

Dry Lake in '44, Busy Air Field in '53 Is Condron History

Traffic at Proving Ground's Aerial Facility Is Increasing

By Ruth A. Mabe

In writing a history, a writer faces one of two problems, either nothing of interest has happened, or so much has happened that it is impossible to relate all of the events, thus resulting in the sacrifice of some events for others. Such is the history of the development of Condron Field. From a dry lake bed, in 1944, to a busy air field with a permanent operations building and control tower in 1953, is not a short story.

Today, Condron Air Force Auxiliary Field, official designation, is under the direct control and operations of Holloman Air Force Base, as an auxiliary field to Holloman AFB. Capt. Dennis W. McCarthy, Base Operations Officer, Holloman AFB, is the immediate supervisor and responsible officer.

The field is operated by sixteen airmen (four AACS Tower Controller, four alert-crewmembers, seven firemen) under the supervision of M/Sgt. William A. Witt, NCOIC, and one civilian aircraft dispatcher. Traffic for the first six months of 1953 has averaged four hundred operations per month.

Named for Crash Victim

Rumor has it that long ago smugglers used the site that is now Condron Field for their illegal traffic. That may or may not be true. But, in 1944, liaison aircraft flying anti-aircraft missions for Ft. Bliss used the dry lake bed at the base of the Organ Mountains on the east side of an emergency landing field. Drone aircraft, targets for Ft. Bliss anti-aircraft gun crews, were landed and taken off on the comparatively smooth surface of the dry lake bed.

In the early part of 1945, 2nd Lt. Max E. Condron, L-5 Pilot, flying an anti-aircraft mission for Ft. Bliss, lost his life when his aircraft crashed as he attempted an emergency landing on the dry lake bed.

During 1945, the area we know as White Sands Proving Ground was included in aeronautical and navigational charts as part of the Ft. Bliss "Danger Area." As part of that "Danger Area," aircraft were not authorized to fly through nor over the area without special permission from the Commanding Officer of Biggs Air Field. Because the dry lake bed was direly needed as an emergency field for the drone and liaison aircraft, it was officially named "Condron Field" in honor of 2nd Lt. Max E. Condron. Runways were leveled off, and the field was listed in navigational and aeronautical charts as an emergency landing strip only.

No Facilities at First

July 1945 marked the birth of White Sands Proving Ground. With the constructing and building of White Sands Proving Ground, and the high priority of its mission, air traffic to and from Condron Field was imperative.

The field was an air field in name only. There were no facilities at all. Aircraft desiring to land at Condron Field were required to land at Biggs Air Field for clearance and briefing before proceeding to Condron. Only aircraft with official orders or business were cleared to Condron Field.

Air Section Founded

Operations office at Condron Field at that time consisted of a telephone attached to a pole at the north end of the North-South runway. Pilots, the ones who remembered, used this telephone to call Biggs Field Operations to close their flight plans by giving their arrival, and to gain clearance for departing Condron Field. This entailed countless troubles and delays to pilots as well as to Biggs Operations personnel and Flight Service. It was very unsatisfactory and unsafe.

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For incoming aircraft to get the field open and get the crash equipment at the runway to land, the pilot circled the Post and "buzzed" Headquarters Building. Within twenty-five or thirty minutes, the field would be open and the plane could land. Time nor rank made no difference.

In August 1946, 1st Lt. Richard C. Shangraw, Air Force pilot formerly stationed at Biggs Air Field where he flew missions for WSPG, was assigned to Condron Field on DS from Walker Air Field, Roswell, New Mexico, as Air Operations and Liaison Officer for White Sands Proving Ground. It was Lt. Shangraw and the four Army enlisted men and three Navy enlisted men assigned to him that started the Air Section for WSPG.

The Army enlisted men assigned to the Air Section were from 9393 TSU, with S/Sgt. Juan J. Blea as NCOIC. Sgt. Blea became M/Sgt. Juan J. Blea, but held the same position from that date until his departure for overseas in April 1953.

First Planes Assigned

In 1946 a T-11 type aircraft was assigned White Sands Proving Ground on a lone basis from the Air Force, Air Material Command. Later the same year a cargo type aircraft, C-47, was procured on the same basis.

A formal request was submitted for the fiscal year of 1948 for funds to improve Condron Field, including an operations building, control tower and night lighting.

Due to the expense of the WSPG range, the firing range of the missiles being tested and the nature of the terrain, recovery of spent missiles, upon which the success and progress of research depended, had proved almost impossible to accomplish by ground. So, on September 6, 1946, five L-5 type aircraft, with pilots and crews, were assigned WSPG, on DS from Ft. Riley, Kansas, with the primary duty of missile recovery. The pilots, four Master Sergeants and a Staff Sergeant, with their mechanics and planes, were assigned Biggs Air Field for quarters. Daily the aircraft were flown to Condron. Recovery, which was still in a "needle in the haystack" stage, improved considerably.

Field Is Improved

Funds were appropriated for the improvement of Condron Field. So, by 1947, it began to shape up more or less as an air field. A Forest-Ranger look-out tower was bought and converted into a control tower. In May, a radio frequency was officially assigned to Condron Control Tower. A rotating beacon was erected on the top of the Control Tower. Temporary night lighting was installed on the runways, and a wind tetrahedron was put on the field.

An Army surplus barracks building was bought and moved to Condron Field to be converted into an operations building.

Condron Field was listed in all Air Force Facility Charts as an Army Air Field.

Lack of facilities, however, did

not deter aircraft from flying in and out of Condron Field. The Douglas Aircraft Company's C-47, #6130, was making bi-weekly trips between Santa Monica and Condron Field at that time. There was a regular weekly trip between Aberdeen Proving Ground, Maryland, and Condron Field. Scarcely a week passed without the arrival and departure of two or three aircraft carrying VIPs.

Telephone Line Leased

Many of these aircraft arrived unannounced due to lack of communications. To alleviate this problem, "Plan-62," long line telephone leased by Air Force connecting Condron Field directly with Flight Center, March Air Field, Riverside, California, was installed in March 1948.

The Air Force enlisted pilots were still flying missile recovery missions. To handle local and transient traffic, Condron Field personnel had increased to 23 enlisted men, eight civilians, one Army officer in charge of supplies, and 1st Lt. Richard C. Shangraw, Air Force Officer, Air Operations and Liaison Officer.

In compliance with a request from the Flying Farmers Association of America, Highway #70 from Las Cruces to Alamogordo, New Mexico, was made an Air Corridor. At times other than when a missile was actually being fired at WSPG, members of this association could obtain clearance to fly through the corridor by calling long distance to Condron Field, or at the other end by calling Holloman Base Operations.

Wall, Roof Only

A reasonable facsimile of an operations building for Condron Field was nearing completion. It was constructed with a concrete floor laid flush on the ground, then the walls of the Army barracks set on top of the floor. The space between the floor and the walls served as a vent to let in the sand when the wind was blowing, water when it was raining (and it did rain that year), cold air in the winter and hot air in the summer.

There was no running water, except that which ran in the building during and after a rain. Drinking water was hauled in a trailer from the post; hot and rusty. There were no indoor latrines nor an air conditioner. Briefly, it was wall and roof. WSPG missile firing schedule had been speeded up. Pilots flying recovery missions were logging around one hundred hours flying time per month.

Lack of impact data made recovery a matter of searching until

the spent missile was found. Desert shadows and drifted sand contributed to the difficulty of finding the missile parts.

High Recovery Average

Aircraft with sharp-eyed pilots and observers flew over some of the sought parts for as long as seven months before actually seeing them. Part of one missile was found almost two years after it was fired. Almost daily, from the time it was fired, recovery aircraft had been flying right over it. But, in spite of the difficulties, Recovery Section, under the direction of Lt. Col. (then Major) G. P. Grant, with the assistance of the L-5 aircraft and pilots, had a very high average on missile recovery.

In September, 1948, Capt. Casius C. Davis, Walker AFB, Roswell, New Mexico, replaced 1st Lt. Richard C. Shangraw as Air Operations and Liaison Officer for Condron Field. Capt. Davis was assigned Condron Field, on DS from Holloman AFB. Condron Field was put under Holloman AFB for operational control.

Many Changes in 1949

The year 1949 brought many changes in the development of Condron Field. The enlisted pilots who had been flying recovery missions were replaced by officer pilots. The L-5 type aircraft were replaced by L-13 type aircraft.

The L-13 aircraft were very unreliable, and gave very poor mechanical performance. Rarely a day passed without an emergency landing. Emergency landings were made in the "bunkers," on the highways, and at the field. The only good feature about them was that they could be landed safely practically anywhere.

This was proved countless times. One day, one with pilot and observer flipped over on its

back when making a landing at the field. There was no personal injury and only minor damage to the plane.

On the other hand, the only major accident to an aircraft on a WSPG mission happened to a safe, reliable L-5, piloted by 1st Lt. Vernon D. Reirson. Lt. Reirson and observer, Sgt. George H. Rowe, were on a search mission in the Sacramento Mountains. The pilot flew in too close to the mountain, was caught in a down-draft, and went down. Neither pilot nor observer was seriously hurt, but the plane was a complete loss.

Personnel Reduced

Because there were no hangars at Condron Field for protection of the aircraft assigned WSPG, the C-47, T-11 and B-26 were moved to Holloman AFB. Moving the aircraft to Holloman for maintenance necessitated the reduction of Condron Field personnel. Shortly after the move, personnel was reduced to six Army enlisted men, Capt. Davis, Air Officer, and the civilian aircraft dispatcher.

With December came Capt. Davis' orders for overseas. His departure marked the end of an Air Officer being assigned Condron Field. The organization still defied classification. Increased activities were carried on under the supervision and direction of M/Sgt. Juan J. Blea, 9393 TSU, and Ruth A. Mabe, Aircraft Dispatcher, and five Army enlisted men.

During a week-long wind storm in May 1950, Condron Field had its second loss of aircraft. Three L-13 that could not be flown to Biggs AFB nor Holloman AFB, due to a storm that came up suddenly, were tied down on the ramp at Condron Field. The last day of the storm, (Continued on Page 4)

Shops & Services Br. Has STD Old-Timers

There are a number of long-time employees and military personnel assigned to the WSPG Systems Test Division, with the Shops & Services Branch having the most.

Maj. N. A. Armstrong heads the list of STD military personnel. Other STD "old-timers," all in Shops & Services, include the following:

Bill Ashby, Branch Chief; Fred Malone, Carpenter Foreman; Harry C. McManus, Millwright; Sidney F. Sanders, Electrician; Julian Casius, Carpenter Helper; Ruben A. Crosby, Branch Chief; Terry L. Kervin, Explosives Foreman; Raymond Barrera, Maintenance Mechanic.

And Daniel A. Guerrero Jr., Electrician; Charles D. Palles, Millwright Helper; R. E. Tidwell, Welder; Horace M. Johnston, Millwright Foreman.

"I run things in my house," declared the husband as he went from the vacuum cleaner to the lawn mower.

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(Continued from Page 3)

the wind blew a steady 75 to 80 mph, with gusts topping 100 mph. The planes were tied down, had sand bags on the wings, and heavy motor vehicles parked around them to break the wind. One aircraft, anchored to a jeep, tipped up on a wing, lifting the jeep up in the air, and held the front end of the jeep suspended in mid-air. Parts of the planes were salvaged, but none of the three was ever flown again.

New Operations Building

Funds were appropriated for a new, permanent Operations Building. A site on the west side of the runway, on higher ground, was selected for the building, in hopes to minimize the blowing sand in the building and eliminate water coming in when it rained.

The new building was completed in August 1951. With an air conditioner, running water and indoor latrines, working at the field was indeed a pleasure.

Air traffic at Condron Field was still increasing. The average for 1952 was 400 operations per month. October 1952 set an all-time record with 612 operations.

Until June 1952, very few noticeable changes were made. It was then that the Air Force replaced the L-13 aircraft used for recovery with L-20 type aircraft.

New Ordnance Pilots

The L-20's, miniature air-liners, captured the fancy of the observers from Recovery Section. But it was too good to last. Came July, the Air Force aircraft and pilots were released, and replaced with Ordnance L-19 aircraft and pilots.

The L-19 flight, with Capt. William C. B. Wheeler as Officer in Charge, reported to WSPG on 19 July. Soon, personnel of the flight became Det. 3, 9393 TSU, with Capt. Wheeler Commanding Officer.

After three months, Det. 3 was moved from Condron Field to Holloman AFB. Again, Condron was carrying on activities with four Army enlisted men and the civilian aircraft dispatcher.

In March 1953, Holloman AFB assumed control of Condron Field. It was then that air personnel from 6880th Air Support Squadron replaced Army personnel, and Condron became Condron Air Force Auxiliary Field.

We're Stuffed Nosed

BOSTON, MASS (AFPS)—So called deodorants affect the smeller, not the smell, the New England Journal of Medicine reported recently. It said they don't neutralize the smell, rather they paralyze the sense of smell. They cited that goats eat chlorophyll (in grass) as an argument.

Advertising Doesn't Cost, It Pays!



—U. S. Army Photo

Typical of the "old-timers" at WSPG, those who have been here since the early days of the post, are these three members of the staff of the Tech Information Branch. Left to right are Mrs. Gladys M. Denney, who has been employed on the post continuously since April 1946; Fred A. Koether, now Chief of the Tech Information Branch, who was stationed at WSPG as an Army sergeant in 1946 and later returned as a civilian; and Mrs. Isabel Benavidez, who first came to the post in 1947 when she was Miss Isabel Ontiveros.

New Pattern for Nation Set By WSPG Education Program

Educational opportunities at WSPG have set a national pattern for bettering the serviceman's future when he returns to civil life and providing an opportunity for civilians to obtain a college degree they could not otherwise afford.

The success of the Proving Ground's educational program is proven by the fact that the installation led the 4th Army Area for participation during the latter part of 1952 and early 1953.

The educational program at WSPG began in July, 1947. The groundwork was laid in a single plywood hut with 11 students who comprised the single class in typewriting.

Facility Is Expanded

The Army Education Center was expanded to four classrooms and instruction was begun in subjects relative to the mission of the installation, physics of rockets, and electronics.

There are now 11 classrooms which are also used for military training, civilian employee training, and general education. The rooms are seldom unoccupied.

The college courses, in cooperation with New Mexico A&M College, began with the fall semester of 1951. The first student to register was Pfc. Floyd F. Twight, now 2nd Lt. Twight, of the Systems Test Division. An estimated 15 per cent of the entire post personnel, from colonels down to buck privates, registered for the first courses. To date, several hundred have been enrolled at one time and many have completed their chosen subjects and received their degrees.

Co-Op Program Starts

This year, basic television classes were added to the conventional college and post-graduate courses. Foreign languages are also taught, among which, in this bi-lingual area, Spanish is the most popular.

Last year the Proving Ground inaugurated the latest wrinkle in

learn-while-you-earn education.

The Co-op Student Trainee Program was conceived and put into operation by Civilian Personnel's Training Section. The 6-6 program, six months academic training at New Mexico A&M College and six months practical on-job training at the Proving Ground, on salary, attracted some of the nation's finest embryo mathematicians, physicists and engineers.

The purpose of the program is to provide a professional back-log of trained, experienced personnel for the future. The success of the program is indicated in the enrollment this month of 400 students at the New Mexico college. Those students who have been attending classes will now begin their practical training and the newcomers will begin their academic training for the first six months of the five-year program.

The plan provides for a continual turnover of student-employees who have, already, impressed supervisors and Proving Ground officials with the worth of the new method of training scientists.

"How are you getting on in your new place, Norah?"

"I think I'm going to like it. Yesterday I overheard the mistress say I performed my duties in a very perfunctory manner. That's the first praise I've had from her."

Still Growing WSPG Looks Back On 8 Years of Steady Progress

White Sands Proving Ground today looks back upon eight years of steady—if not phenomenal—growth and development. In those eight years the U. S. Army Ordnance Corps' principal rocket testing facility, literally springing up out of the barren desert at the foot of the Organ Mountains, has taken its place as one of the nation's most important guided missile installations.

Eight years ago today—on July 9, 1945—the base was officially opened. Only a few days before, on June 25, 1945, the first actual construction work had been started. By the time the first troops arrived, on August 10, the new post consisted of a few wooden frame buildings, one large hangar still under construction, and a number of Army tents, some of them equipped with wooden floors.

Fitted Requirements

Prior to the establishment of White Sands Proving Ground, the entire country was surveyed for a suitable location for the work which was planned. The flat, treeless, sandy, sparsely populated White Sands desert area, with its cloudless skies and great spaces of open range country, most nearly filled all the requirements.

In the spring of 1946, the Navy sponsored the construction of living quarters, shops and additional facilities for their own use. The Proving Ground was made a permanent Class II activity on September 16, 1948, when it became increasingly evident that the rocket program could be expected to become a permanent activity within the Armed Services.

Firing Site Built

As soon as the first preliminary "settling"—such as well drilling, barracks building, establishment of workshops, assembly halls and communication—was completed, a firing site was built. It consisted of a large patch of smooth concrete in the middle of the desert.

At a distance of 350 feet from that firing site the Fortification Division of the Corps of Engineers built the world's most massive building. This building was named the "Block House" and is the nerve center of all the communications lines which are needed for the observation of a large "shoot." The Block House has walls ten feet thick and its pyramidal roof is of solid reinforced concrete with a maximum thickness of 25 feet.

Dust-Free Laboratory

Among the recent improvements in operational facilities is a two-story laboratory, with

basement, of monolithic concrete construction. It is completely air conditioned, as are most WSPG buildings, with individual room temperature selection.

There are no windows in the building and all entrances are made through an air lock in an attempt to make a dust-free laboratory. The basement of the structure contains 13,378 square feet and in addition to mechanical equipment rooms for heating, cooling, and providing service to the building, provides air-conditioned film storage, optical testing, machine shop, battery conditioning, power distribution, storage and offices.

Fenced Technical Area

The first floor of the building is divided into four suites of laboratories, each suite consisting of two units, each unit having two laboratories, an office and associated storage room. The second floor is for the exclusive use of the ballistics research laboratory and even the roof is utilized as a laboratory providing a line of sight to firing and instrumentation control points or other outdoor activities as required.

Missile assembly buildings are located in a fenced area known as the Technical Area. In these huge buildings, missiles are assembled and checked prior to firing.

Static Test Stands

For testing assembled rocket and missile motors, two huge static test stands are utilized. The larger of the two has a 500,000-pound thrust capacity, and the smaller 100,000 pounds. Other stands are also used for smaller motors.

The Army and Navy maintain their own respective launching sites on the sprawling desert floor and each site is prepared for the type of missile undergoing testing. Control leads in the Army system all extend from the launching sites to the Block House for the purpose of central control.

Shops and Services

Another large installation is the Shops and Services Branch, which is equipped to handle machine shop services and to field construction. This branch renders invaluable service to various agencies by making emergency repairs and supplying fuel and compressed air to missile agencies, as well as maintaining various launching facilities in proper working condition.

Flight Determination

Among the laboratories, the Flight Determination Laboratory plans and provides the most suitable instrumentation and techniques and gathers data on missiles in flight—from time of launching up to and including time of in-

terception and/or impact. It also plans and provides the most suitable devices and techniques and reduces flight data to a form useful to those responsible for evaluation of flight tests results.

Fast-operating cameras take many thousands of feet of film which are processed in the photographic laboratory to determine the characteristics of a missile in flight.

Environmental Lab

The Environmental Laboratories plan and conduct the ground tests of major units and components of guided missile systems. Instruments and reports on such tests. In addition, it provides calibration and repair services for electronic and mechanical instruments, and designs and procures specified instruments.

TEP Branch

Linked in with these activities is the Technical Engineering Plans Branch, which provides fundamental engineering and planning for all technical facilities at the Proving Ground. The branch is equipped to render an engineering service of considerable latitude from its inception to the final stages of construction or completion. This branch also provides an adequate engineer survey for range triangulation requirements and other surveying

Armed Forces Newsmag Changes Name to 'NOW'

WASHINGTON (AFPS)—The Armed Forces Newsmag will be revised in format and title during the coming fiscal year. The title of the map will be "NOW."

The new edition will shift the emphasis from news items of particular concern to military personnel to items which are of general interest. Distribution of the first issue is scheduled for August.

At the beginning of WWI the Aviation Section of the Army had 131 officers and slightly more than 1,000 enlisted men. However, only 78 of the officers were fliers. (AFPS)

or engineering requests.

Through the years White Sands Proving Ground has steadily grown with new, modern barracks, offices and an extremely attractive modern school building for pupils of grade school age.

Recreational facilities and activities include a swimming pool, post theater, bowling alleys, athletic facilities, a gleaming service club, officer and NCO clubs, a Special Services program which includes frequent sight-seeing tours, special classes for hobbyists and numerous opportunities for social gatherings.

For reasons of brevity, many other important facilities will of necessity be omitted from this account. But it can be truthfully said that White Sands Proving Ground is growing—"by leaps and bounds."

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—Signal Corps Photo

Part of the office staff of the White Sands Signal Corps Agency's Supply Division is shown with Maj. Edward O. Ringland, Chief of the Division (seated). Standing, left to right, are R. L. Lemon, Chief of the Requirements Branch; M. L. Lucero, Chief of the Agency M/R Section; Mrs. Joan Biewener, Requisition Clerk; Max Loya, Posting Clerk; Mrs. R. Luteman, Posting Clerk; Miss E. Moreno, Clerk-typist; Mrs. D. Hornbeck, Posting Clerk; Mrs. Anita J. Ohlson, Posting Clerk; Miss Kay Lyle, Chief of the Stock Control Section; Mrs. Betty Martin, Editing Clerk, and H. W. France, Civilian Chief of the Supply Division. Office staff members not shown are Capt. R. C. Glenn, Accountable Property Officer; Miss Angelina Corral, Chief of the Procurement and Requisition Unit; Samuel Sierra, Posting Clerk; Albena Ganske, Clerk-typist; Marcia B. Perkins, Clerk-typist; Miss Inocencia Valadez, Clerk-typist; Mrs. Beverly Winters, Clerk-typist; Mrs. Hazel M. Astry, Voucher Clerk; Capt. Horace McGahee, Chief of the Station M/R Property Section, and Mrs. Dorothy Canon, Clerk-typist.

Signal Corps Supply Division One Of Post's Fastest Growing Units

One of the fastest-growing organizations on post today is the Supply Division of the White Sands Signal Corps Agency, which has tripled its staff and operations in the past year.

Just 12 months ago when the Signal Corps Agency was reorganized from its old classification as SCEL Field Station No. 1, the Supply Division comprised 12 military and civilian employees and handled approximately 4,500 line items. Today the division is made up of 51 military and civilian employees and houses over 13,000 line items of Signal Corps and related items of equipment.

Supplies 60 Activities

The division has the mission of supplying White Sands Proving Ground activities with Signal Corps and related types of equipment in the communication and electronic fields as a responsibility of the Chief Signal Officer. This mission is carried out by supplying more than 60 activities here on the Proving Ground and at Holloman Air Development Center, Oscura Range Camp, Oscura Peak and Alamo Peak.

To keep these activities supplied on a daily basis, the division receives an average of 150 tons of equipment each month from the various depots and commercial concerns throughout the country. This equipment is stored and issued from a large warehouse and 28,000 square foot outside storage yard here at WSPG and three smaller warehouses located at Holloman Air Development Center.

Has Three Branches

Headed by Major Edward O. Ringland, Division Chief, and Harold France, Civilian Chief, the division is made up of three branches. Heart of the organization is the Property and Stock Control Branch with Capt. Richard C. Glenn as Property Officer. In charge of the Stock Record Section is Miss Kay Lyle, while the Procurement Section is headed by Miss Angie B. Corral.

Capt. Horace S. McGahee is in charge of the Station Property Section, which handles issues of Quartermaster, Ordnance and Engineer property for administrative use.

The Requirements Branch, which aids the various activities with their special problems on availability and sources for equipment, is efficiently run by Roger I. Lemon. Mr. Lemon, since his arrival in the division last January, has established probably the most complete library of commercial catalogues on the post in the field of radio and electronics.

Expansion Continues

The Storage Branch, headed by Lt. Robert K. Illingworth, has 13 civilians and seven enlisted men to handle the heavy work-load of warehouse activities for the division. Willard C. Spear is the civilian assistant for the branch, while the Receiving Section is handled by Sfc. Claud J. Miles and the Storage and Issue Section by Leonard J. Manzenberger.

Employees working in the various sections of the division have homes scattered all over the country. In all, 18 states are represented. Today the expansion of the division is continual. Plans are presently in the making for the division to take over the administration of the Signal Section of Post Property Branch.

From desk to warehouse, supplying anything from a 90-foot telephone pole to the smallest electron tube, the WSSCA Supply Division is a hard-working family—ready to serve the Proving Ground in every capacity related to Signal activities.



—Signal Corps Photo

Scene during a storage operation in the warehouse of the WSSCA Supply Division. In the loft at upper left, left to right, are Leonard J. Manzenberger, Pfc. Stanley Sienkiewicz and Sylvester Ballestros. Below are Sfc. Claud J. Miles with check sheet and Pfc. Robert L. Bean driving the fork lift.

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Army of Experts Tests Missiles Before Firing

Back of every missile launching is an army of scientists, engineers, mechanics and support personnel who have spent countless hours in the preparations necessary to fire the missile and to record the course of its flight.

The Systems Test Division and the Flight Determination Laboratories are important parts of that group. They are responsible for designing and/or selecting, procuring, installing and maintaining the instrumentation equipment.

Must Be Perfected

This equipment must be perfected to the point that it will measure the speed at which the missile is traveling, the height to which it ascends, will take pictures of the missile while it is in flight, and must even control the missile to such an extent that its course can be changed or it can be automatically destroyed when such action is deemed necessary.

This equipment must measure the missile performance to a high degree of accuracy and reliability, be easy to maintain and operate, and be able to hold up under the rigors of the desert's winds, dust storms and high temperatures.

Equipment Is Costly

During the past three years the scientists and engineers of Systems Test Division and Flight Determination Laboratories have

contracted for many millions of dollars worth of electronic equipment for the instrumentation of the White Sands Proving Ground test range, and have supervised the installation of that equipment in the building of the range.

They have checked and rechecked and modified this equipment where necessary, in order to assure maximum performance in securing the data from the different missile tests. They have trained operators and electronics mechanics.

Systems Test Division is headed by Lt. Col. M. R. Collins, who will be succeeded by Lt. Col. Frank E. Napper on August 1. Flight Determination Laboratories are headed by Lt. Col. W. O. McDaniel.

Staffed by Experts

Their staffs include many nationally recognized authorities in the field of guided missiles, who are outstandingly qualified to perform the task of instrumenting the WSPG test range.

The STD and FDL staffs work in close conjunction with, and usually alongside, members of the Army Ordnance Corps' Technical Staff, which is headed by Lt. Col. W. P. Patterson.

Under the Systems Test Division are such branches as Missile Test Unit, Ground Guidance Unit, Firing Circuits Lab, Autopilot Doppler Lab, Radar-Telemetry Lab, Engineer-User Test Unit,



—Signal Corps Photo

A section of the 28,000-square-foot outside storage area of the White Sands Signal Corps Agency Supply Division, where hundreds of types of non-perishable signal supplies and equipment are stored, is shown here. From this storage area and its big warehouse, the WSSCA Supply Division serves more than 60 WSPG activities with signal and communications supplies.

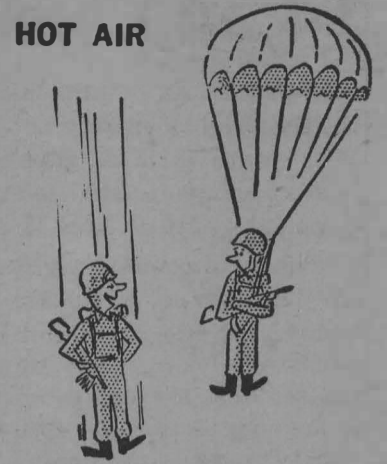
Ground Guidance Unit, Handling & Propulsion Unit, Telemetry Unit, Modification & Maintenance Branch, Shops & Services Branch and the various missile projects.

Civilian and Military

Under the FDL are such branches as the Electronic Reduction Section, Data Reduction Branch, Optical Reduction Section, Bowen-Knapp Unit, Theodolite Unit, Reports & Computing Section, Measurements Branch, Central Timing, DOVAP Branch, Electro-Mechanical Lab, Film Processing Branch, Optical Measurements Branch, Geodetic Control Branch, Planning Branch, Research & Evaluation Branch and the many departments under those units or branches.

Throughout this army of mechanics, scientists, engineers and support personnel, who do their work before, during and after a missile firing, civilian employees work right alongside Army (or Navy or Air Force) personnel.

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Congratulations



To General Eddy, Capt. Quirk, and the Personnel of WSPG on their 8th Birthday!

WE ARE OFFERING THESE GREAT BUDGET SAVINGS TO YOU AS OUR WAY OF SAYING HAPPY BIRTHDAY!

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LADIE'S DRESSES

Extra Special Savings on this one group of fine quality ladies' dresses. . . Many nationally advertised lines, many new arrivals. . . In sizes 8-20, 9-15, and 14½-22½.

Regular Price	Sale Price	Regular Price	Sale Price
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10.95	7.00	17.50	10.00
12.95	8.00		

Come in today and select yours!

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A special group of children's fine dresses in all the wanted summer materials and through fall. . . Buy for school now and save!

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Ph. 744

Commissary Store Does \$4,345 Business in Day

Less than six months in operation, the WSPG Commissary Sales Store has already out-ranked its parent facility at Fort Bliss, from which its supplies are obtained. A normal day's cash sales have totaled as high as \$4,345, according to figures compiled by 1st Lt. Luis M. Maese, Commissary Sales Officer.

The local commissary further out-ran the neighboring facility in sales per permit card issued for purchases at the local facility. The rate per permit issued at Fort Bliss is only \$19.98, whereas the Proving Ground's permit rate is \$48 per person eligible to buy at the store.

Figures for food sales from the opening day, Feb. 2, 1953, show a staggering progressive growth.

Increase Each Month

February's total sales, with only one less working day than in succeeding months, was \$21,841.52. March sales were jumped by an added \$3,960.65. The April figures for sales were increased over March by \$9,158.52. May's sales total was \$38,891.17, and June, through the end of the business day June 22, were listed at \$32,481.89, with the last civilian employee payday for the month, June 26, yet unaccounted for.

Under-staffed by six civilian personnel spaces, the dollar sales for the month of May alone were \$3,535 per working employee. Other figures revealed that sales of \$13.57 are generated monthly for each of the 2,867 square feet of floor space now in use.

Commissary personnel anticipates a monthly total of \$50,000 by the end of July. The expected new high will result, officials stated, from increased on-post personnel who will occupy Wherry Housing units already allocated but not yet occupied.

New Warehouse Used

An additional factor in expected future increased sales will be due to the new warehouse space which was taken over Monday. The building, formerly utilized as an Ordnance warehouse, will be used for additional staple food storage, permitting a wider variety and quantity to offer patrons.

Perishable foods are transported daily from Fort Bliss by refrigerated van due to the fact the post does not have sufficient cold storage space for such edibles.

Commissary employees revealed that Monday and Friday top the rest of the week in sales. Army paydays are exceptions to the slower sales on Tuesday, Wednesday and Thursday.

Paydays for civilian employees, eligible for purchases at the government facility by reason of being housed on the post, aid considerably in boosting the cash intake and customer rush on Fridays. The peak rush hour, any week day, is simultaneous with the 4:15 whistle when military and civilian personnel make food purchases en route to their homes.

Suggestions Invited

While the WSPG Commissary is operated by experienced staff personnel, officials admit the new operation is still subject to improvement. Customer suggestions for items not yet stocked are welcomed. Such items will be available insofar as storage space permits, officials promised.

Commissary personnel, in addition to Lieutenant Maese, includes M/Sgt. William A. Williams, store manager; Sgt. John A. Moore, assistant manager; M/Sgt. Dwight J. Gard, chief clerk.

Civilian employees include William Cobb, warehouseman, Las Cruces; Rudolph Gamboa, Las Cruces, chief butcher; Ruben J. Garcia and Augustin Gonzales, butchers, both of Las Cruces; Mildred M. Covington, stockwoman, WSPG; Audra B. McConnell, cashier, WSPG; Grace R. Perry, cashier, WSPG; Mary Ann Melinski, requisition clerk, Las Cruces; Betty Doil, clerk, Las Cruces; Bertha E. Raab, accounts clerk, WSPG; and Patricia Maker, clerk-typist, Las Cruces.

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Section 2
WIND & SAND
Thursday, July 9, 1953

That's Nothing, I . . .

The two men were in the club car talking over a drink as they sped over the countryside in a westbound streamliner.

"So you're an actor," said the stout one. "Well, I'm a banker, and would you believe it, I haven't been near a theatre for over five years."

"That's nothing at all," replied the actor breezily. "I haven't been near a bank for over ten years."



Army and civilian pay days mean stocking up on staples for the kitchen pantries in the WSPG housing areas and trailer courts. Name brand staples available in the WSPG Commissary include all types of baby foods as well as canned meats and vegetables, dairy products, fresh meats and ice cream.



Fresh vegetables are brought in daily by refrigerated vans to provide WSPG personnel with a well balanced food supply. Complete stocks are sold to Proving Ground residents at the Post Commissary. Shoppers are shown here as they select items for purchase.



A variety of fresh meats and dairy products are available to WSPG personnel at the Commissary. Meats, as well as other foods, are rigidly inspected at the source of supply and at the Proving Ground. Meat handlers are given regular physical examinations.

J.P.L. Among Original Proving Ground Units

By R. B. RYPINSKI

The long association between White Sands Proving Ground and Cal Tech's Jet Propulsion Laboratory goes back to the very beginning of rocket testing in this area. A look at some of the older maps will show boundary lines marked "ORDCIT RANGE" ("Ord" for Ordnance and "CIT" for California Institute of Technology), for it was by that name the first rocket testing facilities were established early in 1945.

It was in that year that the Jet Propulsion Laboratory first made use of this range for early tests of the WAC Corporal, launching prototypes of this pioneer American missile from the Hueco Range at Fort Bliss. Since that time, the field testing activities of JPL have expanded in scope and importance until today JPL maintains a permanent crew to carry on the field test program necessary to rocket and guided missile development.

Fired WAC Corporal

In 1946, while the technical facilities such as the Army Blockhouse were still under construction, JPL launched a series of WAC Corporal flights, one of which established an American record of over 43 miles altitude. These tests continued into 1947. It was in July of 1947 that a scaled-up version, known as the Corporal-E, was first flown. Since then, the latter missile has been developed into the present surface-to-surface guided missile with each step of its development proved by flight testing at the Proving Ground.

In 1951, the Jet Propulsion Laboratory was assigned the development responsibility for another missile, the name of which is still classified.

Crew of 23 Persons

The present JPL Field Test crew, assigned to White Sands Proving Ground, consists of 23 persons. Most of them live on the post in the White Sands Housing area, the Post Trailer Court, or the WSPG Billets. In addition to the permanent group, personnel of the Laboratory visits the Proving Ground from time to time to direct or assist in field test activities.

Dr. L. G. Dunn, Director of the Jet Propulsion Laboratory, is a frequent visitor. Others are Dr. W. H. Pickering and Dr. J. E. Froelich, Chiefs of Electronic and Engineering Divisions of JPL. Another familiar figure from JPL is Dr. H. J. Stewart, Chief of the Research Analysis Section.

Rypinski Heads Station

The Field Test Station at White Sands Proving Ground is headed by R. B. Rypinski, who is assisted by A. G. Devirian. One specific missile's Propulsion and Handling Section is headed by Allyn Hazard and an Electronics Section by R. W. Williams. Secretary for the WSPG JPL section is Mrs. Betty Britain.

Future plans for JPL activities indicate a continued requirement for field testing and the continued association of these two Ordnance activities.

Joy—"I gave him my best years and now he's run off with another woman. I . . . oh, I just can't control my emotions."

Wanda—"Why bother? You'll feel better after a good laugh."

10 Employees Spend Week-ends at T or C

Ten Proving Ground employees trek weekly to Truth or Consequences and adjoining communities each Friday evening and return Sunday. The group travels in two or three vehicles and seldom misses the weekend jaunt.

The weekenders include Eugene Montoya, Security Guard, who spends the weekend with his parents. Sipiiano Abila, WSSCA employee, visits his wife.

Trudy McMillen, of BRL, spends the weekends with her three children.

Lloyd Hillen, EML, and his wife, who is employed at the Tech Information Branch, and Mr. and Mrs. Bob Oliver spend the weekend with the women's parents who operate Elephant Butte Lodge. Mrs. Oliver works with Logistics Division and her hus-

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band with Systems Test Division. Dave R. Hillger, a Co-op student, and Jeff Clark, Douglas Aircraft employee, visit their parents.

Winona Walden, supervisor of the Administrative Branch, Civilian Personnel, visits her parents and her 15-year-old daughter, Rozann, at Williamsburg.

Incognito

BRIDGEPORT, N. J. (AFPS)—After Tinco Epeus Andringa Van Hylckama Vlieg, a native of the Netherlands, became naturalized he received the court's permission to change his name to Tinco Epeus Andringa Van Hylckama.

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To the Personnel of

White Sands Proving Ground

on the Celebration of the 8th Anniversary

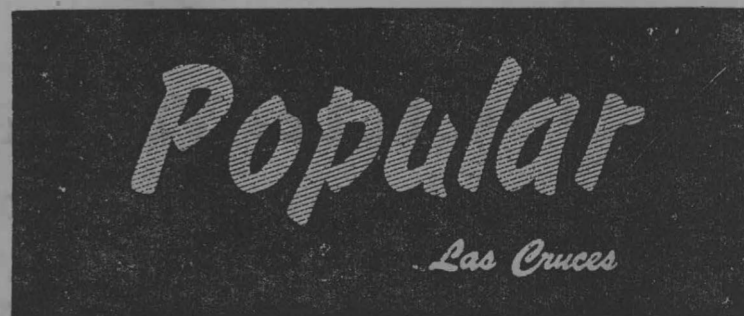
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of White Sands Proving Ground

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The Home of Nationally Advertised Merchandise

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Happy Anniversary

To the Personnel of

White Sands Proving Ground

on their

8th Birthday

From The

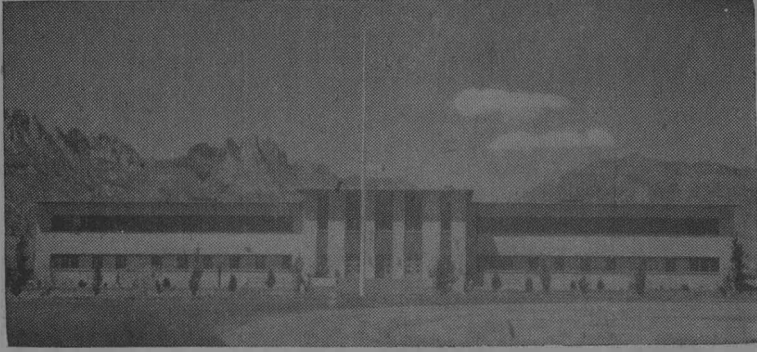
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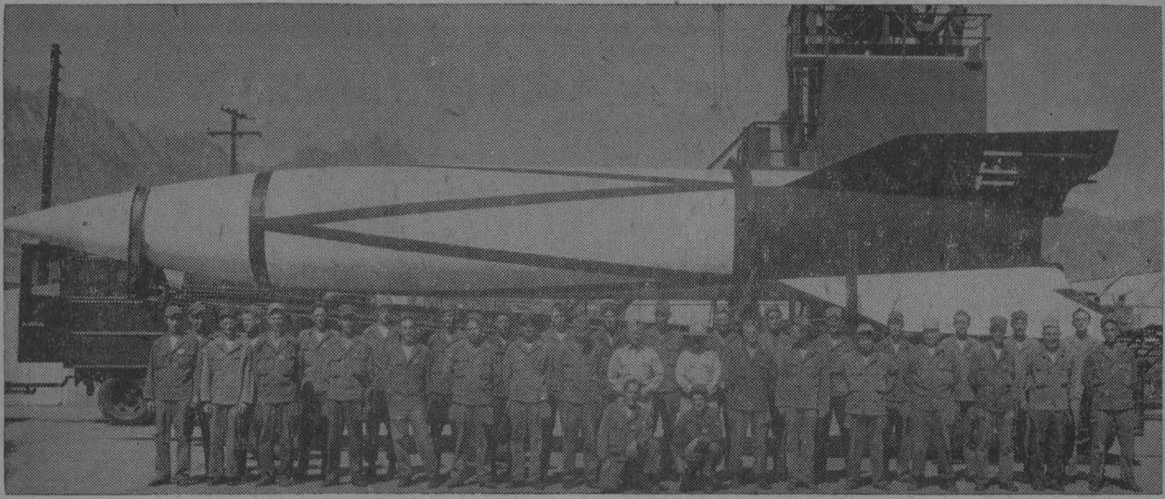
LAS CRUCES



HEADQUARTERS, THEN AND NOW—On the left above is the old WSPG Headquarters Building, now occupied by the Logistics Division. The wooden frame building was adequate in the early years of the post, but by 1949 was being outgrown and a new



Headquarters Building was planned. The new Headquarters (above right) was completed late in 1950 and occupied early in 1951. Logistics Division moved into the old Headquarters Building on Feb. 1, 1951, after the new Headquarters was occupied.



FIRED BY E. M.—The first V-2 rocket ever fired as a result of exclusive efforts of enlisted personnel soared to a height of 132.6 miles above the desert at WSPG in April 1946. The flight demonstrated the skill of enlisted technicians who had mastered the maze of electronic, physics and electrical engineering problems preliminary to the firing. The enlisted men are shown in front of the missile prior to the shoot.

SERVICE CLUB

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Jack Griffith Program
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Games
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Chess, Croquet
SUNDAY, JULY 12—1000,
Coffee Hour
1330—Trip Radium Springs,
Croquet, Classical Music.
MONDAY, JULY 13—2000
Bingo
TUESDAY, JULY 14—2000
Show Shop
WEDNESDAY, JULY 15—1800
Chess

Technical Offices Have Long-Time Employees

The Technical Staff of White Sands Proving Ground has its share of "old-timers," among whom is its Chief, Lt. Col. W. P. Patterson.

Others in the "old-timer" category include Maj. F. V. Carpenter, Bob Bolls, Gene Bender and Leo (Pappy) White.

Early arrivals in the Technical Information Branch are Fred A. Koether, Mrs. Gladys Denney and Mrs. Isabell (Ontiveros) Benavidez.

Mrs. William Wachtler, nee Rosella Curry, is the lone pioneer in Troops and Training Division.

Silkner Sees Pool Of Vehicles Grow From Only 6 to 550

M. D. Silkner, presently employed as Assistant Civilian Personnel Officer, and former Post Adjutant of the Proving Ground, can provide further evidence of the startling changes that have occurred during the past eight years.

Assigned to the Proving Ground as a First Lieutenant October 1945, his first duty was that of Post Motor Officer. He had plenty of time to devote to "additional" duties since the total number of vehicles was six. At the end of June this year, there was a total of 550 vehicles of all types at the Post Motor Pool.

Coming to the post only three months after its activation, Mr. Silkner left later and then returned to the Proving Ground in 1947, following his discharge from military service.

The Civilian Personnel Branch, to which he is now assigned, was authorized as such in 1946. The staff included one personnel officer, Capt. George J. Zils. He acted as Personnel Officer for both military and civilian offices. After two months two civilians, Robert Clements and Ray Dean, arrived to make up a complete staff. Capt. Zils was replaced by Lt. Silkner as Personnel Officer.

The physical changes on the post, from the time of Mr. Silkner's arrival, were stressed most by the completion of the new housing area. The first enlisted men's housing, in 1948, consisted of 135 old-type Army duplexes and a few houses which were occupied by officer personnel.

"We were surrounded by natives," related the explorer. "They uttered savage cries, danced madly and beat the earth with their clubs." "Sounds like golf," said the bored listener.

Advertising Doesn't Cost, It Pays!

6 Douglas Workers WSPG 'Old-Timers'

Douglas Aircraft Corporation employees, including six WSPG "old-timers" who have been on the post for five years or longer, are carrying on highly important work for the Army Ordnance Corps under contract to the government.

The Douglas company has had an important place in the Army's guided missile program for more than eight years.

The six Douglas "old-timers" have been employed continuously at WSPG since their arrivals. Three of them have been here as long as seven years. The six and their arrival dates are:

William A. Duval, Field Station Representative, 1947; T. King, Assistant Field Station Representative, 1948; R. F. Wiggs, Foreman, 1946; Bob Dobzien, Assistant Foreman, 1946; R. D. Tregillus, Leadman, 1947; and J. Haak, Assistant Foreman, 1946.

Post Motor Pool Has 3 'Pioneer' Employees

The Post Motor Pool, with three "pioneer" employees, outranks the Post Exchange, Post-office, Provost Marshal's Office, Purchasing and Contracting Branch, Ration Breakdown Branch and Security Division, which have one each.

The Motor Pool employees are Vic Serna Jr., George Portan Jr., and Sam Carpio.

The other long-time employees, from the units named and in that order, are Quintin Garrison, Glenn O. Filkins, Miss Pearl Mayberry, Mike Elarreaga, WOJG Grady W. Mabe and Rudolph Fox.

Window screen: An arrangement for keeping flies in the house.

FDL Employs Many WSPG 'Long-Timers'

The Flight Determination Laboratories, with at least 32 "long-timers" at WSPG—employees with five or more years of service on the post—probably list a greater percentage of their total personnel than any other division.

The FDL "old-timers" include the following:

Wayne M. Roemersberger, Clyde W. Tombaugh, Ben Phillips, Art Dittmar, Mike Krivanich, Carl Bundschuk, Robert Nelson, John Phillips, Winston Shillite, Ruben Gonzales, William Miller, Keith Humphreys.

And Darrell Lassiter, Lester Christensen, Wilmer Edwards, Demetrio E. Garcia, Wilbert Johnson, Ralph Konegan, Leonard Lane, Alfred Perkins, Henry L. Shields.

And Albert J. Zappelli, Frank Hemingway, Orlando Unruh, William Hiltz, Russell Goff, Vernon Miller, George Wright, Placido Trujillo, Malcolm Mullin, Ralph P. Komang, M/Sgt. R. D. Van Landuyt.

A thing of beauty may be a jaw forever.—Republican, Fairfield, Cal.

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125 S. Church St. Ph. 938-R

Guided Missiles Do Warfare Jobs with Minimum Manpower, Equipment Losses

In recent years the development of guided missiles has reached the stage where unbelievably fast warbirds with electronic brains can destroy enemy targets without endangering the lives of crewmen. In short, automatic pilotage now makes it possible for the automat to perform the jobs heretofore requiring pilots and crews.

Guided missiles fall into four main types: surface-to-air, surface-to-surface, air-to-air, and air-to-surface.

Unmanned Vehicle
A guided missile can best be defined as an unmanned vehicle moving about the earth's surface, whose flight path can be altered by a mechanism within the vehicle remotely controlled by instruments on the ground or in another aircraft. A missile may be rocket-powered or it may be a cross between a jet plane and a missile.

A missile like the Matador consists of a jet engine capable of driving it through the air. Through a complex system of guidance and control, the missile can be launched, flown, maneuvered and "homed" on a target. The missile itself, however, is aided in its takeoff by a rocket engine which drives it into the air until such time as its own ramjet engine begins to operate. The rocket assembly is automatically jettisoned when the jet engine takes over.

Under Constant Control
In the experimental testing phase of a pilotless bomber, the "payload" consists of telemetering and radar equipment instead of the lethal warhead of the finished product. From the time a missile is launched, constant control is maintained over the missile by range stations on the ground and throughout the missile test range.

The missile is guided through a pre-determined flight path and electronically operated telemetering devices record the precise position of the craft at all times during the flight. If at any time the missile gets out of control of one of the range stations, a remotely controlled destructor can destroy the missile before any damage can be done.

Perhaps the best argument for guided missiles at the present time is the fact that they are capable of carrying a high explosive payload directly to a target with a minimum of expense in men and equipment.

The principal mission of the guided missile program is to assist in destroying enemy targets that are heavily defended and to give America a strong air arm

comparable to the present cost of our Air Force.

Material for Lives
Some missiles may cost more than the conventional piloted variety, but the net worth is regarded as money well spent. In short, we are trading material for lives. Several economic advantages will come with the new program.

Smaller quantities of strategic materials will be used up for the

destructive purposes of war.

Since missiles do not require long, heavy runways, the cost of launching bases will be reduced. And since guided missiles don't return once they are fired, costly repair and overhauling facilities are no longer necessary.

There are, of course, certain shortcomings in guided weapons as in all weapons, but overcoming these shortcomings is one of the main purposes of White Sands Proving Ground.

NAVY TRAINING POOL ONE OF POST'S MOST POPULAR RECREATIONAL SPOTS

The Navy Training Pool at WSPG, unofficially called the "Post Pool," serves the entire post personnel for recreational purposes.

The pool was built primarily for training purposes, however, and is used by the U. S. Naval Ordnance Missile Test Facility for training its personnel. Such training, held regularly when missile projects permit, is for the purpose of improving the swimming ability of seamen who have received basic swimming at boot camp.

Completed in 1948
The desert sailor is required to swim under water for given periods and specific distances as training for emergency abandoning of ship in wartime. Regardless of where its men are stationed, the Navy never forgets that for the most part its element is the water, and consequently it endeavors to keep water training up to date.

The WSPG Navy Training Pool was completed on Sept. 14, 1948. Since that date it has proved to be one of the post's most popular recreational spots during the warm months.

Capacity 480,000 Gallons
The pool was built at a cost of \$89,945. The money was provided

by the U. S. Navy Department. The cost included the bath house, showers and a custom filter system that provides pure water 24 hours per day.

The pool is 50 yards long and 21 yards wide. It has a capacity of 480,000 gallons of water.

When not being used for training purposes by the Navy, the pool is open to Army, Navy and Air Force men stationed at WSPG, to civilian employees living on the post, and to the families and guests of post personnel.

"There is only one way to handle a woman; the trouble is, nobody knows what it is."—Sammy Kaye.

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THE UNITED, Inc. APPRECIATION DAYS at the UNITED!

To show our deep appreciation to all clientele of White Sands Proving Ground and employees we invite you to come in and check our drastically reduced prices now! We are closing out many, many summer items at give-away prices. Below find listed a few of the many unadvertised items.

<p>Ladies' Summer Dresses Values to 19.95 Grouped for your convenience. \$3.99 5.99 and 9.99</p>	<p>Ladies' Blouses Fine quality cottons, nylons and rayons. Values to 3.98 SALE PRICE: 1.29 and 1.89</p>	<p>Ladies' Skirts Many new fabrics in latest styles. Values to 3.98 SALE: \$1.89</p>
<p>Children's Dresses Values to 3.98 SALE PRICE: \$1.85 AND 2 FOR 3.00</p>	<p>Men's Dress Shirts Whites and fancies. Values to 3.98 SALE: \$2.39</p>	<p>Men's Dress Slacks Always have sold for 6.95 and 7.95 SALE: \$3.99</p>
<p>Men's Sport Shirts Long sleeve nationally advertised brand. Values to 5.95 SALE: \$2.99</p>	<p>Men's Pucker Nylon Sport Shirts Short sleeve. Long sleeve. \$2.98—\$3.98</p>	<p>Children's Faded Blue Biballs and Dark Blue Denim Shorts. Regular 1.98 SALE: 98¢</p>

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Not as Simple as It Looks . . .

Mountain of Work Done Before Missile Is Fired

(Editor's note: The following article on Holloman Air Development Center was written by the Aviation Editor of the Kansas City Star, who visited Holloman to gather material for a Sunday feature article in his paper. The article also ran in the "Rocketeer," Holloman newspaper, and is reprinted here for "Wind & Sand" readers.)

By JUSTINE D. BOWERSOCK
Aviation Editor, Kansas City Star

Firing an Aerobee rocket into the sky is not as simple a matter as you might think, Capt. D. J. Coleman, Chief of the Rocket Sonde Unit, pointed out.

"It might finally simmer down to the pushing of one button or throwing a lever, but there

are four men in the block-house, each performing an important duty at a maze of control boards," the captain said.

Five Hours to Prepare

"Aside from all the other work ahead of the launching which might have taken weeks, months or years depending on the phase of the work, there are six men dressed in asbestos suits who work five straight and nervous hours preparing the rocket for launching before the four men in the blockhouse take over their jobs," he said.

The load of instruments in the rocket weighs well over 200 pounds. The Aerobee is an unguided rocket which goes up and down. It is not controlled after it leaves the launching tower. The distance where any parts may fall on the 38-by-64-mile proving ground is not made known.

After the nose cone is automatically released and starts to earth via the parachute route, the remainder of the rocket is set to blow itself up. The progress of the rocket is followed on the ground by radar and various other instruments.

Recovery Is Rapid

Shortly after the rocket is launched, the next phase is to find the cone and for that operation there is a recovery unit composed of small planes and helicopters which can land on the desert.

An idea of the speed in which the recovery teams work came from Lt. J. L. Hartman Jr., of Kansas City, Mo., Assistant Director of the Space Biology Lab, who played an important part in the rocket project which carried the monkeys.

"One hour after the rocket was launched, reached its height of 40 miles and the cone returned to the earth, the monkeys and mice were back in the laboratory," Lt. Hartman said. "There was an extra recovery program that morning because it was important to get the monkeys as fast as possible and not let them be subjected to the heat of the desert ground."

Holloman Is Unique

The monkeys, and the mice which were considered of secondary importance, were picked up by a helicopter and rushed to the space lab and not long afterwards were rushed to the aeromedical laboratory at the Wright Air Development Center, at Dayton, Ohio, where today they are under observation.

Holloman is different from most military bases. There are plenty of aircraft stationed here. Each one has a certain duty to perform; they are working planes on a working research project. There is no chance for the GI to hitchhike a ride home from this base when he gets a leave. There are no transient planes.

There are so many projects in the aircraft research development field, as well as the many other rocket projects on the double hush-hush, that Holloman is buzzing with activities at all hours throughout the day.

Operated by Radio

The roar of jets and the big 4-engine transports, as well as the buzz of the small recovery planes, is almost constant and keeps the bright New Mexico sky well activated. But most interest in the aircraft field is in the operation

Condron Field Named For Nebraska Airman

(from Holloman Air Force Base) last October.

The base is 90 miles north of El Paso, Tex., and nine miles west of Alamogordo, N. M.

Formerly known as the Alamogordo Army Air Field, it started to take shape in early 1942. To the southwest lies the Army Ordnance Corps installation, White Sands Proving Ground. It was in the northwestern corner of the air field's bombing range, which is now the missile testing grounds, that the first atomic bomb was exploded July 16, 1945.

Reactivated in 1946

After the war was over the air field was inactivated and all but forgotten in the post-war planning until late in 1946. It was then someone happened to think that the huge land area used as a bombing range earlier would be the perfect site for the guided missile test range.

The Holloman Air Force Base was then reactivated. In March, 1947, preparations were made for the new program of "pilotless aircraft, guided missiles and allied equipment in support of the Air Material Command research and development."

The first rocket was launched Sept. 17, 1947.

No Country Club

This base is anything but a country club. Most of the living quarters are of wood construction, built in a hurry during the war. Lots of construction has been going on since the base has been made a permanent facility. New paved roads are being built, new sewer and water mains help to give the place an appearance of being in a turmoil.

Morale is just on the medium size for the enlisted personnel, and the quarters they have for their families are not far from looking like a tenement district. Even officers' quarters lack a lot of conveniences found at other military installations.

Despite all the secret work going on at Holloman there has been little trouble about too much talking at bars when off duty in El Paso or Las Cruces, which is 60 miles to the west.

Townpeople Don't Talk

While the rest of the nation is constantly seeing "flying saucers," here in the area where such a thing might originate, you hear little conversation from townpeople. They will tell you in Las Cruces about the time four years ago when a rocket went out of control and struck a mountain four miles out of town.

Then there was a time they tell about when one landed in a cemetery in Juarez. Before the base officials could get there, hot dog, souvenir and hamburger stands were in operation at the scene for the curious visitors. But all in all those "neighbors" 50 to 100 miles away don't worry much any

Nine Pfc's Promoted

June's Army pay day was extra welcome for nine privates first class who added a corporal's stripe to their sleeves.

The new promotees included Paul S. Jankowski, Bernard Kopelman, Howard M. Ray, Gilbert L. Stachar, Richard E. Swadener and Donald E. Whitsen, all of Det. 1, 9393rd TSU.

Howard G. Lahman and Nicholas W. Maine Jr., 138th Ord. Co., also added corporal stripes.

The sole corporal made in Det. 2 was George L. Willis.

WSPG Has Colorful Fast-Changing History

(Continued from Page 2)
Las Cruces on May 15.

Construction Under Way

A convoy of enlisted men from the 138th Ord. Co. journeyed to Sierra Ordnance Depot, Herlong, Calif., to display the V-2 in special Armed Forces Day observances.

Maj. Harold A. Mercier, new

W-19 aircraft and helicopters carry out recovery missions.

Post Chaplain, arrived for duty during the week of May 21.

The Army's smallest unit, 163rd Ordnance Integrated Fire Control Repair Detachment, was featured in "Wind & Sand" May 21.

Herbert L. Karsch announced that a five-million dollar construction program was under way at WSPG.

William Bailey, El Paso, was named Chief of the Training Branch, Civilian Personnel.

The first eighth grade students were graduated from the WSPG Junior High School on May 28. There were 14 graduates.

The Army Emergency Relief Drive for the post was under way with a goal of \$5,000 set.

Maj. Walter Records replaced Capt. Raeburn Stiles as OIC of Weather Services for WSPG.

Brig. Gen. G. G. Eddy was awarded an honorary degree at New Mexico A&M College on June 8.

Clyde W. Tombaugh was guest speaker for the newly organized Mesilla Kiwanis Club on June 16.

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