

# HERCULES HERALD

July 13, 1979  
Vol. 16, Issue 20  
Pope AFB, N.C.

Celebrating Pope's 60th anniversary.

## Sergeant credited with saving life

By Sgt. Kevin W. Green  
Herald Staff

A sergeant's quick reaction and medical knowledge aided in saving the life of an infant here June 9.

Sgt. Patrick Keenan of the 1st Aeromedical Evacuation Squadron was leaving the Noncommissioned Officers' Club that day when he saw a car screech to a halt at the entrance to the motorpool.

"This lady jumped out with the kid in her arms and started

screaming for help," Sergeant Keenan explained.

Mrs. Deborah Meurer had just departed a tee-ball game when her 15-month-old son Jacob began to choke on a piece of candy.

The infant's face and lips began to turn blue.

"I stopped in the middle of the road and ran to where she was and grabbed the kid out of her arms," Sergeant Keenan said. "I put one arm on his back and the palm of my hand to his diaphragm to try to punch out whatever was in his throat.

"The first time it didn't work," Sergeant Keenan continued, "so I did it again. He started coughing after the second try. Then he started breathing, and his lips started to come back to normal color."

By administering this medical procedure, known as the Hiemlich Maneuver, the sergeant cleared the infant's throat.

"It was through educational programs on TV and people talking that I learned about it," Sergeant Keenan pointed out.

After Jacob began breathing,

Sergeant Keenan advised Mrs. Meurer to take the infant to the hospital clinic.

It wasn't until nearly three weeks later that Mrs. Meurer contacted Sergeant Keenan. She had tried to find the sergeant immediately after the incident but had failed.

"Through his calmness and professional knowledge, I am confident that Sergeant Keenan saved my son's life," said Mrs. Meurer in a letter of thanks to his squadron commander, Lt. Col. Ad A. Lindsley.

### RAF Mildenhall

## Bravo squadron fulfills NATO commitment

By MSgt. Don Braga  
NCOIC Information Office

A C-130 emerged from thick clouds and landed on the cold, grey runway -- a long way from

sunny, warm North Carolina. As an experienced crewmember pointed out, "This is a typical British Isle's arrival."

This is RAF Mildenhall,

England, home of Bravo Squadron, the Military Airlift Command's C-130 squadron that rotates from stateside bases to England for a 60-day tour flying throughout Europe.

While at Mildenhall, these squadrons provide tactical airlift support for the North Atlantic Treaty Organization and the United States Air Forces in Europe.

This was the arrival last week of the home unit commander's mid-rotation visit to his squadron. Named Bravo Squadron, to keep the rotation squadron's names consistent at Mildenhall, the unit presently on rotation is the 39th Tactical Airlift Squadron and support elements from Pope.

Traveling with Col. Duane H. Erickson, 317th TAW commander, were members of his staff, maintenance supervisors, and local and regional news media to cover the MAC and wing mission during rotation.

While at Mildenhall, MAC's tactical airlift squadron is attached to the 313th Tactical Airlift Group, a permanently assigned unit at Mildenhall. This unit forms an experienced cadre of people familiar with operations in Europe.

Eighteen Pope C-130s and 23 aircrews make up the flying portion of Bravo Squadron. Maintenance, Supply, transportation, administrative and operations specialists make up the rest of the squadron.

Speaking to media at the arrival briefing, Lt. Col. Don Koch, 39th TAS commander and present Bravo commander, said, "Back at Pope I command a flying

squadron of mostly aircrew members. When we come over here we bring a support crew that doubles the squadron's size. The permanent maintenance complex here cannot fully support our flying operation which is committed to 14 missions daily. The support personnel we bring with us assures that we can get the job done."

Bravo Squadron has two basic missions that run continuously. First is the Turkey Trot, two airplanes and three crews that operate out of Adana, Turkey. These two airplanes provide support to many smaller sites.

"The people stationed there really appreciate it," said Colonel Koch. "We carry them all their supplies, exchange items and most important, their mail. We are their total support. It's probably one of the most exhilarating missions we have. The crews come back feeling like they have accomplished something and have done a good job."

The second mission is the Athens Shuttle. Staging out of the Athens Airport, Greece, four airplanes and crews fly throughout Greece, Italy and Spain. The other missions are normally flown out of Mildenhall.

In addition to primarily moving American cargo and forces under NATO commitments, Bravo Squadron also transports forces for other NATO countries.

At the end of rotation, the 39th TAS will be relieved aircraft for aircraft, and man for man, by another of MAC's tactical airlift squadrons, thus providing continuous support for USAFE and NATO.



USAF photo by MSgt. Don Braga

TSgt. Jose A. Ybarra, 317th Field Maintenance Squadron and Bravo Squadron, completes a C-130 engine change on a damp day at RAF Mildenhall.



## New CMSAF selected

CMSgt. James M. McCoy has been selected to become the sixth Chief Master Sergeant of the Air Force.

He will assume the position Aug. 1, succeeding CMSAF Robert D. Gaylor.

Chief McCoy was selected from three finalists after interviews with the Deputy Chief of Staff for Manpower and Personnel, the Vice Chief of Staff and the Chief of Staff.

He has been the Senior Enlisted Advisor for the Strategic Air Command at Offutt AFB, Neb., since March 1975. In his new duties he will be responsible to the Chief of Staff and the Secretary of

the Air Force, keeping them informed of matters affecting the duties, health, welfare and morale of Air Force enlisted people.

Chief McCoy was born in Creston, Iowa, July 30, 1930, and entered the Air Force in January 1951. He received a bachelor of science degree in Business Administration from Centenary College of Louisiana in 1966.

He is an honor graduate of SAC's 2nd Air Force Noncommissioned Officers Academy and was graduated from the first class of the Air Force Senior NCO Academy in March 1973.

Chief McCoy was an outstan-

ding Airman of the Year for 1974.

His career has included assignments as a radar operator and instructor, AFROTC assistant commandant of cadets, NCO Academy sergeant major, and training assignments at wing, numbered Air Force and command positions. He was recently selected to remain on active duty for up to 33 years, under the extended high year of tenure program for chief master sergeants.

Chief McCoy is married to the former Kathleen L. O'Conner of Davenport, Iowa, they have eight children.

## Carpooling

### A way to reduce the cost of driving to work

With the price of gasoline approaching \$1 per gallon, many people here are looking for an alternative to the cost of driving to work daily. One way to cut costs is to form a carpool.

But once formed, how can you be sure it will stay together? Here are some suggestions to follow in operating a carpool:

1. Make it an ironclad rule that your pool serves but one purpose: commuting to and from work. You're in big trouble if it becomes a shopping or errand service.

2. See if you can arrange to have only one driver — permanently. He or she will not only feel a definite responsibility to be the driver, but chances for misunderstandings will be greatly reduced.

3. On the other hand, if driving chores must be shared, reduce confusion and detailed scheduling

by rotating drivers monthly or weekly, rather than daily.

4. Have a definite agreement in advance on reimbursement for driving expenses. (Example: multiply round-trip mileage by 12 cents per mile, add daily parking costs, divide by total number of carpoolers to determine share of each.)

5. Establish a chain of communications among carpool members so that rapid adjustments can be made with minimum delay and inconvenience. The chain of communication should parallel the morning pick-up sequence: driver, passenger No. 1, passenger No. 2, passenger No. 3. For example, if the driver is ill or the car won't start, the driver calls passenger No. 1 and asks him or her to drive. Also, if a passenger must change plans, he or she should notify the person who is

picked up immediately before him.

6. Resolve to be extra careful about maintaining harmony among passengers. For example:

- a. Don't honk for your passengers. It frays neighbors' nerves and can start dogs barking for blocks around.

- b. Since most passengers will be watching for your car from inside their homes, it is important the driver arrive promptly and be visible from the window or door of the house.

- c. Have a prior understanding among all passengers on just how long the driver should wait for a passenger (should be no more than two minutes at most).

7. Discuss carpool plans with your insurance agent (in most cases present liability coverage is adequate — but you must be sure!). See to it that all your

riders are informed about insurance coverage.

8. It's important that the car be maintained in good driving condition — well serviced, safe and comfortable.

9. Discuss any problems that might arise when your carpool arrangements are first made. Try to anticipate problems so they can be resolved beforehand. Reach firm agreements on all points, and renew them regularly to avoid misunderstandings. It's the little things that mean a lot. So don't overlook such small points as smoking, radio station choice and volume, and earlier starting time on inclement days. It wouldn't hurt to provide each passenger with a concise list of carpool rules.

10. Establish a pickup and delivery route that is convenient to the driver's home.

5.5 percent

## Air Force views pay hike

Air Force people should be ready to accept a 5.5 percent pay cap in October, says the Air Force Chief of Staff.

"I am not optimistic about the pay cap being removed immediately, although the other joint chiefs and I have recommended a seven percent increase," Gen. Lew Allen Jr., said last week.

"We will," the general promised, "seek other programs and benefits for uniformed people to offset the restrictions as much as we can."

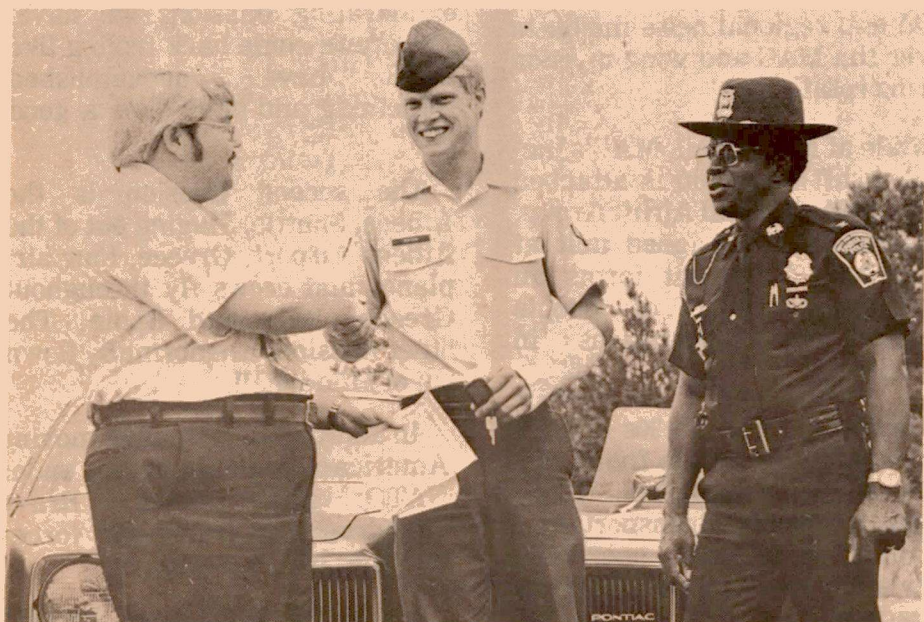
"I am confident we will regain the inequities of the present freeze on cost of living adjustments in the future, but these won't come

immediately."

The general also expressed concern about possible legislative efforts to eliminate junior enlisted travel and reduce the number of dependents in Europe.

"The concern has been brought about more by considerations in the Army where there is some feeling that short tours for many of the Army people would be advantageous."

"The Air Force," he emphasized, "will not be served well by those restrictions. We will not be able to do our jobs as efficiently or as effectively if we move into that kind of a situation."



George Wilkes III, station manager of WFBS Radio in Spring Lake, presents the keys and title of a promotional car to SrA Paul L. Ravin of the 317th Headquarters Squadron as Spring Lake Police Chief Billy Manning looks on. Airman Ravin won the car by guessing the correct mileage in the "Car 1450" contest. The mileage was verified by Chief Manning.

USAF photo by SrA Bob E. Tobias



# TMO encounters severe moving backlog

By Sgt. Kevin W. Green  
Herald Staff

The Traffic Management Office at Fort Bragg is warning military members moving to other bases that shipment of their household goods will probably be delayed.

The delay is caused by a backlog in the moving industry due to trucking and fuel problems.

TMO officials point out that shipments of hold baggage are moving faster than household goods but are also being delayed.

The backlog is not causing any problems in getting property picked up from the member's

residence, according to TMO. The delay, they say, is in getting shipments out of the local area.

Records indicate that 209 shipments, totaling almost a million pounds of property, are currently in a hold status. Little of this property is being moved, according to TMO.

Members arriving here are also experiencing a delay of property being shipped into the area.

TMO officials advise people who must move to take everything they can with them in anticipation of a shipment delay. They are also suggesting that

members utilize the do-it-yourself program.

The backlog in the moving industry across the country has caused the Air Force to advise people to delay summer moves. Officials at Air Force Headquarters are instructing bases to do everything possible to assist members who choose to delay permanent change of station moves. People preparing to leave here may call the assignments section, Ext. 4865, about obtaining a delay in assignment reporting.

In a message from Air Force Headquarters, officials said,

"Assuming all trucker and fuel problems were resolved immediately, the moving industry estimates it would need 30 days to clear its present backlog of shipments and it would not be able to return to normal operations until early October.

"Each day's extension of the trucker's strike and fuel crisis will further delay the recovery date," the message said.

People with questions concerning shipment of household goods or hold baggage may contact TMO at 396-3505.



USAF photo by SrA Bob E. Tobias

Lt. Cols. (left to right) Ernest C. Peirola and Norman R. Hull discuss the functions of the 317th Organizational Maintenance Squadron. Colonel Hull, who came from Torrejon AB, Spain, replaced Colonel Peirola as commander of the 317th OMS Monday. Colonel Peirola has gone to Scott AFB, Ill.



USAF photo by TSgt. Larry Enloe

Maj. James D. Gorby discusses a wheel inspection with MSgt. Bobby Cassell. Major Gorby assumed command of the 317th Transportation Squadron Tuesday. Coming here from Maxwell AFB, Ala., he replaced Lt. Col. Ronald V. Marck who will be going to Maxwell AFB to attend the Air Command and Staff College.

## Earned Income Credit

# IRS change requires advance payment

By 2Lt. Todd J. Holmes  
Accounting and Finance

A recent change to the Internal Revenue Service tax regulations requires all employees to make advance payments of Earned Income Credit to qualified applicants.

The Civilian Pay Section has been prepared to make these payments since July 1, and the Military Pay Section will begin with the mid-month pay check in August 1979. The amount of the payments will be based on their income and will be included in each paycheck.

A military member or civilian employee would be eligible if they answer "yes" to questions A, B, E, F and either C or D, whichever

is applicable in their case.

A. Do you expect the amount of your Adjusted Gross Income, including that of your spouse to be less than \$10,000?

B. Do you expect at least one of your children to live with you full time except when away at school or vacation?

C. If married, do you plan to file a joint return?

D. If not married, do you expect to pay at least half the cost of keeping up a household this year?

E. Do you expect all your earned income to be from sources inside the United States?

F. Do you expect to claim an exemption for a child who will live

with you, or do you expect to qualify as an unmarried head of household because of an unmarried child who cannot be taken as an exemption?

Earned income for computation of the advance payment is all income which is subject to federal income tax, including reenlistment bonuses and payment for all leave sold. The actual amount of Earned Income Credit which a member is due is determined when he-she prepared his-her income tax return.

Members should be cautioned that anything that could change the Adjusted Gross Income may cause the individual to be ineli-

gible for the credit or decrease the amount of the final payment. Any overpayment must be repaid to the IRS when the tax return is filed either by reducing the amount of the tax refund if there is one or by making a payment to the IRS.

The IRS regulations covering this program require you to notify your finance office within 10 days when you or your spouse have a change in your financial status which would affect your entitlement to receive this credit.

If you qualify for this credit and to not want to wait until you file your tax returns to receive it, go to the Accounting and Finance Office and fill out a TD Form W-5.

# Military demonstration planned for Tuesday

The public is invited to visit Fort Bragg Tuesday to view an XVIII Airborne Corps Capabilities Exercise.

The exercise is being held in conjunction with the annual Reserve Officer Training Corps Ad-

vanced Camp.

At approximately 9 a.m., several plane loads of paratroopers and equipment from various units of the 82nd Airborne Division will be dropped over Sicily Drop Zone. An officer from the division will explain

parachute operations to the visitors before the jumpers begin their assault.

Also open to the public will be a live-fire demonstration at Observation Post 5 at 11 a.m. Air Force A-10 and A-7 aircraft will provide

close air support.

Sicily Drop Zone is located off Manchester Road about halfway between Southern Pines and Fort Bragg's main post area. Observation Post 5 is located on Preachers Road between Longstreet and Chicken Road.



## Vietnam memory still alive

More than four years have passed since the end of the Vietnam War. For most Americans, Vietnam is just a memory. However, for hundreds of women and children, the memory is very much alive today. These are the spouses and dependents of our servicemen still listed as missing-in-action. Years after Vietnam's last battle, pain and uncertainty persist.

Military Airlift Command people have particularly close ties with MIAs and POWs. MAC aircraft flew prisoners away from captivity and returned the remains of those killed for burial. We stand ready for more such humanitarian airlift if and when the call comes.

This year's national POW-MIA Recognition Day might not bring

home any more lost servicemen out of the Southeast Asian jungles, but we want anxious spouses and children to know they are not alone in their concern.

We also pay special tribute to the ex-POWs in our midst. They paid a heavy price on behalf of our country. They sacrificed their freedom during years of captivity. These are the silent heroes of our country.

President Carter expressed these same feelings when he proclaimed the POW - MIA day of recognition. All MAC people join him as we salute ex-POWs and hope for a speedy and satisfactory end to our agony for those still missing.

Gen. Robert E. Huyser, Military Airlift Command, commander-in-chief

## President proclaims Tuesday POW-MIA Recognition Day

President Carter has designated Wednesday as National POW-MIA Recognition Day.

It will be a time, the president said in his proclamation, "dedicated both to all former American prisoners of war as well as those still missing, and to their families."

"In each of America's past wars our prisoners of war have represented a special sacrifice. On them has fallen an added burden of loneliness, trauma and hardship."

"Their burden," wrote the president, "becomes double when there is inhumane treatment by the enemy in violation of common human compassion, ethical standards and international obligations."

"As we now enjoy the blessing of peace, it is appropriate that all Americans recognize the special debt owed these Americans held prisoner during wartime. It is also appropriate that we remember the unresolved casualties of war: our soldiers who are missing."

"The pain and bitterness of war endures for the families and relatives and friends of those whose fate is unknown. Our nation will continue to seek answers to the questions that remain about their fate."

"I call on all Americans to join on this occasion in honoring those who made the special sacrifice of being captive in war, and their loved ones."

## Apathy hurts young A.F. officers

By Maj. Jerry Gomez  
Military Airlift Command  
Officer Assignment Division

Apathy among young officers hurts their Air Force careers before they get off the ground. That's a fact of life I learned when I sat on the last Military Airlift Command Squadron Officer School Selection Board.

Many people burn their bridges ahead of them as they ignore fundamental career areas. They later may change career plans, but by then it's too late because of today's mistakes.

Do not rest on your accomplishments. Always try to do better and more than before. That's the sign of leadership potential which SOS and promotion boards seek.

New captains are automatically nominated for SOS. It's up to major commands to select the

best people through selection boards.

Just 41 percent of available candidates were picked as primaries at the last MAC SOS board. It evaluated 530 records and chose 220 primaries and 140 alternates.

Competition is keen and every little bit helps when a board makes tough choices.

The number one area to look at is officer effectiveness reports and job performance. Numbers and words help and hurt a lot of people.

No comment indicates a weak performance record.

One officer was rated 2-2-2 with the comment, "He ranks in the upper 55 percent of my captains." That made us wonder about unit screening.

An OER job description should pinpoint an officer's responsibilities. That will pay off in the long run in future board decisions.

A person's photograph may not seem important, but, as in all areas, appearance counts. Dress suitably according to regulations.

If you don't like AFR 35-10 standards, don't convey your anti-establishment feeling to the board through your photo. We certainly note it.

Professional military education and academic achievements count heavily and time in service is a factor. We don't expect five-year captains to have master's degrees, but we look for SOS completion by correspondence. That shows initiative.

Breadth of experience means a lot. Are you just squadron vehicle control officer after six years' ser-

vice? If so, you may have fulfilled the "Peter Principle" and why should we try to boost your career?

There are many career-broadening jobs close by. Find them.

Awards need little explanation except to say commanders must recognize their people. Tell the world about their good work. It boosts morale and helps MAC's promotion rate.

One hint to help yourself: Provide ammunition to your boss to support heroic deeds.

Your records reflect your attitude. Don't ignore the basics. We all want the best among us to be leaders at the highest echelons.

MAC career advisers can help at any time to review or discuss your record with you. They want to ensure our best people get promoted.

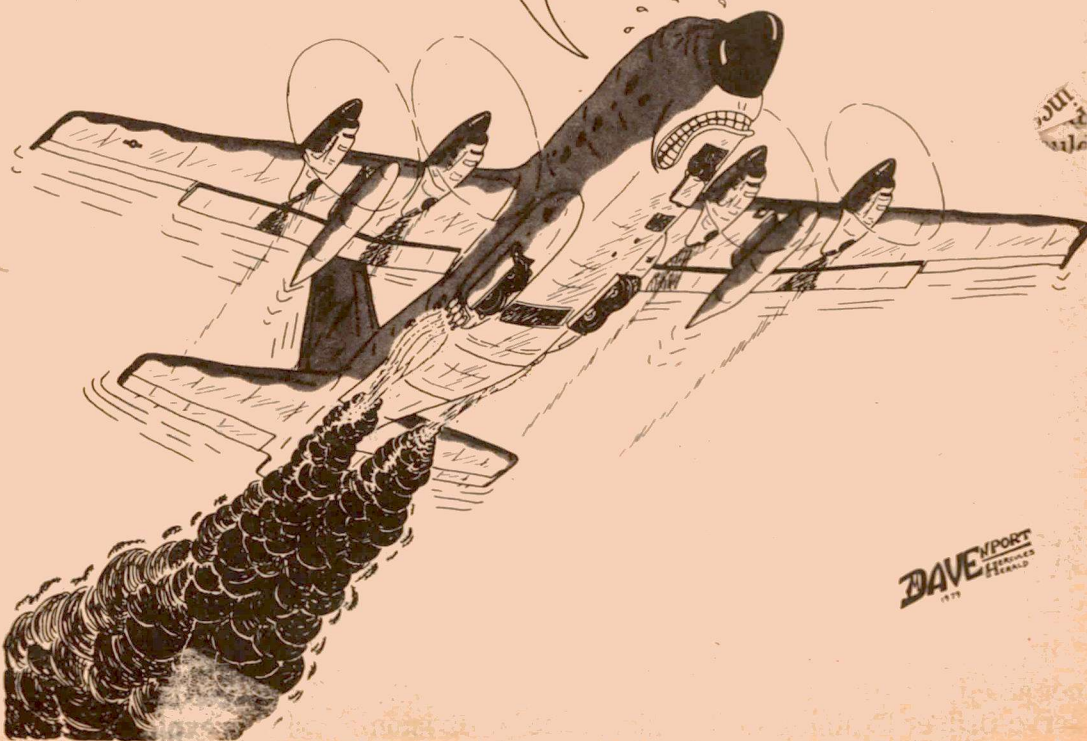
### HERCULES HERALD

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.

Col. Duane H. Erickson ..... 317 TAW Commander  
Col. James N. Hockney ..... 317 TAG Commander  
Col. James L. Brake ..... 317 CSG Commander  
Maj. Samuel T. Martin Jr. .... 317 TAW Information Officer  
2nd Lt. Brian P. Hoey ..... Deputy Information Officer  
SrA. Bob E. Tobias ..... Editor  
Sgt. Kevin W. Green ..... Editorial Consultant  
Linn Law ..... Staff Assistant  
TSgt. Larry Enloe ..... Staff Photographer  
Dave Davenport ..... Staff Artist

EEEEYOW! I JUST GOTTA STAY AWAY FROM THOSE JALAPEÑO PEPPERS!





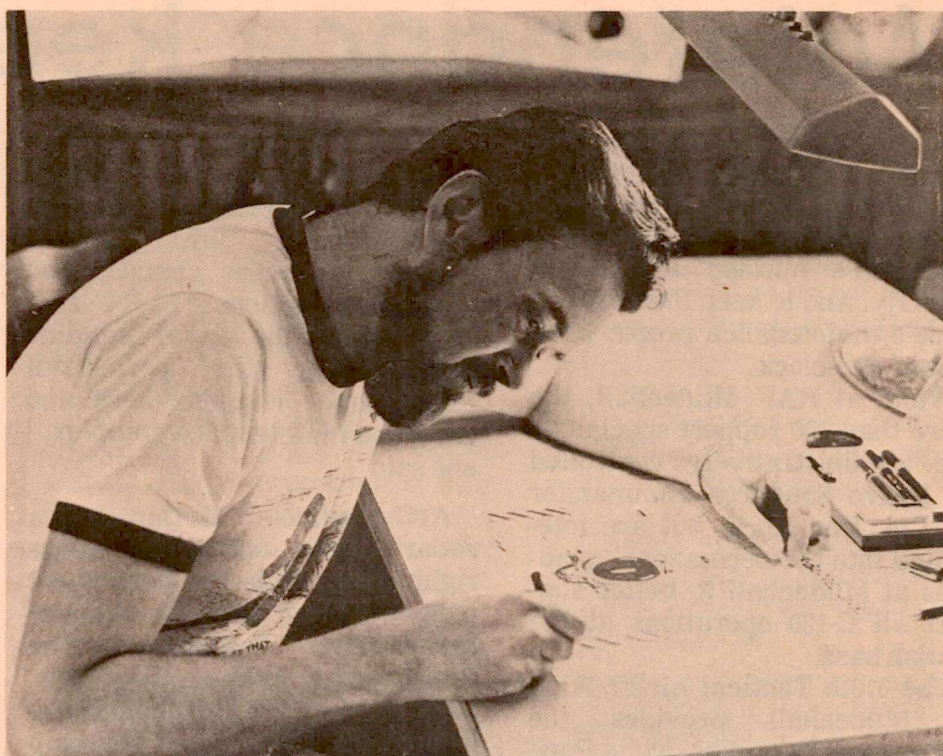


Photo courtesy of HERKY BIRD UNLIMITED

The details of a cartoon are carefully added by Dave Davenport to one of his illustrations. Dave's cartoons appear in each issue of the HERCULES HERALD.

## Artist personifies C-130 Hercules

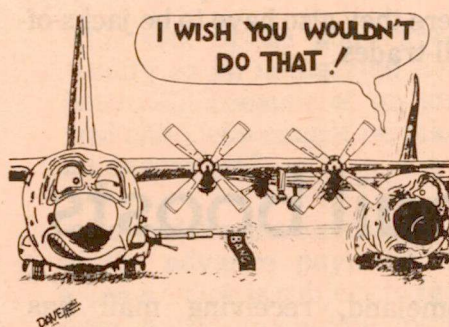
By Sgt. Kevin W. Green  
Herald Staff

As he completes yet another cartoon, Dave Davenport turns to his wife Margaret, for her approval of the illustration.

"She does give me the ideas for many of the cartoons," Dave explains, "and I have to get her final approval before I call a cartoon finished."

The cartoons, which appear in each issue of the *Hercules Herald*, characterize the personality of the C-130 Hercules aircraft.

Dave points out, "I spent so many years working, flying, fight-



ing, and cussing with the C-130, I learned the Herk does have a personality.

"I wasn't the first to characterize the C-130, but I've carried my caricatures of the Herky Bird to a more refined stage than anyone else because I've been so close to it for so long, and I've learned to respect and admire it."

Dave's relationship with the Hercules developed during his 12 years as an Air Force engine technician working on C-130s. Prior to his retirement here in 1977, his work on C-130s took him to such countries as Taiwan, Vietnam and England.

The North Carolina native joined the Air Force in 1957 and became an aircraft mechanic on B-36 and KC-97 aircraft. During his first assignment to Dow AFB, Maine, Dave began drawing air-

craft cartoons for the base newspaper there.

"I had always doodled," Dave explains, "and with my interest in planes, I decided to start drawing aircraft cartoons as a hobby."

In 1964 he retrained as a jet engine technician and began his work with the Turbo-Prop C-130 Hercules. Talking about the personality of the Herk, Dave comments, "There are quite a few other people who agree with me, and there are also a lot who would want to be the first to tell you how the C-130 pulled their bacon out of the fire."

Although retired, Dave's life has not slowed down. In addition to being the parents of five teenagers, Dave and Margaret have recently organized Herky Bird Unlimited. The company sells tee-shirts with his Herky Bird cartoons silk-screened on them, and they hope to eventually have other Herky Bird items available, such as tie pins and patches.

A graduate of Lees-McRae College in Banner Elk, Dave is



currently majoring in commercial and graphic art at Fayetteville Technical Institute.

Back at his drawing table, Margaret begins to visualize another Herky cartoon. She gives Dave an idea on a C-130 taking off using Jet Assisted Take Off, after consuming some hot peppers and another Herky cartoon is born.



Photo courtesy of HERKY BIRD UNLIMITED

Dave gets approval of an illustration from his wife Margaret. His cartoons, which appear in each issue of the *HERCULES HERALD*, characterize the personality of the C-130 Hercules aircraft. Dave's relationship with the Hercules developed during his 12 years as an Air Force engine mechanic.



# Maintenance keeps planes flying

When our tactical airlift squadrons leave for Europe on rotation they bring along a complete maintenance team. To complete Bravo Squadron's mission the planes must fly. And to keep them flying, Pope's maintenance people work around-the-clock.

While at RAF Mildenhall, the more than 200 support specialists are administratively controlled by Bravo Squadron commander Lt. Col. Don Koch, but are integrated into the permanent squadrons at Mildenhall to better support all C-130 operations at the British base.

The 513th Tactical Airlift Wing at Mildenhall provides the facilities and vehicles, while Pope squadrons provide the people for Bravo's operation.

'The team members all have different specialties, but here they also have to be jacks-of-all-trades.'

Praising his maintenance section, Colonel Koch said, "We have two maintenance officers in Bravo Squadron, and so far as I am concerned, they are the nerves — the thing that really makes us go. MSgt. William G. Haughey, our flight line superintendent, is the master of our (Pope's) maintenance complex here."

Not all of the maintenance jobs are on the flightline or in the air. Crew chiefs fly on all missions while in Europe. Many of the jobs are in shops around the base.

One of these shop workers is Sgt. Connie S. Everett, a maintenance documentation clerk who

## When TDY

works in the 513th maintenance complex. She takes care of all of Pope's paperwork for C-130 airframe flying times, engine changes, propeller changes and aircraft inspections. "I serve as a link between the actual flightline maintenance, the permanent maintenance complex here and the Pope maintenance complex," she said.

A1C Patricia McDaniels, a radar repair specialist, works right along with the permanent party people in the 513th Avionics Maintenance Squadron. "The Bravo people work on the C-130s, but when they (Mildenhall maintenance) get in a bind we help them on their EC-135s. The equipment is basically the same."

She continued, "The job here is important, and I'm learning a lot more here than I could back at Pope. Here we have to do more, and do more on our own."

Constantly busy on rotation is the "Bravo 4" flightline support team made up of 317th Organizational Maintenance Squadron people. The seven-man team appears at times to be everywhere on the line at once.

SSgt. Ray Wright, team shift supervisor, said, "We're the team here to provide almost any type of maintenance support from servicing aircraft, crew chief assistance, refueling, to rigging the planes for the many different missions that come up. My team puts in long hours and we launch between eight to 10 planes a day." He added, "The team members all have different specialties, but here they also have to be jacks-of-all-trades."

A major job in keeping the C-130s maintained while on rotation falls with the supply specialists attached to Bravo Squadron. "If you can't get the parts, you can't fix the planes," commented one of the supervisors.

'Here we have to do more, and do more on our own.'

A1C Karen L. Edwards works in the special assets section of the 513th Supply Squadron along with four other supply specialists from Pope. "We issue parts to the maintenance sections, receive parts, return repairable parts to repair units and keep up the supply records."

Supply people from Bravo Squadron are also sent to places such as Greece and Turkey with

parts kits to support any needed maintenance to detached planes in those locations.

TSgt. Wayne Showalter, 317th OMS, has been on several TDY's to England. When the rotation assignments are made at Pope he always appears on the list. While at Mildenhall he serves as the flightline expeditor. "His many times here and his maintenance experience in the theater makes things flow all along the flightline," commented Capt. Frederick G. Gross, 317th OMS flightline maintenance officer. "It's got to the point where it seems Bravo can't do without him."

When it comes to C-130 maintenance in the overseas rotation area, we can't do without any of the Pope maintenance team. The proof of this is the 97 percent launch reliability rate so far on this rotation.

BRAVO Pope maintenance.

Stories by MSgt. Don Braga



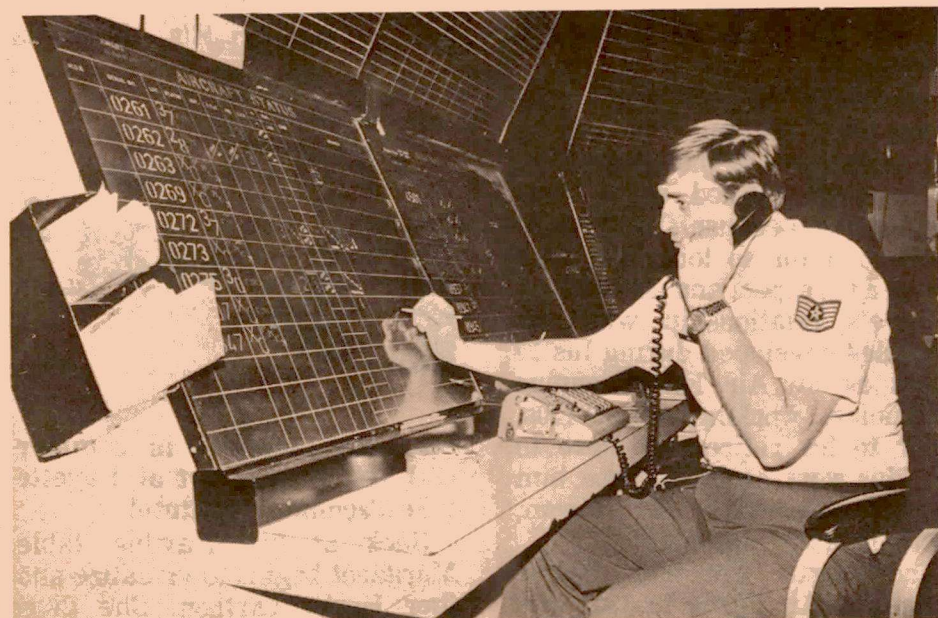
SSgt. William F. Mays, fuels systems technician, 317th Field Maintenance Squadron slips into a C-130 fuel tank access hatch to check on a fuel leak. Assisting him is Amn Gilbert Brown, a fuels systems apprentice with the 513th FMS and SrA Stephen A. Dodson, 317th OMS, the plane's crew chief.

USAF photo by MSgt. Don Braga

## Receiving mail boosts morale away from home

Since military people began leaving loved ones and their

homeland, receiving mail has been their morale mainstay.



TSgt. Gerard M. Bergeron, Bravo Squadron senior job controller, checks the status of all C-130s on rotation in the 513th TAW maintenance control center. Sergeant Bergeron and the other Pope job controllers tie all the C-130 maintenance functions together.

USAF photo by MSgt. Don Braga

Standing mail call or making that trip to the mail room is part of everyone's daily activity while away from home. The military man has been sent to strange lands to uphold the freedom of his homeland or the homeland of allies. Receiving mail from home makes this tough job more bearable.

To help keep their morale high, Bravo Squadron maintains their own mailroom at RAF Mildenhall's main military post office.

This mail room, manned by an administrative specialist, is open six days a week. According to A1C Edward Klink, 39th Tactical Airlift Squadron, Bravo's mail clerk, "The postal people here (at Mildenhall) could provide the mail service but it would be an additional burden on them. By maintaining its own mailroom,

Bravo Squadron can get mail to their people quicker.

"I have really enjoyed my 30 days here," said the clerk who returned to Pope last week. "I know I've played an important part in the morale of the squadron and I've seen England. I wouldn't mind being stationed here."

Airman Klink trained another administrative specialist to take his place for the last half of the rotation. His replacement, SSgt. Nate Wiggins, who normally works in the 3rd Mobile Aerial Port Squadron, added, "I'm looking forward to the job. It is important even though we are sometimes the unsung heroes. Everyone likes to receive mail and we provide that service as rapidly as we can."

In addition to handling mail at Mildenhall, Bravo's mail clerks forward mail for people working at other sites in Europe.



## Society offers deferment

Students who have received Air Force Aid Society education loans may be able to defer payment if enrolled full-time in undergraduate or graduate school.

To qualify for the deferment proof of full-time enrollment, certified by the school registrar, should be sent to the society.

Students who seek deferments this fall should notify the society's

national headquarters as soon as possible. The loan will be temporarily deferred, pending actual full-time enrollment in school.

Under the old policy, students who enrolled in graduate school were required to begin payments on their loans within three months after graduating from undergraduate school. Payments could be reduced if a strong handicap

could be substantiated.

The new policy applies to any student enrolled full-time in graduate or undergraduate programs.

"Proof of Enrollment" forms and more information can be obtained by writing to the Air Force Aid Society National Headquarters, 1117 North 19th St., Suite 700, Arlington, Va., 22209.

Second in a series

# Continuing your military move

**EDITOR'S NOTE:** The following is the second in a three-part series dealing with permanent change of station moves. The final part of this series will be in the next issue of the HERALD.

When your household goods are delivered to your new home, you are in charge. The movers must unpack everything you want them to, reassemble anything they took apart, and position all rugs and furniture. Know in advance where you want each of the larger pieces of furniture and be prepared to supervise.

As unloading begins, you or your spouse should check each carton and individual item off the inventory. Note loss or damage on the mover's inventory and/or the DD Form 619, Statement of Accessorial Services. Scratches, dents or breaks should be marked down opposite each number, then described more specifically at the bottom of the sheet in the "remarks/exceptions" section. Be sure to keep a copy, signed by the mover, of all documents showing lost or damaged items.

Sign and date the inventory and DD Form 619 only after all damaged or missing items are listed on all copies. It is also a

good idea to write in the "received" box the statement, "Accepted subject to discovery of hidden loss or damage" before signing.

If you discover loss or damage after the movers leave, report it at once to your transportation office. Delay could mean that damages won't be paid for by the moving company, and the amount could be deducted from your claim.

Before you consider your move complete, you should record your observations on the Customer's Satisfaction Report, DD Form 1781, provided by the government inspector or destination installation transportation officer. Return this form within five days after delivery. Your cooperation is necessary since this report plays a significant role in determining the overall performance of the movers, ensuring that quality service is provided to the service member.

Shipping your privately owned vehicle overseas requires careful planning and coordination with your Transportation Management Office. If authorized on your orders, you are allowed to ship one

personal vehicle overseas. Your TMO can tell you from which port you can ship your car and where it will arrive, and provide information on restrictions in effect in certain overseas locations.

For example, some countries have cost or color restrictions, and some require prior permission from the country before a car can be shipped. Also, because most countries have rigid vehicle inspection requirements and parts are often difficult to obtain, strict rules govern the condition of your vehicle for shipment overseas. The ITO can give you details on your car's required condition.

One problem in shipping a POV overseas is that unleaded gasoline, a requirement in catalytic converter-equipped vehicles, is generally unavailable. Ask your TMO how to protect your car's catalytic converter system and where the system can be serviced prior to shipment.

If you own a camper or other oversized vehicle, you should be aware that the service member must pay all costs for POVs in excess of 20 measurement tons.

When you turn in a vehicle for shipment, terminal personnel inspect it, noting its condition on the

shipping documents. They also drain the gas tank, disconnect the battery if required, and load it aboard the ship.

Before going to the port to pick up your POV, contact the destination terminal to make sure it has arrived. At time of pickup, the military terminal is responsible for opening the box of emergency tools authorized for shipment in your car, inventorying the contents, reinstalling accessories that had been removed for shipment, and inspecting the vehicle for damage or loss.

Be sure any damage or loss is noted on a Private Vehicle Shipping Document, DD Form 788, which you will need for any claim actions.

Before shipping your car, you should be aware of the high cost of overseas insurance premiums. For example, insurance to cover Germany's minimum liability requirements costs from \$250 to \$600 per year depending on the insured's age, rank and marital status.

Investigate thoroughly, plan ahead and use the expertise of your TMO for an easier auto shipment and a smoother transition to your overseas assignment.

## cinema

**Today 7:30 p.m.**  
**NORMA RAE (PG)**  
Sally Field & Beau Bridges  
Running Time-114

**Tomorrow 6:30 p.m.**  
**THE PROMISE (PG)**  
Kathleen Quinlan & Stephen Collins  
Running Time-97

**Sunday & Monday 7:30 p.m.**  
**HURRICANE (PG)**  
Jason Robards & Mia Farrow  
Running Time-120

**Tuesday 7:30 p.m.**  
**MURDER BY DECREE (PG)**  
Christopher Plummer & Donald Sutherland  
Running Time-123

**Wednesday 7:30 p.m.**  
**SCAPEL (PG)**  
Robert Lansing & Judith Chapman  
Running Time-95

**Thursday & July 20 7:30 p.m.**  
**UP IN SMOKE (R)**  
Cheech Marin & Tommy Chong  
Running Time-87

**July 21, 2 & 6:30 p.m.**  
**BEDKNOBS AND BROOMSTICKS (G)**  
Angela Lansbury & Roddy McDowall  
Running Time-117

**July 22 & 23, 7:30 p.m.**  
**"OH, GOD!" (PG)**  
George Burns & John Denver  
**GREASED LIGHTNING (PG)**  
Richard Pryor & Beau Bridges  
Running Time-202

**July 24, 7:30 p.m.**  
**HARPER VALLEY PTA (PG)**  
Barbara Eden & Ronny Cox  
Running Time-102

**July 25, 7:30 p.m.**  
**UNCLE JOE SHANNON (PG)**  
Burt Young & Doug McKeon  
Running Time-107

**July 26 & 27, 7:30 p.m.**  
**THE PASSAGE (R)**  
Anthony Quinn & James Mason  
Running Time-98



# LIFELINE TO THE FRONT LINE

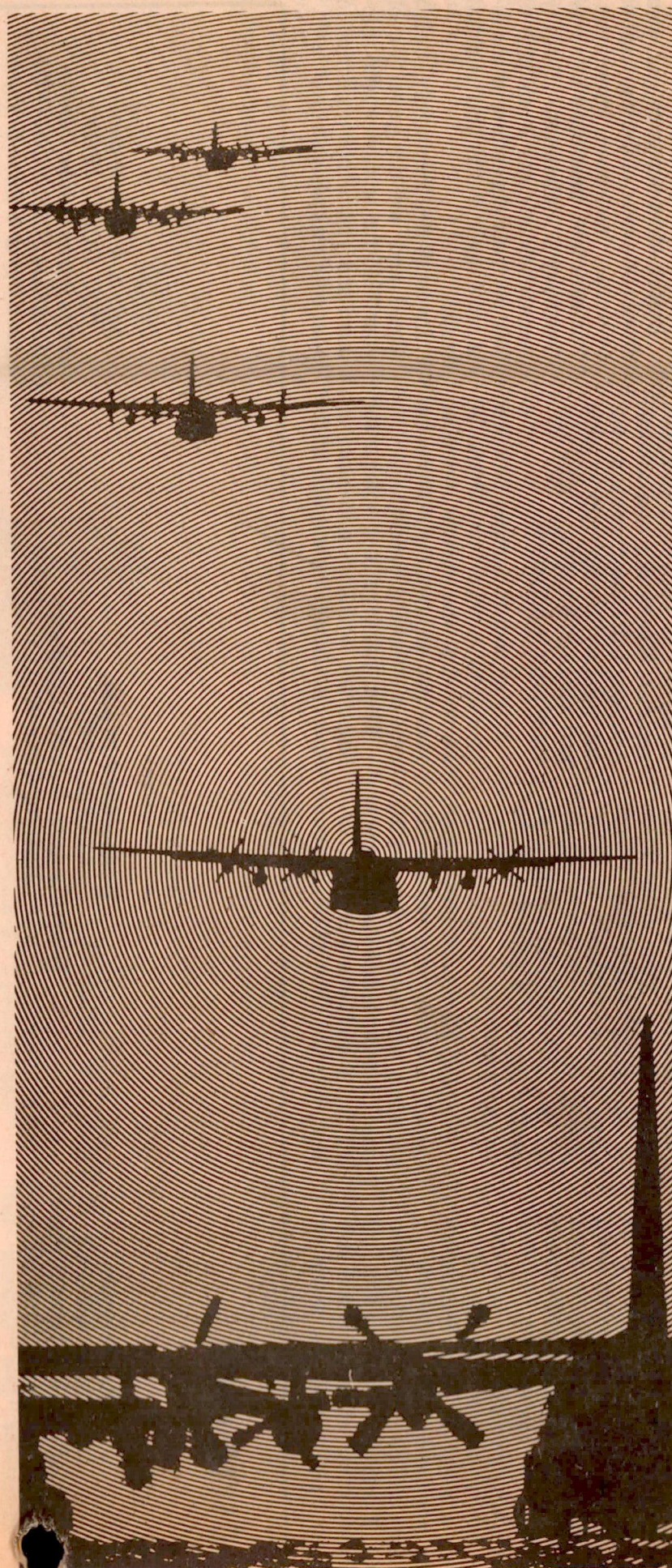
If attacked, our troops and allies in Europe or the Far East will depend on MAC for resupply and reinforcements.

Only MAC, with its tactical and strategic airlift capability, can move the tanks and guns, the ammunition, trucks and fuel to where they're needed most--within hours--anywhere in the world.

**MAC--THE LIFELINE TO  
THE FRONT LINE.**



MAC Office of Information, Scott AFB, IL 62225



## HERCULES HERALD

July 13, 1979  
Vol. 16, Issue 20  
Pope AFB, N.C.

Celebrating Pope's 60th anniversary



Attending the International Air Tattoo Air Show at Greenham Common, England, were (standing from left) Lt. Col. Ron Peoples, aircraft commander; Capt. Thomas Witt, pilot; SMSgt. Robert Keitt, flight

engineer; Capt. Leonard Bates, navigator; SMSgt. James Aust, loadmaster; (kneeling) A1C Jamie Carrigan, crew chief; A1C S.C. Lassard, crew chief; and A1C Dennis Patterson, crew chief.

### International Air Show

## Crew in Tattoo competition

A C-130 from here tied for the runner-up position in aircraft competition at the International Air Tattoo '79 held recently at RAF Greenham Common, England.

SMSgt. Robert L. Keitt, a flight engineer assigned to the 39th Tactical Airlift Squadron here, was selected as Flight Engineer of the Meet. Sergeant Keitt has more than 10,000 flying hours.

The flight crew, headed by Lt. Col. Ron Peoples, is from the 39th TAS which recently rotated to RAF Mildenhall, England, to become the resident Bravo Squadron.

The C-130 from here was chosen over 23 other C-130s from 17 different nations in one of Europe's largest military airshows. The aircraft

were judged on their servicing records, cleanliness and timeliness of flight publications.

The competition was the highlight of the Silver Jubilee International C-130 meet staged in conjunction with the Tatoo. Approximately 200,000 people attended the two days of the show that were open to the public.

More than 100 aircraft were on display and eight hours of flying demonstrations were conducted each day. The Tatoo is held each year to aid the Royal Air Force Benevolent Fund.

Nations included in the competition were Argentina, Belgium, Brazil, Canada, Israel, England, Portugal, Australia, Denmark, New Zealand, Norway, Saudia Arabia, Spain and the United States.