

# REESE IP TO GET 15<sup>th</sup> MEDAL FOR VIET NAM DUTY

One of the nation's highest awards for heroism, the Distinguished Flying Cross, will be pinned to the uniform of a young Reese instructor pilot in colorful ceremonies on the Reese flight line February.

First Lieutenant Joseph E. Breen from Tampa, Fla., earned the coveted medal for a March 19, 1964, flight during his 650 missions — 430 in combat — while serving in Viet Nam between April 1963 and April 1964.

The 24-year-old pilot already holds an Air Medal and 13 Oak Leaf clusters gathered during his Southeast Asia tour.

Lieutenant Breen will receive his new decoration during the wing review on the Reese flightline honoring Class 65-E which

will be graduated that day. Presentation will be by Col. Dudley E. Faver, Reese wing commander.

The Distinguished Flying Cross is awarded for "heroism that must be evidenced by voluntary action in the face of great danger and beyond the line of duty while participating in aerial flight." The medal consists of a bronze cross patee with a four-blade propeller.

On the March 19 flight, "Lieutenant Breen provided air cover against the Viet Cong who were intent on capturing a special Vietnamese forces patrol," says the citation accompanying the medal.

"Despite their clever attempts at camouflage, and the danger of hostile ground fire, he continuously flew his aircraft at extreme-



LIEUTENANT BREEN

ly low altitudes over the hostile gun emplacements, forcing the Viet Cong to cease firing on the friendly operations and to concentrate their fire on his aircraft.

"The outstanding heroism, and selfless devotion to duty displayed by Lieutenant Breen reflects creditably on himself and the United States Air Force."

Lieutenant Breen's principal job in Viet Nam was to spot targets for the Vietnamese air and ground forces and to drop smoke grenades and direct fire.

"Missions were varied, to be sure," says the lieutenant. "But most of the time we flew with a highly trained Vietnamese observer to spot the Viet Cong."

"I'd talk with the observer, who generally was a very sharp troop,

and he would advise the troops on the ground in Vietnamese. Often it was necessary for me to relay information in English to our advisers."

"We'd drop smoke grenades just as close to the Viet Cong emplacements as we could, sometimes off to the side and advise fighter and artillery fire in reference to where the grenades and bombs fell."

"The best tactic was to come just over the treetops on these missions where it was easy to see just what the Viet Cong were doing, how many were assembled at various points and to get a clear picture."

On other missions Lieutenant Breen and his observer skinned

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## U. S. Air Force — Aerospace Power for Peace



The ROUNDUP is an unofficial newspaper published weekly in the interest of personnel at Reese Air Force Base of Air Training Command. It is published by C. F. Boone Nationwide Publications, Inc., a private concern, which is in no way connected with the Department of the Air Force. Publisher's mailing address: P.O. Box 883 Lubbock, Texas. For information phone SH 7-1624 (night SW 9-0580). Opinions expressed by publishers and writers are their own and are not to be considered an official expression by the Department of the Air Force. The appearance of advertisements in this publication does not constitute an endorsement by the Department of the Air Force of the products or services advertised.

VOLUME XVI

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Lubbock, Texas, Thursday, January 28, 1965

NUMBER 4

## Reese Safety Record Cited In Plaque Bid

Pointing to a sharp decrease in accidents and outstanding accomplishment of its flying training mission, sometimes under adverse conditions, Reese has submitted its flying safety record for 1964 for consideration in awarding of the Flying Safety Plaque in Air Training Command and the Air Force.

During the year, it was stated, 92,830 training hours were flown, 48,667 in the T-37 and 44,163 hours in the T-38.

The major accident rate was 1.1 and the minor accident rate was 2.1, to give an overall rate of 3.2. T-37's experienced one minor accident and T-38's had 4.5, with one minor and one major accident.

The overall rate was reduced from 7 for 1963 and is the lowest in Reese history, except for the 1960 zero rate. No fatalities marked the year.

Reese closed the year, the nomination stated, with 183 instructor pilots assigned, 44 with less than 1,000 hours of IP time and 12 with less than 500 hours. Fifty-seven per cent of T-37 instructors had less than a year's experience instructing, as compared with 25 per cent in 1963.

The nomination also cited that adverse weather hampered flying and on good days much more student training was necessary than programmed.

"The manner in which the 3500th Pilot Training Wing accepted the challenge of these trying circumstances, and the degree of efficiency and professionalism instructors exhibited throughout the year constitute a strong justification for the Flying Safety plaque," it was stated.

The 3500th Pilot Training Squadron was nominated for a plaque for the same period. During 1964 45,563 training hours were flown, 23,670 in T-37's and 21,992 in T-38's. No major accidents were experienced and minor accidents had a 2.1 rate, a reduction of 4.6 for 1963. The lone accident was on the first flying day of 1964, giving virtually a whole year without accident.

ATC employs more than 11,000 technical training instructors.



SAFEST—MSgt. Donald W. Carlton of OMS, right, has been named safety driver of the week. He is presented two tickets to the base theater by TSgt. Max Youngman of the Air Police. Carlton, driving with his seat belt fastened, was seen signaling at all turns, looking both ways at yield signs, yielding to pedestrians and signaling when he parked.

## Seven Instructors, Student Getting Promotion To Captain In February

Seven Reese first lieutenants are scheduled to move to the higher rank of captain during February under the promotion date schedule announced earlier.

The first to don double tracks will be 1st Lt. Lawrence E. Huggins of the 3501st Pilot Training Squadron. He becomes a captain on February 4. The following day, February 5, promotions become effective for First Lieutenants Donald L. Long of the 3500th PTS and Marden A. Hiatt of the 3501st PTS. On February 7, 1st Lt. Thomas H. Lewis of the stan board becomes a captain.

Three student officers, First Lieutenants John F. Dalton of Class 65-H, and Robert H. Boles and John A. Corder will be promoted. The Dalton date is February 20, Boles February 25 and Corder February 28.

Lieutenant Huggins, AFROTC graduate of Bradley University, came to Reese two years after attending pilot instructor school.

Lieutenant Long, AFROTC

graduate of Ohio University, came here last May from duty as F-100 pilot in Libya.

Lieutenant Hiatt, former student of the College of the Sequoias in California, was commissioned through aviation cadets and came here last June from Vance AFB.

Lieutenant Lewis, former football star at the University of Georgia, has been here two years.

Lieutenant Dalton is the 1960 graduate of the University of New Mexico and was assigned to Reese from Cannon AFB, Clovis.

Lieutenant Boles, commissioned through AFROTC, is an industrial management graduate of Clemson College and came here a year ago from duty as chief of the manpower validation team at Amarillo AFB.

Lieutenant Corder, former student of Texas Christian University, was assigned here in March 1964 from a bomb wing at Carswell AFB. He was commissioned through aviation cadets.

## Higher Ranks Awarded 105 Reese Airmen

One hundred five Reese airmen are moving to higher rank on February 1 under the quota allotted the base. Of these, 12 are moving to staff sergeant, 33 to airman first class and 60 to airman second class.

Non-commissioned officer ranks go to four men assigned the Hospital, four in Air Base Group, two in Field Maintenance, one in Supply and one in Organizational Maintenance.

Promoted to staff sergeant in the Hospital are Jerry L. Burdick, Kenneth Burget Jr., Robert L. Lauman and Thomas Wells. Moving up in Air Base Group are James W. Davis, James L. Reagan, Lacy M. Stagner and Harold W. Turner Jr. Advancing in Organizational Maintenance is Charles W. Elder. Promoted in Field Maintenance are Hobart C. Lowe and Thomas E. Reed. Going to an NCO in the Supply Squadron is Lorenza McDaniel.

The 33 new airmen first class will be David A. Aston, James A. Bailey, Donald E. Bennett, Gary Cooney Jr., Rodney M. Gruen, Kreg D. Hopingardner, Jose P. Jaramillo, Thomas C. Kinder, Raymond H. Kulp, Donald L. Langford, Reid D. Lewis, Lester T. Lindsley, Texe M. Marrs, Lynn D. Massengale, Michael V. Mistone, Joseph Molinatti Jr.,

Kenneth R. Oehrlein, Robert J. Patterson, Sidney R. Pennington Jr., Lawrence C. Perryman, Joseph M. Powell, John H. Ramage, Donald D. Ringenber, Chester R. Ruddell, Carl J. Salpietra Jr., Sharon R. Seaman, Charles A. Steele, Donald M. Stephens, Claude N. Strickland, James D. Tedder, David R. Thornton, Elmer D. Vickless Jr., and John R. Webb.

New airmen second class will be Joseph F. Aimazan, Nestor R. Bonilla, Leonis Brown, Willie Brown Jr., Edward R. Burns, Johnny M. Cade, Glenn T. Carver, Jose R. L. Caminos, Charles W. Corder, Kenneth C. Curry, Alcee David Jr., Alfred J. F. R. Dudley, Daniel J. Dusza, Roger A. Erickson, Mac E. Fike,

Michael A. George, Robert E. Goldberry, Gary R. Harwell, Joseph B. Hewitt III, David L. Hodges, Lonnie M. Hogan, James A. Holland, Alfred C. Ingold, Walter R. Jones, Benjamin L. Kenney Jr., Jerold D. King, Ronald L. Kirk, Jackie D. Lankford, David A. Lawson, Michael D. McCormick, George W. McGraw Jr., William C. McNeil III, Robert A. Miller,

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Joe J. Silhavy Jr., Gene A. Simpkins, Thomas J. Slater, Robert M. Smith, Walter Spinner, Gene W.

Toles, Gerald C. Touchette, Joe N. Vaughan, Bobby D. Wayman, Richard G. West and Harlow A. Zellmer.

## Final Flights Made By 65-E

Final flights for members of Class 65-E in the undergraduate pilot training program were made here this week, with graduation scheduled for 10:30 a.m. Friday, February 5, in the wing theater.

Permanent assignments in bases of six commands, mostly all in the United States, await the graduates.

Graduation exercises will open with a wing review on the flightline, with graduates taking the review along with other officers.

Speaker at the graduation exercises in the base theater will be Maj. Gen. Joseph A. Cunningham, deputy chief of staff for operations in headquarters of the Military Air Transport Service.

Honor graduates in Class 65-E will be recognized during graduation and all members of the class will be awarded silver wings of the Air Force pilot.

The speaker will be presented by Col. Dudley E. Faver, wing commander, who also will present wings and diplomas. Outstanding graduates will receive awards presented by Col. John D. Gorham Jr., deputy commander for training. Chaplain Robert M. White is to give the invocation and benediction and the Amarillo AFB band will provide music. Master-of-ceremonies will be Lt. Col. William H. Reese, commander of the 3500th Pilot Training Squadron.

## Command Changes Made At Randolph

Col. Woodward E. Davis, presently assigned as deputy for operations of the USAF's Tactical Air Warfare Center, Eglin AFB, Florida, will assume command of Randolph AFB early in March.

Lt. Gen. William W. Momyer, commander of Air Training Command, also announced that Col. Frank M. Madsen, assistant chief of staff for training development at ATC headquarters, will be the deputy commander of Randolph, reporting January 25.

## Formal Five-Minute Ceremony Will Mark Retirement Of General LeMay

WASHINGTON (AFNS) — Air Force Chief of Staff Gen. Curtis E. LeMay, the man whose name has become synonymous with U.S. airpower, will conclude more than 35 years' active duty February 1 in a ceremony at Andrews AFB, Md.

The formality will take five minutes.

At precisely 3:30 in the afternoon in Hangar No. 6 on the base flight line, 1st Lt. Bert F. Case is scheduled to read a message from the President of the

United States and then a USAF retirement order.

Moments later, accompanied by his successor, Gen. John P. McConnell, General LeMay will step outside to watch a flyby of aircraft ranging from early World War II types to the latest in supersonic bombers and fighters. The aerial display will do him honor as the man most responsible for making strategic airpower the nation's major deterrent to aggression.

Providing a fitting climax to the

career of one who has been called "Old Bomber," will be the USAF Thunderbirds aerial demonstration team doing its famed "bomb burst" salute.

About 1,400 invited guests are expected to attend the brief ceremony. They will range from congressmen, foreign embassy and air attaché dignitaries, former Air Force colleagues and major air command commanders to close friends the gruff-spoken professional airman has gathered in a lifetime of service to his country.

On the reviewing stand with him will be Air Force Secretary Eugene M. Zuckert and other high Defense Department and sister service officials.

In deference to the comfort of his subordinates, General LeMay decreed an indoor ceremony, ruling out the formal parade which usually accompanies such occasions.

The only troops participating will be 29-man groups from ceremonial units of the Air Force, Army, Navy and Marines. Music

will be provided by a 48-member contingent of the USAF Band. A 19-gun salute will be fired by a battery from the Army's Military District of Washington.

Following the flyby, General LeMay and guests will tour a static display of aircraft and missiles. Some, brought from the Air Force Museum at Wright-Patterson AFB, Ohio, will contrast sharply with the latest weapon systems, focusing attention on the giant strides made by airpower since the veteran airman began his military career.

### Finances Alone Can't Determine Human's Assets

By the USAF Chaplain Board  
In financial terms, you are worth the sum of your assets less your liabilities. But in terms of total human values, you are worth infinitely more than that.

We all recognize that we have assets which cannot be appraised in terms of money, and these must certainly be counted. Such assets are priceless. For example, who can purchase family, love, friendship, a good reputation, ambition, determination, wisdom, or health—physical, mental, and spiritual?

When we take time to consider our total assets, most of us are reassured. We may be thankful as well, especially when we realize that our non-money assets are our greatest treasures and that, in possessing these, we may recover not only from financial difficulties but also from any other setbacks of life.

In an enlightened society the poor do not automatically lose their dignity and worth merely because they are poor; nor the sick because they are deprived of health. Their true worth is not measured by their material possessions, their degree of productivity, or their social status.

They are first and foremost children of God. No man can rob them of this stature, this status, or of the worth and dignity which this relationship confers. When you are appraising your own worth, consider this inherent value. Then readjust, if necessary, the original appraisal of your own and your neighbors' net worth.

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## Commander's Comments . . .



By COL. DUDLEY E. FAVER  
Wing Commander

There are many definitions of military courtesy; however, one that I especially like is simple — "The expression of consideration for others." In military life, where individuals live and work together in close harmony, the status of this courtesy is inseparable from a command's overall state of discipline.

Proper military courtesy is shown to all, juniors as well as seniors. To the senior, military courtesy is the recognition of the responsibility and authority of his position. To the junior, it acknowledges the essential part he plays as a member of the team — and his readiness to respond to orders.

The single act of military courtesy which most readily identifies an individual's pride in himself and his profession is the salute. The manner in which the salute is rendered can well indicate a person's attitude toward his duties and his unit. A sloppy salute, or no salute at all, often indicates either an individual's ignorance of his duties or a lack of confidence in his ability to perform them. It also indicates a lack of pride in the military team.

The 3500th Pilot Training Wing is a proud organization composed of proud professionals. Let's be sure this pride is displayed appropriately in our everyday activities by knowing the "hows and whens" of military courtesy, and by helping those who need it.

**ATC COST**

**ORDERS FOR RECALL TO ACTIVE DUTY TO MAC TORCHY**

YOU ARE DIRECTED TO REPORT IMMEDIATELY TO ALL ATC ACTIVITIES TO BECOME THE EXPONENT OF THE COMMAND COST REDUCTION PROGRAM. YOUR MISSION: TO ACHIEVE MAXIMUM EFFECTIVENESS AT MINIMUM COST.

*William W. Momyer*  
WILLIAM W. MOMYER  
LIEUTENANT GENERAL, USAF  
COMMANDER, ATC

### 'MacTorchy' Returns To Active Duty To Fire Up CRP Activity For ATC

One of Air Training Command's most famous cartoon characters—MacTorchy—is being called back to active duty.

The colorful Scotsman, who ended his first tour in January 1954, has been called back to light up the command's vital Cost Reduction Program.

His recall orders, signed by the ATC Commander, Lt. Gen. William W. Momyer, read:

"You are directed to report immediately to all ATC activities to become the exponent of the command Cost Reduction Program. Your mission: To achieve maximum effectiveness at minimum cost."

MacTorchy served with distinction for almost two years during 1952 and 1953. During that period, the command reported a savings of about \$4 million.

MacTorchy first appeared as "Torchy" in the February 1952 issue of the former command magazine, "Air Training." At this time, Torchy was not much more than a head, arms and legs attached to the ATC symbol.

By June of 1952, he became "MacTorchy" to promote the command's cost cutting program of that time. His appearance was

changed somewhat with the donning of the true Scotsman's raiment. With his tartan tam-o-shanter and kilts, clay pipe and crooked walking stick, he not only championed the cause of thrift, but looked the part.

He got around. His likeness appeared on just about every wall, inside and out, of ATC.

He looked down from bulletin boards and up from well-manicured administration building lawns. "Be wise — economize," became a familiar slogan to ATC personnel. It was MacTorchy's slogan and it worked.

The thrifty Scot made many friends, most of them airmen throughout the command. They took his advice and turned out hundreds of money and time-saving ideas during this period.

MacTorchy accomplished his mission. People had become cost conscious. Headquarters people smiled over copies of his report. They decided he needed a rest. They could well send him back to the reserves. He would always be available for active duty if airmen stopped thinking about economy. He received his separation orders in January 1954.

ATC people did not stop thinking about economy

### Reese Water Supply Ample, If Waste Doesn't Intervene

Reese has an adequate water supply — most of the time. That is, if it is not wasted.

Partially due to waste, it is a "must" that usage of the water must be cut down in some months.

Residents of Reese Village and Reese Trailer Park are urged to conserve water and avoid waste to insure an adequate water supply throughout the year.

When waste occurs, it not only results in not enough water, but in a higher operating cost for the base water plant.

The water plant has five operators working eight-hour shifts, seven days per week including all holidays.

The plant has six water wells with an average depth of 155 feet, and are equipped with electrically driven 350 GPM pumps. Three of the wells are equipped with auxiliary gas engines for use in case of power failure.

These wells are each producing approximately 300 GPM on four three-hour cycles per day. The wells are all on hand controls and are equipped with airlines and gauges for keeping static level and pumping levels.

The water plant has an underground reservoir with a storage capacity of 250,000 gallons and an overhead reservoir with a 500,000-gallon storage capacity.

Water is metered through a master meter on well lines before emptying into underground storage, and is also metered through the distribution line leading into Reese Village.

The average consumption of water per day at Reese is 700,000 gallons.

There are presently three wells

providing water for Reese which are out of operation. One is having a new pump installed, one is having a new casing installed and being cleaned out, and the third has been put out of commission due to a leakage of gas into the well from the base service station. As soon as new tanks are installed at the service station, it will be cleaned out and provided with a new pump.

### TAC Will Activate Another F-4C Wing

WASHINGTON (AFNS) — The Tactical Air Command will activate the 33rd Tactical Fighter Wing, equipped with McDonnell F-4C Phantom II tactical fighter aircraft, at Eglin AFB, Fla., in March.

The unit, to be commanded by Col. David C. Jones of Minot, N. D., will be the sixth TAC fighter wing to be equipped with the F-4C.

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# Unscheduled Maintenance Boasts Record Of Servicing 'Lot Of Aircraft' In 1964

Do the men who work in Unscheduled Maintenance make up a forgotten unit on Reese Air Force Base?

The amount of work that Unscheduled Maintenance verifies that this unit is a very important part of the base.

In 1964 a total of 2,253 aircraft moved through Hangar 92 for the maintenance men to put back in service promptly.

The small unit of Organizational Maintenance is a carry-over from T-33 aircraft days. When the T-38 Talons moved in the unit became T-38 Heavy Maintenance. In October 1964 it became Unscheduled Maintenance. The unit was set up to operate with an NCOIC and two shift NCO's.

Now work hours are long — most of the time 20 hours or more a day. At times, men work all night.

When the T-38's took over, the unit was set up to remove boat-tails, or rear fins, from the Talons for engine work. Now a lot more is done.

Almost all engine work requires the boat-tail to be removed for engine maintenance or change.

Now the unit accomplishes gear retractions, strut repacking, aircraft jacking for unsafe gears, check of fire warning systems and air-conditioning units, correction of hydraulic leaks, hydraulic actuator leaks, sheet metal work and other miscellaneous tasks.

Unscheduled Maintenance is supported by every kind of specialist, mostly engine change crews, that are available on the flight line. Specialists include: electricians, instrument shop men, and personnel of the hydraulic shop, sheet metal shop and engine shop.

An engine change crew is stationed in Hangar T-92 to expedite maintenance with Unscheduled Maintenance.

"We're ready every minute of the day to support the T-38 flight line section in our squadron," says MSgt. Virgil Gaskins, the Unscheduled Maintenance NCOIC.

"We get a lot of aircraft pushed in and out of the hangar, all needing attention. And we're out on the line for maintenance work whenever needed."

Last calendar year the unit repaired 1,135 engines on T-38's and changed 482 engines, re-

tracted 162 landing gears, repacked 116 struts, corrected 98 fire warning problems and corrected 260 miscellaneous items.

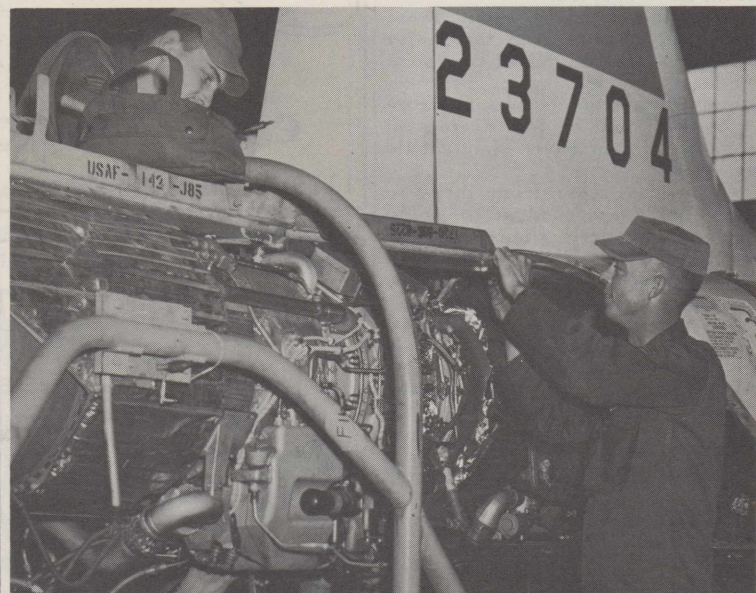
That's the performance of a small crew.

The original crew consisted of Sergeant Gaskins, First Shift Chief Everett Riecke, Second Shift Chief Dwight Moore, A1C Steve Bowers, A2C Marvin Erickson, A2C Billy Jackson, A2C Harry McEntire, A3C David Lawson, A3C Antonio Hinojosa and A3C John Warwick.

Personnel changes are made as airmen are reassigned or transferred to other duties and some go PCS.



WORK AHEAD—Supervisors in Unscheduled Maintenance map the program for work to be done. Left to right are SSgt. Everett Riecke, day shift; MSgt. Virgil Gaskins, NCOIC of the unit; and SSgt. Dwight Moore, night shift supervisor.



ENGINE INSTALLATION—Installing engines after repair is a meticulous task for Unscheduled Maintenance. Here A1C Steve Bowers, left, and SSgt. Dwight Moore are in the midst of the task.

"Our men and women in uniform are entitled to a standard of living commensurate with their abilities and the responsibilities we ask them to bear."—Robert S. McNamara, secretary of defense.

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## Medals . . .

(Continued from Page 1)

along railroad tracks or near Viet Cong emplacements, flying "on the deck" from a foot or two on up.

"We'd look for mines or ambushes mostly," he stated. "It got so we could almost spot by intuition. We looked for earth which had been moved, for concentration of people moving away from or congregated near spots.

"Then, of course, there were always the occasions when the Viet Cong fired on us, which left no doubt whether they were friendly or enemy."

Lieutenant Breen flew more than 650 missions during his year in Viet Nam. The 430 missions were classified as combat missions because of their nature. The remaining flights were as convoys for trains, or liaison for trucks and troops on the ground. Then there was the delivery of food to small isolated patrols.

Lieutenant Breen flew the L-18 aircraft, a single-engine, two-passenger light plane used mostly by the Army. It is highly maneuverable and versatile, with a speed of about 100 mph.

"We escorted helicopters on rescue missions and flew cover for ground action," said Lieutenant Breen. "We acted as the command post, directing activities. Everything our people did was to advise and assist the Vietnamese, who are fine, wonderful people, extremely friendly and more than willing to share what they have."

Lieutenant Breen flew most of his missions from Da Nang. He made photo missions with the Vietnamese and carried food and ammunition to isolated patrols.

"One day, I remember, an Army plane was carrying a couple of pigs on its wings to a patrolling strike team. The Viet Cong started shooting as he took off. He tried to drop the pigs so he could climb faster. He pushed the button to disengage the pigs. But it was no use.

"Some helpful soul had wired the pigs to the wings and they were permanent. The pilot had to do the best he could with the added weight, but he got away."

Lieutenant Breen was an F-100 pilot at Homestead AFB, Fla., when he volunteered for Viet Nam duty.

"It was a far cry from that speedy jet, the F-100, to the L-19."

Previously he secured his pilot wings through pilot training at Webb AFB, Big Spring, and then served at Luke, Nellis and George AFB's before going to Asia.

At Reese he is training his first three students in the undergraduate pilot training program. He is the son of a retired Army colonel. He is married and has six sisters and two brothers.



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NEW OFFICERS—New officers of the NCO Wives Club gather for the camera following their installation. Left to right are: Louise Smith, LaVerne Ching, Donna Ankram, Trudy

Koscielny, Barbara Erwin, Barbara Spraggins, Jean Hoover, Alice Senne, Grace McLeod, Arlene Corbett and Barbara Perryman.

### NCO Wives Club Installs Officers

New officers of the Reese NCO Wives club were installed at the semi-annual installation dinner January 23 in the NCO open mess. Mrs. Roy Erwin became president, receiving the gavel from Mrs. Nels Hogberg, outgoing president. Others installed were: LaVerne Ching, vice president; Barbara Perryman, secretary; Jean Hoover, treasurer; Arlene Corbett, assistant treasurer; Barbara Spraggins, parliamentarian; Grace McLeod, corresponding secretary; and Alice Senne, Louise Smith, Trudy Koscielny and Donna Ankram, members of the board of governors. Mrs. Hogberg was presented with a gift for her service during the past six months. Hostesses were Nancy Buller, Alice Senne, Jean Hoover, Barbara Spraggins and Barbara Perryman. Attending were 26 members and their husbands.

### School Lunches

Menus planned for next week at the Reese Elementary School are: MONDAY—Ham chunks, pinto beans, buttered greens, cornbread, fruit pie, milk. TUESDAY — Meat loaf, spinach, corn, hot bread, sheet cake, milk. WEDNESDAY — Hamburgers, French fries, fruit pie, milk. THURSDAY — Turkey pie, yams, green beans, hot bread, fruit salad, milk. FRIDAY — Salmon patties, blackeyes, baked potato, hot bread, apple sauce, milk.

Reese AFB was named in honor of 1st Lt. August F. Reese of Shallowater, who was killed on a bombing mission in World War II.

### HOMES

I have several completely re-conditioned 2 and 3 bedroom homes in Lubbock and Shallowater for sale for no down payment—only a small amount at closing is all of the cash required.

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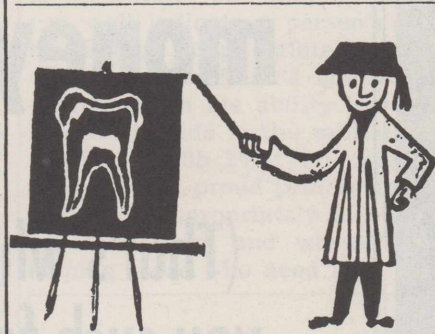
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## HERE'S SOMETHING TO CHEW ON!

### Care of the Child's Permanent Teeth

Your child may well take his first step on the road to artificial dentures when he is only two. It has been estimated that 50 per cent of all two-year-olds have one or more decayed teeth, and that by the time a child starts to school he is likely to have three or more cavities. Thus a pattern of decay-and-fill-and extract is established, and before too many years have passed the child is a man, and the man has joined the one in five Americans who have full dentures by age 35! Good dental health habits must begin when your child is born — attention to proper diet, to good oral hygiene at home, to regular dental care as soon as all the first teeth have erupted. Early care not only prevents decay but helps to avoid those conditions which lead to crooked teeth, faulty bite, and the major dental disorders that mean expensive and extensive dental treatment in later life.

As your child approaches six, good dental habits become more important than ever; the second set of teeth that begins to erupt at this time is the last natural set your child will ever have. They should — and can — last as long as he lives. Regular visits to the dentist during the years from three to twelve assure that the first, or "baby" teeth are shed at the right time and that the permanent teeth come in properly aligned. During these years, the roots of the primary teeth slowly dissolve to loosen them, while the permanent teeth that have been forming in the jaw begin to push their way through the gums. Occasionally, the roots of a baby tooth don't dissolve quite fast enough. Your dentist may want to help along the loosening process. Or, if the first tooth has been lost too soon, he may insert a simple appliance called a space maintainer to preserve the space for the incoming tooth. Early loss of either primary or permanent teeth will cause neighboring teeth to drift into the vacant space and either prevent normal eruption of a new tooth or disturb the position of erupted teeth.

The six-year molars — first of the permanent teeth and the most important — require careful attention. These four teeth often are not recognized as permanent, because they don't replace a baby tooth. The six-year molar is the sixth tooth back from the center of the mouth and is needed to preserve the shape of the dental arch while the other teeth are coming in. Six-year molars often develop cavities just a few months after they erupt and yet these teeth must last 60 or 70 years! By the time a child starts school, the habit of toothbrushing immediately after eating should be well established. A child's toothbrush should have a small head so it can reach all surfaces of the teeth, should have a flat brushing surface and soft bristles.

Remember National Children's Dental Health Week Feb. 7-13

### CLASSES OPEN

Classes in beginning bridge are being held at 9:30 a.m. each Monday in Mathis Service Club, with all interested persons invited to participate.

## First T-38 Passes 1,000 Hours Here; Average High; Others Nearing Mark

T-38 aircraft No. 23689, the 63rd Talon to be assigned to Reese, became the first of the basic trainers to pass 1,000 hours of flying last Wednesday afternoon.

Piloted by Capt. Robert A. Rasmussen of Flight J, 3501st Pilot Training Squadron, with 2nd Lt. John C. Tharrington as the student, the plane touched ground shortly after 3:30 p.m., having amassed 1,002.4 hours since arrival.

Colonel Joseph E. Payne, deputy commander for materiel, referred to 23689 as a sturdy aircraft which had averaged better than 54 hours a month, despite bad weather which cut down flying hours and short months in which vacations reduced hours.

On hand when the plane touched down were Colonel Payne and Col. John D. Gorham, Jr., deputy commander for training, along with maintenance men who had kept the plane in the air.

TSgt. John Coard is flight chief, SSgt. William Adams, Row 23 chief, and A3C Vaden M. Bro-

shears, A3C Gregory Strigen, A1C Roy E. Lee and A3C Guy R. Young Jr., row crew chiefs.

Several other T-38's were close to the 1,000-hour mark when 23689 pulled into Row 23 for parking.

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### Olympics Winners To Receive Awards

Boys and girls of Reese who won recognition in last summer's Junior Olympics will be honored at the Youth Center the night of February 5. Medals and certificates won in competition will be presented by Col. Richard A. Steele, base commander, and Lt. Col. David Mold, chief, personnel division.

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**NEW NCO's**—Most of the airmen first class moving to staff sergeant rank February 1 gathered to receive congratulations of their commanders. In the picture to the left, Air Base Goup promotees pose with their immediate supervisors after being congratulated by Col. Richard A. Steele, group commander. Left to right are Maj. Braxton Hamlin, A1C Harold W. Turner Jr., Maj. Thomas Batey, A1C Lacy M. Stagner, A1C James W.



Davis, Capt. William Lewis, A1C James L. Reagan and 1st Lt. Charles Gourley. In the picture to the right Col. Joseph E. Payne, deputy commander for materiel congratulates four men in his organization moving to staff. Left to right are A1C Lorenza McDaniel, A1C Thomas E. Reed, A1C Charles W. Elder and A1C Hobart C. Lowe.

**Youngsters To Give Dance Performance**

Members of the Youth Center dancing class will present a recital at 8 p.m. today in the center with Miss Jan Fauske, teacher, in charge. The evening has been entitled "Welcome to the Mardi Gras." The public is invited

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**TOPS Awards Go Monthly To Men**

Reese personnel each month will receive the Air Training Command TOPS award for outstanding performance in promotion of safety, awards going for operations, maintenance or support.

The award consists of a gold lapel pin, or tie tack on which a replica of the torch is shown on the ATC seal, with a silver star and a ruby set in the flame. Indi-

viduals recognized also are to receive with the pin, an embroidered patch to be worn on fatigues or flight clothing. In addition, a letter of recognition from the wing command will be placed in the recipient's personnel record.

Three Reese personnel already have received the award, two for operations and one for maintenance. All Air Force military personnel and civilian employees who contribute by individual action or duty performance to the Reese flight safety records are eligible for the award.

One award will go monthly in operations, another in maintenance and a third in the support field. The patch indicates the field in which the individual contributed.



**SAFETY PATCH**—The TOPS safety award is shown here. On a background of Air Force blue is shown the ATC seal, with the white border carrying the designation of the award and below in red the designation of the field in which the award is made.

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**ABG, Students Stage Tourney Fight**

With only the remainder of the week to determine who will represent Reese in the Air Training Command squadron level basketball tournament, Air Base Group #1 still had command of first place in the intramural basketball race with 3501st Student Squadron breathing down their proverbial necks and just .028 percentage points off the pace.

Air Base Group and Student Squadron were scheduled to lock horns Tuesday night, and it is a pretty safe bet that the winner of that contest will make the coveted trip to Sheppard.

ABG #1 had only one outing last week, that on a victory over Field Maintenance, 64-42. Willie Nelson, ABG, took the scoring laurels with 19 points followed by Paul Griffith, FMS, with 18.

The Students defeated Supply, 59-49, with John Russell pacing the leaders with 17 points. Supply's Bobby Parr was the game's high-point man with 25 points, scoring over half of his team's total.

Student Squadron delivered a 77-42 thrashing to 3500th USAF Hospital in its second triumph of the week. Hospital's Lloyd Grant was the game's leading scorer with 22 points. E. L. Ener lead the winners with 13 points.

58. Bernie Flowers took the game's high point honors with 21. Grant lead Hospital with 17 points.

Organizational Maintenance, in its only contest last week, subdued Field Maintenance, 52-46. High point honors for the game went to Armando Trejo with 17.

FMS whopped 3500th Pilot Training Squadron to the tune of 64-42 with James Phifer pacing the victors with 15 points.

Hospital subjected Air Base Group #2 to a 57-37 defeat with ABG 2's taking the scoring honors with a 15-point total.

Barring a pair of upsets — and it's not likely to happen — from two of the three teams remaining on their schedule this week, Air Base Group #1 basketballers are on their way Monday to Wichita Falls and Sheppard AFB to represent Reese in the squadron level ATC basketball tournament.  
A 62-58 victory over 3501st Student Squadron, Tuesday night, all but assured the ABG cagers of the trip.  
Air Base Group jumped off to an early lead, and the Students never recovered.

AFCS picked up two victories in last week's competition, one via the forfeit route from Supply Squadron, and the other a bonafide conquest over Hospital, 61-

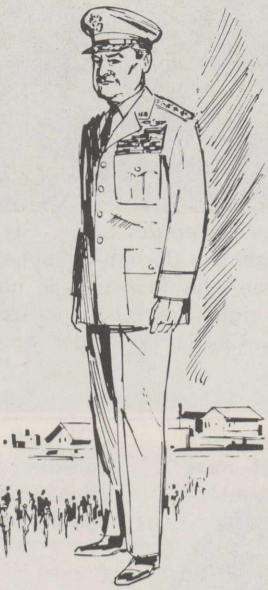
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THE WELFARE OF AIR FORCE PERSONNEL HAS ALWAYS BEEN ONE OF GENERAL LEMAY'S MAJOR CONCERNS. AS CHIEF OF STAFF, HE INITIATED FAR-REACHING CAREER IMPROVEMENT PROGRAMS. THE EIGHT ACTIONS FOR RETENTION OF AIR FORCE PERSONNEL, WHICH HE PRESENTED TO CONGRESS IN 1963, HAVE BECOME THE BASIS FOR PRESENT PROGRAMS DESIGNED TO MAKE AN AIR FORCE CAREER MORE ATTRACTIVE.



## General LeMay, 'Tough Guy,' Concerned For Servicemen

General Curtis E. LeMay, who retires February 1 as Air Force chief of staff, is as well-known for seeing to the well-being of his personnel as he is for his toughness as a leader and daring as a strategist and tactician.

He has been described aptly as "the sort of guy who inspires legends." Few commanders in U. S. Air Force annals have been more concerned with the welfare of their people.

For example, during World War II in the Pacific theater, he once brought two luxury liners to the Marianas Islands, to serve as rest camps for his battle weary B-29 crewmen when other facilities were not available.

When General LeMay became commander in chief of Strategic Air Command he began the longest tenure as a major air command leader in Air Force history — 1948 to 1957. Not only did he become uniquely identified with SAC and its progress but also with the welfare of its people.

While demanding the high standards of readiness and performance that gave SAC its pride of service, he was always aware of the human toll exacted by the mental and emotional stresses of life in that command.

Aircrews, flying at all hours of the day or night, were frequently absent from home. Sometimes air and ground crews had to travel 20 miles from the base to find adequate living quarters. Aside from personal hardship, this created a serious operational problem for it meant that SAC's bombers might be delayed in the event of an alert.

Other conditions affecting morale were inadequate pay and allowances and limited medical care for dependents.

Over the years General LeMay was responsible for greatly improved living conditions on SAC bases, both for married and unmarried personnel. He established dependents' assistance programs, initiated hobby shops and worked to secure better housing and more pay.

A strong factor in retention of

Strategic Air Command's airmen was their realization that General LeMay was always making a conscientious effort to remedy personal problem areas.

He took special interest in SAC's flying safety program and emphasized accident prevention. The command accident rate per 100,000 flying hours declined steadily from 54 in 1949 to 41 in 1950 and to a low of 9 in 1956.

For General LeMay, the United States Air Force and its people have been synonymous.

## Club Activities

NCO Open Mess

FRIDAY — Rock and roll with Roy Roberts 9 p.m. to 1 a.m.

SATURDAY — Duke and The Exotics, dance, 9 p.m. to 1 a.m. Kitchen open until 2 a.m.

SUNDAY — Steak dinner, 11 a.m. to 2 p.m.

MONDAY-TUESDAY — Special drinks, 4:15 to 5:15 p.m.

WEDNESDAY — Game night.

THURSDAY — Special drinks, 4:15 to 5:15 p.m.

On February 4 The Inkspots, internationally known singers, will appear from 7 to 11 p.m. at the NCO Open Mess. Their program has been popular for years.

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