

Permanent RSU's Installed

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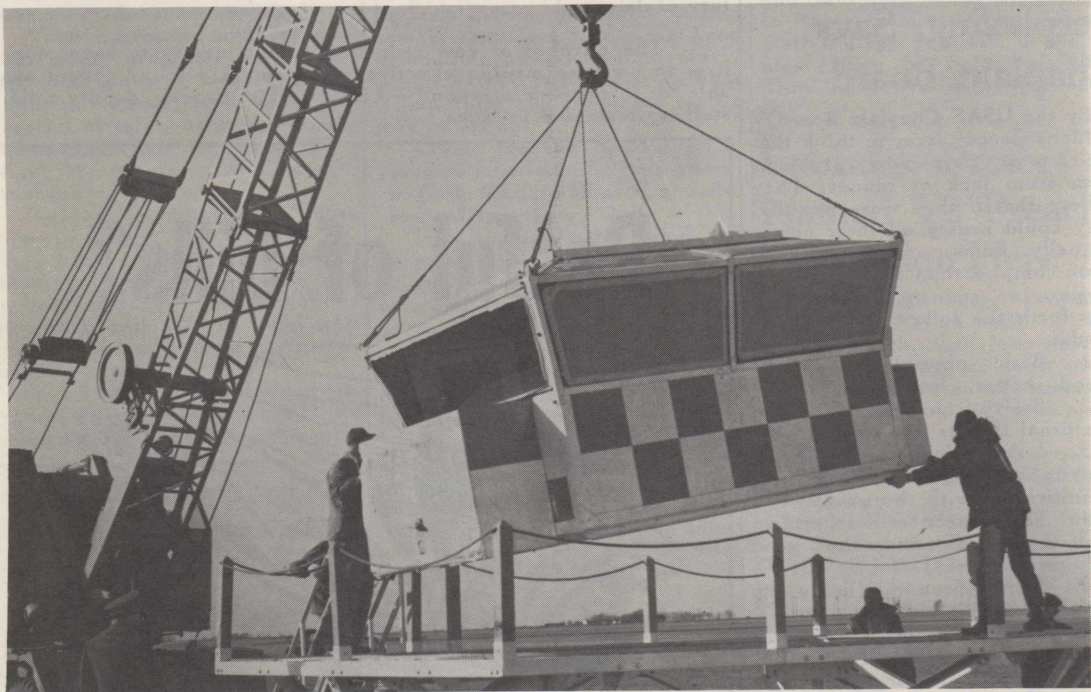
THE ROUNDUP

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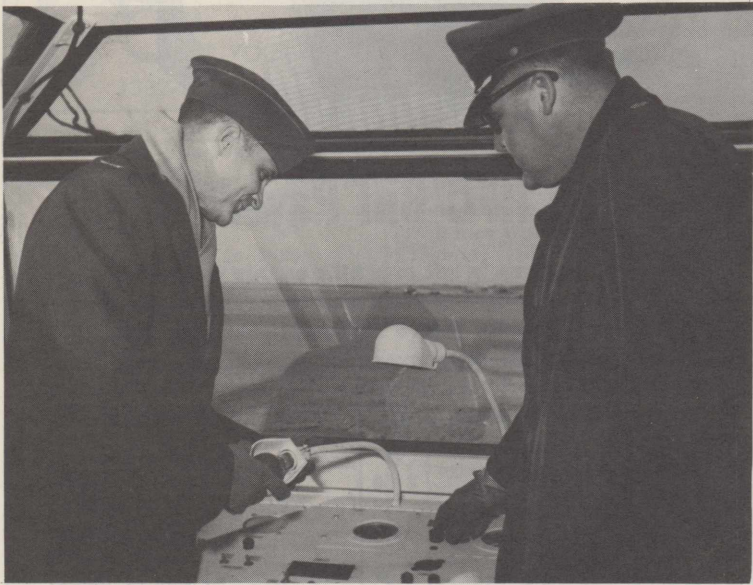
VOLUME XVI 2

Lubbock, Texas, Thursday, February 4, 1965

NUMBER 5



★ ★ ★



FIRST IN ATC—The first of two permanent RSU units in ATC drops into place from a crane at the south end of the Reese outside runway. The stand had been ready for many weeks. Installation of this unit and another which settled into place at the north end of the runway a few minutes later gives to Reese a much better control of student traffic. In the picture to the side, Col. Dudley E. Faver, wing commander, and Lt. Col. Alvin Collins, base engineer, look at one of the instrument panels.

One On-Base Class Will Open Monday

The on-base class in Algebra I will start at 6:30 p.m. Monday in Room 3 of Building 915. Students may still enroll in the course.

Insufficient enrollment has caused cancellation of proposed classes in Algebra II and English composition.

If four more persons enroll in English grammar that course will be offered.

Enrollments should be made at the Reese education office.

GOES TO ENGLAND

Captain Frederick Faulkner, chief of the check section in the 3501st Pilot Training Squadron, is being reassigned to England to serve as pilot instructor in the USAF/RAF exchange program.

Reese First In ATC To Use Most Modern Control Units

Taking the lead among undergraduate pilot training bases, Reese this week installed two new and modern permanent runway supervisory units on its outside runway, the first to be installed in Air Training Command.

The units were moved into place Tuesday and workmen began at once to hook up necessary equipment so that operation may start when the outside runway is reopened February 15, after completion of resurfacing and other renovation.

Reese and most of the other seven UPT bases have been operating with mobile RSU's during training. The new units, developed under ATC supervision, are considered "plush" and a major improvement in supervising flying training of student pilots in the air.

The new permanent units, one at the south end of the runway, the other at the north end, have air conditioning and central heat. They are equipped with self-contained wind equipment which will permit supervisors to have constant information on wind direction and wind velocity.

The permanent units are large enough for the seven controllers authorized. Mobile units have been noisy. The new units cut out virtually all outside noise.

The complete new communications system of the permanent unit will permit control of "a lot more traffic."

"With all the noise we have had it was hard at times to control all the traffic we wanted," says Capt. James F. Gunby Jr., project officer. "With the soundproof units, we can control a lot more and are qualified to reach out farther."

"We have fingertip control of communications and will be in instant contact with the tower, weather unit, GCA and every other spot on the base."

Under existing rules, flying off base is controlled by the Fort Worth unit of the Federal Aeronautics Agency. The new unit will permit emergency control from the RSU for 75 or 80 miles easily.

Reese controls more traffic by far than the busiest of commercial airports. The new unit will control it better.

At Reese on flying days the mobile units have been controlling from 500 to 700 traffic patterns a day on each of its three runways, operating about 12 hours a day. The busiest commercial airport, operating around the clock, does not have that many daily landings and takeoffs.

"Reese for several years has been the busiest airport in the world," Captain Gunby commented. "These permanent units should give us the best of traffic control."

Reese has been trying for permanent RSU units for several years. Thus, it became the first of pilot training bases to secure them. Stands for the permanent units have been constructed for several months.

ATC has bought 12 of the units and has authorized installation at five other undergraduate pilot training bases soon. Success of the new units at Reese will be used as a guide for further planning.

CENTER SAVED 733

ELMENDORFF AFB, Alaska (AFNS) — The Rescue Coordination Center here is credited with saving 733 lives during 1964. RCC is responsible for coordinating search and rescue efforts for the entire Alaskan mainland and northern reaches of the Arctic Ocean. During 1964 the RCC directed 444 search and rescue missions, requiring 3,503 sorties and 4,413 flying hours.

Achievement Wins Honors For Graduates

Two members of Class 65-E—Capt. Michael L. Hawkins and 2nd Lt. Richard S. Stevens — will be honored during graduation of the class Friday from undergraduate pilot training at Reese.

The captain will receive a letter of recognition from Lt. Gen. William W. Momyer, Air Training Command commander, as a Distinguished graduate. He also will be awarded the Commander's Trophy as highest scholastic in the class at Reese. Lieutenant Stevens will also be recognized and presented a letter as a Distinguished graduate.

Captain Hawkins, in service six years, was commissioned through aviation cadets in 1959 and is a navigator.

He will be awarded pilot wings at graduation. From Medford, Oregon, he entered pilot training from duty at Travis AFB, Calif. He has been reassigned to Perrin AFB, Texas, to fly F-102 aircraft for the Air Defense Command.

Lieutenant Stevens, from Darien, Conn., holds a bachelor and master's degree from the University of Colorado. He was commissioned in 1963 through the Officer Candidate School at San Antonio. The lieutenant has been reassigned to Luke AFB, Ariz., to fly F-100 aircraft for the Tactical Air Command.

Graduation speaker will be Maj. Gen. Joseph A. Cunningham, deputy chief of staff for operations in the Military Air Transport Service headquarters.

The general controls operation of aircraft facilities for MATS around the world. He has commanded Air Rescue Service, four years, and has been a pilot and officer since 1939.

During World War II he commanded the 317th Troop Carrier Wing at Munich, Germany. He is a native of West Virginia and a graduate of the National War College.

Graduating in Class 65-E will be 32 young officers, two are members of the Air National Guard.

Reese Tops UPT Bases In Contest

Reese finished 1964 at the top of undergraduate pilot training bases in competition for the Air Training Command commander's participation trophy.

Reese scored 2,375 points, well ahead of the other seven UPT bases.

Randolph won the trophy with 3,826 points, leading Lackland, Sheppard, Keesler, Lowry, Reese and other bases. Bases topping Reese all were much larger and benefitted by new rules in effect for 1964.

Suggestors Bring \$4,500 Savings

Savings of more than \$4,500 annually will result from management improvement suggestions submitted by six Reese personnel and approved by the Incentive Awards Committee. Awards of \$255 were made to suggestors.

An additional award of \$15 went to James L. Smith through adoption by another base of his proposal on an installing tool for ring packing which saves \$283.

MSgt. Richard R. Lovell received \$10 for suggesting a report addition which saves manhours and has been adopted throughout Air Training Command.

Luther R. Stephens was awarded \$140 for a suggestion on a bulkhead receptacle for J-83 engine wiring. A saving of \$2,789 in manhours is effective here.

Robert H. Holland received \$15 for proposing a hydraulic pump return line fitting.

A \$40 award went to Alvin J. Paul for suggesting local repair of wire twister plyers to bring \$810 savings a year in manhours.

A \$35 award went to Robert B. Davis for a proposal on repair of J-85 combustion liners which saves \$719 in manhours each year.

FIVE GETTING DECORATIONS DURING WING REVIEW

Four Reese officers and an airman are scheduled to receive decorations for meritorious service at the wing review honoring members of Class 65-E, graduating Friday from undergraduate pilot training at Reese. The parade is scheduled for 9 a.m. on the flightline, with graduation exercises in the base theater at 10:30 a.m.

Two awards are going to heroes of Viet Nam, one for service in Turkey, another for duty in Italy and the fifth for outstanding production at Craig AFB, Ala.

Being awarded the Legion of Merit is Lt. Col. William E. Shelton, commander of the 3501st Student Squadron. Service in Viet Nam is bringing a Distinguished Flying Cross to 1st Lt. Joseph E. Breen, instructor pilot in the 3501st Pilot Training Squadron.

The Air Medal and two oak

leaf clusters are being awarded Capt. Billy J. Johnson, rescue pilot, for rescue activities in Viet Nam. Colonel John D. Gorham, Jr., deputy commander for training, is to be awarded the Joint Service Commendation Medal, a new award in the Air Force, and SMSgt. William G. Wolford, T-38 periodic maintenance chief, is receiving the Air Force Commendation Medal.

Colonel Shelton is being honored for outstanding service from Dec. 15, 1961, to Aug. 12, 1964, as commander of Detachment 29, U. S. Logistics Group, Istanbul, Turkey.

"During this period," says the citation accompanying the Legion of Merit, "his exemplary ability, diligence and devotion to duty were instrumental factors in the resolution of many complex prob-

lems of major importance to the Air Force in Turkey."

Lieutenant Breen, who previously received the Air Medal and 13 oak leaf clusters to the medal for Viet Nam service, was honored for a flight March 19, 1964, over Viet Nam in which he flew low to attract Viet Cong fire from a government emplacement while providing cover for a special forces patrol.

Captain Johnson is receiving the Air Medal and clusters for sustained aerial flights as a combat crew member in the Republic of Viet Nam from Aug. 18, 1964, to Nov. 15, 1964.

"During this period," the citation states, "outstanding airmanship and courage was exhibited in the successful accomplishment of important combat support missions under extremely hazardous condi-

tions including the continuous possibility of enemy ground fire.

"Captain Johnson's effort aided immeasurably to the increased tactical air capabilities of the Vietnamese Air Force and directly aided the Vietnamese government in taking effective offensive action against the Viet Nam Communist guerillas."

Colonel Gorham's service as executive assistant to the commander, Allied Air Forces in Southern Europe, at Naples, Italy, from June 26, 1961, to July 2, 1964, is recognized. The colonel came to Reese from Italy.

"His thorough knowledge of activities significant to the Southern Region Air Forces enabled him to provide the commander with valuable advice on matters of international and joint service importance which

materially assisted in the effective accomplishments of the AIRSOUTH mission," says the citation accompanying the Joint Service Commendation medal.

Sergeant Wolford was awarded the Commendation Medal for duty as non-commissioned officer in charge of the standardization branch at Craig AFB, Ala., from Feb. 28, 1958, to Sept. 1, 1964.

"His outstanding management abilities, coupled with initiative and experience, resulted in a successful mission accomplishment with a reduction in personnel which saved thousands of dollars in labor costs," says the citation.

Presentation of the medals will be by Col. Dudley E. Faver, Reese wing commander. Members of Class 65-E are to take the review.

Commander's Comments . . .



By COL. DUDLEY E. FAVER
Wing Commander

In a study conducted by Dr. George Gallup recently, he reported: "The civilian public bases its attitudes toward the military service more on reports from people who are or have been in the service than on any other source of information . . ." This, I think, is quite revealing in the light of the tremendous amount of information available to the public about our Armed Forces.

No matter how extensive and objective the reporting; no matter how many books, magazines, pamphlets and brochures are published; no matter how many speech and televised appearances are in the offering — the person-to-person method of communication still is prevalent in the forming of opinion.

As members of the Air Force our responsibility is clear in this day when an enlightened American public is so vitally needed to display its confidence in our military establishment. No matter what our job or what our assignment may be, we know that there is a purpose for our being there. Pride in our duties, pride in our uniform and pride in our country are all a part of serving effectively in the Air Force.

It is well for each of us to remember that this, too, is as important as performing our daily tasks well. When we continually display this attitude we are adding to the confidence the American people deserve to have in the Air Force.

Selection Board Meets To Select Men To Move To Supergrade Ranks

The Air Training Command senior and chief master sergeant selection board met at ATC headquarters Monday to select a total of 270 for promotion and nominated 79 to USAF for consideration in Air Force-wide competition.

Command personnel officials said the board will consider 1,564 master sergeants and 473 senior master sergeants who are eligible for promotion in the 1965 supergrade promotion cycle.

An additional 125 master sergeants and 97 senior master sergeants in the command are eligible for promotion; however, these individuals hold AFSCs in which

promotions will not be made.

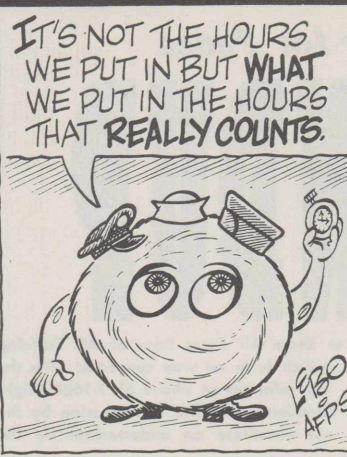
A total of 216 master sergeants will be selected for promotion by the command selection board. In addition the board will nominate 43 to USAF for Air Force-wide competition for promotion to senior master sergeant.

Fifty-four of the eligible senior master sergeants may be selected for promotion by the command board and 36 will be nominated for consideration by the Air Force-wide board.

The Air Force board will meet March 1 to consider those nominated by the commands.

All selections for promotions, made either at command or Air Force level, will become effective April 1.

FOOF'S SPOOFS



Money Not Most Perplexing, Says Chaplain Board

(By the USAF Chaplain Board)

Many people seem to think that their most perplexing problems stem from lack of money. They believe that if they were wealthy, they could satisfy all their needs. Actually human needs are far more complex than this. Dr. A. H. Maslow, an eminent psychologist, sets forth the following five basic needs:

1. Basic physiological needs (food, shelter, clothing, etc.).
2. Safety from physical danger (external threats or attacks).
3. Love, affection, and social activity (need for love and for identification with the group).
4. Self-respect and esteem (self-acceptance and the good opinion of others).
5. Self-realization (living up to one's capabilities).

Certainly, money is not the cause or the cure for all our problems, as we sometimes think. In your effort to enjoy a rich and full experience, you must discover the religious and moral foundations of life.

Even the basic needs listed above must be considered in the context of Divine Providence. When the needs (including the spiritual needs) of the Whole Man are being nourished and cultivated, money is seen in its proper perspective. Needs and desires are recognized and more clearly understood. Money is no longer viewed as the panacea for all the ills and difficulties in life.

Base Sweetheart To Be Selected

A Reese Sweetheart will be crowned and feted at the annual Mathis Service Club Valentine ball the night of February 11. The Exotics will play for dancing starting at 8:30 p.m.

Each squadron is being asked to select a Sweetheart contestant and to submit the name and an 8 by 10 photograph of the nominee to the service club by this Thursday. The contestants should be 16 years of age or older and may be the wife or girl friend of an airman.

The contestants will be presented at the February 11 ball and a winner and two alternates are to be selected by impartial judges. The Sweetheart will be crowned and is to receive a bouquet of roses. Alternates will be given consolation awards.

Coming, Going

ARRIVING:

A1C Thomas E. Royal, from Alaska.

A1C Franck L. Moore, from Iceland.

SSgt. Earl F. Fox, from USAF.

SSgt. Ronald J. Franzer and A1C Roy T. Kent from Greenville.

SSgt. William D. Rutledge, from recruiting.

A3C John W. Brewster and A3C Charles H. Allen Jr., from Amarillo.

SSgt. Bobby L. McCoy, from Randolph.

A3C William D. Weidman, from Gunter.

SSgt. Willis L. Whitten, from Sheppard.

A3C David P. Slaughter and A3C David L. Stegall, from Chanute.

A1C John Z. Bethel, from USAF.

SSgt. Charles K. Bedillion, from Greenville.

A1C Paul T. Helmke, from France.

DEPARTING:

Maj. Robert M. Blacker, to USAF.

A1C Charles L. Andrews, to MacDill.

A2C John D. Crawford, to USAF.

Capt. Jon I. Lucas, to PACAF.

Capt. Ronald M. Canter, to PACAF.

GOING TO GERMANY

Captain Billy J. Johnson, recently returned to the Reese air rescue unit from Viet Nam, is being reassigned to the Atlantic Air Rescue Center, stationed at Spangdahlen Air Base, Germany. He reports in June.

Vehicle Maintenance Important

If you are a young officer and interested in automobiles, be sure to read this.

Did you know that the Air Force has some of the best training available for careers in vehicle maintenance and vehicle maintenance management?

Do you realize the important role played by the vehicle maintenance officer? Without his job, the whole Air Force logistics system would fail.

The field of vehicle maintenance encompasses a broad area — from management of a vehicle fleet to resolving the smallest technical problem. Modern shop equipment and advanced techniques are used. As a vehicle maintenance officer, you will inquire into the mechanical mysteries of motor vehicles and create new means of servicing them.

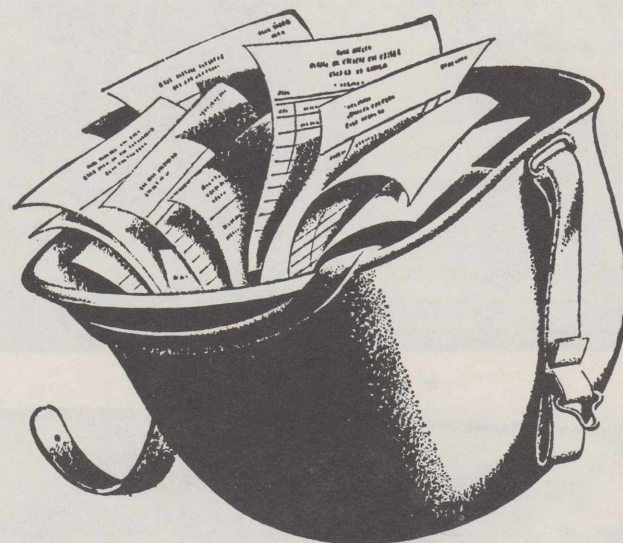
Consider the importance of the automobile in our society and the importance of being skilled in its maintenance.

Ask your personnel officer about this career field.

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"The purpose of cost reduction is not merely to save money; it is to increase mission effectiveness by making more dollars available for force modernization."—Lt. Gen. T. P. Gerrity, deputy chief of staff, systems and logistics.

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Safety Award Won By '00th

The 3500th Pilot Training Squadron at Reese has been awarded an Outstanding Unit Award for Safety by Air Training Command. Presentation probably will be next week at ATC headquarters in San Antonio.

The Reese unit was selected as one of three to be honored for its 1964 flying program. It flew 45,563 hours in training students last year, recording one minor accident and no major accidents. It flew 23,670 hours in T-37 primary pilot training and 21,992 hours in basic pilot training, marking up no accidents in T-37's and one T-38 accident.

Its overall rate was 2.1 for each 100,000 flying hours, a sharp drop from the 4.6 recorded in 1963.

Pilot training squadrons at Craig and Randolph AFB's also were given the same awards.

"The aggressive and continuous safety programs conducted by these units in close contention as well as those units in receipt of safety awards is commendable," said Lt. Gen. William W. Momyer, ATC commander.

"To the commanders of these units in receipt of awards, I express my appreciation of their outstanding leadership in safety and request that my congratulations be extended to all personnel who contributed to these achievements."

The 3500th PTS attained its record with a large number of its instructor pilots lacking lengthy

pilot instructor experience. Bad weather also hampered training efforts, the nominating letter cited.

Flying safety is a constant subject for emphasis in the 3500th, Lt. Col. William H. Reese, the commander, asserted.

"We emphasize constantly the professional approach to flying," the colonel said. "We have the advantage in that all instructor pilots daily before they fly join together in a briefing in which any safety problem of any base which comes to our attention is stressed. We talk over how the problems were handled by bases effected and we consider how action may be taken to avert the same problem here at Reese."

Colonel Reese also said that any problem discussed was important and "when we take it up it is appropriate and important." He said he feels the key to squadron success is that "we just don't keep hammering on safety until everyone gets tired, but we discuss what is important and the pilots realize it is important."

Credit for the 3500th PTS success in safety also was given to Capt. Richard Hansen, squadron safety officer.

"He's an excellent speaker and he never brings up a problem or situation which he has not researched thoroughly and is able to apply it to Reese intimately," said Colonel Reese.

"Captain Hansen also is highly enthusiastic and is able, in turn, to get all IP's enthusiastic about working toward elimination of accidents and incidents."

"Instructor pilots, all of them in the 3500th," said the colonel, "are proud of the squadron safety record and go from each IP briefing to flight rooms to brief students."

"We all feel that safety is highly important and we should show enthusiasm in facing its problems," Colonel Reese commented. "I know that every instructor in the squadron is dedicated as a professional instructor and flier. With such an attitude, there will be a minimum of accidents."

IT'S A.....

BOY:

Philip John, to SSgt. and Mrs. Richard J. Lord, Jan. 4.
James Brian, to Capt. and Mrs. Thomas R. Knoll, Jan. 6.
Richard, to A1C and Mrs. Timothy L. Clark, Jan. 7.
James, to SSgt. and Mrs. Howard M. Lamont, Jan. 14.
Glen Allen, to A2C and Mrs. Billy D. Richardson, Jan. 15.

GIRL:

Susan Lynn, to A1C and Mrs. Charles M. Shafer, Jan. 1.
Sheri Lynn, to A3c and Mrs. Jimmie D. Lawler, Jan. 1.
Marianne, to Capt. and Mrs. Andre A. Deshaies, Jan. 6.
Sandra Elizabeth, to Capt. and Mrs. Wolfram D. Wislicenus, Jan. 7.

Debra Sue, to MSgt. and Mrs. Raymond A. Farnsley, Jan. 9.
Venise Lezon, to A2C and Mrs. Robert W. Eldridge, Jan. 11.
Jerrie Ruth, to A1C and Mrs. Jerry A. Glenn, Jan. 12.
Robin Rene, to A3C and Mrs. William E. Runion, Jan. 13.
Dawn Marie, to SSgt. and Mrs. John E. Purcell, Jan. 14.

OFFICER REASSIGNED

First Lt. Richard Neal, OIC of the officer branch in wing personnel, is being reassigned to Cincinnati, Ohio, for recruiting duty. He requested assignment to that post in that city.

Veteran Training Officer Assumes New Reese Duty

Major John H. Koller, for three years a pilot instructor at Moody AFB, has begun duty as training officer at Reese. Major Koller, a 1950 AFOTC graduate of Texas A&M College, has been on active duty since.

Major Koller holds a master's degree from Texas A&M. He is a resident of Elm Mott, Tex., and holder of the Distinguished Flying Cross, Air Medal with 10 oak leaf clusters and other decorations.

Major Koller served a year in Korea, spent a year and a half as supply officer in the Philippines, was an AFOTC instructor four years at East Texas State University, an instructor pilot assigned to the Navy a year and a half and then went to Moody. He came to Reese from the Armed Forces Staff College. His wife is the former Lillian M. Schev of Waco. They have two daughters and a son.

Lubbock Pastors Named To Preach In Mission Here

The annual Reese Protestant Preaching Mission will be held during March, with four missionaries from Lubbock as guest speakers. The missionaries will preach at the 11 a.m. services Sunday during the month.

The Rev. John E. Schwenson of Oakwood Baptist Church will speak March 7, discussing "The Church Witnessing." The following Sunday the Rev. C. E. Lamberth of John Knox Presbyterian Church is to speak on "The Church Teaching." On March 21 the Rev. Thomas Strothers of Agape Methodist Church will preach on "The Church's Social Responsibility," while on March 28 the Rev. Allen P. Price of St. Stephens Episcopal Church will have "The Church at Worship" as his subject.

The mission theme is "The Church Today." All Protestants are invited to the services and the mission "promises to be a rich and rewarding one," said Chaplain Robert M. White.

Aero Club Operation Rules Strengthened

WASHINGTON (AFNS) — A forthcoming revision to AFM 34-14 will outline new minimum requirements to maintain currency in aero club aircraft.

The revision will also require that each club member pilot be flight checked for standardization by the club instructor pilot and the results of the check flight permanently recorded and filed in the member's training folder.

MISSION BOARD

Reese has the primary mission of qualifying officers in pre-flight, primary and basic flying and as competent officers. Training includes flying, and officer and academic training.



SUPERSONIC NAMESAKE—The 1964 Miss Lubbock, Sherry Beadle, christens a T-38 supersonic T-38 at Reese by spurring champagne on it, assisted by Lt. Col. Lloyd J. Murphy, 3501st Pilot Training Squadron commander. The 1965 Miss Lubbock contestants, Susan Zesch, left, and Kay Perkins, beside her, watch the christening. Captain Jack Rosamond, standing on the ladder, immediately took the Talon into the air for its maiden flight under its new name.

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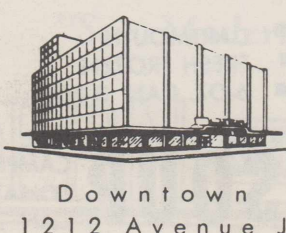
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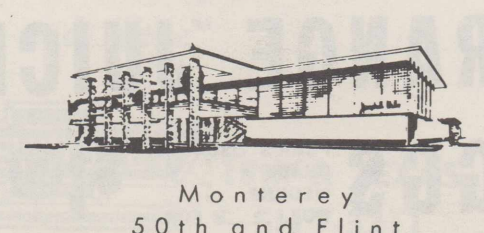
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BRUSHING HELPS—During National Children's Health Week, next week, all children from the Reese Elementary School will receive oral hygiene instructions, toothbrush kits, dental examinations, fluoride treatments and have their teeth cleaned in the Reese dental clinic. The same program will be held for younger children and children of other schools on Saturday, January 13, between 8 a.m. and noon in the Reese clinic. Here Lt. Col. William E. Ayres, dental staff officer, gives a pre-clinic briefing to Tom Johnston, Arthur Krumm Jr., and Glenda Lents, as Joseph Harper, Reese Elementary School principal, looks on. The children are in the third grade.



HERE'S SOMETHING TO CHEW ON!

When a Child Visits the Dentist
(By Maj. R. A. Henry, Base Preventive Dentistry Officer)

Small children need careful preparation for any new experience, and a visit to the dental office is no exception.

A child's first visit to the dentist should be a pleasant one since his first impressions will influence his attitude toward dental care for the rest of his life. And, his parents have an important role in making the visit pleasant.

The child's first visit should come when he's between age two and three, when all the first teeth are in and, if possible, before treatment is needed. Often the first visit consists of only an oral examination. If small cavities are found that need filling, the dentist may decide to treat them.

Usually, however, nothing more than a routine check-up, perhaps an X-ray examination, and cleaning of the teeth is all that is necessary.

Purpose of the examination is to be sure that everything is as it should be — the first teeth in good condition and the second ones developing properly.

The X-ray examination will detect any problems such as extra teeth or beginning cavities on the hidden surfaces of the teeth. It will show if the permanent teeth are forming and in proper position.

Such examination makes it possible to catch difficulties early, when correction is easiest, most effective, and reasonably free of discomfort.

When the child visits the dentist, the dentist will explain the instruments he is going to use — the mouth mirror, explorer and the X-ray machine. He will tell the child what he is going to do and why. He may use illustrated pamphlets, records or even a movie to explain good oral hygiene. A gift from the toy box and a compliment to the youngster for his good behavior efforts in the dental chair help to leave a happy impression.

Dentists suggest that appointments be made for children in the morning; a child accepts new experiences more readily when he's not tired.

But the most important ingredient for early success in dental care is the parents' own attitude.

It should be casual and explanatory. Tell the child what he will probably see at the dentist's office. Avoid references to your own painful experiences or to your bravery in the dental chair. A child should never be bribed to make this first visit or he will expect it to be unpleasant.

Explain dental care in a positive way. How it works for your child's good health, good teeth and nice smile.

You'll want to prepare your child properly for this first visit. It's the first step in developing positive life-long attitudes toward dental care.

Remember Next Week is National Children's Dental Health Week

Flying Time Given Boost

Reese, which for several months has been hampered by adverse weather in keeping up with its pilot training program, found that January gave a major assistance as a "catch-up month."

Reese started January 410 hours ahead in T-38 training and ended it 1,081 hours ahead. It opened the month 746 hours behind in T-37 flying and finished 335 hours behind. In all, 1,082 hours were picked up.

Records show that almost 1,200 more hours were flown than the programmed flying time. January, training officers stated, eased the pressure considerably on maintaining enough hours to meet requirements.

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BABY FOOD GERBER ASSORTED STRAINED JAR	25c 3 FOR	FRENCH DRESSING Delux, Wishbone, 6c off Label (8-oz.)	29c
ORANGE JUICE DARTMOUTH FRESH FROZEN 6-OZ. CAN 3 FOR	49c	CAKE MIX Pillsbury, white, yellow, double dutch, swiss chocolate or mocha. Pkg. 3 FOR	\$1.00
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This & That

The base varsity basketball squad has been reorganized under a new coach, TSgt. John K. Smith, and will compete in the ATC base level basketball tournament at Randolph AFB, February 16-20.

Anyone interested in playing varsity baseball must register at the base gym as soon as possible.

Reese's schedule will consist of several Air Force Bases, colleges and local National Baseball Congress teams.

All boxers interested in participating in the Air Training Command boxing tournament should call Sgt. Smith in the base gymnasium immediately. The ATC boxing tourney will be held March 2-5 at Lowry AFB, Colorado.

Bowling

Dust Bowl League

The Bearden Hoover Sales team held its lead in the Dust Bowl mixed bowling league this week with 55 wins, 21 losses.

Ruby Smith rolled a 521 series and games of 181, 145 and 195 to lead women. Ken Smith bowled a 608 series for men with games of 189, 191 and 228. John Youngblood hit 607 with games of 211, 213 and 183.

Reese Lanes

Persons interested in joining a mixed couples bowling league may call Extension 504 or drop by the Reese Lanes. A new league is forming.

Cotton Bowlers League

The Cotton Pickers took four from the Spit Balls to move into one game of the league-leading "8" Balls who split 2-2 with the Alley Cats in the last outing of the Cotton Bowlers Mixed Couples league. In other action the Bowl Weevils defeated the Tigers, 3-1, and the Triumphs and Ginners split, 2-2.

John Youngblood rolled a 235 game and 571 series to lead the men. R. L. Anderson had a 557 series and 209 game.

Juanita Hembree rolled a 475 series, Virginia Hibbler a 173 game and Evelyn Youngblood a 182 for women.



PINEBOX WINNERS—Winners in the Reese Cub Scout Pinebox Derby received trophies from Cubmaster Ken Molloy. Boys, left to right, are Bill Humphrey, son of TSgt. and Mrs. Earl Humphrey, third; Phil Colman, son of Capt. and Mrs. Thomas Colman, second; and Carl Mulder, son of TSgt. and Mrs. Don Mulder, first.

Cub Scouts Advance, Vie In Derby

Cub Scout Pack 548 held its monthly pack meeting last Friday. Den 6, led by Den Mother Pat Molloy, had 100 per cent attendance of Cubs and parents.

Bobcat pins went to Ronnie Robinett, Elvin Lindsey, Joseph R. Wallman, Robert S. Jenkins, and Timmy English. Wolf badges were given to Bill Humphreys, Mike Hardy, Gary Turene, Allen Boddie, Bob Moore, Tom Johnston, John Hollywood, Dwight Jackson, and Arthur Krumm. Gold arrow under Wolf to Bill Humphreys, Mike Hardy, and Earl Foster. Silver arrow under Wolf to Bill Humphreys, Mike Hardy, David Bibbs, and Mike Corbett.

A Bear badge and gold arrow under Bear were also earned by Mike Corbett. A Lion badge was presented to Tommy English.

Denner bars were given to Mike Hardy, Tom Johnston, Joey Bonanno, Jim Urcinoli; assistant denner bars were given to Dale Brinley, Allen Boddie, Bill Gibbons, and Earl Foster.

Dwight Jackson, David Bibbs, Jeff Vanek, and Mike Manning were given a 1-year pin. Two Boy Scouts from Troop 548 were welcomed into the pack as Den Chiefs and given their warrant, shoulder cord, and den chief book. These were Patrick Martin and David L. Gerdtz.

Robert Brinley, Ricky Kumpf, and Gary Wakefield earned Webelos badges. Cubmaster Ken Molloy presented these boys with a parting gift from the pack. Scoutmaster Dale Waterhouse then accepted these graduates of Cub Scouting into Boy Scout Troop 548.

The main event of the evening was the Pinewood Derby Race. Guest officials in charge of the race were Bill Collins, Oliver Montieth, Bill Murray, Ron Beauvais, Roy Richards, Tom Watson, Richard Mendys and Bill Morgan. With 53 cars competing, excitement ran high during all the heats to determine which boy had built the fastest car.

Engraved trophies were presented to Karl Mulder, first place, Den 1; Phillip Colman, second place, Den 3; and Bill Humphreys, third place, Den 2. In a consolation derby held for the slowest car, Kelly Scales, Den 1, received a wall plaque for last place.

Next week is National Boy Scout Week, and Pack 548 will have an exhibit in the BX. Featured in this display will be the winning cars and trophies from the derby race.

Plans for the annual Blue and Gold Banquet, February 26, were announced. Refreshments were served to over 200 people.

Volleyball competition for the squadron level intramural league will begin February 15. All squadrons planning to enter a team must submit a letter of intent to participate to the base gym by February 12. There will be a coaches meeting in the gym at 1 p.m., Friday, February 12.

Boy Basketeers Play For Chapel

Reese AFB Jets, sponsored by the base chapel, are entered in the Lubbock YMCA church basketball league, known officially as the Iddy-Biddy Basketball League.

The Jets, composed of boys in the fourth, fifth and sixth grades, compete with teams sponsored by Lubbock area churches in the season starting this week.

Coaches Terry Laymon and Willie Nelson are carrying a team roster of 12 boys, all of whom are members of Reese families.

Team members are: Steve Avery, Mike Coy, Ken Curry, Freddy Davis, Tommy English, Larry Grady, Donnie Hughes, Dean Roberts, George Roberts, Phillip Scruggs, Roger Tamblin and Gary Wakefield.

All games will be played on Saturday mornings at the Lubbock YMCA gymnasium at 2402 14th Street.

The Jets have been conducting official practice sessions for six weeks.

The league rules stipulate that each player in the league must attend church on the Sunday prior to each game before becoming eligible to play.

BASKETBALL

With nothing but make-up games left on the 1964-65 Reese Intramural Basketball League schedule, Air Base Group #1 has cinched first place, and AFCS has sewed up second.

The faltering cagers of Student Squadron have slipped back to third.

Team	Won	Lost
ABG #1	17	1
AFCS	15	3
Stu. Sq.	9	4
OMS	10	6
FMS	9	7
'00th PTS	8	7
Supply Sq.	7	11
Hospital	4	14
'01st PTS	2	16
ABG #2	1	16

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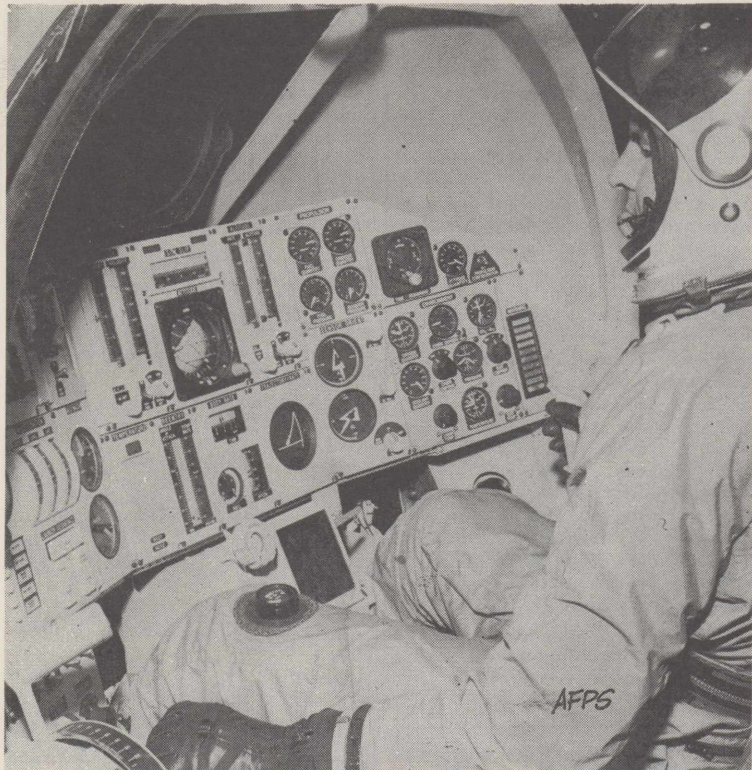
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SPACE FLIGHT SIMULATOR—Major John Jorden, strapped in the cockpit, keeps an eye on the instrument panel while handling "spacecraft" thrust direction (left) and altitude (right) controls during a "flight" in the 15-ton space flight simulator at the Air Force Flight Test Center, Edwards AFB.

ODSD Controls Selection Of Airmen For Duty At Overseas Installations

(Editor's Note: This is the first in a three-part series designed to familiarize Air Training Command airman personnel with procedures involved in selecting members of the Air Force for overseas assignments.)

"Why was I selected to go when my neighbor has never been overseas . . . ?"

This question has often been asked by an airman just handed the second or subsequent overseas orders when comfortably settled in a stateside assignment.

Or he may say, "I returned from overseas three years ago and Joe has been back four years . . . why me?"

These questions can best be answered by presenting a basic outline of the airman's overseas selection procedures, considering the airman's grade, AFSC, skill level, status (first-term or career), retainability, and the length of tour involved.

Airman selection procedures may appear complex when all these factors are considered at once, but taking them one at a time, the picture becomes clear. Therefore, the Air Training Command Press Service will present the overseas selection program in this and two subsequent articles for the benefit of The Roundup readers in the hopes of creating a better understanding of the program so that when you receive your overseas orders you will not need to ask, "Why me . . . ?"

LONGEST IN THE STATES . . . FIRST TO GO
First we must be aware that a completely rigid "fair shares" system is not entirely possible. This is due to imbalances of requirements for certain AFSCs overseas and in the United States, priority manning of operational units, humanitarian and other pertinent problems. However, overseas duty is shared equally among airmen of like grade and AFSC with the main selection principle being, "longest in the ConUS (Continental United States) — first to go."

To determine who is longest in the ConUS an Overseas Duty Selection Date (ODSD), formerly known as Foreign Service Selection Date (FSSD), is established for each airman. This is the date of arrival in the ConUS on completion of an overseas tour, or in cases where the airman has never served overseas it is determined by the Total Active Federal Military Service Date (TAFMSD). In the latter case the date is always preceded by the word "none."

The ODSD is used to place an airman in his proper turn for an overseas assignment and is the key factor in his selection.

ODSD Overseas Selection and Freeze Date Lists are published periodically to provide each airman with a general idea as to when he might be selected for overseas. These are available at base personnel offices. They indicate a "selection date" and a "freeze date" for the AFSCs of all airmen.

Airmen with ODSDs the same or earlier than the selection date indicated on the list for his AFSC will normally be selected for overseas within the following 18 months. In either case the airmen

involved are "frozen" to their present ConUS base pending selection for an overseas assignment.

Dates posted on the list for selection are based on past overseas requirements and the number of airmen by grade and AFSC who are eligible for overseas assignment.

Due to fluctuating overseas requirements, promotions, discharges and humanitarian deferments, these dates can and do change in certain AFSCs.

The list for airmen in the grades of technical sergeant and above is published by the USAF Military Personnel Center where selections of all airmen in these grades are made. Major air commands are responsible for selecting airmen in the grades of staff sergeant and below.

Air Force Manual 39-11 establishes the basic criteria and priority that must be applied in the selection of an airman for overseas. The next article will deal with provisions of this manual.

(ATCPS)

40TH CLASS GRADUATES
LACKLAND AFB — The 472 members of the 40th class of Officer Training School (OTS) graduated here recently. A total of 4,763 new second lieutenants graduated from OTS during 1964. This compares with 5,371 in 1963 and 2,265 in 1962.

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CHARLESTON AFB, S. C. (AFNS) — A Lockheed C-130 Hercules from the 1608th Air Transport Wing here airlifted 100 tons of grain from Khartoum, Sudan, to the Somalia Republic following an appeal to the United States for emergency food supplies for famine-stricken regions of the country.



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March 1 Deadline On Scholarships

WASHINGTON (AFNS) — March 1 is the deadline for applying for scholarship assistance from the Gen. Henry H. Arnold Educational Fund, Air Force Aid Society officials have reminded the field.

Completed applications must be received in the office of the director, Air Force Aid Society, Washington, D.C. 20333 by that date in order to be considered.

Applicants must be non-veterans, unmarried, under 21 years of age and engaged in undergraduate college work or vocational training. Financial aid may be given either as an interest-free loan or grant.

The fund was established in 1946 to help dependent children of Air Force personnel in attaining a college education or vocational training after graduation from high school.

THUNDERBIRDS PERSONNEL

NELLIS AFB, Nev. (AFNS) — The USAF Thunderbirds are looking for a first sergeant and an illustrator. Deadline for application is March 1.