

HERCULES HERALD

Sept. 7, 1979
Vol. 16, Issue 24
Pope AFB, N.C.

Celebrating Pope's 60th anniversary.



USAF photo by MSgt. Don Bragg

Maintenance workers prepare this C-130 Hercules aircraft for a flight to Gulfport, Miss., in support of the Operational Readiness Inspection conducted by the Military Airlift Command's Inspector General Team.

317th TAW passes ORI

After almost a week of intense activity in one of the most unusual scenarios ever staged by the Military Airlift Command, Pope successfully passed its Operational Readiness Inspection.

The wing combined outstanding efforts from support and operations personnel throughout the deployment and redeployment to Gulfport, Miss.,

and Little Rock AFB, Ark. Virtually every available man and woman put in workdays stretching at least 12, and often 18 hours.

The 54-person MAC INSpector General team arrived here Friday at about 4 p.m. Part of the team deployed with Pope crews and aircraft to Gulfport, Miss. and Little Rock AFB, while others remained on base to evaluate the home station performance.

Wing flies relief to storm stricken islands

In the wake of Hurricane David and tropical storm Frederick, the 317th Tactical Airlift Wing now has 10 C-130 Hercules aircraft flying disaster relief missions throughout the stricken Caribbean islands.

The humanitarian missions flights began Saturday, when two C-130s picked up elements of a Marine Corps Disaster Area Survey Team at New River Marine Air Station and MacDill AFB, Fla., and flew them to Dominica.

On Sunday, Pope and the 1st Aeromedical Evacuation Squadron responded to a Department of Defense request by evacuating 20 patients from an island hospital off the coast of Florida.

Pope stepped up its activity Monday, launching five aircraft. Led by mission commander Lt. Col. Jim Bushey, three C-130s took off shortly after midnight with 18 maintenance, five 3rd Mobile Aerial Port Squadron and seven other support personnel bound for Roosevelt Roads Naval Air Sta-

tion, Puerto Rico. Later in the day, two more C-130s left, each carrying nearly 15 tons of C-rations.

"What we're doing is out of Roosevelt Roads, flying food and, I assume, medical supplies and clothing to Dominica, the Dominican Republic, Barbados and some into Martinique," stated Col. Charles West, 317th Tactical Airlift Group director of operations.

"We've been hampered in our relief efforts by the presence of a second storm (Frederick) all along. That's made it difficult to conduct the relief missions down there," he added.

According to Col. Lee Adams, 317 TAG deputy commander for maintenance, one Pope C-130 on Dominica has been flooded twice. The aircraft was originally stopped there by engine problems, "and was thoroughly doused by water each time," he said.

Reservists demonstrate their part in the 'Total Force'

By Maj. Samuel T. Martin, Jr.
Chief, Wing Information

Forty-six Air Force Reserve personnel of the 53rd Mobile Aerial Port Squadron, routinely scheduled for their 15-day summer training here, also participated in the Operational Readiness Inspection of the 317th Tactical Airlift Wing.

Although higher headquarters sometime schedule AFRES units for their annual training to support specific training exercises, units are not directly committed

for the purpose of support during ORIs.

Lt. Col. Ralph W. Irick, 53rd MAPS commander, states he was surprised to learn of the ORI, but delighted to have the experience and training for his people.

The unit provided 23 of its 123 qualified air cargo handlers to the Air Freight Section of the 3rd Mobile Aerial Port Squadron. Another 10 personnel assisted 3rd MAPS with vehicle maintenance, while 12 other reservists performed administrative duties.

According to Colonel Irick, AFRES personnel no longer perform annual tour training simultaneously as one unit, but train under the new "Team Concept" in smaller groups at bases around the world. However, the squadron does assemble here as a unit for its monthly weekend training.

"You may lose some unit integrity in training, but gain in flexibility with the 'Team Concept,'" said Colonel Irick. "You also build greater individual confidence and responsibility when working away from the same job with different people."

Lt. Col. Robert Levison, 3rd MAPS operations officer, referred to 53rd MAPS personnel as "Tremendous assets in augmenting our daily work force with their professionalism and cooperative attitude."

"They mold right in with our

personnel, working long hours to complete the mission. As members of the 'family' 53rd MAPS maintains individual attitudes of accepting responsibility and do an outstanding job."

TSgt. Albert Scott, NCOIC of unit administration, stated he thought the AFRES program was "a very positive one," and particularly enjoys the educational benefits. His civilian occupation is as an instructor for the Johnson Technical Institute in Raleigh.

Another member of 53rd MAPS, SrA Bob Drake, is better known

here as the base civilian athletic director at the gym. Airman Drake, or Mr. Drake, as the case may be, has been assigned to 53rd MAPS for four months.

"I am really impressed by the program and am learning a lot about the jobs personnel perform on the base from my actual experience of working on 'the other side' of the base," Airman Drake said.

The squadron, a component of the 315th Military Airlift Wing (Associate Unit) at Charleston AFB, S.C.,

In memory of

SMSGt. Burgess Lee Everson, NCOIC of the Pope AFB Combat Control Team, died of a heart attack shortly after parachuting on to the Camp Robinson drop zone near Little Rock AFB, Ark., Aug. 27. He was evacuated to the Little Rock AFB Hospital after complaining of chest pains, and pronounced dead on arrival.

A memorial service for Sergeant Everson was held Friday at the base chapel.



USAF photo by MSgt. Don Bragg

Everything from medical supplies to jet engines are lined up on the flight-line staging area awaiting shipment. These and other loads were sent to Gulfport, Miss., during the 317th Tactical Airlift Wing's Operational Readiness Inspection last week.

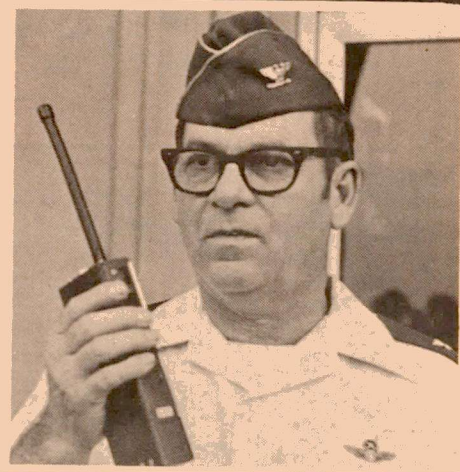
MACTION LINE

Dial 4357

Colonel James L. Brake

Base Commander

If you have a question or recommendation you want to bring to my attention, dial 4357. Your message will be recorded and your question with answer will be published in this newspaper or will be answered personally as soon as practicable. Please clearly give (or spell) your name to insure a reply. If you request anonymity, your name will not be used in answer preparation. I would like to use this column, however, to select those questions which pertain to more than the individual involved.



QUESTION: During 24-hour stand by, why is the base nursery not open for married couples who are both in service?

ANSWER: During a recall, the child care center remains open continuously for 18 hours to assist affected personnel desiring child care service. Dependent care is the responsibility of each Air Force member, consequently personnel with dependents have the primary responsibility of insuring they can fulfill both their personal obligations to their dependents and their professional obligations to the Air Force. In October of this

year, unit commanders will conduct briefings concerning dependent care responsibilities. Prior to that time, you should read AFR 35-59, Dependent Care Responsibilities.

QUESTION: I would like to know why the Airlift Center has different duty hours from the rest of the base.

ANSWER: As of Sept. 4 the Airlift Center has the same hours as the rest of the base.

QUESTION: The snack bar at the Recreation Center pool advertises it's open from 12-6 p.m. I've been there at 1:15 p.m. and

shortly after 5 p.m. and they've been closed. If it's not going to be open from 12-6 p.m. they should not advertise it as such.

ANSWER: You're right. We have closed early on several occasions and failed to post a closure sign. Thanks for your interest.

QUESTION: Is there a certain temperature when it is unsafe to be outside cutting grass?

ANSWER: There is no set temperature that would preclude cutting grass in hot weather. Tolerance to heat would depend on the individual's ability to acclimate and on the amount of time

that would be spent performing heavy duty.

QUESTION: Why was the dining hall not open 24 hours during the ORI?

ANSWER: Dining Hall No. 2 was closed during the ORI because 15 cooks deployed to Gulfport, Miss. With only one-half of the work force available, it was impossible to keep both dining halls open. During the ORI, Dining Hall No. 1 served meals for 17 hours a day which should have been adequate food service coverage.

Proper attitude critical to accident prevention

If I were a salesman and my product were "safety" and if I rang your doorbell today, would you tell me to "get lost"? Think about it! Some people don't want to be bothered by safety rules because, let's face it, they involve discipline. We all have attitudes about things which influence our life styles; for example, the climate, our assignments, our taste preferences and on and on.

Attitudes are critical to accident prevention. We like to think and act in terms of self, but we must consider others. People depend on us for support, for guidance and for direction. People

look to us. For example, the mission has a share in each of us and mission success depends on our combined efforts. How do we influence attitudes on safety matters? We attempt to "create an awareness" to danger, to a necessity to follow prescribed rules, to obey laws, to practice self-control. On-the-job accidents are traceable to lax supervision and often a disregard for work discipline. Look around your own organization. It doesn't take an expert to see that all shops are not equal in the areas normally associated with professionalism.

Off-duty accidents happen out-

side 'our span of control' but within our sphere of influence. Thirty percent of military injuries are sports-related and we can't do much in preventing (other than education and awareness) such mishaps. The "lion's share" of off-duty injuries result from traffic accidents, followed by water-related injuries.

Regardless of whether the mishap occurs on or off duty, it affects the mission. By using the details of past mishaps, the who, what, when, where and why in each critical event, we can create an awareness. Accident prevention efforts in many instances do

not aggressively address the mistakes and conditions which cause the accidents. "Lessons learned" are essential, and must be highlighted by supervisors at all levels of the operation. They are the promoters of product safety. Make no mistake about that.

The next time a salesman knocks on your door with a product that's a real health food—for thought—listen! Don't slam the door. Sample the product. Keep an open mind—weight the advantages against the disadvantages. And think about it in terms of you, your family, and the beautiful people in your life.

HERCULES HERALD

Pope Air Force Base,
North Carolina
"Home of Tactical Airlift"

The HERCULES HERALD is an Official Class II United States Air Force newspaper published every other Friday (bi-weekly) for the people of Pope AFB, Military Airlift Command, at Fayetteville and Spring Lake, N.C. Opinions expressed herein do not necessarily represent those of the Air Force.

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President proclaims Hispanic-American Week

From the earliest days of our nation's history, Hispanics have played a central role in our country's development. First as explorers, then as settlers, and today as leaders in all segments of society, men and women of Hispanic ancestry have contributed greatly to our national heritage.

As a nation, we have not always properly appreciated these contributions. Too often, Hispanics have been the victim of stereotypes and prejudice. Even today, Hispanics endure a disproportionately high unemployment rate. As a nation, we must reaffirm our

commitment to eliminate these residues of prejudice and bigotry.

Our Hispanic-American communities continue to grow with our nation. They share with our nation a deep pride in their language and culture, and a sense of justice and compassion which nurtures our democratic system and keeps it progressing. It is important that we recognize these singular benefits and encourage their perpetuation.

This country must continue to provide its many ethnic groups with the opportunity to contribute their ideas, their experience and

their energies to the betterment of our society. We must be receptive to the richness of diverse cultures, but we also must work to assure that all Americans benefit in turn from the resulting improvements. With the assistance of our Hispanic citizens and through our own continued commitment, these goals will be achieved.

In 1968, our government formally acknowledged the value of our Hispanic heritage when Congress by joint resolution (82 Stat. 848) asked that the president issue an annual proclamation designating the week including Sept. 15

and 16 as National Hispanic Heritage Week.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do hereby proclaim the week beginning Monday, Sept. 10, 1979, as National Hispanic Heritage Week. I ask that all Americans reflect on the need to assure that all citizens share in the prosperity and abundance of our great country.

Jimmy Carter
United States of America
President

Air Force PMT visits here

Base personnel will have an opportunity to discuss Air Force personnel policies when the Air Force's Personnel Management Team visits here Sept. 16-19.

The team is composed of approximately 10 Air Staff and Military Airlift Command members led by Col. Charles M. Walters, Director of Personnel Plans, Programs and Analysis.

The purpose of the team's visit is twofold. The first phase consists of informational briefings to officers and enlisted people on such subjects as Assignments and Force Management, Selection Board Procedures, and Benefits and Entitlements.

The team will also meet with individuals and groups to discuss the responsiveness of the Air Force's personnel programs to the needs of its members. This

phase will include seminars with different categories of personnel and visits by team members to work centers and base facilities. Twenty-five people will participate in each of the discussion groups.

The team is seeking ideas concerning personnel programs and policies from all base people. They also hope to receive innovative ideas or suggestions concerning services, living conditions and working conditions.

Upon return to the Military Personnel Center, the team distributes their comments, observations and recommendations to the Air Staff offices of primary responsibility and forward a comprehensive trip report to Air Force Chief of Staff Gen. Lew Allen Jr.

Additional travel time authorized for PCS moves

Additional travel time has been authorized people traveling on permanent-change-of-station moves in privately owned vehicles who experience delay en-route due to the gasoline crunch.

The change is effective immediately.

The Joint Travel Regulations now state, "Additional travel time may be authorized when travel is delayed for reasons clearly beyond the control of the member, such as: acts of God, restrictions by governmental authorities, difficulties in obtaining fuel for privately owned conveyances or

other reasons satisfactory to the member's new commanding officer.

"The amount of additional travel time so authorized may be the actual period of delay or such shorter period as may be determined appropriate by the member's new commanding officer. The member will provide his new commanding officer with a full explanation of the circumstances which necessitated the delay and such explanation, together with the approval or disapproval of the commanding officer, will be appended to his travel voucher."

Urinalysis testing terminated

The mandatory quota of urinalysis testing for drug abuse has been terminated by the Department of Defense.

Command-directed urinalysis is still permitted. This includes unit sweeps in areas with a high availability of hard drugs or where a



In its annual salute to the military, the WALT DISNEY WORLD Vacation Kingdom celebrates Armed Forces Days Sept. 20 - Oct. 8. Here, Mickey Mouse and Goofy help a pair of airmen board a Star Jet rocket ride.

Disney World salutes military

Mickey Mouse, Donald Duck and the whole Disney gang salute the United States military during Armed Forces Days in the Magic Kingdom Sept. 20-Oct. 8.

Family fun time at the Central Florida attraction features Walt Disney World entertainment at special prices. The Armed Forces Days special ticket media will offer one day's unlimited use of the 45 Magic Kingdom attractions (except Shootin' Gallery) including the Hall of Presidents and Space Mountain. The tickets are \$7.95 in advance and \$9.00 during the event.

In addition, special all inclusive travel packages featuring transportation, Armed Forces Days tickets and lodging at Walt Disney

World in the Lake Buena Vista Hotel Plaza (Howard Johnson's, Travelodge Tower, Dutch Inn and Royal Plaza) will be available through participating base Scheduled Airlines Ticket Offices.

Eligible for participation in Armed Forces Days are active military personnel, retired military, disabled veterans and civil service personnel working on military installations. Advance sale tickets are available at the Recreation Center.

Additional information on Armed Forces Days can be obtained by writing to Armed Forces Days, Walt Disney World, P.O. Box 40, Lake Buena Vista, FL 32830.

serious problem with drug and alcohol abuse exists. Sweep testing of units is normally limited to units where drug abuse levels appear to be significant.

Under the new policy, urine tests will be conducted promptly when incidents indicating prob-

able involvement of drugs or alcohol occur.

Tests will normally be conducted when a member's behavior seems odd or eccentric. They will also be given to those arrested or under investigation for drug abuse, violent crimes, serious accidents or drunkenness.

TASs in ORI

41st supports home station

By 2nd Lt. Brian Hoey
Office of Information

While most of the attention during last week's Operational Readiness Inspection was focused on Gulfport, Miss., and Little Rock AFB, Ark., the central figure in home station activities here was the 41st Tactical Airlift Squadron.

The 41st deployed nine aircrews late Aug. 25 and early Aug. 26, and keeping its remaining personnel busy preparing and flying re-supply missions to the two deployment bases.

"I think it went very well," said Lt. Col. Don Lindbo, squadron commander. "There were a few loading problems, but overall things went well."

Both Colonel Lindbo and Lt. Col. John Bernard 41st operations officer remarked on the uniqueness of this ORI. It was the first peacetime scenario used by MAC, and called for a humanitarian airlift to an imaginary, earthquake-stricken South American country. ORIs normally employ a wartime contingency scenario, but these activities "were graded against

the same criterion," according to Colonel Lindbo.

"As far as I can find out, this ORI was unique," said Colonel Bernard. "It was a situation where the rear echelon (Pope) was equally tasked with the forward echelon. We were heavily committed here supporting them . . . down at Gulfport."

Colonel Lindbo also observed that crew days were longer because of the forward operating base location.

"It's usually done closer to home. When Dyess had their ORI here last fall, they operated entirely off our Green Ramp. Their crews flew a 40-minute route, dropped on Ft. Bragg then returned. With the distances involved here, our guys had a seven-hour flying time, which made a 10 to 12 hour crew day, roughly."

"A disproportionate share of the flying was done at night. The crews based at Gulfport came to Pope for loads, then returned to make their drops on the All-American (drop zone at Little Rock AFB) and Camp Shelby (near Gulfport)."

39th returns from rote and supports re-supply shuttle

By 2nd Lt. Brian Hoey
Office of Information

When Pope squadrons return from rotation at RAF Mildenhall, England, they usually have a chance to give their aircrews leave and recover before moving back into the mainstream of wing activity.

But nobody was talking vacation when the 39th Tactical Airlift Squadron came back from two months in Europe. Instead, Lt. Col. Don Koch's outfit walked smack into the middle of the Operational Readiness Inspection.

"We were surprised to be tasked as heavily as we were," said Capt. Mike Dittl, a 39th scheduler. "Everyone in the whole squadron is participating, regardless of whether they're doing ground duties or whatever."

While Colonel Koch worked in the Command Post last week, operations officer Lt. Col. John Parker held the squadron's reins.

"We (the 39th) were not being evaluated as a unit during the ORI," Colonel Parker said. "A unit can't be evaluated until 11 days after the last airplane gets back. The ORI started 10 days after we returned from England."

"People from the 39th responded to whatever tasks the 41st gave us. They were the primary (squadron) for the part at Pope.

We were basically a body pool for them to manage."

One of the aircrew positions most heavily involved was the loadmaster, who did his usual double duties of ground and flying activities, according to loadmaster scheduler MSgt. Harvey Horita.

"Mainly, from an individual standpoint, we loaded and prepared the aircraft, flying if needed, then re-deployed. We hauled stuff like airdrop platforms, airdrop containers, and other equipment down to Gulfport and Little Rock. Our ground duties were preparing the airplane, then loading it so the crew could just pop in and fly it."

"All it was, really, was a lot of hard work and long hours," he laughed. "The only thing was bad timing, but still the guys hacked it."

Lt. Col. Art Feenan, assistant operations officer, praised the performance of the 39th crews and support people.

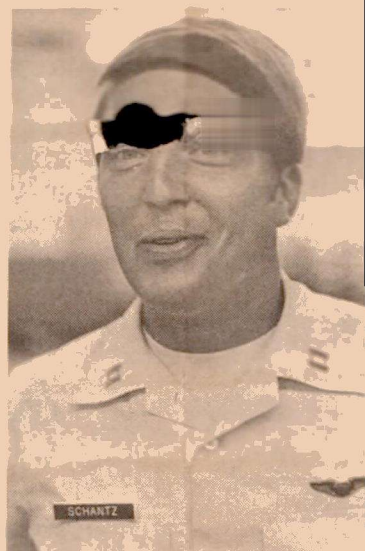
"Apparently everything went quite well. We didn't have any serious problems back here. I think a large part of the success lies with the individual crew members to come back off rote and fit right into the ORI framework," he said.

Pope people express opin

"This ORI was one of the finest demonstrations of teamwork I have ever witnessed. The cooperative spirit and "can-do" attitude ranged from the admin clerk to the air crew. The tasking was the severest that has ever been accomplished during an ORI and the 317th showed it could be done. This should prove without a doubt that we are the best wing in MAC. Tactical airlifters are the greatest."

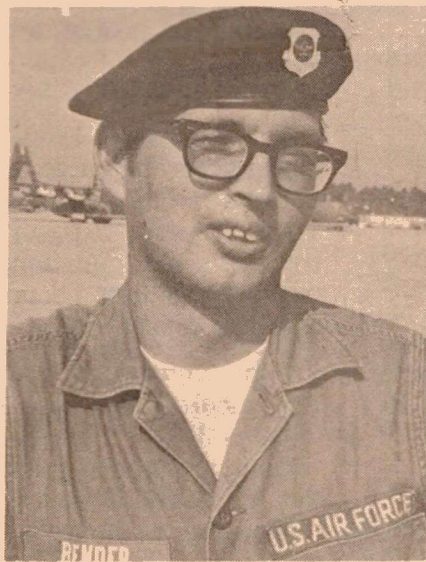
Col. Duane H. Erickson
317th Tactical Airlift Wing
Commander

A random sampling of people throughout the wing provided the following



Captain David Schantz
41st TAS

"I feel our unit's involvement in contributed to the overall success of the ORI, and that it was quite favorable. We were very important in providing airlift support. We had crews that were deployed to Gulfport, which again, was vital and important."



SSgt. Steve Bender
317th SPS

"I thought we did an outstanding job manning-wise. We came to work with good spirits and the morale was very high. Most of us put in about 21 hours the first day. Even after work, everybody was in a good mood. Overall, I think we did real well."



Captain Steven Brown
41st TAS

"I felt we were involved more this time than we have been in the past. We were in two areas of operation. We sent crews down to Gulfport to participate in the drops and we also had crews back here at Pope that were heavily involved in flying. Everyone was busy doing his part."



A1C Eve Grabato
41st TAS

"The 41st flew several support missions to Gulfport, flying supplies back and forth. Also, the 41st added significantly to the overall success of the ORI. I was sent down there as base support admin. I worked shifts and was basically supporting Pope's mission in Gulfport."

SSgt. Paul
317th AM

"I feel we were able to pack our gear in Gulfport and get it to Gulfport. I was in the radar shop working the radar and was doing flying."

ess opinions on Wing ORI

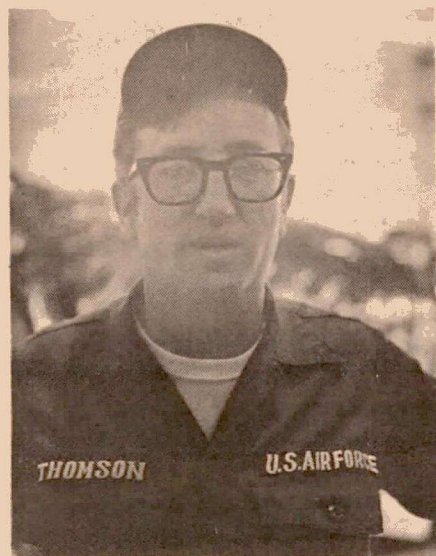
A random sampling of Pope people throughout the base provided the following responses to

the question, "How did you as an individual become involved in the ORI?"



Captain David Schantz
41st TAS

"I feel our unit's involvement in the ORI contributed to the overall success of the ORI, and that it was quite favorable and positive. We were very important in the airlift support. We had crews that were deployed to Gulfport, which again, is very vital and important."



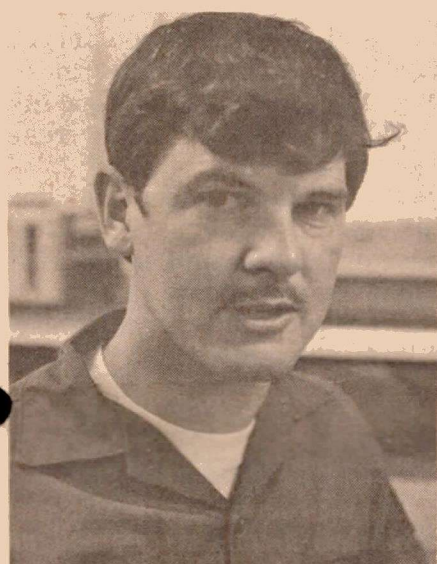
TSgt. Alexander Thomson, Jr.
317th FMS

"It looked like everybody had everything together. We all put in a lot of man hours. Our responsibility was to make sure we got the aircraft launched in time, to recover the aircraft, and to get them back out again. Everybody really put in a lot of hard work and effort."



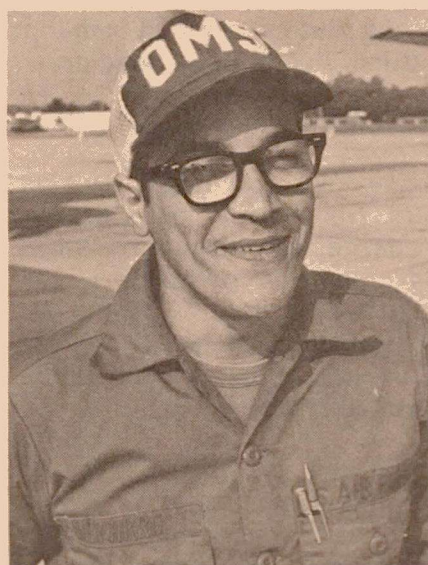
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SSgt. Paul Koehler
317th AMS

"I feel we did an excellent job. We had to pack our pallets and support this mission in Gulfport. We took 13 people with us to Gulfport. Overall, I think we did a good job. I was tasked to be the supervisor of the radar shop night shift. My speciality is working the AWADS, and this is what I was doing in Gulfport, keeping them all flying."



Sgt. Irving E. Navaro
317th OMS

"OMS was heavily involved due to the mission that we are responsible for, maintaining these airplanes. I felt our involvement was more than heavy. I believe the people worked about 12 hours a day putting out a lot of hard work. They deserve to be recognized for all the good work they did. I felt we put out a great part of it, and our supervisors put out a great part of it, and if we make this inspection, we are ready to go any where, any time. That is the whole objective of our tactical airlift mission."

Deployed 40th spearheads Gulfport activities

By 2nd Lt. Brian Hoey
Office of Information

In one of the most unusual Operational Readiness Inspections ever conducted by the Military Airlift Command, the 40th Tactical Airlift Squadron spearheaded the 317th Tactical Airlift Wing efforts last week at Gulfport, Miss. and Little Rock AFB, Ark.

The scenario, the first of its kind used by MAC for an ORI, called for an emergency humanitarian airlift to an imaginary earthquake-stricken South American country. The peacetime scenario contrasted with the wartime contingency situation normally used.

"It was a tough scenario," stated Lt. Col. John Payne, 40th TAS operations officer. "One that I've never done before. They usually use a combat situation."

"Led by Lt. Col. Ron Peoples, squadron and mission commander, the 40th deployed Aug. 25 with 10 crews of their own, nine from the 41st and five from the 39th. In all, 24 crews, 24 aircraft deployed to Gulfport.

On Aug. 26, 18 aircraft made Container Delivery System night drops at Camp Shelby Drop Zone, Miss. After the drop, all 18 flew back to Pope and picked up heavy equipment loads for the next night's missions, then returned to Gulfport. "The weather was definitely a factor," Colonel Payne said. "It was very bad. The Drop Zone was partially or completely obscured with ground fog, and every crew had problems. In

fact, we had thunderstorms all week."

Aug. 27 saw two six-ship heavy equipment Adverse Weather Aerial System drops on a blacked-out All American drop zone at Little Rock AFB, followed by a six-ship personnel drop.

"The whole thing was tough on crews, and ground personnel. All those people on the ground who have to get the airplanes loaded and off in two-and-a-half hours didn't have it easy.

"The crew days were normally 12 hours or better. In fact, in the heavy equipment drop, they actually went over 12, which is longer than you're allowed to fly in formation. We had to split them into single ships to return legally, since we were allowed a 16-hour day that way," he said.

On Aug. 25, the activity came to a head as 15 deployed aircraft linked up with 15 from Pope for a night of assault landings on All American drop zone. The crews rested Aug. 26 then began redeploying to Pope that afternoon with the last one returning at 5 a.m. Aug. 27.

Colonel Payne also pointed out that morale was especially high for the inspection.

"There were a lot of guys down in the dumps because they didn't go . . . a lot of them were pretty geared up. But the 41st was in the support business back here, so it was pretty much an even operation. They worked equally hard.

"We didn't have a lot of slack. In fact, we didn't have any," he added.

Inflight kitchen provides lunches for flight crews

By 2nd Lt. Brian Hoey
Office of Information

How many times has an aircraft commander settled into the left seat, depressed his mike button and asked, "O.K., did we get the flight lunches?" only to be met with a dead silence?

This scene probably repeated itself more than once during last week's ORI as Pope's in-flight kitchen geared up, producing three times its normal number of flight snacks and box lunches.

Since Aug. 24, the kitchen doubled manning and increased shifts to 12 hours, putting out more than 650 meals, according to Sgt. James Schneider, assistant NCOIC of the kitchen.

The kitchen normally keeps enough supplies available to take care of any sudden demands, including ORIs.

"Normally I keep a heavy supply on hand because we've got the airborne, the 82nd, right next door, and I never know what they're going to do. We've even

got 5,000 C-ration meals available, plus inflight, combat and long range patrol (dehydrated) rations," Schneider said.

The kitchen is also allowed access to the commissary in the event any supplies suddenly run short.

"We may have to get somebody out of bed, but we can get it," he added.

Fleet Services was also affected by the heavier ORI load, but did not increase manning, according to Amn. David Socciarelli, a fleet services step-van driver.

"It's just the more meals they put out, the more trips we had to make," Socciarelli explained. "The furthest spot for us to drive was Romeo row, which took about seven minutes. But it was nothing we couldn't handle."

The other people who worked in the kitchen throughout the ORI were NCOIC Sgt. Gary Duty, SrA. Rick Miller, A1C Miguel Gonzalez, and Amn. Tom Fink.



SSgt. Evelyn Cooper, a vehicle operations supervisor with the 317th Transportation Squadron, coordinates movement of vehicles and palletized loads for deployment to Gulfport, Miss., during the 317th Tactical Airlift Wing Operational Readiness Inspection last week.

Transportation people participate in Wing ORI

Twelve members of 317th Transportation Squadron deployed to Gulfport, Miss. as part of the 317th Tactical Airlift Wing Operational Readiness Inspection.

SSgt. Dave Pleasants headed the team which consisted of eight drivers and four mechanics. Although there were also Mississippi Air National Guard people working at the motorpool, the Pope team was asked to maintain and operate the 55 vehicles used by the 317th TAW during the ORI.

The Pope team arrived in Gulfport Aug. 25, and immediately established a system to provide transportation for other incoming personnel. They worked 12-hour shifts to keep the motorpool operating round the clock.

The three buses the motorpool had were busy providing transportation to and from the aircraft for flight crews. Like everyone else participating in the ORI, the transportation people had a job to do, and strived to get it done.

Crew chiefs keep those airplanes flying

By SrA. Bob E. Tobias
Herald Editor

The C-130 crew chief is — to say the least — a rare breed.

Where else can you find someone who works in the heat of summer or the cold of winter — rain or shine — often times putting in 12-plus-hour shifts to keep an aircraft flying?

In a typical day of the crew chief's life, he (or she — yes, there are women crew chiefs, and very good ones, too) may be working at his home station or on the opposite side of the world. Even though

they do not get flight pay, some crew chiefs have logged almost as many flying hours as the flight crews.

A crew chief's job ranges from changing tires and pumping gas (JP-4 jet fuel) to forms documentation. Although he doesn't specialize on any particular part of the aircraft, he must know every inch of the plane — from radome to rudder.

It is not uncommon for a crew chief to deploy with his aircraft, land at a remote base or civilian airport, and have no specialists to fix any problems the plane may

have. Then he assumes the role of the specialists and fixes it himself.

At the home station, the crew chief spends most of his time removing panels, assisting specialists, and inspecting the aircraft. The aircraft must undergo an inspection before the first flight of the day and after the last flight of the day — and sometimes in between flights.

"What makes a crew chief tick?" this writer asked.

"Taking pride in my job and knowing that my aircraft is in top condition," commented one crew

chief. Another echoed his words, saying, "Knowing that it is my airplane, knowing that I make it fly," echoed another.

One crew chief summed it up this way, "After working on an aircraft for hours, I can stand on the ramp and watch it on its take-off roll. Watching it lift-off and climb into the skies, I get a special feeling inside. I know the aircraft is in good condition and I know the lives in that plane are safe."

Sometimes the crew chief has been called a glorified gas jockey. A gas jockey? Maybe. Glorified? Not as often as they should be.

As the planes go; so goes maintenance

By 2nd Lt. Brian Hoey
Office of Information

Wherever the 317th Tactical Airlift Wing's aircraft go, Pope's maintenance people are never far behind. Last week's Operational Readiness Inspection was no exception.

Deployed with the 24 aircraft sent to Gulfport, Miss., were more than 300 maintenance people. Aerospace Ground Equipment, tow tractors, five spare engines, and other miscellaneous parts and equipment were included in the support package.

According to MSgt. Reggie Akers, Noncommissioned Officer in charge of the maintenance programs mobility section, the group left here Aug. 25 and 26, leaving behind about 800 of their co-workers to handle the home station activities.

"Anytime we have a mass deployment of aircraft, and this time it was about half of the fleet, we're going to be busy," he remarked.

The packages sent to Gulfport included a laundry listing of parts

commonly needed, but Sergeant Akers pointed out that shortcomings can sometimes surface at the most inconvenient times.

Hopefully you've got everything when you go, but if you forget something it can really mess things up," he said. "That one little thing could cause a real problem."

Sergeant Akers added that the deployed aircraft experienced no major difficulties, but that maintenance people were equipped to handle most problems with their self-contained capability.

Tenant unit deploys with Wing during ORI

To the 1st Aeromedical Evacuation Squadron, the start of an ORI is an ongoing process of their worldwide mission, responding to a contingency and moving patients requiring medical treatment.

Deploying an average of once a month, the 50 men and women of the 1st AES participate in exercises throughout the country and around the world. Their involvements in the past year include Team Spirit, Bold Eagle, Solid

Shield and Reforger, to name a few.

For Pope's ORI, the squadron sent 39 members winging their way West Aug. 27 aboard 317th Tactical Airlift Wing C-130 Hercules aircraft to Little Rock AFB, Ark., and Gulfport, Miss. The three aircraft each carried personnel and equipment, including members of Detachment 1 of the 1st AES from Scott AFB, Ill., and the 57th AES also from Scott. The members of the 57th AES that

deployed with the 1st AES were trained for C-130 operations at Pope.

"Most of the time, the deployments are joint exercises," said Capt. Dale Morris, a 1st AES operations officer. "For this one, we ferried simulated patients back to Pope. These patients were Army personnel from Fort Bragg, N.C."

The people who deployed from the 1st AES include Lt. Col. A.D. Lindsley, squadron commander;

Maj. C.T. Biliouris, director of operations; Maj. Phyllis Nagle, chief nurse; and flight nurses, medical technicians, medical supply and aerospace equipment personnel, and most of their administrative personnel.

The group established a Mobile Aeromedical Staging Facility at Little Rock AFB and sent a three-person liaison team to work with the Army at Camp Robinson, Ark. An Aeromedical Evacuation Control Center was set-up at Gulfport.

Some base civilians eligible for pay retention

Air Force civilians affected by reductions in force, transfers of function or reclassification actions are eligible for grade or pay retention, or both, personnel officials announced here.

The grade and pay retention provisions are contained in Title VIII of the Civil Service Reform Act.

Grade retention applies to civilians placed in a lower grade either by a RIF or after their turn-down of an offer to transfer outside the geographical area. To be eligible, they must have served 52 consecutive weeks at a grade above the position to which they have been changed. Civilians placed at lower grades as a result of reclassification action may retain the higher grade if the position had been classified at the higher grade for one year.

Grade retention continues for two years. During that time the member receives all benefits of the retained grade. These include pay adjustments, step increases, retirement and life insurance coverage, as well as promotion and training opportunities.

Why?

Grade retention will end before two years if employees have a break in service, turn down a position at the retained grade or are demoted. Retained grade is not used to determine assignment rights in any subsequent RIF.

Pay retention applies to two categories of employees. First, it applies to all employees whose two-year grade retention period has expired. Second, it includes employees not eligible for grade retention who have been involuntarily downgraded or who have declined a transfer of function offer or reclassification. This second group also includes those who accept change to lower grade when recruited for a hard-to-fill position and those who enter into formal development or upward mobility positions.

Employees under pay retention receive half of each annual pay adjustment until the scheduled rate of the grade they are assigned equals or exceeds the retained rate. Retained pay ends earlier if employees turn down a position offer with a rate of basic

pay equal to or above the retained rate, have a break in service, or are demoted for cause or at their request.

Employees downgraded between Jan. 1, 1977, and the beginning of the first pay period after Jan. 11, 1979, may be entitled to retroactive benefits. If they were downgraded during that period under conditions that meet grade and pay retention criteria, they are entitled to any additional pay and benefits they would have received if grade retention had been in effect. They must have been continuously employed,

however, from the date of the downgrade until the beginning of the first pay period after Jan. 11, 1979.

To obtain retroactive benefits, eligible civilians must file a claim with their civilian personnel office. Those eligible for retroactive benefits are also eligible to retain the grade from which they were downgraded for two years beginning January 1979, unless terminated earlier.

The civilian personnel office has additional information at ext. 2307. (AFNS)

Civilian POV travel pay raised

Civilian employees traveling in their own vehicles on official business will receive a raise in mileage rates, according to General Services Administration officials. The change is effective immediately.

The old rate of 17 cents a mile

has been increased to 18.5 cents. This change affects only civilian employees, not the military. Military mileage rates remain the same as before — seven cents per mile for temporary duty and 10 cents per mile for permanent change of station.

Civilians important to any military organization

Why do we have civilians in a military organization? The question is at least as old as the Continental Army. George Washington's first chief of ordinance was a civilian, as was his chief surgeon.

The answer is just as old. We need our Air Force civilians to help accomplish our mission. Today the employment of civilians takes on even greater significance. Personnel strength has

been cut to its lowest level in a quarter of a century. We are finding it difficult to reach recruiting goals for the first time in the history of the all-volunteer force. And the small number of youth forecast for the 1980s and 1990s makes the problem worse.

That means we must make the most effective use of our most important resource — people. Historically, Air Force civilians constitute nearly one-third of the total force. They work in all func-

tional areas except those that are militarily essential.

Why should the Air Force employ civilians? There are four basic reasons:

—Employing civilians frees military people to do military jobs.

—Civilians provide continuity.

—Civilians provide a core of trained workers that can be expanded in an emergency.

—Civilians provide specialized skills.

As Under Secretary of the Air Force Antonia Handler Chayes told Congress, "The Air Force manpower mix policy is based on the congressional mandate to use the least costly form of manpower consistent with military requirements."

The Air Force must make the best possible use of available resources to accomplish its mission — men, women, material and money. For many positions, civilians are the best choice. (AFNS)

New Air Force award provides recognition for federal employees

The Excalibur Award has been created by the Air Force to provide recognition for federal career civilians and military who have made significant contributions to their organizations or the public.

The award is designed to encourage those in government to strive for excellence and encourage others to explore career opportunities in government.

The Excalibur will be awarded periodically throughout the year by a selection committee representing educators, the media, industry, labor and the legislative branch.

While the award is intended for

individuals, two or more people may be honored if they worked as a team for a specific objective.

Standards for recognition include unusual leadership or individual effort in problem solving, personal integrity, honesty, high moral character and courage in dealing with complex and sensitive issues.

Also, people who have overcome unusual obstacles or handicaps in a program, who have dramatically improved the quality or efficiency of public services, and who have contributed outstanding scientific, technical or administrative achievements will be recognized.

Civilian employees earn awards

At their Annual Incentive Awards Luncheon yesterday, 27 base civilian employees received certificates of recognition for meritorious job performance. Presentations were made by Col. James L. Brake, base commander.

Other benefits earned by some of the employees included the Quality Salary Increase, the Sustained Superior Performance Award, and the Outstanding Performance Rating.

The QSI is a pay increase given in addition to normal increases to employees who have performed their duties in an exceptional manner.

The SSPA is a cash award presented for special services or acts performed on the job.

The OPR adds additional points to the employees merit promotion scores and points for retention purposes to aid the employee in case of a lay-off due to a reduction in force.

The following is a list of employees who received these certificates and awards.

Alan Altman
Otis Butler
Robert Butler
Teresa Comeaux
Elsie Cornwell
Elizabeth Coughenour
David Culbreth
Norma Dixon
Olan Farris
Richard Feldman
Blanche Gambino
Jo Anne Lowder
Don Hess
Linwood Matthews
Dorothy Olliff
Linda Pechenino
Wade Pierce
Bobbie Pollard
Lois Reed
Ruth Rettman
Mary Rudisill
Edward Stone
Margaret Streit
Wilhelm Vanlandingham
Stella Virgil
Catherine Weber
Richard Williams

Daedalian Trophy to be presented Sept. 12

The second place trophy for the 1978 Daedalian Maintenance Competition will be presented by Maj. Gen. Thomas M. Sadler, 21st Air Force commander, at 2 p.m., Sept. 12 in the base theater.

Representatives from all three maintenance squadrons will re-

ceive the trophy from General Sadler. All members of the 317th Tactical Airlift Wing are invited to attend.

The Daedalian trophy is presented annually to the unit with the best maintenance Air Force wide.

bits and pieces

Pope AFB is holding a blood drive today to support the Piedmont Carolinas Red Cross Regional Blood Program. The Bloodmobile will be at the Recreation Center from 9 a.m. - 2:30 p.m. Commanders and supervisors are encouraged to allow their people to participate in this worthwhile community service program. For further information contact the base project officer Maj. Sadie Constantino at Ext. 2241.

The rock group BLUE OYSTER CULT will appear at the Cumberland County Memorial Auditorium tomorrow at 8 p.m. Special guest for this show will be Ian Hunter. General admission tickets are on sale for \$7.25 in advance and \$8.25 at the gate.

The Pope Credit Union will hold a used car sale Sept. 21-22 at the Eutaw Village Shopping Center on Bragg Boulevard in Fayetteville. The sale will feature 1978 and '79 automobiles with an average of 14,000-25,000 miles and will be sold with a one-year warranty on the drive train. This sale is open to credit union members only.

The Sandhills Arts Council has announced that the annual Malcolm Blue Historic Crafts and Skills Festival will be held Sept. 28 - 30 at the Old Bethesda Church - Blue Farm in Aberdeen, N.C. The festival will feature North Carolina crafts, a barbeque dinner and dancing. There is a small admission fee for this festival. For more information, call Doris Blue, festival chairperson at (919) 692-2959.

The 317th Tactical Airlift Wing will host a general aviation fly-in Sept. 29. The 8 a.m. to 5 p.m. activity will be open to the public. In addition to the more than 200 civilian aircraft expected, military aircraft will be on static display. Booths will be set up along the flightline and manned by civilian and military aviation representatives.

The Fayetteville Revitalization Commission and the Downtown Fayetteville Association will sponsor the city's first International Folk Festival Saturday, Oct. 6 from 10 a.m. to 6 p.m. A "Parade of Nations" is scheduled for 11 a.m. People who attend the festivities are encouraged to wear costumes of their National origin. For further information contact MSgt. Don Braga at Ext. 4183.

Air Force people going overseas or to all stateside areas can take up to 12 months to pay back advance pay, under a recent change to the Department of Defense pay manual.

Major commands now have the authority to approve an extra six months to repay the advance.

Airmen may draw up to three months' advance pay when changing stations.

In the past, airmen were allowed to draw advance pay up to 30 days after arriving at their new base. Now they have up to 60 days.

Pay back will automatically be set for six months unless the additional six months are requested.

Check with the local Accounting and Finance Office for more information.

Military families can now find out in advance if the cost of care for an emotionally disturbed child in a residential treatment center will be shared by the Civilian Health and Medical Program of the Uniformed Services.

CHAMPUS approval is required before cost-sharing will occur. But there is no requirement that such approval be obtained before treatment starts. This has created problems in the past when care obtained before approval was denied cost-sharing, thus making the family pay the entire bill.

The new procedure permits the family to get a review before the child's admission and to get an advance decision on whether CHAMPUS will share the costs for the first 30 days.

As an added customer service, Army and Air Force Exchange Service concession outlets have authorization to honor nationally accepted charge cards from their customers, according to Brig. Gen. Duane H. Stubbs, Exchange Service commander.

The change allows exchange concessionaries to honor charge cards for such services as photo studios, car and equipment rental, TV repair, flower and optical shops.

General Stubbs emphasized that participation by the concessions is voluntary. The exchange store itself does not accept charge cards.

Vietnam veteran bonus applications are still being accepted by five states. They are Illinois, Massachusetts, Michigan, New Hampshire and Vermont. Eligi-

bility requirements vary in each state. Details are available on the CBPO Customer Service Bulletin Board or by contacting Air Force Manpower and Personnel Center, Autovon 487-3578.

Chief master sergeants and chief selectees can find out which overseas jobs are open through May 1980 by contacting the local personnel office.

A listing showing location, reporting month, duty title and chief enlisted manager code for each job was sent to CBPOs by the Air Force Manpower and Personnel Center's Chief's Group.

This service is a way of filling as many overseas positions as possible with volunteers. Non-volunteers scheduled for an overseas assignment may be replaced by volunteers requesting the same assignment.

Details are available at the local customer service Ext. 2276 or by calling the Chief's Group at Autovon 487-6611.

Senior airmen through master sergeants in aircraft maintenance are needed to volunteer to retrain as flight engineers.

Volunteers must be careerists with a five or seven level in aircraft systems maintenance (426XX) or aircraft maintenance specialist (431XX).

Openings for C-130 flight engineers exist at McChord AFB, Wash.; Dyess AFB, Texas; Pope AFB, N.C.; and Little Rock AFB, Ark.

Individuals selected as C-130 flight engineers receive ten weeks of training at Little Rock AFB.

cinema

Today, 7:30 p.m.
A LITTLE ROMANCE (PG)
Laurence Olivier and Sally Kellerman
Running Time - 109

Tomorrow, 2 p.m.
THE SEA GYPSIES (G)
Robert Logan and Mikki Jamison-Olsen
Running Time - 101

Tomorrow, 6:30 p.m.
STAR CRASH (PG)
Marjoe Gortner and Caroline Munro
Running Time - 92

Sunday and Monday, 7:30 p.m.
HAIR (PG)
John Savage and Treat Williams
Running Time - 121

Tuesday, 7:30 p.m.
FORCE 10 FROM NAVARONE (PG)
Robert Shaw and Harrison Ford
Running Time - 118

Wednesday, 7:30 p.m.
AN UNMARRIED WOMAN (R)
Jill Clayburgh and Alan Bates
Running Time - 124

Thursday and Sept. 14, 7:30 p.m.
ASHANTI (R)
Michael Caine - Peter Ustinov
Running Time - 118

Sept. 15, 2 p.m.
MAD MONSTER PARTY (G)
Boris Karloff and Phyllis Diller
Running Time - 92

Sept. 15, 6:30 p.m.
CHOMPS (PG)
Wesley Eure and Valerie Bertinelli
Running Time - 91

Sept. 15, 8:30 p.m.
PETS (R)
Ed Bishop and Joan Blackman
Running Time - 101

Sept. 16 and 17, 7:30 p.m.
SATURDAY NIGHT FEVER and GREASE
1. John Travolta and Karen Gorney
2. John Travolta and Olivia Newton-John
Running Time - 228

Sept. 18, 7:30 p.m.
TILT (PG)
Ken Marshall and Charles Durning
Running Time - 111

Sept. 19, 7:30 p.m.
THE DARK (R)
William Devane and Cathy Lee Crosby
Running Time - 90

Sept. 20 and 21, 7:30 p.m.
THE PRISONER OF ZENDA (PG)
Peter Sellers and Lynne Frederick
Running Time - 108