

# HERCULES HERALD

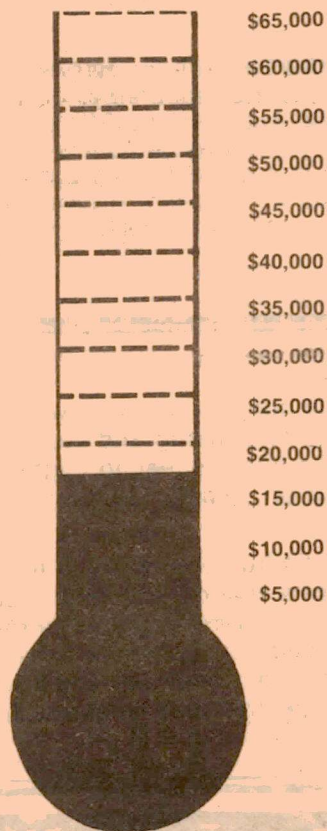
Volume I Issue 2

Fayetteville and Spring Lake, North Carolina

October 19, 1979

## CFC update

Base goal



As of Tuesday, the following units had reached or exceeded 100 percent of their Combined Federal Campaign goal.

**USAF Airlift Center**

**Det. 12, 1600 MES**

**Det. 215 FTD**



Col. Duane H. Erickson, 317th Tactical Airlift Wing commander, greets Deputy Secretary of Defense W. Graham Claytor to Pope AFB. Secretary Claytor arrived here Oct. 4 for a two-day stay at Fort Bragg. Upon his arrival, he was flown aboard a C-130 to Sicily

Drop Zone to view a joint Air Force-Army capabilities exercise, consisting of a personnel drop, a Container Delivery System drop, a heavy equipment drop and a Low Altitude Parachute Extraction System drop.

## Energy Week begins Monday

The Air Force's first Energy Awareness Week will be observed Monday-Oct. 28. It's likely that this program will be with us for years to come. It is certain that the struggle for energy resources will be.

So where do we start with our first Energy Awareness Week? What is the real basis for energy awareness? Where do the Air Force and Department of Defense stand in reflection to the broad, overall energy picture?

Although the Department of Defense is the largest energy consumer in the federal government, its use represents only 2 percent of total U.S. energy consumption. Seventy-five percent of this requirement is in the form of petroleum. Nationwide petroleum accounts for roughly 46 percent of U.S. energy demands.

In the Defense Department, aircraft and vehicle operations consume the most fuel. These two areas account for 90 percent of the petroleum used by the military department. The Air Force is the biggest DOD consumer, representing 50 percent of the total energy, and 56 percent of the petroleum consumed.

It is no surprise that aircraft operations consume the bulk of Air Force energy. Facility support requires 28 percent, motor gasoline 1 percent and aviation fuel 71 percent. In petroleum consumption the dominance of aircraft

operations is even greater. Facilities consume 7 percent, vehicles 2 percent and aviation fuel a whopping 91 percent.

Putting this in perspective, the Air Force's annual petroleum consumption of more than 95 million barrels would support the U.S. economy for about 5 days. Nevertheless, the job of insuring petroleum supplies are adequate to meet Air Force mission requirements is a formidable task.

Can we use less? That's part of the dilemma the Air Force faces today—how to maintain or improve combat readiness with less energy. The other part is cost—meeting present requirements and planning for future cost considerations.

While the Air Force has reduced energy consumption by 35 percent since 1973, cost has increased by more than 120 percent. This escalating fuel bill amounted to more than \$2.1 billion in 1978. The cost is expected to increase slightly in 1979 and grow dramatically in the next few years. Projected increases are based on crude oil prices that soared more than 57 percent from December 1978 to July 1979. During that time the average price of crude rose from \$12.91 to \$20.27 per barrel.

The Air Force's position in the total U.S. energy demand in terms of requirements is small. In terms of importance, it is immense. It is a fact of which all Air Force personnel must be aware.

The Hercules Herald is an unofficial newspaper published weekly in the interest of personnel at Pope Air Force Base, N.C. It is published by the Duvanal Publishing, Inc., Fayetteville, N.C., a private firm, in no way connected with the

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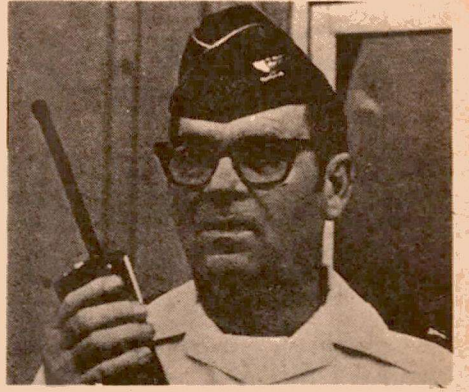
# MACTION LINE

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 the 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:** My wife was given a 10 a.m. dental appointment, and I was told by the dental clinic that she could not get a later appointment because of policy. To no avail, I explained that my wife goes to school and will miss classes. Why can't their policy be changed?

**ANSWER:** Dependents are offered the opportunity to obtain a space available dental examination Monday thru Friday 10-11 a.m. This time frame follows the military examination and sick call period and extends as needed to noon. Examinations, while brief, require additional people in the reception and x-ray sections. This service diminishes our capability to treat patients and cannot be expanded at this time. Individuals with unique personal requirements can be seen at times other than described.

**QUESTION:** Why doesn't Combined Federal Campaign list charities for Harnet County as a large number of base people live there?

**ANSWER:** Harnett County does not have a United Way Office. Any county not having a United Way Office is ineligible to participate in CFC. The individual agencies funded by United Way could request to join the Cumberland County Way, but no such requests have been made. Each agency has its own fund raising drive.

**QUESTION:** I am a 291XX and we have a work schedule of two mid-shifts, two swing shifts and two day shifts with two and a half days off. I would like to know with a schedule like this, why can't we have separate rations?

**ANSWER:** Separate rations are provided to military personnel who meet requirements outlined in AFR 177-373, Vol IV, Chapter 7, Section B. The conditions you cite in your question do not qualify you for separate rations. However, if there are extenuating circumstances which have not been considered, you should contact your unit orderly room to read the regulation, then see your first sergeant or commander for evaluation and appropriate actions on this matter.

**QUESTION:** Why can't the security police ticket people doing unauthorized maintenance in the auto hobby shop wash rack area?

**ANSWER:** The reserved parking area around the auto hobby shop is controlled by the auto hobby shop; they appoint a traffic warden to issue parking violation notices (IAW para 4-7C, MAC Sup 1 to AFR 125-14).

**QUESTION:** Why do security police have to move from barracks 288A across the base to

barracks 395? The main point is that the 300 barracks area has higher theft and vandalism rates than the 200 barracks area.

**ANSWER:** The dormitory realignment project was planned to keep movement of personnel at a minimum and still attain the following goals: reestablish unit integrity; house personnel as near as possible to their work area; establish an aircrew dormitory; and occupy newly renovated dormitory 285. Your move is only a part of the base-wide project. Short term discomfort will be outweighed by long term gain for all involved. We solicit everyone's help in identifying and apprehending anyone who steals or destroys property regardless of the area in which such incidents occur.

**QUESTION:** Why weren't any civilians interviewed in the Speak Out section of the Oct. 5 issue of the *Hercules Herald*? I think we have something to say about the 7 percent pay raise also.

**ANSWER:** The interviews for the Speak Out column are conducted once a week by people from the Public Affairs Office at designated areas. Due to the unofficial nature of this section of the paper, this is a voluntary program. Several base civilians were asked to give their comments on the 7 percent pay raise but none of them chose to do so.

## Ten little hunters

And then

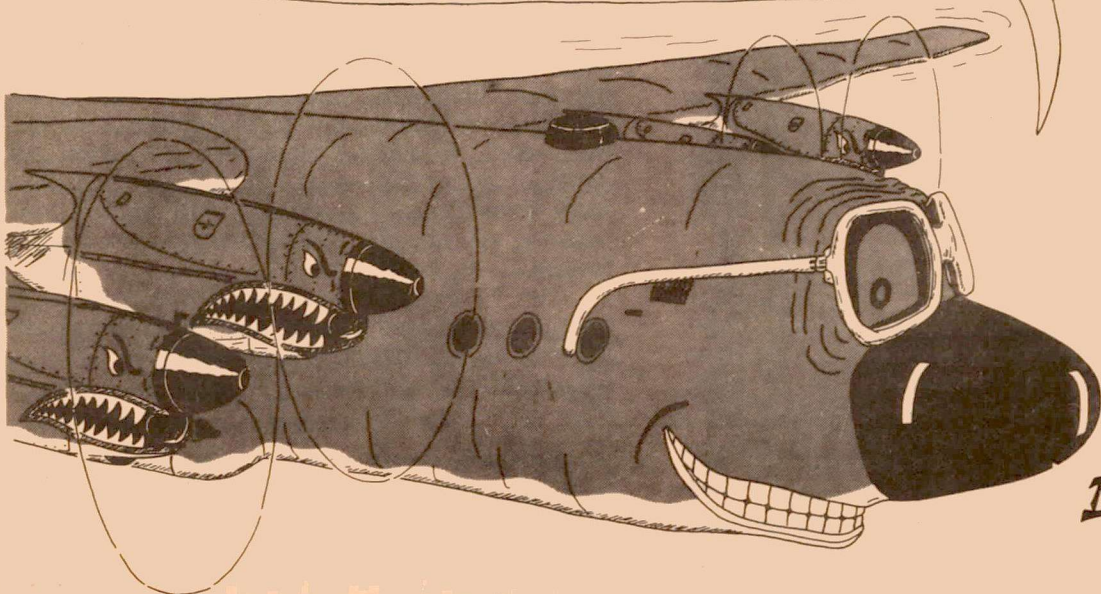
there was one

Ten little hunters feeling fit and fine,  
One forgot his safety catch and then there were nine.  
Nine little hunters flirting with their fate,  
One started clowning and then there were eight.  
Eight little hunters in a shooter's heaven,  
One was "triggered" by a fence and then there were seven.

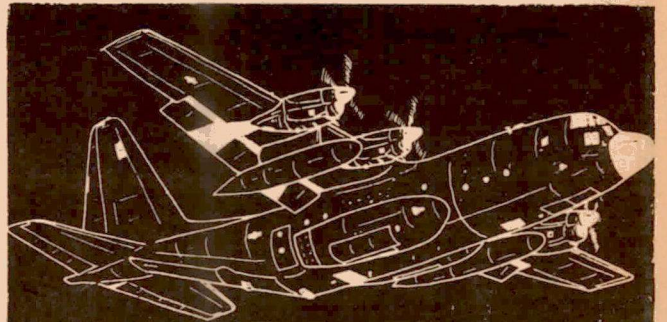
Seven little hunters wise to feathered tricks,  
One used a faulty gun and then there were six.  
Six little hunters glad to be alive,  
One looked down a gun barrel and then there

were five.  
Five little hunters skilled in woodland lore,  
One took to drinking and then there were four.  
Four little hunters feeling mighty free,  
One had an "empty" gun and then there were three.  
Three little hunters tramping through the dew,  
One shot a shadow and then there were two.  
Two little hunters shooting on the run,  
One tripped upon a rock and then there was one.  
But one little hunter was still alive to tell  
That following sound safety rules guard a hunter well!

FLYING TIGER? NOPE... I'M TRYIN' OUT FOR THE LEAD IN "JAWS 3"!



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HERCULES  
HERALD  
1979  
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All news material, stories, and pictures, must arrive in the 317th TAW Public Affairs Office by noon Tuesday.

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Everything advertised in this publication must be made available for purchase, use or patronage, without regard to the race, color, national origin or sex of the purchaser, user or patron. A confirmed violation or rejection of this policy of equal opportunities by an advertiser will result in the refusal to print advertising from that source.



# Ex-burglar reflects on success of his career

An interesting article titled "Interview With a Burglar" appeared in a recent issue of Handyman Magazine. The author interviewed a man named Frank Ivory who is now a security consultant, an appropriate job for someone who for years supported a \$120 a day drug habit by stealing an estimated \$1.5 million dollars worth of goods a year from homes such as ours.

A four year stretch in Attica set Frank on the straight and narrow path. Frank was quick to point out that most security measures will thwart the average thief. Thwart but not stop.

When asked how he chose a likely target, Frank related that he would pick a neat well kept house set back from the street. He would go to the front door and knock. If no one answered, he would go around the block a few times to check and see if any neighbors were watching. If not, he would return and look for an open door or window. Frank said that locked doors and windows will deter the average burglar.

Leaving the house open for just a few minutes is not a good idea because, as he pointed out, he was a hit and run burglar like most. In and out in a minute. And he never left empty handed.

Frank said he always looked for a simple way in and if he couldn't find one, he made one. If he couldn't get in through a window which was

usually the easiest, then he would kick in a door panel and crawl in. This only limited the size of what he could carry out.

When asked about burglary tools Frank said all he ever used was a common pen-knife available from most any hardware store. This seemed to always suit his needs and he didn't need a charge of possession of burglary tools which is a felony in itself.

Frank went on to tell how once inside he looked for jewels, gold, cash and furs. He always went to the master bedroom first because he found that people seem to have a thing about hiding money where they sleep, as if this made it more secure.

If time permitted he would check children's rooms because there would usually be a bank there and on the way out he would grab a radio, television or stereo but as he stressed, he never left empty handed.

Once out of the house he was home free because no one ever approached him, even when carrying a TV set down the street. Frank was no different than other burglars except that he probably took more risks because of his drug habit.

There is one thing we can learn from him. Every measure taken to make it harder for a thief will make it more likely he will move on to easier pickings.

## Operation Crime Stop benefits base community

By TSgt. Donald R. Lineberger  
317th Security Police

Almost daily we are reminded of Operation Crime Stop and Project Identification. By now most people probably think these are just a couple more Security Police crime prevention programs that really don't mean too much outside the base.

When we look at these programs in the proper perspective, we can see how they benefit the entire base community. Located in FBI Headquarters in Washington is a huge computer work called the National Crime Information Center.

Stored in this computer network are nearly seven and a half million active records which include listings of approximately 150,000 wanted persons, 21,500 missing persons, one million stolen vehicles and stolen vehicle parts and one million other stolen items, including TV sets, radios, stereo equipment and household appliances and one and a half million criminal profile histories.

The NCIC serves as the center of a vast communications network which includes nearly 7,000 local, state and federal law enforcement agencies in all 50 states, Canada and Puerto Rico.

The base Security Police also have access to this network through Fort Bragg and Seymour Johnson, AFB, N.C. A base patrolman has the capability to call in a license plate number and in very short order learn if a vehicle is stolen or the occupants possibly wanted.

Countless lives have no doubt been saved because a policeman can now approach a vehicle or suspects without fear of the unknown awaiting him.

NCIC is probably the most beneficial law enforcement tool introduced thus far. But this system can be of little use without the cooperation of the entire community. The public can greatly assist the police by being observant for suspicious activity.

This is where Operation Crime Stop enters the picture. If you see something suspicious about a vehicle in your neighborhood, call Crime Stop at 394-4111 with the license number.

In minutes the security police can determine if the vehicle is stolen or wanted. Off base the local police should be notified.

The amount of recovered stolen property identified through the NCIC is astounding. Participating in Project ID by marking your

valuables with your driver's license number and completing an inventory can be invaluable in recovering property that has been stolen. In the event of a theft, information can be entered into NCIC and when the property is recovered it can be traced to the owner anywhere in the country.

With a system such as this at our disposal, it is indeed difficult to understand why more people do not take advantage of these programs.



## Alcoholism represents crisis to black community

By Reverend Jesse L. Jackson

Alcohol abuse and alcoholism represent a far more severe crisis than is generally recognized by the black community. In fact, the misuse of alcohol is not seen as a crisis at all. But indeed it is a crisis.

Alcohol is at the base of much of the crime committed by blacks, and the number of illnesses with a secondary diagnosis of alcoholism is continually on the rise. Therefore, it is strange to note that alcohol is seen by many of us as enlivening rather than deadening and as a reviver rather than the killer it is.

The problem of alcohol abuse has many ramifications:

It has ramifications for the family. In the state of stupor induced by the abuse of alcohol, people are let to abdicate any responsibility for their actions, thus abusing themselves, abusing their families, and abusing their friendships.

It has economic ramifications. There are studies indicating that more than \$16 billion worth of alcohol was consumed by American teenagers during 1974 and 1975, and more than \$6 billion worth was consumed by the black community. If his latter figure is correct, it may

mean that our kids are young, gifted and drunk. This occurs at a time when we need a heightened consciousness and sensitivity. When we need greater commitment and sense of purpose, alcohol stands as the very antithesis of progress.

It has ramifications for our values. Right now, our children are victimized by values which suggest that when problems beset them, instead of reaching within their own spiritual depths for answers, they should seek escape in alcohol. What must be remembered is that alcohol can, at best, delay the facing of one's problems; it can never drown those problems.

There's also some reason to question the need for any alcohol within the black communities. When we think of a complete person, we think of one who has a strong body, a strong mind and a strong soul. A strong body requires that one be well nourished and take in the proper and necessary vitamins and proteins. Since alcohol does not make a valid contribution to the development of a total person, we should consider whether it has any valid role in our communities.

When we think of possessing a strong mind, we think of intellectual sharpness, alertness and

sensitivity. Alcohol contributes to none of the above; thus, we should consider its role.

Finally, when we think of the soul, we think of our inner-most being—that which contains our height of heights and our depth of depths; that, in other words, which is our spiritual inner sanctum. Alcohol provides no help for us in penetrating from the surface of the depths of our spirituality.

Thus, to sum up, alcohol contributes to the destruction of our families when it is used to help us evade and avoid our problems. Second, physiologically it causes such medical problems as cirrhosis of the liver, which leads to early death. Third, it sets a very bad role-model for our children.

Finally, money we need for the necessities of life is diverted to the consumption of alcohol. As a people we represent some of the longest lines at the welfare offices, and yet we consume some \$6 billion worth of alcohol. I would submit that it is difficult to reconcile the numbers and the reality which this underscores. Indeed, the very attempt represents a gamble with our lives and those of our children—a game of Russian roulette with our future hanging in the balance.

Let us end the abuse of alcohol before the deadliest drug of all ends us.



# Col. Livingston discusses Center

Col. Jerry D. Livingston has been vice commander of the USAF Airlift Center since coming here Aug. 13 from an assignment at Headquarters, Military Airlift Command at Scott AFB, Ill.

The colonel has more than 6,500 flying hours, more than 5,500 of which are in C-130 aircraft. During his association with the C-130, he saw duties as an instructor pilot and a flight examiner.

This is his first assignment to Pope, although the colonel figures that he has accumulated more than two years here while on temporary duty.

Colonel Livingston received his commission in August 1955. He is a graduate of the University of New Mexico at Albuquerque with a baccalaureate in Business Administration.

The following is an interview with Colonel Livingston conducted by SrA. Bob E. Tobias of the 317th Tactical Airlift Wing Public Affairs Office concerning operations of the Airlift Center.



Col. Jerry D. Livingston

**QUESTION:** What is the major function of the Airlift Center?

**ANSWER:** To do operational testing and evaluations for the Air Force airlift fleet—MAC in particular.

**QUESTION:** How many people work in the Center and how are they selected for this job?

**ANSWER:** Fifty-one. These people are selected based on their background and experience.

**QUESTION:** How many sections in the Center and what are they?

**ANSWER:** Four; Operations Support, Test and Evaluations, Readiness and Applications, and Logistics.

**QUESTION:** Does the Center conduct joint tests with other branches of the service?

**ANSWER:** Yes, we conduct tests with other branches of service but primarily with the Army. In the past, we have also done some testing with the Canadians.

**QUESTION:** What types of aircraft does the center work with?

**ANSWER:** Primarily the C-130, C-141 and the C-5.

**QUESTION:** How many detachments does the Center have and where are they located?

**ANSWER:** We have a detachment at Fort Eustis, Va., Nellis AFB, Nev., Yuma Proving Grounds, Ariz., and one at Natick, Mass.

**QUESTION:** What are some tests currently being conducted by the Center?

**ANSWER:** We normally have about 30 to 40 tests going on all the time. The major tests we

have just right now are the Visual Approach Monitor test, the Fuel Savings Advisory Systems test and we are just finishing the final report on the Volant Galaxy program.

**QUESTION:** What is the Visual Approach Monitor?

**ANSWER:** It's a heads-up display which provides a glide path angle to the runway for normal and short-field landings. We think it may also assist the pilot during LAPES deliveries.

**QUESTION:** What phase of testing is the system presently in?

**ANSWER:** We're in the final phase which deals with LAPES drops. We are hoping to be through with this phase by the end of November and have the final results published by January.

**QUESTION:** With the results received so far, would this system be a worthwhile addition to the C-130 aircraft?

**ANSWER:** We don't know yet, it is still too early to tell.

**QUESTION:** Is the Center involved in testing the C-141B, the stretch version of the C-141A?

**ANSWER:** Yes. We will start testing the airdrop configuration for both personnel and heavy equipment in March.

**QUESTION:** Where will these tests be conducted?

**ANSWER:** Here at Pope and the drop zones on the Fort Bragg reservation.

**QUESTION:** How feasible is the new addition to the C-141?

**ANSWER:** It is going to enhance our airlift capabilities considerably, both in the airdrop and airland mode. By as much as 30 percent in the airland mode.

**QUESTION:** What is the Omega Navigation System?

**ANSWER:** It is a very accurate worldwide navigation system. It uses eight or nine low frequency stations worldwide to accurately pinpoint the aircraft's location anywhere in the world. It gives an automatic readout on the longitude and latitude and other information that is helpful to the crew.

**QUESTION:** How long has it been in service in Pope aircraft?

**ANSWER:** It has been in service here a little more than a year and has proven to be very useful.



**QUESTION:** What is the current status of the Advanced Medium STOL (Short Take-Off and Landing) Transport program (YC-14 and 15)?

**ANSWER:** The current status, as I understand it, is that hopefully money will be put into the budget this year to allow source selection sometime next spring.

**QUESTION:** Have any plans been made as to where the first planes will go once the selection has been made?

**ANSWER:** No. To my knowledge, there have not been any wings designated.

**QUESTION:** What is Volant Galaxy and how is the Center involved in it?

**ANSWER:** Volant Galaxy is a study to determine the feasibility of a four-man cockpit crew for the C-5 by using three Inertial Navigation Systems (thus eliminating the navigator). The Airlift Center supervised the study, collected the data and put it together in a final report with findings, conclusions and recommendations.

**QUESTIONS:** What is the Inertial Navigation System?

**ANSWER:** It's a system on the aircraft designed to guide it from point to point with very little error. This system is currently being used in the C-141 and has worked very well.

**QUESTION:** What changes will occur as a result of this program?

**ANSWER:** It is too early to tell because the report is still being staffed by headquarters.

**QUESTION:** Wasn't the Airlift Center involved in a movie that was being filmed here during the Summer?

**ANSWER:** Yes, the November Air Force Now film has a section concerning the Airlift Center. This part deals with our enlisted test directors and primarily emphasizes the NCO's role on Center activities. We have another one, which we did with actor Russell Arms, that shows the over-all Airlift Center. This one is currently being edited and should be completed in November. It will be used as a supplement to our briefings to visitors and incoming people.

**QUESTION:** What is the future of the Center?

**ANSWER:** Hopefully we'll continue to conduct tests which will enhance our airlift capability with the aircraft we presently have and to continue to make equipment improvements on these aircraft. In the future we hope to conduct some of the airdrop tests on the AMST. We are the only center of our kind in the Air Force in that we conduct all of the tests on cargo transport aircraft. We're under MAC and perform all of the operational type testing.



# CINCMAC thanks from:

## AF Sec. and Chief of Staff

I am proud of the Military Airlift Command people everywhere who took part in the Hurricane David disaster relief effort. Although we wish such tragedies would never happen, we are always ready to respond.

Humanitarian airlift is an important part of our peacetime activities and helping others is especially rewarding.

Noting your contributions in a message to me, the secretary of the Air Force and the chief of staff, USAF, have said.

"You and your command have contributed substantially to relieving the suffering and devastation wrought by Hurricane David. These humanitarian efforts are well appreciated here and the secretary of defense has been especially commendatory.

"We extend our appreciation to you and to all those involved in these splendidly executed relief operations. Keep up the good work."

I add my thanks to every one of you who helped make the Hurricane David disaster relief effort successful. Your patriotism, dedication to America and the things you do for others are what MAC, the Air Force and our great country are all about.

Gen. Robert E. Huyser  
Commander, Military Airlift Command

## Sec. of Defense and JCS Chairman

Your part in the support operations following the devastation caused by the recent hurricanes in the Caribbean is most gratifying. I am pleased to pass along the following comments from Gen. David C. Jones, Chairman of the Joint Chiefs of Staff.

"Although we are deeply saddened that U.S. military lives were lost during this humanitarian operation, it is evident that the dedication, responsiveness and tireless efforts which our people have demonstrated in the face of extremely hazardous conditions contributed substantially to the reduction of human suffering and loss of life.

"I wish to add my appreciation and thanks to those of Secretary Brown for a job well done.

"Please convey my congratulations to all involved in this effort. The responsive manner in which MAC units approached this task demonstrated our capability to support our country's humanitarian efforts. The impact of this relief effort and the goodwill created with our friends in the Caribbean is yet another example of your true dedicated service to our country. Well done!

Gen. Robert E. Huyser  
Commander, Military Airlift Command

## announcements

### O-5 promotions announced

Seven majors from Pope AFB have been selected for promotion to lieutenant colonel. They are: Maurice D. Galey, Combat Tactics and Techniques chief; James S. Gorby, 317th Transportation Squadron commander; David E. Lupton, ALCENT Operations Support Division chief; George H. Newton, 40th Tactical Airlift Squadron Operations chief; William H. Walker II, 40th TAS and John S. Prater who is with the Joint Unconventional Warfare Task Force on Fort Bragg, N.C.

### 101 foot banana split

Volunteers are needed to build a 101-ft. banana split at the Recreation Center Friday at 7 p.m.

The banana split is part of a Big Bang Banana Blast, along with cartoons for the airman's social function, sponsored by the Base Chapel.

The banana split should take five minutes to create, according to Chaplain Capt. Richard Besteder, project coordinator. Captain Besteder is seeking one or two volunteers from each squadron to help build the banana split. Squadron hats are encouraged to be worn for identification purposes.

Any Air Force personnel interested in volunteering for this event should contact the base chapel at Ext. 2111.

### Pharmacy changes hours

The USAF Clinic pharmacy hours changed to: 7:15 a.m.—noon and 1-4:15 p.m. Active-duty people who cannot have their prescriptions filled during normal duty hours may leave the prescription and pick it up later at the clinic emergency room. The patient is responsible for making arrangements with the pharmacy to have the prescription left in the emergency room.

### THANKS to the people at Pope

We would like to extend our deepest heartfelt appreciation for the many gifts, contributions and time afforded me and my family during this sad occasion. We shall always remember the overwhelming response of kindness by all.

Sincerely  
MSgt. Fred H. Pilkenton and Family

### AFA dinner set for tonight

Retired Air Force Gen. Russell Dougherty, former Commander in Chief of the Strategic Air Command, is the guest speaker at the Pope Chapter of the Air Force Association's Fall dinner tonight at the Pope AFB Officers Club.

General Dougherty was commander of SAC from 1974-1977 at Offut AFB, Neb., as well as Director of the Strategic Target Planning Staff. He now serves as an advisor to the Department of Defense and is a member of numerous boards that influence national defense policy.

The dinner is open to all military and civilian members and non-members of the AFA. Cocktails will be served at 6:30 p.m., and dinner will begin at 7:30 p.m. For reservations, call Wing Protocol at 4739.

## Present members not affected by retirement system

"The proposed Department of Defense retirement system would not affect any person now on active duty unless the member chose to participate in the new system," top Air Force leaders said.

Air Force Chief of Staff Gen. Lew Allen Jr. and Deputy Chief of Staff, Manpower and Personnel, Lt. Gen. Andrew P. Josue said it is "imperative" that Air Force members understand the effect of a grandfather clause contained in the proposed Uniformed Services Retirement Benefits Act. They explained the details in a recent message to the field.

"One feature which the services have insisted be included in any proposal to change the retirement system is a grandfather clause which would protect the retirement entitlement of persons already on active duty," the generals wrote.

The proposed DOD retirement system allows a choice. "All members already enlisted or commissioned would be automatically grandfathered under the current system unless they specifically elected to participate in the new program.

"Ground rules for choosing the proposed system provide that grandfathered personnel would be able to make the election at any time prior to receipt of retired pay. Once made, the decision would be irrevocable.

"...Grandfathering would also apply to those who were under contract to enter active duty on the date of enactment.

"Examples of those under contract would be people in the Delayed Enlistment Program, service academy cadets, and Reserve Officers Training Corps contract students—i.e., scholarship or members of the professional officer's course."

In their message the generals noted the retirement proposal was submitted to Congress in mid July. Hearings are anticipated in the near future and Air Force leaders expect to testify on those aspects of the plan about which they might have reservations. (AFNS)

## MID SUMMER SALE

77 FORD CUSTOM 100, Long Bed, AT, AC, Radio, Like New.	\$3795
74 CATALINA STATION WAGON	\$795
68 CAMARO CLASSIC	\$1495
73 MONTE CARLO, AT, AC, AM-FM, PW	\$1495
73 PONTIAC SPORTS LEMANS, AT, AC	\$1995
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## POPE OFFICERS' CLUB



Travlin Disco in the lounge every Fri. 2100-0100 Hours.

J.O.C. Sponsored Halloween Costume Party. Wed., Oct. 31, 1979. Ballroom. 2030 to 2330 Hours. Admission \$1.00 per person. Proceeds go to Combined Federal Campaign.

OOMPAH Music. Coming soon in November. German Night-German Buffet.





# SPEAK OUT

## What do you like most about the Air Force?



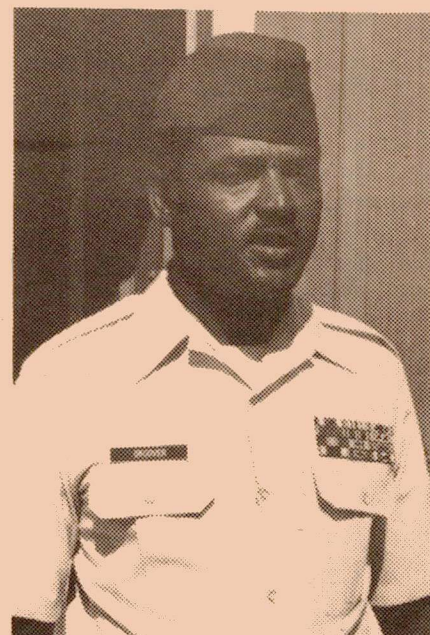
Sgt. John Lewis  
317th Hq. Sq.

The fact that we get free dental and medical care, 30 days vacation each year, and the fact that you can't get laid-off.



Col. Tom Boe  
Deputy Base Commander

The challenge of the mission, the jobs I've had, the people—who to me are a special breed—and the fact that the traveling is educational.



MSgt. Carl Groover  
317th FMS

It gives young people coming into the Air Force a chance to really find themselves and decide where they are headed in life. It also gives them a skill.



SSgt. K.C. Herring  
Clinic

I like the people I get to meet, different types of people, and the opportunities to travel.



Maj. Tom Bilirous  
1st AES

The fact that it is a profession rather than a job. It enables me to work and deal with other professionals who are experts in their respective fields.



SrA. Dorothy Lesage  
317th Hq. Sq.

The benefits the Air Force has like medical and the commissary. I also like the pay and the opportunity to travel.



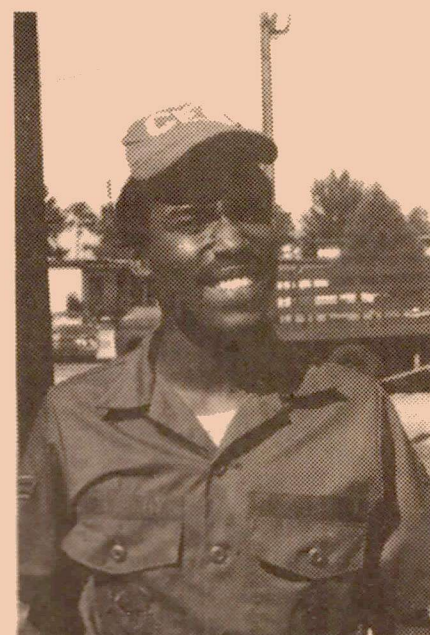
AB Susan B. Rathke  
317th TRNS

I like the people, they really have helped me a lot since I got here.



SSgt. Freddie Ricks  
317th Hq. Sq.

The medical benefits.



A1C David L. Hockaday  
317th CES

I like working eight hours a day and being off on the weekends.



## Mud and snow tires safer than radials

When it comes to driving on ice and snow, ordinary radial tires have to take back seat to specially designed radial winter tires, the Tire Industry Safety Council has cautioned motorists who soon will be preparing cars for the annual battle with Mother Nature.

A recent test by one manufacturer showed that a radial mud and snow tire with its special rubber compound and tread pattern performed up to 70 percent better than a conventional radial tire on snow, according to a Council official.

Regular radials do generally perform better than bias ply or bias belted tires, but for extra grip, the radial winter tires are second only to the hard-riding and inconvenient tire chains when it comes to digging through a winter storm, the official added.

The results of the recent test showed that a radial mud and snow tire had 69 percent more traction on snow and 24 percent more traction on ice than a conventional radial. Furthermore, the same tire performed 12 percent better in stopping on ice, stopped 26 percent better on snow, and climbed a hill in snow 20 percent faster in a timed run.

These findings are in line with several other tests that showed ordinary radials are no substitute for snow tires, the Council says.

In 1978, the National Highway Traffic Safety Administration concluded in a snow tire test that snow treads are superior to regular treads on snow and ice.

In another test, the National Safety Council's Committee on Winter Driving Hazards concluded that the snow tire gave the best performance (whether new, 50 percent worn or 75 percent worn), followed by the original equipment radial, and finally by the bias belted highway tire.

The study also pointed out that the performance of all types of tires was adversely affected by tread wear.

The Tire Industry Safety Council does not claim that a winter tire can pull you through everything. But, it does say that the two types of tires tested, radial mud and snow tires offer a greater degree of performance than conventional radials.

To be classified as a mud and snow tire, a tire must meet a U.S. tire industry definition pertaining to the geometric design of the tread and shoulders. Tires that meet this definition are marked "mud and snow" or "M & S."

## New program emphasizes seat belt safety program

Even with all the emphasis the Air Force places on safety, traffic accidents are still the greatest cause of death and disability among Department of Defense employees.

A new Air Force program, designed to reduce motor vehicle deaths and injuries, places more emphasis on the use of safety restraints in vehicles within DOD jurisdiction.


A recent survey showed 65 percent of DOD employees killed or injured were in vehicles without safety belts. Of the remaining 35 percent that were in vehicles with safety belts, three-fourths of the occupants weren't wearing them.

The new Air Force program directs that all units insure that their vehicles have serviceable safety restraints. Any discrepancies will be corrected, or the vehicle will be removed from service unless the discrepancies are waived by the local commander.

Under the new program, the Security Police will not stop government vehicles to insure safety belts are being used. However, if a vehicle is stopped for another reason and the occupants are not wearing safety belts, the operator will be given a citation. It is the responsibility of the driver to insure that all occupants are properly using these restraints.

This new policy isn't designed to use scarce tactics or strong-arm tactics by security police but to educate all DOD employees about the risk involved in not wearing safety belts.

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# Energy conservation: return to self reliance

Americans may disagree about the causes of our energy problems, but there is a growing consensus about their effect—on electricity bills, heating costs, and at the gas pump. Prices keep rising, and "Save Energy" is becoming a national motto. As a result, homeowners are using energy 10 percent more efficiently today than they did five years ago. And prospects for further improvements are good.

Simply stated, energy conservation means the elimination of energy waste—a return to self-reliance in energy matters that does not slow down our economic growth, but instead creates jobs. In New England, it might be called "Yankee thrift."

Citizen attention to the urgent need for energy conservation is the focus of International Energy Conservation Month sponsored by the United States and 19 other major industrialized nations—the member countries of the International Energy Agency. During International Energy Conservation Month, these 20 nations will spotlight the progress they have been making toward an energy-efficient solution to the energy problem. The U.S. commitment to reduce oil imports, which is renewed during International Energy Conservation Month, emphasizes both conservation in the short term and energy-efficiency in the long term.

Few people appreciate how much the Nation's conservation efforts have accomplished. For example, homes now being built will use, on the average, 10 percent less energy over their lifetimes than those built just five years ago; half of U.S. homeowners have added insulation while living in their homes. One in 10 has added more insulation in the last year.

Standards for new buildings now being developed by many states and by the Department of Energy will shave consumption still further, so that turn-of-the-century new homes will use 50 percent less energy without a change of lifestyle or loss of comfort. California, Minnesota, and Ohio already have revised standards in places.

The nation's 75 million homes consume about 19 percent of the end-use energy. An "average" house can be expected to use the energy equivalent of about 940 gallons of oil this year, mainly for air-conditioners, furnaces, water

heaters, refrigerators, and similar appliances. Many homeowners are already cutting out energy waste. Fuel price hikes, tax credits provided by the National Energy Act, and exceptionally cold winters have prompted homeowners to take steps to get the most from the energy they buy. They've been effective: the annual growth rate in home electrical use has been cut in half—down from 6 percent to 3 percent.

At least 16 million families have received copies of the DOE brochure, *Tips for Energy Savers*; and millions more are using common sense and ingenuity to hold down energy costs in their homes, in transportation, and when buying appliances. They've added insulation, caulking, weatherstripping and storm windows, and lowered temperature settings for furnace thermostats. Motorists are contributing to the conservation effort by purchasing fuel-efficient cars, driving and maintaining them with an eye to increased fuel economy, and sharing rides with others. Even children are turning off unneeded lights and making sure the TV is off when no one's watching.

Improvements in appliances, new home construction, and the refitting of older homes offer increasing energy savings. Efficiency standards in the National Energy Act have over 13 categories of appliances. Nine of the standards will be issued later this year, and many of the appliances will be labeled so consumers can compare the energy efficiency of various models. In 1985, when a large stock of more efficient products has replaced the older models, these standards are expected to reduce by at least five percent the projected energy consumption of appliances.

If best current building practices are used, including innovations that use the building's structure to collect and store solar heat, the average new home can be heated and cooled using 50 percent less energy than a comparable existing building.

But, for the next several years, the major conservation gains in buildings can be expected from retrofitting older buildings with conservation improvements. The National

Energy Act provides a number of incentives to refit. Among them are:

- A 15 percent tax credit for certain energy conservation expenditures up to \$2,000, for a total credit of \$300.
- A 30 percent tax credit for the first \$2,000 expenditure to add solar and renewable energy devices, and 20 percent for the next \$8,000 for a maximum credit of \$2,200.

For additional information on the tax credits, the Internal Revenue Service has toll-free phone lines which are listed in local telephone directories and on individual tax forms.

President Carter's goal of reducing dramatically our dependence on imported oil will be achieved as the result of conservation by everyone, not householders alone. For example, the average fuel efficiency for domestic 1979 cars is 36 percent better than those for the 1973 model year.

Still ahead in the widescale application of new technologies with great conservation potential such as industrial cogeneration and the production of energy from urban wastes. Cogeneration, now in its early stages, will run superheated industrial process steam through turbines, producing electricity as a bonus product. A number of cities already are producing energy from wastes, among them Ames, Iowa; Saugus, Mass; and Nashville, Tenn. By replacing the need for oil imports, and also removing the cost of waste disposal, the energy payback is double. On a nationwide scale, energy-from-waste programs are expected to replace 1.5 million barrels of oil per day by the end of the century.

Every sector of the economy—business, industry, consumers, and government at all levels—is involved in the national energy conservation effort. Given the continuing world energy situation, energy consumers in all sectors of the United States, together with consumers in the other member nations of the IEA, must undertake serious additional efforts to conserve energy and reduce their demand for imported oil. Energy conservation must continue to become a way of life, not only for Americans, but also for all citizens of the industrial world.

## Efficient driving conserves gas and saves money

If you are a typical driver, your car travels over 11,000 miles a year and consumes nearly 800 gallons of gasoline. It also has an average fuel economy rating of 14 to 15 miles per gallon and costs more than \$600 per year for gasoline alone.

These figures assume that you're driving a private automobile in an urban area. Yet, even if you make long trips, use your car for business, drive a light truck, or for some other reason exceed these averages, the relative impact of gasoline costs on the pocketbook remains the same.

By driving more efficiently, you could easily cut gasoline consumption by 40 to 80 gallons per vehicle, probably without eliminating any necessary travel and without inconvenience or sacrifice, saving \$30-\$60 or more each year.

The money saved is like getting a discount on the gasoline you buy, amounting to four to eight cents per gallon, perhaps a dollar or more on each tankful. In fact, by planning your trips, caring for your car properly and taking the correct steps, you can lower your gasoline bills considerably.

Gasoline is an essential form of energy, one we can no longer afford to waste. It is refined from crude oil, a finite natural resource. Approximately half of our oil supply is imported, and its price and availability is controlled by the oil exporting countries. By saving gasoline, we can extend domestic oil supplies until alternate sources of energy can be developed. Moreover, the less you drive, the more you cut costs and petty aggravation, air pollution, traffic congestion and accidents.

Passenger automobiles account for about 13 percent of all end-use energy consumption in the U.S., and about 31 percent of all the petroleum

used. If every driver of the more than 100 million private autos, plus 20 million light trucks, reduced gas consumption by just 5 percent, the total savings would be more than five and a half billion gallons each year. That's enough, in savings alone, to drive the average car from New York City to San Francisco about 25 million times—or for all of New York City's eight million people to drive coast-to-coast three times.

One way to conserve gas is to drive at moderate speeds. The most efficient range is usually 35 to 45 miles per hour. On the highway, where you may need to maintain a higher speed, stay at 55 mph. Most cars get about 18 percent better mileage at 50 than at 65 mph, and 20 percent better mileage at 55 than at 70 mph. With the national maximum speed limit set at 55 mph, it is also wise from a legal standpoint to drive slower.

Driving at a smooth and steady pace can also help conserve gas. Press lightly but steadily on the accelerator so that you flow smoothly through traffic. Avoid tailgating, unnecessary accelerating and braking.

Anticipate traffic flow 10 to 12 seconds ahead. Maintain two or three seconds of buffer space between your car and the others around you—calculated by noting when the car ahead passes a fixed point, and counting the seconds until you reach that point. This gives you the necessary time and space to drive safely and use your energy efficiently.

Do not idle your engine for more than 30 seconds—idling gets zero miles to the gallon. Driving slowly for the first few minutes is a much more efficient way to warm the motor than excessive idling, even after the car has stood overnight. Also, turn off the ignition anytime you

expect to wait 30 seconds or more; restarting will take less gas than idling. Remember this rule when waiting in line at drive-in windows.

Another method of conserving energy can be accomplished by keeping windows closed when driving at highway speeds. Open windows increase wind resistance by creating drag. If the outdoor temperatures permit, use flow-through ventilation. If heating or cooling is needed, use a moderate setting.

Planning trips can also help conserve energy. About one-third of all private car mileage is for commuting. When two people ride together, say, to work, they use about half the gas required if each drove alone. Many employers offer incentives such as free or reduced rates for carpool parking. Consider joining a vanpool; one is currently being organized on base.

Plan your trips—to market, the library, school or to visit friends. You'll often find one neighborhood jaunt could serve two or three purposes, and you could help your neighbors by offering to run errands for them. Make your shopping or optional trips when traffic is lightest, and return home before the rush hour starts.

Find one trip a day which might be better handled—or even eliminated—be telephoning, writing or combining with another trip. For instance, banking can often be done more quickly and more efficiently by mail or phone than in person.

Take public transit when available. On buses and trains one can read, daydream, sleep or catch up on work. When public transit isn't available, groups of commuters sometimes charter buses, or form vanpools, frequently with support from employers.



# Conservation saves resources

Energy conservation does more than protect our remaining natural resources. It can save you money, too.

Consider what you can save by conserving energy just in your home.

If the 15 million single-family homes that need attic insulation added it, we'd save about 8 percent in heating oil consumption each winter.

Find out if your home needs insulation. Insulate or increase the insulation in your attic floor or top-floor ceiling and over unheated spaces such as crawl spaces and garages.

Consider insulating exterior walls. However, don't insulate over eave vents or on top of recessed lighting fixtures or other heat-producing equipment on the attic floor.

If every gas-heated home were properly caulked and weatherstripped, we'd save enough natural gas each year to heat about four million homes.

Test your windows and doors for airtightness. Move a lighted candle around the frames and sashes of your window. If the flame dances, you need caulking and/or weatherstripping.

If you can slip a quarter under the door, you need weatherstripping there also. Installation of storm windows and doors can increase savings further.

If every household in the United States lowered its average heating temperatures 6 degrees over a 24-hour period, we'd save more than 570,000 barrels of oil per day.

Heating and cooling our homes accounts for most of our residential energy costs.

Use kitchen, bath and other ventilating fans sparingly. Keep your fireplace damper closed unless you have a fire going.

If you use electric furnace heating, consider a heat pump system. If you're planning to buy a new gas heating system, ask about electronic ignition.

A clock thermostat, to automatically turn the thermostat up or down at specified hours, can save enough to pay back the installation cost and more.

Lower the thermostat on heating systems to 65 degrees during the day and 55 degrees at night.

If everyone raised air-conditioning temperatures 6 degrees, we'd save the equivalent of 36 billion kilowatt-hours of electricity used in the nation in one year.

If you need central air-conditioning, select a unit with the lowest suitable capacity and highest efficiency. Make sure the ducts are properly insulated.

If you don't need central air conditioning, consider using individual window or through-the-wall units.

Set your thermostat at 78 degrees. Don't set it at a colder setting than normal when first turning it on. It won't cool any faster. Turn off your window air-conditioners when you leave a room for several hours.

With or without air conditioning, keep out daytime sun with awnings or drapes. Keep lights low or off. Cook and use other heat-generating appliances in early morning or late evening hours. (AFNS)



Raggedy Ann paints a new face on a youngster as part of her clowning around. For fifty cents anyone could be a clown during Pope Fest.

## Pope Fest: 'everyone had a good time'

More than 4,000 adults and youngsters participated in Pope Fest '79, the four-day community get-together, held here Oct. 5-8.

The Pope Fest fun days kept many Pope and Fort Bragg residents close to home over the three-day Columbus Day weekend.

With the many activities at Pope Fest '79, many going on simultaneously, families were hard-pressed to participate in all events and also had a difficult time keeping track of children.

From the first softball game at noon Oct. 5 till the last disco record was played at midnight Oct. 8, the grounds stayed filled.

According to Mr. Henry Robinson, chief of Pope's Morale, Welfare and Recreation Division, sponsor of Pope Fest, "We had a good weekend and I think everyone that came out had a good time."

Due to contracting difficulties, the carnival was unable to attend as scheduled.

All proceeds from the event will go back into the base's morale and welfare fund to improve programs and recreational facilities.



The base fire truck overflows with kids as they go for a joy ride around the base during Pope Fest when the regular rides didn't arrive.



Karavella performs a cane dance as Pope Fest enthusiast look on. The cane dance was one of many dances performed by the Oasis Tapestry Dance Troupe.

## 1st AES participates in Bold Eagle at Eglin AFB

By TSgt. Mike Callahan  
1st Aeromedical Evacuation Squadron

Forty-two people from Pope's 1st Aeromedical Evacuation Squadron deployed to Eglin AFB, Fla., Tuesday, to participate in Bold Eagle '80, a Joint Chiefs of Staff-directed exercise.

The Air Force's only active-duty tactical aeromedical evacuation unit, the 1st AES will be responsible for the evacuation of the sick and injured from the exercise area during the employment phase of the operation. 1st AES Commander, Lt. Col. A.A. Lindsley, will direct unit operations from the field.

The majority of the unit's flight nurses, medical technicians and support people will be

attached to the Mobile Aeromedical Staging Facility located at Eglin's Auxillary Field 1. From this site, the sick and injured will be placed on board C-130 aircraft bound for predetermined "behind-the-lines" medical facilities. Included among these will be hospitals at Fort Polk, La., Fort Campbell, Ky., and Fort Bragg, N.C.

The Aeromedical Evacuation Control Facility, focal point of the evacuation system, will deploy to Hurlbert Field, Fla. From here, requests for patient movements will be received and processed. In addition, a liaison team will be located with Fort Bragg's 44th Medical Brigade at Eglin's Auxillary Field 2.

When used together, the AECC, MASF and liaison team comprise a single, Tactical

Aeromedical Evacuation System.

According to Capt. Dale Morris, unit operations officer, this is one of many joint service exercises the unit is scheduled to participate in during the upcoming months such as Empire Glacier, Team Spirit and several Air Force Reserve and Air National Guard activities.

Stressing the importance of this exercise, Captain Morris said, "Bold Eagle will give us the opportunity to exercise a single system under live patient conditions while assisting in the Military Airlift Command directed testing of the new aircrews and ground chemical warfare ensembles."

Redeployment is scheduled for Oct. 30-31. This makes the third trip to Bold Eagle by the 1st AES.



## JOC sponsors two events at the O Club

The Junior Officer Committee will sponsor a "Happy Hour Pinball Tournament" for the three flying squadrons today at 5 p.m. in the Officers' Club. Each squadron will field its three top players, who will compete on three machines in the casual bar. Prizes are free meals furnished to the winning team by the Officers' Club.

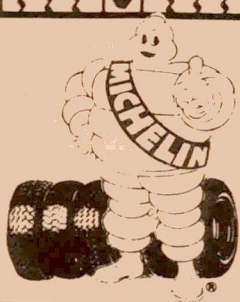
A four-man team of second lieutenants downed a like number of colonels last Friday in a Trivia Contest at the Officers' club. The lieutenants' team was made up of Dave Cortez, Rich Servetti, Terry Riley and Brian Hoey. The colonels were represented by Kent Davidson, Frank Podlesnik, Chet Oehme and Jerry Livingston. The Airlift Center will face an as yet unnamed opponent Friday.

The Junior Officer Committee is sponsoring a Halloween Costume Party Oct. 31 from 8:30-11:30 p.m. in the Officers' Club. Tickets are \$1, with all proceeds donated to the Combined Federal Campaign. Travelin' Disco will perform, and there will be prizes for the best costume (male and female), plus games and other attractions. Parents are reminded that on-base trick-or-treating should end at 8 p.m., by regulation, so this is a super opportunity to celebrate Halloween in style. For ticket information, contact your unit JOC representative or call Lt. Jerry Harris at Ext. 2885.

## "Pope Scene"

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## Donations needed

The 41st Tactical Airlift Squadron has undertaken the project of erecting a monument to memorialize the Pope AFB crew that lost their lives in the Nov. 30, 1978 aircraft accident near Charleston AFB, S.C.

The monument will also pay tribute to other Pope crewmembers who have lost their lives in flying related accidents.

The monument will be placed in front of the base Chapel and is scheduled to be erected in November. The total cost of the monument is \$2,650 and will be paid for entirely through contributions. In light of this, the 41st is asking for help from base and civilian communities in raising this money.

Any and all contributions will be appreciated. If you would like to contribute to this fund, please send contributions to:

41st TAS Memorial Fund  
c/o 41st TAS  
Pope AFB, N.C. 28308

## A la carte begins here Nov. 1

Personnel assigned here can expect a new a la carte food system to go into effect Nov. 1 at the Hercules Inn.

The new a la carte system has been tested at Scott AFB, Ill. and proven to be an effective and economical system.

The a la carte system will not effect the meal card holder in any way except now the holder must show the card every time to get something to eat or drink.

Presently, the cost of breakfast has gone up five cents while dinner and supper meal rates have risen 10 cents for people on separate rations.

Under the a la carte system, each food item is purchased individually. According to MSgt. Keck, NCOIC of Food Services, there will not be a set price for food because the supply system changes every month. Food Services orders its supplies from a federal supply catalog that is published monthly with price changes annotated in the price list.

On the average, a person can expect to pay around 10 cents for french fries, 10 cents for a coke, five cents for a bowl of soup, 50 cents for fried chicken and 10 cents for two fried eggs.

People on separate rations may receive seconds, but there are certain restrictions on some high cost entree items. This may be necessary to insure authorized monetary allowances are not exceeded.

## Merry Christmas

### New early release policy

Airmen and officers with dates of separation on or between Dec. 11, 1979, and Jan. 6, 1980, can request to be separated at any time during that period under the Christmas early release policy.

Members stationed overseas who are to be separated at port due to lack of retainability are also eligible if their DEROS, the date eligible for return from overseas, falls within the early release period.

Some persons are not eligible for early release, such as those on international hold, under investigation or separating under another program.

No request from eligible members will be denied unless the commander determines that the early loss would have a "critical and adverse impact on the unit's mission capability."

Those interested in applying should contact their local personnel office, Customer Service Center, to determine eligibility and to apply.



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- |   |                                 |
|---|---------------------------------|
| 1. Antiques-Arts & Crafts               | 20. Insulation                  |
| 2. Appliance                            | 21. Jewelers                    |
| 3. Automotive                           | 22. Machine Shops               |
| 4. Building Supplies                    | 23. Moving & Storage            |
| 5. Carpet & Flooring                    | 24. Music & Musical Instruments |
| 6. Cleaners                             | 25. Personals                   |
| 7. Clothing & Fabric                    | 26. Repair                      |
| 8. Contractors                          | 27. Recreational                |
| 9. Exterminators                        | 28. Restaurants & Motels        |
| 10. Farm & Garden                       | 29. Service Stations            |
| 11. Finance                             | 30. Shoes                       |
| 12. Florist & Gifts                     | 31. Taxi                        |
| 13. Furniture & Upholstry               | 32. Interior Decorators         |
| 14. General                             | 33. Realty                      |
| 15. Groceries                           | 34. Help Wanted                 |
| 16. Hair Care                           | 35. Work Wanted                 |
| 17. Hardware                            | 36. Wanted to Buy               |
| 18. Heating, A/C, Plumbing & Electrical | 37. Misc For Sale               |
| 19. Home Maintenance/Home Improvements  | 38. Announcements               |

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## Sergeant contributes

### \$240 to base CFC

For the past four years SSgt. David Marcus, 317th Field Maintenance Squadron, Technical Administration NCOIC, has generously contributed to charity.

This year, Sergeant Marcus contributed \$240 to the Combined Federal Campaign. He says he has contributed about the same amount to CFC in other years.

He changes the contribution agencies every year with this year's contribution going to the American Cancer Society and the American Heart Association.

Sergeant Marcus said, "I like to see the research and things continued." He hopes others will follow his example of helping research to become one more step toward solving problems.

Sergeant Marcus said, "My contribution is a way of saying thanks to the people doing the research."

Sergeant Marcus entered the Air Force December 17, 1969 and went to technical school at Keesler AFB, Miss. Before arriving here Nov. 13, 1977, he was assigned to the 62nd Tactical Control Squadron, at Neulum, Germany.

Sergeant Marcus claims Mount Vernon, N.Y. as his hometown. He is single and lives on base.

He is working on an Associates of Arts degree which he hopes to continue with after his transfer to Kadena AB, Japan. His hobbies include model building, hunting, fishing, music and numerous sport activities.



SSgt David Marcus

## Corning Glass Works recalls electric percolators

Army and Air Force Exchange Service has been informed by Corning Glass Works and the Consumer Product Safety Commission that some of the 18.5 million percolators produced by the company between 1960 and last year may be unsafe to use.

Corning says that the metal band holding the handle onto the white glass-ceramic pots may come loose without warning, posing the danger of scalding.

All Corning Ware percolators, both electric and non-electric, can be dangerous, according to the announcement. Corning's tea pots or Pyrex coffee pots are not affected because the handles are attached directly.

Corning is releasing information to consumers describing the problems and its own incentives to those who agree to discontinue use of the percolators.

The manufacturer stresses that owners of the percolators should not return them to retailers,

like AAFES. The Exchange Service has sold Corning Ware percolators worldwide and encourages its customers to take advantage of the company's offer.

For more information on this voluntary plan by Corning, AAFES customers should write to:

Corning Glass Works  
P.O. Box 5750  
Corning, NY 14830

The request for information should include the customer's name, address and zip code, the serial numbers on the percolator's metal band and the model number and/or cup capacity shown on the side or bottom of the pot.



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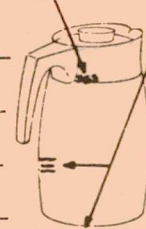
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If you have more than one pot, please identify all of them

Look carefully for serial numbers on the metal band. If present, list below. If not, write "none."

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H



## Worthless checks can result in loss of privileges

Some people are gambling with promising careers and don't know it.

The gamble is "kiting" or "floating" a check. These are terms used by banks to describe the act of writing checks without having sufficient funds to cover the amount, then rushing to the bank to make a deposit before they clear. Advanced automation techniques used to speed up the process of clearing checks has made the practice a risky business, to say the least.

Check kiting could result in prosecution in a civil court or a military court martial. It could damage a military career, cause the withdrawal of valuable exchange privileges or stamp a stigma upon an otherwise promising individual.

According to Army Brig. Gen. Duane H. Stubbs, AAFES commander, the dishonored check problem has stabilized somewhat over the past two years but still continues to be a problem of major significance. During the past fiscal year, a quarter million checks amounting to over eight million dollars were returned as dishonored at AAFES facilities, General Stubbs said. Nearly one million dollars of that amount was written off as uncollectible at exchange level and the net loss to AAFES was \$534,880.

General Stubbs said floating checks can be traced to earlier days when banks and clearing houses needed several days to process a check. With that leeway, many used the delay to write

worthless checks to get the jump on the payday crowd at the exchange, settle debts or enjoy a pre-payday fling.

The penalties for issuing checks with insufficient funds as well as the inconvenience of not being permitted to write a check at the exchange are important deterrents to be considered each time the pen is poised to sign a check. Additionally, a \$10 processing fee is charged for each returned check. The fee, which represents the cost to AAFES of administratively processing a dishonored check, is imposed to assure that the cost of bad checks is absorbed by the maker of the check rather than spreading the cost among all AAFES customers.

## Bits and pieces

The prices on haircuts in Army and Air Force Exchange Service barber shops should be going down during the next six months.

According to an AAFES official, the price on base in the past has been 35 percent less than the average of nearby barber shops' prices. Surveys are conducted twice yearly to determine the cost at civilian barber shops.

Effective with the next semi-annual survey conducted here, the price of AAFES hair cuts will be 40 percent less, rather than 35.

\*\*\*

The Budweiser Clydesdale horses will be appearing at the Main Post Polo Field at the corner of Knox and Randolph Street, Fort Bragg from 2-6 p.m., Nov. 1. This event is open to the public. These horses are also scheduled to appear Nov. 2, from 2-6 p.m. at Cross Creek Mall in Fayetteville.

\*\*\*

Adult volunteers are needed to work with the Pope Girl Scouts. Volunteers would work with the Brownies and Junior Girl Scouts. For more information, call Peggy Leep at 497-2532 of Karen Sabino at 436-0319.

\*\*\*

The base theater hours are changing for Saturday afternoon movies. The new hours, to begin Nov. 2, are: Saturday, 2 p.m. and 7:30 p.m. All other days will have one feature beginning at 7:30 p.m.

\*\*\*

Special duty assignments exist for enlisted members at the Leadership and Management Development Center, Maxwell AFB, Ala., and as military training instructors at Lackland AFB, Texas. The four-year tour at Maxwell AFB is for E-5s, E-7s and E-8s. E-3s through E-5s can apply for the three-year tour at Lackland AFB. More

information is available at the base personnel office.

\*\*\*

Volunteers are sought for retraining into the voice processing specialist career field (duty code 208X0). The work involves use of radios, computers and recorders and may involve duty as an aircrew member. For more details consult your consolidated base personnel office.

\*\*\*

Air Force people taking leave during the Christmas holidays are urged to plan early. Several airline companies offer reduced fares for buying tickets well in advance. Since many people are already purchasing these tickets, transportation officials warn it may become more difficult to obtain desired reservations close to departure dates.



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## Intramural bowling under way at Pope Lanes

By Mike Callahan

Intramural bowling action got underway Sept. 11 and 12 as the American and National Leagues took to the lanes.

Called the best program ever by base athletic officials, this year's expanded activities will include 30-week league schedules, an All-Star competition, Bowler-of-the-Month and Year awards and the Base Championship Tournament, to name a few.

A 668 pin handicap performance by a 317 TAG bowler, Bill Killian Jr., highlighted American League action in September and earned him Bowler-of-the-Month honors. Killian, a right handed bowler with a current league average of 224, rolled games of 186, 198 and 188 on Sept. 25.

Other noteworthy performances by American League bowlers were: Dave Carlson 215-631, Chuck Norris 561, Bill Killian 210-572 and Bill Levecchio 223.

League officers, Denny Jagan, Glen Darnell and Pete Peterson are looking forward to a successful season.

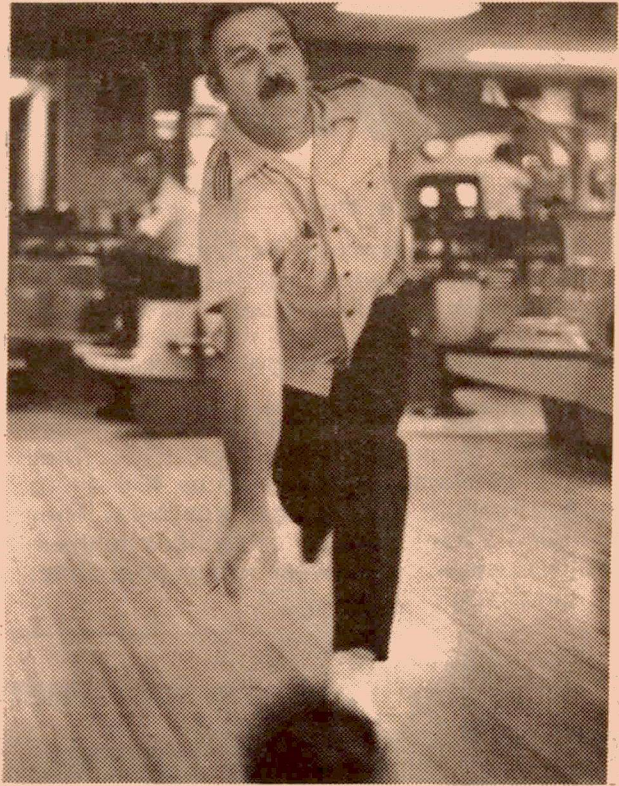
Jerry Adams is the National League Bowler-of-the-Month for September on the strength of a 699 pin handicap series. An AMS bowler, Adams used games of 142, 222 and 191 to earn the award. "I really can't believe it," said the 160-average bowler, upon learning of the honor. "The Bowler-of-the-Month award is an excellent way to acknowledge individual achievement. I'm very proud to be a recipient."

Other National League scores worthy of mention were: Ray Hovey 206-593, Johnny Hodgins 200-582, Rich Marohl 223, 222-579 and Mike Callahan 224 and 226-579 and other sets in excess of 550 pins were rolled by National League bowlers.

This year's league officers are Rich Marohl, Vic Zalzo and Mike Callahan.

Photographs of Killian and Adams will be placed in the Bowling Center to honor their accomplishment. The Bowler-of-the-Year Tournament, for which both are eligible, will be held at season's end.

Bowlers from both leagues will vote, next month, for their respective All-Star teams. The annual All-Star competition will be held Dec. 2.



Jerry Adams

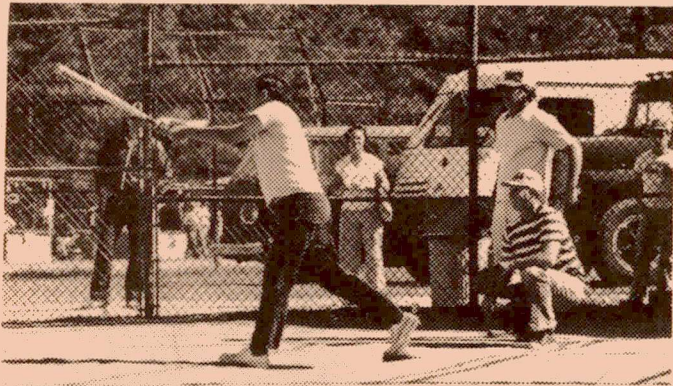
## Pope Fest had something for everyone there

Base senior NCOs and senior officers squared off during Pope Fest for their annual softball battle. The NCOs ran up an overwhelming score and held the officers scoreless for the full seven innings.

The officers had an opportunity to avenge that loss as a women's team, the Herculettes, challenged them. The officers dominated the game until the last half of the final inning when the women erupted for five runs to take a 12-11 victory.

In other Pope Fest sporting events, John Gibbs of the 317th Transportation Squadron won the goal kicking contest, kicking a 40-yard field goal, the longest of the day.

Pope Fest football events continued as the 1943rd Communications Squadron flag football team defeated FMS 1 and FMS 2 lost to a strong Hq. team. In second round action, Hq., defeated



Col. Duane H. Erickson takes a swing during the senior NCO's and the senior officer's softball game during Pope Fest. The softball game was just one of the many sport events held as part of Pope Fest activities.

Comm., to take the Pope Fest championship.

The 6.2 mile run was won by Neel Linker with Bob Snellgrove finishing second. All participants in this event were awarded a certificate of achievement.

The Pope Fest softball tournament began as SPS forfeited to FMS and ALCENT forfeited to the Chapel Angels. Play began with Finance defeating AMS and WMR, who hosted the event, besting the Angels. FMS rounded out the first round of the double elimination tournament by defeating Trans.

Second round action got under way with AMS eliminating Trans and ALCENT. Finance and FMS stormed through the remaining competition to face each other in the final showdown. FMS took the first game of the championship series and forced Finance into the final and deciding game. FMS won this one and the championship, 26-24.

## Intramural football returns after four-year absence

Intramural Flag Football has returned to Pope AFB after a four-year absence. There is two leagues participating in the program—National and American.

Each league is made up of seven squadron teams. The American League plays Mondays and Wednesdays, three games each day with the first game beginning at 5 p.m. The National League plays on Tuesdays and Thursdays with their games beginning at 5 p.m. also.

League standings as of Oct. 11 are:

### AMERICAN LEAGUE

Team	Won	Lost
FMS #2	3	0
40th TAS	2	0
Supply	1	0
SPS	2	1
CES	0	2
39th TAS	0	2
3 Maps	0	3

### NATIONAL LEAGUE

Team	Won	Lost
OMS	3	0
Finance	2	1
FMS #1	2	1
41st TAS	1	1
AMS	1	2
Comm	0	2
Trans	0	2

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- Classic-1968 Mustang. 3 sp./6 cyl./Air C. \$599 dwn.
- 1973 Maverick. 3 spd./V-8. \$299 dwn. \$1395
- 1972 Ply. Duster. 340 c. eng./A.T. \$399 dwn. \$1495.
- 1971 Ford Pinto. 4 spd. \$399 dwn. \$1295
- 1973 Vega. 4 spd. \$299 dwn. \$995
- 1972 Volkswagon Bug. \$399 dwn. \$1695
- 1976 Ford Cobra. V-8/A.T. \$599 dwn. \$2995
- 1976 Ford Courier pick-up. 5 spd. \$650 dwn. \$3195
- 1972 Datsun pick-up. 4 spd. \$350 dwn. \$1195
- 1973 Camaro. V-8/A.T. \$499 dwn. \$2395

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## sports shorts

A pool tournament was held in the Recreation Center Oct. 12. Sylvester Journey won the tournament, followed by Glenn Higa and Lenny Goberdhan. There is a tournament at the Center every Friday at 7 p.m. It is open to anyone eligible to use the Recreation Center. Winners in the weekly tournaments and other high finishers will be eligible to play in the Tournament of Champions at the end of each month. For more information concerning this tournament, contact the rec center at Ext. 2779.

A basketball officials clinic is scheduled Nov. 5-9. Sessions will be held daily beginning at 11:30 a.m. in the Bowling Center conference room. For more information, contact the base gym at Ext. 2671.

An intramural basketball coaches meeting is scheduled for Nov. 2 at 9 a.m. in the Bowling Center conference room.



# Transportation section keeps base moving

By Sgt. Larry Nordquest  
317th TAW Public Affairs Office

The Vehicle Operations Section of the 317th Transportation Squadron is a 24-hour operation and "the work horse of the base," according to MSgt. Jackie D. Scalf, Superintendent of Vehicle Operations. "Nothing moves on base without us moving it."

The section has three dispatchers on the day shift and a dispatcher on the night shifts. They dispatch an average of 205 crew runs, 40 taxi runs and five tractor trailers or forklifts each day. They also send a tractor trailer to Seymour Johnson AFB, N.C. seven days a week to pick up supplies for Fort Bragg and Pope AFB.

**"Nothing moves on this base without us moving it."**

A major function of vehicle operations is air crew support. Crew Transport drivers pick up air crews at the plane and drive them to designated areas.

Another responsibility of the section is U-Drive. This section was set up to service organizations on base who don't have a vehicle assigned to their section or unit. U-Drive provides



**SSgt. Robert E. Frick checks the oil during a morning inspection of vehicles at the base motor pool. Daily inspections are part of the job that vehicle operations people perform.**

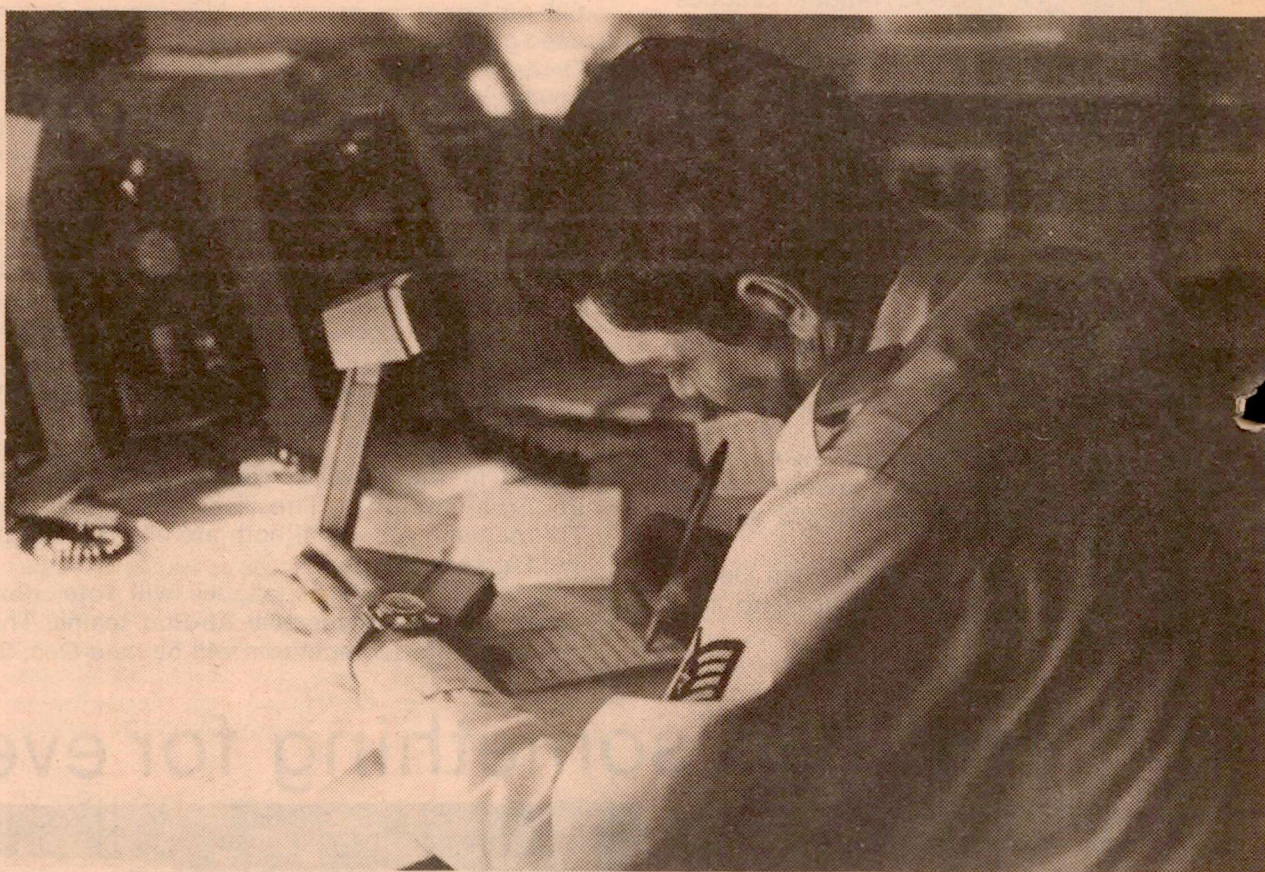
these units with a vehicle for short periods. A 24-hour advance notice is required to insure a vehicle is reserved for the requesting unit.

"We may, under peak periods, rent vehicles from local agencies," said Sergeant Scalf.

Vehicle inspections for the base are conducted by the Fleet Management Branch. Fleet management provides quarterly inspections and weekly no-notice inspections at the military gasoline pumps, with a requirement to inspect 15 vehicles each week. They also conduct monthly inspections for vehicle operations and the Base Sleek Fleet Competition.

Sleek Fleet is a quarterly inspection of base vehicles five-years-old or older. They are inspected by senior base NCO's and the wing commander or his representatives.

The vehicle control program which is conducted quarterly, requires that 20 percent of the vehicles assigned here are checked. Eighty percent of the base vehicles are inspected annually.



**SSgt. James Bear, vehicle operations dispatcher, takes down a call for a vehicle from his PA system. Dispatchers are assigned to the**

**vehicle operations section of the 317th Transportation Squadron.**

The base drivers school is also a branch of vehicle operations. When people are assigned here, they are required to attend local orientation courses. As a part of their inprocessing they are scheduled to attend this course within 30 days after inprocessing.

The school also offers the Government Owned Vehicle course, which is required for people needing a government operators license

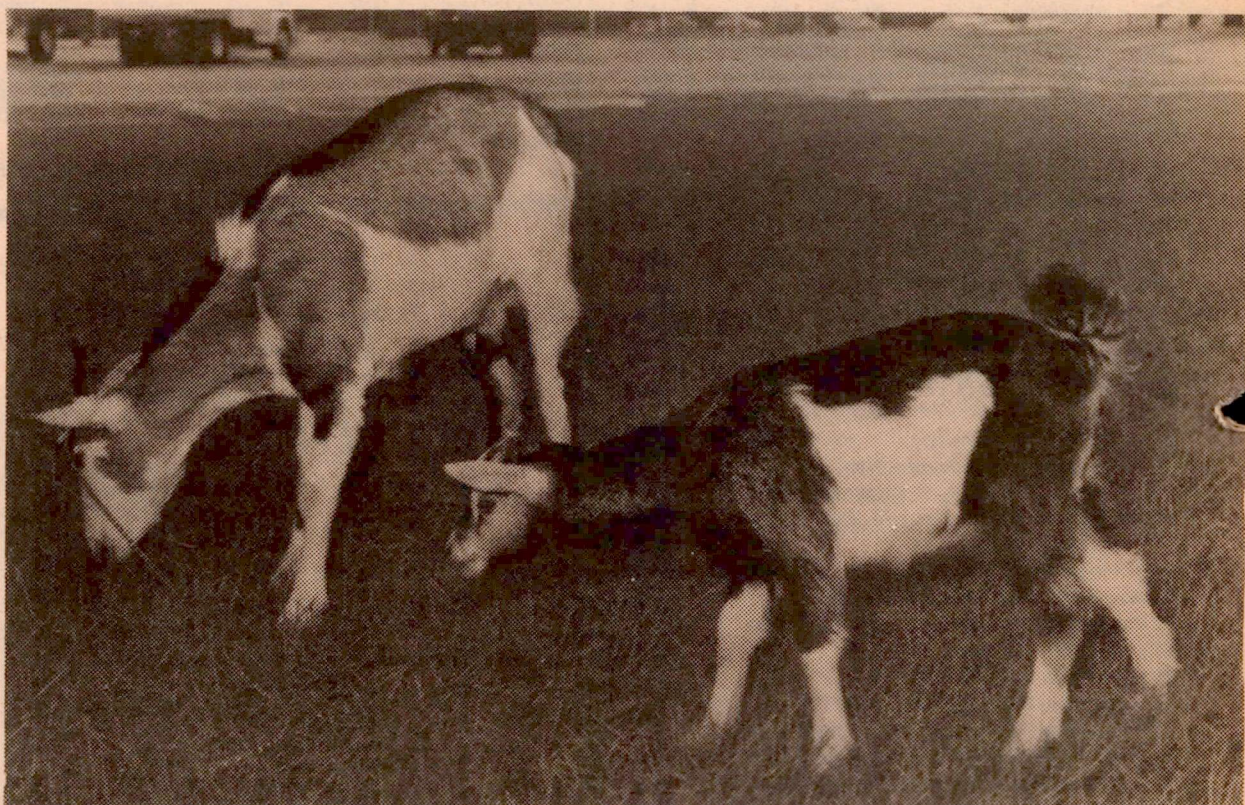
A1C. Gary T. Graham, a clerk at the drivers school, commented on the amount of work done at the school, "I average approximately 50 new licenses a month." He also said he validates another 50 licenses each month for people to drive a military vehicle on Pope AFB and that there are 3500 licensed drivers on base.

In addition to their regular duties the school staff is required to process accident, vehicle abuse and vehicle misuse cases on base.

During mobilities the motor pool establishes a sub motor pool by hangar six and at ALCE during exercises. Telephones are already installed in the sub pool with the same numbers as the motor pool. It is used for base support functions under major command directives and provides quick service to the flightline.

**"I average approximately 50 new licenses each month."**

During these major exercises, up to 30 temporary duty people, usually from other Military Airlift Command bases, come here to help Pope's motor pool fulfill its mission.



**Dynamo, who was adopted by the 317th Transportation Squadron to eat that grass hard to reach with a lawn mower, shows her son, Road Runner, the proper way to do his**

**job. The squadron filed a request with the engineers at Fort Bragg for a goat for this purpose and received a mother-son pair.**