

AFROTC Contingent To Arrive This Weekend

FTAF Banner Flies Over Base As Safety Rises

Reese won second place in the Flying Training Air Force ground safety campaign for May. Col. C. F. West, base commander, was notified this week. In taking the award Reese had an average of 50 cents cost per man during the March-May period, it was announced. Laredo AFB with per capita cost of 43 cents took top honors, while Mather AFB, with 60 cents, was third.

The FTAF ground safety flag was put up beneath the United States flag on the Reese flag pole Tuesday.

"Reese's safety record can be traced, in the main, to the personal interest and squadron commanders have taken in carrying out the safety program," Joe Lopez, ground safety director said. "Airmen, of course are responsible for conducting themselves in a safe manner. Without their cooperation Reese could not have ranked so high among the 26 bases and contract training schools of FTAF."

Lopez cited the 3502nd Maintenance squadron led all units during the March-May period with a per capita cost of only nine cents. He also said that he hoped for the base to set a better record through "Operation Summer Safety," which has been placed in effect. The operation will extend through Labor Day weekend, with emphasis on safe vehicle operation and sports.

"Reese has been able to rank so high among FTAF bases partly because of invaluable aid given by Lubbock Civic organizations," Lopez said. "The American Automobile Association and Lubbock Citizens Traffic Commission have been especially helpful. The honor that has come to the base shows what can be accomplished through cooperation."

Med Supply Officer Tabbed for School

First Lt. Robert E. Lindner, base medical supply officer, has received orders to report to the Naval Medical Center at Bethesda, Md., August 22.

Lindner will begin nine-months of instruction in hospital administration September 1 and finish June 16, 1955.

Lieutenant Lindner first entered service in 1941 and was separated in 1945. He reentered in 1947 and has served continuously since then. During WWII he saw service in England, North Africa, Sicily and Italy.

The Lieutenant's home is in Granite City, Ill., where he graduated from high school; he later attended Southern Illinois University.

THE ROUNDUP

VOLUME V NUMBER 32 HURLWOOD, TEXAS Friday, June 18, 1954

Promotions Won By 110 Reesemen

54-L Graduation Set for Thursday

Ten Allied students are scheduled to be in the class of 80 to be graduated Thursday morning from the Reese multi-engine pilot training program as Class 54-L completes its work. The class includes 46 American student officers and 24 aviation cadets, in addition to four members of the Imperial Iranian Air Force, five officers of the Thailand Air Force, and one Ecuador Air Force cadet.

The 24 American cadets will be sworn in as second lieutenants by Maj. Tobias Schindler, commander of the 3500th Student squadron, who also is to preside at graduation exercises in the base theater.

Reese Vacationers Offered Information By Lubbock AAA

Vacationing Reese personnel and those who are changing stations may now obtain the services of the American Automobile Association in Lubbock, discloses the ground Safety Office.

Complete information of road conditions, possible detours, alternate routes and best route to take has been made available to men going on leave.

Airmen who have received orders for overseas shipments will be given every AAA service. Upon display of their orders they will be furnished with detail road maps showing the best route and all AAA recommended motels along the way in addition to other pertinent data.

The new free service was initiated by the Lubbock AAA in cooperation with Reese's Summer Safety campaign to provide a maximum of travel information for the safety of base personnel. Only airmen scheduled for overseas assignment will receive the extensive map materials upon receipt of orders, but all will get complete information and help when going on leave.

Among cadets are two, Harry R. Elliott, Jr., and Walter E. Kramer, who have been named Distinguished Cadets on the basis of high attainment in flying, academic, and military training. Cadet Elliott, of Lakeland, Fla., is a former journalism student at Florida South college and for many weeks wrote the 'Kadet Korral' for THE ROUNDUP. Cadet Kramer, of Pasadena, Calif., served in the Navy and was stationed in Newfoundland and Puerto Rico prior to enlisting in the Air Force in 1951.

Lt. Col. Joseph P. Marsiglia, AFROTC director of training at New York university, will be the graduation speaker. He was a member of the first class to be graduated from Lubbock Army Air field, predecessor to Reese, and is serving as training officer of the AFROTC summer encampment at the base. Col. Richard W. Phillips, acting commander of Reese, will present Colonel Marsiglia and award pilot wings to members of Class 54-L. Maj. John S. Bonner, Jr., commander of the 3501st Pilot Training squadron, is to assist with presentation of wings, while Chaplain (1st Lt.) John J. Gerhard will give the invocation and benediction.

PHOTO DEADLINE CHANGED
Deadline for entries at base level in the Air Force photography contest has been postponed until July 10. Final judging at Reese will be done on July 15.

All Personnel interested in the contest can get details from the photo hobby shop, ext. 498.

One Makes Master, Four Upped to Tech, Eighteen New Staffs

Five Reese airmen jumped to the grades of master and tech sergeant this month, according to rosters received from group headquarters. The single man to make the top NCO grade was Paul E. Smith, fire station. New techs included Richard G. Huber, Air Police; William M. Maloney, PTW; Albert E. Ramos, 01st Maint; and William S. Lindsay, Supply.

Promoted to staff sergeant were Loren W. Schneider and Donald R. Lowell, PTW; William D. Meador, Robert B. Sherbon, Ronald P. Bethel, Cecil F. Reasor, Fred E. Strickland, Constantinos Mitchakes, Jack A. Moser, Dennis F. Church, Melvin J. Kelsey, John Hoffman, M&S; Albert Abernathy, Engineer; Cecil R. Arbabright, PTG; Bruce W. Beutel, Robert B. Connor, James B. Moten and James A. Sunderland, ABG.

Promoted to airman first class included William A. Chandler, and James C. Sickman, PTW; Paul E. Cole, John B. Delaney, Jr., Paul H. Dracup, Richard W. Facetti, Eddie F. Hunter and Richard S. Shutt, 01st Maint; Robert W. Lackey, Robert A. Burhans, ABG; Carroll L. Hood, Air Police; Harold L. McCord, and Ed. W. Moody, Food Service; Stephen E. Neville and Robert E. Rohm, PTG; and Dario J. Corsi, Engineers.

Other new A-1Cs are Vincent R. Cannice, Larry H. Clark, Floyd F. Hebel, Wilmer R. Merritt, John B. Neumuller, Jr., Robert D. Norman J. S. Thomas and Thomas P. Watson, 02nd Maint; Eddie J. Ham, Gail L. Sogard, and George R. Smith, Supply; Joseph L. Gore, Edward J. Powers, William C. Scott, Sr., and Jack D. Tucker, Hospital; Adam Ober, Charles Yegar, and Ernest Dye, Motor Pool; Richard H. Anderson, Carver W. Henderson and John W. Thiede 05th Maint.

Upped to airmen second class were Donald A. Giesler, Don E. Góthard, and Richard H. Redeker, PTW; Samuel Edmonds, Jr., and Edward Hurtado, Hospital; Wendell T. Sahley, Lester E. Baker, Lloyd E. Golden, Homer R. Hamilton, Jr., Leslie J. Levac and James R. Barton, Hq. M&S and 35th Maint; Virgie P. Bright and Gerald D. Steinmetz, Motor Vehicle Billy D. Patterson and Dwight R. Sims, Supply; William M. Barnes, Gary K. Bergmann, John S. Carmichael, Robert J. Fisher, Charles W. Glover, Robert A. Gray, Charles R. LaBella, Joseph D. Mozola, Daniel W. Strehle, Richard S. Wells and Leonard W. Young, 02nd Maint.

Other A-2Cs are Emil Flick, Jr., William L. Harrison, and John N. Rewjok, engineers; Robert Everett and Clarence L. Peter, PTG; Joseph Martino, Food Service; Jose M. Flores and Billy D. Huff, Air Police; Joe Oliver, ABG; Raymond James B. Kinney, Donald A. Klunen, Francis D. Langlois, Ronald W. Miller and Carrolous W. Verrill, Jr., 01st Maint; and Hershel Ploshnick, Student Sq.

Promoted to airman third class were Franklin Alvarez, Joseph J. Cannon, Robert R. Clayton, Edward J. Gondola, Daniel W. Moore Wardell W. Moncus and James R. Southard, all Food Service.

Seven Midwest Schools To Send Representatives

Arrival at Reese of the long expected 139-man AFROTC unit, representing seven midwestern universities is slated for this weekend.

Weeks of preparation by Lt. Col. Richard P. Haney, camp commandant and his staff are intended to make the month-long camp an experience that the fledgling Air Force officers won't forget. A concentrated effort combining classroom instruction with practical experience in AF operations will keep the cadets busier than the proverbial paperhanger for their full tenure at Reese.

The atmosphere here, according to Colonel Haney is ideal for a summer encampment as the AFROTC cadets can mix with the AF cadets already undergoing training in the complex fields of aviation.

"Reese personnel," says the Colonel, "have a primary mission of training future AF officers. For this reason, though the curriculum of the new group is different, training activities for this AFROTC unit will cause little disruption of schedules."

Lt. Col. Joseph Marsiglia, a long time AFROTC instructor, favors the Lubbock area for such an encampment because of the local environment and the excellent summer flying weather. Colonel Marsiglia is a member of the AFROTC instructor staff at New York University and has been named training officer of the Reese sponsored camp.

Most of the visiting cadets are from the middle west. They represent the University of Missouri, U. of Ky., U. of Ind., Washington U., the U. of St. Louis and Southern Illinois U.

Most of the embryonic AF officers will graduate from their respective universities in June of next year. At this time the preponderance of the visiting cadets have indicated they will enter the Air Force as commissioned officers.

One representative of the AFROTC at the University of Missouri has already graduated with a degree in accounting. Although his graduation date was June 12, he was not commissioned with the rest of his AFROTC group as he had been unable to attend a summer camp previously. The summer camp is part of the required AFROTC curriculum.

At the termination of the Reese encampment the man is expected to be commissioned a second lieutenant in the USAF reserve.

While at Reese the AFROTC cadets will observe a rigid schedule, beginning with a 0515 breakfast, and terminating with a 1815 supper. During their training they will

(Continued on page eight)

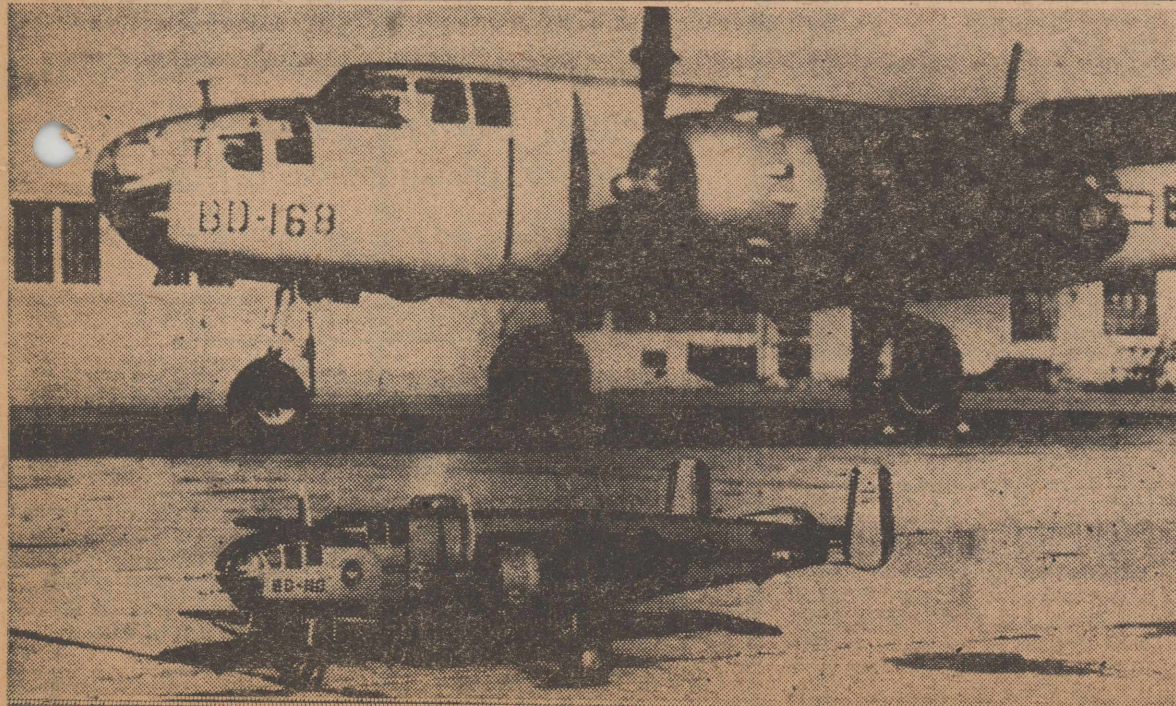
New Early Outs Hit Surplus Men

Some Reese Airmen are eligible for immediate discharge, Maj. Homer L. Parsons, wing personnel officer announced this week. Air men due to be separated before August 31 and who are surplus at base level will be discharged if they volunteer.

Letters have been distributed to organization commanders requesting the names of airmen who meet the requirements for separation. In addition to having an August 31 DOS and being surplus, airmen must sign a statement to the effect that they do not intend to re-enlist.

Both regular Air Force personnel and Air Force reservists are affected by the new discharge plan.

Reese personnel who are eligible should make application through their orderly rooms.



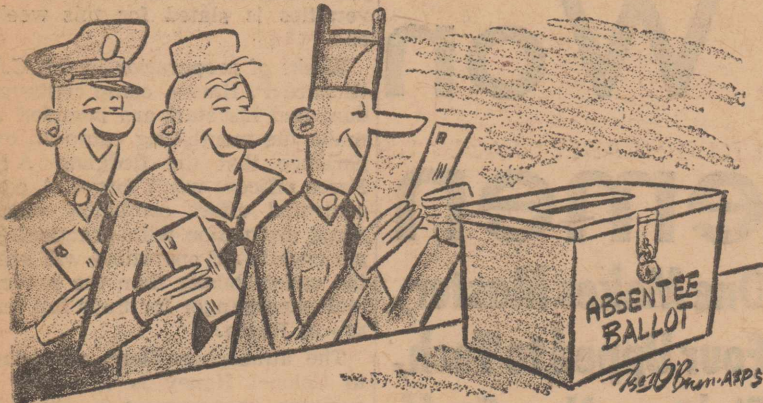
MINIATURE B-25 OUTSHINES BIG BROTHER—See Details Page Five

THE ROUNDUP

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SOUND OFF — VOTE!



Sound off, brother! It's your duty.

We're talking about voting. You've been around a lot in the Air Force. You've seen a lot, and you know a lot more than when you left home.

You've learned why you're in uniform. You're guarding this nation against forces that want to take away our right to sound off and vote.

Sure Communists can vote—the way they're told to vote. But you can vote the way you think and believe — because you're an American.

It's your duty to vote —and

make sure you stay an American.

The Armed Forces make it easy for you to vote. Officers in your squadron can give you your home state absentee ballot. Most states do. They'll give you a post card to fill out that will get you the absentee ballot.

Get that ballot and use it. Sound off where it will do some good. Your vote—no matter where you are in the world, is important.

Remember — the mail box is your ballot box. (AFPS)

PLAIN 'HORSE SENSE'

By M. Sgt. Samuel B. Jervis
 Our health, safety and future earning capacity depend on the sum total of a combination of several factors. They are physical fitness, knowledge, judgment, attitude, skills, habits and mental fitness. These factors could resemble an arch of building stones. Each one of them fitting together to form the "Bridge of Success."

Probably the most important is attitude. This could resemble the key stone to the bridge. Why are we so interested in this? Because our future earning capacity depends on the results of the sum total. All of these factors apply to us both on and off the job. In fact they will apply to us as long as we live.

Right now, we want to talk to you about summer safety. Let us keep this straight. We want you to be happy—to have fun—to apply yourself. Have and take a safe and happy vacation. A good vacation means a change, rest, relaxation and should mean freedom from accidents.

Let us take the worst problem first. Most of us like a drink. We should know when to start and when to stop. We all know that if we drink, we should not drive. Very simple—specific—exact.

Our next big problem is speed-

ing. We can toss that in a nutshell by never driving our vehicle too fast for road conditions. That throws the problem right back on our own lap.

Luck is where opportunity meets preparation. It is up to us to prepare and learn beforehand so that we know just how to adjust our speed to suit the road conditions. No one can do our thinking for us. Some things we do ourselves. We are expected to assimilate certain information, digest it and be guided accordingly. Ignorance is no excuse.

When we undertake the responsibility, we cannot evade the consequences. We expect others to use "horse" sense in what they undertake. We must use it ourselves. A little foresight, when correctly applied, will equal a lot of hindsight. We can avoid driving on over crowded highways. We can avoid driving when fatigued.

We can practice defensive driving. All we have to do is to plan ahead and use a little of the grey matter located immediately behind our ears. The same requirement holds when we go fishing, boating, swimming, sunbathing, hiking or just staying at home.

Yes, there are many little do's and don'ts, one for each activity. But all the little do's and don'ts add up to the same common denominator, that of using just plain common "horse" sense. By so doing, we will think twice before we act once. We will avoid a lot of embarrassing situations and conditions where we would be found—waiting. We would then become an asset to ourselves and to our community. A dependable quality on whom others can rely.

Our program of "Summer Safety" is designed to help "You." To help you to have a good time and to keep you and others out of trouble. Won't you

Your Chapel

This Sunday our nation will commemorate Father's day. The spirit of the day is to give Dad, an overlooked and unsung hero, our tribute. One of the best ways to please our fathers is to remember, "a wise son maketh a glad father." When David gave advice to his son, Solomon he said, "And thou Solomon my son, know thou the God of thy father, and serve Him with a perfect heart and a willing mind." All fathers would like to spare their sons the mistakes of their own lives and assist them to succeed in life. One of the greatest problems involved in advice is that each generation has its own attitudes and problems; however, there are some basic values which do not shift or change with passing time. When Shakespeare had Polonius give his son Laertes some sound principles to live on his classic words still have value:

This above all: to thine own self be true
 And it must follow, as the night the day,
 Thou canst not then be false to any man.

If our fathers could speak to us today they would have us remember a few workable principles: "My son, hear the instruction of thy father." I can help you by my own experience. Be industrious and persevere in your dreams. The first essential of success is a feeling of lack, a need, a desire for something you do not have. Success is where you are and within yourself. Make no small plans. Don't be anchored to a small view. Yes terday is gone forever. Tomorrow never comes. Make today count. Remember your weaknesses can be turned to strength by God's help. Demosthenes the greatest orator stuttered. The first time he made a speech he was laughed off the rostrum. Benjamin Franklin, Abraham Lincoln, Andrew Jackson, and a number of other presidents started life in the poorest and humblest and of circumstances. Thomas Edison was a newsboy on trains. Andrew Carnegie started work at \$4 a month and John D. Rockefeller at \$6 a week. Sandow, the strongest man of his time, started life as a weakling. Look away from yourself to God. There is sufficient strength for your dreams. "All power is given unto Me in heaven and in earth." There is no better fatherly advice than this, "And Thou Solomon, my son, know thou the God of thy father, and serve him with a perfect heart and with a willing mind."

ALVIN A. KATT
 Chaplain (Lt Col) USAF
 Wing Chaplain.

CHAPEL SCHEDULE

The officers, airmen, and families of the 3500th Hospital Squadron extend a cordial invitation to all military and civilian personnel and their families to attend the following worship services at Chapel:

PROTESTANT

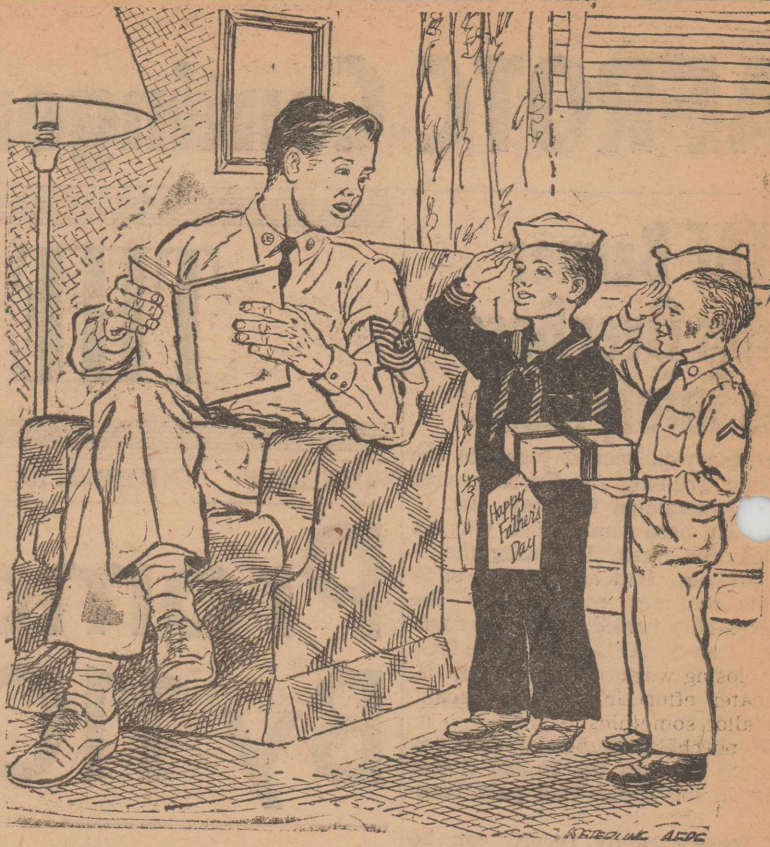
1000 Sunday, Bible School for all ages
 1100 Sunday, Morning Worship with Communion
 1430 Tuesday, Ladies Christian Fellowship Circle meeting at Annex with Mrs. Robert Caris and Mrs. Otha Juckett as hostesses
 1930 Thursday, Choir rehearsal at Chapel

CATHOLIC

0900 and 1215 Sunday Masses
 1630 Daily Mass followed by Rosary Devotions
 1930 Thursday, Discussion Club at Annex
 1930 Friday, Miraculous Medal Novena

do your part to help us and to help others? By so doing, you will have less trouble and so will we.

Remember, we need your help and we are counting on each and every one of you. We can all do more than we think. Let's each resolve to so guide our actions with intelligence that we will all have an accident free summer.



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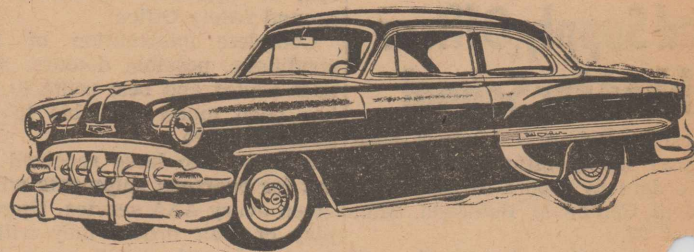
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1615 COLLEGE

Civilians Take Lead in Bond Drive; Hq. Hits Poor Command Showing

A concerted drive to raise the Reese percentage of purchases in the U. S. Savings Bond campaign was staged this week, with the campaign end set for Monday. Reese cooperation, as well as cooperation throughout ATRC, was not as good as expected, Maj. Homer L. Parsons, project officer, said.

"Reese at the beginning of the week ranked fourth among FTAF bases, but there was little reason why we could not have been first," the major commented. "Vance and I, both sizable bases, were a part of us, as well as a contract base. We had hoped to lead all bases, but cooperation was not as expected."

Squadron commanders met Tuesday with the project officer to map a closing week drive and to pledge greater effort in getting personnel to allot something each month for the purchase of bonds. Civilians continued to lead in purchases with 85 reported to start this week. The Student squadron reported 81 bond purchases, with the Supply squadron marking up 63.

Campaign efforts at Reese stepped up after receipt of a TWX which said: "The results of the first week of the ATRC U. S. Savings Bond campaign are very disappointing. The dual benefits of savings bonds to the nation

and individual cannot be over-emphasized. It is urged every commander give his utmost personal support to the campaign."

Larry Applequist, chairman of civilian efforts, said he expected more purchases before the drive was over and he was happy civilians led military in campaign cooperation.

"If the military equal civilians by Monday, Reese will have about 43 per cent participation and most certainly will lead all FTAF bases," he said.

Major Parsons paid tribute to efforts of M-Sgt. Peter O'Keefe of the Supply squadron for his personal efforts in attempting to "put over" the campaign.

"Some squadrons apparently have been slow in reporting bond purchases," he said. "Our records show few sales in areas where many had been anticipated. I feel confident the final reports will show those areas lagging will bring their percentages up to where they are close to the leaders."

During the campaign emphasis has been placed on having all personnel set aside some amount of their pay, small or large sums, to buy bonds. It has been emphasized that bonds constitute sound investments and their purchase assist in nation and world defense, as well as permits bond owners to provide savings which will benefit them in the future. All squadron commanders were asked to discuss bonds with their personnel and to participate wholeheartedly in the drive.

'Thunderbird' Jet Show Set Friday

Student training at Reese will take a brief recess next Friday morning when the most spectacular show of the Air Force, the Thunderbird jet demonstration, will be staged over the runways. The show is scheduled for 0900 hours with students, AFROTC and permanent party personnel looking on.

The jet team in 1953 traveled 45,000 miles to appear in various countries and over the United States to permit military and civilians to see what is possible in

performance of F-84s. Early this year the team visited South America to thrill large groups in its 19,000-mile tour.

The demonstration at Reese, staged mainly for the benefit of the 140 AFROTC cadets in summer encampment here, will include all maneuvers seen elsewhere as the four jets perform precision acrobatics at better than 500 miles an hour, wing tip tanks, overlapping. The performance will include a tight string formation, loops, slow rolls, barrel rolls, clo-

ver leaf turns and the "bomb burst" in which the aircraft shoot straight up for a mile and then break away in all directions to reform just over the runways.

The Thunderbird team is headed by Maj. Richard S. (Smoky) Catledge, veteran 32-year old pilot. At the wing positions will be Korean veterans Capt. John R. (Bert) Spalding, 1st Lt. A. D. Brown, and 1st Lt. Bill Creech. Only two wingmen will fly, the other staging a

(Continued on page six)

AN OPEN LETTER TO THE CADET GRADUATING CLASS "54-L"

Gentlemen:

CONGRADULATIONS. In about 10 days, I understand that you will receive a pair of silver wings and a set of gold bars respectively. One signifies successful completion of your Pilot Training and the latter indicates that you are about to begin a career as an Officer in the United States Air Force. Our congratulatory remarks cannot excel the proud feeling that we know presently possess you.

As a rated officer you will be cruising through the air in some of the best aircraft in the world. On the ground you will also want to be seen driving one of the best automobiles on the market. As one of Lubbock's "Largest Independent Automobile Dealers" we are in a position to offer you any make of new car, 1954 vintage at a price far below that advertised by any other dealers in this vicinity. In addition we offer you the maximum trade-in value on your present automobile.

For example, we can deliver a 1954 Buick Special 2 door with the new V-8 Engine, synchromesh transmission and heater. The color of this fine car is light blue and it is yours for only \$2,568.00. Also here's another, a 1954 Oldsmobile Deluxe "88". 4 door, with heater, white side walls, turn indicators, obac Fram Deluxe steering wheel for only \$2,694.00

By the way, before I go any further I would like to mention that our lot also contains a fine selection of almost new "Used Cars" all makes, models and styles to choose from at reasonable prices.

I have always considered it a special pleasure taking care of each graduating cadet personally as well as the other Air Force personnel at Reese AFB, and working out the type of satisfactory deal best suited to your future income. Each cadet is treated individually by me and during my absence, by the competent salesmen I employ.

Come in at your convenience to my office located on one of the largest lots in Lubbock at 19th Street and Avenue L, and let us assist you with your new or used car purchasing problems.

Again in closing we wish you a successful future as an Officer in the U. S. Air Force.

Respectfully yours,

Bill Stewart and All Personnel

SOUTHWEST MOTOR SALES



New York (AFPS) —One of the winners in last year's Freedom Foundation letter-writing contest for servicemen was Pfc. D. Arakelian, USA. He was born in Mexico of Armenian parents in 1929. Before entering service in 1953 he worked as a farm laborer.

Pfc. Arakelian, now assigned to Co. B, 1st Inf. Regt., Ft. Ord, Calif. wrote in part:

"I am an immigrant — Armenian by parentage, Mexican by birth, American by choice. Everything I possess, I owe to America. It is a country of hope and freedom . . . a land where there will always be bread and employment. The will of the people reigns. America is a nation of peace. But when the symbols we cherish are in jeopardy, we repel the forces of evil. America gives substance to my dreams, with assurance, hope and optimism, I envisage tomorrow." His letter won \$100 and a George Washington Honor medal.

Officers Wives Club

By Mrs. Bob G. Miller

The officers wives club at Reese attended a bridge and canasta party at the Officers club Thursday afternoon. Dessert was served by Mrs. John Kubo, senior hostess, assisted by Mmes. William E. Campbell, Michael Lahola, Norvin E. Rader and Lawrence W. Weber.

Mrs. Lee R. Lambert scored high in bridge; Mrs. Donald G. Powell second and Mrs. John M. Christensen, low. Mrs. Reedis N. Morris scored high in canasta and Mrs. Homer Parsons, low.

In the beginners' bridge, Mrs. Raymond Wilkes scored high; Mrs. Jay Picking, low. Traveling prizes went to Mrs. Barton Sailors, Mrs. Parsons and Mrs. Norvin E. Rader. Mrs. William C. Reynolds and Mrs. Howell Jones received door prizes.

Mrs. Murray W. Crowder was given a surprise coffee on her birth day. Her neighbors were guests for the impromptu affair.

Capt. and Mrs. Richard L. Meehan have gone to California where Mrs. Meehan will make her home while her husband is on an overseas assignment.

Lt. Col. John R. McEvoy and family are dividing their vacation time between San Antonio and points in Oklahoma.

Mrs. Olive M. Thompson has returned from Las Vegas, Nev., and is now a guest in the home of her daughter, Mrs. Bob G. Miller. Lt. Col. and Mrs. Alvin A. Katt have just returned from a vacation spent in South Dakota.

Col. and Mrs. James C. Watkins and family recently transferred to Reese AFB, are living at 101 Yount in Reese Village.

Maj. and Mrs. Edward W. Kubin are planning a vacation in Old Mexico. They will leave sometime this week.

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Pals To Reunite When Jet Team Performs Here

Three Tennessee Air Force officers all former college buddies will hold a reunion at Reese Friday when the world famous Thunderbird jet demonstration team comes to the base.

Capt. Jim H. Kent, Reese instructor pilot, 1st Lt. Paul L. Glass, assigned Reese as tactical officer for the AFROTC summer encampment and Maj. Richard S. (Smoky) Catledge, leader and signal caller for the famed jet team will be those in reunion. They all attended Memphis State College just before World War II. Captain Kent and Lieutenant Glass were members of Phi Delta Sigma fraternity and Major Catledge did a lot of his loafing around the fraternity house. The major is from Memphis, captain from Saltville, Tenn., and lieutenant from Somerville, Tenn., where he was director of athletics in the high school five years.

"Smoky Catledge always led a reckless life, and what a show he puts on with those Thunderbirds," Lieutenant Glass said. "I've never seen anything like it, and I doubt if people of the South Plains have."

The Thunderbirds from Luk AFB will stage their show mainly for the benefit of AFROTC cadets at 9 o'clock Friday morning over Reese Runways. The team is made up of four F-84 jets which demonstrate tactical maneuvers used daily by United States Air Force pilots and versatility of jet aircraft. With wingtips overlapping and the airplanes just five feet apart, the thunderbirds perform precision acrobatics better than 500 miles an hour.

The public is invited to see the formations which include a tight string formation, loops, slow rolls, barrel rolls, clover leaf turns, and the final "bomb burst" in which the jets go straight up for a mile and then breakout in four directions, to reassemble seconds later just over the runways.

Major Catledge, 32 had over 3000 flying hours, 1700 of them in jets, before taking over the Thunderbird leadership. Wingmen on the team are Capt. John R. (Bert) Spalding, 1st Lt. A. D. Brown and 1st Lt. Bill Creech. Only two wingmen fly with the team in demonstration, the other doing a warm-up solo prior to the demonstration. Capt. Robert McCormick flies the rear position, the most difficult in that he judges his position by the leader's tail pipe, but must stay out of the leader's jet blasts. The vertical stabilizer on the rear Jet is permanently blackened by deposits of consumed fuel from Smoky Leader's plane, which shoot off at 2000 feet per second at a temperature of 1200 degrees Fahrenheit, Air Force spokesmen said.

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Statistics—a jumbled maze of supposedly unrelated data which, when unfolded and pieced together by an expert, can reveal a true picture of Air Force operations. It takes a brilliant person to accomplish this highly professional work, and one of the "pros" at Reese is T-Sgt. Wilmur L. Foskey, chief clerk of the base Statistical service division.

Sergeant Foskey heads a section that handles all statistical correspondence from the base and higher headquarters. This material includes hundreds of periodical reports, one-time reports and the daily morning report.

All these reports must be checked for accuracy and interpreted according to statistical procedures. The Sergeant claims this to be a "full time job."

Sergeant Foskey, a distinguished young man with slightly greying temples, enlisted in the AF in August, 1947, shortly after graduating from high school at Eastport, Long Island, N. Y. His school boy athletic career, which included lettering four years in baseball, three in basketball and two years in soccer, followed him into the Air Force.

Shipped Overseas Fast

After taking basic training at Lackland AFB he was sent to Pope Field, N. C., as a clerk typist for the wing adjutant for a short time, then he was transferred to Guam where he stayed until shipping to the Canal Zone in 1948.

On Guam, Sergeant Foskey, then a chief clerk, held down the third base assignment on his base's baseball team. This team finished second among approximately 10 others from military installations



SGT. FOSKEY
... Stamp Collecting Analyst

stationed on the island. His squadron softball team captured first place in intramural competition.

Leaving Guam he went to Panama. After one week there, a vacancy developed in the statistical division. The Sergeant, then assigned as chief clerk in his squadron orderly room, was sent to the statistical section.

Weight Lands Job

The officer in charge asked Sergeant Fosky to try out a comfortable looking chair recently occupied by the NCOIC. When asked if he could hold it down, Foskey replied, "I think I'm heavy enough."

Evidently this particular field has an abundance of comfortable chairs for the Sergeant has stayed with "Stat" ever since.

In January 1950, Sergeant Foskey moved back to the States to Headquarters, First Air Force at Mitchel AFB, N. Y., where he was in charge of processing morning reports from all reserve organizations in the area. Six months later this work was consolidated at Stewart AFB and he was transferred there to take care of all morning reports from the eastern air defense area, which consisted of more than 350 units. He came to Reese in December 1952.

Collects Stamps

Sergeant Foskey admits a fanatical philatelist—stamp collector. During his travels in the Air Force he has built up a vast collection of 30,000 to 40,000 stamps. Although not possessing any rare or costly ones, several are valued at more than \$25 each.

He plans to specialize in domestic commemoration issues. By obtaining a block of each series, the chances are good that some will become very much in demand later on, he says.

Outdoor hobbies take up a large part of these sergeant's off-duty time. He hunts and fishes whenever and wherever he can. He has just finished a statistical service officer's correspondence course from the Air university at Maxwell AFB, Ala.

His family includes his wife, a 17-months-old daughter, Patricia Ann., and Duke, a 9-months-old Cocker pup. What, no cats? "Heck no, the one we had kept stealing my favorite chair, so I shot her!"

Sea Anemones look like flowering plants but really are animals.

Operations, Training Officer To Transfer to Scott AFB

Maj. R. R. Melton, wing operations and training officer who has been assigned to Reese Air Force base the past four years, has been reassigned to Headquarters Air Base, Ill., and will report July 15, it was announced today. He will become personnel planning officer for the command, which includes 33 Air Force bases and nine contract training schools.

Major Melton, commissioned on completion of pilot training at Stockton field, Calif., in 1944 became a major February 15, 1951. He took instrument training at Lubbock Army Air Field, predecessor to Reese AFB, in 1945 and was assigned to Reese in 1950, serving as wing personnel officer until last August, when he assumed his present duties.

The major was a B-17 squadron leader of the 8th Air Force in England in 1944-45, piloted a cargo plane from California a brief period and served in German from

1946 to 1949 as supply and material officer and operations officer. In World War II he was in the North France, Rhineland, Ardennes, Central Europe and Berlin Airlift activities. A senior pilot, he holds the air medal with four clusters, Distinguished Flying Cross, Europe-Asia-Middle East, American Campaign, World War II Victory and Humane Actions Medals, the latter for activities in the airlift.

IT'S A . . .

June 4

Girl Anna Viaren, to 2nd Lt. and Mrs. Allen D. Angell.

Boy, Kenneth Anthony, to Seaman and Mrs. Richard A. Montgomery.

June 7

Girl, Gay Kathlene, to Sgt. and Mrs. Raymond E. Maynard.

June 10

Boy, David Ray, to S-Sgt and Mrs. Ray Powell.

Boy, Richard Carroll, to S-Sgt. and Mrs. Richard Huber.

June 11

Boy, Gene Lee, to S-Sgt. and Mrs. Victor F. Elliott.

Boy, Joe Don, to A-3C and Mrs. Donald Patterson.

June 12

Boy, Rocky Paul, to A-1C and Mrs. Billie Morrow.

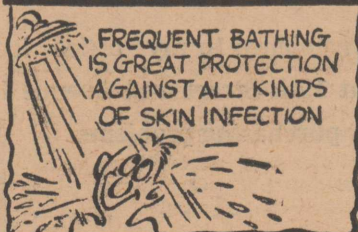
June 13

Boy, un-named, to S-Sgt. and Mrs. Stanley Carpenter.

RETURNS TO DUTY

Headquarters squadron of M&S group and 45th Maintenance group gained three men this week. A-1C Charles E. Hampton has returned to duty after being hospitalized 90 days at Sheppard AFB, Tex. A-1C Thomas L. Barnard returned from TDY at Scott AFB, Ill., where he attended the radio maintenance technician school. A-2C Arthur L. Heinrich has returned to duty after completing the material programming control school at Warren AFB, Wyo.

SAFETY ZONE



AACS Detachment Boosts Three Men To Amn First Class

By S-Sgt Lyle D. Murphy
Three ACS men were promoted to airmen first class during the month of June. Regards to former A-2C's Donald R. Green, Thomas Q. Osborn, and Thomas V. Lake. A-1C Lake has departed enroute to his home in New Jersey for leave, prior to reporting to Camp Kilmer for overseas processing.

Capt. Robert K. Ellison from 19-00th AACS squadron headquarters paid a staff visit to the detachment June 9 and 10.

The detachment softball team turned in their first win of the season by turning the tide against a cocky overconfident 3501st Maintenance team last week. A-1C Donald R. Green pitched a no-hitter for the detachment, while the 01st pitcher held AACS to one hit, that being a single by S-Sgt Parkhouse. Final score was 3 to 1.

T-Sgt John T. Rickard has returned from TDY to Hobbs auxiliary field, N.M. and S-Sgt James R. Parkhouse has returned to his post there after taking a thirty day leave.

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Over the Fence

By S-Sgt. Jim Sunderland

All-Star balloting time is here again, and Cleveland's Municipal stadium is the site of this year's game on July 13. The nation's fans will select the starting line-ups for the two teams and managers Stengel and Alston will choose their own pitchers and utility men.

In the National league we believe three Dodgers, two Cardinals and one man each from New York, Chicago and Philadelphia should comprise the starting team. Our selections are 1B, Hodges, Dodgers; 2B, Hamner, Phillies; SS, Dark, New York; 3B Jablonski, Cardinals; C, Campanella, Dodgers; LF, Sauer, Cubs; Snider, Dodgers; and RF, Musial, Cardinals.

To back them up we would choose infielders Kluszewski, Reds; S.endienst, Cards; Reese, Dodgers; and Mathews, Braves; catcher Burges, Phils; and outfielders Kiner, Cubs; Mays, Giants; and Bell, Reds. Rounding out the 25 man team we would add Robinson of Brooklyn and Thompson of the Giants.

In the National League pitching department we selected rightfielders Roberts, Phils; Burdette, Braves; and Grissom of the Giants. The four lefthanders should be Had-dix, Cards; Antonelli, Giants, Simmons, Phils; and Podres, Dodgers. Any arguments?

Next week we'll try the American league.

As the half-way point approaches the champion Yankees are still being warded off, but they are too close for comfort. Just ask Al Lopez and Raul Richards. Before the season started we picked the Indians and we still believe they will win the flag. Lemon Garcia and Wynn are better than ever and this year Fellwer, Houttteman, Newhouser, Mossi and Narleski are superbly carrying an important load. With a potent and deep bench behind them, Rosen and Avila are leading an improved hitting attack.

The White Sox are better and a real threat, but they seem helpless against the Yanks. Here is where Cleveland has the advantage. They are holding their own in competition with New York. Only time will tell but we still look for an old fashioned dog fight right down to the wire.

Brooklyn is in serious trouble. The Giants are solid and strong in all departments. Walt Alston is doing a magnificent job, con-

sidering Erskine's inconsistency, Newcombe's failure to help the team, and Robinson's injuries. Campanella and Furillo aren't producing — while Reese, Snider and Hodges are carrying the load. Flatbush has the jitters and with good reason.

The information that Lou Perini is ready to sell the Braves is more than idle "shop talk." Charley Grimm may move to the front office with Charley Dressen taking over the managerial reins.

ITEMS FROM THE SPORTING NEWS

Baltimore is burned over the refusal of Yankee stadium attendants to allow Oriole fans to bring banners and cow bells into the ball park. They were told such obstruction and noise would disturb the dignity of Yankee stadium.

Luke Easter is batting .360 for Ottawa, and the Yankee-owned Negro rookie (catcher-outfielder) Elston Howard is leading the international league in batting with a .391 mark.

Joe Black, ex-Dodger star, showed signs that he may "be back" by turning in a masterful two-hitter against Havana. He was less successful in his first start for Montreal.

Mexico City and Monterrey may join the Texas league in the near future. No details have been worked out as yet.

Just a reminder that KCBD in Lubbock is now carrying the Mutual game of the day every afternoon at 1300.

Anyone wanting to save a stamp can bring his All-Star selections to the Education office and we'll gladly take them to the Avalanche.

Many Name Athletes Present In Ranks of Summer Cadets

One hundred forty fledgling Air-Force officers will descend en masse on the base Monday as the 1954 Air Force ROTC summer camp gets under way.

Representing seven major universities in the U. S., this year's group of cadets also boasts skills in most of the major sports.

In the sports field, an alphabet of lettermen should give Reese personnel a look at some top-notch inter camp competition. Probably best known to sports fans at Reese will be the University of Kentucky's 1954 football captain.

Followers of the gridiron will know this Kentucky star as Joseph A. (Joe) Kock of Louisville, Ky. In addition to being the football team's captain he wears two bars in the local ROTC unit where he serves as a cadet captain.

The contingent from Kentucky also boasts Ray G. Jones, track star from the Blue Grass State. With three years on the varsity track team and one year cross country running, the marching formations at Reese should be a snap. Before leaving the U. of Ky., Cadet Lt. Donald E. Weight of the incoming group was on the well known Marshall college tennis team.

Missouri's representative at the Reese AFROTC summer camp also boasts a well known gridiron man. He is Jim Lawrence of Englewood, Colo., whose knee injury in 1952 terminated what might have been a great football career. At the time of his injury Lawrence had been on Missouri's team for two years. Another of the University of Missouri men, well known in the mid-

west, is Jon P. Sams who in 1951 and 1952 was a member of the gymnastics team at Kansas State.

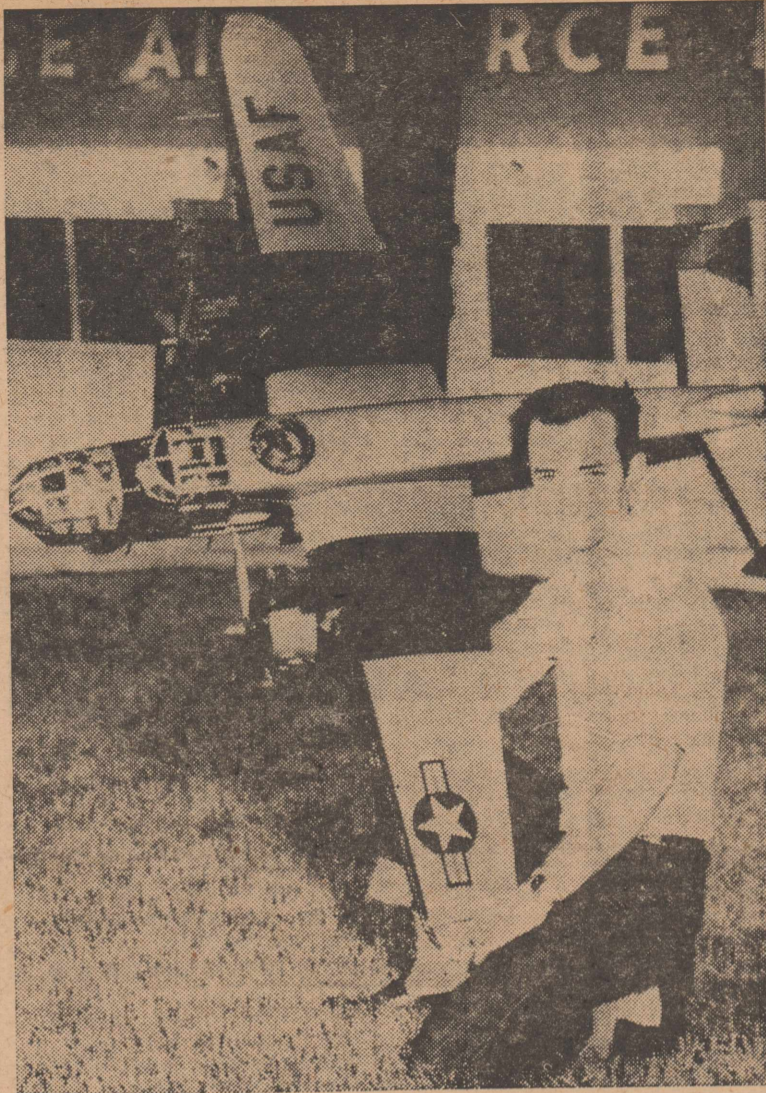
Indiana, who beat Kansas 69-68 in one of the hardest fought basketball games in history, to cop the 1953 N.C.A.A. basketball tourney in 1953 furnishes some star athletes to the summer camp. Among them are Phillip A. Byers a cadet 1st Lt. who played on the varsity basketball team for the past two years. Byers was also on the varsity football team last year. He is from Evansville, Indiana.

Another Hoosier state representative of no little fame is Bob Peake of Peoria Ill. who has spent the past three seasons on Indiana's football squad and has also been represented on the baseball nine. Teammates Florian D. Helinski and Tom Dailey a three-letter footballers are likewise in the AF-ROTC contingent as is Don Domenic a two year veteran on the gridiron eleven.

Pitcher of the first string baseball team is Hoosier Edwin French. This hurler is expected to give local Air Force baseball fans a few pointers during his brief stay in Texas.

Indiana also boasts the only man in his particular sports field to attend the encampment. He is Jim Collins a cadet Second Lieutenant who for the past two years has participated in the annual 50 mile bicycle race.

An acre in an average vinyard contains 500 to 800 vines.



THAT'S AN ARMFUL—A-2C Thomas Peoples shows off the results of almost two years of continuous work. The amazing craft compares in every detail to the familiar B-25 trainer used here. Airman Peoples plans to enter the model at a Randolph AFB meet next week. The ship is reported to possess all the flying characteristics of its full-size brother.

Swim Classes Begin Monday At Base Pool

Reese personnel and dependents who have never gotten around to learning to swim have an opportunity to begin lessons on June 21 at the base pool. WO Kenneth W. Wolgemuth, personnel services officer, announces.

The classes will be divided into beginners and intermediates. Beginners' class will begin at 0900 each morning and instruction for intermediate swimmers will be given at 0930.

A new class will start each two weeks. If beginners have progressed slowly during the first two weeks, they will remain at the same level for the next class.

The instruction will be given by three Red Cross swimming instructors with two life guards assisting. All persons completing a phase of the instruction will be given Red Cross cards stating the degree of skill attained.

A good many children have registered in the last weeks, Mr. Wolgemuth said, and adults are encouraged to attend the classes if they want to learn to swim.

A-2C Wayne York, life guard at the pool, is in charge of the lessons.

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Five Model Builders To Represent Base At Randolph Meet

Five Reese airmen leave next week for Randolph AFB to compete in the Southwest conference model plane meet.

A-2C Thomas Peoples, A-2C Robert White, A-3C Herbert Crawford, A-3C Henry J. Konas and A-2C Joel M. Katz will be TDY from 23 to 27 June. A team will be selected at Randolph to represent the SW conference in the all-AF model meet at Biggs AFB, El Paso, July 19-23.

Shortly after the Biggs judging the national meet will be held at Dallas. Winning AF entries are expected to participate in that meet.

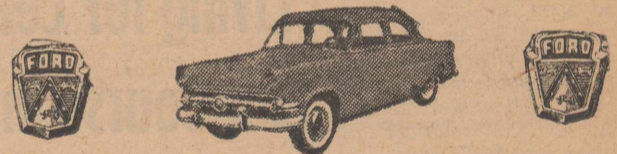
5 ABG Personnel Get Added Stripes

Promotions were good news to five men in Hq Sq ABG this month. Bruce Beutel, base operations, and Jim Sunderland, Education office, were promoted to staff sergeant; Wayne Lackey, personnel services and Bob Burhans, base ops, are now wearing A-1C stripes; and Joe Oliver, ABG Hq., has been advanced to A-2C.

Three new men have joined the squadron this month. A-1C Dick Yates, just returned from Korea, is working in the personnel services office; A-2C Don Watlington, also a Korean returnee, is at base operations; and A-3C Bill Rogers, from Lackland AFB, is a new addition to the orderly room.

Supply squadron defeated our squadron softball team by a 7-6 score last week, leaving us with a respectable 2-1 record. PTG is the next hurdle in the still very young season.

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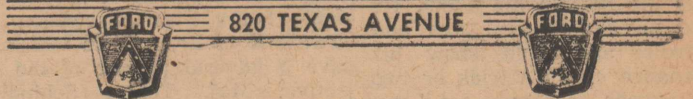
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'Life' Article Reveals SAC Confident Of Ability To Devastate Soviet Russia

NEW YORK, June 9 — Could the Russians stop an all-out attack by the U. S. Strategic Air Force? Not according to the SAC and to its commander, General Curtis E. LeMay, who the issue of LIFE, out tomorrow, calls "the toughest air soldier the world has ever known."

"There is no doubt whatever among SAC's staff that SAC as it stands today could completely devastate Russia and have by far the majority of its crews return to tell the tale," the LIFE article by Ernest Havemann says.

According to LIFE, LeMay and his staff conceive of their mission as keeping SAC such a marvel of efficiency and power that its strength will never have to be tested.

"It may be as a symbol of toughness that Le May will be able to perform his greatest service to the U. S. and for civilization, Russia included," LIFE says.

Battle Readiness

Under LeMay the SAC is in a constant state of readiness. "The airmen of SAC have their bags packed," LIFE says. "Even in their off hours they can always be reached. Their planes are as ready as the best teams of maintenance can make them. Every plane has an unobtainable flyaway kit of enough spare parts for 30 days' operation — and 30 days is at least 15 times as long as anybody in SAC thinks an air war would last."

"In their day-to-day training these men do everything but drop an actual bomb. They fly missions that last as long as 40 hours. They travel a distance as far from Texas to the heart of Russia and back. They refuel their giant planes from tanker planes that ride to meet them. Somewhere in the world a SAC tanker refuels a SAC bomber every five minutes of the day and night. The airmen wear full battle regalia. The bombardiers line up the bomb run, pinpoint the target and open the bays, while a ground radar station at the target point measures where the bomb would have dropped and cameras keep a record of how well the gunners would have done against their fighter opposition, LIFE says.

One of LeMay's biggest jobs has been to constantly train crews into their new bombing equipment. "He has performed an incredible job of juggling, keeping B-50s, B-36s and all the training programs in the air at once, the LIFE article says. "He will soon get the first models of the successor to the B-36, a new much faster and far superior all-jet heavy bomber, the B-52. These too will be folded into the program without losing a single day of combat readiness for a single plane."

Thoroughgoing Professional

"General LeMay an only slightly mellowed fire-eater at 47, is ideally suited by reputation and demeanor to keep his command at the peak of efficiency which world conditions and U. S. military policy demand. He is himself an expert flier with more than 9,000 hours in the air, including some of the roughest combat missions of World War II. He can fly any of SAC's planes, including the brand-new B-52, as well as the best of his pilots. He is also an expert navigator and bombardier and could show his maintenance crews a trick or two of the grease monkey's art," according to LIFE.

"He is a thoroughgoing profes-

sional soldier whose compassion is reserved exclusively for his countrymen. To him warfare reduces itself to a simple alternative: kill or be killed," LIFE says.

As a World War II division commander in the 8th Air Force, LeMay won considerable fame and his general's stars at the cost of a good deal of personal anguish, the LIFE article states. He was in the bombing program from the very beginning and the beginnings were painful to any man of a perfectionist turn of mind. The U.S. had simply not been ready in any respect when the war began, and the first flyers to strike at Germany were sacrifices to this neglect.

"I never want to go through again what I had to go through in England for two years," LeMay has since remarked. "If we could have staged 2,000 plane missions when we got there, the war would have been shortened by a lot of lives. But no, we weren't ready and we had to catch up — which meant that we had to sit there and watch the Luftwaffe train on us."

Took over the B-29s

After 27 months in England, LeMay was sent to India and got his first combat experience with the B-29, the plane with which he was eventually to batter Japan. He was transferred to Guam in early 1945.

He worked long and hard to perfect the performance of the B-29 crews bombing the Japanese from Marianas bases. There was marked crew improvement in LeMay's early months at Guam but the bombers still had to cope with the Japanese fighters who were deadly in the daylight, and with terrific high altitude winds that threw them off their bombing runs.

Historic Decision

"At that point LeMay made one of the crucial military decisions of

all time," the LIFE article says, "a decision that will certainly go down in history alongside such fortunate tactical choices as Washington's counterattack at Trenton."

LeMay became convinced that the Japanese fighter planes could do nothing at night. He also decided that the Japanese ack-ack fire, geared to shooting the B-29s at 75,000 feet, would be helpless against a surprise low-level attack. He also believed that night bombing by radar at low level, against winds of ordinary velocity, would be more effective than daylight bombings by a plane buffeted by those high-altitude gales. His beliefs were not shared by the majority of his staff officers.

"It is a measure of LeMay, as a military commander and as a man, that he did not hesitate," LIFE says. "He did not even do what many men would have been tempted to do — temporize by bucking the decision up to the Pentagon. He saw his duty and he did it. He sent 335 B-29s up to Tokyo to fly in at 6,000 feet and drop all their fire bombs."

"That attack saved, in all probability, a million U.S. dead and wounded, perhaps even more. It was enormously successful. And once he had the right system he kept pouring it on until he won."

No Moral Bother

"There is one aspect of LeMay's victory in the Pacific that is not lost upon the Russians. The fire raids, as much as the dropping of the atom bomb, involved the greatest of moral problems. This fact did not deter LeMay in the least," LIFE says.

"LeMay is a very tough man — the kind of man the Russians respect. He would not hesitate a moment in unleashing the terrible power that now lies in his hands with the B-36, the B-47, the B-5 — and the Hydrogen bomb," LIFE says.

'Living for Leadership' Becomes Full Course in Flying Academics

A new phase of instruction in teaching students to become better officers was launched this week at Reese as "Living for Leadership" became a full eight-hour subject. The subject previously was handled in "capsule form," with two hours set aside for instruction.

The expanded program was offered to all classes at Reese, from 54-L to 55-B, in the base theater, with specialists other than Pilot Training discussions.

"Living for Leadership" was developed by Chaplain (Major) Norman Johnson of Bryan AFB, a philosophy professor at Notre Dame university, who returned to his school on an extended leave of absence over a year ago to set up details of subject matter and to write the manual.

Develop Better Officers

The intent is to emphasize various phases of living which develop better officers and would benefit the Air Force most.

Col. Murray W. Crowder, Jr., wing executive officer, opened the eight hours with discussion of "Patterns of Living," in which he gave a general picture of the objective. Maj. Tobias Schindler, commander of the 3500th Student squadron, conducted the second hour, emphasizing "Convictions for Living." Maj. Billy S. Hockaday, wing Manpower Management officer, discussed "Basic Plan for Living," during the third hour, with Capt. Mario Ventura, staff judge advocate, stressing "Controls for Living" during the fourth hour.

Best Qualified Speakers

Lt. Col. Richard P. Haney, commander of the AFROTC summer encampment, stressed "Habits for Living" as the next step in the program, with Col. Robert L. Wright, PTG commander, emphasizing "Military Leadership" the following hour. Chaplain (1st Lt.) John J. Gerhard spoke on "Moral Leadership" and "Courageous Living" as the next phase of discussion, with Capt. Charles M. Floyd, Military Training officer, handling the final hour of summary and critique.

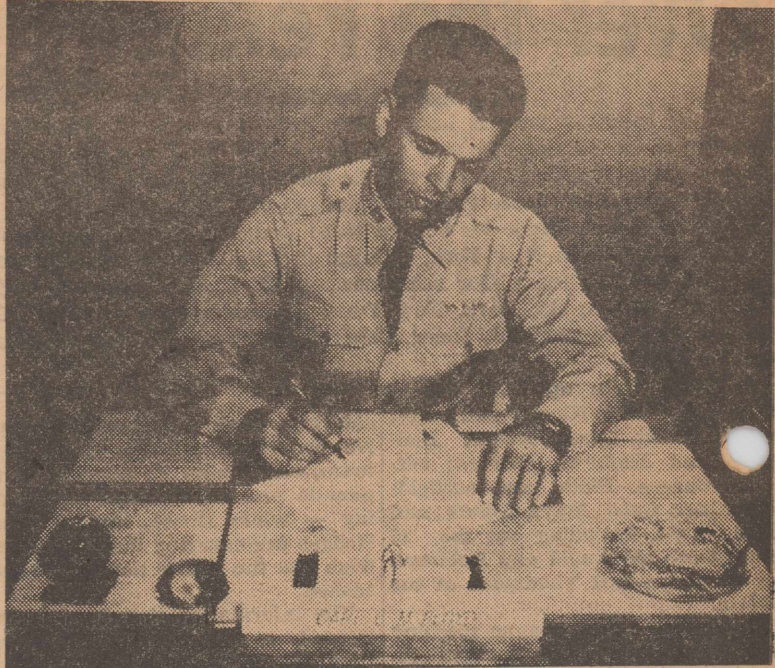
The new phase of student instruction was set up at Reese to include utilization of the best qualified speakers on the various approaches to lives of officers. Captain Floyd, in charge of instruction, said. By setting aside a week in which all students were available at specified hours, better results are expected than if each class received instruction separately, he added.

M-Sgt George Lack and family are on leave and visiting relatives in Forrest, Miss.

T-Sgt Lee Burton and family are on vacation in South Texas and are visiting relatives.

T-Sgt. A. N. Dale is also vacationing with relatives in Memphis Tenn., His family is also with him.

Mrs. Walter J. Shepherd gave a birthday party Monday as a farewell courtesy to Mrs. Robert F. Rosser, who is returning to her home in Nebraska.



NEW BOSS—Capt. C. M. Floyd looks over some work at the desk he recently acquired along with the title of military training officer in the 3500th Student squadron. He succeeds Maj. Billy S. Hockaday who was shifted to Wing. Captain Floyd has been in the Student squadron since the first of the year, as assistant military training director.

KADET KORRAL Board of Governors Meets at Cadet Club

By A-C Loyd J. Warnick

An open meeting was held by the board of governors in the Cadet club Monday evening at 1930 hours. Though the hoped-for attendance of interested Cadets fell far short of expectations the meeting was well spent in discussing possible improvements in the club and the dining hall.

A mess hall committee was set up to air all suggestions and to make recommendations to the mess officer. So come on troops, let's channel those suggestions in the right direction and perhaps the desired improvements will begin to take place.

Contact your board of governors' representative with your pet projects which will be gladly accepted for evaluation. Plans were discussed in preparation for a Welcome Dance to be held at the Cadet club Saturday, 26 June, in honor of the ROTC Cadets who will arrive next week for summer training.

A great deal of moving and shifting around has taken place the past week around the Cadet area in preparation for approximately 150 Air Force ROTC Cadets. These students will be undergoing a short period of summer training here at Reese through the next few weeks. The barracks they are to use have been cleaned, floors waxed and

buffed and everything seems to be in readiness for the visitors. At first it was rumored that perhaps the new AFROTC boys' schedule called for a short course in housekeeping and care of quarters (in the A-C's rooms with A-C's as instructors, natch), but it is doubtful that this is true.

This week, June 14 through 18, the Cadets, along with the Student Officers of classes 54-L, 54-N, 54-P and 54-R, 55-B re tending a series of very interesting and educational lectures held daily in the Base Theatre. The course is entitled "Living for Leadership." The lectures stress the importance of good leadership and point out that every man has a moral responsibility to develop his own qualities of leadership.

Auto Maintenance Section To Receive New Paint Building

By S-Sgt John D. Murphy

A new dust-proof paint booth is being installed in the automotive maintenance section of the motor pool. The new booth, costing an estimated \$6,400, has several features which makes it safer and more efficient.

The booth has an air-conditioning system which blows out paint fumes and removes moisture and dust from incoming air. It is large enough to permit vehicles to dry inside, thus keeping dust off wet paint. Any vehicle on the base, even refueling trailers and fire trucks can be handled in the new booth.

The squadron welcomes new men A-2C Lloyd C. Simpson and A-B William C. Smith.

T-Sgt Robert R. Bizzack and Sgt Percy I. Laughlin have been lost, Bizzack to Guam, and Laughlin to Korea.

With the transfer of Sergeant Bizzack, S-Sgt Jackie D. Smith has taken over the duties of motor sergeant. Sergeant Smith came to Reese in April, 1953 from Okinawa, and was assigned the duty of assistant motor sergeant.

Sergeant Smith enlisted in the Air Force in September, 1950. Prior to this he had served with the 82nd Airborne Division as a paratrooper, including combat action in the European theatre during World War II.

NCO Wives' Group Makes Preparations For Fashion Show

Thirty-three members and guests attended a monthly business meeting of the NCO wives Monday night in the bamboo lounge of the NCO club.

Mrs. Charles Gibbs presided for the business session. Plans were made for a get-acquainted coffee to be given Friday at 0930 in the club ballroom. Tuesday at 1330 the club will be hostess with a tea and style show as a courtesy to the Officers Wives club. Fashions will be presented by Marihelen.

Traveling prize was presented to Mrs. Gibbs and Mrs. Donald R. Workman received a door prize. Mrs. William H. Rosser and Mrs. John Knight were received as members.

JET TEAM—

(Continued from page three)

solo as a warm up. Capt. Robert McCormick will fly the rear position, the most difficult because he must judge his position by the leader's tail pipe.

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T-5 HANDICAP

Of Pilot Training Sqdn.

FLIGHT 1

Flt. CO
Capt. Mullins
2250

By 1st Lt. Royce F. Miller
The Frank Lahm flight is in there pitching in an effort to finish Class 54-R on schedule; no odds are offered, however.
Capt. R. C. Roswurm and Capt. C. Schmidt are the two new faces featured in Flight One, having just returned from Pilot Instructor school at Craig AFB, Ala. Needless to say, the welcome mat was out to both of them.
Our flight commander, Capt. B. C. Mullins, is due to return soon from emergency leave. In his absence, our very capable assistant flight commander, Capt. G. A. Belzons, has been keeping things well under control.

Not to be forgotten are the newly weds in Flight One, 1st Lt. and Mrs. R. E. Nelson. Congratulations and best wishes.

Second Lt. D. W. Bain had his share of bad luck the other night after taking off from Vance AFB on the return leg of a day-night engine failure at 1000 feet after take-off. Cool thinking and good pilot technique enabled him to turn and land at Vance on the runway downwind. We all take off our "Stetsons" to a job well done.

FLIGHT 2

Flt. CO
Capt. Plemons
2075

By 1st Lt. Earl W. Handing

Under the heading of "Can you top this?" 2nd Lt. James E. Hollis of Flight Two flew a total of 116 hours, 15 minutes of instructor pilot time last month. The sad part of the story is that our human dynamo is now on leave. But, come next month, who knows? With the four-minute mile a reality anything now seems possible, and our hero may try for a 200 hour month.

Class 55-B, totaling 55 students, began its T-28 phase of training with Flight Two on May 28. We were hampered for two days by a weather phenomenon called blowing dust, so the addition of two new experienced instructors to the flight, Lieutenants R. R. Jarvis and Paul R. Dausman should prove invaluable.

Lastly, but not leastly, a word of commendation for Capt. Harry Parker, who is commanding the flight while Capt. C. H. Plemons is on leave.

FLIGHT 3

Flt. CO
Maj. Osver
1675

By Capt. Maury Hill

Capt. Maury Hill has just returned from Moody AFB, Ga., where he graduated from the Air Instrument school.

Captain Hill now a member of the Wing instrument board has resumed his duties as an instructor in Flight Three.

Capt. Thomas V. Banfield and 1st Lt. Dayle M. Dacus graduated from the Squadron officers course at the Air University, Maxwell AFB Ala., on June 4. Both officers are taking a leave before returning to Flight Three.

Capt. Dale R. Fuller reported for duty with Flight Three on June 9 and was reassigned to Flight Nine on June 10.

FLIGHT 4

Flt. CO
Capt. Morris
2400

By Capt. R. N. Norris

Flight four is presently working with Class 54-P, a large class with a total of 50 students. The student-instructor ratio is brutal at the moment, but there is hope for improvement near the end of June when Capt. Joe Rance and 1st Lt. Fred Miller return from leave.

There appears to be some controversy about Capt. Dale Fuller. Actually he belongs to Flight Four, and is TDY to Flight Nine. 1st Lt. George Herda joined the flight this month and is also TDY to Flight nine. Both instructors should be back about June 22.

FLIGHT 5

Flt. CO
Capt. Kiss
1950

By Capt. Elijah N. Galloway

Capt. Bill MacDonald, amiable assistant flight commander of Flight Five, is doing something about that expanding midriff and slipped chest by working out in his backyard vegetable garden. Having five children to feed is just coincidental.

Formerly it was a fruit and vegetable garden but Bill is sad to relate that his strawberries have expired. However he makes haste to brag about his radishes, cabbages, corn and beans.

Capt. E. N. Galloway has complained of an aching back for several weeks due to his efforts with masonry on his backyard patio which is finally completed including a built in sand box for Grant.

Many of the "Angels" are engaged in projects at home besides the ones mentioned.

On a windy Sunday afternoon you could find Lt. Ralph Dresser, Lt. Bill Campbell, and Lt. Harvey Dykes scurrying around building a brick barbecue fireplace in Lt. Dresser's backyard. It requires considerable initiative and energy to salvage old brick from the junk pile for such a job, but after summer's heat sets in and the winds die somewhat such backyard will make fine gathering places for the hungry and thirsty.

The romance of the Rails has been vying with the Wild Blue Yonder at Lubbock for the attention of the small fry. Capt. Galloway admits the allure of railroading seems to be winning over airplanes for his young two-year old son's interest.

He liked the airplanes when he saw them at Armed Forces Day but the spectacle of the San Francisco Chief on exhibit at the Santa Fe Depot with the Indian dances renewed the boy's enthusiasm for choo choo trains whereas aviation is passe' for him.

Now if we could have Roy Rogers come in on a jet fighter next Armed Forces Day he may become airminded again. Many Air Force people were among the almost 7000 who visited the Santa Fe.

FLIGHT 6

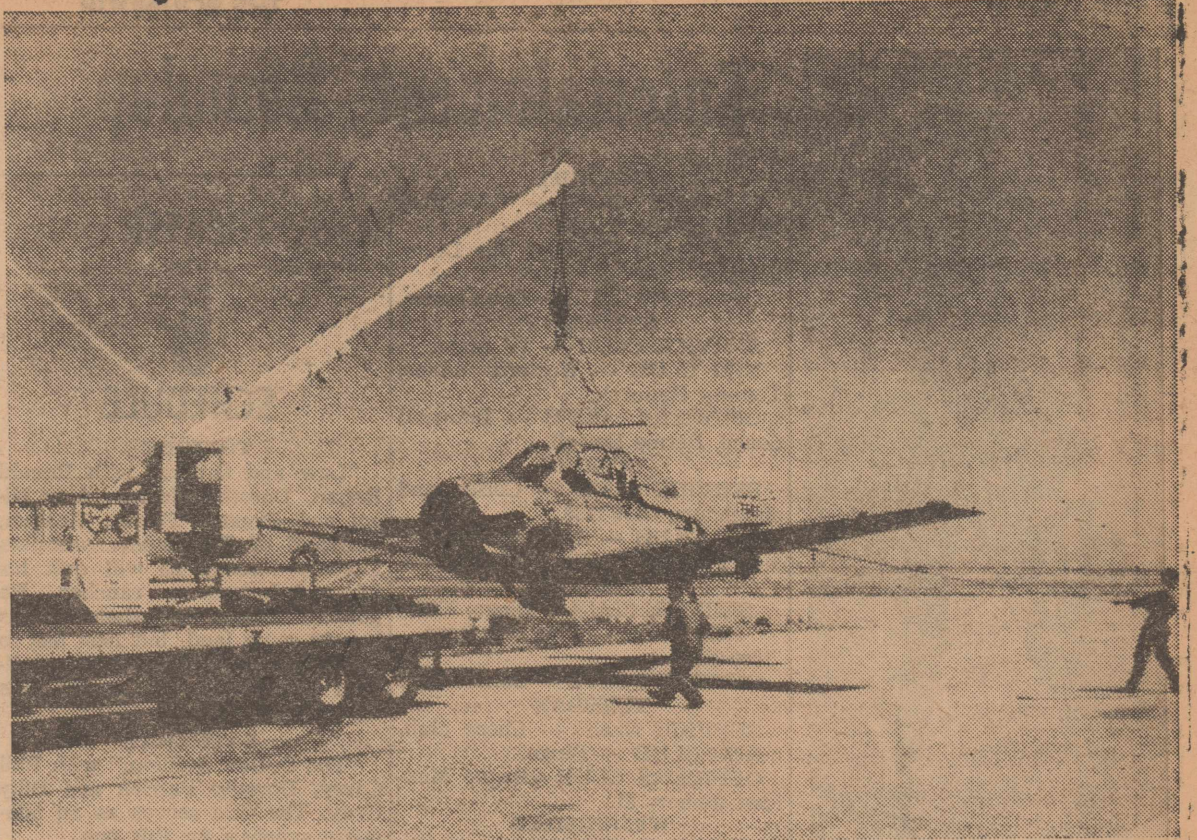
Flt. CO
Capt. May
2150

By 2nd Lt. Jack W. Gentry

Flight Six recently won additional honors by being the only flight in the Pilot Training squadron to have 100 percent participation in the current U. S. savings bond drive. Anyone interested in buying bonds monthly should see Capt. Jack Laney or Capt. Bill McDonald associate bond officers for PT squadron.

Flight Six became 100 percent in another field at 2100 Tuesday night when 1st Lt. Perry L. Allred took the fatal step into matrimony. He was the only bachelor officer left in the flight. Congratulations to Lieutenant Allred and his new boss.

The grand mogul of Flight Six, Capt. James P. May left this week for Illinois on a 20 day leave. Best



SKYHOOKS were in action on the flight line Saturday morning as the aircraft reclamation section hauled in the T-28 which made a wheels-up landing Friday afternoon. The aircraft wrecker used here, the latest model of this type of equipment, was adopted by FTAF on the recommendation of Reese reclamation men. The wrecker was tested at other FTAF bases, where officials reported the machine unsatisfactory. When it was tried at Reese, the reclamation section, which consists of two master sergeants, Hosea M. Farrow and Frank H. Meserold, suggested modifications which led to its adoption. The new wrecker, which is hydraulically operated, has been on the base since January.

wishes for a happy time are extended to Captain May, Marge, Mike, Mary, Bill and Debby.

Another well earned rest is being taken by Section II commander Maj. Ralph P. Elkins, who left with his family for sunny California on June 12.

Welcome greetings to Capt. Robert L. Caris and 1st Lt. Robert L. Savage, who have just returned from pilot instructor school at Craig AFB, Ala.

FLIGHT 7

Flt. CO
Capt. Parsons
2000

FLIGHT 8

Flt. CO
Capt. Donaldson
2400

By Capt. William R. Wright

Flight Eight has not made any headlines lately, that is to say no one has been rubbed out, washed out or run down. However, it has had considerable trouble with that word of many definitions, "Run", not in the sense that is usually utilized, i.e., to pass quickly with the legs over the ground; or in base ball, a score made by a running around the bases; or in politics, to start as a candidate for office. Our problem has been with the running away of props.

During the past week, two of our instructors had to feather and return to Reese on a single engine as a result of this trouble. When diagnosed, this malfunction is usually found in the governor — not of the wonderful state, but of the engine.

This joker didn't get elected for office, nor did it even run. It was placed there by some long-haired

wizard who thought the speed of the prop should be controlled independently of the engine's speed.

The maintenance section, when questioned about the frequency of this problem, keeps repeating some what monotonously, "Point of order . . . Point of Order."

"Point of order." We'll buy that! The governor is definitely out of order. Our question is "What's the governor's trouble?"

FLIGHT 9

Flt. CO
Capt. Bassett
1875

By Capt. Lawrence J. Bassett

Flight Nine is in the final struggle to finish Class 54-L. Capt. Curtis T. Ferguson and 1st Lt. Robert J. Swanson have just returned from Squadron Officers course at Maxwell AFB, Ala., however, and will be a big help in the final lap.

Capt. Lloyd R. Sparks has completed Pilot Instructor school at Craig and is now back with the flight.

Capt. Robert J. Halsworth departed for Goodfellow and Capt. Richard L. Meehan left for FEAF during recent weeks. We were all sorry to see them go.

FLIGHT 10

Flt. CO
Major Ludwig
2000

By Capt. Byrne P. Whalen

Flight Ten instructors are rapidly finishing the students of 54-L. Good weather and a wee bit of help from behind-the-lines pilots have combined to enable the flight to pile up so much flying time that it has finally gone above that "blue line" which heretofore was regarded as almost a myth.

All the instructors in the flight

have been invited to the wedding and reception of Lt. W. E. Williams, and are keeping fingers crossed for a day or two off between classes to rest up, not just from the reception but from stalls, falls, day-nights, three-days and that ever-lasting dit-dot, dot-dit in the head set.

Speaking of weddings, another student in 54-L has been booked by one of the fair fishers-for-men. Lt. Robert M. Mastus will have the knot tied the day before graduation. Guess he wants to waste no time after getting his wings to start on the honeymoon in that brand new Pontiac.

All of Flight Ten asks you to join with them in offering condolences to Lt. Grady P. Warren, whose father died suddenly last week.

In 1952 the Detroit River carried 116,550,000 tons of freight, the St. Marys Falls Canal at Sault Ste. Marie 106,550,000 tons and the Mississippi River 77,584,555 tons.

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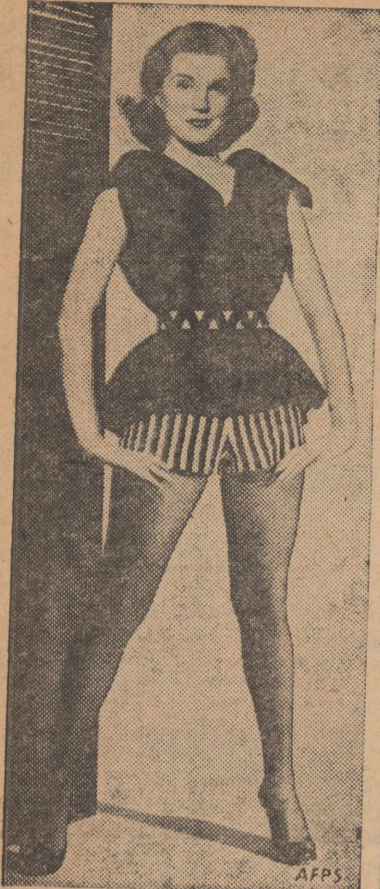
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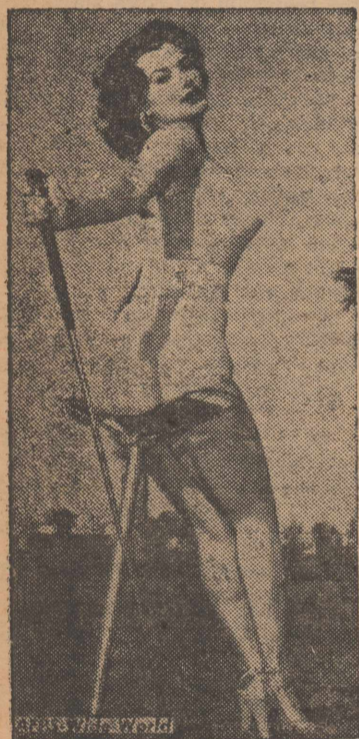
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CUDDELSOME movie Starlet Karen Sharpe has all the qualifications to make a big impression with her role in "The High and the Mighty," Wayne Fellows CinemaScope production for Warner Bros. The luscious redhead hails from Texas.



HOLLYWOOD STARLET Ruth Hampton takes a brief rest during the Tournament of Champions at the Desert Inn Country Club in Las Vegas, Nev. Ruth was named queen of the golf tourney.

USAFIT Announces Engineering Course

Reese officers with degrees in engineering, mathematics or physics are eligible to attend a course in air ordnance engineering at the Institute of Technology, the Education office has announced.

The course is planned for this September. Graduates of the program will be qualified for testing and development assignments involving new Air Force weapons. Primary emphasis in the course is on ballistics, propellants, explosives, metallurgy, materials and

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Entertainment Roundup

TONIGHT
SERVICE CLUB — "Wrestling from Chicago," 2000
NCO CLUB — Bingo; the Dixie-landers.
OFFICERS CLUB — Open house.

SATURDAY
SERVICE CLUB — TV night.
NCO CLUB — Western dance, Tommy Hancock.
OFFICERS CLUB — Informal dance, Bernie Howell.

SUNDAY
SERVICE CLUB — Coffee and doughnuts, 0930-1130.
NCO CLUB — Juke box dance.
OFFICERS CLUB — Open house.

MONDAY
SERVICE CLUB — Bingo, 2000.
NCO CLUB — Five cent beer, 1800-2000.
OFFICERS CLUB — Game night.

TUESDAY
SERVICE CLUB — Chess club.
NCO CLUB — Bingo.
OFFICERS CLUB — Bingo; Mexican dinner, \$1.

WEDNESDAY
SERVICE CLUB — Bingo, 2000.
NCO CLUB — Open house.
OFFICERS CLUB — Square dancing.

THURSDAY
SERVICE CLUB — Game night.
NCO CLUB — Square dancing by records.
OFFICERS CLUB — Wives club council meeting, 1330; half price drinks, 1830.

Lone Star Man Alone in ROTC

By M-Sgt Wayne L. Woods

The Alamo's defenders didn't have it rough. Not in comparison with the life Thomas M. Long of Tyler Tex., will lead for the next month. He's going to have to defend the whole Texas South Plains.

Due to report to Reese for Summer camp with the AFROTC unit this weekend, Long will have the job of defending the area to his 138 buddies. Most of the group are Yankees or quasi-Yankees and if previous experience is any indication, Cadet Long, the only Texan, will have to bear the brunt. If the sand blows, he'll get the blame. If the sun's hot, likewise. If the rain cuts the flying schedule down who catches it? You guessed it!

It's doubtful if the Young Texan's comebacks about worse weather in the St. Louis, Mo., area will have an effect. There's some hope for him though. He's a cadet captain at the University of St. Louis and is majoring in psychology. Before the summer is over it is expected that he will have much more practice in the application of his chosen profession.

The possibilities that Long will have some support have increased considerably since word was received at Reese about a potential ally. The only other real Rebel in the group is Robert A. Rivers. A cadet first lieutenant from the University of Kentucky, Rivers is from Atlanta, Ga., and is majoring in geology.

If these two are like most of the other cadets, we've met, their 137 comrades in arms at the base encampment are outnumbered.

control mechanisms.

A bachelor's degree with a major in mechanical or chemical engineering, physics or math is prerequisite for the course. A degree from a service academy is acceptable, as is an institute of technology resident college undergraduate aero-mechanical engineering diploma.

Interested officers were urged to get further details at the Education office bldg. T-421.

Some of the speedier whales can swim circles around a ship traveling at 30 knots.

THEATER



SCHEDULE

TONIGHT
"Law and Order," with Ronald Regan, Dorothy Malone, Alex Nicol and Preston Foster. Reagan, Marshall of Tombstone, promises Dorothy Malone he will quit his job and become a rancher. He goes to Cottonwood, where he has bought some land, but first has to settle with a trouble-making political boss before he finally puts his guns away.

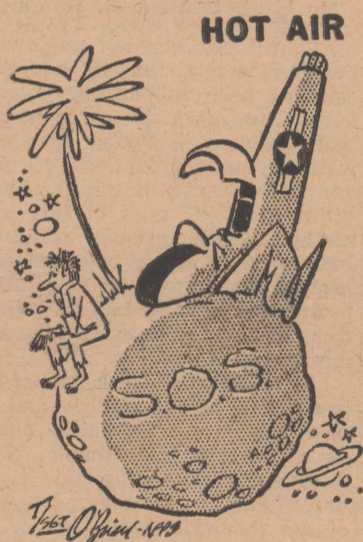
SATURDAY
"The Outlaw Stallion," with Phil Carey, Dorothy Patrick and Billy Gray. The title serves as an adequate synopsis for this one.

SUNDAY-MONDAY
"Tangan Yika," with Van Heflin, Ruth Roman and Howard Duff. The story of four outcasts who followed their crooked trails to a last violent rendezvous in the heart of Africa.

TUESDAY
"White Fire," with Scott Brady and Mary Castle. Brady and Miss Castle are involved with a ring of diamond smugglers, with Brady's brother being framed for one killing and Brady himself suspected of a second murder.

WEDNESDAY
"Adventures of Robinson Crusoe," with Dan O'Herlihy as Robinson and James Fernandez as Friday. Everybody knows the story of Robinson Crusoe, prototype of the desert island adventurer. He finds himself on an island in the tropics after a shipwreck during a storm, and gradually discovers that the place is inhabited by cannibals. After a good many adventures he makes his way back to England.

THURSDAY
"Gorilla at Large" involves Cameron Mitchell, Anne Bancroft and Lee J. Cobb, but the handbill doesn't say which one plays the gorilla.



Air Force Has 'Thule Julie' To Cope With Moscow Molly

Thule AB, Greenland (AFPS) — It sound like the Air Force has come up with a pleasant voice to cope with the Soviet Union's English-speaking disc jockey, Moscow Molly.

She's 1st Lt. Christine Stevens. An attractive wavey-haired AF nurse and one of the first American women assigned to Thule.

A former New York City resident and Georgetown University graduate, Lt. Stevens' refreshing approach has caused a marked decrease in Moscow Molly's audience.

Her half-hour show "Dreamland Rendezvous" opens with intimacy and charm. "Hi there, everyone, this is Chris," Greenland Eskimo listeners are literally warmed over by her natural friendliness.

But before Lt. Stevens arrived

on the scene, Moscow Molly — that's the name Thule Airmen gave her — had the stage to herself. Most of the service men who tuned in Radio Moscow's English language programs just wanted to hear music spun by a girl with an American accent. Molly really took advantage of the situation and poured on the propaganda.

Seven Midwest

(Continued from page one) fly with instructors in T-28 training planes and B-25 Mitchell Bombers. Additionally, they will be transported to Webb AFB at Big Springs, where they will ride, the now famous T-33 Lockheed jet trainer.

A select group will near the end of their encampment, be sent to Eglin AFB, Fla., for a look at the Air Force's proving ground and the latest developments in modern aviation.

The encampment will not, however be all work and no play. Social activities are being scheduled both on and off base. It is expected that if previous encampments are any example, the citizens of Lubbock will go all out in an attempt to show the young cadets a real taste of South Plains hospitality. Invitations for the middle westerners are already beginning to come in as local and civic groups become aware of the impending visit.

BOOKS at T-421

"Rube Goldberg's Guide To Europe"
By Goldberg and Boal

Here is the travel guide to end all travel guides — and it may even end all travel. In it one of America's best loved cartoonists gives his impressions — and they are zany of a trip to Europe.

The text, matched in wild spirit and mad thought to Goldberg's drawings, has been written by Boal, seasoned travel expert.

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"Way to Happiness"
This volume was compiled by Bishop Sheen with specific purpose "to bring solace, healing and hope to hearts; truth and enlightenment to minds; goodness, strength to wills."

Sheen says that "When enough men have found this way to happiness, they will find one another in brotherhood. Social peace will then ensue."

"Untouched by Human Hands"
By Sheckley
This volume of 13 stories will astonish, amuse, horrify and delight you. And the feeling lasts. Because they are stories about beings who dwell on the strange borders of reality.

The effect of Sheckley's stories is indefinable. For he is definitely habit-forming. The links between first taste and eager cravings are swiftly formed, seldom broken.

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