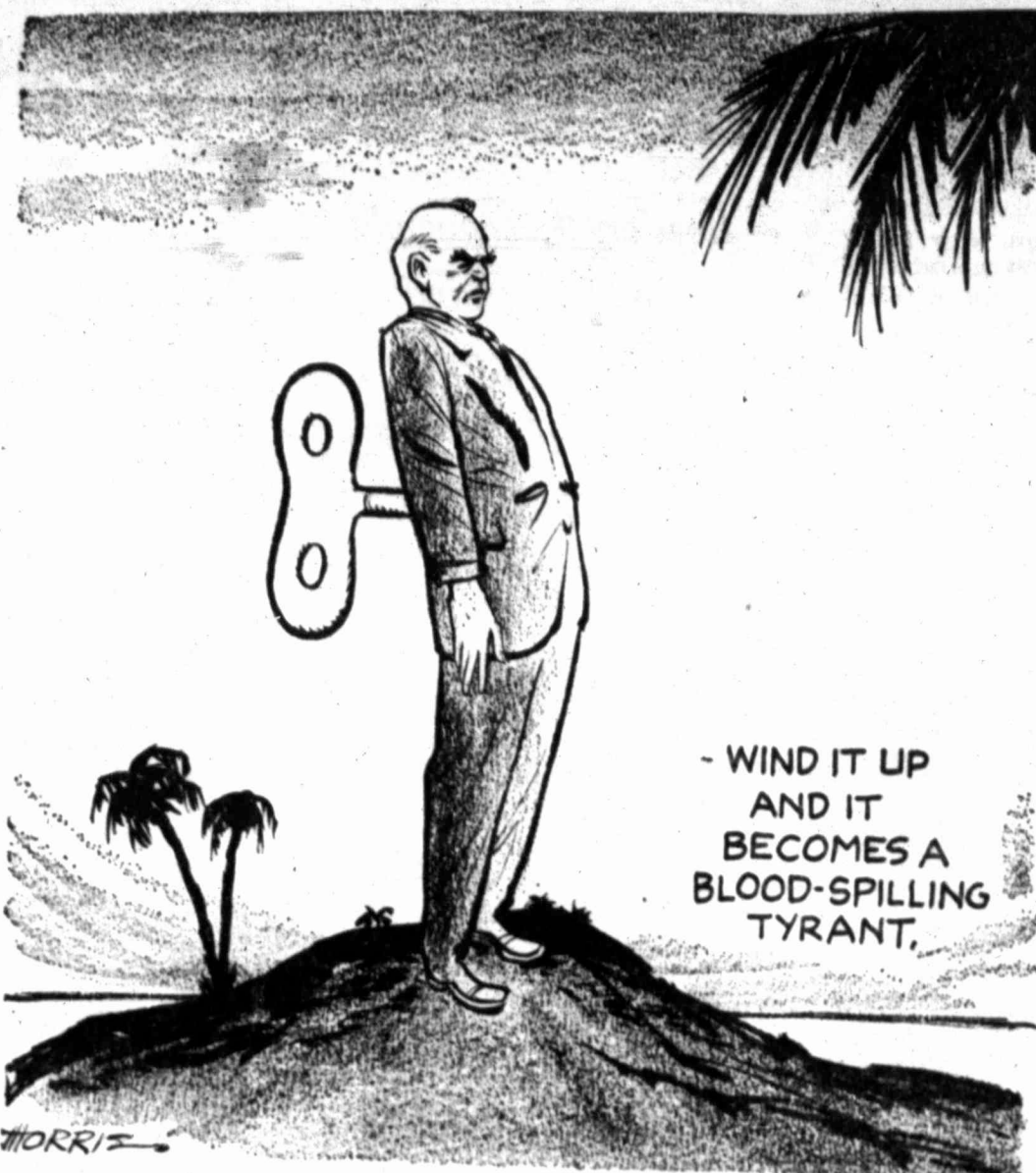
Billy Graham

My job makes it necessary for me to live in the midst of almost unbelievable evil. I feel like I am living in Sodom. I am a Christian and I need advice.
F. M. Scarlett, U. S. District Judge, Savannah, Ga., in his ruling on the Brown case (1954 decision) used students from integrated schools in northern states in getting the race rejection results which were then cited as showing such effects occurring from segregation. Moreover, the same author in an earlier study came to the conclusion that compulsory intermixture rather than racial separation in school was the principal source of the damaging loss of race identification.
"THE ADVERSE effects of compulsory segregation are particularly harmful in the early formative school years. Interventions witnesses noted that integration at the collegiate level is not only possible, but on a voluntary basis might be of advantage to both white and Negro students. The findings herein are accordingly limited to children of primary and secondary school ages."
The court further ruled that "selective integration would cause even greater psychological harm to the individual Negro children involved and to the balance of their group."

A job is not everything, in fact a job is meaningless unless it is found within the circle of God's will for each of us as individuals. You may make a great deal of money but lose your own soul. You may surround your family with cultural advantages and material things only to see all of them go the way to destruction. Ask God why you are where you are. If it is His leading then live for His glory. If other considerations have taken priority let me urge you to get out before it is too late.

Washington Items

FAMILY INCOME: American families averaged \$7,140 in income last year, the Commerce Department reports. This was an increase of \$220 over 1961.
"Family income" includes money received by each member from all sources. The 1962 figure represents total earnings of \$419 billion divided among 58.6 million families and unattached individuals.
OAS-CUBA: The Organization of American States has voted to cloak its council with authority to investigate Cuba-based Communist subversion in any country of the hemisphere whether the country permits the investigation or not.
AID FOR REDS: Foreign aid administrator David Bell says the United States is giving economic assistance to Communist Poland and Yugoslavia to encourage them to expand their ties with the West and to promote the freedom of their people.
"We have hoped to encourage those countries to allow the maximum degree of freedom of inquiry, freedom of speech, freedom of education within their own quarters," Bell said in a Voice of America interview.



CARIBBEAN DICTATOR DOLL

James Marlow Well, It Was Peaceful Up There

WASHINGTON (AP)—While man triumphed beyond the imaginations and abilities of his grandfathers in the earth-orbiting of astronaut Gordon Cooper—here below man didn't change much.
President Kennedy called Cooper's feat one of the "victories of the human spirit." Thousands had to keep the presidency even though his legal term ended as he talked.

BUT IN THE time it took Cooper to orbit 22 times in space, 20th century man on earth was still involved in situations which had not progressed beyond the inclinations and abilities of the men who lived in caves.

They included tyranny, spying, sudden death by executioners, racial prejudice, suspicion, insecurity and man's inability to get along with his neighbors for his own sake.

While Cooper talked to earth from his space ship, President Duvalier, the tyrant of illiterate and poverty-stricken Haiti, was telling newsmen he intended to keep the presidency even though his legal term ended as he talked.

REASON AND justice and the will of the people—three other victories which man achieved late and often forgets—are not considerations in Duvalier's lust for power. In fairness to Duvalier it must be said he is not the only tyrant loose in this century. He's just clumsier than some of the others.

Meanwhile Moscow was reporting that Col. Oleg Penkovsky, convicted of spying for the West after a Soviet trial, was executed in accordance with the findings of the court.

This happened while Britain was accusing an Italian scientist, Dr. Giuseppe E. Martelli, of spying for Russia.

THE SPYING the West does on Russia and Russia on the West is such a normal condition in international relations that it looks abnormal only when discovered. It is almost bad manners to be caught.

Spying—a symbol of nations' distrust of one another—may be considered a morbid manifestation of man's insecurity and inability to get along with himself in reasonable fashion.

But it is a safe bet that man, now working overtime on the project, will learn how to reach the moon before he learns how to live in peace even though not learning may end in his own annihilation.

IN THE SOUTH, where white citizens still insist on discriminating against Negro citizens by segregation, the racial trouble stayed cool in Birmingham, perhaps only because of Kennedy's readiness to use troops.

It boiled elsewhere. In Greensboro, N.C., hundreds of Negro students demonstrated against discrimination in a cafeteria and several theaters and went to jail for their trouble.

Since more and more Negroes of the South are showing impatience against discrimination and prejudice, in the end there may be a violence worse than anything in this century.

Reasonable arrangements there might avert disaster but reason is working gradually.
One thing is sure: Cooper saw more peace in space, where there was no one but himself, than he ever saw below.

Hal Boyle A Stubborn Man, Indeed

NEW YORK (AP)—A man never quite gets over the dreams of his youth. And if he's a stubborn man, he never quits trying to make them come true.
Film star Kirk Douglas, despite a deceptive dimple in his big square chin, is a very stubborn man indeed.

His motto is "Never play it safe—take a chance."
So, after completing his 39th movie, "The List of Adrian Messenger," a mystery melodrama directed by John Huston, Douglas has decided to live up to his motto.

He's going to take another chance on Broadway, a street where he failed to win fame earlier in his career but which springboarded him to Hollywood and stardom. Douglas plans to open here next November in a drama called "One Flew Over the Cuckoo's Nest."

Why should a man with three Academy Award nominations to his credit shove all that screen loot, even temporarily, for a risky adventure where he's tried nine times before and lost?

"Because I'm nuts," said Kirk frankly. "Because in a sense you can say I'm a failure."

"I never thought of going into the movies when I started out. I wanted to make it on the stage."

"In a sense I'm trying to do what I've wanted to do for a long time. And I felt if I didn't do it now, I'd get too scared."

"This will be my tenth play on Broadway. I have a kind of consistent record of flops except for 'Kiss and Tell.'"

"If this one is a flop, I can still say I'm consistent. But if it's a hit, I'll have satisfied the big dream of my life."

Douglas looks back with nostalgia on his youthful years when he was trying to belt the big town down to his size. He lived in the traditional Greenwich Village garret, worked in a restaurant.

His planned forlough from the camera, Kirk hopes, will also provide him a welcome release for a time from the often chafing ordeals that go with film stardom.

"I want to recapture for a while that simple dream of just being an actor—and forget the big business worries and other nonsense connected with being a movie star."

"The only thing special about anybody is what they are. You can only make peace with yourself by exploring your boundaries—and then learning to function within them."

But the fear of failure is the greatest deterrent to getting anything done. I don't believe it's really safe to try to play it safe in life—or to let yourself get too set in anything."

Around The Rim The Silent Spring

Looks like Rachel Carson is being vindicated in spite of the attacks made on her since her book, "Silent Spring," set off a heated controversy over misuse of pesticides. If so, a lot of entomologists, to say nothing of public relations experts for the chemical industry, will have to pull in their horns.

THEY SHOULD HAVE known better than to have jousted with such an eminent scientist; but more so, than to have crossed a woman.
Just yesterday, the President's top science advisor, Dr. Jerome B. Wiesner, told a Senate subcommittee that uncontrolled use of pesticides and other chemical poisons posed a greater threat than fallout.

WEDNESDAY, CBS followed up its previous telecast on "Silent Spring" with a quick but adept program based on a government report released only a few hours before. The report urged more study of the use, abuse, and effects of pesticides. Miss Carson, appearing on the program, said she felt vindicated by the report. She was given credit with starting the controversy over the effects of chemical poisons on the balance of nature and human health.

A SPOKESMAN for the chemical industry also appeared on the program. He re-stated the industry's position that insecticides are safe if used as directed.

AND HERE LIES the crux of the whole

controversy. Miss Carson did not unqualifiedly oppose the use of pesticides. In fact, she believes the chemicals can have meritorious value when used correctly. Her objection is to wholesale inundation of miles-square areas, carelessness in application, heedless attitudes toward possible effects of the poisons, pollution of land and water by overuse—but most of all to allot applications of poisons about which we know so little, at least until the chemicals have been thoroughly researched in all of their many and various ramifications.

MISS CARSON, being a naturalist, leans toward natural controls of insects and weeds. Such measures already exist, are extremely effective, and hundreds more could be worked out if the biologists had the same financial support as the chemists and entomologists. For example, predatory insects and insect diseases; release of sterile males in infested regions; introduction of natural enemies of plant pests.

THERE IS A POINT the chemical industry could well ponder. A natural growth of the pesticides market would be a stable growth, and one which would keep in balance with other pest control methods, offering no perils to people or to the balance of nature. But an all-out crash program to develop, market and profit from an ever-growing list of poisons could well be a house of cards that, on the day of reckoning, may tumble upon them like the walls of Jericho.
—BOB SMITH

Inez Robb

A New Yorker's Guide For Nixon

Dear Mr. Nixon:

Welcome to New York!
You are coming to live in a great little city. And don't believe that tired old tale that the natives aren't friendly! Most of New York's citizens had come from California, as you do, or from Michigan, as did Tom Dewey, or from Iowa, as did former President Hoover who, at 88, has just written a swell new book on fishing ("Fishing for Fun and to Wash Your Soul"). So you can see that longevity is working for you.

BUT TO GET BACK to the so-called natives—address a kind word to them, and they are apt to burst into tears—tears of gratitude. That's because they're so accustomed to being described as cold, aloof and rude when, as a matter of fact, a heart of gold beats beneath the drape shape.

Ring any doorbell in your neighborhood, and you will be able to borrow a cup of gin as easily as in your present neighborhood in Beverly Hills—and, probably, with a choice of olive or a twist of lemon peel.

THE NATIVES are friendly, all right, but not noisy. It is true, as oft reported, that you can live in an apartment house all your life and never have more than a nodding acquaintance with the other tenants when you meet them in the elevator. But try inviting one of the elevator acquaintances in for a cup of coffee, and see how quickly he accepts!

There is an anomaly about life in New York, if that's the way you like it. Or you can get on the banquet circuit, sit on a dais every night and be surrounded by a thousand persons who are wondering, even as you, how they ever got where they are.

NEW YORK IS an exciting, stimulating

and fabulous city. But too few persons ever take the time to realize or appreciate that it is also a very beautiful city. New York is like a striking woman with beautiful bone structure.

To look down Fifth Avenue just before sunset when the pale bone-colored towers catch the fading light is a glorious experience. And then look across Central Park to the pale, bone structures on Central Park West for another revelation of beauty.

GRANTED, some streets are filthy and so is the air. And traffic is a mess—a different kind of mess from that of the Los Angeles Freeways to which you are accustomed but, nonetheless, a mess. But the subway system is excellent, if you have the patience to learn it. At least, that is what my husband, who is a native New Yorker, says.

It's fun to live here, once you get the hang of it, and have the sense to refuse all cocktail party invitations. You can get away from anything, including politics, in the prodigious offerings of the theatre, music and art. A good reliable ticket broker is more to be cherished here than a county chairman.

YES, IT IS SAD, but shamefully true, that you must insist on keeping Pat and the girls out of parks. And yourself, too. On the other hand, everything is at your fingertips in New York. You are never more than two blocks away from a prime sirloin. And there's always a pants-presser just around the corner.

Welcome aboard! And one last word of advice: Watch out for pigeons overhead and dogs underfoot! And Rockefeller's in the tall grass.

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Marquis Childs Moderates Losing In Racial Struggle

WASHINGTON—Whether a reconciliation of Negroes and whites can come within the framework of the American system is the unanswered question in Birmingham, and not only there but in the North as well as the South.

If Birmingham proves that it cannot, then extremism and violence will spread. There is a time bomb that ticks steadily away as the moderates lose in the struggle to make a beginning at proving to the Negro minority that equal opportunity can be a reality. That is the Black Muslim movement.

IN ACTUAL MEMBERSHIP its present strength is not large. With its fanaticism and its focus-pocus of secrecy most Negroes are repelled. But its influence—its attraction—is believed to be growing. The peril is, above all, that if only as a symbol the Muslim doctrine of complete separation from and hostility to white America will seem to offer an alternative.

The attitude on both sides of the color line has been: Don't look now and maybe it will go away. With reasonable progress toward a racial solution it would go away. But, as Birmingham has proved, a few bomb throwers can set off a corresponding reaction of violence from the other side.

IS THE BLACK Muslim movement subversive? That is a question security officers in the government are not prepared to answer. One reason is a curious development that in a sense puts the Black Muslims beyond surveillance.

Black Muslims have been jailed for various offenses. No matter what the prison routine or what duties they are supposed to be engaged in they take the privilege of observing at certain stated times the religious custom of bowing to the East. Four or five court decisions have already held that this is a religious movement. If it is, in fact, a religious movement, the power of government is severely limited.

IN THIS IS A wry commentary on the racial tragedy as it has unfolded in recent months in the South. The Negro leaders and most of the rank and file have had a deep religious motivation. Their Christianity has made itself manifest in many ways. In the most searing and dreadful of the photographs showing police dogs leaping at prone or kneeling

figures the image of the Christian martyr in the arena was vividly recalled.

The tradition of faith is deeply rooted, being part of the long, painful climb up from slavery. How long it can survive is another unanswered question. Part of the Black Muslim doctrine is that Christianity is a white religion used for centuries by the colonial oppressors and enslavers. In contrast, the Muslim faith, as expounded by the leaders of the movement in this country, is anti-white and as such allied to the tide of color rising in Africa and Asia.

THE TRUCE in Birmingham was fragile enough. It represented hundreds of hours of painstaking effort. In retrospect, it can be argued that the government in Washington should have done far more. That was said of President Eisenhower over Little Rock when finally, after the highly publicized negotiation with Gov. Orville Faubus, it became evident that law and order could not be maintained without Federal troops.

Those in the Administration, notably Assistant Attorney General Burke Marshall, who had worked so hard and so patiently for a reconciliation shot of violence and imposed force, were both proud and immensely relieved when it seemed to have been ratified. Over Saturday and into the early hours of Sunday, until word of the riots came, the United States Information Agency and the Voice of America had put in many hours preparing to tell the world how the conflict had been resolved by peaceful means.

SURVEYS SHOW that the effect of Birmingham is worse, and particularly in Africa, than the violence at Oxford, Mississippi, last year over the admission of a Negro student, James Meredith. The pictures of the police dogs widely printed have been highly damaging. In the Oxford episode what impressed even hostile critics was that the Government of the United States sent in 20,000 troops to insure the integration of a single Negro student.

* This was massive proof to concern for equality of opportunity. The limits of the power of the Federal Government in the Birmingham situation are hard to explain to peoples whose only concept of police power is that which resides in the central government. States rights is a singularly American Doctrine. Little Rock, Oxford, Birmingham—these have been priceless gifts to America's enemies everywhere.
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The Big Spring Herald

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2-B Big Spring, Tex., Fri., May 17, 1963

Several Special Services Listed On Church Calendar

Several churches here have scheduled special services Sunday.

The Rev. Leon Marsh, from Southwestern Theological Seminary, will be speaker at College Baptist. Rev. Boyd Robertson, missionary to South America, will show films at Iglesia Bautista El Buen Pastor.

Stadium Baptist members will hear Rev. Joe Weatherford from Dallas. Bishop George H. Quarterman will be here to conduct a rite of confirmation at St. Mary's Episcopal.

Apostolic Faith—The Rev. Johnny Scruggs, 11 a.m., 7:30 p.m.; Sunday school, 10 a.m.; Wednesday evening, 7:30 p.m.; 1307 Goliad.

Assembly Of God—The Rev. A. N. Trotter, 10:30 a.m., "John 3:16"; 7:30 p.m., "Acts 2:4."

Baptist—The Rev. Curtis Smith, 11 a.m. morning service; 8 p.m., evening service.

BAPTIST TEMPLE—The Rev. James A. Puckett, 10:30 a.m., "When Skeletons Come Out of the Closet"; 7:30 p.m., "The Way Out of the Wilderness."

HILLCREST BAPTIST—The Rev. H. L. Bingham, 11 a.m., revival, guest speaker, the Rev. Horace Whiteside; 7 p.m., same.

FIRST BAPTIST—The Rev. Robert Polk, 11 a.m., "The Divine Prescription"; 7 p.m., "Blessed Assurance."

EAST FOURTH BAPTIST—The Rev. Jack Strickland, 11 a.m., "The Primacy of the Local Church"; 7 p.m., evening service.

PHILLIPS MEMORIAL BAPTIST—The Rev. Warren H. Capps, 10:30 a.m., "The Glory of His Presence"; 7:45 p.m., "Found in Him."

COLLEGE BAPTIST—The Rev.

Byron Orand, 11 a.m., revival, guest speaker, the Rev. Leon Marsh of Southwestern Theological Seminary. 7:15 p.m., same.

CRESTVIEW BAPTIST—The Rev. R. B. Murray, 11 a.m., "The New Birth"; 7 p.m., "Conformed or Transformed?"

NORTHSIDE BAPTIST MISSION (Mission Bautista La Fe), The Rev. Luis Gomez, 11 a.m., morning service; 8 p.m., evening service.

IGLESIA BAUTISTA EL BUEN PASTOR—The Rev. Aurelio Gutierrez, 11 a.m., "Assurance of Protection"; 7:30 p.m., the Rev. Boyd Robertson, missionary to South America, will speak and show films.

BEREA BAPTIST—The Rev. Darrell Robinson, 11 a.m., "The Peril of Loving Money"; 7:30 p.m., evening service.

STADIUM BAPTIST—The Rev. J. W. Arnett, 10:30 a.m., guest speaker, the Rev. Joe Weatherford, Dallas; 7:15 p.m., "On the Spot."

SETTLES BAPTIST—The Rev. Haskell D. Beck, 11 a.m., "Is It Nothing to You?"; 8 p.m., guest speaker.

Bible Evangelistic Center—BIBLE EVANGELISTIC CENTER, 419 E. 3rd St., Sig Rogers, minister. Services nightly, 7:30 p.m.; Sunday at 11 a.m. and 7:30 p.m. Gospel rally, Saturday evenings.

Catholic—IMMACULATE HEART OF MARY CHURCH—The Rev. Francis Beazley, O. M. I., Sunday masses, 8-10 a.m.; confessions, Saturday, 4:30-6 p.m.; 7-8 p.m.; weekday masses 11:30 a.m., Tuesday 7 a.m.

ST. THOMAS—Sunday mass, 7 a.m. and 6 p.m., the Rev. Robert McDermott.

SACRED HEART—(Spanish-speaking)—The Rev. Patrick Cas-

ey, Mass at 8 and 10:30 a.m., confessions Saturday 4:00-5:30 p.m. and 7-8:30 p.m.

Christian—FIRST CHRISTIAN CHURCH—The Rev. John Black Jr., 10:30 a.m., "Bountiful Sowing"; 7 p.m., "Butressed Within."

Christian Science—A Bible lesson on "Mortals and Immortals" will be read this Sunday at Christian Science Society, 1209 Gregg, 11 a.m., morning worship; 8:30 a.m., Sunday school; 8 p.m., Wednesday evening service; 3 to 5 p.m., Wednesday, reading room.

Church Of Christ—14TH AND MAIN CHURCH OF CHRIST—Curtis Camp, 10:30 a.m., "Unity Is Essential"; 7 p.m., "By What Authority?"

2900 WEST HIGHWAY 80 CHURCH OF CHRIST—T. H. Tarbet, 10:30 a.m., "The Struggle for Survival Spiritually"; 7 p.m., "The Compassionate Christ."

Church Of God—FIRST CHURCH OF GOD—The Rev. V. Ward Jackson, 10:30 a.m., "The Mission of the Church"; 6:30 p.m., "Pray Because of Your Need."

GALVESTON CHURCH OF GOD—The Rev. H. D. Statum, 11 a.m., morning service; 7 p.m., evening service.

SOUTHSIDE CHURCH OF GOD—1000 Runnels, The Rev. John E. Kolar, 11 a.m., "Church of Pentecost According to Acts 11"; 7 p.m., "God's Love for His Church."

Episcopal—ST. MARY'S EPISCOPAL CHURCH—The Rev. Don Hungerford, 8 a.m., Holy Communion; 10:15 a.m., Bishop George H. Quarterman here for rite of confirmation.

Lutheran—ST. PAUL LUTHERAN—The Rev. Clair Wiederholt, 10:30 a.m.,

Methodist Parley Set Next Week—Spanish-speaking Methodists of Texas and New Mexico will meet May 20-24 at Mount Wesley, Kerrville, for the annual Rio Grande Conference.

Bishop Paul E. Martin of the Houston area will preside over the conference, composed of more than 100 local congregations. New appointments for the ministers and lay officers for next year will be announced. Rev. and Mrs. Ramon Navarro will represent the Northside Methodist Church, Big Spring.

Film Scheduled—Rev. J. B. Vickery, Lubbock, will show a 1½ hour film on Israel and Palestine during Sunday evening services at the Silver Heels Missionary Baptist Church, US 87 South. The service begins at 7:30 p.m. and all interested residents are invited to attend.

Phillips Memorial Baptist Church—Fifth and State Warren H. Capps, Pastor

Sunday School 9:45 A.M.
Morning Worship 10:50 A.M.
Training Union 6:45 P.M.
Evening Worship 7:45 P.M.
Prayer Meeting, Wednesday 7:45 P.M.

A Southern Baptist Church With A Cordial Welcome

FIRST ASSEMBLY OF GOD—West 4th and Lancaster WELCOMES YOU

Sunday—
Sunday School 9:45 A.M.
Morning Worship 10:50 A.M.
Evangelistic Service 7:30 P.M.
Mid-Week—
Wednesday 7:30 P.M.

A. N. TROTTER

"Hold Fast the Hope." TRINITY LUTHERAN—The Rev. Donald Kenning, 11 a.m., "God Doesn't Change."

Methodist—FIRST METHODIST The Rev. Dewitt Seago, 11 a.m., "The Work of the Gideons" by Dr. W. A. Hunt; 7:30 p.m., music and drama program by the children's choir and the senior high department.

PARK METHODIST—The Rev. R. L. Bowman, 11 a.m., "Duty Assigned"; 7:30 p.m., "The Small Church in the World."

NORTH SIDE METHODIST CHURCH—The Rev. Ramon Navarro, 11 a.m., "What Is the Best Use of My Life?"; 7:30 p.m., "The Lamp Burning Brightly."

KENTWOOD METHODIST—The Rev. Marvin James, 10:30 a.m., "The Call of the Church to Its Ministries"; 7:30 p.m., "How to Tell Right From Wrong."

WESLEY METHODIST—The Rev. Royce Womack, 11 a.m., "The Significance of Aldersgate"; 7:30 p.m., "The Word That Converts."

Nazarene—CHURCH OF THE NAZARENE The Rev. W. M. Dorrough, 10:45 a.m., "Our Dependence on the Holy Spirit"; 7 p.m., "Victory in Jesus."

Presbyterian—FIRST PRESBYTERIAN—The Rev. R. Gage Lloyd, 11 a.m., "Secure in God"; 7:30 p.m., "The Oddity of Christianity."

ST. PAUL PRESBYTERIAN—The Rev. Al Seddon, 11 a.m., "We Also Will Serve the Lord"; no evening service.

Webb AFB Chapel—GENERAL PROTESTANT—11 a.m., Chaplain Benjamin F. Meacham, "If the Foundation Be Destroyed"; Sunday school, chapel annex, 9:30 a.m.

CATHOLIC—The Rev. James R. Plummer, Saturday confessions, 7-8:30 p.m.; Sunday masses 9 a.m. and 12:15 p.m.

Jehovah's Witnesses—Six p.m., public talk by Ray Worthington, "Are the Nations Headed for Armageddon?"; 7:15 Watchtower, A. D. Turman, "The Dynamic Personality of the Bible's Author."

Gospel Tabernacle—Noah Tuttle, pastor, Sunday school, 10 a.m.; evening worship at 7:00 p.m.; mid-week service on Wednesday at 7:00 p.m.

Latter Day Saints—Priesthood meeting, 8 a.m., 10 a.m., Sunday school; 6 p.m., sacrament meeting.

Pentecostal—UNITED PENTECOSTAL—Dixie and 15th, J. S. Culvahouse, 10 a.m., Sunday school; 11 a.m., morning service; mid-week services, 7:30 p.m., Wednesday.

Jewish—TEMPLE ISRAEL—Services at 7:30 p.m. Friday in the Prayer Building.

Deliverance in Trouble

ILLUSTRATIONS OF GOD'S CONSTANT GOODNESS IN DELIVERING THOSE WHO HAVE PUT THEIR TRUST IN HIM

Scripture—Psalms 91; 107.

By N. SPEER JONES

THE FIRST psalm in today's lesson is the promise of divine protection for those who put their trust in the Lord.

Most every adult can single out at least one time in his life when he felt that he had had such an overwhelming experience that he was face to face with God Himself. The idea of God as our refuge (verse 2) can be traced all the way back to the Song of Moses (Deuteronomy 32:37). The idea of God as our fortress is as old as David (1 Samuel 22:33).

The fowler (verse 3) was the bird catcher; the phrase is used to refer to any tricky attempt against life and welfare.

The idea of God as a shield can be traced back to Genesis

means is that no evil will come to his soul.

In verses 11 and 12 we find the passage quoted by Satan when he was trying to tempt Christ to throw Himself down from the top of the temple (Matthew 4:6; Luke 4:10, 11).

The lion and the serpent of verse 13 refer to the enemies of one's soul; Satan is frequently referred to as a serpent.

The satisfaction of the long life (verse 16) does not mean the promise of old age, but the promise of a life of satisfaction—a life long enough and satisfying enough to make the individual ready to depart for an even better one.

The second psalm assigned for today contains illustrations of

GOLDEN TEXT

"... They cried to the Lord in their trouble, and He delivered them from their distress."—Psalms 107:6.

15:1, wherein God assures Abraham that He is his shield.

"The destruction that wasteth at noonday" may be taken to mean the drought in man's soul which can be induced by too much affluence. Too much prosperity can produce as evil an effect as too much poverty.

The feeling of abiding in God's presence and shelter pervades this psalm—in the "shadow of the Almighty" (verse 1), making the "Most High thy habitation" (verse 9), etc.

An important point is brought up in the tenth verse of this psalm. The phrase "no evil befall thee" does not mean that an individual will not know sadness, sickness, business reverses or any other of the difficult vicissitudes of life. What it

God's goodness to men. It was probably written after the return of the Jews from their exile. At the end of every section of this psalm is repeated the idea of giving thanks for God's loving kindness.

"Adversary" (verse 2) really means adversity. The important point in this verse is the goodness resulting from bearing witness to Christ. The odd fact is that when one keeps all his good experiences to himself, eventually he has very little to keep. When, on the other hand, we share our valuable store of good experience, it grows.

The gathering in verse 3 refers to the gathering of the scattered Israelites after the dispersion (Jeremiah 32:37; Ezekiel 20:34; Isaiah 11:12).

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The Busiest Market Place in Big Spring - - -
HERALD WANT-AD PAGES
Use Them for RESULTS!



SUNDAY:
8:00 A.M. Holy Communion
10:15 A.M. Family Service And Sunday School
St. Mary's Episcopal Church
10th and Goliad
AM 4-5962
Donald N. Hungerford, Rector; M. Gayland Pool, Curate

First Baptist Church

Main at 6th
Robert F. Polk
Pastor



9:45 a.m., Sunday School
11:00 a.m., Worship Service
6:00 p.m., Training Union
7:00 p.m., Worship Service
"Pointing the way to abundant living . . . and eternal life."

BIRDWELL LANE Church Of Christ

Birdwell and 11th Place
You Are Cordially Invited To Attend Our Services
SUNDAY SERVICES

Bible Class 9:30 A.M.
Morning Service 10:30 A.M.
Evening Service 7:00 P.M.
Wednesday Prayer Meeting 7:30 P.M.

"LIMITATIONS ON WORSHIP"

The worship of Jehovah God is both a privilege and duty extended by Him; to worship God is not the right of a man propelled from within himself, it is man's inherent nature which has, so to speak, been built in by his Maker. Worship then being both a permit and a duty from God must certainly be regulated by Him and not by any of us.

In Prov. 28:9 we read "He that turneth away his ear from hearing the law, even his prayer shall be abomination." Doubtlessly to some folk in their thinking without the guidelines of Scripture no prayer could possibly be an abomination. Prayer and worship in general must be accepted by Jehovah and he should take it and be glad to get it! No man is in a fitted mind to half way start to commence to worship who thinks that God ought to almost half bow to him in return for any meager worship which a man might half way choose to offer. God loves but it is man who comes begging, imploring and beseeching. The decree God made is that prayer is acceptable only when accompanied by a man's obedience. When men set up their own worship such as the adoration of saints and angels, and setting up Mary as mediatrix, when Christ is our one and only mediator, or whatever may be to deviation from God's word then our prayers do not come in the favor of God.

Elbert R. Garretson, minister

Big Spring (Texas) Herald, Friday, May 17, 1963 3-B

You Are Cordially Invited To Worship With
The Marcy Drive CHURCH OF CHRIST
FM 700 (Marcy Drive) And Birdwell Lane
Tune In KBST Sunday Morning At 9:00
Services: Sunday, 10:30 A.M., 7:00 P.M.
WEDNESDAY 7:45 P.M.
For Further Information, Contact A. D. Smith, AM 3-3542
Paul Keele, AM 3-2174 Randall Morton, AM 4-8330

WE CORDIALLY INVITE YOU TO ATTEND ALL SERVICES AT - TRINITY BAPTIST -
810 11th Place
Sunday School 10:00 A.M.
Morning Worship 11:00 A.M.
Broadcast Over KHEM, 1270 On Your Dial
Evangelistic Services 7:30 P.M.
Mid-Week Services Wednesday 7:45 P.M.
"A Going Church For A Coming Lord"

THERE WILL BE NO CRUSADE FOR CHRIST THIS WEEK
ATTEND BAPTIST ASSOCIATION'S YOUTH RE-TREAT, DISTRICT 8 ENCAMPMENT IN STANTON, TEXAS.

NEXT WEEK:
MONTREAL PRO FOOTBALL FULLBACK
LARRY HICKMAN
FORMER ALL-CONFERENCE FULLBACK
FROM BAYLOR. SEE AD FRIDAY.
BAPTIST TEMPLE

First Christian Church

John C. Black, Jr.
Minister
Tenth and Goliad



Sunday School 9:45 A.M.
Morning Worship 10:50 A.M.
"Bountiful Sowing"
Evening Worship 7:00 P.M.
"Butressed Within"

JUBILEE YEAR

Fiftieth Year of Fellowship

East Fourth Street Baptist Church

(Downtown - 401 E. 4th St. - Southern Baptist)

Worship With A Warm-Hearted People
Sunday School - 9:45 A.M.
Training Union - 5:45 P.M.

11:00 A.M. - Preaching - 7:00 P.M.
Prayer Meeting - 7:45 P.M. - Wednesday

"A Church with a challenging message and ministry"

Baptist Temple

11th Place And Goliad Southern Baptist
JAMES A. PUCKELL, Pastor



Sunday School 9:45 A.M.
Morning Worship 10:50 A.M.
Prayer Meeting, Wednesday 7:45 P.M.

10:50 a.m. "When Skeletons Come Out of the Closet"
7:50 p.m. "The Way Out of the Wilderness"

Layman's Corps Is Gaining Favor

By RICHARD F. LONG
FORT PORTAL, Uganda (AP)—A "peace corps for laymen" is gaining strength and favor within the Catholic Church, especially in far off mission lands.

Catholic missionaries have been going to the distant areas of the world since Christ commanded His Apostles to "teach all nations," nearly 2,000 years ago, but usually it was a black-robed or white-robed priest or nun who was the familiar figure in the tepid jungles or arid desert lands.

Since World War II there has been a great increase in the number of laymen and women who are helping the missionaries. This also is true in the Protestant churches.

"The biggest problem in mission lands is the shortage of priests and nuns. The lay person accomplishes tasks that free the clergy so they can concentrate on their more spiritual duties," said the Most Rev. Vincent J. McCauley, of Council Bluffs, Iowa, the bishop of Fort Portal.

Fourteen lay people are working

in Bishop McCauley's diocese on the Uganda-Congo border. They come from the United States, Canada, England and South America.

They usually do the same jobs with which they are familiar at home. However, their salary usually is much less.

"But the deep satisfaction you receive from helping people in need more than compensates for any loss of pay," Alba Camargo of Colombia, a nurse in the mission hospital, said.

Other lay people in the diocese are engineers, teachers and doctors.

Bill Young, an engineer from Chicago, does maintenance work at the 30-building mission and directs construction of schools and churches for Africans.

Dr. and Mrs. Francis Goyeau, of Cleveland, Ohio, and Canada, a husband-wife doctor team, have just arrived to work in the mission hospital run by the order of the Medical Mission Sisters.

Several of the Protestant missions in the Fort Portal area also have lay people teaching at the missions and helping out in other ways.

Lay people come to the missions on various plans. Some make individual contact with a bishop. Others belong to lay missionary organizations like the Women's Volunteer Association of Washington, D.C. and the Lay Mission Helpers of Los Angeles, Calif.

The Women's Volunteer Association concentrates on sending nurses to mission hospitals in Africa. The Lay Mission Helpers have 85 men and women in Africa, Mexico, Colombia and New Guinea. The membership is composed of single men and women and married couples with their children.

Special Classes Slated Sunday

The 14th and Main Church of Christ will feature special classes and study subjects in Sunday School Sunday. The attendance goal is 698.

One class will be taught by Bruce Frazier on "Science and the Bible." Doyle Maxwell will teach an illustrated lesson on the question, "Can I Understand the Bible?" The auditorium class, by Curtis Camp, minister, will study "The Inspiration of the Bible."

This lesson will be illustrated with 62 colored 35 mm slides on a large screen. This class has set 200 at its attendance goal, about 120 usually attend.

The minister will discuss religious unity in his sermon, Sunday. At the worship services, 8:30 a.m. and 10:30 a.m. the subject will be "Unity Is Essential." The general theme will be continued in the evening hour, 7 p.m., when the subject will be "By What Authority?"

The church has 34 Bible classes. One of the useful features at 9:30 a.m. is the Cradle Department. Mrs. Zarah LeVeve conducts it.

Georgia Couple To Hold Services

The Rev. and Mrs. Jerry Bray, Atlanta, Ga., will conduct services at the First Assembly of God, Fourth and Lancaster, beginning Wednesday and continuing through June 2. Meetings will be conducted nightly at 7:30 p.m. except Saturday.

The Brays are returning home from a preaching tour on the West Coast. They will also be heard on KHEM, radio station while here. Rev. A. N. Trotter invited all residents to attend the meetings.

By Syndicate, Inc.



DR. LEON MARSH



CODY GARNER

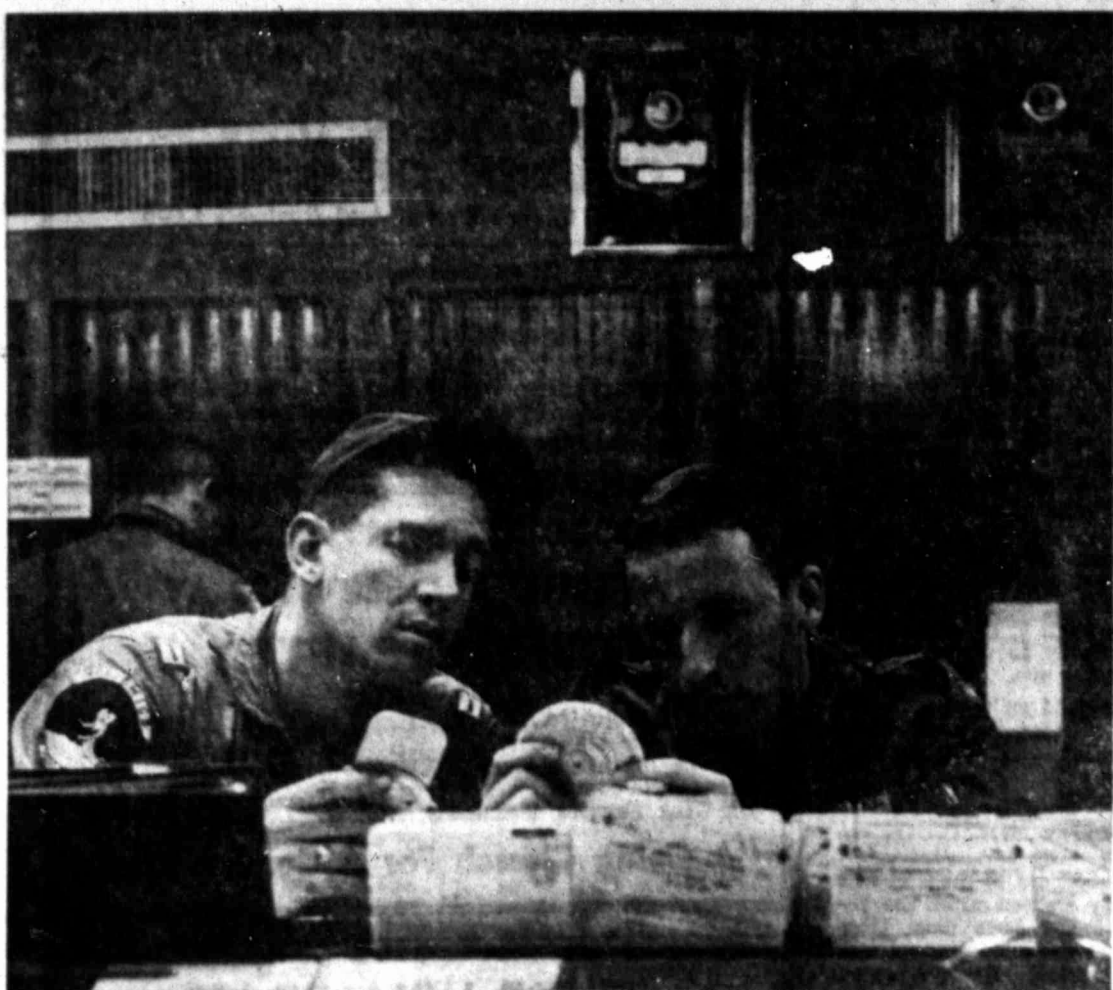
GOD'S Time Is NOW

College Baptist Church

At 1105 Birdwell Lane

In our lives, God's time is NOW. Today is the time for action and commitment if our lives are to count here and for eternity. Won't you lend your prayers and your presence in three days of inspiring Gospel preaching and singing led by Dr. Leon Marsh, Southwestern Baptist Seminary, and Cody Garner, Baptist Home soloist?

Friday - 7:45 p.m. Sunday - 11 a.m. & 7:15 p.m.



CLASSES, TOO

It's Not All Flying Jets

The glamorous life of a jet pilot, like all things, begins in a classroom. For jet students, it is a long arduous task of many classes about many things, with failure lurking behind any unmastered door.

"Prepare the Man" is the Air Training Command credo, of which Webb AFB is a part. A living symbol of this motto was posed in the picture above. This preparation covers a wide variety of subjects, from the theory and study of flight, to flight safety and jet operation and to course planning.

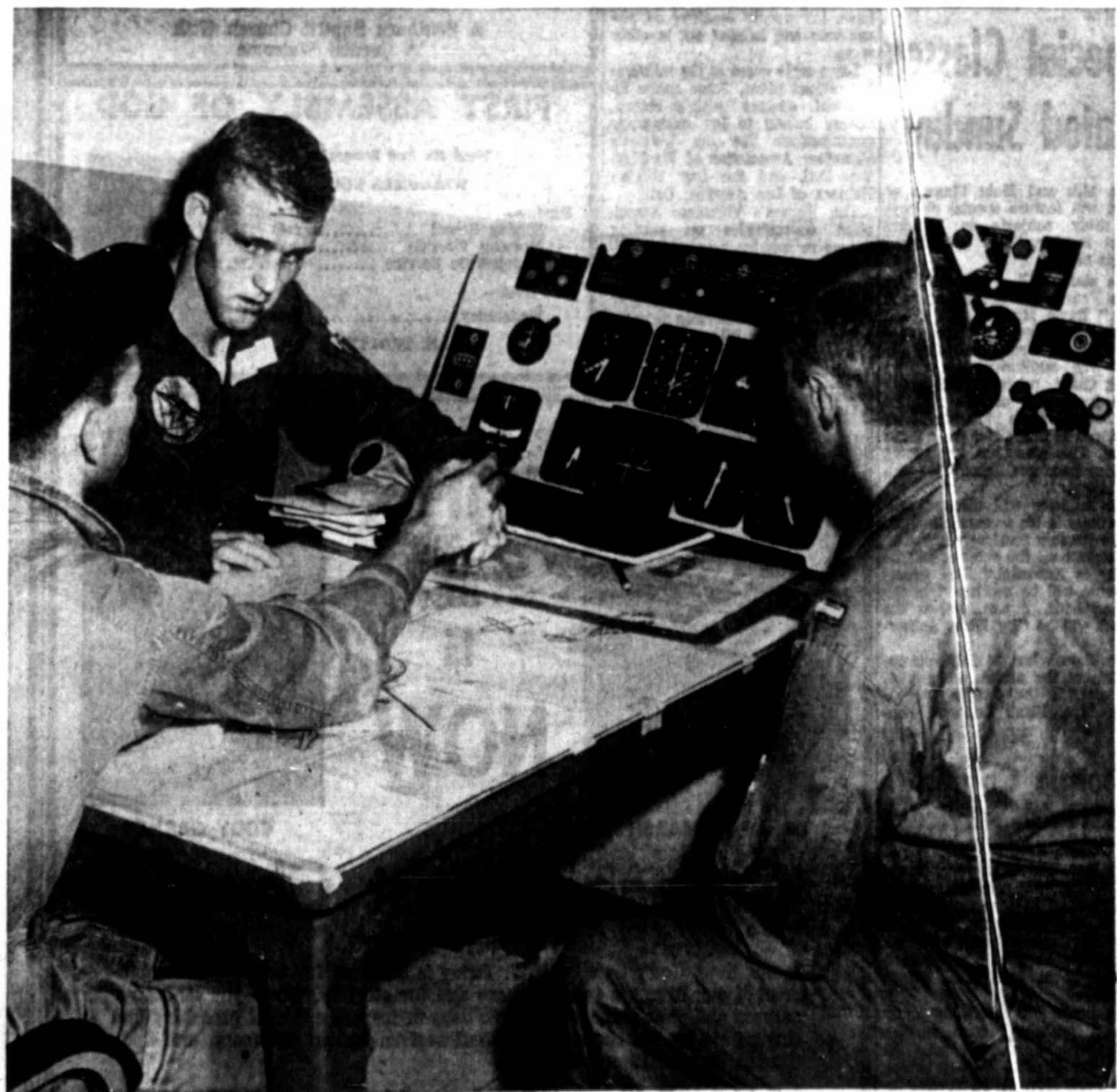
Each subject must be mastered by the student before he can be entrusted with an expensive jet airplane. Although most students make the grade to become jet pilots, some of every class do not.

How to use computers in figuring many technical plans are taught (upper left), plotting a course (left), mastering the instrument panel (lower right), review of various subjects (right), are devoted to many classroom hours. The student gets a look at the equipment he will operate (lower left) and his instructor spends many hours going over the material he has given the student, testing him on what he has retained (upper right).

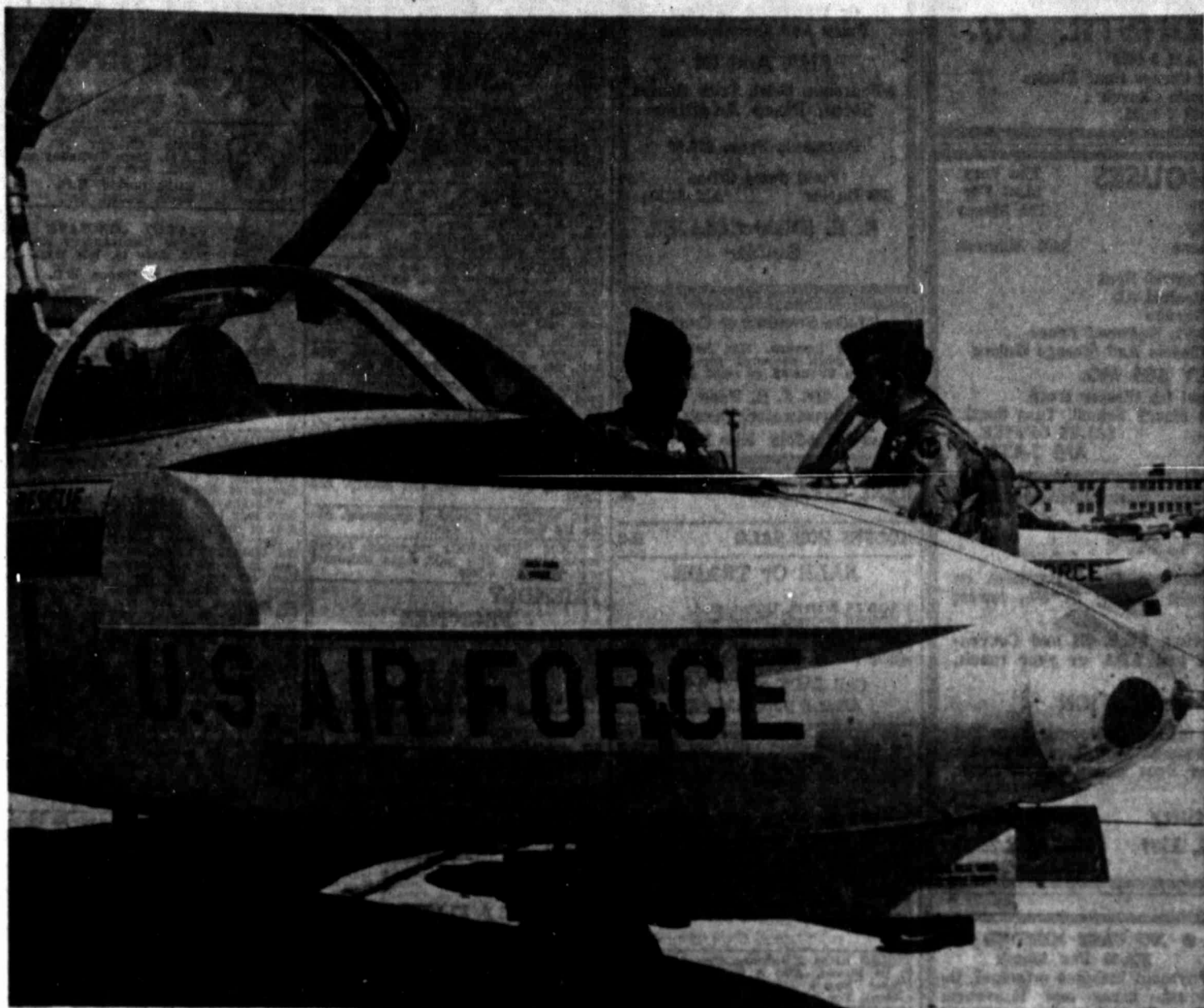
Classroom work is a way of life to the student, as much so as riding in the cockpit of a jet. Even after he has soloed his plane, he still attends classes and builds on his fund of knowledge about flying, military problems and the Air Force.

The undergraduate flying training program covers about 13 months of a jet pilot's life. In this time, he will become a fully-trained pilot, headed for one of the Air Force's combat units, such as the 331st Fighter Interceptor Squadron also hangered at Webb AFB, or to become an instructor of students himself.

Many Webb instructors are graduates of the program here, as are many of the pilots in the 331st. But all of them began, not in the cockpit of a super-sonic jet airplane, but in the classroom.



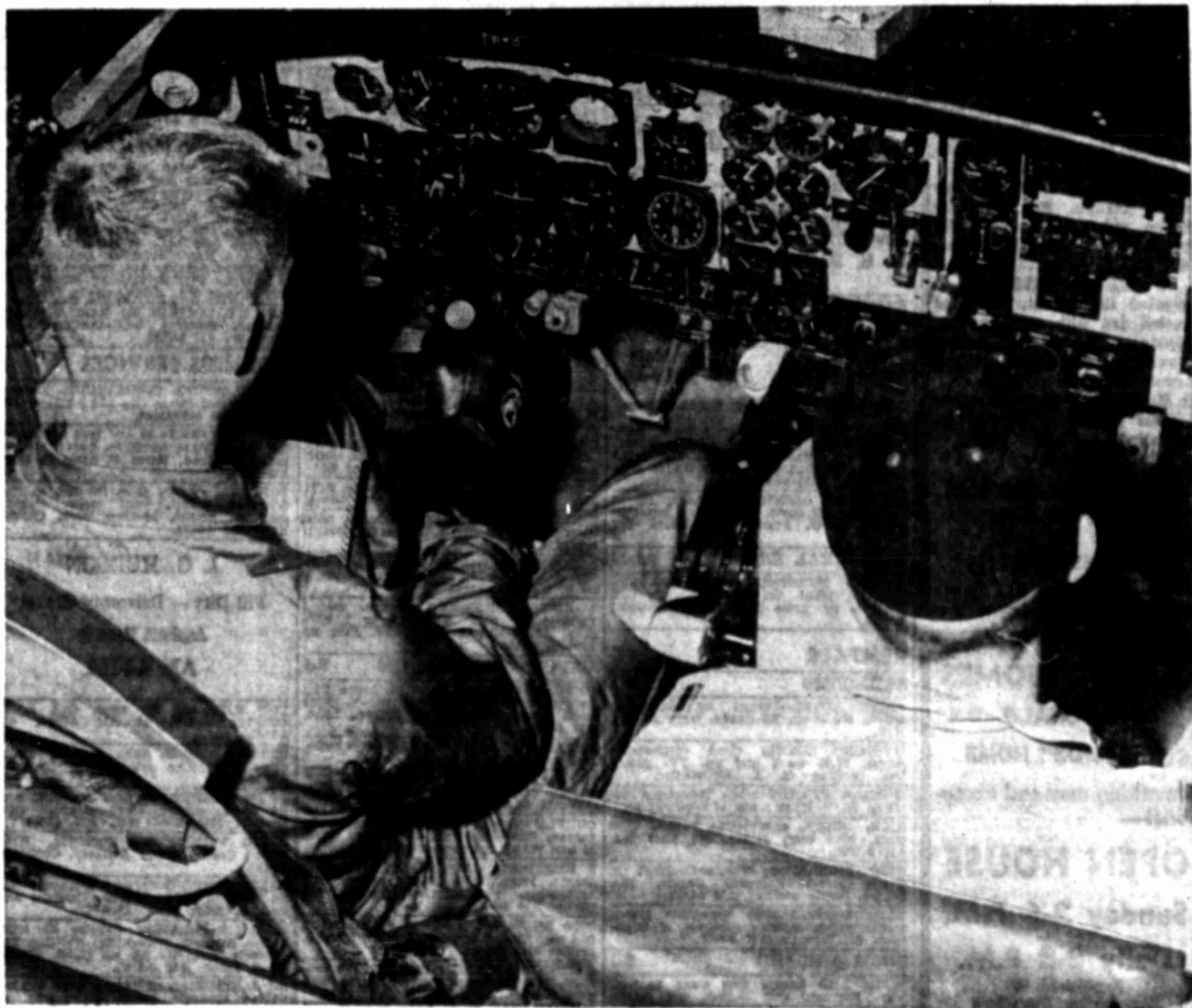
From Classroom To Actual Jet Flying



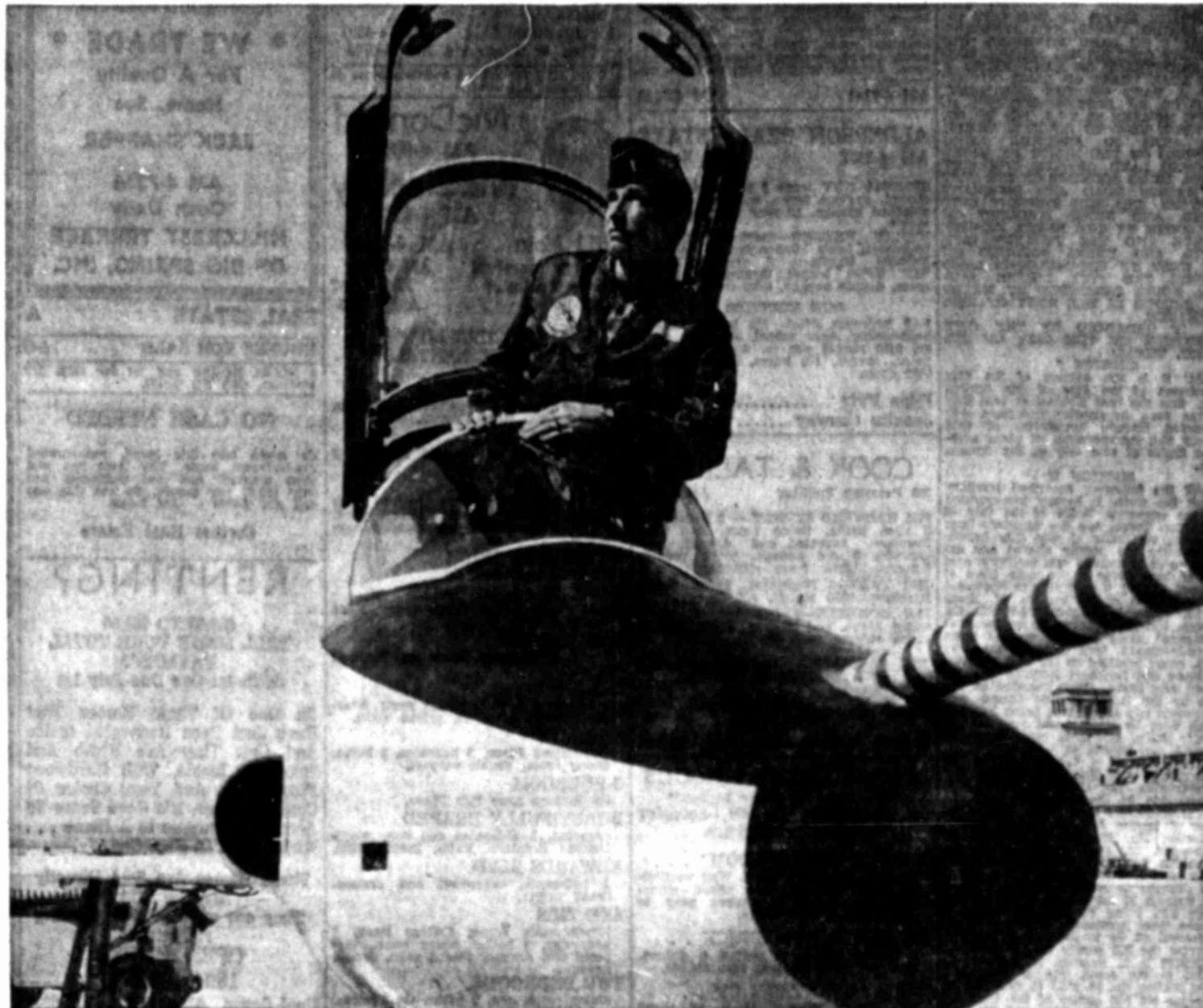
"THIS, MY BOY, IS A JET AIRPLANE, T-37"
Instructor introduces student to first training aircraft at Webb



"IT'S EVEN MORE EXCITING THAN I HAD HOPED"
The student is enthusiastic over the success of his first time up



"THAT SURE IS A LOT OF DIALS, LIGHTS AND SWITCHES"
Student tries his hand in the cockpit, remembering his classwork



"THIS IS EVEN BETTER"
He decides he likes the T-38 supersonic jet, advanced trainer, even better



"WELL, I GUESS IT'S NOW OR NEVER"
And the student takes the craft for his first flight at the controls



"IT'S A WONDERFUL NEW DAY FOR ME"
He graduates, a full-fledged jet pilot, and the real excitement begins

4 B. Rio Santos (Tampa) Herald, Friday, May 17, 1942

BUSINESS BUILDINGS **B-9**
LARGE, LIGHT OFFICE space. Ground floor. Junior executive rated A.P. and F-7312.

ANNOUNCEMENTS **C**

LODGES **C-1**


CALLED MEETING BACK
Main Lodge No. 588 A.P.
and A.M. Monday, May 30,
7:30 p.m. Work in P.C. De-
gree.

J. Douglas Ward, W.M.
O. G. Hughes, Sec.

STATED MEETING BACK
Spring Chapter No. 178
R.A.M. Third Thursday each
month, 8:00 a.m.

Zollie Boykin, H.P.
Ervin Daint, S.P.


SPRING CONCLAVE Big
State Commandery No. 8
June 10, 7:30 p.m.

J. S. Owens, E.C.
Ladd Smith, Sec.


STATED MEETING BACK
Lodge No. 1340 A.P.
and A.M. every 1st and 3rd
Monday, 7:30 p.m. Monday
school, instruction or de-
gree work every 2nd
7:30 p.m. Visitors Wel-
come.

F. D. Asumua, W.M.
O. G. Hughes, Sec.

SPECIAL NOTICES **C2**

NOTICE OF SALE OF PROPERTY
The County of Howard
The undersigned has for the past four hundred days retained possession of certain personal property to wit: a 1964 Chevrolet coupe, engine No. 4C-4021282 as empowered to do under the provisions of the Motor Vehicle Code, Maryland, and to sell the same for not less than 400 days past for towing and storage, and whereas though duly notified by the County of Howard, the undersigned has failed to come forward and pay the amount of the towing and storage charges given that on the 26th day of May A.D. 1964, the undersigned did sell the said motor vehicle for cash at the public sale of the month of May between the hours of 10 o'clock A.M. and 4 o'clock P.M. at the County Jail, Howard County, Maryland, which owing to the nature of the said motor vehicle, was necessary to place the same to the purchasers at such sale, and whereas the undersigned did not follow the manner of such charges, any balance to be turned over to the person who sold the same, to wit:

ACRUCI Parts Co., Inc.
10000 Old Columbia Road
Beltsville, Maryland

AFRICAN VIOLETS—Blooming—all kinds, colors. 50 cents starters to dinner plate size. Free shipping.

THE WAFFS Exchange is accepting bids on a quarters cleaning and janitorial contract for the Washington Navy Yard, contact O. C. Linber, building 322, AM 4-2811.

Box 532 for information relating to applications for membership in the Washington Area Model Yacht Club. The applications must be received at the exchange of information office, 10000 Old Columbia Road, Beltsville, Maryland, before the change reserves the right to reject any application.

FRONTIER STAMPS the best buys. Price

STONE & FOUND **C-4**
LOST—RED Santa Gertrudis bull, weight 1400 lbs., white spots on forehead and tip of tail; last seen headed south, dragging a tire. Call 1-800-745-4222.

PERSONAL **C-5**
PERSONAL LOANS. convenient terms. Working girls, housewives, call Miss Tate. AM 3:30p. Air Force personnel welcome.

BUSINESS OP. **D**
OUTSTANDING OPPORTUNITY
For reliable man to own and operate a small Peavest and Candy route in Big Spring, Texas. Must have good credit. No Selling. Good Income. Accounts Established. Must have car and able to travel. \$1000 down each week. No. requires \$800 cash investment. Can be financed. No experience necessary. Give phone number and general information. Write TEXAS and 4222 N. 10th St., San Antonio, Tex.

SERVICE STATION for lease. Small investment required. Call Continental Oil Co. 1-800-451-1811.

BUSINESS SERVICES **E**
RELANDING/COMMERCIAL. residential. Call Cardina's House Co. AM 3:30p. 1-800-777-7777. Free estimates.

CITY DELIVERY—to any type hauling or trucking business. Home delivery or via truck load. Rates 35 cents to \$8.00 per hour. Call 1-800-745-4222.

TOP SOIL. catch-as-catch-can fill dirt, caliche, driveway paving, yard gravel, sand, brick, cement, concrete, masonry, machine work. Charles Ray, AM 4-7379.

I. G. HUDSON
Fill Dirt — Driveway Gravel
Asphalt Paving
AM 4-5142

TOP SOIL, and fill sand Call A. L. (Liberty) Henry, at AM 4-5294. A. L.

REMOVE TREES. clean up jobs, fertilize, Chinese Elm shade trees for sale. AM 4-6411

DAY'S PUMPING SERVICE. seasons, septic tanks, grease traps cleaned. Reasonable. 301 1/2 E. 4th St. AM 4-5553

PIANO TUNING and repairing. Write Felton Cart. General Delivery, Coahoma.

RAY'S PUMPING SERVICE. seasons, septic tanks pumped, ditching. Caspadoe septic tank built. AM 4-5553

HERMANN WILHELM Repairs all types rooms, carpentry, remodeling, painting, and concrete work. Phone 202 small. Experienced labor. AM 4-6138

A-1 JANITORIAL SERVICE. floor waxing, window cleaning, carpet shampooing, d. floors, commercial, residential. AM 2-2644.

CITY DELIVERY—move one piece of fur-

assurance of rain trucks load. Bonded. In-
 sured. AM 3-2525.
APPLIANCE PROBLEMS? Come by 1006
 West Third—Specializing in Washer-Dryer
 repair. Barrie Appliance Service, AM
 4-7163.

Water Wells
 and
 Test Holes,
 Air & Water
 Combination,
 AM 4-8860
 J. B. Hodges

BILLY JOE Murphy sells top soil, fill
 sand, gravel and fertilizer. Call AM 3-2850.

Air Conditioning
Refrigeration & Heating
 Sales & Repair
 (Service All Makes)
LARRY W. PHILLIPS
 AM 4-8951 AM 3-2862

BLDG. SPECIALIST E-3
 IF YOU want your cabinet work build-
 ing—remodeling or fire Asplumbing done right—
 call David H. B., AM 4-7525.
BUILDERS—NEW cabinets, remodeling, J.
L. Turner.
PAINTING—PAINTING E-11

PAINTING AND PAPER HANGING, E-1
D. M. NICHOLS, 1410 E. 14th St. A-2405.

FOR PAINTING, paper hanging, bedding, taping and texturing, write Bishop, A-2326, 1207 1/2 Broadway Street, Sec. 1.

RADIO-TV SERVICE E-15

SPECIAL SERVICE CALLS \$3.00

WILCOX

Radio-TV Service
98 Circle Dr. A-4710

BOXER TV and Radio Repair. Small appliances repair. Call day or night, AM 4-491, 1207 Harding.

WEBSTER'S RADIO & TV Repair. Night and weekend calls—A-4864, 1310 Duane.

CARPET CLEANING E-16

CARPET AND Upholstery cleaning and re-tinting. Free estimates. Modern equipment. W. M. Brooks, A-2626.

LAWN MOWER REPAIR E-5

LAWNOWNERS SHARPENED, free pick-up service. Independent Wreathing, A-2487.

EMPLOYMENT F

HELP WANTED, Male E-3

CAB DRIVERS Wanted—Must have City Permit. Apply Greyhound Depot.



B
NGS B-9
e space. Ground
refrigerated air.
NTS C
C-1
MEETING Staked
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Monday, May 19,
Work in F.C. De-
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aniel, Sec.
CONCLAVE Big
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10, 7:30 p.m.
Dennis, F.C.
Smith, Sec.
MEETING Big
No. 1240 A.P.
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4-2525.
C-5
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AM 4-5257
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AIR E23
ED, free pick-
Wrecking. AM
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F-1
Must have City
Depot.

Another REED'S GRAND OPENING

2 BIG DAYS ... Saturday And Sunday ... May 18 And 19

Opening Special
REGULAR GASOLINE

22.9

C GAL.

SPECIAL FOR
Saturday And Sunday Only



REED SERVICE STATION No. 2

3301 W. HWY. 80

Opening Special
ETHYL GASOLINE

25.9

C GAL.

SPECIAL FOR
Saturday And Sunday Only

• FREE BUBBLE GUM AND BALLOONS FOR THE CHILDREN •



RED FIELDS
Operator

OPENING SPECIAL
MOTOR OIL

VALVOLINE, KENDALL,
PREMIER HD

29c

QT.
TO GO

2-DAY Opening Specials

SATURDAY And SUNDAY, MAY 18 And 19, At
REED SERVICE STATION No. 2, 3302 W. HWY. 80

BY THE QUART, BY THE CASE, BY THE CARLOAD!!

OPENING SPECIAL
PRESTONE ANTI-
RUST & WATER
PUMP LUBRICANT

49c

CAN

REED OIL COMPANY

3301 W. HWY. 80

Phone AM 4-9259

RED FIELDS, Operator

Big Spring (Texas) Herald, Friday, May 17, 1963 7-B

Young Man 25-40

Want capable, aggressive, intelligent, well liked man, with ability to meet public as an insurance man. Salary commensurate with experience. No ceiling on pay. Minimum \$500 per month. Excellent training program with good home office support. Most competitive line of rates in business. Must be a good worker.

Write Box B-198, care of Herald, giving qualifications, address, etc.

OPPORTUNITY FOR MEN AND WOMEN

A subsidiary of a multi-million dollar corporation wants 5 full time and 5 part time people. Full time \$500 to \$800 month. Part time \$40 to \$75 per week. Neat appearance, car necessary. No experience necessary, we train. For appointment call AM 4-8211, ext. 104, 9-10 a.m. and 7-8 p.m.

**BIG SPRING
EMPLOYMENT
AGENCY**

CREDIT COLLECTION to 40 yrs. 4225
Expert—need several—to 40. OPEN
MALE
CHIEF, 26-45, exp. OPEN.
STATION ATTNDT. 25-35. Start \$300
Expert.
604. PERMAN. BLDG.
AM 4-2535

EDITH OWENS

Is Now Back
To Work

Barber Service For
Men - Women - Children
4 Barbers To Serve You.

1407 Gregg AM 3-4864

EMPLOYMENT

HELP WANTED, Female F-2

THE AVON WAY
IS THE PROFITABLE WAY
TO SPEND YOUR FREE TIME
AND HAVE MONEY TO SPEND
FREELY!

Write Box 4141, Midland, Texas

SALESMEN, AGENTS F-4

\$17,000 FOR RIGHT MAN over 40 in
the Big Spring area. Take short auto
trips to contact customers. Write G. K.
Brooks, Vice Pres. Texas Refinery
Corp. Box 711, Fort Worth 1, Texas.

LAUGHING MATTER



"I'm tired of all this traveling. I've been thinking lately of finding a little four-lane highway somewhere and settling down."

EMPLOYMENT

POSITION WANTED, M. F-5

HALFWAY HOUSE Service Enterprises,
men ready to do most any job on a
minute's notice. Will work an hour or
month. AM 3-4816. AM 3-2853.

INSTRUCTION

Men-Women Needed
To Train For
INTERIOR
DECORATION

We train men and women, 17-55, as
Interior Decorators. Full or part time
training. High school education not
necessary. One of the highest paid pro-
fessions. Short intensive course. Free
Employment Service. For full infor-
mation without obligation.

WRITE
MILLER SCHOOLS
Box B-193 Care of Herald
Give age, address, phone and
occupation

MEN AND WOMEN WANTED
TO TRAIN FOR
CIVIL SERVICE EXAMS

We prepare Men and Women Ages 18-
35. No experience necessary. Grammar
school education usually sufficient. Per-
manent jobs. No layoffs. Short hours.
High pay. Advancement. Send name,
home address, phone number and time
home. Write Box B-164, Care of The
Herald.

Casselman and Merrifield

Sheet Metal Contractors



What a treat to beat the
heat with the crisp, COOL
comfort of a low-cost Arctic
Circle Cooler! Come in to-
day for a demonstration!

Now Located
302 W. 12th
AM 3-4490

CONCRETE WORK

Sidewalks, Curb & Gutters,
Storm Cellars, Tile & Redwood
fences.

YSA MENDOZA
AM 4-6189 621 NW 4th

INSTRUCTION

IBM
ELECTRONIC
OPERATORS
NEEDED

We train men and women, 18-45, as IBM
Electronic machine operators and tech-
nicians. Full or part time training.
High school education not necessary.
High earnings. Enroll now for in-
expensive course. Free employment service.
For full information without obligation.

WRITE
MILLER SCHOOLS
(Automation Division)
Box B-194 Care of Herald
Give age, address, phone and
occupation.

HIGH SCHOOL AT HOME
In spare time. Progress rapidly. Small
tuition. Our 8th year. Over 4000
graduates in 1961 alone. American
School, Box 2345, Odessa, Texas.

FINANCIAL

PERSONAL LOANS H-2
MILITARY PERSONNEL—Loans \$10 up
\$500. Loan Service, 308 Runnels, AM
3-3555.

OUR TRANSMISSION WORK

G-U-A-R-A-N-T-E-E-D

4,000 MILES OR 90 DAYS

WE STICK TO OUR QUOTED PRICES
—SPECIAL— Seal Jobs...\$25.00

All Hydramatics, exchange ... \$ 95
All Fordomatics, exchange ... \$ 95
Chev. Power-Flites, exchange ... \$ 95
Jet-Aways, exchange ... \$125
Torque-Flite, exchange ... \$125
Powerflite, exchange ... \$ 95
Dynaflo, exchange ... \$ 95

ALWAYS
REASONABLE
PRICES

NO
MONEY
DOWN
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UP TO 1
YEAR TO
PAY

LATEST TRANSMISSION METHODS
WATSON'S AUTOMATIC
TRANSMISSION

Midland
307 N. Weatherford MU 2-8939

WOMAN'S COLUMN

ROOM AND Board for pensioners. AM 4-7013.

LILLIE'S NURSING home. Room for two. Experienced care. 2000 Scurry, AM 4-6844.

CONVALESCENT HOME. Room for one or two. Experienced care. 1119 Main. Mrs. J. L. Unger.

ANTIQUES & ART GOODS J-1

FOR PRETTY antiques to complement any decor at reasonable prices—See Lou's Antiques, 511 West 4th.

COSMETICS J-2

LUSINE'S FINE Cosmetics. AM 4-7814. 106 East 17th. Odessa, Texas.

CHILD CARE J-3

KEEP CHILDREN for working mother—your home or mine. 391-5372 Sabd Springs. Ayford, AM 3-6022.

BLOOM'S NURSERY—Day or night care. 377 East 18th. AM 3-3455.

WOMAN'S COLUMN

CHILD CARE J-3

BABY SIT. your home. Anytime. AM 4-7145. 407 West 8th.

LICENSED CHILD care in my home. 104 Wood. AM 4-5897.

WILL CARE for children my home or yours. AM 4-7058.

WILL KEEP children my home. 4204 Meir. AM 3-3455.

BABY SITTING by week, your home or mine. Have transportation. AM 3-2753.

BABY SIT anytime my home. 1313 Robin. AM 4-5890.

LAUNDRY SERVICE J-5

IRONING—300 Scurry. AM 4-7868. downtown by White's Store.

IRONING DONE \$1.50 mixed dozen. 1313 Turson. AM 3-6844.

IRONING WANTED—\$1.50 mixed dozen. 2304 So. Monticello.

IRONING WANTED—\$1.50 mixed dozen. AM 3-4395. 808 Lancaster.

WOMAN'S COLUMN

LAUNDRY SERVICE J-5

IRONING WANTED—\$1.50 mixed dozen. AM 3-4393. 4216 Dixon.

IRONING WANTED—\$1.50 mixed dozen. 2304 So. Monticello. AM 3-4393.

DO IRONING, pick up—deliver. \$2.00 mixed dozen. AM 4-7058.

SEWING J-6

ALTERATIONS. MEN'S and women's. Alice Riggs. AM 3-2315. 807 Runnels.

SEWING — ALTERATIONS. men's and women's clothes. Also, draperies. 1308 Harding. AM 3-4342. Ruth (Davidson) Snagert.

DRESSMAKING AND alterations. Roxie Heston. 1210 Fraser. AM 3-4633.

FARMER'S COLUMN K

LIVESTOCK K-3

STALLION SERVICE

Proven Breeding

FARMER'S COLUMN

LIVESTOCK K-3

STALLION SERVICE

Proven Breeding

Permanent Registered Quarter Stud Son of Gillean's Allaway R.O.M. Cut-ting. Appaloosa Registered Stud. Son of Soap Senny APHCPTVM.

See at first house on right. Country Club Road, or phone AM 4-8745

POULTRY K-4

FOR SALE

4000 Caged Laying Hens — 75c each on 1st one hundred—Over 100, 50c each. Also cages for sale.

See or Call After 5:00

Elma Nichols—North Stanton SK 6-2150

CUSTOM UPHOLSTERY
50%
Discount On All
Fabrics In Stock
Custom Made Slip Covers
Free Estimates—Pick-Up and
Delivery—Financing
ONE-DAY SERVICE
"Good Work Doesn't Cost It Pays"
AM 3-4544 3910 W. Hwy. 80

FARMER'S COLUMN K
FARM SERVICE K3
SALES AND SERVICE on Red Aerials
pumps and Airpumps. Windmills,
windmills, complete ditching services.
Carroll Chas. Well Service. Dallas Springs,
Texas 75033

money

Just tell us how
much money you
need to meet all
your seasonal ex-
penses. Phone for
prompt service!

LOANS UP TO \$2000

COMMUNITY

FINANCE CORPORATION
of Big Spring

106 East Third St. AM 4-5234

ABC — CBS — NBC

SEE THEM ALL ON THE CABLE

Call for a "hook up"
AM 3-6302

TELEVISION SCHEDULE

KMD	KWAB	KOSA	KCBD	KVKM
CHANNEL 2 CABLE CHANNEL 2	CHANNEL 4 BIG SPRING CABLE CHANNEL 4	CHANNEL 7 ODessa CABLE CHANNEL 3	CHANNEL 11 MONARANS CABLE CHANNEL 3	CHANNEL 9 MONARANS CABLE CHANNEL 4
FRIDAY EVENING				
3:00 The Match Game	Secret Storm	Secret Storm	Match Game	Queen For a Day
3:15 The Match Game	Secret Storm	Secret Storm	Match Game	Queen For a Day
3:30 Mr. R. for Dad	Edge of Night	Edge of Night	Make Room for Daddy	Who Do You Trust
4:00 Love That Bob	M-Squad	M-Squad	Childs World	American Bandstand
4:15 Love That Bob	M-Squad	M-Squad	Childs World	American Bandstand
4:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
4:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
5:00 M-Squad	Project 7	Project 7	Project 7	American Bandstand
5:15 M-Squad	Project 7	Project 7	Project 7	American Bandstand
5:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
5:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
6:00 M-Squad	Project 7	Project 7	Project 7	American Bandstand
6:15 M-Squad	Project 7	Project 7	Project 7	American Bandstand
6:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
6:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
7:00 M-Squad	Project 7	Project 7	Project 7	American Bandstand
7:15 M-Squad	Project 7	Project 7	Project 7	American Bandstand
7:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
7:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
8:00 M-Squad	Project 7	Project 7	Project 7	American Bandstand
8:15 M-Squad	Project 7	Project 7	Project 7	American Bandstand
8:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
8:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
9:00 M-Squad	Project 7	Project 7	Project 7	American Bandstand
9:15 M-Squad	Project 7	Project 7	Project 7	American Bandstand
9:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
9:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
10:00 M-Squad	Project 7	Project 7	Project 7	American Bandstand
10:15 M-Squad	Project 7	Project 7	Project 7	American Bandstand
10:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
10:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
11:00 M-Squad	Project 7	Project 7	Project 7	American Bandstand
11:15 M-Squad	Project 7	Project 7	Project 7	American Bandstand
11:30 M-Squad	Project 7	Project 7	Project 7	American Bandstand
11:45 M-Squad	Project 7	Project 7	Project 7	American Bandstand
SATURDAY MORNING				
6:00 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
6:15 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
6:30 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
6:45 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
7:00 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
7:15 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
7:30 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
7:45 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
8:00 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
8:15 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
8:30 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
8:45 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
9:00 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
9:15 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
9:30 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
9:45 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
10:00 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
10:15 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
10:30 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
10:45 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
11:00 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
11:15 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
11:30 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
11:45 Farm Fare	Farm Fare	Farm Fare	Farm Fare	Farm Fare
SATURDAY AFTERNOON				
12:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
12:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
12:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
12:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
1:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
1:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
1:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
1:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
2:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
2:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
2:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
2:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
3:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
3:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
3:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
3:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
4:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
4:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
4:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
4:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
5:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
5:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
5:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
5:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
6:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
6:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
6:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
6:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
7:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
7:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
7:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
7:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
8:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
8:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
8:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
8:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
9:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
9:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
9:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
9:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
10:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
10:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
10:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
10:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
11:00 Exploring (c)	Baseball	Baseball	Baseball	Baseball
11:15 Exploring (c)	Baseball	Baseball	Baseball	Baseball
11:30 Exploring (c)	Baseball	Baseball	Baseball	Baseball
11:45 Exploring (c)	Baseball	Baseball	Baseball	Baseball
SATURDAY EVENING				
6:00 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
6:15 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
6:30 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
6:45 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
7:00 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
7:15 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
7:30 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
7:45 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
8:00 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
8:15 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
8:30 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
8:45 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
9:00 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
9:15 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
9:30 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
9:45 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
10:00 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
10:15 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
10:30 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
10:45 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
11:00 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
11:15 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
11:30 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet
11:45 Outdoor Adv.	Onie and Harriet	Onie and Harriet	Onie and Harriet	Onie and Harriet

AIR CONDITIONER PUMPS
\$5.95
P. Y. TATE
1800 West Third

MERCHANDISE L-1

BUILDING MATERIALS L-1

PAY CASH & SAVE

- 4x8x16" Gypsum Wallboard, Sheet \$1.59
- No. 2 Pine 1x8 Shiplap \$9.95
- No. 2 Cedar Shingles \$10.89
- Select No. 2 Oak Flooring \$15.25
- West Coast 2x4 Dimension Lumber, All lengths \$7.45
- Aluminum Storm Doors \$29.95
- Strongbarn—29 gal Corrugated Iron sq \$9.95
- 215-lb No. 2 Composition shingles sq \$5.25

VEAZEY Cash Lumber

Lamesa Hwy. HI 3-6612
SNYDER, TEXAS
BEAT THE HEAT

Aluminum Awnings
Carports and Patio Covers
Radio Furniture
Custom Shades in Distinctive Patterns
Steel Buildings, Commercial—Farm
Lattice Work Draperies & Shades
Iron Porch Railings, etc.
Free Estimates Terms!
ALUMA KRAFT AWNING CO.
609 Gregg AM 3-6301 or AM 3-4045

DOGS, PETS, ETC. L-3

DACHSHUND PUPPIES for sale, \$15. 1213 Lloyd. AM 4-4187
COLLIE PUPPIES—AKC Tricolor, males and females. For pets, show or breeding. Very responsive to children. See at 2800 Calvin
WANT TO buy bonded loads Bill's Pet Shop, 1/2 mile on Lamesa Highway.
FOR SALE—Pit Bull Terrier puppies, Male \$15, females \$10. AM 4-4750
GERMAN SHEPHERD puppies, Also 2 Doberman Pinschers. Very pretty—very reasonable. AM 3-6288. AM 3-4051

FOR BEST RESULTS
USE THE CLASSIFIED ADS

MERCHANDISE L-4

DOGS, PETS, ETC. L-3

SMALL TYPE (awn, female AKC Chihuahua, 7 weeks old. AM 3-6735
DACHSHUND AT stud, red and black and tan, both excellent breeders. Ed Barringer. AM 3-6084
TROPICAL FISH, supplies. Small type Chihuahua, 7 weeks old. Ed Barringer. 1/2 mile on Lamesa Highway.

HOUSEHOLD GOODS L-4

TESTED, APPROVED AND GUARANTEED

KENMORE Automatic Washer Newly reconditioned. Refinished. 30-day warranty. \$69.95
CALORIC Gas Range, Divided top. Electric Clock. 30-day warranty. Only \$69.50
KENMORE Automatic Washer-Dryer. Pair. Almost new. 90-day warranty. Pair for only \$219.95
16 Cu. Ft. AMANA Upright Freezer. 325 lb. cap. 90-day warranty. Only \$119.95
COOK APPLIANCE CO.
400 E. 3rd AM 4-7476

BIG SPRING FURNITURE

110 Main AM 4-2631
USED
HOUSEHOLD GROUP
Consisting of
Appliances, Bedroom Suite,
Living Room Suite, Dinette

\$199.95
\$10.00 DOWN

REPOSSESSED House Group.
Take Up Payments of \$11.11 Per Month.

CARPETS CLEAN easier with the Blue Lustre Electric Shampooer only \$1.00 per day with purchase of Blue Lustre. Big Spring Hardware.

LARGE SELECTION of evaporative coolers traded in on the new Electric Coolers. Reconditioned, ready to go. Priced from \$39.00. McGraw-Hill Appliances. 304 Gregg. AM 4-5351

FIRESTONE TIRES—4 months to pay, no interest, nothing down. Jimmie Jones, 1501 Gregg.

SPECIALS

KENMORE Automatic Washer. Good condition. Nice looking \$59.50
MAYTAG Automatic Washer. Water level control. \$44.50
MAYTAG. Your choice of two, AP models. Good condition. \$39.50
16" F&M Reel Type Lawn Mower. Like new. \$65.00
16" Used Reel Type Lawn Mower. Only \$29.95

STANLEY HARDWARE CO.

"Your Friendly Hardware"
203 Runnels AM 4-6221

GE Refrigerator, 12 cu. ft. Good condition \$79.95
ZENITH 14" Portable TV \$69.95
ZENITH 17" Portable TV. One year warranty on picture tube \$69.95
GE 21" TV, good condition \$59.95
REPOSSESSED ZENITH 21" Console TV. Take up payments of \$7.41 per mo.
SPEED QUEEN Automatic Washer, 6-months warranty, 2-speed, 3-speed level \$99.95
Refrigerated Air Conditioner, one H.P. \$69.95

Terms As Low As \$5.00 Down
And \$5.00 Per Month. Use Your
Scottie Stamps As Down
Payment

BIG SPRING HARDWARE

115 Main AM 4-5265

TAKE UP payments of \$14.31 per month on Maytag GE Sapsco. Service. Filter. Pin washer and automatic clothes conditioner dryer. Looks like new. warranted as new. McGraw-Hill Appliances. 304 Gregg. AM 4-5351

GOLDEN STAR "Best Buy" Plan—Use Shampooer FREE when you clean your carpets. Erol Furniture.

WE BUY good used furniture. Highest prices—cash—clothes and refrigerators. Wheel's 504 West 3rd. AM 4-2505

TO SELL YOUR HOUSEHOLD GOODS
Tools—Guns TV—Household Land—Boats—Motors—Trailers—Anything You Want To Sell
CALL DUB BRYANT
Auction Company
AM 3-4421
Sale Every Tuesday—1:30 p.m.

EVAPORATIVE COOLERS—wood units 1 practically new 4000 cfm \$30 3-speed condition \$600—fin. \$35 each AM 4-6293

Deluxe HOTPOINT Electric Range. Excellent condition \$125.00
28 In. Gas Range \$59.95
5-Pc. 48-In. Round Maple Dining Room Suite \$89.95
3-Pc. Blonde Bedroom Suite \$79.95
Reconditioned Sofa Bed Sofas. New fabric. \$59.95
18-Cu Ft Refrigerator-Freezer. Perfect condition. Take up payments of \$12.83
Other Items of All Types Priced To Move.

Good Housekeeping Furniture Shop AND APPLIANCES

S&H Green Stamps
907 Johnson AM 4-2832

Air Conditioner Specials
Fan Type \$15.00
2500 C.F.M. \$25.00
3500 C.F.M. \$35.00
4000 C.F.M. \$39.95
4500 C.F.M. \$45.00
No Down Payment—Terms Arranged

CITY AUCTION
801 Lamesa Hwy. AM 3-4911

Self-Propelled Lawn Mower—Like New \$49.95
19-in. TV \$49.95
Air Conditioners, 4000 c.f.m. \$38.88

FIRESTONE STORES
507 E. 3rd AM 4-5564

WHEAT'S
NEW AND USED FURNITURE
504 W. 3rd Street

Reposessed Studio Couch \$29.95
Used Chests \$9.95 up
8-pc. Dining Room Suite \$69.50
5-pc. Chrome Dinette \$19.95
Gas Range. Real nice \$49.95

Wheat's
504 W. 3rd AM 4-2505

MERCURY OUTBOARDS
FREE BOAT TOP
With Complete Rig
\$999.00
35-HP Mercury 14-Ft.
Aluminum Boat - Trailer
Lone Star Boats,
Parts—Repair—Service
Bank Rate Financing
D&C Marine
3910 W. Hwy. 80 AM 3-3688

MERCHANDISE L-4

HOUSEHOLD GOODS L-4

3 ROOMS of furniture for sale. All or by piece. Reasonable for cash. 1501 Wood.

SEAR'S LOW PRICES
Overhaul on Kenmore Washers.
Includes Parts, Labor.
1 Full Year Guarantee.
\$66.88

Sears Service Dept.
213 Main AM 4-5524
PIANOS L-4

SALE

For The Best Deal—See
DALE WHITE MUSIC CO.
New & Used Pianos & Organs
Baldwin-Wurlitzer &
Other Brands—Easy Terms
1903 Gregg AM 3-4037

HAMMOND ORGANS
All Models On Display
SALES—SERVICE—
INSTRUCTION
Good Selection & Buys On Pianos
HAMMOND ORGAN STUDIOS
Of Odessa FE 3-6861
Information & Service—AM 4-7002

SPORTING GOODS L-8
4 FT. HYDROPLANE with 10 h.p. motor, boat, motor and trailer \$130 Johnny Crocker. 1205 Benton.

18 FOOT CARTER Craft boat, Evinrude 70" motor and trailer. Call AM 4-2377 after 1:30

MISCELLANEOUS L-11
CLOTHESLINE POLES, garbage can, clothesline, 1800 West 3rd. AM 4-5351. AM 4-5706. AM 4-6227

PEKINGESE PUPPIES for sale. Table model, drill press. \$45. like new. AM 4-4530. 300 Duval

AUTOMOBILES M-6

AUTO SERVICE M-6
VACATION TRAVEL Trail

OTHERS TALK

...WE
TRADE!

'56 BUICK 4-door Sedan. Special. Radio, heater. Only

\$395

'55 MERCURY 4-door Sedan. Ready to go. ONLY

\$395

'54 CHEVROLET Station Wagon. Only

\$395

'54 FORD Sedan. V-8 engine, radio and heater.

\$395

'57 STUDEBAKER Station Wagon. LOOK! ...

\$195

OVER 50 QUALITY CLEAN USED CARS TO CHOOSE FROM!

**Jack Lewis
AUTO SALES**

1509 W. 4th AM 3-3719

AUTOMOBILES M
AUTOS FOR SALE M-10

A GOOD CAR

1955 Mercury

\$250

REEDER & ASSOCIATES
AGENCY

506 East 4th Dial AM 4-8266

TAKE OVER payments: 1963 Dodge, 4-door sedan. See at 2044 Lynn. Will take trade, no money down.

1962 IMPALA Sport Coupe. 7000

1962 OLDSMOBILE 4-door, air, power. \$2150

1964 DODGE Royal V-8, air, power. \$2250

1964 STUDEBAKER, 2 new tires. \$895

See or Call After 4:30

Big-M Drive In - AM 4-2210

1963 MG ROADSTER. 10,000 actual miles. AM 4-7290 after 5. See Jack Milam.

1964 CHEVROLET 4-door Sedan. Standard transmission, good condition. \$225. AM 4-8073

1964 CHEVROLET-Powerglide, heater, good mechanical condition. \$195. AM 4-8066

1964 FORD COUNTRY Sedan. V-8. Power steering, padded dash. Excellent condition. \$700. AM 3-4386.

IT'S SHASTA'S OF BARRAGE BARGAINS

WE'RE GOING ALL-OUT FOR VOLUME!

65 MORE NEW CARS
AND 17 MORE NEW
PICKUPS MUST BE SOLD
THIS MONTH!!

SHOP, COMPARE AND THEN CHECK
SHASTA BEFORE BUYING ANY NEW
OR USED CAR!!

OVER HALF OF OUR NEW CARS ARE EQUIPPED
WITH AIR CONDITIONERS!

YOUR AUTHORIZED FORD DEALER

SHASTA FORD SALES INC.

500 W. 4th

SPECIAL BARRAGE
'63 FALCON
AIR CONDITIONER
\$1995

**EXTRA SPECIAL
BARRAGE BARGAIN**
FORD '300'
FULL SIZE, 1963 MODEL
AIR CONDITIONED
\$2295

1963
FORD PICKUP
\$1795

SEE US FOR A REAL DEAL

- '62 PONTIAC Star Chief 4-door sedan. A pretty green color. This one is loaded with all the little gadgets. 16,000 miles.
- '62 PONTIAC Catalina 2-door hardtop. A pretty red and white. This one has everything. 13,000 miles.
- '62 MERCURY Meteor V-8 4-door sedan. Tan and white. Equipped with automatic transmission, air conditioned and all the little things. 15,000 actual miles.
- '60 CHEVROLET Impala 4-door hardtop. Solid white with red trim. Fully equipped with power and air conditioned.
- '59 CHEVROLET Impala 4-door hardtop. A two-tone green and white finish. Air conditioned, real sharp.
- '56 OLDSMOBILE '88' 4-door sedan. Black and white finish, this car is fully equipped and NEW for the model.
- '55 BUICK Century 4-door station wagon. Radio, heater, automatic transmission, power steering, power brakes, good tires, air conditioned. Grey and white.

SPECIAL
1954 BUICK 4-DOOR SEDAN
1953 BUICK 2-DOOR SEDAN
These Are Good Second Cars
Your Choice **\$165.00**

We Have Several Other Cars To Choose From
1 FULL YEAR WARRANTY ON LATE CARS
Tom Van Hoose - Milas Wood - Dick Egan
J. W. Purser

VAN HOOSE-KING
PONTIAC, Inc.
"Home Of CLEAN Used Cars"
300 Block Gollad AM 4-5335

JUST ARRIVED...

A NEW LOAD OF
1963 VOLKSWAGENS

DELIVERED PRICES START AT

\$1702

WESTERN CAR CO.

2114 W. 3rd AM 4-4627

For Best Results
Use Classified Ads

McEWEN MOTOR CO. IS JUSTLY
PROUD TO WELCOME
TWO COMPETENT SALESMEN
TO THEIR SALES STAFF



BUD HILL

THEY INVITE YOU
TO COME BY AND
MEET BUD HILL
AND DOUG WILLIAMSON

IT'S 1963 BUICK
TRADIN' TIME,
SEE ONE OF THESE
MEN TODAY!



DOUG WILLIAMSON

YOUR CHANCE OF A LIFETIME TO OWN A
1963 BUICK
DURING OUR

PRE-VACATION SPECIAL

BUY A NEW '63 BUICK NOW, AT YEAR-END PRICES!

OUR ENTIRE STOCK OF '63
BUICKS IS BEING OFFERED
AT REDUCED PRICES DURING
THE MONTH OF MAY!



WE WILL NOT BE UNDERSOLD
DURING THIS SPECIAL SALE!

BUICK PRICES
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Big Spring (Texas) Herald, Friday, May 17, 1963 9-B

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- '59 BUICK Electra 4-door sedan. Factory air conditioned, power steering, power brakes. **\$1595**
- '59 CADILLAC Sedan DeVille. All power and factory air conditioned. **\$2595**
- '58 PLYMOUTH Plaza 4-door sedan. V-8 engine, standard transmission, radio and heater. **\$695**
- '57 Real nice CHEVROLET 2-door Sedan. Automatic transmission, radio, heater. **\$795**
- '57 Real nice FORD 4-door station wagon. V-8 engine, automatic transmission, radio, heater, air conditioned. **\$795**
- '56 CHEVROLET BelAir 4-door sedan. Power-Glide, heater, new seat covers. Two-tone blue finish. **\$545**

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Cooper's Family Can Relax Now

HOUSTON, Tex. (AP)—The anxious watching and waiting have ended for astronaut Gordon Cooper's proud family but busy days are ahead for Trudy Cooper and her teen-age daughters.

Mrs. Cooper and the girls, Camala, 14, and Janita, 13, were to fly to Hawaii today for a rendezvous with America's newest space hero.

On Monday they will accompany Cooper to Washington to be received in the White House Rose Garden by President Kennedy.

President Kennedy placed a telephone call to the Cooper home just minutes after Cooper's Faith 7 capsule splashed down into the Pacific Thursday.

"He wished us well and invited us to be in Washington on Monday," Mrs. Cooper said. "We plan

to be there."

Mrs. Cooper, Cam and Jan held a brief news conference Thursday night 20 minutes after Cooper was safely aboard the USS Kearsarge after his historic 22-orbit flight.

The conference broke up when word came Cooper was waiting to talk to his wife and daughters by radio-telephone from the Kearsarge.

Details of the conversations were not revealed but Mrs. Cooper sent this message to the newsmen: "It was a good connection."

"We are a very proud family tonight," Mrs. Cooper said after walking from the brick and stone house where she and the girls had remained throughout the flight.

She thanked newsmen for their "patience the past two days."

Some 300 persons were on hand when the family appeared before newsmen and photographers who had waited in the street in front of the house more than 34 hours.

"I felt very calm and confident," Mrs. Cooper said when asked how she reacted to news of a malfunction aboard the Faith 7.

Mrs. Cooper and the girls had watched the recovery on one of the four television sets in the house. With them were the wives of four other astronauts—Donald K. Slayton, Virgil I. Grissom, Walter M. Schirra Jr. and Alan B. Shepard Jr.

State

Today & Saturday Open 12:45

DOUBLE FEATURE
"MILL OF THE STONE WOMEN"
PLUS
"THE HOUND OF THE BASKERVILLE"

LAST 2 DAYS **Ritz** OPEN 12:45
Adults 75¢ Children 25¢

"It could be the most terrifying motion picture I have ever made!"

ALFRED HITCHCOCK'S "The Birds"

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THE PULITZER PRIZE NOVEL
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To kill a Mockingbird
GREGORY PECK

Tonight & Saturday **SAHARA** GRAND OPENING TONIGHT OPEN 6:45
BIG THREE UNIT SPECIAL—ADULTS 60¢, CHILDREN FREE

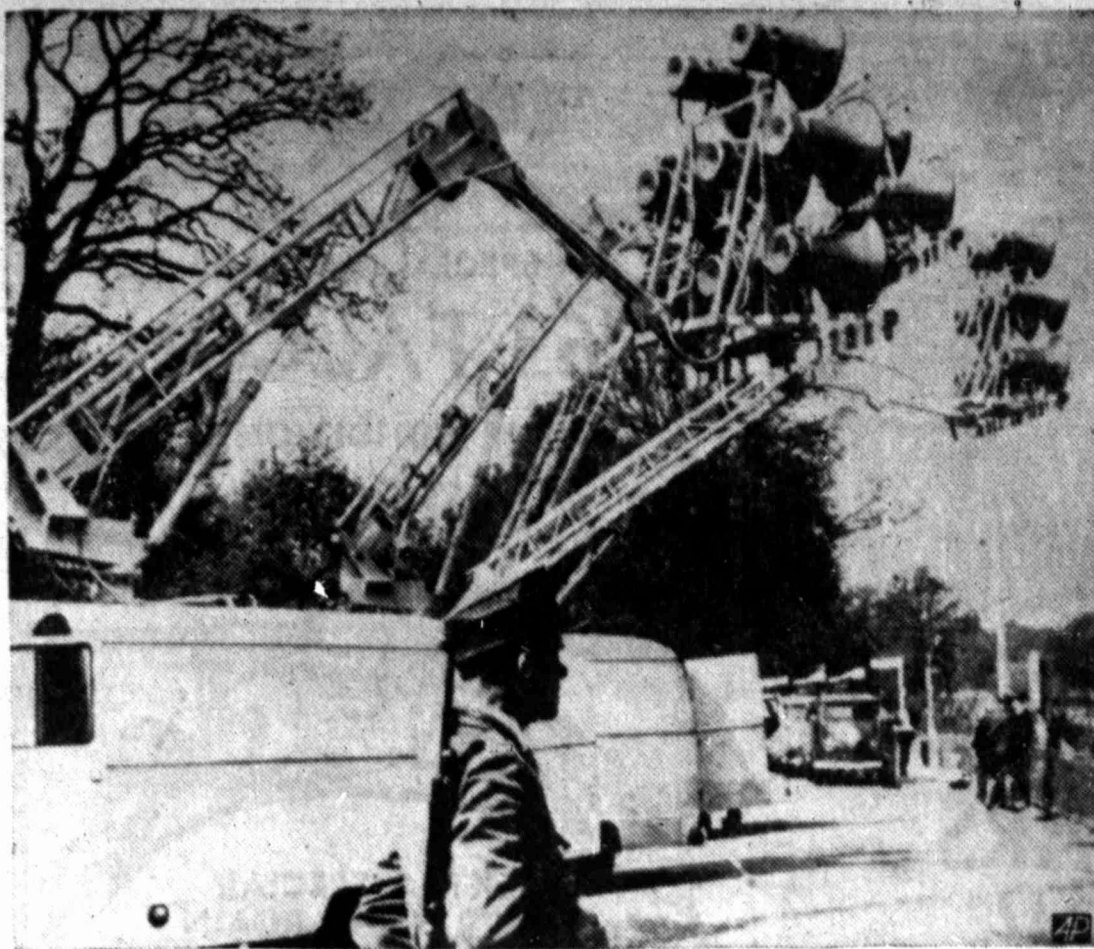
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Sounding Off In A War Of Words

Trucks carrying loudspeakers park at Kladow, a section of West Berlin bordering on Communist East Germany, to outlast East German celebration of the 18th anniversary of Soviet V-Day in World War II. The loudspeakers are capable of

making more noise than a jet engine and have a range of several miles. They are the latest weapons of West Berlin authorities in the East-West battle of words across the Berlin wall.

Washington Rings With Praise For Our Astronaut

WASHINGTON (AP)—The capital rang with praise for the new hero in America's space adventures.

"The magnificent flight of Faith 7 with the intrepid Gordon Cooper at the controls is a shining star in our national space program," declared Vice President Lyndon B. Johnson.

And over radio and television, President Kennedy told the country that "peace has her victories as well as war and this was one of the victories for the human spirit today."

The victory did not come easy. There was worry. In the halls of government, the men and women listened to news bulletins on his progress. Messengers brought word to the floors of the Senate and House.

"We all have been sweating out Maj. Cooper's safe return to earth," said House Republican Leader Charles A. Halleck.

The Senate, working late on a

feed grains bill, broke into applause when word came that Cooper had plunked safely into the Pacific.

Then all 100 senators joined in a resolution of congratulations and another long round of applause.

The resolution was a bipartisan affair, introduced by the two party leaders, Democrat Mike Mansfield and Republican Everett M. Dirksen.

It extended the Senate's "profound congratulations to Maj. Cooper on his heroic accomplishment," and expressed gratification "to his family and to all those who have contributed to the success of his mission."

Mansfield said all the senators would sign the resolution which would be sent to the astronaut and his family.

House leaders were unsparing in their praise, too.

"All America is proud of the great achievement accomplished by Maj. Cooper," said Speaker John W. McCormack, D-Mass.

"He added lustre and glory to his country," Halleck said he was certain that "every American salutes Maj. Cooper for his skill and courage and the many people whose work and genius made the flight possible."

Sen. George A. Smathers, D-Fla.,

proposed in a telegram to the President that a joint session be called "to pay tribute to the several members of the Mercury team whose joint efforts have brought fame and honor to our nation."

As soon as the President got word that Cooper was down safe, he telephoned Cooper's wife Trudy at Houston and told her he was looking forward to seeing both of them.

A short time later Kennedy picked up a direct telephone line with the aircraft carrier Kearsarge and told Cooper "I just want to personally congratulate you, that was a great flight."

CINEMA COMMENT

By Bob Smith

When Daphne du Maurier wrote her story, "The Birds," and when Alfred Hitchcock produced his motion picture version of the same title, it was not expected that everyone would be able to deduce the subtlety of it.

What is shocking about it is that so many intellectuals, particularly the type that writes movie reviews for major publications, should have so completely missed the point. Analysis of reviews of other films indicates that the critics, along with too many others of our intelligentsia, are suffering from a mental disease known as over-intellectualization. They have closed themselves off in a void, a civilization which ignores both the nature which supports it and the nature which exists inside man himself—as much in the erudite and sophisticated as in the simple savage.

One would think that any story, film, or other dramatic vehicle must be based on a Tennessee Williams pseudo-Freudian Oedipus complex, before it can reach the high and isolated mentalities which officially judge such things.

After reading the reviews which complained that Hitchcock's story was alright as a horror movie but that it lacked a plot and just didn't have any point to make, and after viewing the film for myself, I was disconcerted by the obtuseness of these reviewers.

The consensus seems to be that (1) mass bird attacks against people are just too fantastic to believe, (2) the birds lacked motivation, (3) the human characters were of no substance, and (4) the story was pointless and plotless—merely a vehicle by which Hitchcock could scare his audiences.

Perhaps Hitchcock would have drawn better responses had he filmed the story as an art movie and had released it only to the art theatres; perhaps more if he had taken the film into the darker areas of the world where people still live in savagery—and closer to nature.

The whole plot and substance of "The Birds" has been preached at our civilized selves time and again; namely, that when man in his arrogance defies nature, nature strikes back.

Anyone armed with this insight who views "The Birds" will see a grand succession of symbolisms, hidden not only in the sudden and unexpected war of the birds against the human race, but in the very human characters themselves. The first portion of the film presents some rather broad hints that the meaning of the story is to be found in its symbolism, so broad in fact that it is puzzling why smart people like movie reviewers fail to see them. There are also some more subtle warnings of what is to come, which subtle minds certainly should not have missed.

Of the human protagonists, all but one—the innocent child—are guilty of some form of unnaturalness, a removal of oneself from the wellsprings of nature within.

Legislative Session To End May 24

AUSTIN (AP)—Senators voted Thursday to go along with a House decision to end the 58th legislature a week from today, three days before the session would end automatically.

This was done after members of an appropriations conference committee indicated they had progressed far enough to complete the spending bill early next week.

The committee indicated earlier that the \$3.1 billion measure probably would be on lawmakers' desks by Monday, but long sessions of both houses this week cut down time for work on the bill.

Now conferees said they hope to have the bulky measure printed and ready for action by Tuesday or Wednesday.

Also in conference committee are a voter registration bill and a bill to recodify election laws. Both committees planned meetings today.

The House spent much of Thursday considering about 90 local and uncontested bills.

The Senate sent to the governor a measure that would leave legal the sale of alcoholic beverages in a county when a local option election fails to authorize sale of other alcoholic beverages.

Also passed by the Senate and sent to the governor were bills to let sheriffs give persons jailed in lieu of fines time off for good behavior, require prescriptions to purchase paregoric and set up a program for control of the pine beetle.

Passed and returned to the House with Senate amendments were measures to forbid persons to draw both social security and unemployment compensation, and to change the legal count of shrimp that may be caught by commercial trawlers from 50 to 65 to the pound.

Both houses approved and sent to the governor a conference committee version of a bill permitting the State Hospitals Board to transfer about 250 acres of land to Midwestern University.

The Senate adjourned until late in the day without reaching debate on a calendar loaded with Senate bills, including one which would prohibit flying the United Nations flag from public tax-supported buildings or grounds.



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Small Platter	5.25	Sugar	4.25
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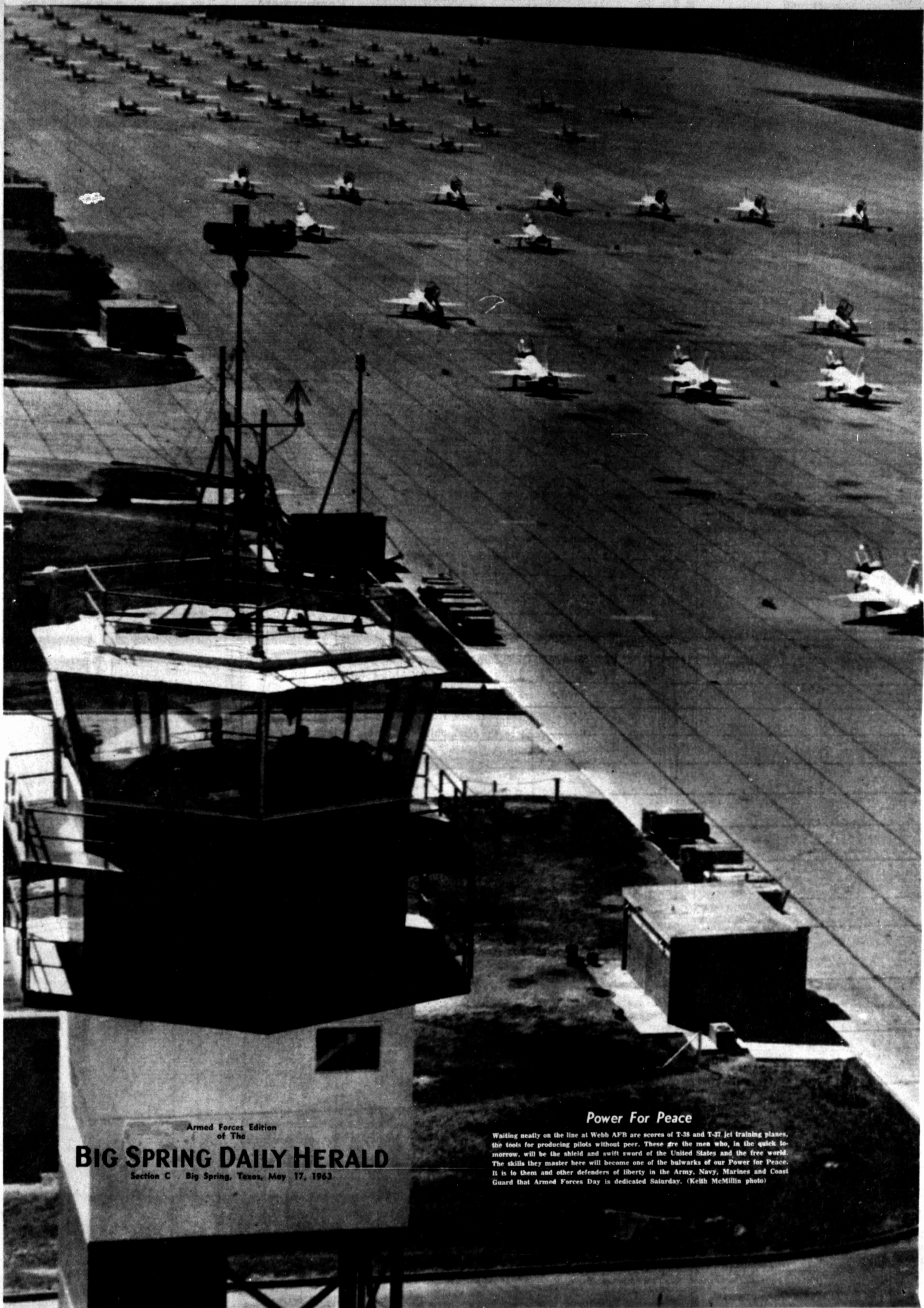


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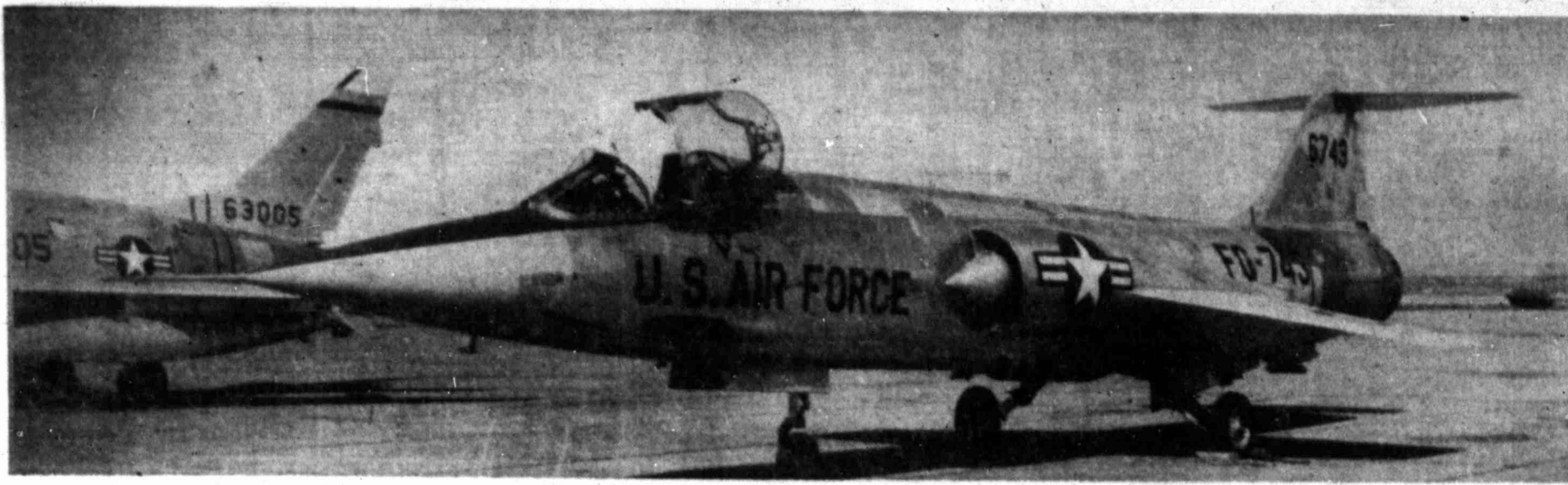
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Armed Forces Edition
of The
BIG SPRING DAILY HERALD
Section C Big Spring, Texas, May 17, 1963

Power For Peace

Waiting neatly on the line at Webb AFB are scores of T-38 and T-37 jet training planes, the tools for producing pilots without peer. These are the men who, in the quick tomorrow, will be the shield and swift sword of the United States and the free world. The skills they master here will become one of the bulwarks of our Power for Peace. It is to them and other defenders of liberty in the Army, Navy, Marines and Coast Guard that Armed Forces Day is dedicated Saturday. (Keith McMillin photo)



New Craft Of 331st

The Webb-based 331st FIS will soon swap its F102s for F104s, scheduled for early summer. Air National Guard units in Tennessee and South Carolina will be re-equipped with the Delta Daggers when the 331st gets Starfighters. The F104 is manufactured by Lockheed Air Craft Corporation and is armed with eight GAR Sidewinder

missiles. The speed of the F104 is quoted as "in excess of 1,400 miles per hour." Its speed that keeps the Starfighter in the air... its wings measure but 7 1/2 feet from the fuselage to the tip. Its ceiling: 90,000 feet, or almost 18 miles.

Wide Range Of Recreation Is On Tap

Webb AFB, recreation-wise, is perhaps one of the more fortunate bases. In addition to the Officers' Club, the Non-Commissioned Officers' Club, and the Service Club, the base operates the base exchange commissary, clothing sales, swimming pools, bowling alleys and a wide range of hobby shops.

In the hobby shops personnel will find not only spacious places to work, but most of the needed tools are provided as well as experts in particular lines to see that your hobby is pursued in a workmanlike manner.

These hobby shops include wash and grease stalls, automobile — both body and engine, ceramics, base theatre, gymnasium, golf course, a golf driving range, post office, youth center, skeet club, aero club, and a recreational area complete with well stocked lake and barbecue grills.

Other recreational facilities include softball diamonds for the base personnel and others for the Little Leaguers. Snack bars and refreshment stands are strategically placed about the base for convenience.

Sleek Starfighter Due Soon At Webb

You'll find no fat on the F-104. The aircraft is a slim (54 feet, 9 inches long) and trim (21 feet, 11 inches wingspan) and powerful (15,000-pound-thrust engine).

The thrust-weight-drag ratio is so favorable the F-104 climbs as fast as it flies straight and level. Starfighters went on duty with the U. S. Air Force's Air Defense Command in 1958 and joined the Tactical Air Command a short time later.

Seventy-five Starfighters made more than 6,500 pre-service test flights — military aviation's most comprehensive program — before taking up stratospheric stations.

F-104A and F-104B models served with ADC, then overseas with Air National Guard units. The TAC airplanes are F-104Cs and F-104Ds.

Six allied nations have selected an advanced version of the 1500-m.p.h. F-104 — the multi-mission Super Starfighter — as prime weapons in their aerial defense forces. The Super Starfighter has all-new electronics and fire control systems with the same basic airframe-powerplant combination.

West Germany, Canada, The Netherlands, Belgium, Italy and

Japan are building the Mach 2 fighter in an internationally coordinated production program licensed by Lockheed.

In first designing the Starfighter, engineers performed "multi-mission magic" when they gave it superior aerodynamic qualities with adequate fuselage. Low drag on the platform itself — plus abundant power — meant that odd shapes, high weights could be hung on the F-104 without apparently hampering its performance.

When the U.S. Air Force turned

the F-104A loose on the record books in 1958, the sharp-nosed Starfighter established itself as one of aviation's most conspicuous performers.

It ran off with all the records: speed (1404.9 m.p.h.), altitude (91,243 feet) and seven time-to-climb marks.

In December, 1959, an F-104C re-set the altitude record at 103,385.5 feet, topping even the world's free balloon record. In achieving that altitude, the F-104C hit a speed of Mach 2.38.

Bombardiers Had First Call To Webb

Webb AFB was known during WW II as the Big Spring Army Air Field and its mission was to train bombardiers. At war's end the airfield was closed as a military base and the property reverted to the City of Big Spring under a lease agreement. Most of the structures on the field were either sold or removed.

In mid-1951 negotiations were again opened between the city and the Air Force for leasing the property in connection with the activation of a new training wing for pilots. Lease agreement for the property was signed Oct. 1, 1951 and the base was officially designated as Big Spring Air Force Base.

The first cadet arrived at Webb March 28, 1952 from Perrin AFB, Tex. The first class, 82-D, graduated June 20, 1952. Early in 1952, nominations were invited for a new name for Big Spring Air Force Base. The name of Lt. James L. Webb, a native of Big Spring, was chosen.

Early in 1961 the first class to train on the new T-37 jet trainer arrived at Webb. In February, 1962 the first students began to train on the new supersonic basic trainer, the T-38.

Currently all training, preflight, basic and primary is conducted at Webb. Formerly the students went first to Lackland, then to primary, and came to Webb for basic only.

Two Swimming Pools On Base

Webb AFB maintains two large swimming pools—one for officer personnel and their families and dependents, and another for enlisted men and their families and dependents.

The pool for officers is located in rear of the Officers' Club, and the enlisted men's pool is near the Service Club. Both pools are well equipped with light, bathhouses and showers and both have wading pools for children and younger dependents.

Neither of the pools are yet open for the summer, although an opening is expected soon.

CONGRATULATIONS WAFB

We of Cabot Corp. extend our congratulations to the men and women of Webb on this 11th Anniversary.

We appreciate your contribution to our national defense and to the community life of Big Spring.

NEW HERE

Firearms Instructor Has Won Many Awards

Because combat pilots must be able to use firearms, the operation of a range at all Undergraduate Pilot Training Schools is a must. At Webb this chore is in the hands of S. Sgt. Don E. Robb. Robb recently returned from a tour at a remote base in Japan. Prior to that tour, he spent three years at Lackland as instructor in the Marksmanship School.

The range is under the control of the base Security Officer and is operated on a budget from appropriated funds. Although the funds available to the range officer had been curtailed to some extent this year, officials expect considerable improvement in this area next year.

Every member of the student body, as well as all members of the tenant organizations, are required to qualify as a marksman. The rule is that they just keep reporting for practice until they shoot an acceptable score. These tenant organizations include the 331st FIS, the Air Rescue Detachment, the Air Force Communications Service and the Weather Detachment.

In addition to the student body and the tenant organizations, all members of the regular Air Police and the Auxiliary Police must qualify.

To qualify on the carbine a man must make a score of 225 out of a possible 300, for Sharpshooter, 248 for Expert, 276.

On the pistol range the marksman must score 180 out of a



S. SGT. DON E. ROBB

possible 300, 210 for Sharpshooter, and 240 for Expert.

The men use a .30 calibre carbine, on the pistol range they use .45 calibre and the .22 calibre; they also are taught to fire the .38 calibre revolver.

Sgt. Robb, the only Master on the base, has been a member of such well known teams as the Strategic Air Command, the Air Training Command, the PACAF pistol teams. He is holder of the ring of trophies is an old story for Sgt. Robb—he has won as many "Excellence" badge won only in 45 calibre competition. The win-as 10 trophies in one match.



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City Has Long AB Experience

Although today marks the 11th anniversary of the activation of Webb AFB, Big Spring has had approximately 15 years experience as a home town for air bases.

Within months of the Pearl Harbor attack, Big Spring was singled out as a training base and contract was let April 28, 1942 for work to begin May 15.

The late Col. Sam L. Ellis was assigned as project officer and remained to become the first commanding officer when the base headquarters was activated on June 28.

All stops were pulled to get the base going, and while mountains of sand and gravel were turned into a concrete apron for the "line," frame buildings were hammered out. The first class of cadets arrived Sept. 26, 1942 to begin bombardier training in B-18 and AT-11 training planes. They were given cram ground school courses and sent on practice missions over targets in this area. By Dec. 17, 1942, the first class had completed its three-months course and graduated.

Col. Ellis, who was preparing for an overseas assignment, died March 8, 1943 of a heart attack and was succeeded by Lt. Col. David Wade, who was acting commandant until appointment of Col. Robert W. Warren on March 19. He was succeeded (Feb. 26, 1944) by Col. H. M. Whittkop who gave way (May 16, 1944) to Col. John P. Kenny. Col. Ralph C. Rockwood assumed command (Aug. 4, 1944) to be replaced (July 15, 1945) by Col. John K. Nissley, who was relieved by Lt. Col. Joseph F. Bunker (Oct. 26, 1945) who terminated the base. Lt. Col. James F. Reed and Lt. Col. Albert W. Satterwhite, directors of training, served as acting commanders briefly.

The school turned out its 42nd class of cadets Sept. 26, 1945, with a record of more than 6,000 students graduated. Planes had put in more than 400,000 hours and over 60,000,000 miles in dropping more than 1,200,000 practice bombs.

A remarkable safety record was

Fuel Supply Has Vital Base Function

The fuels supply division of 2560th M&S Group at Webb AFB performs a vital function to the flying-training program and includes three separate branches with several sections and shifts operating under each branch. It is manned by 23 civilian and 51 military personnel.

The Base Fuels Supply Division plans and provides refueling, storage and accounting support for all aviation fuels and lubricating oils at Webb.

Requirements for aviation fuel and oils are programmed as far in advance as possible.

The Military Petroleum Supply Agency (MPSA), located at Mid-dleton, Pa., programs the fuel and oil requirements for all military services and has several sub-offices located at various places to provide logistical services for bases within their respective area. The field petroleum office at Houston, provides the contracts for Webb.

Due to the constant turnover of personnel, one of the most important jobs in this division is training new personnel.

Another segment of this division is quality control which performs quality checks on aircraft fuel and oils. Samples are drawn from fuel in the aircraft, storage tanks, and refueling units, and tests are conducted daily in the lab. In addition, special samples are pulled and forwarded to Wright-Patterson AFB, Ohio for tests which cannot be made on this base.

POL Aircraft Refueling Branch sees that all aircraft are refueled regularly so that the flying-training program is not hampered from scheduled missions. This section is manned 24 hours a day, seven days a week and supports regularly and specially scheduled flying missions daily, for both ATC and the 331st FIS.

Control of refueling trucks is the work of the dispatcher who must keep current on flying schedules, personnel available and must be able to react to new or changing situations. Refueling truck drivers must keep their units in good condition and be familiar with the nature and the purpose of the product as well as importance of safety hazards. Static electricity is troublesome and makes handling fuels a hazardous job. One spark in a tank of vapors can cause a loss of lives and materials.

Storage personnel receive fuels from pipeline, tank truck and tank car shipments for issue to refueling units as needed.

Accounting for fuels and engine lubricants is a large task. It requires complete cooperation by pilots, crew chiefs, refueling unit drivers, storage personnel, contract suppliers, and finally, by the division accountants and clerks. Every gallon must be accounted and certified. The base consumes in excess of 30,000,000 gallons of fuel each year in varying amounts from one to 4,000 gallons for each service.

Big Spring (Texas) Herald, Friday, May 17, 1963



General Visits

Lt. Gen. R. H. Terrill, vice commander of Air Defense Command, was a visitor at Webb AFB last fall. He is greeted here by Col. Wilson H. Banks, Webb commander. The general was here to discuss that part of the new 66-1 maintenance regulation which had to do with maintenance of the F102 aircraft currently being used by the 331st FIS.

AIR BASE GROUP

Unit Furnishes Major Support

Although not directly concerned with the training of pilots, Air Base Group at Webb AFB is the major support organization behind this training, so far as the housekeeping duties are concerned.

Col. Charles W. Head, commander of the 3560th Air Base Group, directs the activities of a wider variety of skills than most group commanders. Under his supervision is the photographic laboratory, which makes and processes hundreds of negatives every day; the Air Police Division, will all phases of security, guards, range training, pass registration and sabotage; the base exchange and all its various branches around the base; base housing; the commissary; food service with its mess hall maintenance and operation; clothing sales; laundry; transportation; taxi services; repair and maintenance of vehicles, and the personnel services division which includes a hobby shop, bowling alley, golf course, gymnasium, library, nursery, the Youth Center, Service Club, recreation facilities, and the NCO Club.

To carry on this work, the colonel has a staff of 18 officers and 211 airmen. The only other group on the base having more airmen is the Maintenance and Supply Group. In addition to the military personnel assigned, the Air Base Group employs approximately 100 civilians.

Major T. L. Thomas is the group's executive officer. Capt. R. F. Kibler handles the base security problems, and law enforcement.

Nine Saw Service

Nine National Guard Divisions saw service in the Pacific and nine went to the ETO. The only U.S. WWII division with a name instead of a number was the "Americal" (for Americans in New Caledonia).



We Salute
all at WAFB

on the 11th anniversary of Webb Base. It is our pleasure to serve you.

Caudill's Dress Shop

1711 Gregg

AM 3-4584

Best Wishes

To All The Families of Webb
Air Force Base On Your

11th
Anniversary
In
Big Spring



ARMED FORCES DAY

Come in and visit with us soon . . . Inspect our low everyday prices.

Your Hometown Boys Offer You Two-Way

Savings . . . Everyday Low Prices Plus Scottie Stamps

HULL & PHILLIPS
FOOD STORES

9th And Scurry

611 Lamesa Hiway

CONGRATULATIONS

WAFB On Your 11th Anniversary



We at Wheat Furniture Co. join the entire community in expressing our sincere appreciation to the people of Webb for their interest in our city.

You're Cordially Invited To Visit Our Newly Remodeled Store

Wheat Furniture Co.

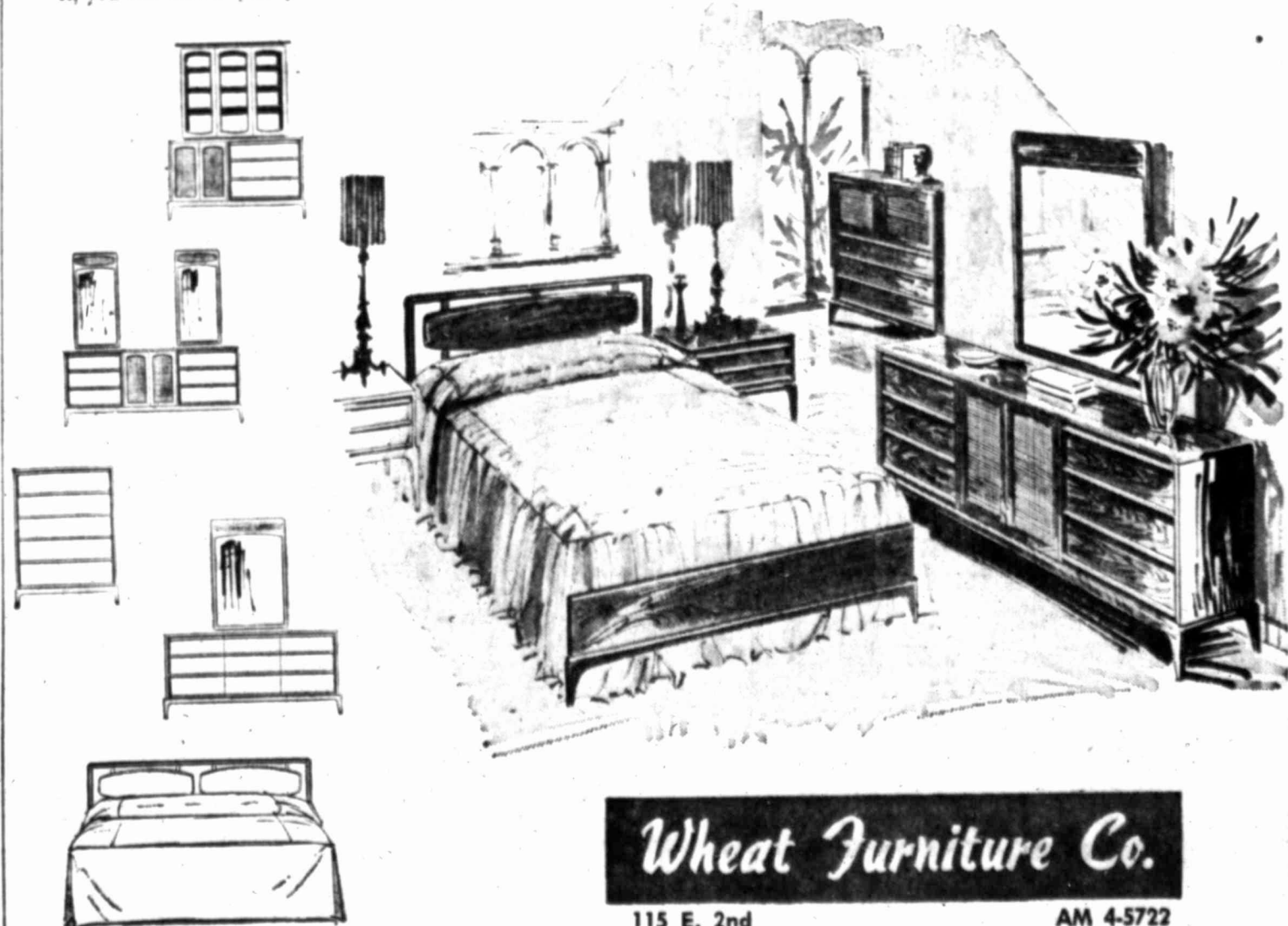
115 E. 2nd
AM 4-5722



Lane's newest...sculptured lines flow like music

Bold, sculptured linear accents and the softening relief of cane panels bring an exciting new look to this contemporary collection by Lane. No hardware—just a symphony of warm, rich walnut and cane. For flexibility, the cane panels are reversible, with walnut on the opposite side. Drawers glide in and out effortlessly on steel guides. When you see this furniture, examine it, touch it, you will find a quality of craftsmanship that makes the price remarkable.

Rhythm



Wheat Furniture Co.

115 E. 2nd

AM 4-5722

Trainees Get Tough Course In Parachutes

It was Lt. Dink Myers' first flameout. He had just checked his flight plan and made a position report to El Paso. Time: 1515—27,000 feet.

Although he had never faced this kind of an emergency he instinctively tried for an air start. No luck so he tried again; nothing happened.

He keyed the mike: "Mayday—flameout, Air Force Jet . . ." At 14,000 he blew the canopy. Two seconds later he squeezed the trigger. He felt himself toppling end over end . . . he released the seat and pushed himself away. He felt the sharp tug of the harness as the silk billowed out above him.

He looked up . . . his chute swirled dizzily. He had bailed out in the edge of a young gale. Dink thought "They taught me everything there was to know about ejection . . . but how do I manage a chute in a storm. He looked down . . . he was racing with the wind for a string of telephone wires that stretched across the

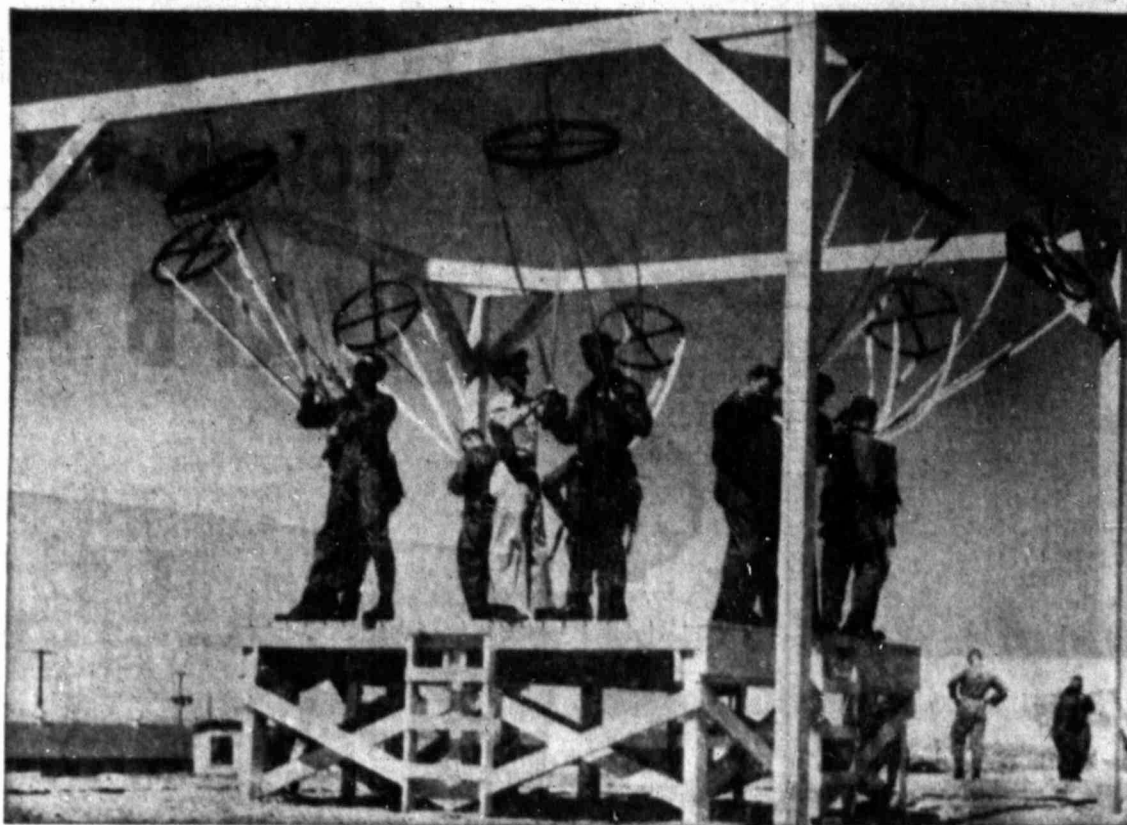
foothills immediately in front of him.

Myers made a safe landing. Incidents such as those experienced by Myers are responsible for the new parachute training program now in full swing at Webb's Physiological Training Detachment.

The device used in this training—and dubbed by some as the "Suspended Agony" program—consists of a platform approximately four feet high. Above the platform a tower rises to a height of 15 feet. Out from the top of the tower, arms extend outward; suspended from each of these arms, by means of stout springs, is a regulation parachute harness.

Students, standing on the edge of the platform, don the harness and jump, at a given command. The effect is much the same as though the student had jumped from an aircraft. From this position, while he swings suspended above ground the student is taught how to control his descent by manipulation of the risers.

When the exercise is complete



Prepare To Jump

Student pilots at Webb AFB don their gear and take their places on the jump platform, preparing to make simulated parachute jumps as a part of their pilot training.

the student may release himself from "Suspended Agony," and fall to the sawdust pit. A short distance away from the tower is another platform from which the student is taught the proper way to fall on contacting the ground.

A third operation in parachute training is done with the chute opened in a strong wind and known as "Drag Training." Here the student is taught how to collapse his chute to prevent being dragged.

Sgt. Jackson, in explaining the cause of parachute accidents, tells all students that the parachute is his lifeline to the ground; that the parachute accident rate is unnecessarily high; and that this rate can be reduced by knowledge, control, and mastery of landing techniques.



Collapse That Chute

Here the student pilot is taught to collapse his chute after landing to avoid being dragged over rough terrain. Sometimes when the wind is not strong enough to drag the "victim," a couple of troopers give the "wind" an assist, just to make the situation a bit more realistic.

Training Command Has Varied Mission

For nearly 20 years, the United States has discouraged potential enemies in using weapons of war by providing a deterrent force through aerospace power. To achieve this aim required men and equipment and the training of men is the responsibility of the Air Training Command.

"Prepare the Man" is the slogan of the Air Training Command.

Lt. Gen. James E. Briggs has commanded the Air Training Command three years and has a responsibility comparable to that of the president of a university with branches in half the states of the union and a dozen foreign countries. His staff operates this world-wide campus and keeps pace with the ever-changing complexion of vehicles, weapons, equipment and their employment.

The bulk of Air Training Command's effort is meeting initial training requirements. Air Force recruits insure a steady monthly flow of more than 10,000 men for training.

The first stop of the new airman is Lackland AFB, Texas. He is given regulation basic training courses which airmen must undergo before reaching specialized training school. At Lackland, the airman is interviewed and, whenever possible, the USAF matches the airman's capability with his desire.

After five weeks at Lackland the airmen are divided and those to receive technical training are sent to new bases. In addition to the technical training he receives, the airman must also finish three weeks of basic training. Airmen who do not go to technical training bases complete basic training at Lackland, and after eight weeks, are sent to duty at bases where they receive on-the-job training.

At Lackland the new airman is briefed on the traditions and customs of the Air Force and military life in general. Officers are given the Air Force job which best coincides with his college major. Specialized training will begin at one of the Air Force's technical schools.

Training personnel in technical skills demands high instructional ability and requirements in numbers of maintenance personnel and training time become more difficult with each new aircraft, vehicle, or weapon system.

For example, when the F-80 jet aircraft joined the USAF, a squadron required seven electronic technicians — each requiring a 10-week period of training. Today, an F-106 squadron requires 70 electronics technicians — each with more than a year of training.

To compensate for the exacting needs of the Air Force, the structure of the command schooling system was changed. Under this system, the training requirement for a single weapon system is conducted at one base. Prime training centers are located at Sheppard, Amarillo, Chanute, Keesler, Lowry, Greenville and Lackland Air Force Bases.

Pilot training is conducted at Laughlin, Laredo, Reese, Craig, Moody, Vance, Williams and Webb Air Force Bases.

The counterpart of pilot training — navigator training — is con-

ducted at James Connally and Mather Air Force Bases. Navigator training is a two-phase program with the undergraduate course at James Connally AFB, and the advanced course at Mather. Most graduates of the advanced school at the California base are assigned to the Strategic Air Command upon completion of the five-months navigator - bombardier course.

Helicopter training is conducted at Stead AFB, Nev., in the H-19 and the H-21. Advanced training for rated helicopter pilots is given in the H-43 which includes training in firefighting and air rescue work. A detachment of the Air Rescue Squadron under the command of Capt. Seebo is stationed at Webb.

Also at Stead AFB is a special survival course for aircrew members.



MEN of WEBB



ARMED FORCES DAY

GOODYEAR WELCOMES THE MEN AND THEIR FAMILIES WHO ARE NEWLY ASSIGNED HERE AND INVITES THEM TO VISIT THE NEW GOODYEAR SERVICE STORE FOR SMALL AND MAJOR APPLIANCES AND WORLD FAMOUS GOODYEAR TIRES, BATTERIES AND ACCESSORIES.

GOODYEAR Service Store

408 Rannels

Dial AM 4-6337

BIG SPRING, TEXAS

PINKIE'S STORES

Salute

All Webb

Personnel On Their

11th Anniversary

Pinkie's



TO ALL WEBB PERSONNEL...

We are indeed proud to have you in Big Spring and deeply appreciate your contribution to the social, cultural and economic life of our community.

We cordially invite all Webb personnel to visit our showroom and service department.

POLLARD CHEVROLET

1501 East 4th
AM 4-7421

Guard Units Called For Korea

Called up in the "partial mobilization" of the Guard for Korea: Approximately one-third of the Army National Guard, about 85 per cent of the Air Guard.

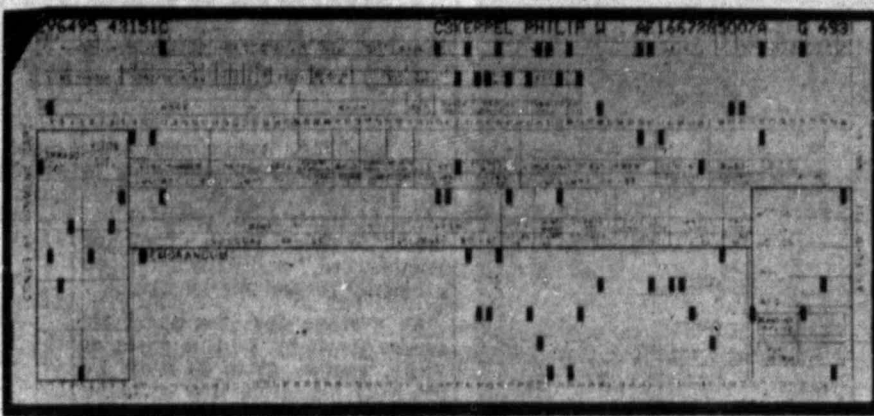
California's 40th Division and Oklahoma's 45th Division were soon on the battle line in Korea. From Arkansas and Texas the 136th Fighter-Bomber Wing was early into the fight.

It was not until February, 1956, two and a half years after the Armistice that the last National Guard unit called in the emergency was released to state control.



PHILIP W. KEPPEL CHECKS INTO WEBB
Signs beneath picture of pilot Lt. James Webb

Photos by the United States Air Force



MAGIC PUNCH CARD TELLS THE STORY
Slip notifies base new airman's coming to Webb

Maintenance Man

Ask any good pilot what two things keep his aircraft flying and he will tell you not thrust and lift, but "God and the maintenance man."

Each month, in the process of carrying out its pilot training mission, Webb Air Force Base adds approximately 75 new airmen to its growing family of military personnel. Not all these men can be called additions to the Air Force, but most of them are seeing Webb AFB for the first time. The typical airman coming to Webb is in his early 20's, a high school graduate and married. The typical airman, like the largest number of his contemporaries, will be assigned to the M&S (Main-

nance and Supply) Group because Webb is a Pilot Training Base and uses many aircraft.

One such typical airman is Philip W. Keppel, Airman Second Class, a member of the 3560 CAM Squadron, M&S Group. Airman Keppel is the son of Mr. and Mrs. Lester H. Keppel of Manila, Ind. He graduated from Waldron High School in Waldron in June 1960 and entered the U. S. Air Force in October of 1960. Airman Keppel began his basic training at Lackland Air Force Base in San Antonio. From there he went to Amarillo Air Force Base Technical Training Center and to jet mechanic school. He was then assigned to James Connally Air

Force Base and later to Webb Air Force Base.

Airman Keppel arrived at Webb Air Force Base March 15, 1963, and was immediately assigned to the M&S Group.

The wife of this typical airman is the former Miss Nancy Jane Gosnell of Rushville, Ind. The Keppels first met while attending the same high school and were married Aug. 4, 1962. Mrs. Keppel attended Elkhart University of Medical and Dental Technology and Franklin College in Indiana. She now works as a secretary for Cooden. The Keppels live in Big Spring and attend the First Christian Church.



PHILIP AND WIFE, NANCY, EXAMINE MAP
Family Services helps them find a house here



TRAINING AND SKILLS PUT TO WORK
Airman Keppel assigned to T-38 maintenance



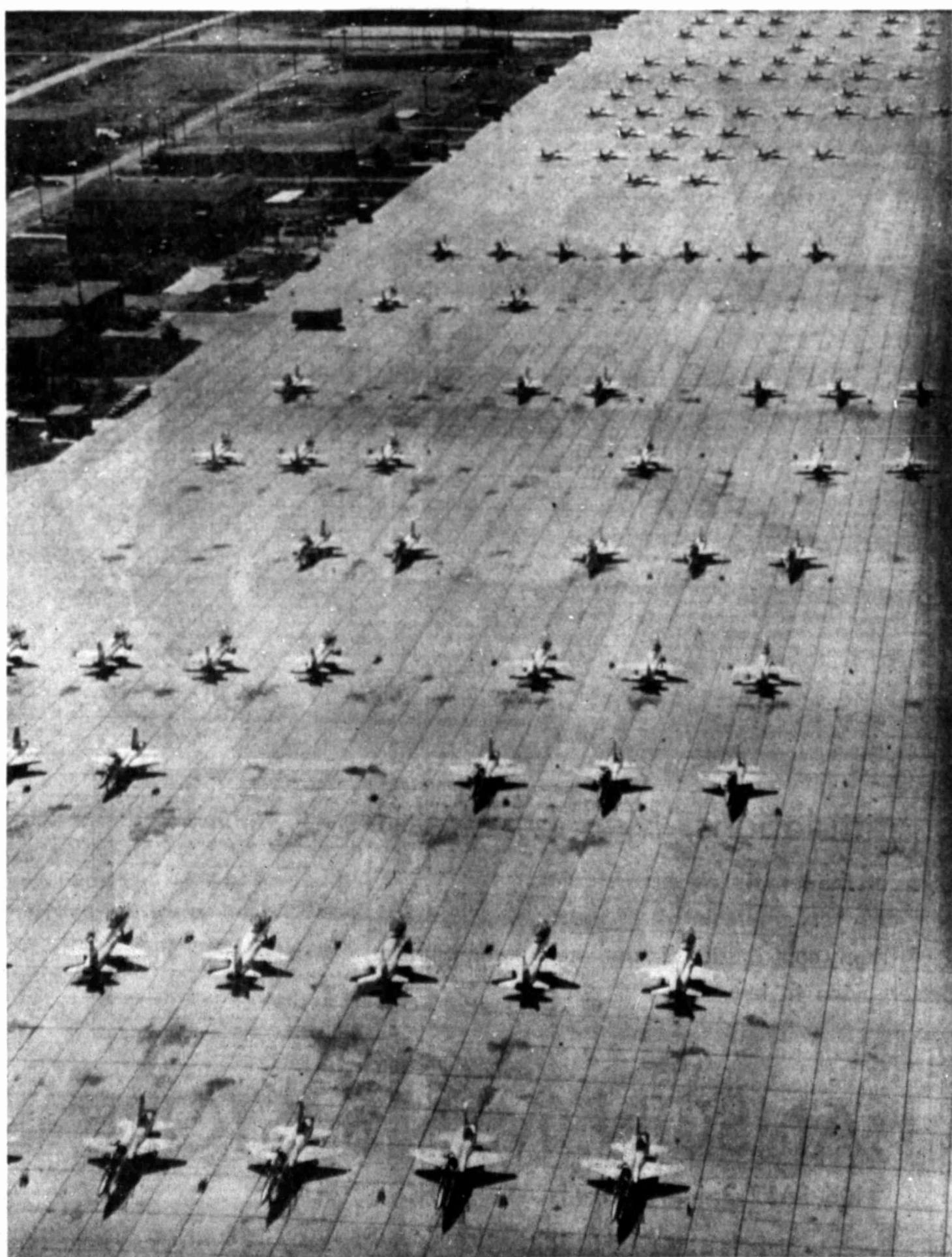
RUNS GAUNTLET OF CLEARANCE LINE
Checks with finance, chapel, hospital, NCO, etc.



MEETS HIS IMMEDIATE SUPERIOR
T.Sgt. J. Primdahl details his job



AIRMAN GETS HIS JOB ASSIGNMENT
CWO Henry D. Brewer tells of objectives



America's Military Units
Stand Perpetually Ready
Watching . . . Knowing What
To Do In Emergencies

and so, we salute them . . . the servicemen of Webb Air Force Base. We believe that WAFB ranks high in the United States defense team's role. This is no overly optimistic daydream. Time and again, the capable men of Webb have proven their reliability, their unfaltering dependability.

THE STATE
NATIONAL
BANK Of Growing Big Spring

Base Chapel Accommodates 300 Persons

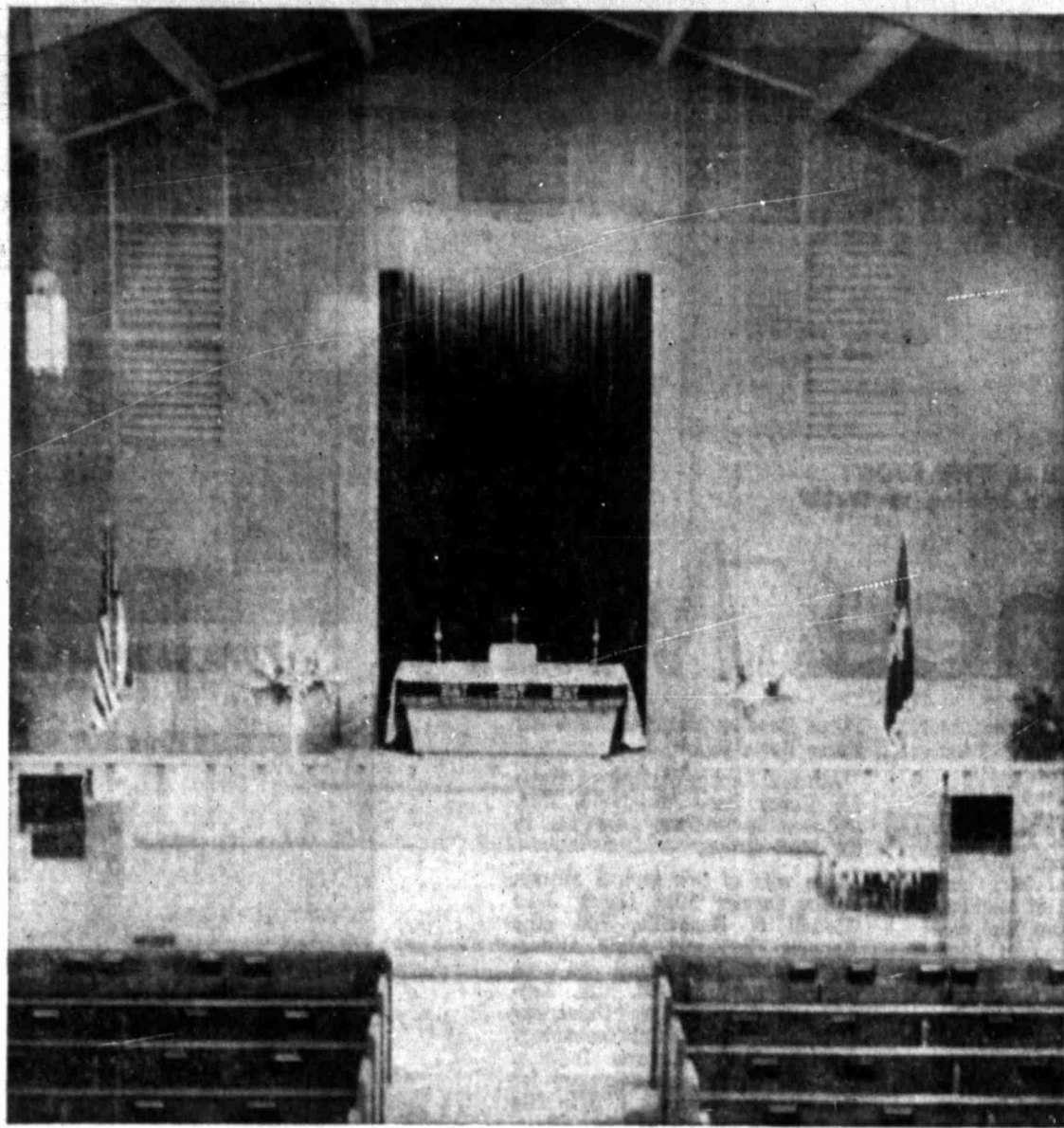
Four chaplains at Webb AFB serve the spiritual needs of the military personnel of the base.

Webb's chapel seats some 300 and is the spiritual hub of the base. Protestants, Catholics, Jews—each have a chaplain of their faith to conduct services—and each group has a scheduled hour for worship service and Sunday School. In addition to regular services, there are some 250 Protestant children enrolled in church schools, and about 100 Catholic children.

Chaplain Benjamin F. Meacham recently promoted to Lieutenant Colonel, is the Wing Chaplain. He is an ordained Methodist minister and heads the Chapel staff. Other members of his staff are Chaplain (Capt.) Neil F. Wolfe, Chaplain (Capt.) Albert Blasingame—both of whom are Protestant ministers—and Chaplain (Capt.) James Plummer, of the Catholic faith. Chaplain Blasingame is assigned exclusively to the 331st FIS.

No minister of the Jewish faith is assigned to Webb, but all members of that faith have consolidated their spiritual activities under a lay leader from Big Spring.

Both Protestant and Catholic groups have choirs, and all groups have special study groups such as the Protestant Youth of the Chapel, the Catholic Women of Webb, the Protestant Men of the Chapel, the Altar Society, the Protestant Women of the Chapel, the Holy Name Society.



WEBB'S CHAPEL OF ALL FAITHS
Four Chaplains assigned here

Many New Arrivals Listed At Webb During Past Year

Since last Armed Forces Day, many new faces have appeared at Webb AFB. Among the commissioned officer group, they range in rank from full colonels to second lieutenants. The names of the newcomers, with their assignments at Webb, are:

COLONELS

Rex D. Fryer, deputy commander.
George E. Franks, commander, M&S Group.

L.T. COLONELS

Mount E. Frantz, commander, USAF Hospital Group.
Julian B. Baird, wing comptroller.
J. F. Rodzankas, executive officer, M and S Group.
Roland D. Wolfe Jr., base dental surgeon.
J. J. McNeil, chief of maintenance, M and S Group.
William A. Clair, operations officer, 331st FIS.
M. H. Benne, Wing Personnel Officer.

MAJORS

R. W. Trinito, operations officer, 331st FIS.
Stanley C. Smith, aircraft maintenance officer, M and S Group.
P. M. Jenks Jr., Pilot Training Group.
B. R. Butler, Pilot Training Group.
J. M. Bartlett, Pilot Training Group.
Eugene Schuster, Wing Flying Safety Officer.
B. L. Rade, Club Officer.

E. N. Lawrence, Chief Nurse

CAPTAINS

Captains recently reporting at Webb and assigned to the 331st Pilot Training Squadron are:
T. H. Normie, H. S. Bowden, P. J. Loftus, G. Aubrey Jr., U. W. Littleton, D. H. Livingston, J. E. Seegers Jr., J. A. Phillips.
Other Captains going to 3560th Pilot Training Group are: W. J. Kopecky, R. G. Herman, L. A. Hoskins, N. Allen, R. L. Jones, J. E. Redden, C. O. Densch, D. G. Weidman.

Assigned to the 3560th USAF Hospital are: J. E. Short, R. W. Frost, E. W. Whitmer, M. Engel, J. A. Wensinger.

Assigned to the dental section of the hospital are: M. Kressel.

Colors Returned To President

At Arlington, Va., the Colors were symbolically returned to the States by President Harry S. Truman on Nov. 11, 1946. As he launched the post-war National Guard into the era of the Cold War, he said, "I return these colors to the National Guard. I hope they will use them to train young men in the interests of peace and in the welfare of the country."
"And," added the one-time captain of artillery of the Missouri National Guard, "I am sure they will do just that."

C. W. Rogers, T. J. Carroll, and L. E. Healy

Ronald F. Kibler is the new security chief. M. J. Wyatt, personal affairs officer. N. F. Wolf, assistant to Wing Chaplain. J. R. Plummer, assistant to Wing Chaplain. M. J. Bailey and D. J. Daniels, nurses. W. J. Morbeck, transportation officer.

FIRST LIEUTENANTS

Nurses, assigned to base hospital: I. B. Dominique; B. A. Henderson; M. C. Miranda; M. R. McClure; A. McGrath; A. E. Roettger.
Flight instructors: J. B. Smiley, W. R. McCue, B. R. Haass, R. K. Wagner, R. S. Ryan, E. D. Amas, L. L. Arthur, H. E. Lynch, G. F. Dunne, E. H. Vettergren, J. C. Bordeaux, E. J. Legendre III, J. L. Sapp, J. B. Mandell.
A. J. Girandina is expected to join the medical staff on arrival from the European Theatre later this month.

SECOND LIEUTENANTS

W. D. Moss M&S Sqdn. Adm. Officer. C. P. Gillis, supply officer. J. S. Watts, supply officer. D. M. Hodson, wing information officer. L. V. Smoll, wing procurement. D. C. Barnett, base housing. E. M. Saki, food service. W. P. Daniel Jr., base engineer. R. G. Hill, medical officer. N. A. Johnson, J. Kos, G. C. Eastham, nurses. J. T. Barry, Pilot Training Group.

WARRANT OFFICERS

C. C. Blount, Flight Line Maintenance Officer, M&S Group.

Tumbleweeds Are Menace To Webb's Jet Aircraft

A tumbling, voluminous bush holds a particular significance to jet pilot training bases in this area. At Webb AFB, pilots call it the "Terrible Texas Tumbleweed." and have developed a healthy respect for its whims.

An average day sees about 320 sorties flown by student pilots at Webb, another 20 to 30 flown by the ACD Squadron, five or 10 by various support aircraft and a transient load that averages 10 or more. This totals 360 or more sorties with roughly 900 take-offs and landings. Of this number, 890 or more are made by jet aircraft with the majority of these being twin jet trainers.

Every air base has its "foreign object damage" problem but tumbleweeds are unpredictable and as fast as the wind.

Annually pilots at Webb fly an average of 100,000 hours. With the finicky tumbleweed always threateningly close at hand, engine and equipment damage is a constant problem.

Training aircraft at Webb are especially vulnerable to the ever-changing tumbleweed because of their twin jet construction. A jet engine is particularly sensitive.

It will suck in a tumbleweed, which damages the compressor, rotor and stator blades.

Even a small tumbleweed blown near the intake duct of a jet engine may be ingested in part or whole by the engine. The stalk of a mature tumbleweed may grow to more than an inch in diameter and when dry is as effective against an axial flow turbojet engine as a crescent wrench.

Although the operation of a jet engine depends upon the mass being forced through it, tumbleweed mass is harmful to the engine under all circumstances. Since the engines apparently cannot be adapted to the tumbleweed, base officials were forced to look elsewhere for an answer to the problem.

While the tumbleweed is not blamed for all damage, officials have been able to identify many thousands of dollars worth of tumbleweed damage and suspect many more tumbleweed incidents.

Col. Wilson H. Banks, commander of Webb Air Force Base, recently spearheaded a movement to

Big Spring (Texas) Herald, Friday, May 17, 1963

Teams from Civil Engineering Group are burning and plowing fields of tumbleweed. The tumbleweed extermination program goes in all directions. Finances restrict the base program to a radius of a few miles. This program will not cost much in dollars, but it may save several engines. This savings would be enough to continue the program for years.

PENNEY'S

CONGRATULATIONS

Webb Air Force
Base On Your
11th Anniversary

We are mighty appreciative of the wonderful job you are doing.

W.A.F.B.

11th
Anniversary

WE HAVE IT!

THE LATEST OFFICIAL UNITED STATES AIR FORCE

MESS DRESS UNIFORM BY

After Six
BY RUDOFKER



Congratulations, Men Of Webb . . .

on the terrific job you are doing,
we are also very appreciative of your
many contributions in making our community
a better place to live.

LEE HANSON MEN'S STORE

126 EAST 3rd STREET - HOWARD HOUSE BLDG.

BIG SPRING, TEXAS

CONGRATULATIONS WAFB ON YOUR 11th ANNIVERSARY!

We wish to take this opportunity to congratulate the personnel of WAFB and show our appreciation for their help in the continuous growth of Big Spring.

Your
SEIBERLING
TIRE

"Seiberling

For

Safety"

DEALER

For

31
YEARS

CREIGHTON TIRE CO.

601 Gregg DALTON CARR AND CHARLIE CREIGHTON AM 4-7021

ew miles.
ll not cost much
may save sev-
savings would
ntinue the pro-



'Orientation Session'

At regular intervals throughout the year, wives of newly-assigned officers are given an orientation course by the Family Services Office at Webb AFB. The orientation requires two days. Each department head appears before the group to explain the functions of his particular department. Here, Family Services Officer, Capt. Margaret Wyatt, supervises signing-in of wives who are to take the course.

Congratulations Webb

On Your 11th Anniversary



We are proud to have you with us. We invite your womenfolk to come in and visit us any time.

You're Always Welcome at...

Margie's

1018 Johnson

AM 3-2612

New Training Plan Saves Many Dollars

Last year Webb AFB began a new concept in training student pilots. Webb was named by the Air Training Command as one of seven basic pilot training schools in the revamped program. The new schedule envisioned a complete operation in the training of pilots. From the day the student enters the Air Force until he graduates and receives his silver wings he is on the Webb "campus." No longer is a student required to spend three weeks at Lackland AFB for his preflight training; nor required to attend one of the primary flying schools before coming to Webb.

THREE PHASES

Students come directly to Webb. The school is divided into three major phases: preflight, primary, and basic. The old Military Training section has been renamed the 3561st Student Squadron, to which all students are assigned during their 55 weeks of training. Although the pre-flight course is but three weeks, the integration of the students into the primary phase is timed to conform to the graduation dates of the senior class. Since these graduations are spaced approximately six weeks apart, the Student Squadron will process only one class each six weeks.

The primary phase of pilot training is divided equally between the 3560th and the 3561st Pilot Training Squadrons. Actually, each of these squadrons is training at any given time four distinct classes, two of which receive primary training, and two, basic training. The primary training is given in the T-37—the twin-engine jet trainer. The T-37 was replaced last year with the T-38—a faster basic jet training craft. Since graduations alternate in each of the pilot training squadrons, the students finishing their preflight go to the squadron from which the class graduates.

SAVINGS IN COST

Basically, there was little new in the actual training, or training methods. This does not mean that there have been no changes in the syllabus; however, most of the changes were designed to improve continuity and avoid repetition. The new program was designed to insure the quality of graduates through improvements in instruction, and result in considerable savings in the cost of student training.

In addition to the three squadrons into which the 3560th Pilot Training Group is divided, there are three sections—link, academic, and personal equipment.

Flying training is conducted by the personnel of the two pilot training squadrons. For the most part, this personnel is limited to instructors; however, there are included

a sufficient number of airmen and civilian employees to handle non-flying administrative duties.

Under the new Under-Graduate Pilot Training Program, the students remain at Webb for 55 weeks. Of the 55 weeks, three are devoted to preflight, 26 weeks in the T-37 (primary), and 26 weeks in the T-38 (basic). The peak load—eight classes in training, plus one pre-flight class—will approximate 340 students. Of this number, approximately 160 receive primary training, 140 will be in the basic phase, and the remainder in the pre-flight section of the Student Squadron.

To maintain the schedule requires approximately 139 aircraft—73 T-37's and 66 T-38's. Air Training Command has allotted 108 flying days each for the primary and basic phases. This means that students at Webb must put more than 300 hours in the air every flying day. Breaking these figures down indicates that during the primary phase of their training, the students will fly 110 hours of transition; 12 hours of formation; and 44 hours of instruments. Basic training is allotted 51 hours for transition, 40 hours for formation, and 45 hours for instruments. The Air Training Command allows each base to exceed its allotment by 10 per cent to take care of those days when flying is curtailed by weather conditions.

DIVIDE AIR SPACE

With the addition of the primary phase, revisions were made in the allocation of air space. Primary consideration, in the allotment of this space went, to the safety factor. In order to take maximum advantage of this factor, it was necessary to divide the area into sectors. The area can best be described as that lying within a circle having a radius of 75 miles—the focal point being Webb AFB. This area approximates 8,000 square nautical miles. As presently defined, the area includes all of Howard, Dawson, Borden, Scurry, Mitchell, Midland, Martin, Glasscock, and Sterling counties. Also included in the area are portions of Andrews, Ector, Upton, Reagan, Irion, Coke, Nolan, Fisher, Kent, Garza, Lynn and Gaines counties. Major towns within the flying area include Big Spring, Colorado City, Coahoma, Garden City, Sweetwater, Snyder, Post, Gail, Lamesa, Stanton, Andrews, Midland, Odessa, Sterling City and Robert Lee.

The area within this circle has been divided into six sectors, each of which has been assigned a specific type of flying; an imaginary line running, roughly, from Post on the north to Stiles on the south divides the area into two huge half-circles. With two exceptions the eastern half of this circle

is devoted to basic instrument training. All training in the area reserved for instrument flying must be conducted between the altitudes of 500 feet and 20,500 feet. The area contains approximately 2,250 square nautical miles and will accommodate six stacks of three aircraft to the stack—a total of 18 aircraft.

The two exceptions are the area immediately adjacent to the runway—approximately 750 square nautical miles—and a small sector at the top of the eastern half of the circle consisting of 1,000 square nautical miles to be reserved for a spin and aerobatics area. A map of this area will show the spin area to be, roughly, north of Snyder and east of Gail.

The area adjacent to the runways is reserved as a holding and penetration area. In this area aircraft may fly any designated altitude from the surface to 8,000 feet.

In the area covered by the western half of the circle, the southwest quadrant is reserved as a formation flying area. It contains approximately 2,000 square miles; in this area no aircraft is permitted to fly below 12,000 feet or above 26,000 feet. The area will accommodate four flights of three aircraft each.

TRANSITION AREA

At the top of the western half of the circle, an area of 1,500 square nautical miles is reserved for transition flying; here the aircraft will remain above 12,000 feet and may not exceed 26,000 feet.

An area of approximately 500 square nautical miles lying between the transition area and the formation area is reserved for functional checks; using 100 square miles per aircraft as a guide, the area will accommodate five aircraft. Students undergoing checks must stay between 5,000 and 30,000 feet.

A feature of the setup at Webb is the assignment of an officer training instructor to each class in training. He meets the class on arrival and remains with them throughout their training at Webb. The purpose of the assignment is to assure effectiveness and continuity of training. The officer training instructor, supervises, rates, counsels, schedules and monitors the overall progress of his students. When a student encounters difficulty the officer training instructor, because of his close association with the members of his class over a long period, is able to advise the student.

Still another feature of the training program is naming class officers from the student body of each class. Although these officers are closely monitored, they are expected to handle any of the minor problems that affect the class without having to refer these matters to squadron commanders.

Big Spring (Texas) Herald, Friday, May 17, 1963

Memo to...
The Men & Women of Webb

Best wishes on this your 11th anniversary in Big Spring... it is a real pleasure having you among us and we look forward to the observance of many more anniversaries together... We invite you to drop in and visit us any time.

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A WORD OF APPRECIATION TO THE MEN OF

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Six Men Have Served As Commanders Of Webb

Six men have served Webb AFB as commander during the 10 years of its active service. Before the year is out, a seventh is due.

Col. Ernest F. Wackwitz, who had been assigned here as project officer on Oct. 1, 1951, served as the first commander.

Fred M. Dean reported in July 19, 1953, and prior to leaving the base was made a brigadier general. He had a subsequent assignment in charge of the USAF in Formosa and in 1961 was assigned to the USAF headquarters in Washington D. C. as a major general.

Charles M. Young assumed his command here on Feb. 10, 1955 and was transferred two years later to the Air Training Command staff at Randolph. Subsequently he was assigned to Africa and then became deputy chief of staff for intelligence, AF Europe. He

is a brigadier general.

Kyle L. Riddle assumed his command June 24, 1957, having served briefly as acting commander. Little more than two years later he was named to command the 66th Tactical Reconnaissance Wing at Laon, France, and in May, 1961 was made a brigadier general, being transferred as chief of staff of the 17th Air Force at Ramstein, Germany.

Donald W. Eisenhart became commander Aug. 26, 1959. He was assigned to the Air Training Command headquarters staff at Lackland AFB. Col. Eisenhart is still at Lackland.

Col. Wilson H. Banks, who now commands Webb AFB, came here from Williams AFB, Ariz., where he was deputy commander. He signed in at Webb AFB on Aug. 19, 1961. Col. Banks is due to depart in July for an assignment in India.

THE SPOTLIGHT
is on...
WEBB
AIR FORCE BASE
1963

Marks the 11th Anniversary of Webb Air Force Base... and on this occasion we extend our congratulations to the men of Webb.



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Congratulations Men of Webb

on your eleventh anniversary in Big Spring



Once again on Armed Forces Day we at Gibson's wish to express our gratitude to the personnel of Webb and on this particular day, we wish to congratulate you on your 11th anniversary. We sincerely hope that we will observe many more anniversaries together in Big Spring.

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FINANCING
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ARRANGED

Everything Has Changed Except Mission: Training

It is 1922 at Brooks Field, Texas. At one side of the hangar a detachment of flying cadets swing into line for close order drill. Campaign hats, with white bands distinguish them from ordinary troops—for they were soldiers first and flying cadets second.

The sharp voice of the drill sergeant is drowned by the roar of the "Jenny" on the other side of the hangar as the pilot advanced the throttle. The coughing and sputtering gradually gives way to the smooth roar telling the pilot he is ready. The flimsy brownish colored, double-wing airplane starts its roll across the field, slowly picking up speed. The tail-skid comes up, and the frail craft is soon airborne.

LATER

Forty years later, somewhere out on a long, wide concrete runway, a soft white builds up to an ear splitting scream.

All along the ramp, one at a time, 20 more J-49s add their

whine. Green clad figures scurry about as orders and information are relayed over a dozen radios; taxiways take on an air of hustle and bustle and the sleek aircraft at the end of the runway drowns out the whine of its sisters as it begins its take-off roll. The brakes are released, the aircraft hesitates a fraction of a second, but builds up speed fast. Up comes the nose and in one sweeping gesture, the twin engine jet T-37 is airborne.

In the interim between these two scenes almost everything except the mission changed: train pilots. The slow flimsy, wood and silk Jenny and the cumbersome DHs have been replaced by a breed of aircraft more like rockets than aircraft.

NOW OFFICERS

Instructor pilots are now officers whereas at Brooks, in 1922, most of the instructors were sergeants—and the cream of the crop was a corporal—who drew a class

of some eight to 12 students. Today's instructors are never asked to carry more than three students, most have only two.

Today's student spends more time in the aircraft; but he also spends more time in the classroom. The sophisticated machine of today makes demands on a student undreamed of 40 years ago. High speed navigation at high altitudes call for many hours of specialized training under skilled instructors. Yesterday's student seldom ventured above 10,000 feet, and most of the flying was done under 5,000. The use of oxygen had never entered the pilot's mind. He was never out of visual contact with the ground, except on occasions when sudden changes in the weather obscured his vision. If he lost his way, he could always land in a pasture and inquire. The aircraft of today, and the altitude at which they fly, preclude any such actions.

NO ROSES

This doesn't mean the early day pilot had a bed of roses. The airplane he flew was stubborn and unpredictable. He sat in an open cockpit facing wind, weather and the noise and fumes of the exhaust. The airplane, with its wooden struts between the wings—held in place by wires criss-crossed for added strength—had to be kept under close surveillance; they had a habit of jumping out of their sockets when the wires were not kept taut.

The old timer's airplane had no brakes—the plane was stopped by a "tail-skid" which dragged the ground, after the engine was shut off.

Instrument-wise, the pilot of today would consider yesterday's pilot practically naked. In contrast to the simple oil pressure gauge, a compass which was not too reliable a turn and bank indicator, an altimeter, and a primitive-type air speed indicator, the pilot of today faces a maze of instruments—some of which can even fly the aircraft. If today's student gets lost, he calls for a "steer," and immediately gets the needed information. If a system fails, he can take measures to get on he ground quickly and safely.

HAZARDOUS JOB

Speed and altitude make a hazardous job for the modern pilot. The first flying school was set up at College Park, Md., by the Signal Corps, 53 years ago this month. Assigned to instructor duties were Lts. Hap Arnold and Tom DeWitt Milling—both trained by the Wright brothers.

Lt. Frank P. Lahm, the first military man to receive pilot training, was detached from his cavalry unit in 1912 to seek officers who would volunteer to take training. One stipulation was that the training would not interfere with their regular assigned duty.

No officers volunteered. In desperation Lt. Lahm selected a corporal—Vernon L. Burge. As a result Cpl. Burge became the first enlisted man to fly in the military service.

TRAINED THREE

In 1913, Lt. Lahm trained three other officers to fly. At the end of the year, due to difficulty in recruiting officers and men for training the Army had but 11 trained pilots.

Finally the Signal Corps came up with a proposition to establish a regular training school with qualified pilots only in charge of the program but conducted by the manufacturers of the airplane. The military would have nothing to do with training except furnishing suitable students.

The first flying pay, brought on by the avalanche of accidents that year, was authorized in 1913. It amounted to 35 per cent of the pay of the officer. This, too, came under the fire of the Army brass—pressured by political hacks.

In 1915, rated pilots protested payment of flying pay to officers who participated in flying passengers.

SAN ANTONIO

This argument was initiated on the West Coast and was responsible for the establishment of the training school at San Antonio.

Six JNs were flown in easy stages from San Diego to San Antonio to form the core of the new school for training pilots.

Capt. William (Billy) Mitchell, who later became one of the most controversial figures in aviation, was a civilian-trained pilot. He soloed in December 1910, but did not receive his junior military aviator's certificate until July, 1917. This was the year Congress authorized \$900,000 for training reservists at civilian schools. An additional \$600,000 was authorized to train National Guard officers. Bases were established in New York, Pennsylvania, Tennessee, and Illinois. From this attempt at training bases, it was learned that high altitude bases were not suitable for flying training due to severe winters.

In 1917 more of the aviation budget went for training airplanes than for combat aircraft. When the U.S. entered the war in April, 1917, the Army had only 55 aircraft. Fifty-two of these were termed obsolete by the experts of that day, the remaining three were classified as unarmed trainers.

LITTLE BETTER

The pilot story was a little better. At the outbreak of the war, the Army had 66 rated pilots, but only 23 of these were assigned to duty involving flying.

A crash training program was initiated and flight training was begun in universities. Other cadets were sent to England, Italy and France. Some students sent to European allies for flight training had to wait for months before they could enter training. The delay was caused by lack of equipment and other facilities. At no time during the war did a student receive more than 50 hours of training before being sent into combat. Today's jet pilots receive more than 300 hours before being assigned to combat units.

At the close of the war, flying training came to a halt. It was resumed in 1919 on a small scale at Carlstrom Field, Fla. Shortly after the resumption of flying training it was decided to group primary and advanced training, in one area. Because the advanced training unit was located at Kelly Field in San Antonio, the primary unit at Carlstrom Field, Fla., was moved to San Antonio and housed at Brooks Field. The lighter than air units stationed at Brooks were to be moved to the East Coast, but an accident saved the government the cost of the move. In getting one of the gasbags out of the big hangar, the wind blew it against the door where it snagged. The resulting fire consumed the three bags, almost instantly.

UNINTERRUPTED

Therefore the primary training went forward, uninterrupted by the lighter than air men. About 1924, the same Lt. Lahm who trained the first military pilots, returned to San Antonio to organize the Army Air Corps Training Center. A small one room building near the entrance to Kelly Field was selected as headquarters.

Lt. Lahm, now a colonel, selected a Sergeant Major from Brooks Field and a lieutenant from Kelly Field as his staff. The following years saw the construction of Randolph, San Antonio; March (California); and Barksdale (Louisiana) Fields—all primary schools which sent their graduates to Kelly. In those days the graduates of the primary schools received a junior military pilot's certificate.

At the outset of WW II, even with the addition of these three large primary training facilities, the U.S. was not ready for a war. Again a crash program for training pilots had to be initiated. In a few months, more than 375 training bases had been constructed. These facilities were designed for such activities as preflight, contract primary, basic gunnery and navigator's training.

Thanks to these two tragic war experiences, the U.S. now keeps enough training bases in operation to take care of an emergency such as faced the nation in two World Wars.

Big Spring (Texas) Herald, Friday, May 17, 1963

SURPRISE

Reactivation Was Well-Kept Secret

Reactivation of the air base at Big Spring was one of the best kept secrets of this area until its surprise announcement in December of 1960.

In July of that year, Rep. George Mahon, chairman of the House subcommittee on military appropriations, had alerted the mayor and Chamber of Commerce manager that the Air Force was considering reopening the former Big Spring Bombardier School due to the Korean and general world situation.

City authorities meantime made proper requests, and the week of Dec. 4, 1960, the Air Force requested the subcommittee to include \$13,822,000 for reactivation of the base. Still there was no public mention of the matter until the military appropriations bill was presented in the House by Rep. Mahon. At that time he and Sen. Lyndon Johnson made a joint announcement on Dec. 19, 1960, of the proposal. The House passed the measure and the Senate quickly followed. There remained only the matter of promptly negotiating a \$1 a year lease to the government on 1,279 acres of land.

CLEARED BASE

Meantime, it became necessary to do some changing at the base. Most of the buildings of the bombardier school had been sold and moved, but there were a dozen or so major structures remaining. Howard County Junior College was in the process of building its new home in southeast Big Spring and moved from the hospital area. The district offices of the Civil Aeronautics Administration were transferred, the 100F lodge moved its location off base, so did the National Guard, the Naval Reserve units, the 4-H, Hereford Breeders and Howard County Fair groups. Big Spring turned over its new \$60,000 terminal building (which became the operations building) and abandoned operation of the municipal airport, although commercial airlines were accorded landing privileges until Howard County Airport was built. Private businesses, including a wholesale produce company, planning mill and trucking company, moved off.

WORK STARTS

And just as rapidly contractors moved in on a crash building program. On June 8, 1961, Maj. Gen. Warren R. Carter, commanding officer of the Flying Training Air Force at Waco, announced that the base would be for advanced single engine (jet training) and that Col. Ernest F. Wackwitz of Goodfellow Field in San Angelo would be project officer. An ultimate strength of 3,100 officers, men and students was indicated.

On May 18, 1962 the base formally was dedicated and was named for 1st Lt. James L. Webb Jr., a Big Spring pilot who died in 1949 in a P-51 crash off the coast of Japan. Steadily the base was improved and enlarged to its present status.

FIS ARRIVES

In June of 1960 Col. John Fitzwater of the Air Defense Command came here to announce that the 331st Fighter Interceptor Squadron was being transferred from Newburgh, N. Y., to Webb, and on Aug. 4, 1960 Lt. Col. Richard C. Watson officially brought in the first flight of the unit in its

Weather Info

After all weather information is gathered at Webb, it is sent out over high-speed teletype to all points and is also given to news media. Receiving instruments are simultaneously bringing in this same information from other points around the country.



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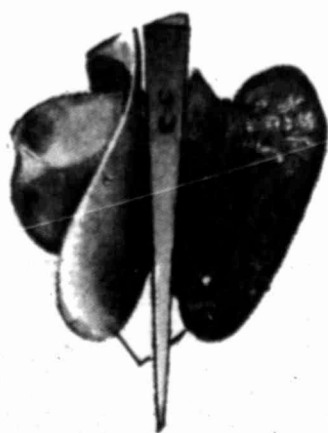
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Student Pilot Has A Full Schedule Before His First Ride In A Jet

By 2nd Lt. KENNETH O. WHITE
(EDITOR'S NOTE — Lt. White tells here his first-hand impressions of the first days of a student at Webb AFB, typical Air Training Command base.)

We became a part of Big Spring when we were assigned to Webb AFB. We arrived in West Texas from all parts of the nation and began our pilot training Jan. 17. As members of the student flight, most of us came from AFROTC Detachments, some from Officer Training School, and Officer Candidate School. There were a few captains and first lieutenants entering pilot training from other assignments, but most of us were second lieutenants starting our first tour of duty.

We were a diverse lot, here to learn to fly the jet aircraft. We had passed a series of medical and written examinations and stood at the door of pilot training. It was a proud moment, until we found we had a three-week "pre-flight" chore before we could even get near a jet airplane.

Oh, we could see them, as they screeched over our heads. At night, the more advanced students would disturb our sleep, but we didn't mind. We knew after three weeks of drills, ceremonies and inspections we would get our chance.

For those who arrived early, the first few days were spent in getting acquainted. Big Spring and Webb would be our home for the next year. On our visit to Big Spring, looking over the flat brown earth, many of us longed for the pleasant green hills of our own home towns. Our first impressions, however, did not hold. Although the terrain was flat, dry and endless, the friendliness of the people made us overlook those first impressions.

Idle days soon ended as we began our pre-flight phase. A tactical officer was assigned to our flight; he was a rated pilot and acted as advisor and friend. It was not difficult to admire and respect his helpful approach to our problems.

During the first few days we were briefed on the pre-flight program, the community, the base, and other things.

At mealtime we envied the senior students who swaggered into the cafeteria in their faded green flight suits and discussed the day's flying. They called us "weenies," and we hoped for the day when a new class would arrive and relieve us of this unwelcome tag. Then it would be our turn.

While we marched in the parking lots, we could hardly keep our eyes straight ahead so intent were our minds on the aircraft overhead. We wanted to fly, not

drill and stand inspections. It was particularly annoying when seniors sauntered by.

A photographer took our pictures, dressed like combat pilots in full flight gear, but it was two weeks more before we donned flight togs for our first trip to the line. During that two weeks we went through a lot of physical conditioning. The first couple of days were not so bad, considering what lay ahead. Muted groans accompanied our exercises. Daily we became sorer, and stiffer.

On the third day came the clincher! We marched to a large box containing what the physical training instructor referred to as Elmer's Handicaps, invented in Big Spring. These are padded weights which we wore while doing the exercises. They weigh 30 pounds. But at the end of a prolonged lesson, we felt they weighed a long ton.

It was uncanny the way the seniors lined up to watch this test of the newcomers' strength and determination. We were told that

Elmer's Handicaps would build us up physically, in short order. The big question in our minds was not of physical training, but of survival.

Books and flight equipment were issued and those grass green flying togs and shiny new helmets were too much to resist. Although the flight line was still two weeks away, every "weenie" donned his gear and paraded before his mirror.

Classes started the second week and the first one was "aviation physiology." We learned to recognize and combat dangers of high altitude flight. We went up to 35,000 feet in the altitude chamber to study the effects of hypoxia, a condition resulting when the body fails to receive sufficient oxygen.

There we removed our oxygen masks and waited to see how the hypoxia affected us. The fact that no two of us seemed to experience the same symptoms, gave us a wider range of discussion.

Now we really had something to talk about.

Next came the parachute. We read about it; we practiced jumping off a platform and watched and listened to experts demonstrate and explain its use. Few students ever took a nap in this class; a parachute is to the pilot what a shell is to a turtle.

Then we were introduced to the ejection seat simulator. This device is called the "boom bucket." It was a brave weenie who volunteered to "go first." To pull the trigger that blasts you 20 feet in the air, before you know that the seat is grooved to travel up the pole and settle gently back into position, takes a bit of courage—even after you stand back and watch a couple of others go.

The volunteer climbs into the seat, assumes the position of ejection—all the while fighting a mental battle with himself to yank that trigger.

Faces twisted; fingers were jammed into ears—a muffled explosion; black smoke blossomed

overhead, and the first ejection hero was airborne. And 64-K had another topic of conversation.

At the end of the physiology course we had a final exam—the first of many to follow. Some did well, some did better, and some just "did." Out of the confusion, one thing stood out: most of us had to put in more time in the "study hall."

Meantime, the drills continued. Somehow it didn't seem quite as unbearable as before; we were drawing nearer to that jet trainer—the T-37. There remained just one more hurdle before the flight line—aviation engineering.

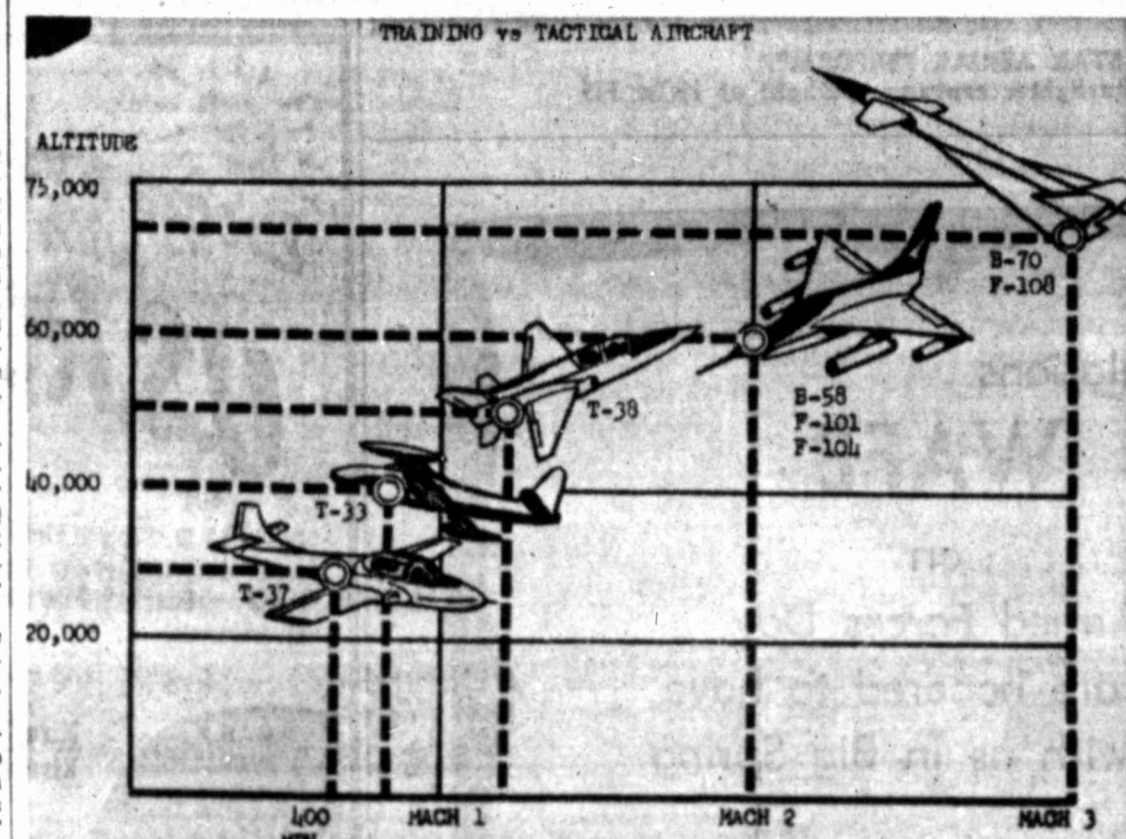
We were introduced to the various systems that make the T-37 fly—hydraulic, fuel, electrical—everything. A turbojet engine is a strange creation, especially to an art major. But we plowed into text books and found some important information.

Showdown day for physical training progress came too soon. We dreaded this day, but had somehow managed to keep it in the back of our minds. This was the day we were to demonstrate how effective Tarbox was in transforming us from puny weaklings into powerhouses of strength. We were told that any one who did not pass the test would be compelled to continue the physical training until he made the grade. Those who passed would be permitted to forget the gadgets and enter team sports. Much to our surprise we all passed. That was our first real celebration.

Toward the end of the third week we donned flight suits for our first inspection. Needless to say we all looked sharp—even swagged a bit. So pronounced was this swagger, in some cases, an old salt might have mistaken us for Navy pilots or at least sailors. I am told that some weenies had washed their flight suits a dozen times, in an effort to get the brand new green toned down to where it would not invite so much attention.

Next we went to the flight line en masse. We met the officers who would teach us to fly. We clamored over the T-37. No bell signalled the end of pre-flight, no band played; we didn't need it—we were on the flight line, at last—pre-flight was behind us.

From that day on we could tell questioning Big Springers that we were flying out at Webb—and what's more, we could watch that new class come in and don those padded handicaps of Mr. Tarbox.



Training Vs. Tactical Aircraft

The above gives a comparison of the capabilities of training and tactical aircraft — both in speed and altitude. The Air Force now has, in the T-38, a basic trainer, its first, that exceeds the speed of sound. The T-38 has a speed of Mach 1.2 and

is capable of operating at altitudes of 50,000 feet which makes it the ideal transition vehicle. From trainer to combat aircraft is now a relatively short step.

Big Emphasis Placed On FOD At Webb

FOD may be an unfamiliar term to the average citizen, but at Webb AFB, where "Foreign Object Damage" can mean the price of a new jet engine, emphasis is constantly placed on these three letters.

A loose bolt, a stray rock or even tumbleweed can cost the taxpayers a quarter of a million dollars... certainly not less than thousands of dollars for an engine overhaul.

To Capt. William D. Largent, 3560th M and S Group's Quality Control, falls the responsibility for keeping these foreign objects off the ramps and runways. He uses posters, signs, visual aids, and lectures to maintain this awareness of the dangers of foreign objects being sucked into a jet intake.

Vacuum cleaners and sweepers operate on ramps and runways; periodic inspections also help. Most common cause of Foreign Object Damage to jet engines is loose bolts, screws, cotter keys and in some instances, small tools.

Assisting Capt. Largent in this work is T. Sgt. Kenneth Schierhoff.

Big Spring (Texas) Herald, Friday, May 17, 1963

Aerospace Power for Peace

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Aerospace Power for Peace

It Was Tense, Tiring Duty In Cuban Crisis

Key West, Fla., changed almost overnight during the critical hours of the Cuban Crisis last October as Army, Navy and Air Force converged on the area to meet the threat.

One of the most important segments of this force was the 331st Fighter Interceptor Squadron from Webb Air Force Base. Its pilots manned F-102 Delta Daggers, supersonic fighters of the Air Defense Command, in the per-

sistent watch for signs of impending attack from Cuba.

Their watches were among the aircraft which stood in lines miles long waiting the summons while others patrolled the sky over the Gulf of Mexico. Naval vessels and aircraft did sea and air duty. On the ground, the Army's low-level Hawk missile and its high-level brothers, the Nike and Hercules, were in place on the beaches and in the Everglades.

When the word came to Webb AFB that men of the 331st FIS were needed, they moved with precision. Months spent in following procedures become routine paid off in those critical hours.

Maintenance men worked feverishly to get the Delta Daggers ready for their task. When their destination was announced, pilots headed their aircraft to Homestead Air Force Base, Fla. Maintenance crews followed in cargo aircraft.

Pilots of the 331st made one stop along the way, to refuel at Tyndall AFB, Fla.

The feverish, sleepless pace continued on arrival in Florida as crews worked on the planes to put them in peak condition. In a matter of hours briefing was completed and the men had begun their job.

Mission: To intercept and iden-

tify any unknown airborne objects flying in or near our coastal areas; to escort defecting aircraft to designated safe landing airfields; and to destroy designated hostile aircraft coming into the area.

"When we arrived the 331st virtually took over air defense flying for the Air Defense Task Force at Homestead," Lt. Kenneth Farris, one of the 331st men, said.

"We kept several planes airborne at all times. The others stood by on 15, 5, 3 and 1 minute alert."

The latter two alert states, he explained, meant being in the aircraft, engines roaring, ready for takeoff when the word came.

"After a while you became so tired it was difficult to tell how long you had slept when you did get rest," he said. "You would look at your watch and then step outside to see whether you had been asleep two hours or 14."

But few slept 14 hours at a stretch during the six days in which the 331st maintained the vigil. That was for later, when relief came.

Much of the waiting was in the rain as numerous thundershowers whipped through the area during that time.

"It was all right in the air. You could avoid the showers. But on the ground you just waited through them," he said.

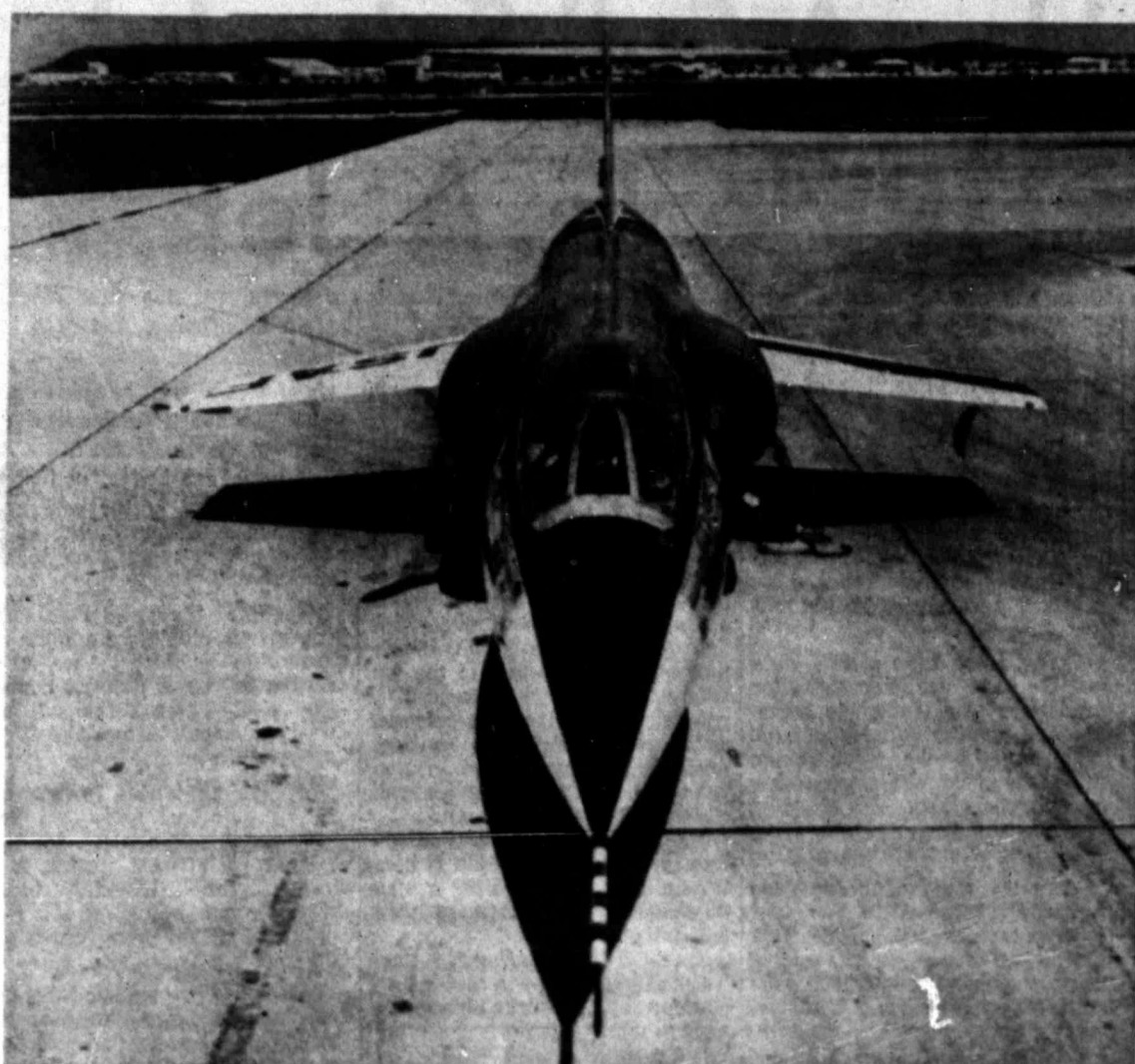
Maintenance men, the persons on whom the pilots depend to keep their aircraft in flying condition, did their jobs superbly during those trying times, Lt. Farris said. They kept nearly 90 per cent of the aircraft ready at all times. With such consistent flying, keeping 60 per cent of them ready would have been commendable.

Word of the return home came as suddenly as when the men departed Big Spring. Weary with six days of steady flying, the men pointed their aircraft homeward. A few volunteers remained behind to help brief their replacements and take care of details of departure.

"We ran into a lot of things we weren't accustomed to," Lt. Farris, whose home is in Bedias near Huntsville, said.

Water would condense on the aircraft like drops on a cold glass and form ice on the underside of the wings. On landing the melting ice would drip on the men working on the planes.

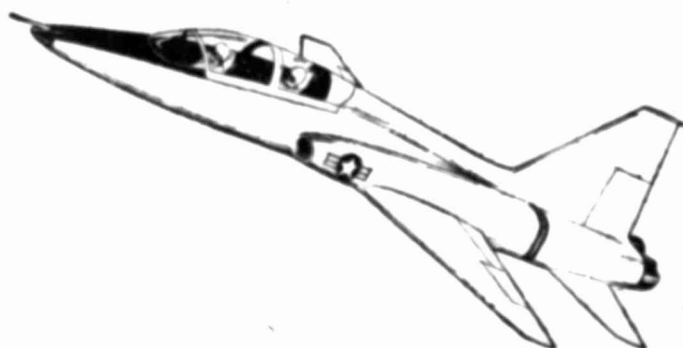
These and other memories will long remain with the men who served during the height of the Cuban Crisis. For some, it will be the remembrance of the bright lights of Miami below as the nose of the F-102 was pulled toward a jet-black Gulf at night; for others, the tenseness which sets in when an unknown aircraft is spotted on radar and the order is given to intercept it for identification. Each has his own memory.



STAR AERIAL PERFORMER
The F-104 Starfighter captures spotlight at 331st FIS

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Armed Forces Day
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designers and decorators
Lucy Belle Boullion, A.I.D. Elbert H. Boullion



In a world
where the most remote
points are only missile-minutes
apart, we are thankful
for an Armed Forces that has the
dedication, ingenuity and
persistence to do the best
job possible under any condition
and staying on top of every
situation.

CONGRATULATIONS WAFB,
ON YOUR 11th ANNIVERSARY

TEXACO, Inc.

Charles M. Harwell, Consignee
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ALICE'S APPRECIATES



Some of the loveliest little girls and handsomest boys in Big Spring belong to Webb Wives. We are proud of you and these beautiful children... and the added sparkle you give the social life of our town.

ALICE'S INFANTS' AND CHILDREN'S WEAR

1901 Gregg AM 4-3828

Two Aircraft Here Break Sound Barrier

Two jet aircraft at Webb AFB are capable of breaking the sound barrier, creating a sonic boom.

One is the 331st FIS craft, the F-104. The F-102, former aircraft of the squadron, was also capable of supersonic speeds.

The Air Training Command's trainer, the T-38, can also crash the sound barrier. Despite the many airplanes that could cause local damage with sonic booms, this rarely happens. For neither the T-38 pilots, or the F-104 pilots are permitted to crash the sound barrier while flying in the area. All supersonic aircraft pilots are under strict orders to fly at speeds in excess of sound only within certain limited areas, which are considerable distance from cities or towns.

Even when flying in these areas, generally in the vicinity of Fort Stockton, pilots must maintain an altitude of 30,000 feet. The boom is a natural sound phenomenon and is the direct result of flying above Mach 1—which is the speed of sound.

This sound is not a burst as heard in an explosion—but rather a continuing sound. What actually happens is a shock wave is dragged along the flight path as long as the aircraft remains above the speed of sound.

There are several factors which contribute to the pressure of the waves at ground level—speed, altitude and atmospheric conditions. The size and shape of the craft, itself, also has a bearing, the bigger and bulkier the aircraft, the bigger the boom.

Tests have shown that even poorly constructed buildings do not suffer from pressures of less than 70 pounds per square foot. This is well under the normal ground pressure resulting from a sonic boom.

Glass windows have been cracked at pressures considerably lower than 70 pounds, but engineers report that some damage was the result of improper installation, rather than the effects of the sonic boom. Installation many times leaves the glass in such a strain that the slightest pressure will cause it to crack.



The management and personnel of the 7-Up-Grapette Bottling Company are happy to take this opportunity to express their sincere appreciation to the men of Webb for their many contributions to our community.

7-UP, PEPSI-COLA
BOTTLING CO.
Big Spring

MISSION GRAPETTE

Big Spring (Texas) Herald, Friday, May 17, 1963

Congratulations WAFB

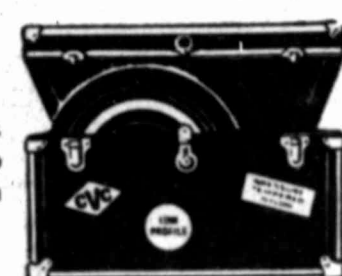
On
Armed Forces Day
May 18

We hope your stay in Big Spring has been a happy one. We wish to express to you our deep appreciation for your valuable contribution to the social, civic and economic life here in Big Spring.

Beauty Center
1002 11th Place

Breeze through summer
with
U.S. ROYALS

New U.S. Royal tires are engineered to keep your spare in the trunk



Xtra Performance tire with
Xtra wide-track tread

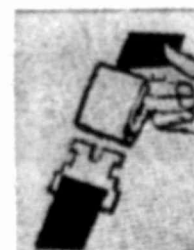
**U.S. Royal Red Circle
Super Safety 800 XP**

4 FOR NOTHING DOWN

FREE MOUNTING - INSTANT CREDIT
EASY TERMS

SEAT BELTS

Extra strong tough nylon webbing. Choice of colors. Rugged steel buckles.



\$6.95
Each

Think all retreads are alike? Not on your life!

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have WHAT counts WHERE it counts

- Long Mileage
- High-speed Stamina
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- Certified Coatings

as low as \$9.50 plus tax and acceptable tire

Aerospace Power for Peace



ARMED FORCES DAY

Congratulations WAFB
On Your 11th Anniversary

PHILLIPS TIRE CO.

4th At Johnson Dial AM 4-8271

U. S. ROYAL TIRES
Engineered to keep your spare in the trunk

GOING UP! GOING UP!



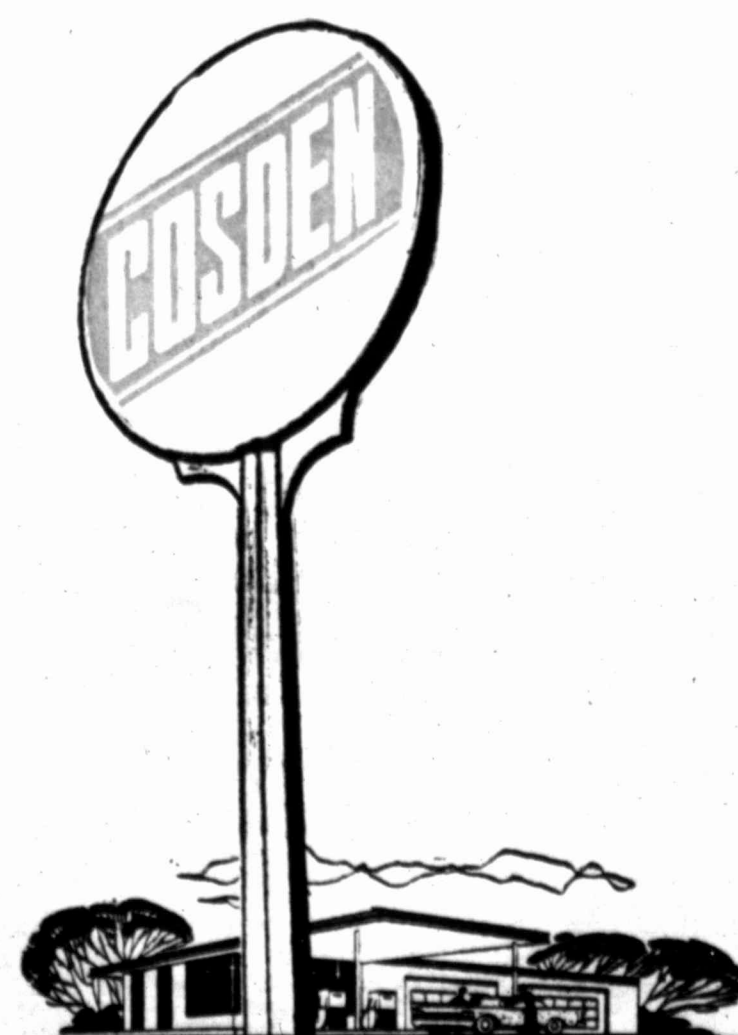
...to 55,000 feet at 30,000 feet per minute.

Performance? All sorts of it! Performance which makes extreme demands on aircraft and airman . . . demands which stagger the imagination of the layman and impose rigid training, maintenance and materiel requirements.

That the men of Webb Air Force Base have successfully met this challenge goes without saying . . . but on this Armed Forces Day, 1963 . . . we wish to recognize the excellence of their effort . . . to congratulate and thank them.

We are aware that excellence in any field is not easily attained. Excellence in petroleum refining, for instance, requires a constant attention to detail and a forward-looking, forward-thinking attitude. This attitude prevails at Cosden and Fina, and because it does, we produce motor fuels of merit . . . high quality lubricants, an astonishing range of petrochemical products and top grade jet fuel for the planes of Webb.

We are proud of the role we at Cosden play in "getting them upstairs" . . . but we're prouder still of the men who take them up and keep them up. Once again, congratulations to the men of Webb Air Force Base on Armed Forces Day, 1963.





Hats Off!

WAFB BIG SPRING

ARMED FORCES DAY

Congratulations
Men
Of Webb
On Your
11th Anniversary
In Big Spring

Elmo Wasson
THE MEN'S STORE
 222 Main AM 4-7341

Webb Gun Club Operates Base Skeet Range

The Webb Gun Club, recently organized to take over the supervision of the skeet range when that facility faced the prospect of being shut down, is now a going concern. Under the supervision of its new officers, the club has doubled in membership, and now boasts an active, paying membership of 60 officers and airmen.

Currently serving the club are 1st Lt. Dave Frederick, president; S. Sgt. H. P. Dillahunty, vice president; S. Sgt. J. F. Mikell, secretary; 1st Lt. D. W. Hardage, treasurer; and 1st Lt. D. L. Anderson, executive officer.

The club meets the third Thursday of each month in the auditorium of the academic building.

Members furnish their own guns, although there are a few club-owned guns available for practice. Every member loads his own shells. The range is open from 4-6 p.m. in the afternoon on Wednesdays, and from 2:15 to 6 p.m. on Saturdays and Sundays.

According to Lt. Hardage, the club is anxious to field a five-man team to enter in competition. The membership boasts some excellent shots — Capt. R. L. Davis of the 331st, Capt. H. Kinsey, 1st Lt. Bob Chandler, 1st Lt. Dave Frederick, Capt. W. D. Largent, 1st Lt. D. W. Hardage, Lt. Col. Jack Price, 331st, and Capt. R. B. Durant are some of the top shooters on the club roster.

The club receives no financial help and operates exclusively on money from dues, and sale of such small articles as are handled for the convenience of the members.

The club is looking to the day when it can justify procurement of funds annually provided by grants to needy clubs from the ATC welfare fund. If this grant is obtained, the club hopes to enlarge the range and install automatic traps.

Base Ops Governs All Air Flights

One of the bustling and diversified activities at Webb AFB is Base Operations. Often called the "Gateway to the Air Base," it is the hub of all major flying activity and the control point through which this activity is governed.

Like its civilian counterpart—the terminal building at a large commercial airport—Base Operations processes air passengers, pilots, and air crews. It is the focal point for the arrival of visitors; it houses a communications center that links control towers, flight service stations, and air traffic control centers.

It contains a modern weather station and has the latest flight planning facilities for pilots and air crews. It disseminates flight emergency and crash information to key agencies all over the base. It maintains the individual flight records for all flying personnel. It monitors airfield repairs and construction; it advises other military bases of flight conditions and hazards that pilots may expect to encounter when approaching the base. It is a busy place.

Overseeing these activities is Maj. John M. Bartlett, Base Operations Officer. Assisting him is a staff consisting of Capt. Bill Nolen, assistant operations officer, and flight management director; Capt. Don Jonker, Operations Services; T. Sgt. Chet Harding, Operations NCOIC, and Airman 2C. Bobbie Suell, chief clerk.

The center of activity is the flight dispatch section. Here, all flight plans are processed and relayed through various systems to control towers and key air traffic control points. Incoming flight plans are also processed here and status display boards are constantly being posted to show aircraft arrivals and departures.

Chief Dispatcher Sgt. Joe Kludwig and his team of specialists,

Sgt. Ray Thompson, Airman 1C. Vilas Topp, Airman 2C. Ralph Kidd, and Airman 3C. Bill Carson, keep the dispatch section going 24 hours a day, seven days a week. They transmit and receive flight plans, process passengers, issue aeronautical charts and maps to aircrews, handle emergency and crash calls, maintain flight planning room, and answer questions from 150 phone calls a day. These questions range from the best route for an air mail letter to Butte, to the co-pilot's name on a flight that stopped for refueling at Webb two months ago.

The Civil Service takes its full share of the work-load in the flight records section. Here, Mrs. Claudia Moss, Mrs. Naomi Willis and Mrs. Barbara Tibbs keep a documentary on instrument approaches, landings, weather, and time of all flying activities. Pertinent data are extracted daily from the flight logs of each aircraft and transcribed through tabulating machines to the bulky forms and records that make up a pilot's personal history of his flying experience.

It is a never-ending minute by minute chore, compounded by special requirements for periodic reports and extracted case histories—all calling for meticulous records research and painstaking computations.

The fine art of jet instrumentation and planning and the creation of special instrument landing procedures for the base, is the job of Capt. Jonker. Working in close coordination with Dick Bortner, a Federal Aviation specialist from the Federal Aviation Agency, Capt. Jonker plans, develops, and publishes special diagrams and procedures which jet pilots must use when taking off or landing in bad weather. This is an exacting business, requiring vast knowledge of communications, equipment, radio navigation aids, Civil and Military Air Regulations, and first hand experience of the capabilities of jet aircraft.

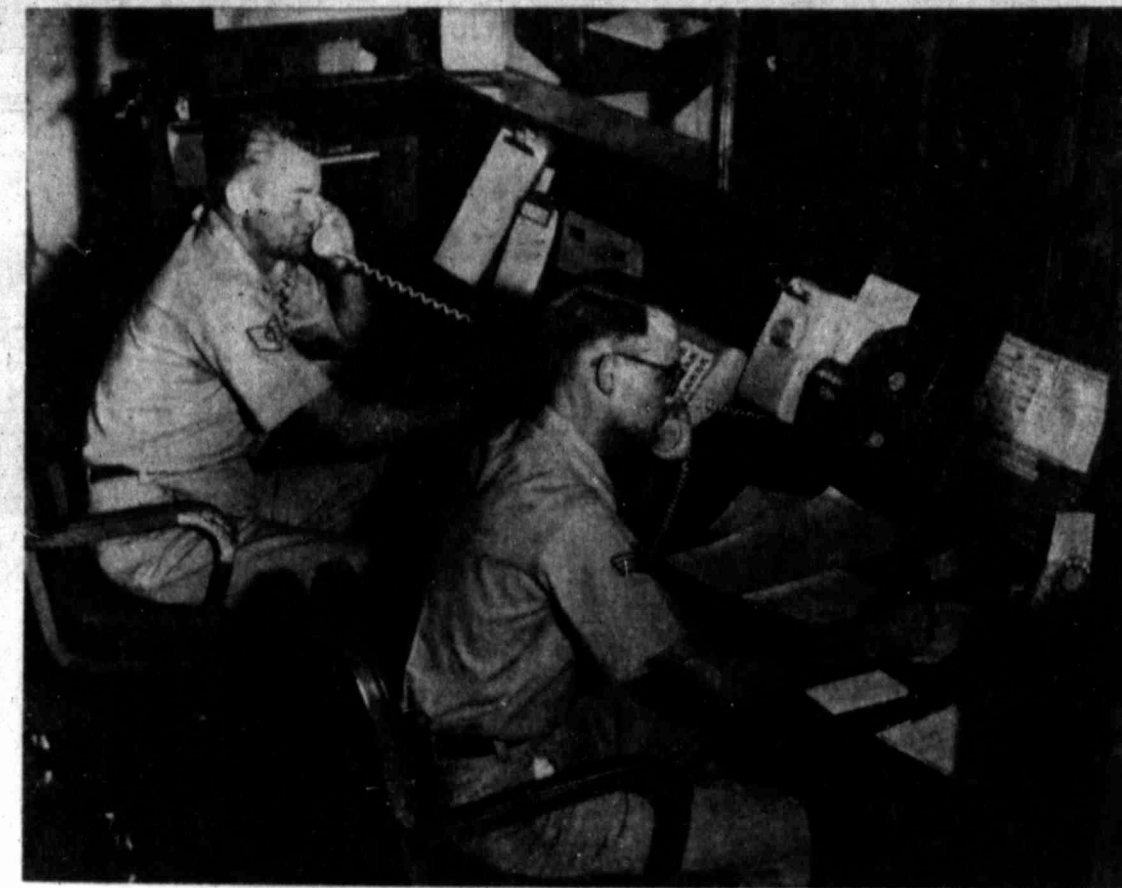
As a sideline, Capt. Jonker plans aerial demonstration program for Air Shows, or discusses technical problems with the Air Force's Aero Chart and Information Center at St. Louis.

As Maj. Bartlett's assistant, Capt. Nolen manages the flying activities of the aircrews on the base who are not directly involved in flying training, but whose primary jobs are in support functions.

For these, there is just so much flying time to be had, and each minute of it must be spent in selected phases of practice to insure maintaining a high level of proficiency. These crews also participate in special flights to bring back vitally needed aircraft parts from supply depots and often go to command headquarters on administrative missions.

In addition, Capt. Nolen is something of an operations leg-man; almost daily he is in consultation with engineers and contractors regarding repair and construction projects on the air field. At other times he is out on the runway supervising the operations of the giant vacuum sweepers which clear the runways and ramps of debris that might cause damage to intakes on costly jet engines.

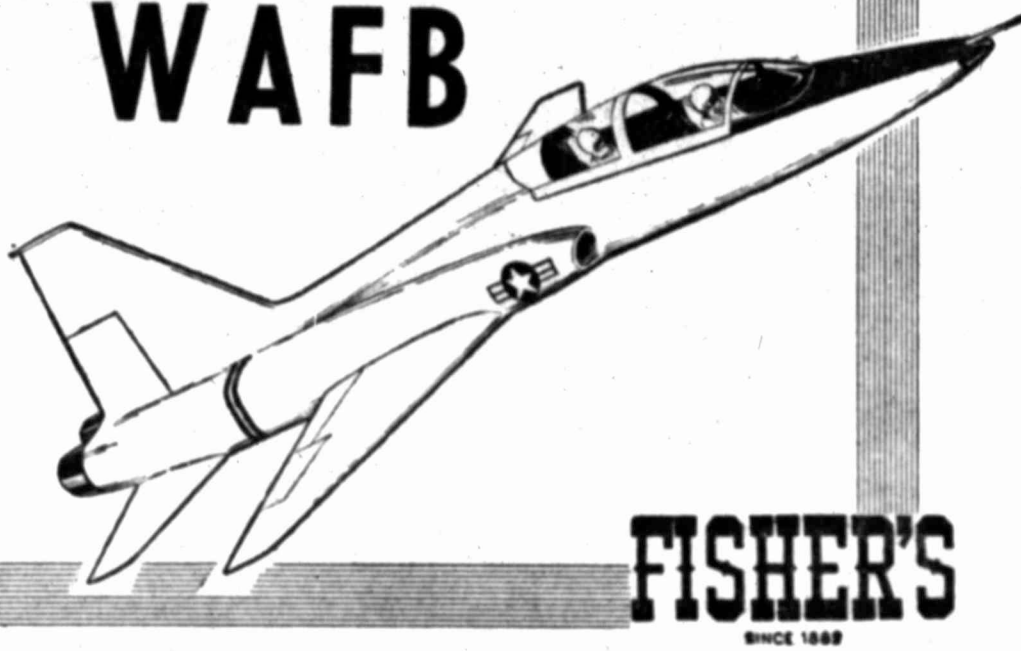
His job, although classified as one of the "support" functions, permits him to get in considerable time in the jet aircraft—4,000 flying hours—he must do his own "managing for this time."



GATEWAY TO THE BASE
Base Operations is the hub of activity

Keep 'em flying

WAFB



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Aerospace Power for Peace



Hats Off!

WAFB BIG SPRING

ARMED FORCES DAY

Saturday, May 18

Best Wishes To
 All Webb Personnel
 On Your 11th Anniversary
 In Big Spring. We Are
 Proud To Have You Call
 Big Spring Home.

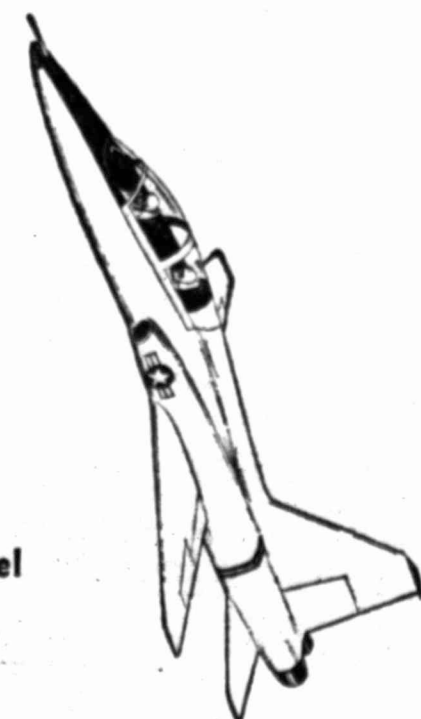
Accounts From Webb Personnel
 Cordially Invited. Open Your
 Account Today.

Official Boy Scout Headquarters



Prager's

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 STAMPS





Hats Off!

WAFB BIG SPRING

ARMED FORCES DAY

We at Zack's are proud to once again salute our good friends and neighbors at Webb Air Force Base on the occasion of WAFB's 11th anniversary. We are doubly proud of the fine association we have enjoyed with Webb people during the past 11 years. We appreciate the fine patronage and friendships and are looking forward to many more years of pleasant relationships with our good neighbors from Webb.

Jim and Clara Zack
 and all employees



ZACK'S

204 MAIN

Aerospace Power for Peace

Center Offers Program For Base Youth

The Webb Youth Center—dubbed the Tumbleweed Terrace—is now entering its third year of operation. It was designed to serve the youngsters of the base aged from 8 to 19. The work at the center is supervised by T. Sgt. Everett Stout who programs the activities and supervises the maintenance of the building and grounds.

During the school year, most of the activities for the youngsters are scheduled for weekends and holidays. During the summer, however, the center is open every day except Monday, and activities are heavily scheduled. These include dancing, table games, flying kites, marble shooting contests and parties.

Stereo phonograph is available, as is a soft drink bar, a cement patio and barbecue pit, and a playground for younger children. Dancing lessons are available for those who desire to learn. The program includes a bowling league, tennis, baseball, golf, swimming, and other minor sports, and the teaching of leathercraft.

—PATTI says...

THANKS

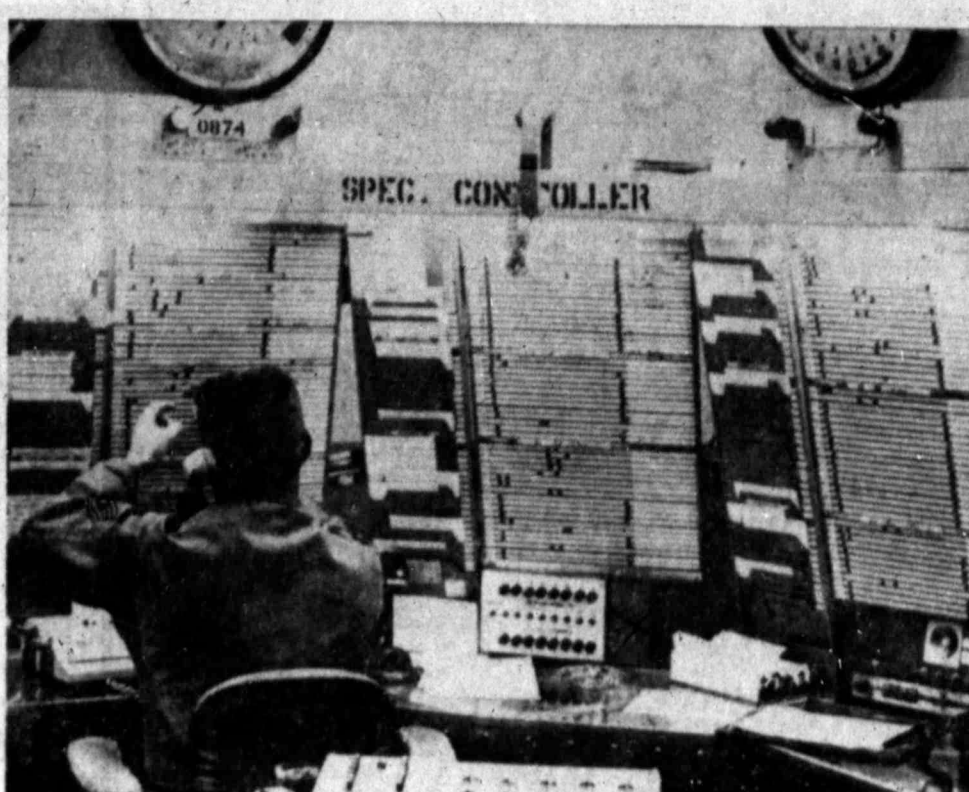


WOMENFOLK

for your loyal patronage over the past 11 years. We have enjoyed serving you. We look forward to enjoying you for at least 11 more years. Come in and visit us soon.

Gilbert's SHOES

(Across Street From Courthouse)
 Mrs. Patti Rogers, Owner
 110 W. 3rd

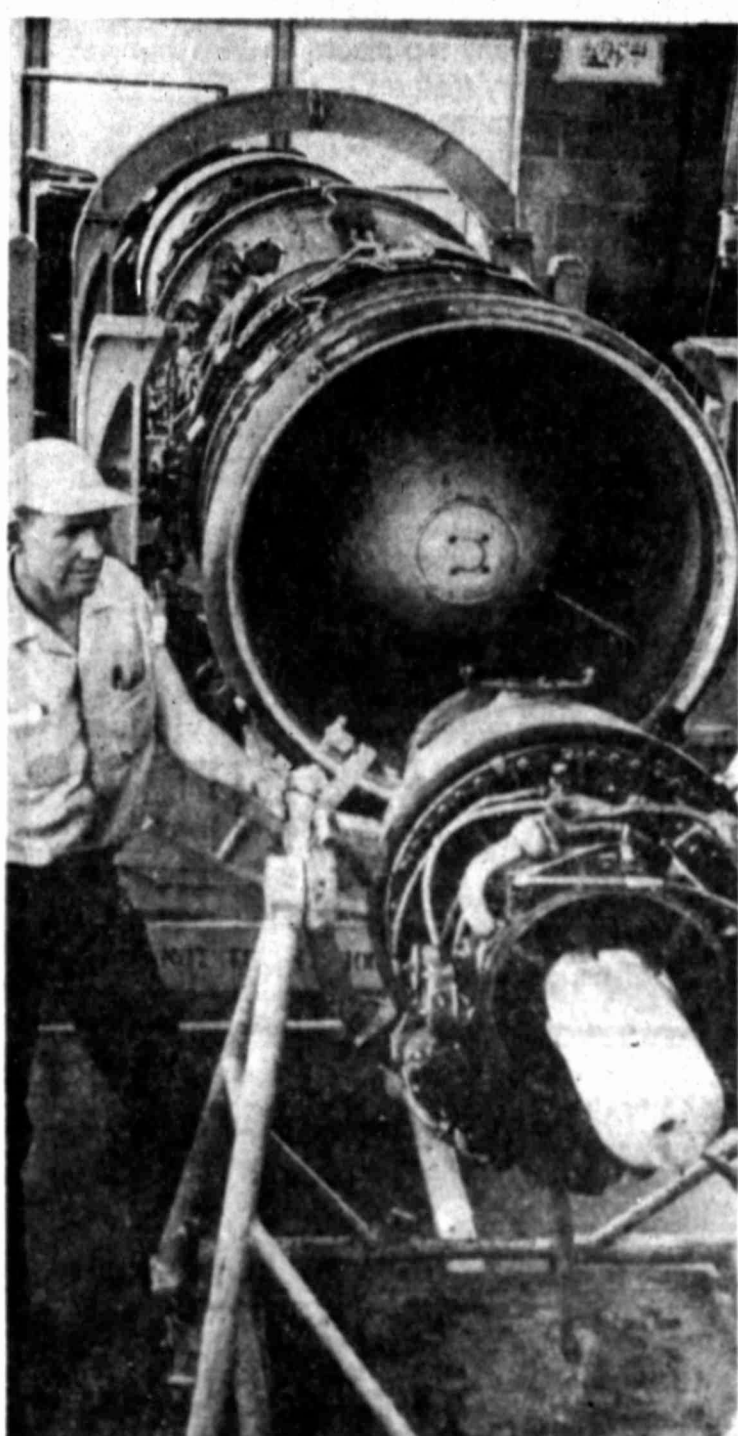


All Aircraft Maintenance At Webb Is Monitored Here

This series of panels covers two sides of a room in the Scheduling Section at Webb Air Force Base and is the heart of a system which is used to keep constant control on all aircraft assigned to Webb Air Force Base. The panel at the far left shows

where every T-38 on the base is located. Miniature figures of an airplane are moved about on the magnetic board to show where they are during maintenance or whether the craft is on the line ready for duty. A similar board is used for T-37s. The next two panels from either end show the condition of aircraft and time until major inspection

is necessary. The central panel is used to make assignments of specialists whenever they are needed to eliminate delays in maintenance. Manning the panels, from left to right, are S.Sgt. Billy K. Tipton, T.Sgt. Harold Gary and S.Sgt. Richard Davis.



Two Sizes Of Engine

W. A. Bynum stands beside engines used in aircraft at Webb Air Force Base to give an indication of their size. The small engine in the foreground is used in the T-37 trainer. The long powerhouse in the rear fits the F102, which is now being phased out at the base in favor of the F-104.



Taking It Apart

When an engine has been flown 100 hours it is ready for a periodic inspection. It must be taken apart and inspected for broken or worn parts and all necessary replacements made. Making the periodic on this J-85 engine, used on the T-38, are S.Sgt. R. J. Nottage and A.S.C. A. Cueto, in the foreground.

Maintenance, Supply Is Base's Heartbeat

Precision in movement and coordination of effort toward one goal are just as much weapons of war as any bullet. Successful generals have made use of these powerful weapons throughout history.

At Webb Air Force Base, where 164 jet aircraft must be maintained in readiness to meet training or emergency needs, precision and coordination of activity are key words and ideas in maintenance and supply departments.

Keeping 164 aircraft in a constant state of preparedness is a major task. More than 10,000 parts must be available at all times and services of some 50 different and highly skilled specialists must be called into play.

Keeping tabs on the aircraft as they go through regular and occasional maintenance is an even more difficult feat. At Webb Air Force Base this problem has been worked out with a precise system which functions as smoothly and efficiently as a computer. In fact, the control system — Workload Control Center — is sometimes referred to as "the brain" by persons who deal with it.

The system depends on a huge panel manned by five controllers. On this panel is a designation for every aircraft at Webb. Every change in a craft is noted and the status of every plane on the base can be seen at any moment of the day by a glance at the panel.

The panel is divided into three sections, one for T-38 aircraft, one for T-37's and another section for specialists working and available for work on the planes.

The system was designed and the panel built by a commercial concern which specializes in this type of device. The racks, clocks and communications systems used in the operation, however, were coordinated and set up by T. Sgt. T. S. Hansen, a member of the Maintenance and Supply Group at Webb.

Each aircraft on the base is monitored from the board. As flying time is logged, the change is noted on the board by one of the controllers. Any complication which affects the flying capability of the plane is written beside the appropriate slot. At any moment a controller can tell the approximate condition and location of a craft. He can tell how far away it is from regular maintenance.

Another part of the panel has



A Matter Of Time

Personnel working on aircraft race against the clock in their daily work. A set time is allotted to each job to be done on the craft and if the work is not completed when the minute hand says it should be, monitors from the Workload Control Center will want to know why.

Symbols for each plane to show its location. If the plane is on the line ready for use, the symbol with the number of the plane is shown on the flight line section of the panel. If the plane is being repaired, the stage of repair is shown. The numbered symbol moves from one section to another until it is returned to the flight line portion of the panel when it has once again been readied for service.

Similar panels are used for both T-37's and T-38's.

The central specialist control segment of the board is made up of three panels, each showing different specialties on which the maintenance section can draw to keep the planes in good condition. Tabs show how many men of each specialty are available at any time, work which each has assigned, when the work is begun and when it should end.

Overhead, clocks keep time on

ated, the controller activates the job clock and the race to beat the deadline is on again.

There is reason for such strict control of the aircraft at all times. The mission of Webb Air Force Base is to train jet airplane pilots and to accomplish this, there must be enough aircraft available to provide the necessary training. By such control, the maintenance and supply group tries to keep use of the planes rotated so that there is an even flow through the repair hangars while enough planes to complete the base's mission are always available.

But before the Workload Control Center can take over, other planning must be done. Flying time, engine changes, inspections even routine delays must be considered. The needs for each month are planned ahead by staff agencies and the Pilot Training Group. This figure is then divided into weekly and daily requirements.

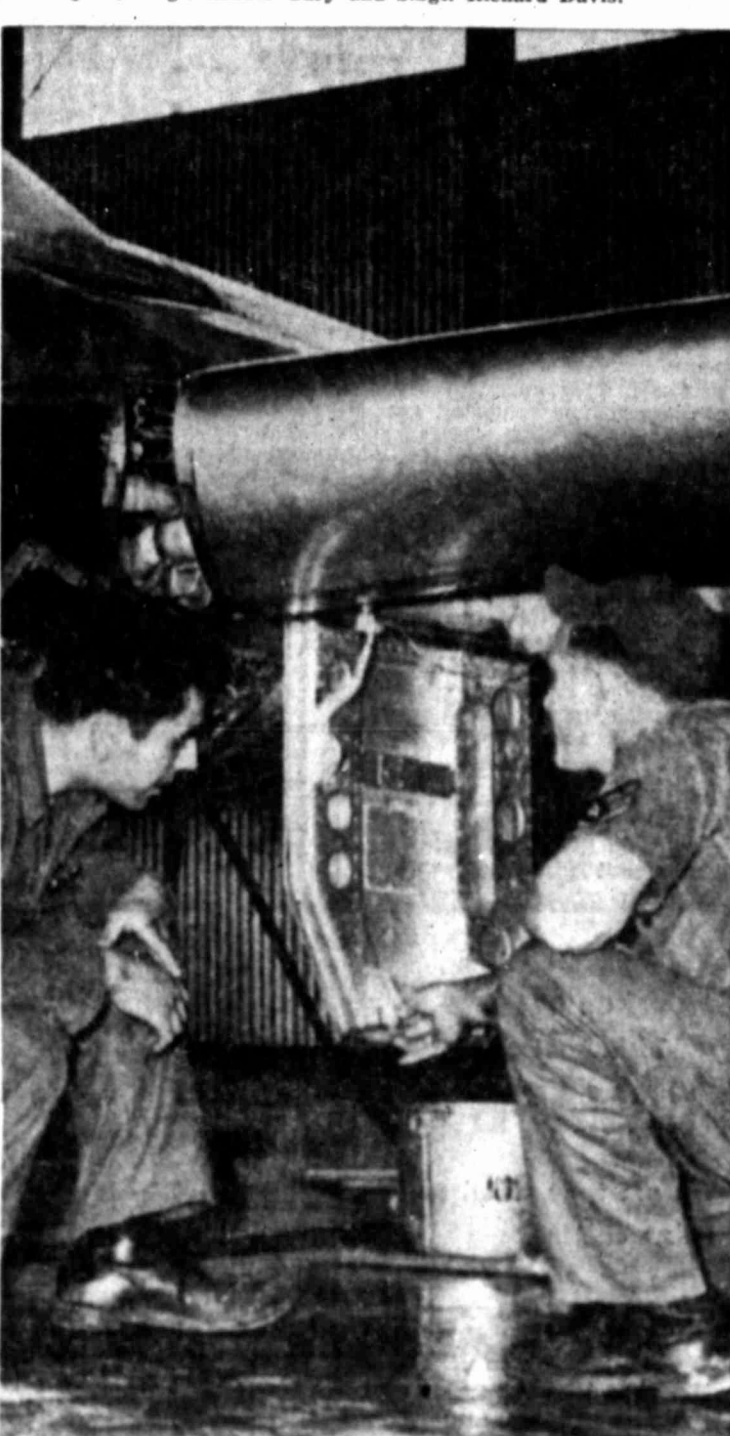
Once this schedule is prepared, it is rigidly observed. The Air Training Command will accept a deviation of no more than 10 per cent.

Maintenance problems are studied and resolved daily by department heads at maintenance staff meetings.

In charge of the entire operation is Col. George E. Frank, Maintenance and Supply Group commander. Chief of maintenance is Lt. Col. L. J. McNeil.

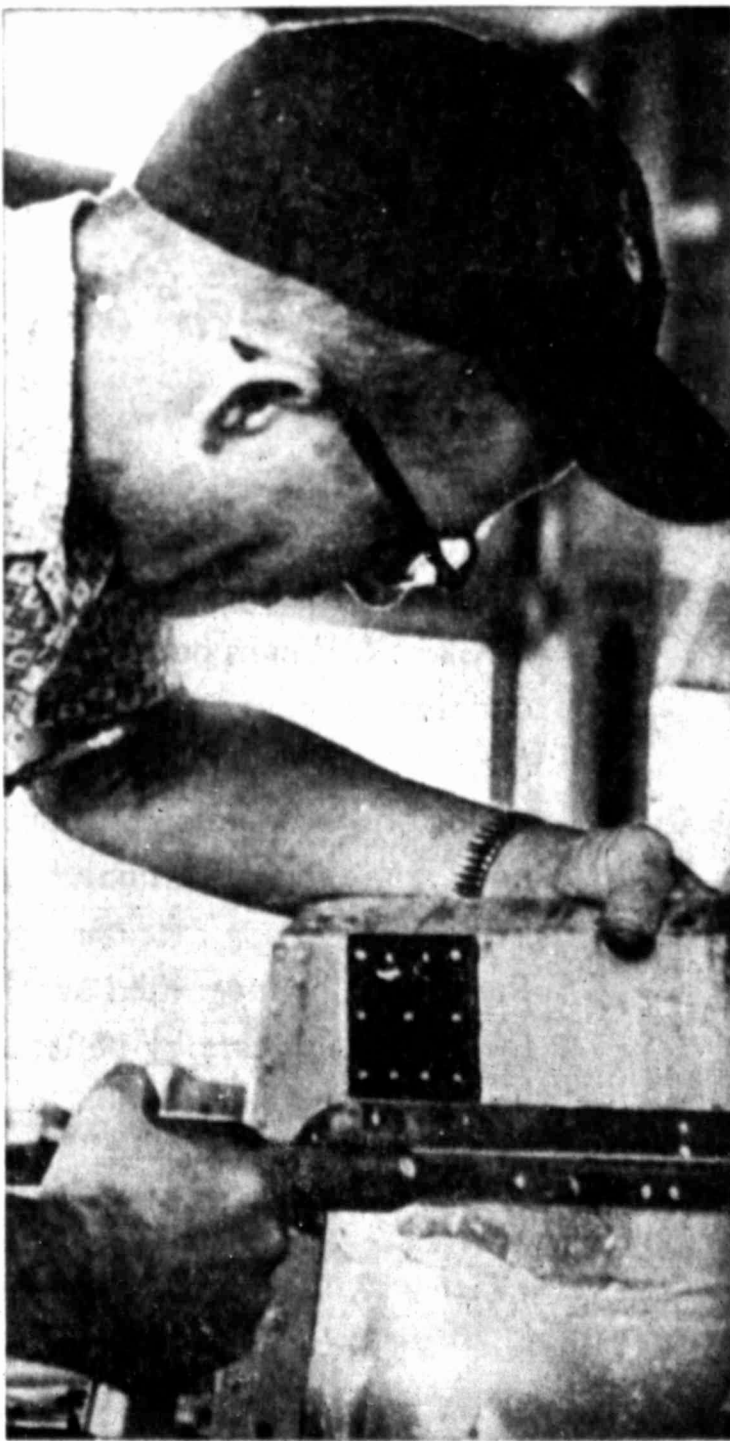
Heading the Workload Control Center is SM Sgt. J. B. Miller. Controllers manning the panels are S. Sgt. Richard Davis, SM Sgt. Irvin Doyle, T. Sgt. Harold Gary, T. Sgt. Leland Hagen, T. Sgt. James Barritt, T. Sgt. Bobby Hanson, S. Sgt. Ellis McCombs, M. Sgt. William O'Neal, S. Sgt. Eugene Hopt, S. Sgt. Billy Tipton, S. Sgt. Donald Valero, Airman 1C James Ross and Airman 1C Vaughn E. McKee.

Comprising the committee which iron out the daily maintenance problems are Maj. Stanley C. Smith, maintenance control officer; Maj. Alfred K. Halverson, Officer in Charge of organization maintenance branch; Donald H. Hine, general foreman; CM Sgt. C. Amundson, T-38 line chief; CWO Jack Kennedy, material control officer; Capt. Paul E. Lee, aircraft maintenance officer; and CWO Cecil Blount, flight line maintenance officer for the T-37.



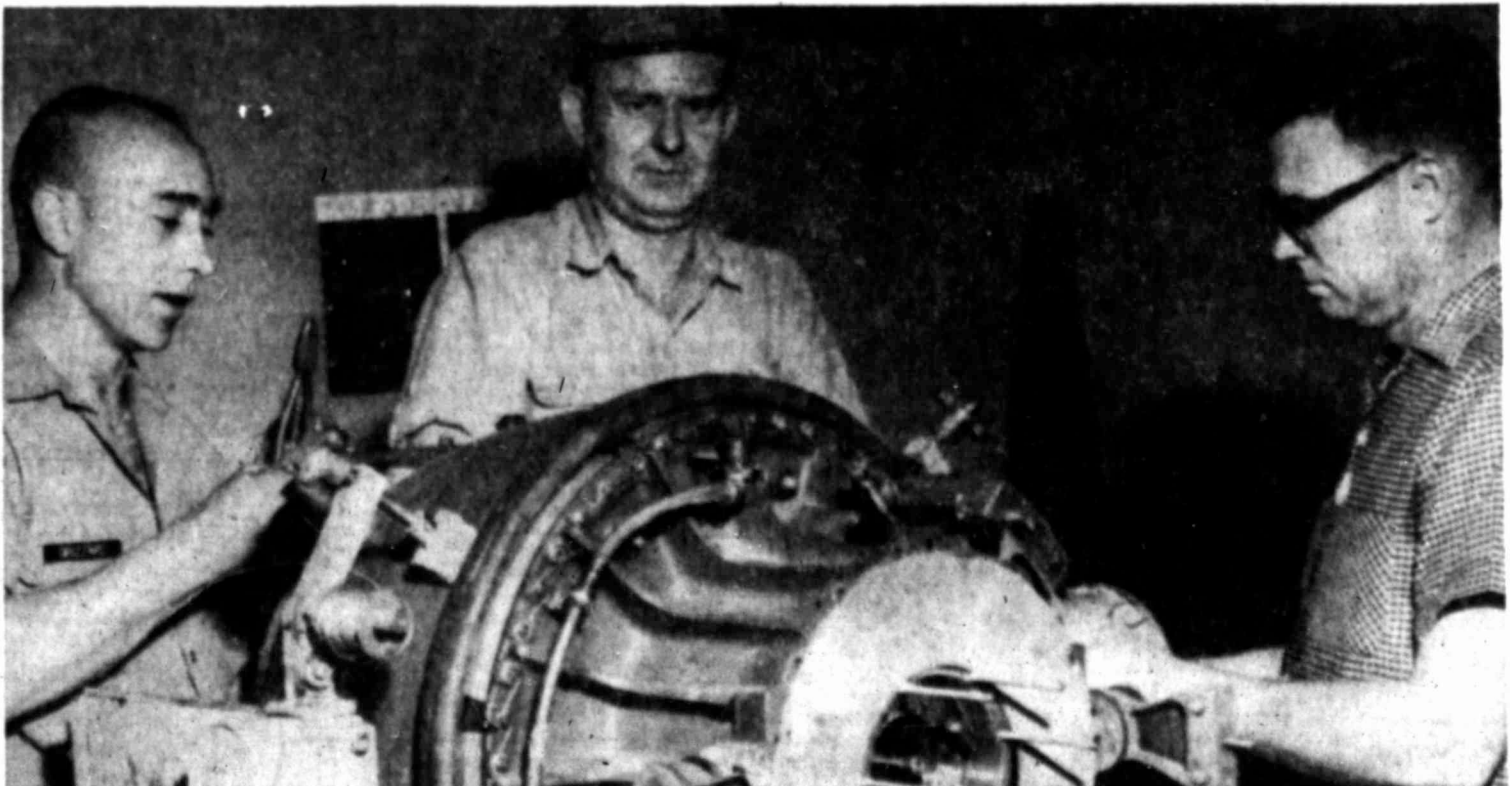
Check Landing Gear

As a part of the regular 100-hour maintenance on aircraft, the landing gear gets a thorough once-over. Here A.S.C. Eugene J. Cabral, left, and S.Sgt. Benjamin Tucker are shown at their work.



Building The Body

The Sheet Metal Shop at Webb Air Force Base might well be considered the beauty parlor for aging aircraft. Here almost any kind of repairs can be made on panels or airplane bodies. Shown at work is Gordon Williamson. This might be one of the specialties which needs to be called into play from the Workload Control Center when the planes are in for periodic inspection.



Assembling A T-37 Engine

When repairs have been made while an airplane engine is out for periodic inspection, it must then be re-assembled. For this, it is turned over to the Assembling Units. Shown in the reconstruction

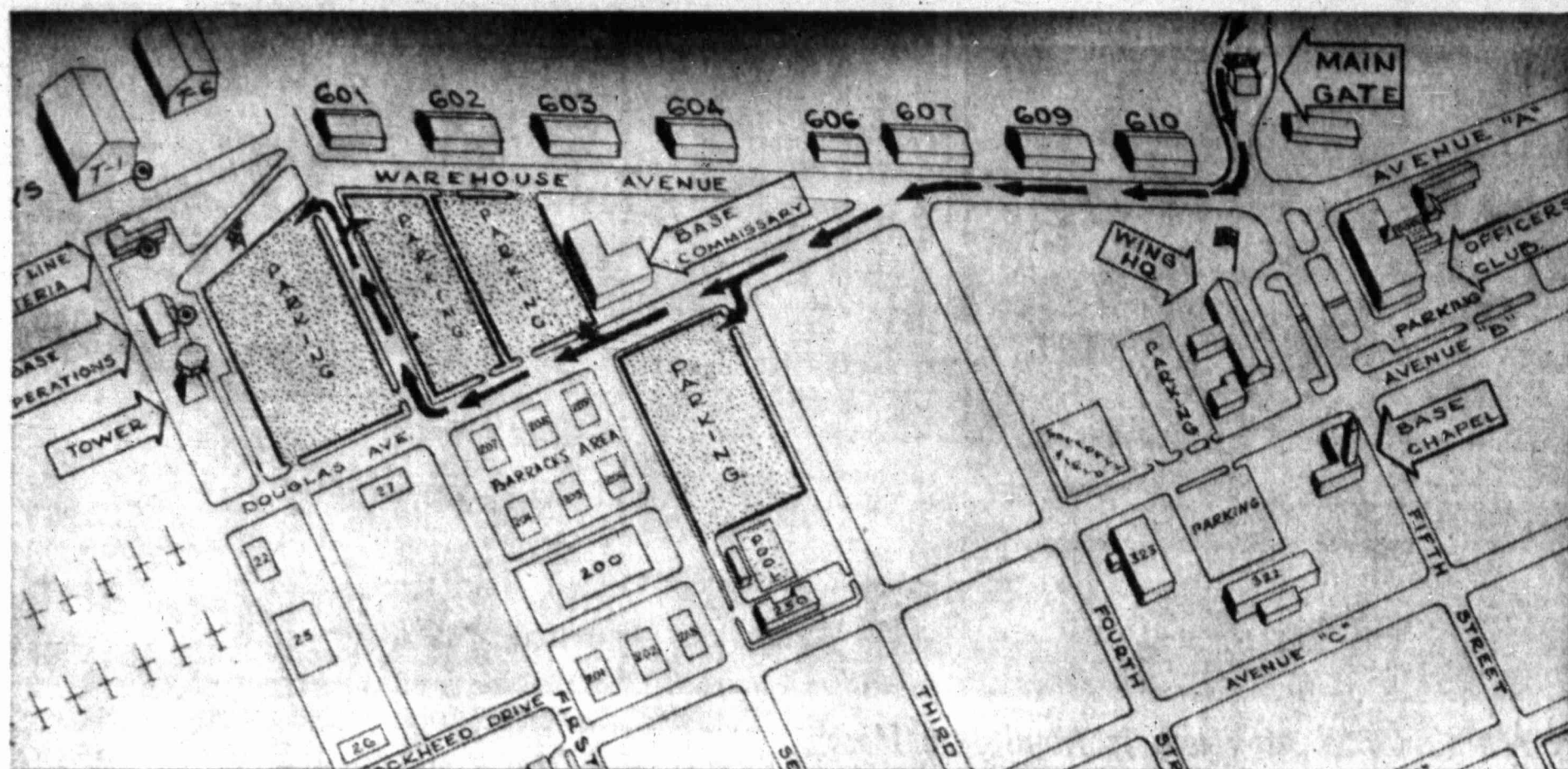
stage is a J-69 engine used in T-37s. Afterward the engine will go to the test cell. Civilian jet mechanics putting a hand to this job are, left to right, Charles Grizzard, E. E. Watts and Jack Matlock.

BIG SPRING DAILY HERALD

SECTION D

BIG SPRING, TEXAS, FRIDAY, MAY 17, 1963

SECTION D



PLENTY OF PARKING SPACE AVAILABLE AT WEBB SATURDAY

Just follow the arrows to any one of the shaded areas shown here for free parking while visiting the base

Stan Board Keeps Proficiency High

In a training program such as conducted at Webb AFB with hundreds of students and hundreds of instructors, it is important that the instruction be evaluated and coordinated. The Air Training Command publishes an outline giving precisely the courses to be taught, the time to be devoted to each, and the proficiency required of the student.

To see that students are being given exactly what the outline indicates is the job of the Standardization Board. The chief of this board is Capt. Robert F. Daley, assisted by nine pilots, most of whom have had long tours as instructor pilots, either at Webb or elsewhere.

Capt. Daley has divided his board into three sections, each working with the phase of training he is most familiar. The three

sections are: T-37, T-38, and instruments.

Assigned to the T-37 section are Capt. Max Odie and Lewis Vale, and 1st Lt. Walter E. Kowalik; the T-38 men are Capt. David A. Hettinger, and 1st Lts. Orin Knutson, and Stuart Howter. Officers assigned to the instrument section are Capt. Kenneth F. Somers and David Chamberlain, and 1st Lt. Fred D. Parent Jr.

The Stan Board is responsible for the proficiency of all pilots (ATC), whether they are instructors, test pilots, or behind-the-line type.

The official designation of the Stan Board is the "Wing Standardization-Evaluation Section." In addition to the annual instructor's check, the board conducts an annual proficiency check of all pilots of ATC on duty at Webb.

Base Boasts Big Scout Program Here

The Scout program at Webb AFB is complete—Cubs for young boys; Scouts for intermediates; Girl Scouts for intermediate girls, and Brownies for younger girls—and for the older youngsters, an Explorer program.

The institutional representative is Warrant Officer Peter Kryseski. M. Sgt. G. A. Seals is scoutmaster; assistant scoutmasters are Capt. Tom Seebo, and SM. Sgt. D. E. Bayless. Lt. Col. T. L. Thomas is the cubmaster and his assistants are Maj. T. J. McArdle, C. M. Sgt. C. A. Levendowsky, and M. Sgt. R. I. Sandstrom. The Explorer advisor is Maj. W. A. Mason.

There are about 150 active members in the Webb Boy Scout movement. The troops are active in all phases of Scout work, but the high point is the annual summer encampment in the Davis Mountains. The boys finance the trips by selling refreshments at the annual Armed Forces Day Open House.

The Girl Scout activities include camping trips, merit badge work, and other normal scouting activities. The girls also engage in one special project in the Base Round-Up during Girl Scout Week. They volunteer for work in the base hospital. The girls' work comes under the supervision of Mrs. C. W. Head Jr., neighborhood chairman. Troop consultants are Mrs. E. W. Schuster and Mrs. Hugh Bowden. There are some 160 girls in the various Girl Scout units.

Synthetic Trainer Is Important Phase

One of the most important phases of the training at Webb AFB is the synthetic trainer section; there are fourteen of these trainers—seven T-4s, for the T-37 aircraft; and seven T-7s for the T-38 aircraft.

With the phaseout of the T-33 aircraft at Webb, all trainers had to be replaced. This necessitated the remodeling of two of the old buildings and the construction of one additional building. One of the remodeled buildings houses the synthetic instrument trainer used in the T-37 instruction. The trainers used in the T-38 program are housed in the new building. The other remodeled building now serves as lounge, storage, administrative offices, tool rooms, and work shops.

The panels in the instrument trainers and controls are exact duplicates of the instrument panel and controls in the aircraft. An instructor's station is outside the cockpit, where the reactions of the student are recorded, and errors corrected. When the student has

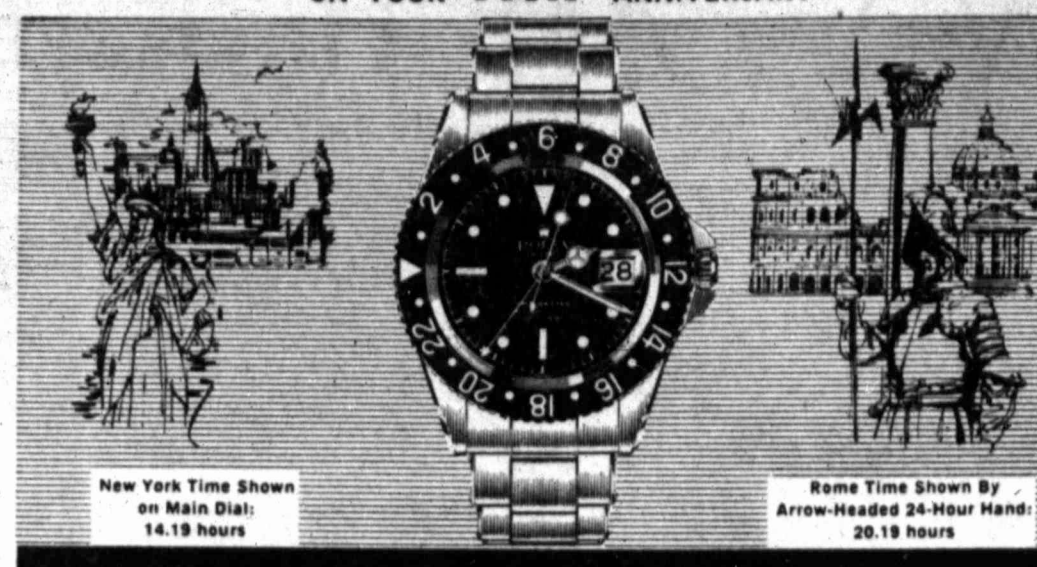
become familiar with the instruments, he tackles more intricate problems, such as power control, take-off attitudes, bank control, leveling off, climbs, turns, airspeed, heading—a total of 34 lessons. Sixteen of the lessons are on the T-38 trainer, and 18 on the T-37.

Maneuvers become progressively more difficult, and no student is permitted to pass until he has completed his instrument courses to the satisfaction of his instrument instructor. These instrument instructors are highly qualified airmen, and all of them draw "pro" pay, regardless of rank. "Pro" pay is additional pay drawn by airmen who qualify as professionals in a particular skill.

M. Sgt. N. P. Cortez heads the Link Trainer Section. It is divided into two separate units—the T-4 unit which operates the T-37 instrument trainers and the T-37 unit which operates the T-38 trainers. M. Sgt. James T. McCullough is in charge of the T-37 unit; M. Sgt. E. F. Seija commands the T-38 section.

Congratulations, WAFB

ON YOUR 11th ANNIVERSARY



LOCAL TIME IN TWO TIME ZONES AT ONCE

For air travelers, pilots and navigators, the Rolex GMT-Master tells the time in any two places on earth at once. Two revolutionary features—a revolving 24-hour bezel and an arrow-headed 24-hour hand—make this possible.

Voted by 20 out of 21 airline pilots an indispensable aid, the GMT-Master meets an exacting need. Its special features, plus chronometer accuracy, rotor self-winding mechanism, waterproof* case and automatic calendar make it an important traveling companion for the jet age.

GMT-Master—25-jewel Oyster Perpetual chronometer (waterproof*, self-winding). Date is magnified by ingenious Cyclops lens on the crystal. Stainless steel case, with Crown-Guard and matching bracelet, \$240.00 including Federal Tax. (*When case, crown and crystal are intact)

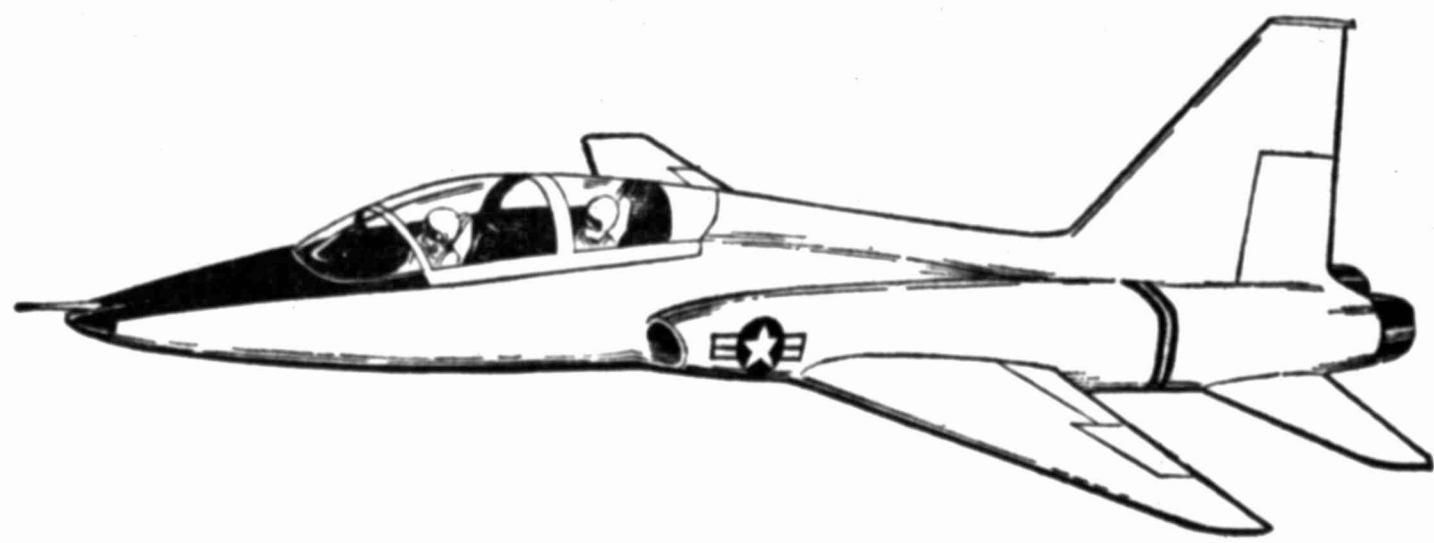


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THURSDAY
TILL 8:00 P.M.

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BIG SPRING'S
FINEST JEWELERS



Congratulations

to the Officers, Airmen, Families and Civilian Personnel
of Webb Air Force Base
on your 11th Anniversary In Big Spring.

We are proud to have you in our community
and a salute to all at WAFB for your
outstanding contribution to the growth and
welfare of Big Spring.



Good Housekeeping Shop, 907 Johnson, AM 4-2832
Young Modern Department, 903 Johnson, AM 4-2831

Congratulations
On Your
11th Anniversary
WAFB

We are truly proud to be counted your friends and fellow citizens.

Quigley Floral Shop
1512 Gregg AM 4-7441

Congratulations MEN of WEBB

on your 11th Anniversary

In
Big Spring

Once again on Armed Forces Day, we at Gibbs & Weeks pause to express our sincere appreciation to the Men of Webb for the countless civic, social and economic contributions you have made to OUR community. We can only hope that our small thanks can be magnified over the following years by better service and personalized attention to the Men of Webb by

Gibbs & Weeks

MEN'S AND BOYS'
"SEVEN TO SEVENTY"

109 E. 3rd

AM 3-2051

HIGHLIGHTS OF 1962

Webb AFB Had An Active Year

Jan. 5: Four Webb AFB captains received promotions to major—Harry C. Hon; Alfred K. Halverson; Thomas J. McMillan; and Robert J. Schaeffer. Webb wins the Achievement Award for attaining first place in the Incentive Award Program within the Air Training Command, for 1961.

Jan. 12: CWO Joe Brown received the Outstanding Supply Officer's Award for the previous year. Capt. Gregg Smith departed for his new station after four years at Webb. Sgt. Diego Garcia was presented with the Commander's Trophy.

Jan. 19: Capt. Melvin G. Swanson was named Academic Instructor of the Quarter.

Jan. 26: A master sergeant of the Greek Air Force entered Webb for training in handling and maintenance of personal equipment.

Feb. 2: 94 Airmen promoted at Webb in the January promotion cycle. Webb Credit Union went over the \$2,000,000 mark in loans to members. M. Sgts. G. N. Neighbors and A. E. Archer were placed on the retired list. Capt. Joel Carter, wing legal officer and staff judge advocate, reported at Webb for his second tour of duty.

Feb. 9: A new basic training era begins at Webb with the phase-in of the T-38. Mobile Training Unit moves in to aid in transition of technicians from the T-33 to the T-38.

Feb. 16: Howard County Junior College enrolls 147 Webb airmen for new mark. Delbert Downing, manager of Midland Chamber of Commerce, was guest speaker at the group dinner. Mail room with over 2,000 boxes opened in wing headquarters building. Webb trips Lackland to win ATC cage title. T. Sgt. Clifford D. Howell won a commendation for his work in Wing Personnel. The base started its shuttle bus service.

Feb. 23: Six master sergeants

at Webb receive chief and senior ratings. M. Sgt. Ray McKinnon retires from the Air Force. Base sets March 3 as Frontier Day. Maj. Chi Chien of the Chinese Air Force was a visitor at Webb.

March 2: Sick call gives way to Out-Patient Service. Lt. Col. Beverly Pearson leaves for Wiesbaden, Germany. Lts. Robert Cepolien and John S. Stewart begin a simulated space flight at Brooks AFB.

March 16: T. Sgt. John C. Henry takes on retired status after 22 years of service. Texas Tech choir sings at base chapel. Four master sergeants of 331st get super-stripes. Capt. James Day brings in a disabled T-33 on a dead stick to save craft and student pilot.

March 23: Maj. Curtis L. Utterback, 331st, is reassigned to the Dominican Republic for duty with the Military Assistance and Advisory Group. Lts. Cepolien and Stewart complete simulated space flight at Brooks. Thunderbirds arrive for open house demonstration in connection with graduating class 62F.

April 6: 331st Airman to get degree and commission under AF educational program; Airman I.C. Rollin Munger leaves for University of Wyoming. Capt. Jerry McMichael ships out for Thule. M. Sgt. Jack Wilson retires after 20 years; 20-year-pins awarded to Warren A. Farrow and Omer Williams.

April 20: Dining Hall "A" is closed for repairs; Mrs. Rilla Webb is presented a 10-year service pin; Lt. Allen L. Crunkilton receives regular commission; Col. Henry Victor goes to Lowry; 48 dependent children get citizenship certificates. S. M. Sgt. John Homberg resigns as Little League director.

April 27: Lt. Col. Leland Yonkin is reassigned to Japan; S.

Sgt. Ray Kindrick retires after 20 years; S. M. Sgt. Grady Wilson, 331st, presented with AF Commendation Medal. T. Sgt. Roy M. Young, CAM Squadron, is awarded the Outstanding Unit Award. Capt. Barberie takes over as Maintenance Officer at 331st. Italian-born baby adopted by Capt. and Mrs. Mario Stefanelli and arrives at Webb. Lt. Gen. Robert Terrill, deputy CO of the ADC, was a visitor at the 331st FIS HQ. Tiki Room opens at Officers' Club.

May 11: Lt. Col. John Hillen is ordered to Saudi Arabia; 1962 Savings Bond drive gets under way at Webb. Mrs. James Gehrig is elected to head Officers Wives Club. Col. Harold C. Collins takes command of PT Group. Sgt. Ray "Airmen of the Year." Col. John P. Stapp addresses graduating class 62G; Secretary of Air Force Eugene Zuckert is visitor at Webb; 1st Lt. Floyd R. Hester leaves for Brooks AFB where he will participate in Space Flight Tests; 61st Student Squadron captures squadron level track meet; Webb baseball season opens with double-header against Lackland AFB. German General Staff officers at Webb for briefing on progress of German student pilots.

May 25: Chaplains J. Howard and L. Dunlap reassigned; Lt. Col. B. R. Underwood named Wing Operations Officer; Col. Wilson H. Banks is invited to lead parade of Big Spring's annual rodeo.

June 1: Lt. Col. Robert A. Wiemer, Hospital Group Commander ordered to Alaska; Lt. Col. John F. Holt receives orders to report to an Alaska Air Base; AF Academy "3rd LAs" are slated for Webb tour; Maj. Evelyn Lawrence arrives at Webb to take over chief nurse's desk.

June 3: Eighty-eight Webb airmen are promoted; Col. Donald W. Pendergrast, Deputy Commander, leaves for overseas station.

June 15: Two hundred AFOTC students arrive for 30 day encampment; Cowden linksters blast Webb in annual meet.

June 22: Col. Harold C. Collins, speaker at Flag Day ceremony; former Wing CO Donald W. Elsenhart returns to Webb as graduation speaker for Class 62H; Capt. Margaret J. Wyatt arrives at Webb and is assigned Personal Affairs Officer. T-Bird (T-33) is phased out in favor of the super-sonic T-38 trainer.

June 29: Sgt. James D. Cooper receives Outstanding Unit Award for service at Gerke Air Base. P. 1: Capt. Gerald Johnson reassigned—goes to Lackland. T-38's log 100,000 hours; Mrs. Mildred Stallings arrives at Webb to head Service Club activities.

July 6: Fred Huffman, Red Cross director at Webb, is ordered to Iceland, being relieved by Clarence Hummel, who returns to Webb for "seconds."

July 13: Hospital wins OJT trophy; Maj. Gen. W. O. Monteith, Amarillo AFB, speaks to AFOTC grads. C. M. Sgt. Grady W. Ramsey ends 20 years of active service with USAF. T. Sgt. Nelson Robinson, Airman I.C. Earnest L. Marks and Airman 2C. Allan W. Weismantle receive private pilot's licenses; son of AF M. Sgt. young Tommy Clovin, saves infant's life by mouth to mouth breathing.

July 20: Lt. Col. Maxfield H. Bence arrives at Webb to assume duties of Wing Personnel Officer.

Col. Rex D. Fryer joins Webb staff as deputy wing commander. Capt. Charles A. Smith, OI, Cecil D. Peters, CAM, and Keith H. Hill, PT Gp., trade captains' bars for the gold-leaves of a major. Bell Telephone golfers trim Webb 32-20.

July 27: Members of Disciplinary Control Board meets at Webb; BX marks 47 birthday; BEMO (Base Equipment Management Office) is adopted with deputy wing commander in charge. Mrs. Donal Nevils is installed as NCO Wives Club president. Webb softballers capture Forsan invitational.

Aug. 3: First T-38 grads hear Col. Herman Smith. Col. George Franks is new commander of M and S Group. Webb sets date for Youth Fair. Maj. B. F. Meacham leaves for Glorietta conference.

Aug. 10: Lt. Col. Mount E. Franz is new Hospital Group Commander. Lt. Col. William A. Clair takes over as 331st Operations Officer; Maj. Florenzo Janicelli and Capt. Mairo Lusso of the Italian Air Force are at Webb for a two weeks briefing on flying safety methods.

Aug. 17: Brig. Gen. Werner Hoffman of the West German Air Force spent the day visiting the German Air Force students in pilot training at Webb.

Aug. 24: Webb gets first dose of 5BX Fitness Program. Lt. Col. Max Zweibel, Webb dental surgeon, heads for Alaska.

Aug. 31: Webb Youth Fair gets off to a good start. Lt. Col. Julian Baird comes from Alaska to take over comptroller's slot. Big Spring businessmen entertain base NCOs at Big Spring Country Club; 134 airmen get added stripes in October promotion cycle.

Sept. 7: Maj. Joseph Riley is transferred to Florida base. Jackie Pool and Rickie Price win title of Miss Delta and Mr. Talon in Youth Fair contest. Eunice Hickson is named businesswoman of the year by Cactus Chapter of the American Association of Businesswomen. M. Sgt. Paul J. McDaniel quits after 21 years, base "police chief." Leaves soon for an assignment in Alaska.

Sept. 14: Brig. Gen. Neil D. Van Sickle address grads of Class 63-B. 331st leaves for Florida to participate in 1962 William Tell. Webb observes 15th anniversary of USAF. Capt. Roland Grotte and T. Sgt. John C. Horey win Best of Show awards in photo contest.

Sept. 21: Area youngsters tour base on "Kids Day." Col. A. T. Frontczak, of USAF headquarters, and party are briefed on pilot training program. Family Services Orientation begins.

Sept. 28: Forty-seven Webb lieutenants get captain's bars. The Webb based Air Rescue Service earns Kaman Achievement Scroll.

Oct. 5: 60th PT Sq. is first to

Base Housing Is Early Stop

One of the first places a new man at Webb will contact on arrival is the housing office. At Webb, this office provides quarters for some 750 personnel, both permanent party and student pilots. Base housing also provides accommodations for transient personnel, visiting officers and airmen.

The largest operation of the base housing unit is Webb Village. Completed in 1959, the "village" provides 276 units for airmen and 189 for officers. Quarters assignments are made on the basis of rank—although consideration is given to extenuating circumstances.

Beginning in March of this year, airmen first class are being assigned housing in Webb Village. The base housing office recently completed installing carpeting in all bachelor officers' quarters.

Oct. 12: Capt. Allen Krunilton leaves for Formosa after four years at Webb.

Oct. 19: Capt. Ronald F. Kibler arrives to head Security Division. Amarillo Training staff tours Webb. Maj. Harris B. Wilhoite is reassigned to Florida base. Global Tasting Bar is staged by International Wives and is huge success.

Oct. 26: Webb wins ATC Suggestion Award contest. Rescue Detachment earns added plaquid for night fire suppression. D. J. James, chief of Royal AF's psychological research division is a visitor at Webb.

Nov. 2: Student pilots face HCJC in benefit game. Lt. Col. Rowland Wolfe Jr. is Webb's new dental surgeon. Airman 2C. Charles J. Ellard, son of retired USAF colonel gets appointment to Officers Training School.

Nov. 9: Capt. John F. Seaton is named to succeed Maj. Harris B. Wilhoite as interim Flying Safety Officer. Airman I.C.s Roy Kirk and Telphen Datin to leave Webb next week for Lackland, where they will enter the final class to be held for Officer Training for airmen without college degrees.

Nov. 30: Capt. N. F. Wolfe is new assistant to Wing Chaplain. Two TAC officers arrive at Webb to brief students on joys of a TAC assignment. T. Sgt. Jack Lacy retires at Webb after 20 years; he enlisted here in 1942. Operations "Home Safe" is initiated at Webb.

Lt. Morgan C. Ward leaves for St. Paul, Minn., where he will enter training for the Olympics (ice skating). Luther McDaniel leaves for new assignment in Pennsylvania. Capt. Clarence W. Harris Jr., retires after 20 years active duty. PT Group slates red carpet tour for students' wives.

Dec. 7: Maj. Eugene Schuster arrives at Webb for assignment as Flying Safety Officer; Lt. Col. Leonard Einstein, executive officer at M and S, gets Sheppard AFB assignment. John R. Allison, vice president of Northrop Corp.—manufacturer of the T-38—and a former Flying Tiger in China, speaks to Class 63-C grads. Capt. Leonard F. Reynolds is selected for membership in the Order of the Daedalians. Lt. Richard Alexander cops honors at ATC art show.

Dec. 18: German students at Webb get honorary Texas Citizenship from Gov. Daniel. Capt. J. N. Smith dons mufti after 20 years active duty.

Congratulations WAFB On Your 11th ANNIVERSARY!

It has been our pleasure to serve you.
We invite you to dine with us soon.

Miller's Restaurant
510 East 3rd AM 4-9021

Your Firestone Store SALUTES THE PERSONNEL OF

WAFB On Your 11th ANNIVERSARY

We are proud of Webb . . . and grateful
for their spirit in community affairs
as well as their contribution to our
national defense.

We at Firestone have enjoyed serving you in
the past and pledge ourselves to serving
you even better in the future.



Aerospace Power for Peace

Congratulations Webb Air Force Base

On Your

11th Anniversary

We salute all the people of Webb for
the work you are doing and for the in-
terest you have taken in our city.

PARK DRUG

IN COLLEGE PARK CENTER

Open 9 to 9 Daily

Including Sunday

CONGRATULATIONS

WEBB AIR FORCE BASE

On Your

11th Anniversary

Our very best wishes to all
the people of Webb on the
observance of

ARMED FORCES DAY



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AM 4-4627

You'll like
me . . . Come to
**WESTERN
CAR CO.**
and see
for yourself!

Armed Forces Day Is Open House

Although Armed Forces Day is
a public event and has been the
occasion for a wide variety of
community activities, the observance
is primarily an "open house"
program.

Wherever feasible, the public is
invited to visit posts, camps, sta-
tions, bases, armories, reserve
centers, and other facilities in the
national defense system. Although
major emphasis is on the "open
house" observances, properly spon-
sored community programs are
authorized and encouraged.

First Excitement Was Shared

Not all the excitement was cen-
tered at Webb AFB 10 years ago
today when it was dedicated and
officially activated.

This was the day of one of the
worst traffic disasters in this area.
Fidel Ceballos and his wife, to-
gether with their three small chil-
dren, Delia, just past 2 years,
Fidel Jr., a year and four months,
and Pablo, 5 months, were headed
west in their car. On the wet
pavement, they momentarily slid
to the right and into the path of a
big refrigerated transport truck.
The impact stripped their car and
rolled it into a ball. All of them
were killed instantly.



Chin In

Cadet at a National Guard Officer
Candidate School is "braved"
by an upper classman. School
program is under way in 47
states.

We would like

to express our

Congratulations
to . . . **WAFB**

On this 11th Anniversary of WAFB we take this opportunity
to express our appreciation to the personnel at the base
for helping make Big Spring a larger and better town.
We also wish to thank you for all of the business
that has come to Wards from those at WEBB AIR
FORCE BASE.

We invite the personnel at Webb to open an account.
No down payment, small monthly payments. Everything we
sell in the store or catalog can be purchased on terms.

**MONTGOMERY
WARD**

3rd And Gregg — AM 4-8261

FREE PARKING SOUTH
OF STORE

Open 'til 9 P.M. Thursday
Open 'til 6 P.M. Other Days

You Are Always
Welcome At
WARDS

Congratulations
To The Personnel
At WAFB
On
Your 11th
Anniversary
May 18

DOROTHY RAGAN'S
TOT 'N' TEEN

901 Johnson AM 4-6491

Best Wishes to the Entire Personnel
of Webb Air Force Base

House Of Charm Beauty Salon

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Congratulations
WAFB
On Your 11th Anniversary

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"Largest Selection of Records in The Southwest"

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Congratulations
WAFB
On Your 11th
Anniversary

We are happy to join in expressing our sincere appreciation to Webb Air Force Base and its entire personnel for your important contribution to the social, civic and economic life of this community.

We trust that it shall be our good fortune to observe many more anniversaries with you in Big Spring.

Clyde McMahon
Concrete Co.

605 North Benton



Destination

Jet flight planning is a precise and vital step in jet flying. Here the pilot points to his intended destination on the base operations flight planning map as the Sgt. looks up data on the point of landing in the jet instrument letdown charts. The NOTAM (Notice to Airmen) file in the cabinet

behind Sgt. Harding carries up to the hour information on every landing field in the United States. All U.S. Air Force pilots are required to check NOTAMS on their flight destinations before their flight plan can be approved.

Civil Engineers Keep Base Running Smoothly

Among the complex problems which confront Civil Engineering Group at Webb AFB are construction and maintenance of base facilities.

The 356th Civil Engineering Group does everything from repairing leaky faucets to accomplishing major runway repairs; from mowing grass to maintaining 25 miles of paved roads. This group maintains 758 buildings, of which 465 are family housing units.

When up to par, the group is composed of 293 personnel—seven officers, 157 civilians and 119 airmen. Three civilian engineers are included in the group and are responsible for drawing up plans and specifications for contract-type construction and maintenance. Annually the government spends in Big Spring and vicinity, some \$250,000 for maintenance materials. Local utility firms receive an average of \$172,400 annually for electricity, \$70,700 for gas, and \$77,500 for water and sewage disposal. The group is responsible for budgeting the money to be spent for these utilities.

MANY TOOLS

To accomplish the work of repair, construction, and maintenance, the group uses every kind of device from a spade to giant cranes mounted on heavy trucks, from trouble shooter scooters to highly specialized vehicles. The group maintains approximately 17 miles of gas mains, 51 miles of water distribution lines, 19 miles of sewer lines, and 57 miles of overhead electric lines and 12 miles of underground cable.

Runway lighting systems and allied navigation aids are maintained as are some 80 miles of underground storm sewer and drainage systems. The group maintains some 17,000 linear feet of railroad track, a 1,620,000-gallon fuel storage facility and three central heating plants.

GROUNDS

The group takes care of 1,230 acres of improved grounds, 1,080 acres of unimproved grounds, 1,000,000 square yards of taxiways, and runway facilities, both at Webb and at Colorado City, where an auxiliary field is maintained. The group provides fire protection and suppression capabilities for Webb, for the auxiliary fields,

and for local use, should the need arise.

It is responsible for installing and maintaining all fire protection sprinkler systems in warehouses, shops and hangars. The care of ball diamonds, post exchange, bowling alleys, golf course, and swimming pools also come under its jurisdiction.

LOCAL CONTRACTS

Since the beginning of the year, some 50 projects have been contracted to local firms. The total amount involved exceeded \$700,000. Major jobs this year include the alteration of the flight line facilities to accommodate the T-38; repairing the aprons and the installation of underground electrical distribution systems and the air conditioning of most buildings.

The group goes all-out on preventive maintenance. Every base facility is inspected regularly; defects are noted, studied and ap-

propriate repairs are initiated.

New work is accomplished by work order. Should any organization feel the need of an additional facility, a work order is prepared and sent to the CE Group which studies the plans, draws specifications—and either does the work, or arranges for its contract, locally.

In addition to these responsibilities, the group is charged with the insect and rodent control program.

The group maintains a 1,000,000-gallon water reservoir.

THIS YEAR'S LOAD

According to Major Lawrence R. Casey, group commander, his organization's planned workload for the coming fiscal year will be approximately the same as last year. There is no way of determining routine maintenance, the termites could have a good year—dry rot can attack structures—any one of a dozen unexpected situations may arise that can affect the workload.

Major Casey, who will retire May 31 after 21 years of service, first entered the Civil Engineering field in 1947 and after tours in Guam, Europe and the Pacific, came to Webb in February, 1962.

As a result of his war service he holds the Asiatic Theatre Ribbon with two Battle Stars; the European Theatre Ribbon with four Battle Stars; the Purple Heart; Air Medal; Distinguished Flying Cross and others.

Ranks Swell

From four federally-recognized individuals enrolled in the National Guard in June, 1946, the membership swelled to 369,489, including 44,728 in the Air National Guard at the time of the outbreak of hostilities in Korea, four years later.

Base Was Packed For '52 Dedication

Eleven years ago Saturday between 15,000 and 20,000 people, creating a colossal traffic jam as they came, packed into Webb AFB for open house marking the dedication of the new air base.

The weather had turned unexpectedly cloudy and cold and many visitors, fooled by the calendar which read May 18, 1952, shivered in shirt sleeves while neighbors felt comfortable in coats in the 50-degree weather.

A drizzle brought 31 of an inch moisture to a parched country that was entering a historic drought, but by noon the light rain gave way.

Two hours earlier the gates had been opened, and from that time almost until 4 p.m. when they were closed to visitors, there was a steady stream of cars. By 2 p.m., 500 vehicles had been counted at the gates.

At this hour, several thousand people had gathered around the front of wing headquarters to hear Lt. Gen. Robert W. Harper dedicate the base to "the strength of the nation" and to hear Rep. George Mahon, chairman of the House committee on military appropriations, praise those in mili-

tary service, noting: "If it were not for you, we would be in slavery."

Then Col. Ernest Wackwitz, the base commander, handed a bronze plaque to Mrs. Rilla Webb, mother of 1st Lt. James Louis Webb Jr., whose name the base henceforth was to bear.

On hand to watch the ceremony, as the colors were raised proudly in the crisp breeze, were Lt. Webb's widow, Mrs. Doris Hall of Yazoo City, Miss., their two children, Karen and James Taylor Webb; his father, James L. Webb Sr. of Silverton; and his sister, Mrs. W. L. Walker, then of Tulsa, now of Levelland.

Today this bronze plate is imbedded in a stone marker near the base flag pole, a solemn reminder of how much a man can give to his country.

Visitors thronged through almost every building on the base, visited the line where T-28 (propeller) and T-33 (jet) trainers were on display, along with C-45s, C-47s and B-25s. Occasionally the National Guard battery B. 132nd Howitzer Battalion, fired blank rounds to add to the excitement of the day.

Base Named For Lt. Webb

Webb AFB in Big Spring is named for a Big Spring man—1st Lt. James L. Webb Jr. His mother, Mrs. Rilla Webb, has worked at the base since its activation.

Emerging from World War II with 49 combat missions to his credit in the European theatre, he gave his life in a crash off the coast of Japan on June 16, 1949.

Born in Sweetwater, he moved here with his parents as a lad, attended schools here and at New Mexico Military Institute in Roswell before going to the University of Texas. He left off his studies there to enter the (Army) Air Force, crowding in 49 missions before rotation to the United States and re-deployment to the Pacific. However, the war ended and he returned to civilian life. Never, however, did he get flying out of his system and soon he was back in the Air Force.

Ironically, he was being checked for a shift to jet aircraft when his P-51 Mustang crashed into the bay while returning from a reconnaissance mission. His name was connected with jet training, however, when the base was named for him May 18, 1952.

Congratulations

To

Webb Air Force Base

On Your

11th

Anniversary

Youth Beauty Shop

1705 Scurry

AM 4-4431

Best Wishes

W.A.F.B.

Personnel

on your

11th

Anniversary



ARMED FORCES DAY

THOMAS
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Mr. and Mrs. Eugene Thomas

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At 4 1/2%
Your Savings
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BIG SPRING

SAVINGS ASSN.

Current annual dividend of 4 1/2 per cent—computed and compounded each six months. You don't have to wait a year for earnings! Accounts to \$10,000 federally insured. Come in today and open an account.

We're mighty proud of all the folks at Webb AFB, and we thank them for always being good citizens of our community.

a salute



To All The WAFB
for your outstanding
contribution to the
growth and welfare
of
Webb Air Force Base

Fabric Mart

1710 Gregg

AM 4-6614

Big Spring (Texas) Herald, Friday, May 17, 1963



Goods Going Out

Earnest Smith, left, hands A.I.C. Eddie Devore a box of equipment ready to go out somewhere on the base to meet a need. This scene occurs many times each day at the loading and unloading docks of the main warehouse.

Giant Supply Force Keeps Jets Flying

To fulfill its mission as a jet pilot training base, Webb Air Force Base must have airplanes ready to fly at all times. This training task could not be accomplished without the necessary supplies to keep the aircraft in top operating condition.

For this reason, Base Supply is one of the most important sections of Webb. It is also an expensive one. The unit is charged each day with about \$7½ million worth of merchandise which takes many forms.

Keeping tabs on the items of supply, which on March 31 totaled 34,983 separate articles, requires the attention of 172 full-time employees. Three of these are officers, 112 are enlisted men and 56 are civilians. The entire Base Supply operation is the responsibility of Maj. John E. Bold.

Base supply is divided into five major areas. Management and Procedures Division is headed by Capt. Richard E. Hardie. CWO Herbert Heath is in charge of the Property Accounting Division. M. Sgt. Oscar Taylor handles Maintenance Support and Lt. Stephen Berry is in charge of Material Facility. Another unit of Base Supply is the Explosive Ordnance Disposal Section, headed by T. Sgt. G. H. Schweickert.

IBM equipment is already in use as an aid in keeping track of the thousands of articles and even more advances will be made soon. "A computer will be installed during the late fall," S. Sgt. George Powers, management and procedures, said. "It will reduce many of the mental tasks and simplify record keeping."

Three persons are kept busy punching cards on items stocked by Base Supply and persons in charge of various articles are also required to know how to punch cards in the event a puncher is absent.

Items received are posted to proper cards. The personnel can then check these cards and know immediately how many of a given item are on hand. The cards are checked regularly to make sure that the base will not be left without an article. Minimum supply totals are placed on each item and when this figure is reached, the article is re-ordered.

As a change is made in the supply, either through withdrawal from stocks or addition with arrival of supplies, the change is noted on cards for each article of equipment. About 60,000 such transactions are made each month.

Fifty-seven persons alone are needed to keep records.

Some items are stored in quantity where they are used—such as expendable items used in the repair of aircraft. Among these might be nuts or bolts which are used frequently. Other articles, such as airplane tires, are checked out each day and a supply is carried on a truck to be installed on aircraft as needed. Tires receive extremely rough treatment from student pilots and a set seldom lasts more than a half-dozen landings.

Most items, however, are issued after they have been requisitioned through normal channels. This request is often made by phone. A check can be made immediately to determine if an item is in stock. If so, it can be sent or its way in a matter of minutes. If the article is not immediately available, it is put on back order, meaning that it will be obtained from one of the sources of supply and then shipped to the place where it is needed.

The Supply Officer has four sources on which he draws to replenish supplies. He can purchase the item locally. He can request items stored at other bases, or he can go through the Air Force and Department of Defense Supply depots or the General Services Administration.

A comparatively new system was instituted in supply July 1, 1962. Known as MILSTRIP, short for Military Standardized Requisition and Issue Procedure, the system is expected to save millions of dollars for the services each year.

With MILSTRIP in operation, all branches of the Armed Services draw on a single depot for a particular item, eliminating duplication of depots for each of the services. Code numbers for supply articles have been standardized for all branches of the service. Supplies may be ordered through various means, but the most commonly used now is the Data Transceiver. The requisitions are routed to the proper depot along telephone trunk lines according to priority of the order. A high priority request can stop a slower priority order in the middle of transmission. The stopped order will resume where it left off when the high priority message has been cleared. With this system an order can be placed in minutes.

Alternate methods are to use the telephone, used at Webb almost exclusively to get articles for the F-102 aircraft or other items which are difficult to obtain, and the regular mail. The latter is seldom used when considering the amount of articles requisitioned.

Supplies are ordered according to requisitions of needs. Maj. Bold pointed out. If an article not in stock is required, appropriate catalogs can be consulted to determine where it can be obtained or to find out if another article can be used in its stead. Each new piece of equipment obtained by the base will mean the addition of its parts to the stock. At the same time, equipment retired is put on surplus lists for use by other Air Force Bases or other branches of the service which may need them.

A constant check must be maintained on the millions of dollars of equipment to insure that proper care is taken to keep it in the best possible condition. Stocks are checked periodically at the warehouses and numerous inspection trips are made to other points where supplies are kept or used.

All phases of Base Supply are constantly being analyzed, audited and inspected. This task is handled by Management and Procedures Section.

Lots Of Acres In Concrete

Airplanes, support, students and instructors are important to the pilot training program but individually and collectively they mean little without the maze of concrete runways, taxiways, aprons, blast and warmup pads that crisscross the field.

The two major lengths of concrete are the two runways—17 and 35—which parallel each other some 1,300 feet apart. They extend north and south and both are 150 feet wide. Number 17 is 9,140 feet long, and number 35 is 8,800 feet long. Both have barriers at each end for slowing errant aircraft, and both have a 1,000 feet overrun at each end.

The 331st Fighter Interceptor Squadron and the 356th Pilot Training Wing use the same runways. Crisscrossing the main runways are seven separate taxiways; one, the wider and heavier of the seven, connects both 17 and 35 with the 331st area. The other taxiways T-1, T-2, T-3, plus runways crosswind, access taxiways to aprons, hangars and runways add up to millions of square feet of concrete. Blast and warmup pads further increase the total acreage.



Publications Research

One of the places in Base Supply where someone is usually busy getting information is at the Publications Research Branch. Stock numbers, interchangeable items and other information are given in the volumes which line the four walls of the room. Shown at work are, left to right, A.I.C. Melvin Sharp, Mrs. Fay Rogers, A.I.C. Larry Knapp, A.I.C. Joe Jackson and A.I.C. Willie Randolph.

Congratulations

Webb Air Force Base

On Your 11th Anniversary

And...

Welcome Track Teams

TO BIG SPRING

SETTLES HOTEL

COFFEE SHOP

DOWNTOWNER BAR



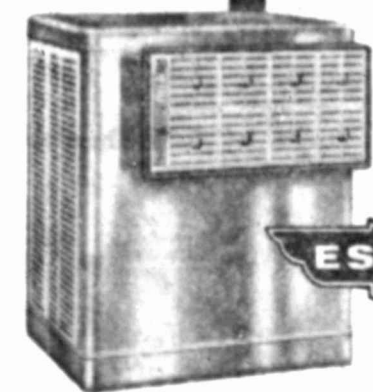
BEST WISHES TO WEBB AIR FORCE BASE ON THEIR 11th ANNIVERSARY!

...with my

ESSICK COOLER



Over 1,000,000 satisfied users are enjoying cool summer comfort with Essick coolers



You can have **More** for less
More cooling **More** leisure time
• Less work with an ESSICK cooler!

From \$109.95

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**AUTHORIZED DEALER
GENERAL ELECTRIC**

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To Visit

Capt. Zephir Brandibas Jr., Air Force liaison officer of Boy Scouts of America, Region IX, will be visiting Webb AFB scouting representatives here May 24. His purpose is to interest young men in taking advantage of local Air Force facilities, using trained Air Force personnel in Scouting and Explorer programs.

Gandy's

Extends Hearty
Congratulations To

WEBB

Families On The 11th Anniversary
of Webb Air Force Base In Big Spring

Aerospace Power for Peace

Anthony's
C.R. ANTHONY CO.

Where you expect more
Quality for Your Money...
AND YOU GET IT!

41st ANNIVERSARY SALE

Continues



Congratulations on your 11th year in Big Spring. We are indeed happy to have the opportunity of saluting the entire personnel of Webb Air Force Base and expressing to you our deep appreciation for your valuable contribution to the social, civic and economic life here in Big Spring. During our Anniversary Sale we hope you will take advantage of our many values.

Compare Quality
Save At Anthony's

**Wash & Wear
SLACKS**

55% Dacron 45% Rayon
Stevens Fabrics

\$5.

Free Alterations

Expertly tailored slacks, made by America's best pant manufacturer. Tailoring and fabrics are unexcelled at this thrifty price. Wrinkle resistant Wash and Wear. Sizes 28 to 42.



Special Values

LADIES BAGS

White, Bone, Red,
and Black

2.44

Pouches, vanities, satchels... smart styles in patents and simulated calf or deer-skin. Big savings at Anthony's.



Wash & Wear Cool Cotton

JAMAICA SHORT SETS

Ladies' 10 to 18

2.66

Ladies' jamaica short sets. Novelty print sleeveless blouse and solid color shorts. Wash and Wear Sanitized shrunk.



Shop Save Now — Regular 5.95 Values

Cool Cotton Dresses

Sleeveless and Short Sleeve
Sizes 10 to 20-5 to 15-12 1/2 to 24 1/2

All
Brand
New

\$5.



Smartly styled, expertly tailored and detailed dresses for summer-long enjoyment. The patterns and colors are all from famous designers. Don't miss this opportunity to make extra savings now!

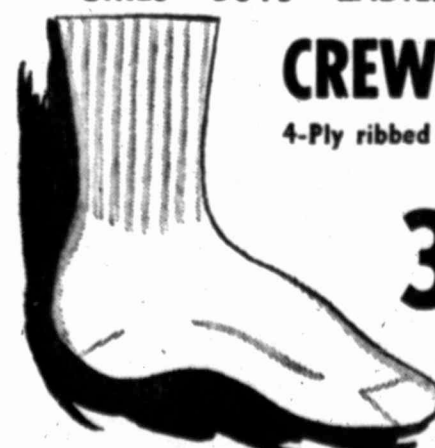
GIRLS' - BOYS' - LADIES' - MEN'S

CREW SOCKS

4-Ply ribbed top. Size 6 to 13

3 PAIR \$1

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COTTON



4-ply ribbed top, combed cotton; may be worn straight up or cuffed. Our best 49¢ seller. Buy now at big savings!

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YOUR FAMILY STORE

Shop and Save
Where Your Money
Buys More!

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C.R. ANTHONY CO.



A De-Tailed View

The power system on this T-38 gets checked out during its stay in the main hangar during 100-hour periodic inspection.

Daedalians Boost Safety In Flight

The Air Training Command, of which Webb AFB is a part, won the Daedalian Safety of Flight Award for its record in 1962. The presentation was made in San Antonio by Lt. Gen. William I. Blanchard, Air Force Inspector General, representing the Daedalians; the deputy commander of ATC, Maj. Gen. Henry K. Moon, accepted for the command. The trophy, first presented in 1937, was awarded ATC for achieving the lowest accident record of any command in the USAF.

The Daedalians—formerly aviators who flew on wings of wood and fabric—came into existence shortly after the end of hostilities in 1918. Some 450 members of the order who flew the famed Jenny and the old DH gathered in the city where military aviation was born 33 years ago, to do honor to their brothers in the jet age.

Gen. Blanchard praised the ATC for its safety record and pointed out that all flight safety rests in the hands of men.

A unit from Dyess AFB won the first Daedalian Supply Effective-

ness Trophy Award; it went to the 96th Strategic Aerospace Wing Supply.

Two pioneers, Col. Carl J. Crane and the late Maj. William (Bill) C. Ocker, were honored for their work in the development of blind flying. These two officers, then stationed at old Brooks Field in San Antonio, believed that the high accident rate could be lowered and began a study of the causes of crashes. This study revealed that almost half of the accidents occurred in the winter months; and that 48 per cent of these were due to the loss of control of the airplane during bad weather.

The study convinced Ocker and Crane that there was either something structurally wrong with the airplane, or that pilots needed additional aids and training.

As early as 1926, Ocker determined that the basic reason for the high accident rate was not the design of the aircraft, but the lack of proper instruments and pilot training in the use of them. Both Ocker and Crane believed that many lives lost through sudden changes in the weather could be saved once the value of blind flight was established in the minds of the pilots.

In an effort to compile statistical data to support their convictions, the two officers conducted tests on any officer who could be induced, or persuaded to "get under the hood." One former sergeant-major who served with Ocker and Crane during these years said that Ocker found only three pilots out of the 100 tested could maintain control of the airplane for more than a few minutes without visual contact with the ground.

At the beginning of the war, pilots flew airplanes almost completely lacking in any kind of navigation aids. But the war demanded greater accuracy; consequently, many devices began to appear on the airplane.

The once lonely old pressure gauge and the mediocre compass began to have company—temperature gauges, improved compasses, air speed indicators, altimeters. The most important of the new instruments, according to Ocker, was the turn indicator. The late Elmer Sperry called the instrument a "crutch" for the magnetic compass, since the indicator would reflect the correct direction; the

compass would not. Most oldtimers considered the device just another gadget and continued to fly "by the seat of their pants."

So great was the influence of these pilots on the manufacturers of airplanes that they decided to eliminate the device from all models. This decision, however, was reversed when the advantages of instrument flying in bad weather was tragically pointed out in several successive experiences.

In 1918, the instrument was turned over to Ocker by Sperry for testing. Later Maj. Ocker, aided by the "indicator," flew over the mountains from Washington D. C. to Philadelphia in a thick fog. On the flight, Ocker took Maj. Gen. William Kenley, then chief of the Army Air Service, as his passenger. Kenley was sold. Ocker had his green light and blind flight was born. Ocker was transferred to the primary flying school at Brooks Field, Texas, after that agency had been moved from Carlstrom Field, Fla., in the fall of 1922.

At Brooks, Maj. Ocker teamed up with the young engineering student who had recently completed the pilot training course, and was then on duty at Brooks as an instructor.

Others recognized by the Daedalians at the ceremony were the first seven astronauts, and Maj. Robert White, the X15 pilot. They were made life members of the exclusive order.

The Order of the Daedalians is

housed in San Antonio where the first military flight in history was made in a Wright biplane in 1910 by Maj. Gen. Ben Foulois, now retired. Gen. Foulois, then a lieutenant, circled Fort Sam Houston in a seven minute flight at a height of 100 feet and a top speed of 50 miles per hour. It demonstrated the military potential of the airplane.

Foulois had been sent to San Antonio with this first military aircraft on an annual budget of \$150. It was later designated as the aviation section of the Signal Corps, in the hope that the ma-

chine could be used to observe and report the position of the enemy in time of war.

The Daedalians, who seek to maintain safety in flight, dipped into ancient Greek mythology—the legend of Daedalus who made the first recorded flight—for their name. The Daedalians pioneered flight in open cockpits with the wind whistling through the struts and the exhaust manifolds pouring smoke and fumes directly into their faces. Those were the days when leather helmets, goggles and the inevitable scarf were the pilot's trademark.



ARMED FORCES DAY

McDonald Motor Co.

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Congratulations

To The Men and Women of
WEBB

On Your 11th Anniversary

We have enjoyed serving you in the past and hope we can be of service in the future.

Calco Lumber Co.

Collier Construction Co.
CALCO LUMBER CO. R. E. COLLIER, Builder
(Field Sales Office)
408 W. 3rd—AM 3-2773 800 Baylor—AM 3-3871

154 ASSIGNED

Big Contingent In Base Hospital

Forty-two officers, 86 airmen and 26 civilians are required to man the 356th USAF Hospital Group at Webb AFB. Nine of the 42 officers are members of the medical and surgical staff. All are captains and doctors of medicine. Lt. Col. Mount E. Frantz is the Chief Flight Surgeon and specialist in general surgery, in addition

to his duties as hospital commander.

Specialties of the medical staff on duty at Webb are: Pediatrician: Capt. Milton Engel; flight medical officers: Capt. John G. Short, Capt. Daniel W. Whitmer, and Capt. Robert W. Frost; general medical officers: Capt. Robert G. Howell and Capt. Walton L. Shaffer; general surgeon: Capt. Matthew N. Smith; obstetrician-gynecologist: Capt. Jerome A. Wensinger; internist: Capt. John J. Schubert.

Maj. John C. Wood heads the administrative staff and on his staff are: Capt. Adolph A. Lindsey, registrar; 1st Lt. Michael A. Wargo, medical supply officer; and 2nd Lt. Richard G. Hill, unit commander.

Lt. Col. Rowland D. Wolfe Jr. is chief of the dental staff. Assisting him are Capt. Thomas J. Carroll, Lynn E. Healy, Morris Kressel and William A. Mitchell.

Capt. Charles R. Lillie heads the physiological training unit. His number one man is Capt. Dick W. Wilson who supervises a staff of 11 airmen.

1st Lt. Adam C. Lavender is the veterinary officer, and 1st Lt. Jack J. Fetty is optometrist. Maj. Evelyn N. Lawrence is the chief nurse and she has 18 nurses on her staff. M. Sgt. Jesse D. Pope is the hospital sergeant major, and M. Sgt. Jesse V. Shans the first sergeant. Mrs. Tommie Bryans is the commander's secretary.

The Webb Hospital has a capacity of 25 beds and provides medical service, both in and out patient, to military personnel and their dependents, and to retired military personnel living in the area.

Dental service for the military personnel is provided and aerospace medicine is furnished for the Pilot Training Group, and the Fighter Interceptor Squadron. Veterinary food inspection and preventive medicine are additional services furnished; the physiological training unit conducts a complete training program for flying personnel—this training includes parachute landing and falling techniques; altitude chamber flights; and seat ejection training.

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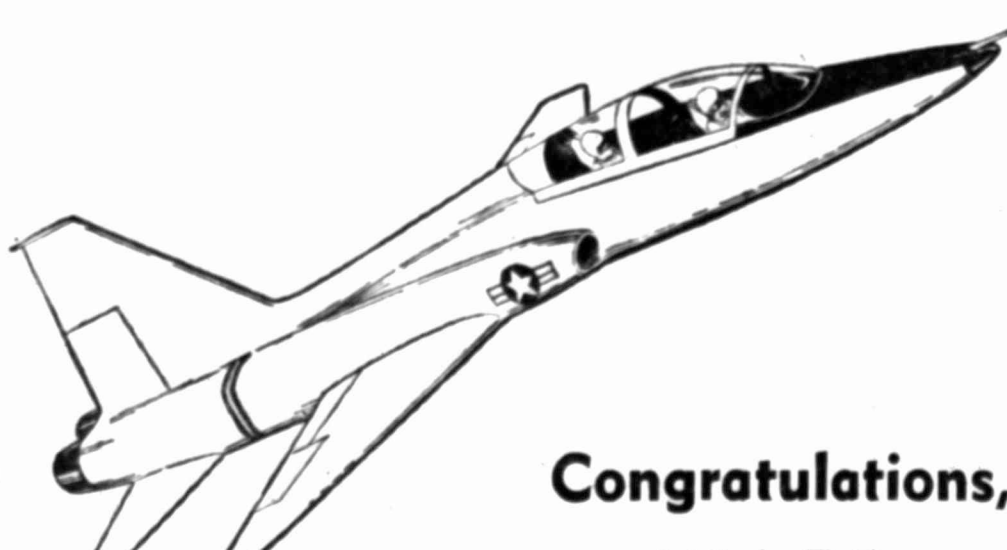
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Congratulations,
W.A.F.B.

on Your
11th Anniversary

We are proud indeed to have you in Big Spring as friends and neighbors. We hope we have made you feel at home.

ARMED FORCES DAY

Stanley Hardware

"YOUR FRIENDLY HARDWARE STORE"

203 Runnels

Dial AM 4-6221

Newspaper For Base Personnel

Most Air Force bases have a weekly newspaper. Some are official papers and some are published by local businessmen and distributed free on base to the various units. The official papers are published by the base, contain no advertising, and are paid out of non-appropriated funds. Non-appropriated funds are maintained on the base and derived from the profits made through the operation of the base exchange and such other concessions as authorized by the base commander.

For the first six or seven years following the activation of the base, Webb published an official newspaper — "The Springboard" — every Friday. In 1958, the commander discontinued the publication of the Springboard, and authorized the office of information to cooperate with the publishers of the Prairie Pilot, an unofficial publication. The publishers of the weekly made no charge for the distribution of the paper on the base, deriving their profit, solely from the sale of advertising in the paper.

Current publisher of the weekly is the Big Spring Printing Co.

Instructors Are Checked Regularly

Every instructor pilot must be checked at least every six months by a member of Stan Board. Stan Board members determine whether the pilot instructors are maintaining that knowledge and proficiency required for the proper training of students. It is the job of Stan Board members to see that both instructor and student are capable of coping with all situations, both routine and normal, as well as all types of emergencies which may confront them, in the air or on the runways.

Dual Responsibility

Maintenance on instruments in the synthetic trainers is a divided responsibility. T.Sgt. A. E. Michael has charge of T-37 instrument trainer maintenance, and T.Sgt. Clarence Helmig the T-38.



ARMED FORCES DAY

WE ARE EXTREMELY PROUD TO HAVE YOU AS PART
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BIG SPRING WHOLESALE BEER DISTRIBUTORS

DON BOHANNON DIST. CO.

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Coors Beer

LEBKOWSKY DIST. CO.

Schlitz and Carling

JAX DISTRIBUTING CO.

Jax Beer

PEARL BEER DIST. CO.

Pearl Beer

STANDARD SALES CO.

Lone Star and Budweiser

Best Wishes
To WAFB
On Your
11th Anniversary
In Big Spring



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used to observe
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Webb's Dollar Value Continues To Climb

The dollar value of Webb AFB continues to climb.

Up from \$64,000,000 in 1960 to \$105,000,000 in 1961, Webb closed out 1962 with an inventory of \$159,000,000. Of this amount \$109,000,000 were invested in aircraft—T-37s, T-38s and other miscellaneous aircraft (not including those of tenant organizations, such as the 331st FIS). Real property accounted for \$28,000,000 and supplies and other equipment on hand had a dollar value of better than \$22,000,000.

Expenditures at Webb for the year just closed, totaled another \$18,000,000. Of this amount, better than \$12,000,000 went for payroll, officers, \$4,200,000; airmen \$4,300,000; civilian employees, \$3,900,000.

Included in the total of expenditures for the year are such items as gas, \$73,000; electricity, \$163,000; water, \$66,000; commercial transportation, \$503,000; jet fuel for aircraft, \$2,000,000. Maintenance and preservation of real property amounted to \$2,486,127; other miscellaneous expenditures make up the remainder.

Webb aircraft flew a total of 83,000 hours and consumed bet-

ter than 20,000,000 gallons of fuel last year.

Previous surveys show that of the approximately \$12 millions of payroll spent by Webb personnel, more than 90 per cent is channeled into the local economy.

One such survey indicated that of the \$10,000,000 spent by Webb personnel locally, 22 per cent, or \$2,495,000 went for groceries, nine per cent, or \$1,240,000 was spent for clothing; 12 per cent, or \$1,361,000 for rental of housing units in the area; three per cent, or \$340,000 for payments on houses purchased as living quarters; four per cent, or \$453,000 for utilities; seven per cent, or \$793,000 for automobiles; five per cent, or \$577,000 for oil, gas, etc.; two per cent, or \$227,000 for repair and maintenance of automobiles; 16 per cent, or \$1,813,000 for furniture and appliances. The remaining 20 per cent, or \$2,267,000 were for miscellaneous items.

The figures are for the personnel of the 3560th Pilot Training Wing, and do not include figures for the 331st FIS, which is a tenant organization and makes its report directly to Air Defense Command Headquarters.

Air Training Command 'Prepares The Man' Here

"Prepare the man" is the slogan of the Air Training Command.

No organization would think of launching a campaign for the

marketing of a product, unless it prepared to satisfy the demand created by the campaign. Nor would the Department of Defense think of adding a new weapon to

the Air Force inventory without preparing men to man the weapon. Successful defense of this nation depends not only on the aircraft, the missiles and the spacecraft, but on the men who will use them—and their preparation or training.

The USAF operates on the theory that if every man is prepared for the job to which he is assigned, the element of failure will be reduced to the minimum. Progress in the field of technology is moving along at a fast rate and in so many directions that it is impossible for any one man to keep abreast of all developments.

The Air Force cannot prepare a man to qualify in more than one or two fields, and if two, both must be closely allied.

So specialized have these fields become that the Air Force now must have one group of specialists who do nothing but study and evaluate trends. Other groups of specialists are busy designing vehicles capable of outperforming anything that a potential aggressor might develop. Once the design has been accepted it is turned over to other specialists in manufacture, who build the vehicle.

The next step is to turn the vehicle over to the test pilots—another specialized group. These pilots put the vehicle through its paces. The new vehicle will undergo every abuse that the pilot can conceive. If bugs are found, modifications are ordered, and corrections are made. Then the test begins all over again.

Only when the vehicle stands the test is it accepted and added to the Air Force inventory. Here, a new group of specialists take charge. If it is an aircraft designed for the training of pilots such as the T-37 or the T-38, it may go to one of eight Undergraduate Pilot Training Schools, one of which is Webb AFB.

At Webb, a staff of competent pilot instructors stand ready to teach student pilots not only how to fly the new aircraft, but how to fight with it.

Every six weeks some 45 to 50 student officers arrive at Webb for pilot training. The course requires 55 weeks to complete. The first three weeks are given to pre-flight, or Phase I; the primary, or Phase II requires 5½ months; and basic, or Phase III, another 5½ months.

Formerly the student spent the first few weeks at Lackland where he received his preflight training. He was then shipped off to primary-contract school where he attended a 5½ months course at a civilian pilot training school. Upon completion of the primary he was sent to one of the basic schools for another 5½ months.

The new undergraduate program, in contrast, involves only the maneuvers of which the aircraft is capable.

Three Phases In Training Program

Webb Air Force Base is one of seven Undergraduate Pilot Training Schools operated by the Air Training Command. These schools accept student pilots from college and university ROTC units; Air National Guard units; Officer Candidate Schools, and Officer Training Schools. In addition, undergraduate pilot training schools train students from allied nations and Air Force units which have navigators who desire to qualify as pilots. Students remain at Webb for 55 weeks of training.

The training is divided into three phases—Pre-flight, Primary Flight Training, and Basic Flight Training. Students are assigned to the 3561st Student Squadron on arrival and although they move to different flights and sections as they progress, they remain members of that squadron until they complete basic flight training, graduate, and are assigned to operational organizations for duty.

Pre-flight lasts three weeks, with a new class arriving at Webb every six weeks; the integration of the students from preflight to primary is timed to conform to the graduation dates of the senior class.

Since the graduations are spaced six weeks apart, the student squadron processes only one class every six weeks. The primary phase is divided equally between the two pilot training squadrons—the 3560th and the 3561st. Actually, each of these squadrons will have four distinct class groups in training at any given time—two will be receiving primary and two, basic. The primary flight training phase, lasting 5½ months, is given in the T-37—a twin-engine primary jet training aircraft.

The basic flight training phase is given in the T-38, a supersonic training aircraft. Because graduations alternate in each of the pilot training squadrons, the students finishing preflight go to the squadron from which the senior class graduates.

The adoption of the Undergraduate Pilot Training Program has resulted in vast savings over the old system. Formerly student pilots were assigned to preflight at Lackland for six weeks; this meant transportation expense on each student from his home to Lackland. Upon completion of preflight, he was sent to one of the primary contract pilot training schools—which involved another move. In five and one-half months the student completed his primary, and was moved again to basic.

There were few changes made in the program, and these few were mostly to correct errors in continuity which followed consolidation, and to avoid repetition.

Flying training is conducted by the personnel of the two pilot training squadrons. For the most part, the personnel of these squadrons are limited to flight and

academic instructors. However, they do have a sufficient number of airmen and civilian employees to handle non-flying administrative duties.

The school's peak load is eight classes in training, plus one pre-flight class, or a total of approximately 400 student officers. The nine classes average 45 members each.

The training of these student pilots requires 155 aircraft—83 T-

38's and 72 T-37's. In addition the base has, currently, three of the old T-33's (T-Birds) formerly a basic trainer for support flying and two H-43 Huskies, fire-fighting rescue helicopters.

When a new class reports for pilot training, a training officer is assigned to meet the class on arrival and remain as counselor-advisor throughout the training period.

The course requires 1,302 hours to complete—272 hours of flying and the remainder—1,030—divided between academics, officer training, and classroom instruction.

A total of 413 hours is devoted to academic study—aviation physiology, principles of flight, flight operations, codes, navigation, safety, engineering, planning, instrument procedures, and weapons.

Officer training takes 333 hours and covers such topics as physical training, marksmanship, career development, drills, inspections, ceremonies, and orientations.

Graduations are formal affairs, with a graduation speaker invited by the base commander to address the class.

One Of Biggest Little Outfits Is 420 FTD

One of the biggest, little, outfits in the Webb-based tenant group is the 420A Field Training Detachment. The unit came to Webb AFB in 1960 to train pilots and mechanics assigned to the 331st FIS in the fundamentals of engine and aircraft maintenance on the F-102.

In November of that year, they added the T-38 pilots and mechanics of the 3560th Pilot Training Wing, and since that time the 420th has given instruction on both the F-102 and the T-38.

Now that the F-104 is to replace the F-102, currently flown by the Fighter Interceptor Squadron, most of the instructors were sent to Homestead AFB, Fla., where they will qualify on the F-104. Upon completion of the course in May, 1963 they will return to Webb where they will resume their duties as instructors—this time on the F-104.

While the instructors are at Homestead AFB for this course, the unit was forced to suspend all classes on the T-38. However, on the return of the instructors to Webb, these classes will be resumed along with the new classes on the F-104.

In addition to the instruction on the F-102, the T-38 and the F-104, unit instructors have been holding classes on usage of the Maintenance Bible "Manual 66-1."

In charge of the unit is CWO Charles W. Burks; his NCOIC is M. Sgt. Willis M. Parker; radar instructor is SM. Sgt. James Cooper; seven T. Sgts. and seven S. Sgts. with two Airman 1.C. complete the roster of instructors assigned to the 420 FTD.

Big Spring (Texas) Herald, Friday, May 17, 1963

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Distinguished Visitors

Among the visitors at Webb AFB during the past year were Secretary of the Air Force, Eugene M. Zuchert (left) and Congressman George Mahon.

Webb's 331st Part Of NORAD Guard

Guarding the North American Continent against air attack is the job of the NORAD (North American Air Defense Command). From its headquarters in Colorado Springs, Colo., NORAD, in time of war, will control the air defense of both the United States and Canada. NORAD is an international command formed in 1957 by the joint chiefs of staff of both countries.

The 331st Fighter Interceptor Squadron — the Webb-based unit of this long range air defense system—must fly 24 hours a day, in all kinds of weather. To reduce hazard, the GCA (Ground Controlled Approach) units are made available to these fighters on around the clock schedule, when the weather is bad or visibility is poor.

The conversation between the final controller and the pilot are familiar words to the 331st Webb-based pilots recovering from missions. By following these instructions, a pilot can make a safe landing in any weather.

The GCA is made possible by radar units. The first operation is the location of the aircraft by the search controller. This is done by sending out wave pulses. The beam is sent straight out from a rotating antenna with the beams forming a circle much like the light of a beacon. As the pulses strike the aircraft, they bounce back and are picked up on the receiver scope. Then as small dots or blips move across the screen, the aircraft is identified and contacted by radio.

After the plane has been put in

touch with the approach position, the final controller takes over. There are two pictures on the final controller's scope—one, a line that represents the glide path and the other, a line that represents an imaginary beam running straight out from the center of the runway.

The final approach begins about 10 miles out. When the airplane begins its descent, the blips on the screen show its movements. If the blips are above the line (glidepath) the pilot is instructed to increase his rate of descent, so he will not overshoot the runway.

If the blips are to the right or left of the center line, the pilot is told to change his heading until the blips follow the line on the controller's scope.

As the airplane touches down the control tower takes charge and GCA is free to put another aircraft on final. GCA can handle three planes at one time. As one plane lands, another is picked up, while two others may be controlled by the search controller. In this way the aircraft can be kept approximately seven miles apart.

The GCA unit at Webb is one of the busiest in the Air Force. In addition to handling the aircraft for the 331st, it also controls hundreds of approaches by students in the pilot training program. For example—during the month of June last year a record of 2,290 guided approaches was established. The runway at Webb is 150 feet wide and approximately one and one-half miles long. The

touchdown by the high speed aircraft must be made within the first 1,000 feet due to the long landing roll of these aircraft.

The F102s with which the 331st is equipped have a touchdown speed of 170 miles an hour, and use a drag chute to shorten the landing roll of the aircraft. The drag chute is deployed immediately on touchdown, and greatly reduces wear and tear on brakes and tires.

By mid-summer, the 331st expects to replace the F-102s with the F-104s. The F-104, "Starfighter," was designed originally as a lightweight fighter aircraft. Armed with "Sidewinder," the F-104 is used both by the Air Defense Command and the Tactical Air Command.

ADC uses the F-104 as day-night interceptor. It carries the Sidewinder on its wings. Notable characteristics of the F104 are its stubby, razor-sharp wings—they measure 7 1/2 feet from wingtip to fuselage. It holds altitude and speed records and has been flown to an altitude of 98,424 feet in 15 minutes, 4.92 seconds, the fastest time-to-climb recorded by any aircraft in the USAF inventory.

The Sidewinder missile is an air-to-air missile and has a ceiling above 50,000 feet; weighs 155 pounds and carries conventional high explosive warhead. Its speed and range are classified. An improved version of the GAR 8—the I-C is expected to bring increased range and speed to this missile, and greater firepower to the F104.

Legend Begins

In the Mexican War a cry rang out above the din of battle on a fateful day at Buena Vista, "Stand Fast, Mississippians!" This was the beginning of the legend of the famed Mississippi Rifles whose commander was—Colonel Jeff Davis.

Remember Key Men Back When Webb Was Opened?

How good is your memory?

A decade ago Webb AFB was dedicated and began its mission of producing crack pilots for the Air Force.

Who were the key men in charge of the base then?

Col. Ernest F. Wackwitz of Springfield, Mass., was the wing commander, having come here from the Goodfellow Field where he commanded the 354th Pilot Training Group. He had come here prior to the completion of the base to head a cadre to prepare for the takeover.

Members of his staff included Col. Henry S. Tyler Jr., Haines City, Fla., executive officer; Col. L. P. Noel, Kingsville, base surgeon; Lt. Col. Forrest A. Mears, Enterprise, Kans., commander of the 356th Maintenance and Supply Group; Lt. Col. James Wilson, Glendale, Calif.; commander of the 356th Pilot Training Squad-

ron; Col. William A. Stephens, La-mesa, commander of the 356th Air Base Group; Lt. Col. William Brown, Chicago, Ill., wing controller; Maj. Grant E. Manne, wing chaplain; Capt. Ralph E. Kauffman, Lansing, Mich., officer of information service.

Others were Capt. William A. Boardman, Mineral Wells, the first officer to arrive at Webb, air installations officer; Maj. William C. Whalin, adjutant; Maj. Alex S. Streete, Memphis, Tenn., wing operations officer; Maj. John L. Campbell, Mesa, Ariz., wing materiel officer; Maj. William S. Smallwood, Louisville, Ky., wing personnel; Maj. John L. Jack, Postfalls, Idaho, wing inspector; Maj. Charles D. Calvin, academics; Capt. Forrest R. Patterson, McGregor, wing legal and claims officer; Capt. John R. Wood, Collingswood, N. J., finance officer.

BX Serves Base Personnel

The Webb Base Exchange — commonly referred to as the BX — controls the main exchange, the service station, cafeteria, snack bars, and administrative offices. It also supervises such contract concessions as the barber shops and tailor shop.

The Exchange is operated by a government agency, the Army-Air Force Exchange Service, and although operated for profit, dividends are secondary. The main objective is to provide a service for authorized military personnel and their dependents. The profits earned by the exchange go to underwrite the major share of the Armed Forces Welfare program. These services are considered fringe benefits.

Prices are fixed by the exchange service and no promotion, sales, or advertising is permitted.

Doubled In Size

The 1940-41 mobilization of the Guard immediately doubled the size of the Army. Nearly 80,000 Guardsmen were commissioned officers by the time they left active service.

Best
Wishes

All
Personnel
of
WEBB

AIR FORCE BASE
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A West Texas Salute To Webb Air Force Base

Your friends and neighbors at Texas Electric Service Company join in a West Texas salute to the men at Webb Air Force Base. Much of the responsibility for the defense of our nation rests with men trained here and at other installations throughout the country.

Electric power from the lines of Texas Electric Service Company is important to Webb Air Force Base, just as it is to homes, stores, offices and industries in this area.



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Squadron Is On Constant Alert

One third of the men and aircraft of the 331st Fighter Interceptor Squadron Air-Force Base are constantly on alert.

As the men go about routine tasks, one ear is ever tuned for the sound of a Klaxon horn which sounds the signal for scramble.

Scramble is the name given the procedure to get aircraft into the air in the event of emergency. It is anything but that. Every action is precisely calculated to get man and plane in the air as quickly as possible.

Pilots and crew chiefs whip into action at the first sound of the horn. As the engine is being fired into action, the pilot straps himself into the craft. Strapping continues while the aircraft is taxied toward the runway and instructions for the scramble come from the tower. Less than five minutes after the horn is sounded, the aircraft is on its way to intercept a target.

Pilots and crew chiefs do 24-hour duty. Two pilots are always on five-minute alert and six on 15-minute alert. If the sound of the Klaxon horn is steady, the men are on five-minute alert get airborne. When the "Push" signal is given, intermittent blasts of the horn, all eight aircraft get into the air as soon as possible.

The work schedule has every man doing 24-hour duty every third day. The following day the person is off and the next is spent flying or performing other duties which are assigned. Each has a task which can be done in the Squadron area.

There are no scrambles now during the transition stage between phasing out the F-102 and bringing in the F-104. The heavy work schedule will return, however, when all men are combat ready in the new aircraft.

Annual Service Days Combined

Prior to 1950, Army Day was celebrated on April 6 each year, Air Force Day on Sept. 18, Navy Day on Oct. 27, and the Marine Corps Anniversary on Nov. 10.

In April 1949, the Secretary of Defense with the President's approval announced that the four separate events would be consolidated into a single annual Armed Forces Day in line with unification of the services and creation of the Department of Defense by Act of Congress.

Armed Forces Day was intended to symbolize unification, demonstrate the close working relationship of the Army, Navy, Air Force, Marine Corps, Coast Guard and Reserve Components, and give the public an annual report on the state of the Nation's defense.

Base Locator Can Find Them

No matter whom you want, if he is stationed at Webb AFB, there is one desk that can tell you his rank, his organization, his duty, his phone, either at home or on the job.

Just call Base Locator.

A card system on which changes are posted daily is maintained by the Chief of Administrative Services at Wing Headquarters. In the evening when the offices close, the file is rolled down to the Officer of the Day, where it is used as a ready reference during the night.

A Salute

To the personnel at Webb on
Armed Forces Day
May 18.

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Unit Stands Ready For Help

One unit on which Webb AFB personnel has learned to depend in emergency is the local unit of the American Red Cross. This unit provides emergency service for military personnel and their dependents.

It works in the fields of health, welfare, recreation and morale and provides such services as communications between families that are separated by the exigencies of the service. It works with staff officers in compiling reports on personnel needed for action on requests for aid, counsels with families on problems, verifies the needs on which they are requested to act; works with personnel in preparing support data for emergency and hardship discharges; helps with financial assistance in the form of loans to personnel—without interest; grants emergency funds when loans are not appropriate to the need.

Popular Spot

One of the popular spots at Webb AFB is the base library. Open every afternoon except Wednesdays and Sundays, the library serves hundreds of book lovers.

The library contains thousands of volumes—fiction, history, biographies, encyclopedias, plus scientific and professional books on most every subject.

331st Armed With Deadly Sidewinder

The missile selected for use by the 331st Fighter Interceptor Squadron is appropriately named. It bears the same name as that famous West Texas serpent, the Sidewinder.

The GAR-8 Sidewinder, as the weapon is officially labeled, is the missile carried by the F-104 Starfighter which is now the working aircraft for the 331st.

Originally developed by the U. S. Navy for fleet air defense, it is also used by the Air Force with the F-100, F-101, F-104, F-105 and F-4C. It is considered a simple, inexpensive missile with little training required to handle it. There has never been an instance in which it was fired accidentally during loading.

The fleet, small weapon somewhat resembles a Roman candle, with fins at the front and rear. It is nine feet, four inches long and has a speed of Mach 2.5, or more than 1,700 miles per hour. It is guided to its target by radar which homes it in on the tailpipe of a target aircraft through a guidance system tuned to seek out infrared energy.

Additional firepower for the F-104 sounds like reversion to World War II. It carries six-barreled 20 millimeter Vulcan can-

Proclamation Names AF Day

A presidential proclamation of March 5, 1957, proclaimed the third Saturday in May of each year as Armed Forces Day.

A Department of Defense directive issued in November 1957, to implement the proclamation, provides the basic authority for Armed Forces Day and reaffirms the policy of the Department of Defense with respect to observances which have significance for the Services individually. Under the directive, Armed Forces Day observances will be held during the period May 13-21, 1961.

Officer Training Is Part Of Student's Life At Webb

There is far more to being a pilot than juggling a stick or punching a rudder. A pilot, first of all, must be an effective officer. For this reason, part of a student's training at Webb AFB is directed toward this end.

The student at Webb receives concentrated instruction in three areas: academic, flying and military. It is the purpose of the director of officer training and his staff to administer military or officer training portions of the program.

The officer training section, according to Capt. Walter H. Baxter, director of officer training, is "to provide continuity of training, for students while instructing them in traits of character and leadership which will insure a qualified Air Force officer."

Some two years ago, a student squadron was instituted at Webb to set up another training unit for the officer. All functions of this group had been performed previously, but not by a specific unit.

Since its formation, the section at Webb has received excellent ratings from Air Training Command instructors, and inspectors. The ATC Inspector General recently paid tribute to the new unit.

Nine officers make up the section. The Director of Officer Training supervises eight tactical officers, each of whom are assigned to specific classes. These officers are screened before they are selected, since their duties involve a close relationship to each class member. They must be personable, thorough judges of human nature, and willing to work long hours.

Tactical officers serve their classes as flight and classroom instructors. They counsel members on military and personal matters. They advise their charges on military progress and performance and suggest steps to improve performance regardless of deficiency.

A tactical officer stays as close as possible to members of his class by flying with them periodically. He instructs the class in com-

municative skills, a 30 hour course designed to acquaint the student with military correspondence, staff study reports, briefing techniques, lecture formats, and impromptu speeches.

Each tactical officer is responsible for a course entitled Leadership Responsibilities. This 30 hour course is designed to illustrate the threats facing the free world and the methods used to counteract them.

While American students are learning about the American Defense System, foreign students participate in a course on the American system of government. These foreign students also are introduced to the Big Spring cultural, industrial, political and social life. They are taken on trips to such places as the Cosden refinery, and the Carlsbad Caverns. Every foreign student is introduced to a local family and is invited by the family to be a guest in the home. Through these contacts foreign students have an opportunity to learn more of American customs.

A course in career development prepares the student to assume the duties of an officer when reporting to his duty station, following graduation. The student is told of the responsibilities and duties of all major commands, helping him to make a selection when a choice of commands is offered.

Drills, ceremonies and inspections is another area in the officer training program. The student participates in basic military training.

The nine members of the officer training section, all rated pilots, have flown a total of 20,000 hours, for an average of 2,222 hours per man. They have a total of 82 years of commissioned service for an average of slightly over nine years per man.

Working within the framework of the officer training unit is the physical training section, supervised by Jimmy Smith, assisted by S. Sgt. Diego Garcia and Airman I.C. Larry Ford. Smith is a graduate of the University of Texas and a native of Big Spring.

Capt. Walter H. Baxter, present director of Officer Training, is a 1950 graduate of the military academy. He received the Distinguished Flying Cross for achievement in Korea where he flew an F-51 and accumulated more than 150 hours of combat time. During a tour in England, he flew the F-100, and later the F-104. He came to Webb in 1961.

Capt. Scott Smith, a tactical officer and a graduate of the University of Alabama is a former U-2 pilot and also holder of the Distinguished Flying Cross. He is an ex-member of the Strategic Air Command and a former Air Officer at the USAF Academy.

Capt. Robert H. Laurine, a former ADC pilot in England and Germany, gained considerable recognition during his college days as a wrestler. He now teaches wrestling to his students. He is a former instructor in weather, at Tyndall AFB, Fla. Capt. Laurine is a member of the Webb Toastmaster's Club.

Capt. Ronald Storz is one of the few officers at Webb who completed his training here. He took primary training at Bartow, arriving at Webb for basic in September, 1959. He graduated in March 1960 and went to Craig for the instructors course for three months. Returning to Webb in July, 1960, he was assigned to the Pilot Training Group as a flight instructor.

Capt. Alan J. Grill, a former radar observer and navigator, received his commission following graduation from the Aviation Cadet program. He flew F-89s while assigned to the Air Defense Command.

Capt. Robert Hammerle served an overseas tour in the P.I., where he flew F-86s. He was commissioned through the Aviation Cadet program, and completed his degree while in the service through "Operation Bootstrap." He formerly served as weather office at Moody AFB. He is active in the Y. Capt. James W. Marlin Jr., is

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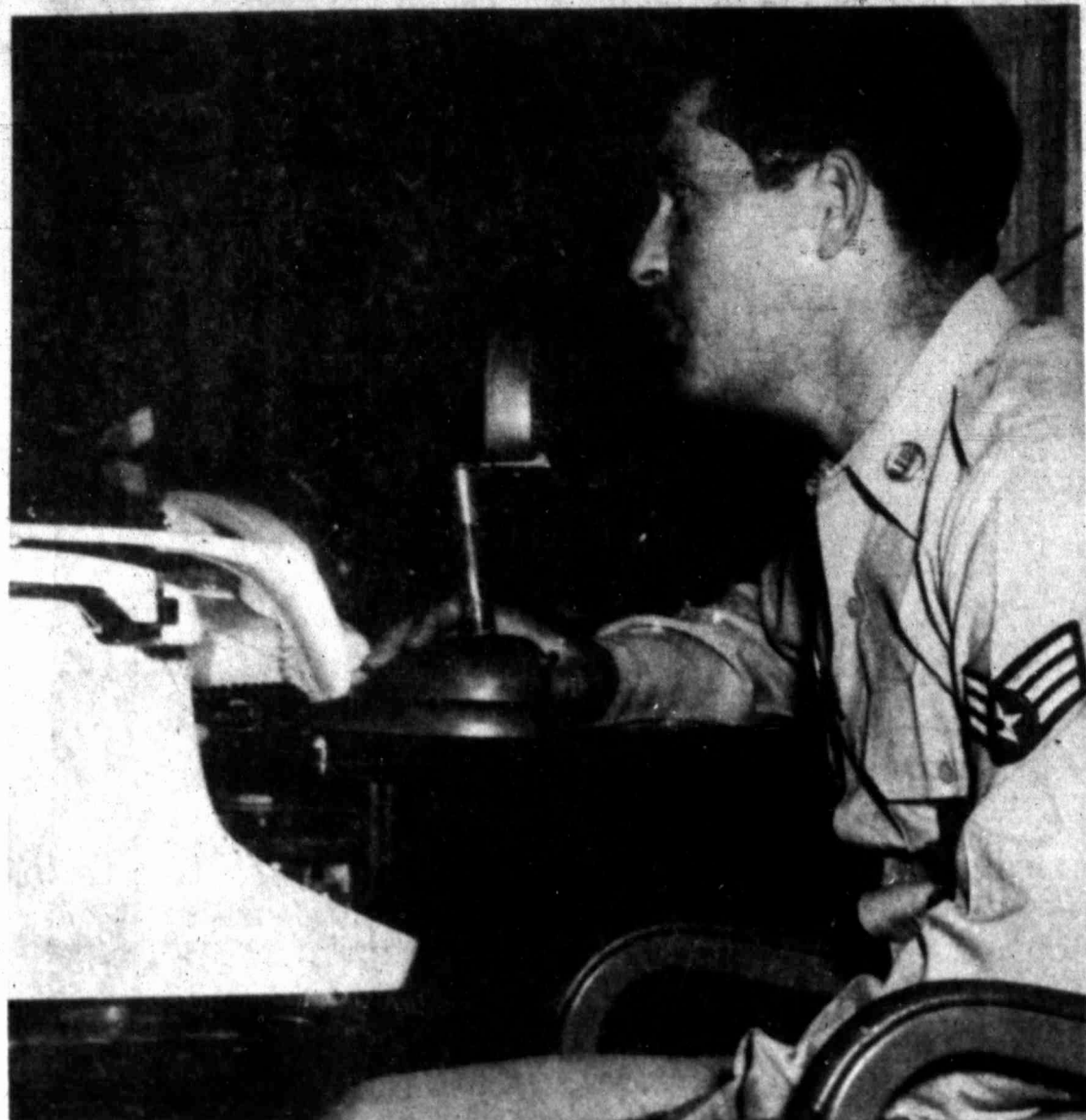
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On this Armed Forces Day, 1963 . . . we at the First National Bank extend our thanks and congratulations to the men of Webb Air Force Base and to U.S. Servicemen and Women all over the world. Our men and women in uniform . . . through their dedication to duty . . . make it possible for those of us at home to raise our families and indulge in our everyday pursuits without fear for the future.

For our liberty . . . for our security . . . for our posterity . . . we thank our Armed Forces.



Calling All Cars

A.I.C. Hardin, Air Base Group, handles the dispatcher's chores. Air Police maintain around the clock surveillance of the millions of dollars worth of property at Webb AFB. A two-way communication system can put a heavy concentration of Air Policemen at any given point on the base, day or night, in a matter of minutes.

Air Police Guard Base

The first man residents will see at the gate at Webb AFB for the Armed Forces Day Open House Saturday, will be an Air Policeman. He will be easy to recognize, because of his special uniform and equipment and the regulation air policeman's badge.

Residents will see many Air Policemen Saturday. Approximately 55 Air Policemen and 25 auxiliary police will be on duty. They will be posted at intersections and will direct motorists along the route to designated parking areas. A number of Air Policemen will be on duty in and around the aircraft parking ramp, the static displays and the various refreshment stands.

Their presence assures visitors of personal safety, and they will assist in any way they can. One Air Policeman will be on duty at a lost and found desk, where he will help in locating lost articles, or even a child who has been momentarily disoriented. In general, all the Air Policemen will be doing their best to provide every service, assistance and courtesy possible.

The Security and Law Enforcement Division at Webb is commanded by Capt. Ronald F. Kibler with 1st Lt. Fred Hoyer as his assistant. There are 55 airmen and one civilian authorized to man the division with an additional 40 airmen assigned to the 331st FIS area. These auxiliary policemen are under the operational control of the Base Air Police Unit. It provides the security and the law enforcement for the base including the 331st FIS area; the division consists of nine operating sections.

The Operations Section is under the direction of SM. Sgt. Herbert L. Smith. It is his responsibility to handle the administration of the division and to exercise overall supervision.

The Law Enforcement Section is under the control of T. Sgt. Roy Brooks. His operation is broken down into four Air Police Flights which function on a rotating basis so that one flight is on duty at all hours of the day or night. His Flight Commanders are S. Sgt. Verlin Schrader, S. Sgt. Roy Dodd, S. Sgt. F. G. Hale, and S. Sgt. James Cassidy.

The Security Section is headed by T. Sgt. Z. T. Flanigan, and he is responsible for the security of the 331st area.

The Confinement Section, supervised by T. Sgt. G. L. Griffin, is responsible for the rehabilitation of personnel confined as a result of courts-martial and for the detention, confinement and processing of all prisoners.

The Range Training Section, under the direction of S. Sgt. Don E. Robb, has the responsibility for marksmanship and range training of student pilots, 331st FIS personnel, and for all Air Police personnel.

The Investigations Section, headed by T. Sgt. John H. Benefield, maintains liaison between the base and all local law enforcement agencies, conducts minor investigations and makes preliminary investigations for all offenses.

The Administrative Security Section, under supervision of S. Sgt. G. K. Harris, processes all requests for security clearances, monitors the physical security reports, conducts the spot checks of the security procedures and supervises the security indoctrination program.

The Pass and Registration Section, under S. Sgt. Curtis L. McKnight, is responsible for supervising on the job training, conducting class in basic Air Police duties, training auxiliary Air Police, and maintaining Air Police training records.

During the Armed Forces Day open house, the Air Police will be utilizing many of their special items of equipment. They will be driving radio controlled vehicles which can be operated with flashing red light and siren. They will be using portable radios for point to point communication and three portable megaphones. The communications net is centered around the Air Police desk sergeant who will control and monitor all telephone calls and radio transmissions.

The auxiliary Air Police wear white helmets and white arm-bands. They are personnel from other organizations on the base who are selected by their unit commander to supplement the regular Air Police during periods of emergency and on days of special events. They are given training by the Air Police Training Section and perform their duties with regular qualified Air Police personnel.

The Air Police uphold the reputation for setting a high example in military bearing, personal appearance, conduct and courtesy.



BEST WISHES

To Webb and All Personnel

On Your 11th Anniversary

In Big Spring. Come Pay Us A Visit

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101 GREGG

An Eleventh Anniversary Is Something To Be Proud Of. Big Springers Are Proud Of The Men At Webb Air Force Base And The Fine Families They Bring To Live In Our Town. We Look Forward To Having You As Good Neighbors For Many Years.

BIG SPRING THEATRES, Inc.

RITZ—STATE—SAHARA—JET

After 100 Hours, Ready For Repair

A jet aircraft engine with 100 hours of flying time logged is ready for the shop.

"These engines are not like cars. They don't give you any warning before they quit," one of the mechanics on the flight line commented. "A piston driven engine would cough and sputter and you would know it needs some work, but these engines will keep on flying and when they quit you know something is wrong."

The Air Force has found out that it is a good idea to have the jet engines given a complete overhaul at the end of every 100 hours of flying time. It pays off in savings of aircraft, equipment and, most important, in human life.

Complete records are maintained on all planes constantly and all work on the craft is noted. Any time a malfunction is observed, it is recorded and completely checked out to see if repair must be done before the plane goes up again. Sometimes this work can be postponed with no danger if the pilot is aware of the difficulty.

Eventually the time arrives for periodic inspection. The aircraft then goes through a process of maintenance more thorough than most pieces of private property ever undergo.

First stop for the craft in for PE, as the periodic 100 hour inspection is called, is pre-dock. The plane comes in from the flight line, it is washed and oil and hydraulic fluid are drained as the craft is prepared for disassembly. It is then tugged into an assigned slot in the main hangar, where most major repair work is accomplished.

Just as careful tabs have been kept on every flight made or work done to the craft during its flying time, so are its stops kept under observation during the repair stages. The Workload Control Center, which keeps track of every aircraft on the base, has put the job on a time schedule from which its progress cannot deviate without good reason. Each stage of repair is generally known in advance and the normal time to finish it is scheduled. If there is a holdup and that repair work is not reported completed when it should be, men in the Control Center will want to know why.

By maintaining such close controls, work stoppage can be kept to a minimum. If special needs arise along the way, a phone call to the Control Center will soon have the needed men or equipment on the way. The aircraft in for repair can thus be kept moving through their scheduled repair without any major holdups.

Each of the thousands of components which make up the complex craft is given an inspection and the engine is removed. While the plane was logging its hours before the inspection, preparation for this major repair job were under way. Experience has shown what parts will need replacing and these have been gathered in advance. By the time the plane arrives in the hangar, most of the needs will be on the spot so that the craft can move quickly and efficiently through every stage of repair.

The gigantic hangar, labeled on Webb Air Force Base maps as Building T-1, hums with activity. Airmen and civilian workers go about their tasks efficiently. The hangar is large enough to hold eight aircraft at one time, although only seven of the slots are normally used at one time. The eighth is kept open in the event an aircraft taken out for testing when its scheduled work is completed needs to return to the hangar for more work.

After an aircraft has been given its periodic inspection it is put into post-dock. There each component is tested. When the stamp of approval is given to the craft, it is ready to be returned to the flight line, ready for work.

We are proud to have you in our community and in our college. We take this opportunity on the 11th Anniversary of Webb to give praise and say that we sincerely appreciate all of the benefits Webb has brought Big Spring.

Howard County Junior College

GRANTS
KNOWN...VALUES

CONGRATULATIONS

TO THE MEN OF

WEBB AFB

ON YOUR

11th Anniversary

We Have Enjoyed Serving
You Our First Year In Big Spring
And Are Looking Forward To
Many More Years of Continued
Friendship.

W.T. GRANT CO.

College Park Shopping Center • U.S. 80 & Birdwell Lane

Congratulations To Our Friends At Webb Air Base

On Your

Eleventh Anniversary

We at

Shasta Ford

Sales are proud to
have you as members of
this community... We are
also grateful for the part you
are taking in the defense of our country.

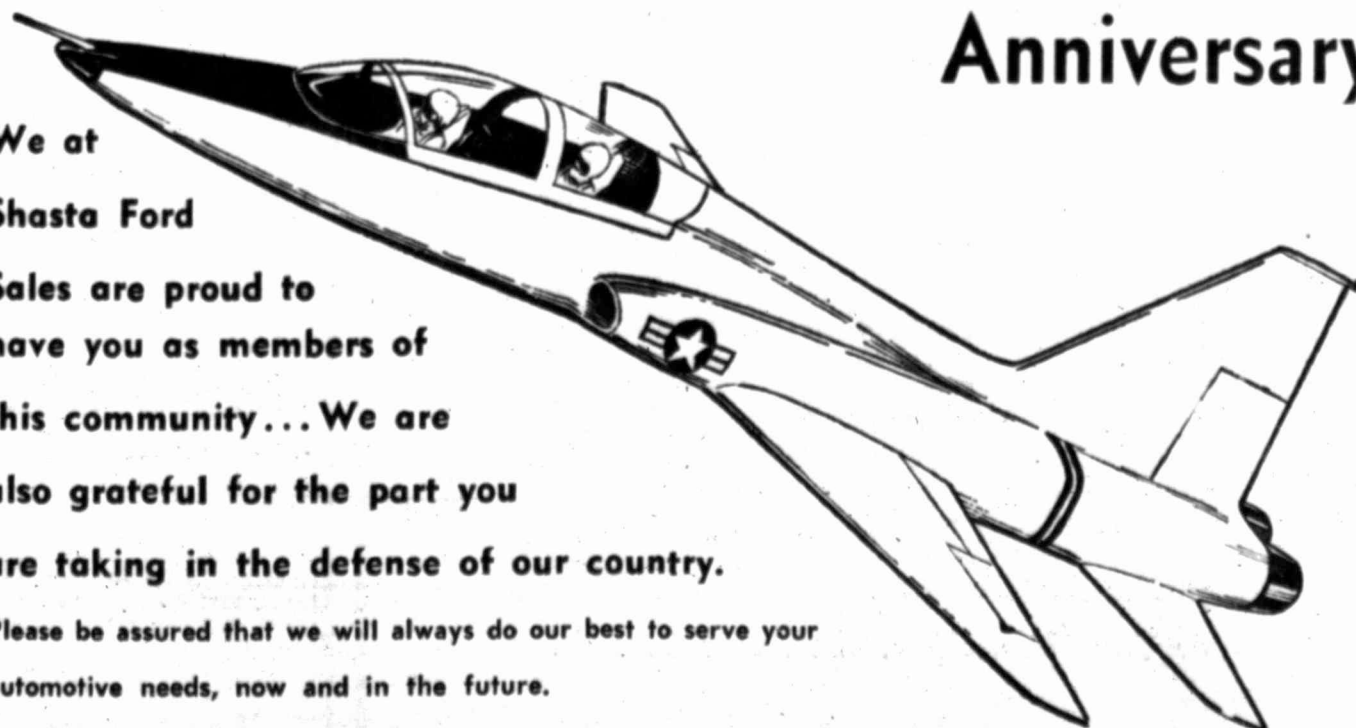
Please be assured that we will always do our best to serve your automotive needs, now and in the future.

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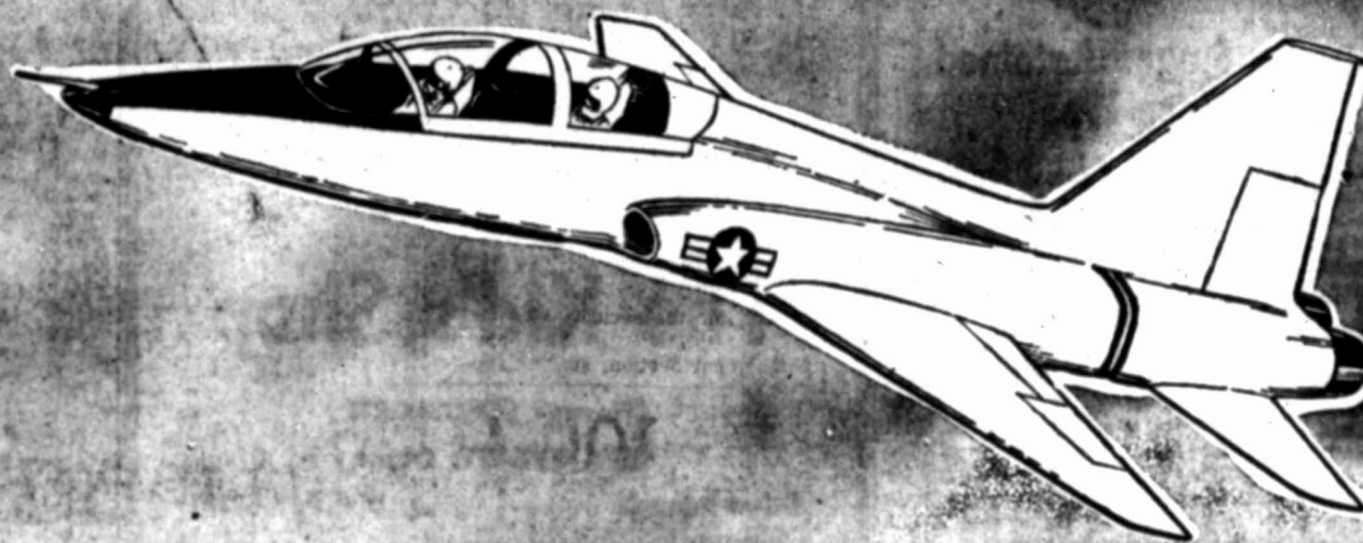
500 W. 4th

BIG SPRING, TEXAS

AM 4-7424



Congratulations . . .
WEBB
AIR FORCE BASE
 ON YOUR
11th
ANNIVERSARY



We would like to take this opportunity to express our appreciation to all the people of Webb Air Force Base for their many, many contributions to this country and our city. It goes without saying, the people of Big Spring are very proud of you.

THIS PAGE SPONSORED BY THE FOLLOWING BIG SPRING BUSINESS FIRMS:

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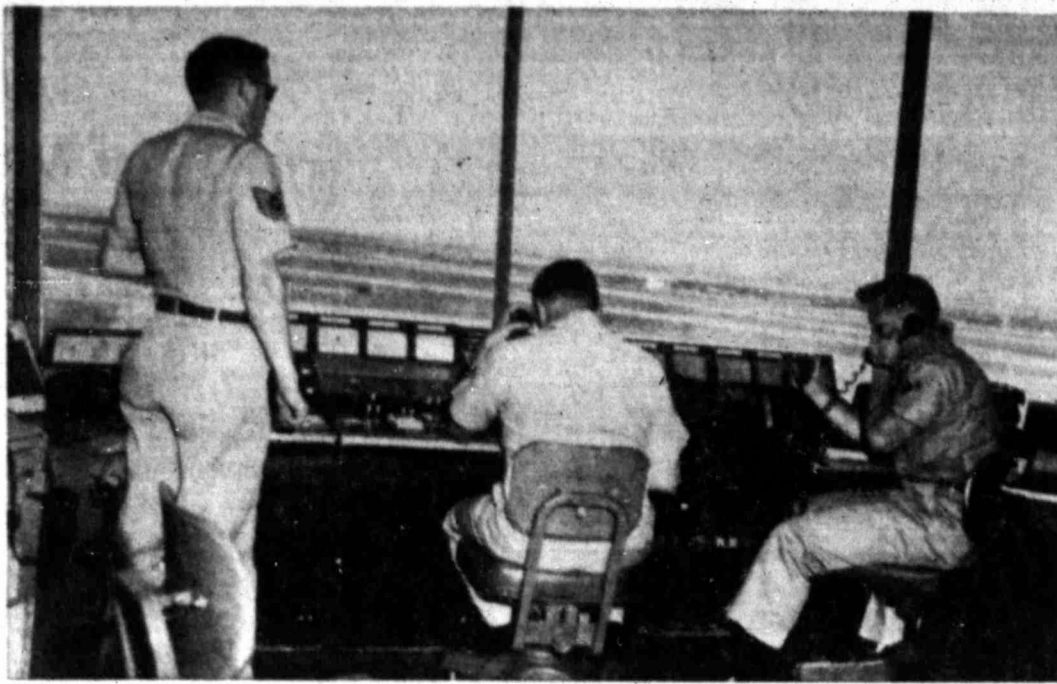
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Nerve Center

Nerve center of Webb's flying activities is the control tower operated by personnel of Detachment 3, 2010 AACCS (Airways and Air Communications System). These men are engaged in air-

craft control activities—watching traffic flow for safety — approving pilots requests for landings and take offs and advising pilots of runway conditions, wind velocity and direction.

Sgt. Cortez Is Picked Webb's Airman Of Year

SM Sgt. Norward P. Cortez of the 3560th Pilot Training Group at Webb AFB has been selected to represent Webb in the Air Force Association Outstanding Airman of the Year program at the Air Training Command Headquarters at Randolph AFB.

He will be interviewed along with other command nominees to represent ATC at the AFA's annual convention scheduled later this year at Washington, D.C.

Sgt. Cortez is the superintendent of the synthetic training section of the Pilot Training Group.

Base nominees who competed with Sgt. Cortez for the base title included T Sgt. James H. Schaefer, AB Group; T Sgt. William J. Cleary, M&S Group; SM

Sgt. Ben O. Thornton, C.E. Group; and SM Sgt. Roy H. Cochran, Hospital Group.

The base airman of the year is a veteran of 22 years experience. His service dates back to 1941 when he came on active duty. In 1943, he entered the cadets and graduated as a flight officer. In 1945, he reverted to his enlisted status with rank of Master Sergeant.

Sgt. Cortez came to Webb in April, 1958 from a three year tour at Alconbury RAF Station in England.

During the past several months, the flight simulator section has been in a state of flux—the modification which had to be made to conform to the modification program on the new jet trainers, made training of student officers trying, both on student and instructor. Sgt. Cortez handled the situation admirably, and received the congratulations of his commander. He has, since his arrival here, been responsible for training student pilots in three different types of trainers.

Although housing facilities for the trainers was inadequate, he requested additional air conditioning sufficient to meet his schedule. For the past two baseball seasons Sgt. Cortez managed a Webb Little League team. This year he

has switched blues and is now working as an umpire with the same league.

A hobby of the sergeant is photography; he recently was named president of the Big Spring Photographers Guild.

Sgt. Cortez was born in Vacheri, La., and was graduated from the Litcher, La., High School.

He is married to the former Miss Nadine Merritt of Glendale, Ariz.; the Cortezes have four children: Constance, 20; Corliss, 16; Carlene, 14; and Paul, 10.

Slogan Retained Since 1953

The Armed Forces Day observance has emphasized the basic concept that national security and a free way of life depend upon the power which comes from teamwork and national unity.

The 1950 slogan was "Teamwork for Defense"; in 1951, "Defenders of Freedom"; and in 1952 "Unity—Strength—Freedom." The 1953 observance was keyed to the fact that the Armed Forces of the United States represent "Power for Peace"—a slogan so appropriate to the national policy that it has been retained each year since.

Civilian Force At Webb Set At 650

To administer the office of the Civilian Personnel Officer at Webb AFB requires a nine-man staff. It is headed by Warren A. Farrow, civilian personnel officer. Currently 650 civilians are employed at Webb.

Although the primary function of the office is handling applications, the placement of men and women and keeping records pertaining to these people, a secondary function of the office is the promotion of the Incentive Awards Program. Through this program, civilian employees are awarded cash prizes for submission of suggestions that may save the government time or money in the operation of some phase of the base activity.

During the past year, 454 suggestions were handled and 99 of them were adopted; awards for the 99 suggestions totaled \$2,650, and estimated savings through

adoption of these suggestions amounted to more than \$41,000. Mrs. Vada I. Perring is the executive secretary of the Incentive Awards Program.

Eugene L. Smith is the executive secretary of the Board of US Civil Service Examiners. Omer Williams is chief of the Utilization Section, and Aubrey Bryans heads the Classification and Wage Administration.

Mrs. Birdie Westbrook is the chief of the administrative branch. In point of service at Webb, Farrow is the oldest member of the civilian personnel section having arrived here in December, 1951, shortly after activation of the base. His office has the responsibility of providing a program for operating officials at Webb—a chore involving recruiting, hiring, and counseling all civilian employees.



We'd Like To Make A BIG WISH That You'll Be With Us For Many Years To Come.

COME SEE US
For All Your Youngsters'
And Junior-Teen Daughters'
Needs

The Kid's Shop

(Through SCHOOLERS)

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POWER FOR PEACE

Let Us Pause
on this
Day and Pay
Tribute to the
Men and Women
of the
Armed Forces

Hemphill Wells

Congratulations
WAFB On Your
11th Anniversary



30 Million Gallons Of Fuel Needed

To keep a minimum of 150 airplanes in the air requires that fuel and lubricating oils be on hand in tremendous quantities; that additional fuels be en route, or available, at all times.

Considering that Webb consumes more than 30,000,000 gallons of fuel each year, the supply, storage and servicing becomes a chore.

Air Force requirements for aviation fuels and oil are programmed as far in advance as possible. These requirements must be planned for all anticipated Air Force activities—peacetime or war time.

VARIOUS GRADES

The various grades of fuels and oils complicate the systems of production, transfer, storage, issue, funding and accounting. Vast amounts of fuel and oils must be immediately available at refineries and terminals, in transit and in storage on individual bases.

The Military Petroleum Agency at Middletown, Pa., has the task of programming the nation's fuel and oil requirements for all military services. The agency has several sub-offices located at strategic points about the country. So close is the liaison between the agency, its sub-stations, and the bases in a given area that complicated fuel problems have been solved in a matter of minutes.

Management of the base fuels system requires constant planning and supervision. In addition to the care and maintenance of the system itself, there is the added responsibility of training personnel to handle the systems. These new airmen, constantly arriving from Lackland AFB must be given on-the-job training and grounded in the safety measures rigidly enforced around these highly flammable fuels.

PLAN AHEAD

Dispatchers must keep well ahead of flying schedules, numbers of refueling units available, and must plan ahead for maintenance, and unexpected developments. Static electricity being an ever-present hazard, the refueling of aircraft can be a hazardous job. One spark can destroy the refueling unit, the aircraft, and the operator.

To prevent such a catastrophe, a rigid observance of safety measures is demanded. Webb has been practically free of accidents in this area.

Many Came, Many Stayed

Many Big Spring residents today were introduced to Big Spring through service either at the old bombardier school or Webb AFB.

Some moved back and established homes because this was the hometown of their brides. Many had found the people friendly and the community and area progressive. Not a few found good business opportunities.

Not all of those stationed here in the bombardier school days forgot Big Spring (some wrote they would never forget it, in fact would go a 1,000 miles to avoid it!) and for several years the B-2 (Big Spring) WAC detachment held reunions to celebrate their war service days at Big Spring.

Swartz

Both Shops

a salute

to ALL the **WIVES**

For your outstanding contribution to the growth and welfare of Webb Air Force Base



MRS. WILSON BANKS
Wife of Commanding Officer



MRS. JACK PRICE
Wife of Commanding Officer
331st Ftr. Int. Sq.



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