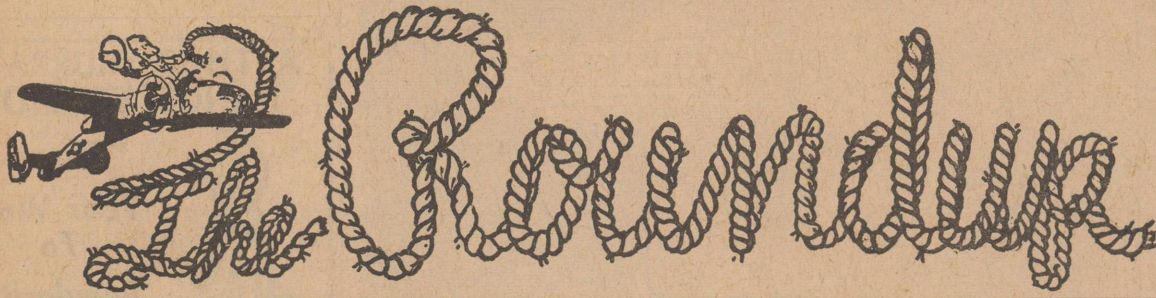


# M&S Units Mark Up New Records In May

A Decade Of Security Through Global Airpower



Volume VII

Lubbock, Texas, Friday, June 8, 1956

Number 30

## \*Aircraft Aloft Almost 200 Hours; Crew Has Minimum Discrepancies

In its effort to keep the Pilot Training Group supplied with aircraft during the month of May, the 3500th M&S Group shattered several records, including an all-time record for all three FTAF multi-engine bases in the number of hours flown, Lt. Col. William O. Miller, Chief of Maintenance for the group, reported this week. Colonel Miller is in temporary command of the group.

The group, commanded by Col. James C. Watkins, performed maintenance duties which enabled base pilots to log 12,278 hours during the month. This is an average of more than 111 hours for each of the 110 aircraft possessed during May. The maintenance organization is predicated on an 85 hour per month optimum utilization of aircraft.

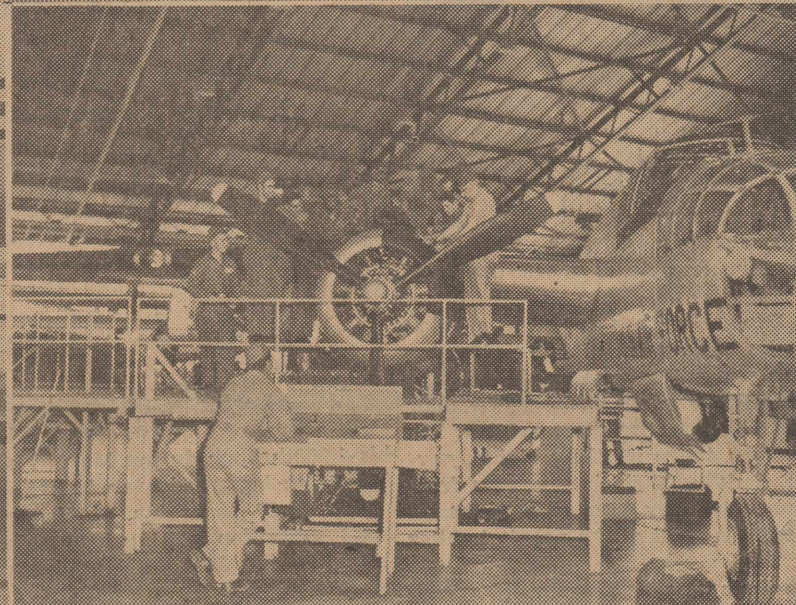
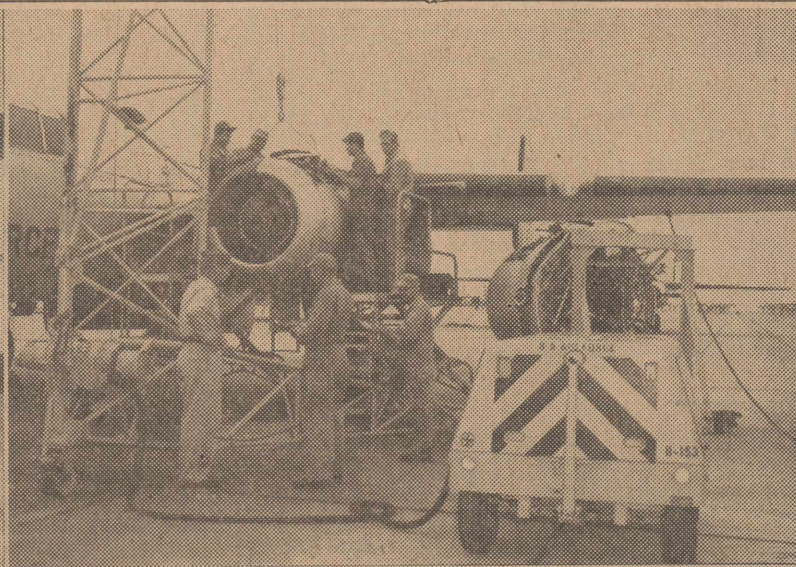
"This accomplishment is the result of hard work on the part of every man in the group," Colonel Miller said. "It took the whole team, not just the backfield. Everyone from supervisory personnel to line mechanics is to be congratulated. I'm proud to be part of such a fine organization."

Outstanding accomplishment was the rule rather than the exception in the group during May, the colonel inferred.

### Inspections Up

T/Sgt. Benjamin Fields, NCOIC of the group's Reports Analysis section, reported that several organizations either set new maintenance records or far exceeded normal expectations. "Statistics don't tell the whole story," the sergeant said. "They don't show the hard work on the part of every man which contributed to this record, but they are an indication."

Sergeant Fields' statistics show (Continued on page 3)



**RECORD BREAKERS**—Members of various units of the 3500th M&S group which shattered "keep 'em flying" records during the month of May are shown. Top left, Flight One, Section C, 3502nd Flight Line Maintenance squadron, poses in front of one of the aircraft in which they rolled up the high total flying time per flight. Top right, an engine-change crew of the 3505th Field Maintenance squadron installs a B-25 engine under the supervision of CWO Curtis D. Rhoon and M/Sgt. Carl R. Carter. The unit's output nearly doubled the average monthly number of engine changes. Bottom left, Flight One, Section A, 3502nd Flight Line Maintenance squadron, poses beside the aircraft which flew just 15 minutes short of 200 hours, an all time record for Reese AFB. Bad weather prevented the plane's flying that other 15 minutes. Bottom right, Dock Crew No. 5 of the 3501st Periodic Maintenance squadron begins an inspection under the watchful eye of T/Sgt. Jim K. Thamus, dock chief. The group processed 22 aircraft, with an average of 14 quality control discrepancies per aircraft. This is considered an outstanding record. (Photos by Bernard)

## Service Club Marks Recreation Month With June Programs

The Reese Service club has planned several special events in celebration of National Recreation month and the golden anniversary of the National Recreation association; Sue Phillips, club director, announced Thursday.

This week at the club a pool contest was held Monday, a ping pong tourney Tuesday, horseshoe pitching competition Thursday, and a sports award picnic is planned for tonight at 5:30.

Next week has been set aside as music week and Monday at 7 p.m. a Stop the Music contest is scheduled. Tuesday night is Name That Party.

The week of June 18-22 has been designated Hobby week. Monday will be craft night, Tuesday is to feature a hobby display, and Friday is a hobby awards picnic.

The last week of June will be Family week, Miss Phillips said. Monday is to feature a mother and daughter quiz, Tuesday a father-son quiz, Thursday, outdoor family games, and Friday, a family box supper picnic.

## May Reenlistments Larger Than April

Reenlistments on the base for May were slightly below the year's average, but exceeded those for April, Maj. Homer L. Parsons, reenlistment counselor, said Thursday.

Last month 23 airmen were eligible for reenlistment and 9 signed for an extension to give an average of 39.1 percent. In April, 12 of 34 eligibles reenlisted for an average of 34.3. The calendar year average is 40.2 percent.

## Pilot Training Group Has Best Record In Buying Savings Bonds

A major pickup in U.S. Savings Bond purchases on the base during the remainder of the current campaign to increase participation is sought by those in charge.

At the end of May, it was pointed out, the over-all base participation of military and civilian personnel was 26.9 percent, a figure considered fair, but not good.

The Pilot Training group was well out in front, with 58 percent of its personnel buying bonds. Food Service squadron held second

place with 54 percent participation.

In the campaign each squadron has a project officer, whose duty it is to see that each person has opportunity to purchase bonds each pay day and is encouraged to do so. The project officers are stressing that U. S. Savings Bonds present an excellent way for personnel to save money, at the same time assisting the government. Emphasized is the payroll allotment plan through which a specified amount—large or small—is deducted from the check and is applied toward a bond. The base finance office delivers the bonds as they are financed by the individuals.

The bond campaign at Reese will end June 30.

### THE WEATHER

#### Saturday

Partly cloudy with moderate southwesterly winds. Scattered showers in the early evening. Maximum temperature 90, low 60.

#### Sunday

High scattered clouds with light southeasterly winds. High temperature 89 degrees, low 63. (Courtesy Reese AFB Weather Office)

## Lieutenant McPhee Gets College Course

First Lt. Jack McPhee, commander of headquarters squadron section of the hospital, has been re-assigned to the University of Minnesota for study in the hospital administration course. He will spend a year in classes and a year in actual administration at a hospital.

The lieutenant, who came to Reese AFB in December, 1953, is one of a half dozen young officers to be assigned to the administrator study.

## Promotions Shift To Quarterly Basis

Future airman promotions will be made on a quarterly basis beginning in FY 1957, Hq USAF announced June 1. First promotions under the new AF program will be made September 1. Other promotions will be made the first day of December, March and June.

The new system will allow Hq USAF to more closely tie promotions to actual grade and career field vacancies.

Future airman strength reports by primary AFS will be required from the field quarterly instead of semi-annually. This will give Hq

USAF a more accurate airman picture for promotion purposes and also provide time to correct imbalances between surplus and scarce career fields by assignment action.

Current requirements that a vacancy must exist before a promotion can be authorized will continue. Hq USAF will continue to publish lists of overmanned career field sub-divisions in which promotions are frozen. These restrictions will pertain to the top three grades only.

## Only One 'Homefront' Post Unfilled

All but one of the 250 civilian "Homefront" positions authorized for Reese Air Force Base has been filled.

The positions were authorized some weeks ago to provide adequate workers in various jobs where enlisted personnel were not available because of the expanding Air Force and need for qualified men at bases being activated. At Reese, over 100 kinds of positions have been filled and all recruiting is completed, except for one post in the office of information ser-

vices. This place will be filled from the civil service lists in the Dallas office and indications are that difficulty is being found in securing the properly qualified individual. The job description calls for a male capable of editing the base newspaper and performing various other duties incident to the information field.

Most persons employed at Reese AFB in "Operation Homefront" were skilled workers, a majority in automotive and aircraft maintenance.





The ROUNDUP is the unofficial newspaper of Reese Air Force Base, published every Friday by Dennis Bros. Printers, 1820 19th St., Lubbock, Texas, in the interest of personnel at Reese Air Force Base. The ROUNDUP receives AFPS material. AFPS material appearing herein will not be reprinted without written permission of Armed Forces Press Service, 641 Washington Street, New York 14, New York. Opinions expressed herein do not necessarily represent those of the Air Force.

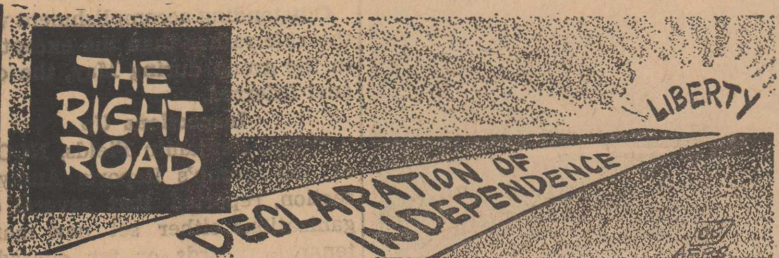
News copy is edited by the Office of Information Services at Reese AFB, PO 3-1951, ext. 324.

## Everyone Helps As M&S Sets Records

In this issue there is an article on the accomplishments of the M&S Group during May. In it, Lt. Col. William O. Miller credits achievements to teamwork. Teamwork is an old American institution. It was teamwork which built our great country. Whenever something needs doing, there are always American citizens who band together and get the job done. At the present time, the Air Force is a vital part of a team—a team which has kept our country free from aggression since the cessation of hostilities in World War II.

Every member of the Air Force is a member of that team—the maintenance men who have done a wonderful job, the pilots who maintain their schedules despite adverse weather, and YOU, no matter what your job. Every man on the base had a part in the Maintenance and Supply Group's achievement. If YOU did Your job well, you are to be congratulated!

THE ROUNDUP congratulates the M&S group for its fine work, which, incidentally, was accomplished with approximately 76 percent of authorized military strength.



"I have never had a feeling, politically, that did not spring from the sentiments embodied in the Declaration of Independence." So said Abraham Lincoln.

On July 4, the document Mr. Lincoln revered will be 180 years old. As political documents go, the Declaration is barely passing into adulthood. England's Magna Carta, for example, is more than 700 years old.

But in its 180 years of life, the Declaration has served as a guide and inspiration for all Americans. Its basic principles are almost a perfect definition of that elusive phrase, "the American way".

"That all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty, and the pursuit of happiness. That, to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed; that whenever any form of government becomes destructive of these ends, it is the right of the people to alter or to abolish it . . ."

As Jefferson and Jackson did in their time, as Lincoln did a half-century later, all of us should strive to make these principles real to every American. "Equality" is more than a nice-sounding phrase; "consent of the governed" a special reminder that being in the service is your major reason for voting. (AFPS)

## First Aid Accidents Gain Sharply

Reese personnel went through the Memorial Day week without a highway accident or other serious mishap, Joe Lopez, ground safety director, reported. But a rash of first aid accidents occurred, with causes covering a variety of fields.

One civilian was mowing a lawn and cut his head on an open window. Another received damaged fingers when a bit broke and a piece entered his fingers as he was drilling rivets into an aircraft

cowling. A third civilian jumped off a disposal truck and sprained an ankle. A fourth civilian received cut lips when a hose he was re-winding on a refueling unit stuck and then hit him in the mouth. Another civilian struck his head on a rack while checking a B-25 bomb bay. Another blistered his stomach when he lifted a tray of solvent and it spilled over. A seventh civilian received a particle in his right eye while welding.

One of the officers turned an ankle playing softball, and another cut his forehead when he tripped over a table.

An NCO also sprained his ankle playing softball and another cut his ear and head when he bumped on an escape hatch of a B-25.

Airman injuries also covered a wide field. One man skinned a thumb picking up a pick; another skinned an elbow when his motor scooter overturned; a third suffered a long laceration of the scalp when he bent over for a parachute and struck his head on a prop. A fourth airman engaged in a dispute with another player in a softball game and was struck in the eye with a fist. A fifth airman was cut on the forearm while peeling potatoes on KP. Another airman got a particle in his eye when a light bulb he was removing, broke. Another KP received contusion of a finger when an oven pan he was cleaning, slipped.

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A . . .



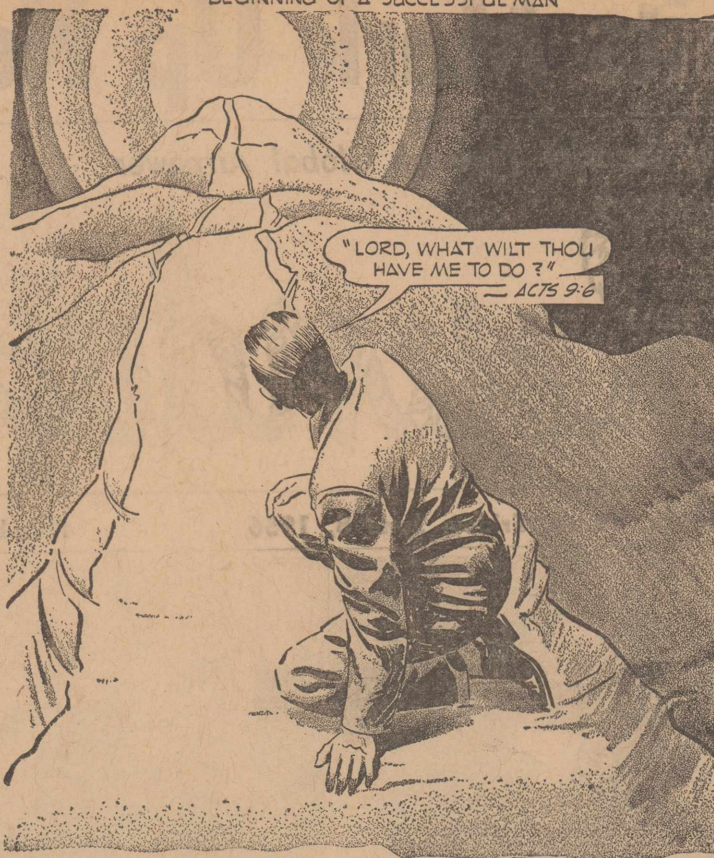
### BOY:

Freddie Doyle, Jr., to A/3C and Mrs. Freddie D. Bone, June 3.  
James Thomas, to 2nd Lt. and Mrs. Donaldson D. Frizzell, June 3.  
Michael Paul, to S/Sgt. and Mrs. James M. Harry, June 4.  
Michael Robert, to Capt. and Mrs. John H. Nelson, May 30.  
Robert William, to Capt. and Mrs. David H. Schaub, June 1.  
Jeffery, to S/Sgt. and Mrs. Robert P. Sheppard, May 30.

### GIRL:

Loretta Anne, to 2nd Lt. and Mrs. Robert F. Pheiff, June 1.  
June Gale, to A/1C and Mrs. Robert B. Porter, June 4.  
Christy Elaine, to A/2C and Mrs. Peter B. Schwichtenberg, June 2.

BEGINNING OF A SUCCESSFUL MAN



## Bad Weather Cuts Flying Effort

Bad weather had an adverse effect on the Reese training program last week, but indications were that this week's training would make more progress than expected

earlier, the ROUNDUP was advised.

## 3500th PTS News

By 1st Lt. Leon E. Hooten

Two young instructor pilots, 1st Lt. Robert L. Engle and 2nd Lt. Billy E. Cammack, who completed BIS on the base in March, 1955, have joined the ranks of pilots with over 1,000 flying hours. Cammack was assigned to his duties on graduation from Reese AFB pilot training.

Another instructor, 1st Lt. Thomas D. Brown of Flight 7, completed his 1,000th hour during May. He is a Reese AFB graduate who completed B-26 transition at Vance AFB and then returned to this base. He is a July, 1955, graduate of BIS here.

First Lt. John J. Brooks left June 1 for a 30-day leave during which he and his wife expect to visit their parents in West Virginia.

Second Lt. Raymond A. Gould raced his hydroplane in races near Wichita Falls last Sunday. He was accompanied by 2nd Lt. Michael C. Grinnell, who was his "pitman", and Capt. George Esser, who was a race spectator.

Second Lt. and Mrs. Ivan O. Brown have returned from a short honeymoon in the Ozarks.

First Lt. Charles W. Klinger has resumed duties after spending a 20-day leave with his parents in Poughkeepsie, N.Y.

Flight 7 finished flying Class 56-P on June 4.



## Chapel Schedule

You are invited to participate in the following services of worship:

### Catholic:

Mass: Sunday, 9:00 and 12:15;  
Confessions: Sunday, 8:00 to 12:00; Saturday from 7:00 to 7:30 p.m.

### Protestant:

Bible School: Sunday, 9:45 for all ages.  
Worship Service: Sunday, 11:00  
Choir Rehearsal: Thursday, 7:30 p.m.  
Potluck Supper: Thursday, 5:30 p.m. in the Chapel Annex.

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IN OFFICER DEVELOPMENT PROGRAM

# Tour Shows Maintenance 'Big Business'

"It certainly is great for us fliers, but it's hell on the airmen in maintenance," was the reaction of student pilots Wednesday on conclusion of a tour of the 3501st Periodic Maintenance squadron area as a part of the Officer Development program.

Thirteen officers, guided by 1st Lt. Oscar Peterson instructor pilot, heard step by step maintenance discussed by Capt. Walter Parker, maintenance officer, and saw military and civilian workers performing the necessary work.

"You would have a rough job if you were assigned to maintenance," Captain Parker told the students.

He pointed out that periodic maintenance inspection is necessary on each aircraft every 75 hours of flying time, with inspections as scheduled by maintenance control.

"Since there are about 450 of you students and each of you must fly 110 hours, that means that we must produce 10,000 flying hours a month, in addition to another 1,000 hours permanent party personnel must fly to meet requirements," the captain commented.

He told students this schedule required 143 inspections a month. With seven docks working 22 days a month, he said, the squadron is capable of performing 154 inspections a month, to make 11,550 flying hours available. Captain Parker also cited that his men turned out 12,225 flying hours in May by working an eighth dock and doing Saturday labor.

He also advised the students that proper maintenance is possible if there is an even flow of seven aircraft per day. He pointed out that hydraulic, electrical, and instrument specialist aid was available from the 3505th Field Maintenance Squadron and by early and detailed planning, use of specialists was kept down and controlled. He also stated that maintenance control sent records on aircraft scheduled for inspection several days ahead and it was possible to have supplies available when the planes arrived for inspection.

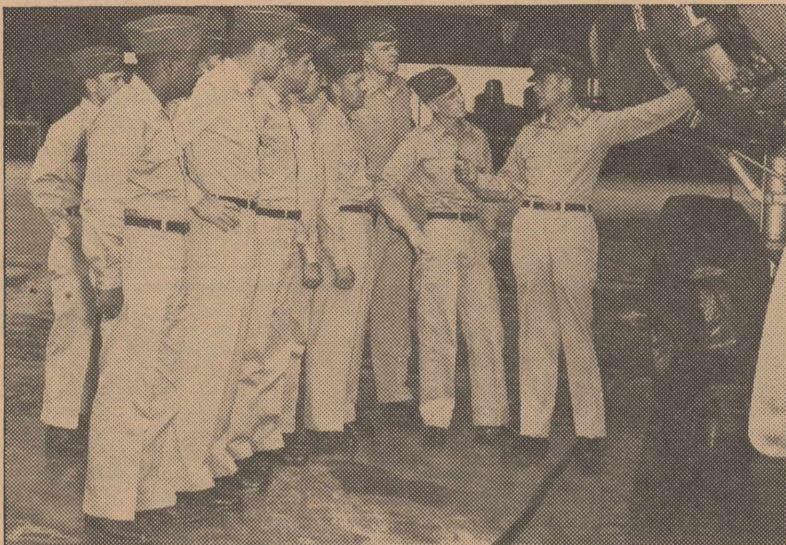
The student officers were advised that their duties, if assigned as maintenance officers, would include organization of maintenance functions, supervision of all inspections, insuring quality workmanship, staying current on progress of all work, insuring full utilization of specialists, study of tools, techniques, and methods, insuring personnel controls and OJT, establishment of adequate supplies, and submission of Unsatisfactory Reports.

"You can do this only through your NCO's," Captain Parker asserted. "I wouldn't give up a good NCO for \$50,000 unless necessary." "This organization spends close to one million dollars of taxpayer money annually," Captain Parker said. "It's big business."

He said under the setup, aircraft are inspected by several persons and organizations and maintenance must meet requirements of all.

Student officers still were asking questions when the tour time was up and they had to move on to a new area.

"It's great for us fliers, but it's hell for the airmen in maintenance," a student officer was heard to repeat.



**DISCREPANCIES WERE THESE**—Capt. Walter Parker, maintenance officer, shows members of Class 56-R how aircraft discrepancies are recorded and charted. Looking on, left to right, are 2nd Lts. Allan J. Rovner, Wayne A. Ross, Paul E. Radder, Jr., Louis A. Palmieri, Jr., Gary R. Spranger, and William Puckett. (Photo by Roca)

## Records Set In "Keep 'Em Flying"

(Continued from Page 1)

that the 3501st Periodic Maintenance squadron performed 163 inspections during the month of May. This is an all time high, and an increase of 14 over the previous high of 149 inspections during June, 1955. The squadron released 159 aircraft to the flight line, representing a potential flying time of 11,925 hours. M/Sgt. Russel Gras is line chief for the squadron.

### Discrepancies Low

Dock crew number 5, under the supervision of T/Sgt. Jim K. Thomas, dock chief, excelled among the seven crews in the squadron, maintaining an average of only 14 discrepancies noted on aircraft released, while the average for all crews is 21 per aircraft. Capt. Walter A. Parker, maintenance officer for the squadron, who is commanding in the absence of Capt. William Smukler, called this an outstanding achievement.

During the month, personnel of the 3505th Field Maintenance Squadron, commanded by Capt. Richard L. Druhot, changed 46 engines. Average number of engine changes per month is normally 26. They also performed 51 engine buildups, tore down and crated 52 engines, changed 48 additional cylinders, and analyzed 105 engines. Work output for the organization was nearly double the normal monthly average.

### Averages 130 Hours

Records also fell by the wayside in the 3502nd Flight Line Maintenance squadron, commanded by Maj. Thomas P. Carroll. Members of Flight One, Section C, under the supervision of M/Sgt. George N. Stone, Flight Chief, and M/Sgt. Benjamin Lomax, Section Chief, kept their 12 aircraft flying for a total of more than 1,601 hours. This averages better than 130 hours per aircraft. Much of the work necessary to perform this feat was performed under adverse weather conditions. Amateur statisticians in the squadron figure they produced enough flying hours to take one plane around the world seven and one-half times.

Flight One, Section A, of the squadron, broke the record for fly-

ing time on one aircraft at Reese AFB, keeping one aloft for a total of 199 hours, 45 minutes during the month.

High time section for the squadron was Section B, under the supervision of M/Sgt. Lloyd V. Edwards. The section's aircraft amassed a total of more than 4,124 hours.

### Sections Aid

Colonel Miller emphasized that while the broken records give a picture of the accomplishments of the line mechanics, other sections

**Aircraft No. 747 set a new record for a single airplane for Reese Air Force Base during May, flying 199 hours, 45 minutes. Bad weather prevented the additional 15 minutes to reach the 200 hour mark. T/Sgt. Benjamin F. Fields, NCOIC of Reports Analysis Section M&S group, said.**

The aircraft is assigned to Flight One of Section A, under leadership of M/Sgt. Frank Carns. Also within the flight the 11 other aircraft averaged over 120 hours each, a figure generally considered quite high.

in the group were working right along to help them. Such sections as Aircraft Scheduling, which handles scheduling of aircraft and processing of maintenance work orders, Quality Control, headed by Capt. George Swingle, which inspects every aircraft turned out from periodic inspection, engine buildup or change, and spot checks flight line aircraft, and the refueling section, which keeps aircraft full of gas and oil on tight schedules, contributed to the magnificent job done, he said.

"Teamwork did it," Colonel Miller said, "Why, we had one aircraft go through periodic inspection three times during the month. Aircraft number 0701 went through on the 1st, 17th and 31st, and flew 165 hours besides. That meant every section in the group handled the plane at least twice during the month."

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## Summer Fashion Show Entertains Wives In Meeting

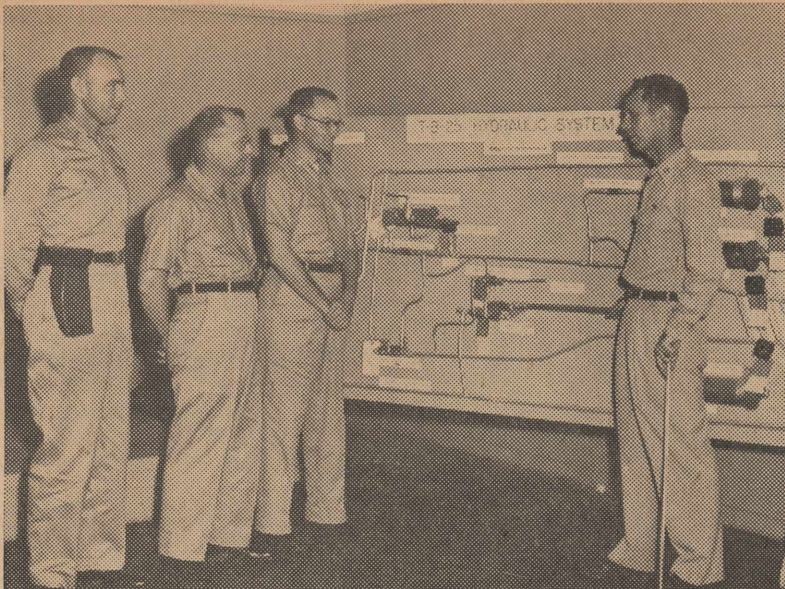
By Mrs. James H. Eldridge, Jr.  
Pleasure was combined with business yesterday afternoon at the Officers Wives Club luncheon, when Marihelens presented a fashion show. The theme, Summer Holi-Daze, was carried out in the table decor. The head table was graced with a Red Straw Beach Hat and sun glasses on a wrought iron head. The other four tables depicted the summer activities, traveling, gardening, barbecuing, and swimming, with appropriate accessories. Modeling bathing suits, play clothes and sun dresses were Mmes. Edward Forbstein, Burt C. Holdsworth, Thomas W. Sturgess, James L. Wadley, R. M. Keith and Haskell E. Downs. Narrator was Mrs. William J. Crooke. Mrs. Charles A. Mathers supplied the music. Senior hostess, Mrs. Henry R. Rieder, was assisted by Mmes. Harley Johnson, Ralph C. Dresser, William Sherwood, and Thomas E. Brines.

On Thursday, June 14, the Officers Mess will be the scene of the Officers Wives Club Bridge and Canasta Party. Mrs. Quinn L. Oldaker is senior hostess for the affair. Assisting her will be Mmes. Travis Hoover, John J. Brennan, Alexander G. Edgar, Thomas E. Brines and Thomas P. Carroll.

Mrs. Frederick K. Duell was chosen to represent Class 57B on the Officers Wives Club Executive Board at a Newcomers Coffee Tuesday morning in the Phantasy Room. Membership Chairman, Mrs. Reedis N. Morris was aided in the arrangements by Mrs. Charles Moss, Mrs. Harry C. Fisher and Mrs. John C. Conklin. Alternating at the services were Mmes. Travis Hoover, Peter L. Coffield Guy A. Belzons, Jr., Frank C. Fuson and Charles O. Smith.

### Reconnaissance Pilot Arrives As Instructor

First Lt. Charles J. Malicki, recently returned from duties as reconnaissance pilot for night photo work at Itami Air Base, Japan, has arrived at Reese Air Force Base as an instructor pilot. The lieutenant has been in service since July, 1951, and was commissioned on completion of pilot training in March, 1953. He received primary pilot training at Bainbridge Air Base, Ga., and basic pilot training at Reese AFB. Lieutenant Malicki is a former student of the Illinois Institute of Technology.



**RESERVES GIVEN REFRESHER**—Three reserve officers on two weeks active duty at Reese Air Force Base get a refresher on the TB-25 hydraulic system from Capt. Richard Heflick, academics director at the base. Left to right, are 1st Lt. James Powell, Levelland; Capt. L. B. Gibson, Morton; Maj. Charles Wagamon, Odessa; and Captain Heflick. (Photo by Roca)

## South Plains Educators Spending Active Duty Time Hard At Work In Academics

A couple of South Plains educators are in the midst of two weeks of active duty at Reese, teaching in the academic department, while a third officer is on duty for his two weeks in the Basic Instructors school.

Teaching and performing other duties in academics this week and next are Maj. Charles Wagamon, junior high school teacher in Odessa, and Capt. L. B. Gibson, principal of Morton high school. In BIS is 1st Lt. James Powell, engineer of a gasoline plant in the Slaughter oil field near Levelland.

The major was a bombardier in Italy during World War II, flying 18 missions. The captain also was a bombardier in B-26 aircraft in Europe during the war, flying 32 missions.

The two assigned to academics are teaching classes, grading papers, and performing such duties as they can during their two weeks

of training, which is intended to make them ready for active duty when and if needed in an emergency.

"We're getting all the work we can out of them," Capt. Richard E. Heflick, academic director, said.

Lieutenant Powell was a World War II pilot, stationed most of the time in Salina Valley as a member of a combat crew. His duties in BIS are similar to those of the other officers sent to academics.

### Goes To Greenland

M/Sgt. Mayo C. Fowler of the 3501st Periodic Maintenance Squadron has been re-assigned to Greenland, departing July 19. He will take a delay enroute before reporting for overseas shipment on August 22.

### Pilot From Japan AB Starts Instructor Duty

First Lt. Don L. Morley, recently returned from Itami Air Base, Japan, where he was a tactical reconnaissance pilot, has arrived at Reese Air Force Base for duty as instructor pilot.

The lieutenant entered service as a cadet in October, 1952, and was commissioned in November, 1953, on completion of pilot training. He is a graduate of Kalamazoo, Mich., high school and a former student of UCLA.

Lieutenant Morley was in the Far East from May, 1954, until recently. He and his family are living at 2704 Thirty-third street.

### Laredo Class Planning Reunion Weekend Soon

Class 53-E pilot training graduates from Laredo AFB have scheduled a reunion at Laredo June 23 and have asked all eligibles in this area to attend.

Ramp space for transient aircraft and housing facilities have been arranged. Sponsors point out that Class 53-E single and multi-engine pilot graduates are urged to attend, and may bring guests.

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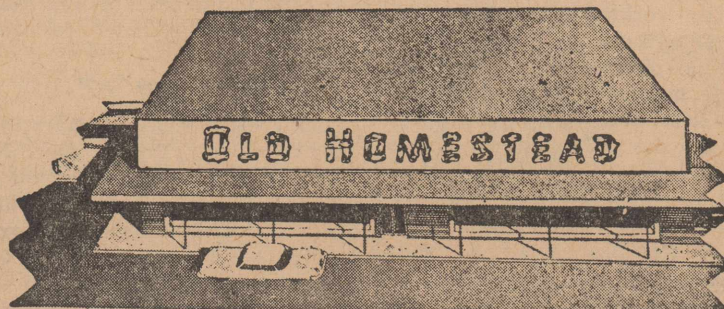
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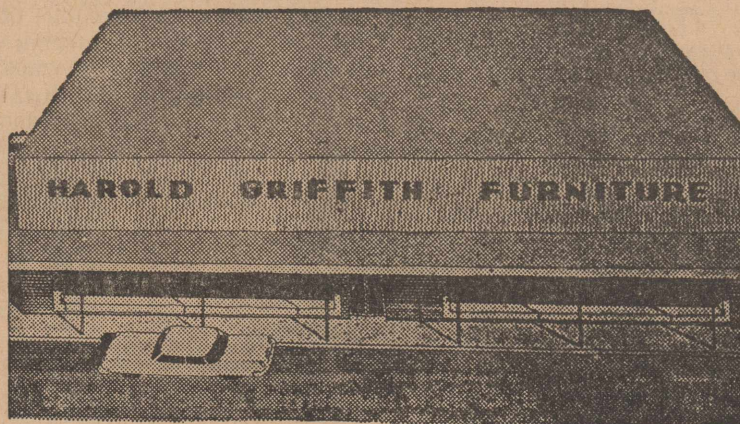
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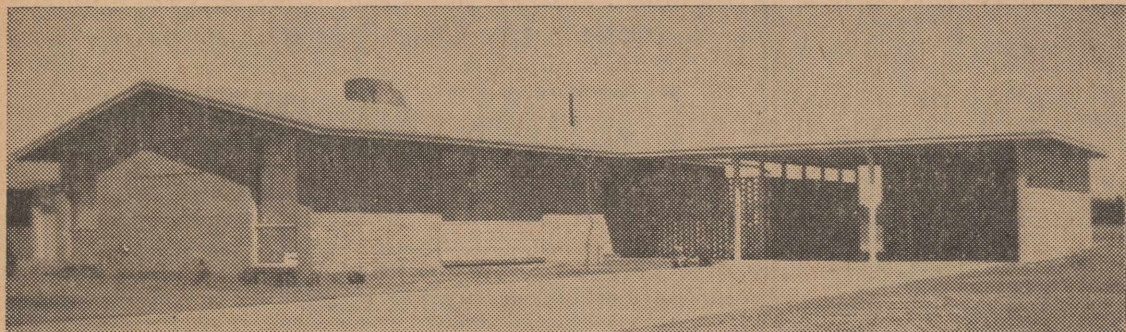
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Beautiful New Brick Homes  
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Porter 2-4406 (See Jimmy Casey)

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My Name \_\_\_\_\_

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| 1955 FORD FAIRLANE 2-DOOR —<br>Black & White Tutone, overdrive, radio, heater, tinted glass. Clean   | \$1695 |
| 1953 FORD COUNTRY SQUIRE —<br>Lt. Blue, good condition, Ford-O-Matic, radio, heater  | \$1195 |
| 1955 CHEVROLET BEL AIR 4-DOOR —<br>Light Yellow & White Tutone, radio, heater, tinted glass, WSW tires, extra clean  | \$1595 |
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## Portie Home Lawn Judged Village Best

The best Reese Village lawn for May was that of M/Sgt. John Portie at 105 McGuire, the committee in charge has decided. Second prize went to M/Sgt. Howard M. Sager, 206 McGuire, while the lawn of T/Sgt. Lorenzo N. Oloresismo, 205 George, was rated as most improved. Contributions toward rent are the prizes.

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APARTMENTS FOR COUPLES! Bills paid, air-conditioned, \$11.25 weekly. 3-rooms. Inquire at 601 Ave. Q. A-5

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| 1953 STUDEBAKER CHAMPION Regal Deluxe 4-dr., O.D. R&H, low mileage                   | \$995  |
| 1955 STUDEBAKER PRESIDENT, Air conditioned, power steering, power brakes, like new   | \$2295 |
| 1952 STUDEBAKER LANDCRUISER 4-dr., O.D., heater, seat covers, good motor, good tires | \$695  |
| 1952 PLYMOUTH 4-dr. O.D., R&H, seat covers, good motor, good tires                   | \$645  |
| 1950 PLYMOUTH 4-dr., Radio and Heater, a good buy                                    | \$295  |
| 1950 STUDEBAKER CHAMPION 4-dr., O.D., heater. Nice 2nd car                           | \$325  |

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ALL USED CARS SOLD WILL HAVE NEW 1956 LICENSE PLATES

1953 FORD TUDOR . . . . . \$897  
Radio, heater, extra clean, low mileage, new car trade-in.

1953 CHEVROLET 210 4-DOOR . . . . . \$896  
Very sharp brown and beige finish, low mileage, new car trade-in.

1953 OLDS SUPER "88" 4-DOOR . . . . . \$1496  
Radio, heater, hydramatic, whitewall tires, power steering, tinted glass, extra sharp, new car trade-in.

1953 OLDS "98" 4-DOOR . . . . . \$1597  
Radio, heater, hydramatic, power steering, power brakes, tinted glass, whitewall tires, extra sharp, low mileage, new car trade-in.

1955 FORD FAIRLANE 4-DOOR . . . . . \$1996  
ARA AIR-CONDITIONER, radio, heater, whitewall tires, extra sharp, low mileage, new car trade-in.

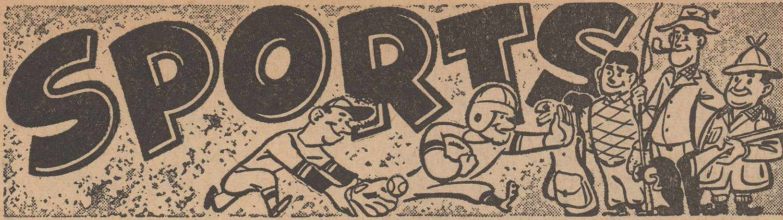
1954 OLDS SUPER 88 4-DOOR . . . . . \$1897  
Radio, heater, hydramatic, power brakes, tinted glass, whitewall tires, extra sharp, low mileage, sold and serviced by Womble Olds.

1954 OLDS SUPER 88 HOLIDAY . . . . . \$2196  
Radio, heater, hydramatic, new whitewall tires, tinted glass, power steering, power brakes, very sharp, low mileage, new car trade-in. Sold and serviced by Womble Olds.

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By Count MeOut

Something sad has happened. Last week it was promised in this column that during the absence of Airman Ziegler, Lord Helpus and Count MeOut would conduct the column jointly. But it rained and the lord was so unused to such happenings that he caught cold when his beard got wet. The old boy shivered and shook so badly he injured himself. It seems the old lord was wearing the new summer uniform, with short pants and such. And when he began to shake, his bony old knees hit together many times violently and he bruised and battered the knees until they felt and looked awful. If anyone cares to visit him they may have difficulty seeing over the pile of bandages which protect one knee from the other. He is in the Donkeyslipper General Memorial Resarch Charity hospital.

So this week the column is strictly the compilation of Count MeOut, that venerable old gentleman who has scarcely stopped to catch his breath as he sought to keep his reader (singular) advised of athletic happenings.

He keeps muttering about when does Zeke get back and if he has been unfair to the umpires of last week in commenting they were not so hot. "Those two young men keep coming to me in my sleep," he stammers. "I was just kidding them. They ought to be able to take it, if they get out there and call 'em. After all, most of us go to games to razz the umps. I've even heard some fans yelling 'Kill him'. We haven't gone that far, yet."

The Count comes up with some gossip. He hears that certain persons around the base have started a move to have a base football team next fall, one which would play college teams on a Lubbock field and military teams on a base field. It sounds good for base personnel, but is not expected to work out.

Speaking of football, a high ranking official of another base, one which fields a powerful eleven, visited Reese AFB this week to poke around in search of good players. He is particularly interested in building a team which can upset a nearby Naval base. He got a partial list of Reese availables.

The base softball team takes on Graham Holmes in the Lubbock league at 7 p.m. tonight in the South Mackenzie park diamond. A lot of Reese personnel are following the team closely. Tuesday night many Reeseites were on hand when the Rattlers defeated the Nite Owls on the same diamond. Last Friday night it was 5 to 4 for the Rattlers over Millard Daniels in a hot game. The Nite Owl score was also 5-4.

June 25 is the tentative date for opening of Swimming Pool No. 2. The opening may be marked by some formalities.

The base tennis tournament was down to three players when the ROUNDUP went to press. Second Lt. Donald D. Roberts was set to meet A/3C Robert Doyle in the semi-finals and the winner is scheduled to compete against 2nd Lt. Albert Reinschmidt for the title.

And then there is poor old Lord Helpus lying over there in the hospital, just lying there breathing in short pants. It is tough, and the weather so nice and everything.

The swimming pool, No. 1, is opening an hour later because of the dust which settles in the pool each night. It takes longer to clean the pool. It opens at 11, not 10, o'clock.

## Marteno, Bennett, Stept Set To Battle On Jaycee Fight Card Tonight In Lubbock

The third, and probably last, boxing meeting of A/1C Joey Martino and Lubbock's James Prichard is scheduled for the Lubbock Jaycee's fight card, starting at 8 p.m. tonight in the Jaycee Youth center, 605 Broadway.

The fighters have met twice, the first encounter ending in a decision favoring Prichard in the regional Golden Gloves competition. The next meeting saw a draw declared and backers of both men have been seeking a third encounter since. Martino is leaving on separation from service next week.

A/3C Al Bennett, Southwest conference champion, is scheduled to meet a member of the Clovis boxing team. Al went to the semi-finals in the Air Force-wide competition.

A third Reese fighter booked for tonight's Jaycee fights is A/1C James Stept, heavyweight, who is

## Service Club Schedules Father's Day Contest

A Father's Day contest, with entrants represented by snapshots, is being conducted at the Service club, with winners to be announced at the Father's Day coffee call on June 17 in the club, Sue Phillips, club director, has announced.

Airmen desiring to enter snapshots are asked to talk with Miss Phillips at the club or to call her at extension 722.

Prizes will be awarded to the father with the most children and to the youngest father.

## Base Golf Team Wins Two; Enters Triangular Meet

The Reese golf team continued its victorious ways over last weekend as it marked up wins over golfers from Goodfellow and Webb AFBs. On the San Angelo Country club course Thursday an 18-12 victory was recorded over Goodfellow, while at the Levelland Country club Saturday it was 24 1/2 to 2 1/2 over Webb.

Tomorrow the Reese sextet will meet Webb again, with the match originally set for the Big Spring Country club course. However, later arrangements for a triangular meet between Reese, Goodfellow, and Webb at San Angelo have been made, Capt. Alex Nagy, Reese captain, said.

The Thursday match at San Angelo marked the second time Reese has triumphed over Goodfellow, which has Col. R. C. Crawford, base commander, as No. 1 golfer. Frequent matches to rank each player are held, with the colonel defending his rank. Second Lt. Sam Sadler was low man last Thursday with a 70, followed by 2nd Lt. Richard K. Mattox, 71, and Captain Nagy, 74. Also playing were 2nd Lt. Thomas S. Turner, 1st Lt. James J. Blessing, Maj. Sam L. Osver, and Capt. Howard Eveland.

Playing his first match for Reese, 2nd Lt. Harry F. Dawley, Jr., The Citadel letterman, shot a 73 low Saturday, with Lieutenant Mattox carding the same score. Lieutenant Sadler contributed a 74. Also playing for Reese were Captain Nagy, Lieutenant Blessing, and Lieutenant Turner.

## Pistol Team To Compete In Southwest Meeting

The four-man Reese AFB pistol team leaves Sunday for Southwest conference competition at Shepard AFB. Making up the team will be Maj. Edward S. Ashley, 1st Lt. Richard K. Blackwell, T/Sgt. Marvin R. Brown, and S/Sgt. Eugene White.

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advertised as the Reese champion. No other heavyweight appeared to oppose him at Golden Gloves time.

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