

THE ROUNDUP

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VOLUME XVII 2 Lubbock, Texas, Friday, November 25, 1966 NUMBER 47

Majors Earn Greater Rank In Promotion

Two Reese officers — Lewis J. Cowart and John H. Koller — put on silver leaves of a lieutenant colonel Monday, immediately after being notified of their promotion to that grade. They were notified by Col. Ernest T. Cragg, wing commander, in his office.

Also promoted was George Dreier, now in Southeast Asia, who left Reese a few weeks ago after serving more than three years as chief of the Reese safety division.

Colonel Cowart is chief of supply, moving up a month ago from management procedures officer in supply, a post he had held since he came to the base in July 1963. He has been an outstanding supply officer in the Air Force since coming to Reese from Rhein-Main Air Base in Germany.

He is a former student of Baylor University and is from Jacksonville, Tex. He has been in service since February 1943.

Colonel Koller came to Reese in January 1965 from the Armed Forces Staff College at Norfolk, Va., and is operations officer for the deputy commander of operations. He has been in service since August 1950. He previously performed duty as a flying instructor at Moody AFB, Ga., as a fighter bomber pilot and 13th Air Force staff officer in the Pacific, as flight instructor at Olathe, Kan., and as an Air Force ROTC professor of military tactics at East Texas State College.

He holds a bachelor's degree from Texas A&M University and a master's degree from East Texas State College. He is from Elm Mott, Tex.

Travel On Leave By Airline May Bring Problems

Reese personnel planning to use the commercial airline half-fare program offered for military men on leave this week were urged to understand the entire program. Some problems, it was indicated, may appear, particularly during the Christmas-New Year period.

Personnel are being urged to confer with their unit commanders and/or first sergeants to learn details of the program.

It is pointed out that half-fare tickets do not guarantee travelers a seat. Once boarded, the traveler is subject to being bumped or removed enroute and he is not entitled to a meal.

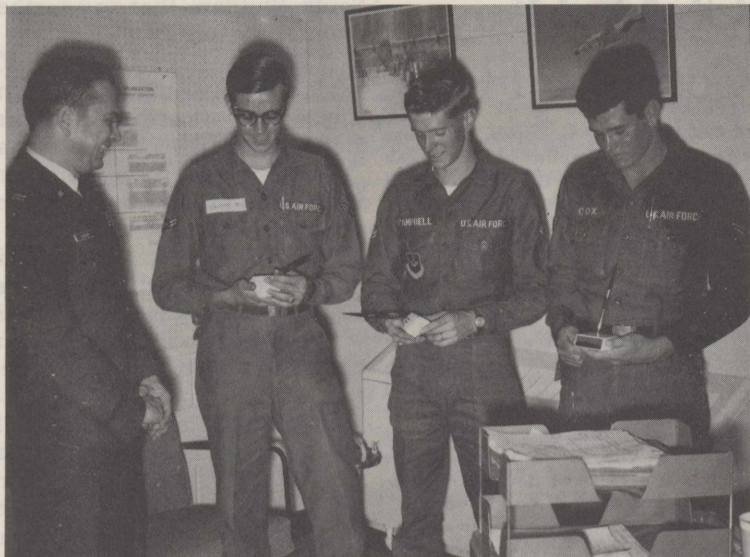
Personnel using the half-fare program must travel in uniform and they must allow enough travel time to arrive at the duty station on time.

Only persons on leave are entitled to use the half-fare. Reese officials are keeping in touch with local airlines to keep difficulties at a minimum.

Former Instructor Leads First Landing

The first jet aircraft to land in the Antarctic, a Military Airlift Command C-141 Starlifter, was commanded by Capt. Howard H. Geddes, Reese instructor in the late 1960s. It landed on the ice at McMurdo Sound Nov. 14.

Captain Geddes' aircraft from the 86th Military Airlift Squadron at Travis AFB, made the 2,200-mile flight from Christchurch, New Zealand, to McMurdo in about five hours.



OJT HONORS—Three Organizational Maintenance airmen receive engraved pen sets from squadron commander, Capt. Larry A. Clever (left) for scoring 95 percentile on Specialty Knowledge Tests (SKT). Admiring their awards are A2C Franklin Clark (left to right), A2C John Campbell, and A2C Nathaniel Cox. Also receiving the OJT award were: A2C Charles Brown, A2C Michael Clark, A2C O. Chambers, and A2C Kenneth Boudreau. "... It is gratifying to see my personnel do so well in support of the base mission," said Captain Clever. These contributions were "instrumental in helping win" the squadron's OJT trophy for the first quarter of this fiscal year.

Operation Homesafe Geared To National Drive Objectives

Operation Homesafe was in high gear this week at Reese in active support of the Air Force campaign, Holidays from Danger, which is aimed at slashing accidents in the service to a minimum.

"Operation Homesafe has always been successful at Reese and it should be this year," said Joe Lopez, ground safety director. "Every effort will be made to eliminate all accidents for the remainder of the year, and this is the objective throughout the Air Force."

Holidays from Danger was set up by USAF to extend from Thanksgiving through New Years. Attention has been called to the additional hazards brought on by cold weather and annually the Air Force finds many of its members are killed and/or badly hurt in traffic accidents.

"The hazards of vehicle operation become more critical, and driver skills are tested to the utmost by conditions not normally present during the remainder of the year," it was stated in USAF.

Col. Ernest T. Cragg, wing commander, has announced he expected 100 per cent success in Operation Homesafe, which has the same objective as the USAF campaign — no accidents and no injuries or deaths.

The campaign this year is being especially stressed because of the increased death toll on highways of the nation. Air Training Command already has more than 50 highway deaths and the command toll is 89 per cent above that of 1965.

Use of seat belts is being stressed for all automobiles and no motorcycle or motorscooter is being allowed on the base here if the occupants are not wearing shatter-proof goggles and protective helmets.

Lopez, in stressing all angles of Operation Homesafe, emphasized that cotton trailers at the moment are extremely hazardous, particularly because many pull out into traffic from side roads and drivers fail to use proper signals. He also stressed that all too frequently the trailers do not carry operating reflectors and lights.

"Impatient drivers behind the trailers may attempt to pass, even in tight situations," Lopez added. "Be on the watch for these rigs, and if you fall in behind one, be prepared for the unexpected. We do not want any Reese vehicle mixing it with a cotton trailer."

Lieutenant Earns Best Instructor Title For Month

First Lt. Jon N. Swift of the 3501st Pilot Training Squadron, has been named instructor pilot of the month for October by the deputy commander for operations.

His letter of nomination praised him for outstanding performance, devotion to duty and professionalism, excellent flight planning, major assistance to weak students and in securing high ratings on inspections. He also was credited with volunteering for extra duty and performing well.

Graduate Of Reese Believed Youngest Plane Commander

First Lt. Leonard L. Wright, graduate of Reese Air Force Base and native of Abernathy, is believed to be the youngest B-52 aircraft commander in the Strategic Air Command, the wing at Westover AFB, Mass. He's 26 years old.

The lieutenant was valedictorian of his graduating class in Abernathy High School. In 1962 he was graduated from the Air Force Academy, valedictorian of his class, moving to Reese to secure his pilot's wings in February 1964.

Lieutenant Wright, known in high school as "Bo," has been on the Select Crew since his arrival at Westover, it was announced, and spot captain from March 1965 to July 1966. His B-52 crew may be the youngest in SAC. The average age of the crew is 25.33 years.

WASHINGTON (AFNS) — Increased weight allowances for shipment of household goods have been approved for the majority of married military personnel. In most cases the increase amounts to 2,000 pounds.



HOMESAFE—A student in the Reese undergraduate pilot training program nears completion of a parasail flight in the newest addition to requirements for securing silver wings of the Air Force pilot. Parasailing is aimed in reducing injuries in case the pilot is forced to parachute.

PARASAIL PROGRAM, AIMED AT REDUCED INJURIES, SUCCEEDS

The parasail program installed in the undergraduate pilot training program at Reese during the summer is proving highly successful and should go a long way toward reducing injuries to pilots who are forced to parachute in emergency, Capt. Lawrence Klinestiver, chief, physiological training, asserted this week.

Three classes, have completed the training with a low injury rate, he pointed out.

"We just finished with Class 68-C and for the first time we have not a single injury," the captain grinned. "We have been working toward a class which completed the parasail phase without injury."

"We've made 893 tows and the injury rate is .125 per cent. That is mighty good and something to crow about. It makes us all happy."

The parasail program is intended to show pilots how to land by parachute properly. Each student at Reese is trained with special parasail equipment, consisting of a parachute with louvers, and makes landings. Each parasail is towed by a large truck until it is several hundred feet in the air.

The first tow permits the student to make a soft landing. On the next two tows the student is forced to land through manipulation of louvers.

"The whole objective is to show, through the free descents, how action must be taken to avert injury on landing," Captain Klinestiver said. "The student must manipulate to land right and to get rid of the canopy and control the wind effects at all times."

Captain Klinestiver has been qualified as a parachutist for a long time as the result of attending the Army jump school at Fort Benning, Ga. A1C J. G. Winkelpleck of the Reese physical training area also qualified at Fort Benning months ago.

Recently qualified at the school are A2C Robert E. Mestrez and A2C L. L. Gordon of Reese.

The airmen are assigned 10 students. (See PARASAIL, Page 2)

Holiday Leave Policy Planned

WASHINGTON (AFNS) — The Armed Forces will observe liberal leave policies and permit early discharges of personnel for the Christmas season this year, the Department of Defense announced. The holiday leave period will be extended from Dec. 17 through Jan. 2.

The extended period will, as in the past, insure that most servicemen have an opportunity for leave over one of the two holidays during the period.

The policy also will apply overseas where the military mission permits. However, it does not apply to personnel serving in Vietnam where operational requirements preclude changing normal leave policy during the holiday season.

The Armed Forces also will have an early release program for the Christmas season permitting the early separation of those personnel whose normal release from active duty dates otherwise would occur between mid-December and Jan. 2. Individual release dates will be timed to permit such personnel to be home for Christmas.

LOTS OF IDEAS

CASTLE AFB, Calif. (AFNS) — SMSgt. Malcolm E. Smith, 93rd Supply Squadron, has submitted more than 115 Cost Reduction Program suggestions since the Big R program began in Strategic Air Command.



SOLOIST—Second Lt. David P. Fayles smiles happily beside his plane after completing his first solo in T-37 aircraft, the first to solo in Class 68-B in the 3501st Pilot Training Squadron. His instructor was Capt. Howard McClain.

New Law Brings Benefits

When the Veteran's Readjustment Benefits Act of 1966, more familiarly known as the Cold War GI Bill, was passed, much emphasis was given to the educational benefits it provided.

This emphasis is quite proper. The educational provisions of the bill are available to all servicemen with two years active duty and to veterans with service after Jan. 31, 1955. Hence these benefits are ones which probably will be enjoyed by the most people.

However, there are many other provisions in the bill — benefits that many servicemen could well use but might let slip by because they aren't aware of them.

One other benefit that is available, right now, to active duty personnel, is the home and farm loan provision — a mighty important benefit for servicemen seeking a home in this day of high mortgage rates and generally "tight" money.

Most of the other benefits are primarily aimed at veterans but it will pay the serviceman on active duty to be checked out on them now. Then, when his time in service is over, he will be fully equipped to take advantage of all the benefits he has earned.

Among the other benefits are Job Counseling and Job Placement; Federal Employment Preference, VA medical care, Burial Flags, and important changes to the Soldier's and Sailor's Civil Relief Act.

Details of each of these benefits are available through educational channels at your place of duty or through the VA. Find out about them now. (AFBN)

Small Spark Brings Big Bang

"Put a match to a can of gasoline? You gotta be crazy!"

You're right. But you "gotta" be just as crazy to use that gas for household chores. Few stop to think that gas — mixed with air — makes a vapor that has been known to travel as far as 200 feet. If, in the course of its "travels," it comes in contact with the pilot light of a hot water heater — or some other source of ignition — a blue flame will race back along the vapor trail to the gas container.

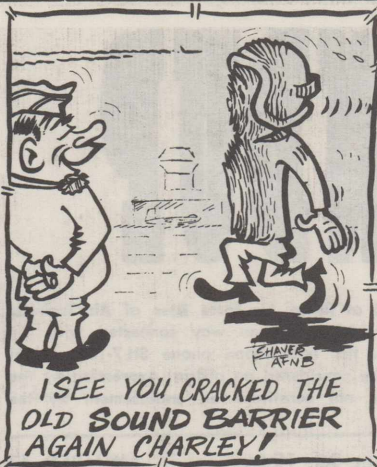
You may get a big bang out of the result! On the other hand, you may not be around to hear it.

Safety men warn that there is no safe way to use gas for household chores — as a solvent for cleaning clothes, floors, auto parts and paint brushes, as a quick way to light piles of brush, trash or barbecue fires or as a fuel for power mowers and boats.

If you're one who thinks he's safe as long as he doesn't bring a flame near a can of gas, think twice. The home — and the life — you save may be yours!

QUOTE OF NOTE

"The ultimate defense of freedom lies not in weapon systems, nor in the implements of arms. These we must maintain as responsible men to deter the folly of those few leaders who acknowledge no responsibility to God or men or their own people. But freedom's surest defense and freedom's greatest force is the enlightenment of the minds of the people." — President Lyndon B. Johnson.



USAF Okays Contract Here

Col. William C. Sipes, Jr., base commander, announced this week Headquarters USAF approval of the renewed Employee-Management Agreement at Reese. The colonel said a base management team and AFGE Lodge 1810 officials negotiated the agreement last September.

"This agreement enlarges upon the original contract that was approved in April 1964," Colonel Sipes stated. He said it spells out employee, union, and management rights, privileges, and obligations in relation to base personnel policies and working conditions.

Some of the new articles are related to wage surveys, training, tours of duty, clean up time, mess facilities for third shift personnel, temporary promotions, safety practices and mediation, said the colonel.

Colonel Sipes and George C. Brock, lodge president, stated the contract will improve employee-management understanding and cooperation.

The lodge earned the right to negotiate the agreement covering all Air Force employees on base when it achieved exclusive recognition in September 1963. Better than 50 per cent of base employees are members of the union.

Colonel Sipes stated copies of the agreement will go to all base supervisors, Lodge 1810 officials, and all bulletin boards. He emphasized, "All base personnel should be thoroughly familiar with each article of the contract."

Parasail . . .

(Continued from Page 1)

dents each at all times and supervise them closely. They first give students instruction in the parachute ejection seat and then guide them through the parasail work. Non-commissioned officers supervise all training and Captain Klinetrivier keeps an eye on everything in the program.

Two instructor pilots, 1st Lt. R. A. Mamiya of the 3500th Pilot Training Squadron and 1st Lt. J. J. Moynihan of the 3501st PTS, have completed the eight-hour parasail course and are prepared to assist members of classes assigned them.

As each class goes through parasail training, instructor pilots will go with them as volunteers taking the same work. Thus, the aim is to have as many IPs qualified as possible, Capt. Klinetrivier stated. Training is the same for all.

Parasail training is performed on a 160-acre tract on the Spade Ranch, 10 miles west of the base.

"We feel this is a very valuable program for the Air Force and will pay big dividends," the captain stated.

He's leaving the program shortly for other duty, but is scheduled to return after a tour in Vietnam as an F-105 pilot. He holds a master's degree in psychology from New Mexico University. When he returns from Southeast Asia he hopes to secure his doctor of philosophy degree and then get right back to parasail training supervision.

Thunderbirds Name Right Wing Member

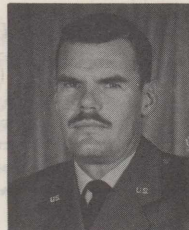
AIR FORCE ACADEMY, Colo. (AFNS) — Capt. Stanton R. Musser of the Air Force Academy will join the Thunderbirds, official Air Force aerial demonstration team, as right wing man. The Thunderbirds fly the North American F-100 Super Sabre. Captain Musser, who expects to fly his first show with the Thunderbirds in February, is a veteran of service in Vietnam.

FOR THE COMMANDER



By Capt. Harold A. Solberg
Rescue Detachment Commander

Reese Aircrewmen with an impending tour in Southeast Asia can rest assured that the rescue force awaiting them is the finest in history. All tactical fighter bases have HH-43 crews on continual 24-hour alert. The HH-43's are also equipped for aircrew recovery, and there are very few areas within South Vietnam that are further than one hour from these crews.



Capt. Solberg

For missions in North Vietnam, HC-130 and HU-16 aircraft are on continual airborne alert during daylight hours. These aircraft are ready to assume control of all rescue missions. The HU-16 can also make water recoveries.

The primary recovery aircraft for South Vietnam rescue is the HH-3E, the most advanced helicopter in the USAF inventory. They are positioned at forward alert sites, or orbit on airborne alert during strikes. HH-3E crews have made pilot recoveries within 30 miles of Hanoi and as far north as 20 miles from the Red Chinese border!

Protecting the HH-3E's are A-1 aircraft, piloted by tactical fighter pilots trained in rescue procedures. This combination of helicopters, A-1's, jet cover aircraft, and rescue control aircraft has developed into an efficient and effective rescue force unheard of in past wars. It could be compared to orbiting over Holland during World War II bombing raids and recovering pilots in the heart of Germany!

The U.S. Navy also has an effective rescue organization. Along with the HU-16's, they can guarantee speedy recovery of any pilot that can nurse his crippled aircraft to the sea before ejection.

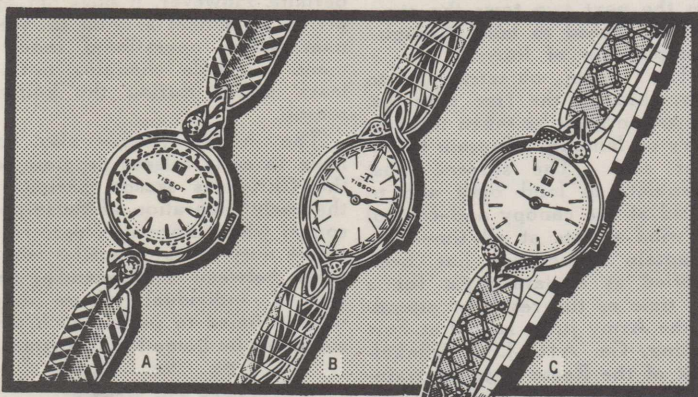
In South Vietnam, the Aerospace Rescue and Recovery Service maintains control centers that vector U.S. Army or USMC helicopter to rescue scenes in their immediate area. By diverting these helicopters from their normal duties, pilots are often picked up in minutes.

In brief, the Aerospace Rescue and Recovery Service is attempting to provide as complete protection as possible, from the moment of lift-off until our aircraft safely touch down on return.

The endless striving toward 100 per cent success of this goal is all part of the job for the men whose motto is "That Others May Live."

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NEW TECHNIQUES ARE AIDS IN TRAFFIC SAFETY TRAINING

By Dennis Vintland

A new and realistic approach to traffic safety is currently being introduced in Reese's driver education program.

A 20-hour course using programmed learning techniques designed by Stanford University and automated machinery made and assembled by the Edex Corp. of Mountain View, Calif., has been instituted here by the Ground Safety Division.

Most military personnel on Reese under the age of 26 will be required to attend this driver safety education. All personnel seeking a government driver's license will have to take it.

The course consists of special equipment (\$8,000 worth) and a specially trained instructor.

The heart of the system is a control center, using a two-track tape recorder. One track contains the voice instructions, questions, and commentary; the other track triggers operation of a 35mm filmstrip projector and a 16mm movie projector.

When the student first comes to class he fills out Air Force Form 1286 to give course officials background information of his driving record.

Each student—35 in a class—has a small "box" at his seat. Mounted on the box are buttons labeled "A, B, C, D, and CLEAR."

When he is asked to make a decision about some driving situation he sees and hears, the student pushes a button. His response is logged on electronic counters at the control center.

In addition, the instructor sees four gauges which represent the percentage of each possible answer to the question.

When the instructor sees a significant number of inappropriate answers he can "stop the music" by pressing a button. Then he can ask questions and clear up misunderstandings.

Students will be relieved to know that this course has no passing score. However, actions while driving will determine whether one has passed or flunked.

"When you get killed in an accident," remarked Milo G. Johannett, instructor for the course, "you know you have flunked."

Of the 20 hours in the basic course, 18 are standard; the other two hours will orientate students to the special laws and hazards peculiar to Texas, Lubbock, and Reese. The student will be re-

quired to be in the classroom two hours per day at the maximum.

Johannett considers this program much improved over the old. The students have more opportunity to express opinions since many questions and problems encountered during classes are not matters of fact.

"Another advantage," says Johannett, "is that each student gets exactly the same standardized program. Opinions and reactions are reduced to punch card data."

Through this punch card system the airman's driving record is monitored and sent to an evaluation center. The Air Force plans to keep track of each graduate's driving record as long as he remains in the Air Force to provide the safety world with invaluable new data on the effectiveness of driver education.

Emphasis on improved driver education was instigated by an alarming statistic: During 1964 more than 400 badly needed Air Force members died in or from traffic accidents. These accidents cost the government \$20 million in 1964.

Something had to be done and is being done.

Instructor Milo Johannett, 31, is not a newcomer to Reese. He has worked here in a civilian capacity since 1956 primarily in the maintenance field joining the ground safety division last September.

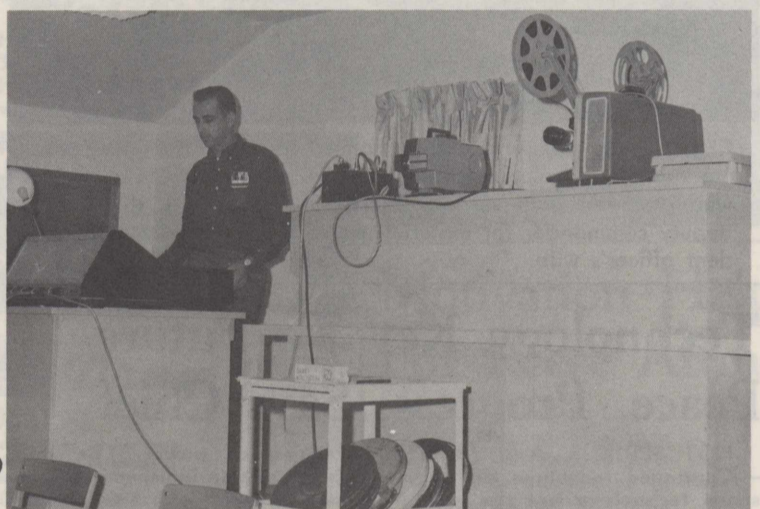


VISITOR—Brig. Gen. Paul R. Stoney (left), vice commander of the Air Force Communications Service, is greeted at base operations by Col. Ernest T. Cragg, wing commander, and Capt. Russell C. Buol, 2053rd Communications Squadron commander. The general was briefed at a luncheon and toured base communications and navigational aid facilities. The squadron provides communications and navigational aid to Reese.

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NEW DRIVER EDUCATION COURSE—Milo Johannett, driver education instructor, demonstrates the automated equipment used in the new 20-hour driver's education course at Reese. He stands beside the control center featured by a two-track tape recorder. The control box (right of Johannett), the 35mm filmstrip projector, and a 16mm movie projector are all a part of the teaching system.

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Comptroller Award Wins
 Lt. Gen. Jack G. Merrell, comptroller of the Air Force since 1964, has been awarded the first Eugene M. Zuckert Management Award, with presentation by Dr. Harold Brown, secretary of the Air Force.
 The award was established as a tribute to the former secretary of the Air Force for his dedication to sound management principles and long Air Force Service. A review committee considered all nominations for the award sent in by major commands and the air staff and the Air Force secretary and chief of staff made the final selection.
 General Merrell, of Stuart, Fla., prior to becoming comptroller was director of the budget for the Air Force.
 He is credited with advancing the concept of comptrollership and stewardship over assets valued at more than \$86 billions. His policies have led to significant improvements in all areas of financial management and in the administration of the fiscal year 1966 budget, the committee found.
 General Merrell's efforts resulted in a more prudent budget policy and streamlined many accounting and financial procedures, including the use of advanced automation techniques. The general was credited with bringing more progressive internal audit practices during the past year.
 The award, a mahogany-finish plaque, bearing the names of annual recipients, will remain on display in the Air Force secretary's office.

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Wives Called 'Veterans' In Military Life For Battling, Sometimes Alone

Wives of servicemen, like their husbands, are "veterans" of all situations which might arise in the military life, Col. Ernest T. Cragg, wing commander, said as guest speaker for the military ball marking Veterans Day at the Reese NCO Open Mess.

The colonel pointed out that servicemen frequently are forced to be absent from their families on official business and "you wives must fight the battle at home alone." He added that the wives' contribution to military success is highly important.

Colonel Cragg also stated that he considers the NCOs the backbone of any military organization and that he is depending on those at Reese to make their contribu-

tions to successful completion of the base mission.

Retired military personnel in the Lubbock area were invited to the military ball. Special guests also included Capt. and Mrs. E. S. Anderson and 1st Lt. and Mrs. James O. Hare, the latter from Sheppard AFB. SMSgt. J. R. Loyd was president of the mess for the evening.

Wives From 67-F Hosting Luncheon

By Mrs. Nathan N. Withington
The wives of class 67-F are the hostesses for the Officers' Wives Club Dec. 1 luncheon, with Mrs. Winslow Reither and Mrs. Jim Wyatt as senior hostesses. A Christmas theme will decorate the halls of the Officers' Club for the occasion, and the door prizes will be gift wrapped surprises that each winner chooses herself.

Mrs. Imogene Sorley will provide the entertainment, readings of two Christmas stories. She is the co-author of "Too Busy Not to Pray", and this will be her second guest appearance at a Wives' Club function.

The United States Air Force's primary mission is to provide aerospace forces capable of supporting the nation's objectives in peace and war.



PRESIDENT OF MESS—SMSgt. J. R. Loyd, president of the mess, stands during a ceremony at the NCO Open Mess Veterans' Day military ball. He is flanked by Mrs. Ernest T. Cragg (left) and Mrs. Loyd at the president's table.

At The Movies

FRIDAY — "Texas Across the River," Dean Martin, family.

SATURDAY — "Don't Worry, We'll Think of a Title," family.

SUNDAY — "The Poppy is Also A Flower," Stephen Boyd, mature.

TUESDAY — "A Man Could Get Killed," James Garner, mature.

WEDNESDAY — "Mother Goose a Go-Go," Tom Kirk, mature.

THURSDAY — "The Appaloosa," Marlon Brando, mature.

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CERTIFICATE—The semi-annual Family Services orientation was marked by awarding of certificates of completion to 111 women who attended both sessions. Here Col. William J. Kilpatrick, deputy commander for materiel, presents a certificate to a student officer's wife.

Technology Key To Future Peace, Progress, Says Chief

HOT SPRINGS, Ark. (AFNS) —Continued advances in aerospace technology are the key to future peace, prosperity and progress, Air Force Chief of Staff Gen. John P. McConnell told the International Congress on Air Technology here.

"Aerospace power," he said, "has become an indispensable prerequisite in our effort to achieve and preserve the kind of global peace without which we cannot attain any of our other objectives."

The strategic superiority the nation already enjoys frees U.S. statesmen to act without undue risk of precipitation nuclear war. We must keep this nuclear umbrella intact, he said.

Conventional airpower, too, has outgrown its role as primarily a support for ground forces and is today a dominant partner on the combat team, General McConnell stated.

The fact is best shown in Vietnam, where, the general said, "If it had not been for the wide-ranging and effective employment of airpower, we would have had to fight the war on the enemy's terms and losses might have been far higher . . . the very outcome of the conflict might have been in doubt."

Knowing that conventional airpower will be vital to a successful end to this or any future conflicts, the United States must continue its improvement and expansion, he said.

Looking to the future, General McConnell pointed out it will be increasingly difficult to differentiate sharply between air and space operations. For example, he said intercontinental ballistic missiles now fly hundreds of miles into space enroute to their targets. The X-15, which has flown almost 60 miles above the earth, may be the forerunner of military aircraft routinely operating at altitudes far above those now considered feasible.

Club Activities

Mathis Service Club

TODAY — Ceramics class, 9:30 a.m. and 7:30 p.m.; Films, 6:30 p.m.

SATURDAY — Talent practice with Philip Walter, pianist, assisting vocalists; Pool tournament, 5 p.m.

SUNDAY — Coffee call and decoupage craft, 2:30 p.m.; Help decorate the club interior for the holidays.

MONDAY — Ceramics class, 9:30 a.m.; Letters to Santa at game night, 8 p.m.

TUESDAY — Bachelor game night and food treat, 7 p.m.

WEDNESDAY — Cancer workroom, 10 a.m.; Leave 6 p.m. for Lubbock Christmas discount shopping tour; Ceramics class, 7:30 p.m.

THURSDAY — Dance time with Battle & Young as emcees, 8:30 p.m.

SPECIAL NOTICE: Candle-making demonstration and ceramic display arranged by Mrs. Jackie Murray, Sunday afternoon, Dec. 4. Guests invited.

NCO Open Mess

THANKSGIVING — Dinner, 11 a.m. to 6 p.m.

FRIDAY — Ted Trapp Trio plays for dancing, 9 p.m. to 1 a.m.

SATURDAY — Dance, The Raiders, 9 p.m. to 1 a.m.

SUNDAY — Games, kiddies at 1:30 p.m., adults 8 p.m.

MONDAY-TUESDAY — Happy hour, 4:15 to 5:15 p.m.

Officers' Open Mess

THANKSGIVING — Dinner. Turkey and all the trimmings, to 7 p.m.

FRIDAY — The Texas Tech Raiders, 8 p.m. to midnight.

SATURDAY — The "Ted Trapp Trio" will play from 9 p.m. to 1 a.m. for dancing.

MONDAY — Game night, 8 p.m.

Plan on the New Year's Eve Party at your Club this year.

Squadron Chili-Pie Supper Earns Profit

Officer's Wives Club members of the 3501st Pilot Training Squadron hosted 100 people during a chili and pie fund-raising supper Nov. 15 in the squadron's briefing room.

Col. and Mrs. Ernest T. Cragg were among those attending the function which featured homemade chili and pie. A spokesman for the squadron quoted Colonel Cragg as saying he "thought it was fantastic."

The supper netted the wives \$50 for their treasury.

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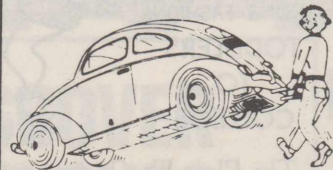
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Flyers Win Another; Engage Hot Webb Five This Weekend

The Reese Flyers proved to be too much for Dunn's Enco Friday night in the base gymnasium. Reeses' basketekers overpowered its Lubbock opponent 103-48.

The Flyers placed five men in double figures. They were Dub Jones, John Mayfield, Dick Adair, Gilbert Oliver, and Gary Herman with 26, 12, 11, 11 and 10 points respectively.

Robert Rockhold picked off 10 rebounds from the backboards.

The Flyers went into their famous man-to-man pressing defense and stopped the opponents cold.

The Flyers hit a 72.5 per cent of their shots from the floor and 69.8 per cent from the free throw line.

"When a team has people in the stands rooting for them," said Billy Richardson, Flyer mentor, "it always helps the players to come up with that little something extra when it is needed."

"When you have 15 basketball players giving 150 per cent each during practice as well as in the games, it really didn't matter who started," remarked the Flyer mentor. "This squad has depth, speed, and height."

The Flyers are trying to schedule ball games with the toughest bases in preparing for the ATC tournament in February.

Webb AFB brings a hustling group of lads to Reeseland this weekend. The first game will be at 7:30 p.m. Saturday in the base gym and the second game will be played at 2 p.m. Sunday

Handball Tourney Starting Dec. 3

A handball tournament for Reese men is slated for Dec. 3 and 4 in the base gymnasium. Reese men are urged to participate in either the singles or doubles competition.

Doubles teams may be made up from two different squadrons since this tournament is not a squadron or commander's trophy event.

All participants must attend a drawing Saturday morning Dec. 3 in the gym at 9 a.m. Play will start immediately after the drawing.

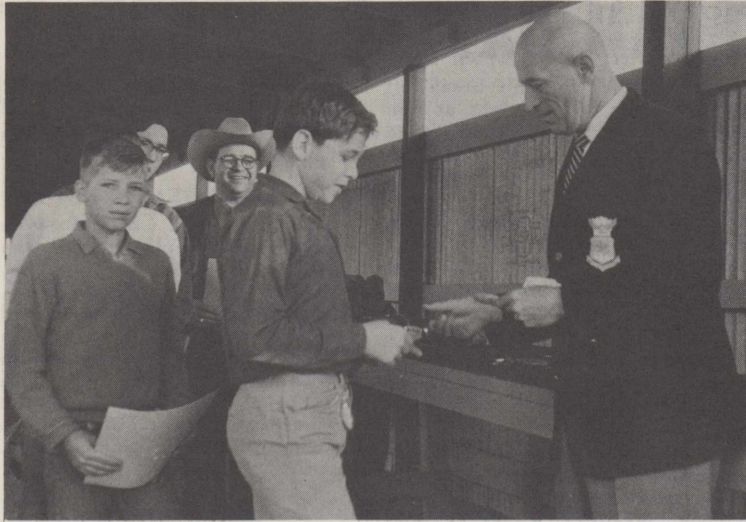
ABG Wins Pair In League Play

In last week's intramural basketball action Air Base Group #1 won over the Youth Center team Wednesday, 61-14. ABG's Dick Adair had 18 points while his teammate, Gil Oliver, had 15 points.

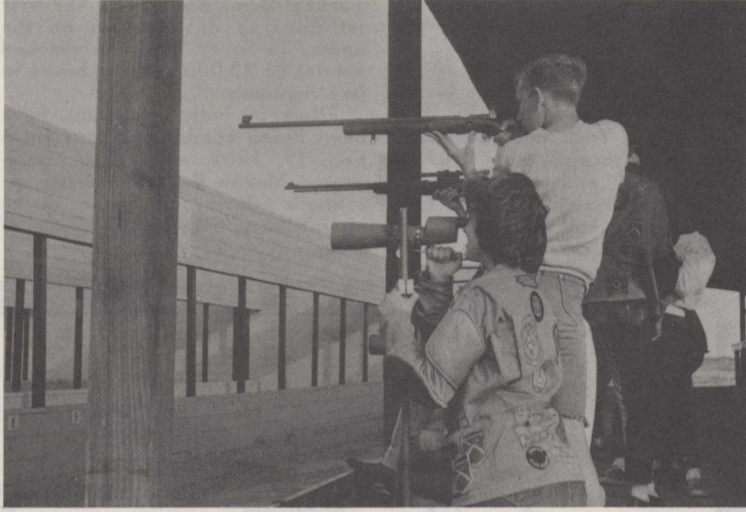
Thursday ABG #1 came back to whip 3500th PTS 46-16. Dick Adair had 12 points while his teammate Steve Howard had 10.

Supply defeated AFCS 58-29 with Sam Hardy as top scorer with 16 points. Supply's Timmy Zornes and Archie Woods had 12 points. Frank Vargas had 10 points and was strong on the boards.

FMS was victorious over the Hospital team in a squeaker, 31-30. A foul shot at the buzzer gave FMS the win. FMS's Don Hock was high scorer with 18 points.



BETTER HUNTERS—Pete Sheffield receives a shoulder patch and card showing he has completed the National Rifle Association hunter safety course offered at the Youth Center. Col. Ernest T. Cragg, wing commander, makes the presentation as Mike Skiles awaits his turn. Next in line is Royce Davis, while MSGt. Eldon Sheffield (center) looks on. The course, taught by 1st Lt. Richard Boudreau, was aimed at gun safety and also included instruction on types of guns and ammunition. In the picture below, Connie Wolcott, members of the Lubbock VFW rifle team, gives instructions to John Koller of Reese on firing and checks his score.



Motivation Helps Nominees For Reese Airman Of Month

High motivation had a major part in selection of airmen of the month by the various units, study of letters of nomination discloses.

Nominated by units for consideration as wing airman of the month were AIC Donald W. Shaver, Student Squadron; AIC Fred Bailey Jr., Organizational Maintenance; AIC William B. Usher, Air Base Group; and A2C Peter K. Wilson, Hospital.

Airman Shaver, wing airman of the month, was praised by his commander for outstanding instructional techniques in the synthetic trainer branch, where students often ask he be assigned as their instructor. He also was praised for receiving high ratings and for work in the Reese Aero Club. His attitude also was praised.

Airman Bailey, T-37 periodic maintenance dock chief, was credited by his commander with outstanding work, with receiving high ratings on inspections, for his knack in dealing with people, his skill as a supervisor and efforts to improve himself through ECI courses. He also was credited with off-duty activities which aid the community.

Airman Usher, special actions clerk in personnel, was credited by his commander with assuming deep responsibility in completing many tasks, with expediting disposal of many problems, with fine appearance and behavior and "a

sense of responsibility seldom found in younger airmen."

Airman Wilson, who handles medical service accounts for the Hospital, was credited by his commander with assuming great responsibility, even when his supervisor is absent. He is mainly responsible for collections of \$16,000 annually for many persons, it was said, and performs "excellently in a staff sergeant position." He also was praised for seeking better means of performance and for assuming added duties.

The mission of Air Force ROTC is to commission career oriented officers to meet specific Air Force requirements through college programs.

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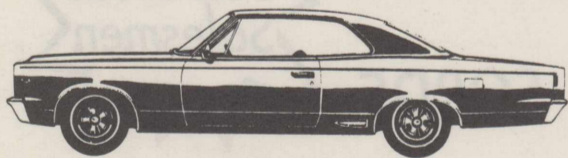
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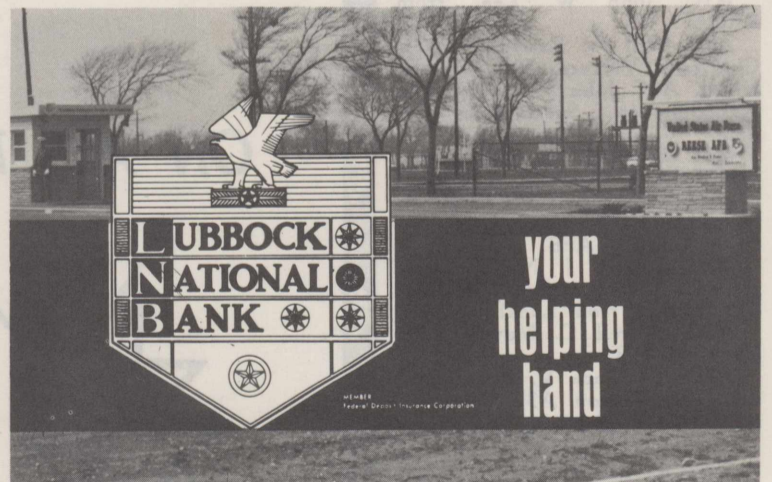
Accounting, Finance Officer Begins Duty

First Lt. Raymond G. Stenborg, recently returned from duty in Turkey, has become accounting and financing officer at Reese.

He has a degree in accounting from the University of Portland and has been in service since July 1963. He is a resident of Portland and was commissioned through the Air Force ROTC program.

PROGRAM OFFERED

Frank Bowen, of the Texas Tech music department, will present a concert at 8:15 p.m., Tuesday, Dec. 6, in the Tech music building. A flute player, he will be assisted by two pianos and a clarinet. The free program, to which Reese people are invited, will include solos and other numbers.



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★ ★ USAF VIETNAM BATTLE REPORT ★ ★

A 1963 Reese graduate, Capt. David L. Wiest of Fort Worth, was pilot of an H-43 Huskie helicopter which recently rescued a three-man C-123 Provider crew from enemy-infiltrated jungles in the Iron Triangle 23 miles northwest of Saigon in Binh Duong province of Vietnam.

The downed airmen, suffering minor injuries, were downed in heavy ground fire while flying at tree-top level. They called for help and two H-43s moved into the rescue, one piloted by Captain Wiest, whose wife is now living in Lubbock.

AIR EFFORT PRAISED

Gen. Bruce K. Holloway, Air Force vice chief of staff, this month congratulated Air Force men in Southeast Asia for their efforts and achievements following his inspection tour of the combat area.

In a communique addressed to Lt. Gen. William W. Momyer, Seventh Air Force commander, General Holloway said, "I am tremendously impressed with the high degree of professionalism found in our officers and airmen in Southeast Asia.

"Those I talked with knew why they were there and were proud of the part they play as members of the air-ground team. Discussions I had with U.S. Army and Vietnamese Army commanders at every level indicated they too understood fully the great contribution air power is making to the success of joint efforts there."

"I have never seen morale higher or training better," he said.

MIGS DOWNED

Two McDonnell F-4C Phantom crews downed two Communist MIG-21s 100 miles north-northwest of Hanoi Nov. 5, bringing to 18 the number of enemy jets Air Force pilots have destroyed in the air. Both MIGs exploded when hit by air-to-air missiles fired by the Phantom pilots.

The lead Phantom was flown by Capt. James E. Tuck, 38, of Virginia, Va., and 1st Lt. John H. Rabeni Jr., 25, of Southboro, Mass. His wingmen in the second F-4C were 1st Lt. Wilbur K. Latham Jr., 26, of Eagle Grove, Iowa, and 1st Lt. Klaus J. Klause, 24, of Franklin, Pa.

Observing enemy jets closing on another Air Force aircraft, the Phantoms dove to the attack.

Recalling the action, Captain Tuck said, "I fired my missile to shake him up cause he looked like he was lining up on the other

plane. But he wouldn't break off his attack so I flew right at him and he thought I was going to run into him. I ran right up and overlapped his wing. Then he broke off and I fell back and fired again. When I hit him he slowed down, his canopy went off and his plane fell into a dive. I broke real hard around and went right by the pilot hanging in his chute."

"For a while there I wasn't sure if I shot him down or scared him to death. When I rolled up on his wing there, I think I might have shaken him a little bit."

Lieutenants Latham and Klause meanwhile, went after the second MIG, maneuvering into its six o'clock position. They pursued the enemy jet for a brief period before loosing their missile.

Surplus Housing Availability Told

Families of men going overseas may find surplus military housing available in 10 states, the Department of the Air Force announced this week. Information on securing the units may be obtained from the base housing office, family services or the overseas project offices.

In Texas, 90 units — 50 for airmen and 40 for officers — are available at James Connelly AFB, Waco. New York has the largest number of surplus units, 205 — mostly for enlisted personnel, while New Mexico has 187, California has 83 and Maine 80.

Missouri has 15 and Utah 10.

"It happens so fast, you don't really know what happened until it's all over," Lieutenant Latham said.

B-52 ROTATION

Boeing B-52 Stratofortress bomber aircraft and crews of the 306th Bomb Wing, McCoy AFB, Fla., and the 91st Bomb Wing, Glasgow AFB, Mont., have arrived in the Western Pacific to replace 4133rd Bomb Wing (Provisional) aircraft and crews on duty with the 3rd Air Division from the 484th Bomb Wing, Turner AFB, Ga., and the 28th Bomb Wing, Ellsworth AFB, S. D.

FAC SCHOOL

A school has been established at Binh Thuy AB to train newly assigned forward air controllers (FACs) in Vietnam combat operations.

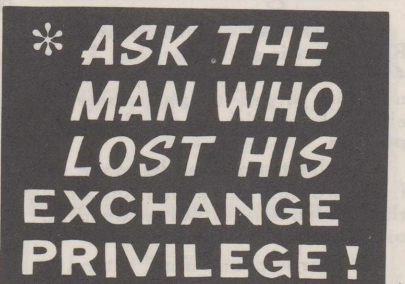
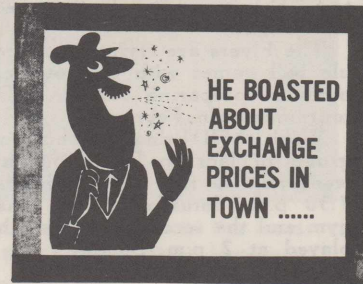
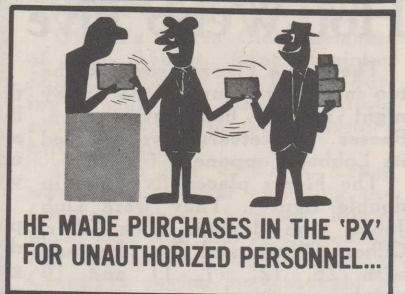
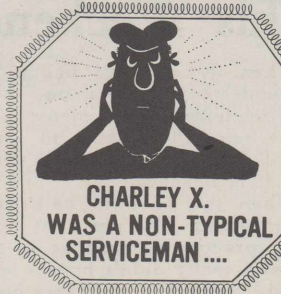
Each new flyer assigned to fly Cessna O-1 Bird Dogs spends one to two weeks flying with experienced pilots patrolling enemy-infiltrated areas searching for targets.

20,000 HOURS

The Air Force's 8th and 13th Tactical Bomb Squadrons, the first jet units to drop bombs on the enemy in South Vietnam, reached a total of 20,000 combat hours in late September.

Pilots of both squadrons have been flying combat missions since Feb. 19, 1965, when they inaugurated Martin B-57 Canberra operations during a joint strike against Bien Gia, 45 miles east of Saigon.

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QUOTE OF NOTE

"In this modern world—all other things being relatively equal—a nation moves ahead, stands still or falls back in direct relation to its competence in the aerospace field. Almost every area of human endeavor is affected by aerospace technology or the spin-offs from that technology." — Norman S. Paul, under secretary of the Air Force.

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A3C Edward O. Richardson, A3C John R. Mayfield, A3C Rodney O. Osborne, A3C Orlin A. Siemer and A3C Gary T. Mosby, from Amarillo AFB.

A3C Joseph J. Nester, A3C John C. Sanders and A3C Thomas D. O'Quinn, from Lackland AFB.

A2C Howell C. Mayes, from Chanute AFB.

A3C Lawrence V. Ross, A3C Edward J. Gorton, A3C Curtis W. Hankins Jr., A2C John H. Halvorson, A3C Nelvin J. Faber and A3C Rodney R. Wendling, from Amarillo AFB.

A2C Michael J. DeVito, from Sheppard AFB.

DEPARTING:

A3C Stephen J. LaCouter, to USAFE.

Lt. Col. Alvin J. Collins, Capt. Louis G. Jamar, A1C John A. Charlton, A1C Richard D. Godinez, A2C Robert B. Latimer Jr., A2C Larry A. Mason and A2C William L. Denney, to PACAF.

Capt. Tilden S. Holly, to MacDill AFB.

MSGT. William E. Maupin, to recruiting.

A1C Phillip H. Robinson, to TUSLOG.

TSgt. Michael A. O'Neill, to Fort Myer, Va.

Lt. Col. Claude W. Turner, to Webb AFB.

Capt. Dean E. Alexander, 1st Lt. Melroy Borland, TSgt. Henry A. Meyer, A2C Jerry A. Watters, A2C Richard L. Grimes, A2C Dennis D. Schwab and A2C Robert J. Silvestri, to PACAF.

SSgt. Benny E. Moore, to AFIT.

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