

HERCULES HERALD

Aug. 24, 1979
Vol. 16, Issue 23
Pope AFB, N.C.

Celebrating Pope's 60th anniversary.

C-130 Marks 25th Anniversary

EDITOR'S NOTE: Yesterday marked the 25 anniversary of the first flight by a C-130 Hercules aircraft. The C-130 is one of the oldest aircraft still being flown by the regular Air Force. Over the years, the Hercules has accumulated an outstanding performance record and has participated in many seemingly "impossible" missions with a very high degree of success. The following is a brief history in salute of the C-130.

At 2:30 p.m. Aug. 23, 1954 in Burbank Calif., the prototype YC-130 took to the air for the very first time. Onlookers were unimpressed by the "bulldozer with wings," as it tookoff and climbed out at an impressive rate. During the past 25 years, these reactions have been repeated over and over again all over the world.

Christened "Hercules," the C-130 remains an airplane for all seasons. It has become a legend in its own time. It is endowed with super amounts of acceleration, deceleration, maneuverability, but particularly power.

Hercules, the hero of Greek mythology and the C-130's namesake, was noted for his strength and courage and had an appearance that suggested he was waiting for yet another superhuman task to fulfill. No four-engine transport aircraft in aviation history has ever performed so many different aerial tasks—and so well—as the C-130 Hercules.

The Hercules was born in concept following the June 1950 invasion of Korea when it took the United States six agonizing weeks to move two Army divisions from the continental U.S. to the Korean front.



USAF photo

A Pope C-130 shows its versatility by using the Jet Assisted Take Off system. Although the JATO system

has been used extensively in the past, it is not normally used now.

The piston engine strategic transports of the time—the C-54 and C-124—were sorely lacking in range and payload capability. The C-119, C-46 and C-47s flew yeoman battlefield duty, but could not accommodate the heavy support equipment necessary for the front line forces.

Designers set out to produce a plan that could land on unimproved ground, be extremely rugged, and carry about 30,000 pounds to a range of 1,500 miles.

Accordingly, Lockheed produced a hybrid mating of the jeep, the truck and the airplane.

The world of aviation was somewhat shocked by Lockheed's design, many features of which were radical for their time. These included; turboprop powerplants (leap forward in power and lightness over the reciprocating piston engines), a built-in ramp that could be lowered to the ground to enable trucks and heavy vehicles to move into the cargo hold and a

landing gear giving the aircraft the ability to maneuver on soft fields.

The C-130 Hercules has been produced in more than 30 known versions and is flown by operators in at least 45 countries, representing every continent on earth. When the final story of the C-130 is written, it will be full of examples of stamina never before seen in a transport, and probably never again in an aircraft of its size and type.

USAF Airlift Center gets new Vice-commander

Col. Jerry D. Livingston, arrived here Aug. 13 to become vice commander of the USAF Airlift Center.

Colonel Livingston comes here from an assignment at Headquarters, Military Airlift Command, Scott AFB, Ill.

He is a rated pilot with more than 6,500 flying hours. Approximately 5,500 of these hours are in C-130s where the colonel served as instructor pilot and flight examiner.

Although this is his first permanent assignment to Pope AFB, Colonel Livingston figures he has accumulated about two years of

temporary duty here. One of these TDYs was in June when the colonel served as Competition Commander for Volant Rodeo, the MAC Tactical Airdrop Competition.

Colonel Livingston was commissioned in the Air Force in August 1955 after graduating from the University of New Mexico at Albuquerque, where he received a baccalaureate in Business Administration.

The Santa Fe, N.M., native is married and presently lives on base. His hobbies include gardening, bowling and fishing.



USAF photo by SrA. Bob E. Tobias

Col. Jerry Livingston, discusses test results with Lt. Col. Donald Scooler, center director. Colonel Livingston became Vice-commander of the USAF Airlift Center Aug. 13.

353rd TFS participates in joint operation

A detachment from the 353rd Tactical Fighter Squadron at Myrtle Beach AFB, S.C., came here last week to participate in various Joint Air Attack Team training operations.

While here the unit was commanded by Lt. Col. John Roberson and trained with the 1st Squadron 17th Cavalry from Fort Bragg.

The unit arrived here with six aircraft and 10 pilots with a support package which included 22 maintenance people, headed by 2nd Lt. Mark Rodriguez.

Although the A-10s operated from the Pope ramp, the actual missions were flown on the Fort Bragg tactics range. The element of realism was achieved on these ranges, according to Colonel Rob-

erson. "We are training the way we expect to fight in combat," said the colonel. "Here we have the proper environment for this type of training."

The JAAT concept allows the A-10s to operate together with Army's AH-1S Cobra attack helicopters. During their stay here, the pilots from the 353rd TFS learned helicopter tactics and capabilities and gained knowledge of Army communications systems.

The JAAT operations continued on Fort Bragg this week with live fire missions. These missions are flown directly from Myrtle Beach AFB to the Fort Bragg ranges. This phase of the operations is scheduled to end today.



A heavily armed A-10 close air support aircraft unleashes its extensive weapons payload on Fort Bragg's tactics range.

Programs enable active-duty officers to obtain degree

Applications for two Air Force law school programs will be accepted Jan. 1 through March 1, 1980. The programs are the Funded Legal Education Program and the Excess Leave Program.

Both programs enable Air Force officers to earn a law degree while remaining on active duty. Upon graduation and admission to the bar they become members of the judge advocate general's department.

The announcement is being made now because applications must include a Law School Data Assembly Service Report and the Law School Admission Test. Registration for the data assembly service begins on Sept. 1.

Twenty-five officers will be selected for the Funded Legal Exchange Program and approximately 15 officers will be selected for the Excess Leave Program for entry into law school in the fall of 1980.

Captains or below with two to

six years' active military service as of the first day of law school are eligible to apply for the education program.

Although the maximum of six years' service does not apply to excess leave applicants, there is a maximum three years' time-in-grade limitation for captains.

The funded education program allows officers to attend law school at government expense while receiving full pay and allowances. Excess Leave Program participants pay their own law school expenses and do not receive pay and allowances while attending law school. They return to pay status while performing internships during extended school breaks. They also continue to accrue time for promotion and retirement purposes and remain eligible for other active-duty benefits such as the base exchange, commissary and medical services. Ordinary leave is not accumulated, but excess leave is not charged against the officer's leave account.

Arrangements for the Law School Data Assembly Service Report and the Law School Admission Test may be made through Law School Admission Services, Box 944, Princeton,

N.J., 08541, telephone: 609-924-8205.

Further information is available in AFR 37-6 or through the base staff judge advocate.

Only one auto allowed during PCS move

Only one privately owned vehicle may be shipped overseas on a permanent-change-of-station move, advises the Military Traffic Management Command. The reminder follows audits showing some military members were shipping more than one vehicle during a PCS.

Examples cited by the command include so-called "split moves" and shipping one vehicle "space required" and another "space available."

During split moves the military person precedes dependents to the overseas base. The member may ship a vehicle using authorization on travel orders. Dependent travel orders may also show authorization to ship a vehicle. Their

authorization, however, does not allow them to ship a second vehicle.

It gives the family an option: to ship their one vehicle when the member leaves for overseas duty station or to leave the vehicle with the dependents for their use. They are then authorized to ship the vehicle to the member's duty station as part of their move overseas.

Command officials said a misconception exists that one vehicle may be shipped "space required" and another may be shipped "space available." Not so, they say. Only one vehicle may be shipped under a single entitlement, either space-A or space required.



Lt. Col. Gerald C. O'Neill, Pope's new director of personnel addresses commanders and first sergeants during a session of the Squadron Commander's Orientation Program.

Commander's Seminar emphasizes cooperation

An interaction of unit command sections with various base functions was the purpose of two seminars presented on base recently.

The Commander's Seminar provided squadron commanders and first sergeants with an insight into functional areas other than their own. It also prompted an exchange of ideas and experiences among the participants.

The orientation consisted of briefings by functional managers cover local policies, procedures and services offered by the Consolidated Base Personnel Office, Civilian Personnel, Legal Office and other command staff functions.

The goal of the seminar was not to make the audience experts in these fields but to emphasize that their cooperation was needed.

Wing unit receives P R award

The 317th Tactical Airlift Wing Office of Information has been awarded a Silver Anvil Award certificate by the Public Relations Society of America.

The Silver Anvil is an annual competition designed to give recognition to outstanding public relations programs while encouraging improved public relations performance and techniques.

The Military Airlift Command's

Public Affairs Office received the large Silver Anvil Trophy and its field information staffs received certificates for their combined public relations efforts. MAC's entry in the competition recalled the twin anniversaries of the Berlin Airlift and the creation of the Military Air Transport Service, forerunner of today's MAC.

MAC's entry—"The Airlift Story"—was the only Air Force winner. Pope's contributions to

the overall MAC effort were two special editions of the Hercules Herald, a historical synopsis on airlift missions originating from Pope in the base's Commander's Call Newsletter, MAC historical radio spots on "Pope Scene" and production of public news releases for area newspapers.

Col. Duane H. Erickson, 317th TAW commander, presented the award to Maj. Samuel T. Martin, Jr., Pope's public affairs officer, at the weekly wing staff meeting.

Air Force seeking astronauts for space shuttle team

The Air Force is seeking applicants for astronauts on the space shuttle team.

The space shuttle will usher in a new era of space transportation in the 1980s, opening the doors to routine space operations and expanded experimental investigation in space.

To support this space effort, the National Aeronautics and Space Administration has announced a limited number of astronaut candidate positions. Candidates will be selected from individuals nominated by the Air Force, other

military departments and civilian sources.

The positions are for pilots and mission specialists.

Air Force applicants for shuttle pilot must have at least a bachelor's and preferably a master's degree in engineering, physical science or mathematics or have completed all requirements for such a degree by Oct. 31 from an accredited college or university.

Air Force pilot candidates must have a minimum of 1,000 hours of first-pilot flying time, with 2,000

or more hours being desirable. High-performance jet aircraft, flight test and combat experience are also desirable.

Pilot applicants must be between 64 and 76 inches in height and be able to pass the NASA Class I space flight physical.

Applicants for shuttle mission specialist must have a master's degree in engineering, biological or physical science, or mathematics from an accredited college or university or have completed the requirements by Oct. 31. The requirement cannot be waived

unless the candidate has extensive practical experience working in his or her academic-specialty field.

Mission specialists must be between 60 and 76 inches in height and be able to pass the NASA class II flight physical.

Air Force applicants for both positions must have between five and 13 years of active duty.

Applications must be submitted by Oct. 31. Interested individuals can contact the base personnel office for application instructions.

President asks support for Combined Federal Campaign

President Jimmy Carter has asked for support in the upcoming Combined Federal Campaign, scheduled Sept. 10 through Oct. 19.

In a memorandum the President said:

"Federal government employees traditionally have responded generously in aiding those less fortunate than ourselves. Particularly noteworthy have been the tremendous compassion and support we have demonstrated through our contributions to the Combined Federal Campaign.

"Once again, this yearly opportunity to support the services of voluntary health and welfare agencies, including the United

Way, The American Red Cross, National Health Agencies and International Service Agencies, by participating in the Combined Federal Campaign is upon us.

These agencies help make our community a better place in which to live; they alleviate pain and suffering, and seek cures from dreaded diseases; they bring hope to those in overseas lands, and reinforce a sense of security in the aged, infirm and handicapped.

"In the spirit of neighborliness, we will continue our tradition of generosity and concern for others through contributions to the Combined Federal Campaign. I am confident of your support."



Army fixed wing aircraft assigned to Simmons AAF park in front of Pope's Base Operations facility. The 20 planes have been here since Aug. 2 and will be based here until repairs are completed on the Simmons runway. An official from the 1943rd Communications Squadron said in addition to Pope's heavy C-130 operations and the 46 Army helicopters permanently assigned here, the added Army aircraft have greatly increased Pope's air operations. However, the 1943rd C.S. senior air traffic controller said there have been no delays due to the increased flying activity.

Air Force people are expected to settle their debts

Air Force people are expected to settle their debts on time.

Failure to meet financial obligations can bring discredit upon the Air Force and may permanently damage the person's credit rating. It can also result in administrative action, non-judicial punishment or even trial by court-martial.

Military officials have no authority to arbitrate disputes between airmen and creditors.

But if a person denies responsibility for a debt, his or her com-

mander must determine the validity of the denial. Air Force people are also expected to comply with court orders obtained by creditors. If the order requires payment of a debt, then the person must pay it.

Air Force educational programs are available for financial management problems. Most bases also have courses on budget planning.

Legal assistance officers can help explain the situation to creditors and seek their cooperation in

resolving the matter. They can also assist in finding alternatives, such as a debt consolidation loan.

If private settlement with creditors cannot be made, the Wage Earner's Plan of the National Bankruptcy Act is available. This plan enables the debtor to consolidate debts under the supervision of the bankruptcy court.

Wage earner's plans usually cost about 20 percent more than the basic debt, because of court costs, attorney's fees and a trustee's commission. Once a plan is

filed, creditors are prevented from adding interest charges or penalties for late payments.

Filing a petition for bankruptcy is a second alternative. This should be considered as a last resort after all other attempts to correct the indebtedness have failed.

Hopefully, attention to good budgeting or taking advantage of Air Force education and assistance programs before financial trouble strikes should not make this necessary.

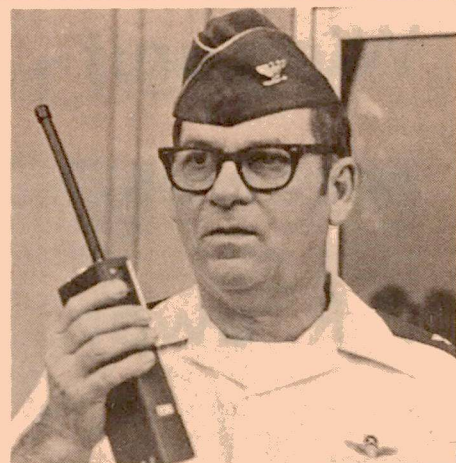
MACTION LINE

Dial 4357

Colonel James L. Brake

Base Commander

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



QUESTION: Why can't we get seconds at the take-out midnight chow?

ANSWER: There are no seconds available on any of the meals offered at Dining Hall 2. Each menu is authorized a basic daily food allowance or a sum of money allowed for each food item in the meal. Offering seconds would exceed this amount and be too costly.

QUESTION: Why do we pay an extra \$.45 for a weekend lunch meal when it's the same as a weekday meal?

ANSWER: The Hercules Inn is presently using the two meal concept. The price of the meals is established by the Department of Defense and published in AFR 146-18. These prices are reimbursement for subsistence (food) items. The cost of the meal does not pay for civilian labor. Neither the dining hall supervisor nor the Base Commander can alter the price of the meals set by DOD. In July 1976, the meals for weekends and holidays were enhanced.

Some of the entrees found in the worldwide menu are grilled steak,

shrimp, steamship round, spare ribs, roast pork and oven roast beef. The 45 cent increase for this meal is more than reasonable since the cost for the majority of the meals served on weekends and holidays exceeds the increased cost to the customer. For example, a serving of steak and nothing else costs the Air Force dining hall \$1.87 to produce. Your cost for the entire meal on a weekend is \$1.75. When the a la carte system is implemented on Oct. 1, '79, you will pay for each food item received for a meal. At that time, the Hercules Inn will not have a special weekend menu.

QUESTION: Why isn't the gate near ALCE (Gate 1) manned 24 hours a day? What determines when it will be opened, and why isn't it manned by Army personnel?

ANSWER: The traffic load through Gate 1 does not warrant 24-hour manning. The primary reason for opening Gate 1 is for Army vehicular traffic onto the Green Ramp. Even though the gate is used primarily by the Army, the responsibility to control

entry to the base rests with the Air Force.

QUESTION: Why are the service station gasoline availability signs incorrect?

ANSWER: The Blue Ridge Regional Exchange Service Station Manager has informed of this problem. He will contact each station manager and reemphasize the importance of keeping the other stations aware of what kinds of gasoline are available.

QUESTION: Is it possible to get a day-type meal, such as cheeseburgers or steak sandwiches, at the dining hall from 1-10 a.m.?

ANSWER: This service will be available at Dining Hall 2 when we change to the a la carte system in both dining halls. This change-over should take place on or about Oct. 1, '79.

QUESTION: I'm tired of seeing airmen with long hair, torn off stripes, etc. Can the security

police be authorized to correct AFR 35-10 violations?

ANSWER: Each of us has the responsibility to comply with and enforce dress standards. AFR 35-10 states that the individual, his immediate supervisor, and commander are responsible for maintaining Air Force standards of dress. The prime responsibility of the security police is to maintain base security, not enforce all Air Force regulations.

QUESTION: Can anything be done to have traffic slow down or stop for pedestrians at crosswalks on the base?

ANSWER: Currently signs indicating PED XING are in place at major pedestrian crosswalks on base. In addition, speed limits are used to control traffic in high density areas such as family housing, parking lots, and the industrial area near the flightline. The Base Traffic Safety Engineering Work Group has been informed of this inquiry, and will insure the appropriation action is taken.

Think ORI

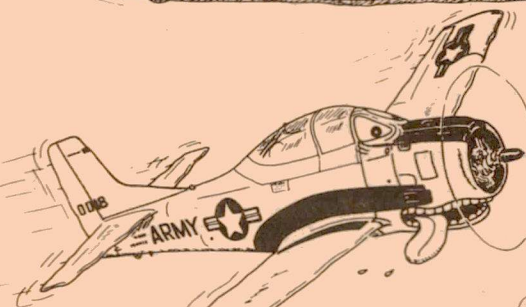
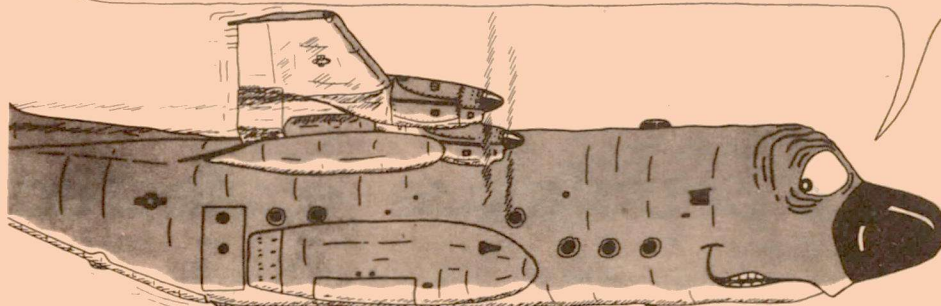
HERCULES HERALD

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
MSgt. Don Braga Herald Staff
Dave Davenport Staff Artist

... MAYBE THEY'LL LET ME KEEP HIM
IF I CAN GET HIM TO FOLLOW ME HOME !



DAVE DAVENPORT
1979

Sunday commemorates women's accomplishments

Federal Women's Day, Aug. 26, commemorates the contributions of working women.

It should be more than a day to look back on past accomplishments, many as there have been. Women have worked for the government — and the military — since this country was a loose collection of colonies.

It should be more than a day to measure how far women have progressed today. The Air Force has always been a leader in equal opportunity. The highest ranking civilian woman in the military today is Under Secretary of the Air Force Antonia Handler Chayes.

Federal Women's Day should be a day to reaffirm the goals of our country and government to provide a chance for everyone to work, to succeed or fail on one's individual abilities.

We are entering a time when the young adults from the baby boom of the 1950s are being replaced by those from the dwindling birth rate of the 1960s. There are fewer young men today, and the numbers are expected to continue to decline into the 1980s.

The solution is at hand, however: expanded use of women. The Air Force is continuing efforts to increase the

numbers of its civilian and military women.

Presently, 32 percent of civilian employees are women. The majority of them work in general-schedule fields, most in grades 1 through 4, in secretarial or clerical jobs. Historically, few women have pursued careers in the wage-grade area. Wage-grade jobs are now being emphasized to women.

The Air Force also plans to double the number of military women by 1984. While almost 90 percent of enlisted women are E-4s or below, and almost 95 percent of women line officers are com-

pany grade, the numbers of higher ranking women are expected to increase.

This isn't just a numerical increase. The number of jobs open to women include all officers' career fields and all but four enlisted specialties. Today there are more enlisted women in aircraft maintenance than in personnel and twice as many women in avionics as there are dental assistants.

Increasing opportunities for women are not just a matter of supporting equal treatment. It's sound business. (AFNS)

Discipline: a part of the military

Prior to entry on active duty, many young airmen perceived the military service as a disciplined group, sharp in appearance, and with pride in the organization. This was reinforced in basic and technical training schools.

Airmen usually arrive at their first duty stations highly motivated, but soon find that some commanders and supervisors don't push high standards. In many cases this results in poor appearance, behavior, and job performance.

Many new members have ex-

pressed a desire for higher standards of discipline. They're not asking for an authoritarian environment, but feel many individuals would be more productive if discipline and standards received more emphasis.

They indicate that peer pressure sometimes traps them into being more lax toward their work and appearance simply because it is allowed.

Supervisors at every level, and especially first-line supervisors, should be aware that our airmen expect, deserve, and are asking

for consistent applications of discipline and standards. Many are actually uncomfortable, confused, and disappointed when discipline and standards are not enforced.

Take a "before" and "after" look at your new airmen. If their attitudes, behavior, and appearance have deteriorated, someone has let them-and the Air Force-down. Don't get so involved with morale that you ignore discipline. Morale and discipline go together-you cannot maintain one without the other. (TIG Brief)

DUI can be costly even to first-time offender

EDITOR'S NOTE: Although this article was based on a hypothetical case under North Carolina law, substantially the same consequences could be expected in most states.

Sgt. Richard Dow, a 23-year-old with four years' service, joined a few friends for some drinks at their favorite night spot.

Though he didn't know it, his last drink raised Richard's blood-alcohol level enough to make him legally drunk—0.10 percent alcohol in his blood.

He hopped in his car and headed home. Aware of his condition, he was careful to observe the speed limit and to drive cautiously.

However, he was forced to swerve to avoid hitting a motorcyclist who had run a stop sign. Unfortunately, a policeman saw Richard swerve but didn't see the cyclist.

The officer stopped Richard to talk to him, observed his condition and administered a field sobriety test. The officer then asked him to take a breathalyzer test. Richard might have refused to take this test. If he had, his license could have been revoked for one year.

The results of the breathalyzer test and the officer's testimony

were enough to convict Richard for driving under the influence of intoxicating beverages. He was fined \$350 despite the efforts of his attorney, who charged an additional \$250 for taking the case.

Besides spending a night in jail, Richard was sentenced to 30 additional days in jail. Although the confinement was suspended, he was put on probation for a year.

Richard was also prohibited from driving on public roads for 30 days. He could have been sentenced to one year in jail plus a \$1,000 fine.

The conviction in civilian court was only part of Richard's problem. City officials reported the incident to the base officials and his on-base driving privileges were suspended for one year, the minimum required by Air Force regulations.

An unfavorable information file was also established, spoiling his previously unblemished military record and delaying his promotion to E-5 for at least six months.

Thus, Richard lost at least \$102.60 a month (the difference between E-4 and E-5 at that time) and spent \$25 a month in transportation costs, not to mention not being able to drive on base.

When Richard's insurance company was informed of the conviction, his rates were increased from \$470 to \$970 a year for the three-year period the conviction would remain on his insurance record. This cost him an additional \$1,500. An insurance rate increase of more than 100 percent isn't unusual.

Altogether the expenses of

Richard's DUI reached over \$2,000.

The example of this hypothetical story is not confined to Richard's age, grade or sex. The legal consequences of driving under the influence can include serious harm to any driver's career, lifestyle and bank account. (AFNS)

"Pope Scene"

With SSgt. Jim Palmer

Each Sunday morning at 9:30

WFBS AM Radio "1450", Spring Lake

Featuring News and Information from Pope AFB

Amn, NCO and SrNCO of the Quarter named

The Pope AFB Airman of the Quarter Board met recently and selected the Airman, Non-commissioned Officer and Senior Non-commissioned Officer of the Quarter for the second quarter of 1979.

Representatives from each squadron met the board and were judged in areas of military subjects, current events, and dress and appearance. The final selections were made after a question and answer session by the board.

SrA. Timothy Kaufman, 317th Organizational Maintenance Squadron, was selected as Airman of the Quarter.

Airman Kaufman entered the Air Force Oct. 13, 1976 and was assigned to Pope May 15, 1979. He came here from Davis-Monthan AFB, Ariz., where he was stationed after attending technical school at Chanute AFB, Ill. Airman Kaufman currently works as a C-130 crew chief in the 317th OMS.

Originally from Charlotte, N.C., the 22-year-old airman and his wife now reside in Fayetteville. He is a commercial instrument rated pilot and is attending school to get an associate degree as an aircraft maintenance technician. His hobby is flying and he is very active in the Civil Air Patrol.

The NCO of the Quarter is Sgt. Steven D. Solomon of the 1943rd Communications Squadron.

He entered the Air Force Oct. 10, 1975 and attended technical school at Keesler AFB, Miss. Upon completion of tech school in June 1976, he was assigned here as an air traffic controller.

Sergeant Solomon, 28, is originally from Prospect Hill, N.C. He and his wife now live in Fayetteville.

He holds a bachelor degree in Professional Aeronautics and is attending school to achieve a masters degree with a dual major in Management and Human Relations. His hobbies include carpentry and fishing.



MSgt. Mize

He has been presented with one Aircraft Save Certificate from the Air Force Communications Service. He has been previously selected as Pope's Airman of the Quarter for the final quarter of 1977 and was selected as Airman of the Quarter for the AFCS Southern Communications Area for the first quarter of 1978.

MSgt. Curtis L. Mize, 317th Field Maintenance Squadron, was selected as Senior NCO of the Quarter.

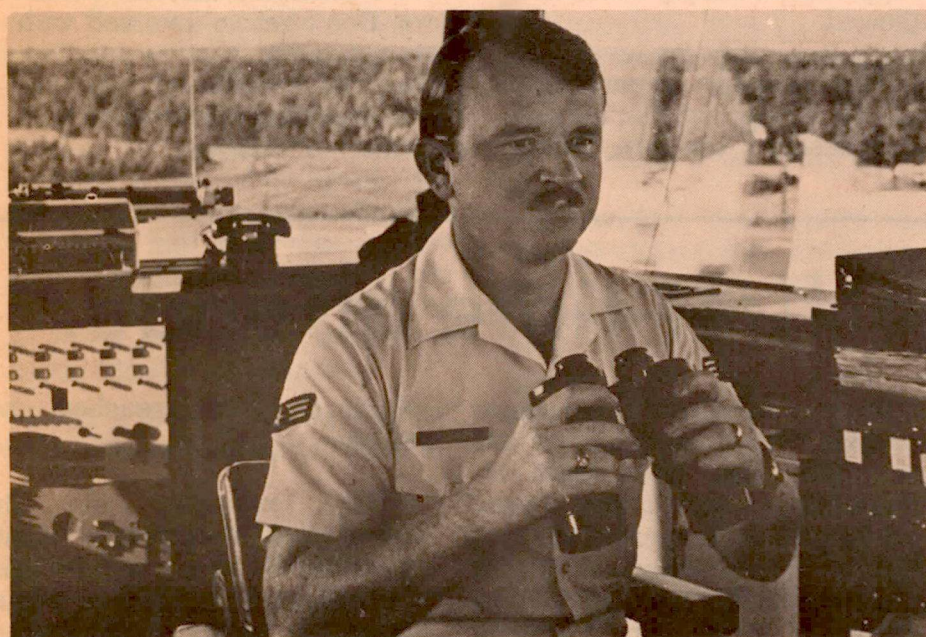
He entered the Air Force June 18, 1967 and came here from Clark AB, the Philippines, in April of 1978. He is a structural repair technician although he is presently working in the FMS administration section while awaiting reassignment.

Sergeant Mize is originally from Carrollton Ga., and is now residing on Fort Bragg with his

wife and child. He holds a bachelor degree in Professional Aeronautics. His hobbies include jogging, scuba diving and golf.



SrA. Kaufman



Sgt. Solomon

Captain Schantz selected as JO of the Quarter

A board of six field grade officers met recently and selected Capt. David A. Schantz as the Pope AFB Junior Officer of the Quarter for the second quarter of 1979.

A letter of nomination was forwarded to the board by base squadron commanders for their respective representatives. The board judged the entries in several areas including performance of duty, leadership qualities and military bearing. Each entrant was judged in these areas and then the final selection was made.

Captain Schantz, 41st Tactical

Airlift Squadron, was commissioned in the Air Force in April 1974. He attended pilot training at Vance AFB, Okla., before coming here in February 1976. The captain is a C-130 instructor pilot with more than 1,850 flying hours, 1,650 of these in C-130 aircraft.

He is a graduate of Embry Riddle Aeronautics University, Daytona Beach, Fla. Originally from Lowville, N.Y., the captain presently lives in Fayetteville. His hobbies include flying, fishing and tennis. Since his assignment to Pope, he has participated in more than 10 exercises and five rotations to Europe.



Capt. Schantz

bits and pieces

The American Red Cross, Fort Bragg, is offering a Multi-media first aid class on Tuesdays and Thursdays starting Aug. 28 through Sept. 6 from 6:30 - 8:30 p.m. These classes are held on a first-come first-serve basis and attendance is free. To sign-up for these classes, call the Red Cross during normal duty hours at 396-1232 Monday through Friday.

The AAFES Military Clothing Sales Store has instituted the parent store-satellite concept in order to better serve women in the Air Force. The local store stocks a standard size in women's clothing and can obtain unusual sizes within 48 hours for women desiring them.

The 317th Civil Engineering Squadron Self-help store is now open on Saturday for the convenience of people living in base housing. The store is open from 9

a.m.-2 p.m. Tuesday through Saturday, and is closed Sunday and Monday.

The North Carolina Wildlife Resources Commission reminds sportsmen that all hunting licenses, including combination hunting and fishing licenses, expire Sept. 1. New hunting and fishing licenses may be purchased at the Pope AFB Base Exchange.

The Pope AFB chapter of the Air Force Association will hold its quarterly dinner Sept. 5, at the Pope Officers Club beginning at 6:30 p.m. Guest speaker for the evening is Vic Powell, special assistant to the National AFA president. All personnel at Pope are invited to attend. For further information contact the Wing Protocol Office at Ext. 4739.

The Clinic has announced plans to devote the week of Sept. 17-21 to the health and well being of Air Force women active-duty and

dependents, entitled to medical care at the facility. They are offering physical examinations to women who have a legitimate need for one or women who have not had a complete examination for more than two years.

Appointments for care during this period may be made by calling Ext. 2714. The clinic will begin taking appointments at 9 a.m. Sept. 5.

Volunteers are needed to assist clinic personnel during this week-long activity. Anyone wishing to volunteer her services should contact Maj. Sadie Costantino, Ext. 2241.

Beginning Sept. 1, the Pope Federal Credit Union will offer open-end credit to their members. This new line of credit will allow members to file one credit application that will serve as an application for future loans. This feature saves the applicant from re-applying for an additional loan later.

Pope AFB will hold a blood drive Sept. 7 to support the Piedmont Carolinas Red Cross Regional Blood Program. The Bloodmobile will be at the Recreation Center from 9 a.m. - 2:30 p.m. Commanders and supervisors are encouraged to allow their people to participate in this worthwhile community service program. For further information contact the base project officer Maj. Sadie Constantino at Ext. 2241.

The Pope AFB Girl Scouts invite all girls in grades 1 - 12, and their parents, to an Open House at the Pope Scout Hut on Armistead Street, from 2-4 p.m. Thursday.

Applications for scouting will be taken at this time. When leadership is obtained, troops will be formed.

The Girl Scouts need adult volunteers.

Anyone interested in working with the scouting program should contact Sherida Rankin at 436-1884 or Jan Babcock at 864-3315.

cinema

Today, 7:30 p.m.
ESCAPE TO ATHENA (PG)
Roger Moore and Telly Savalas
Running Time - 102

Tomorrow, 2 p.m.
HUGO THE HIPPO (G)
Animated
Running Time - 78

Tomorrow, 6:30 p.m.
GOIN' COCONUTS (PG)
Donny and Marie Osmond
Running Time - 95

Tomorrow, 8:30 p.m.
HOW FUNNY CAN SEX BE? (R)
Giancarlo Giannini and Laura Antonelli
Running Time - 97

Sunday and Monday, 7:30 p.m.
GAME OF DEATH (R)
Bruce Lee and Gig Young
Running Time - 102

Tuesday, 7:30 p.m.
A DIFFERENT STORY (PG)
Perry King and Meg Foster
Running Time - 107

Wednesday, 7:30 p.m.
THE EXORCIST (R)
Ellen Burstyn and Linda Blair
Running Time - 121

Thursday and Aug. 31, 7:30 p.m.
BEYOND THE POSEIDON ADVENTURE
Michael Caine and Sally Field
Running Time - 114

Sept. 1, 2 p.m.
OLLY OLLY OXEN FREE (G)
Katharine Hepburn and Kevin McKenzie
Running Time - 93

Sept. 1, 6:30 p.m.
INFRA-MAN (PG)
Li Hsiu-Hsien and Wang Hsieh
Running Time - 89

Sept. 1, 8:30 p.m.
WOLF WOMAN (R)
Anne Borel and Fred Stafford
Running Time - 79

Sept. 2-4, 7:30 p.m.
THE DEER HUNTER (R)
Robert De Niro and John Savage
Running Time - 183

Women players attend soccer clinic

A soccer clinic is being held every Thursday at 5 p.m. on the soccer field behind the base gym. This clinic is being held for women who are interested in learning the game.

Cliff Everton, Dave Misberger and Steve Lucas are coaching and conducting the clinic. These coaches hope to make the women's league more competitive this year by giving the women an early start and some additional training for the upcoming season.

This year, the women's soccer games will be played on Fort Bragg at the Polo Field each Saturday morning. Any woman 18 or over may join one of the four teams that will be competing this season.

There is no charge for the clinic although there is a charge to join any team in the league. This charge includes a uniform. For further information on joining a team, contact Sharon Pelto at 436-3577 or Dee Collins at 867-2046.



Kathy Mongolb, a candidate for the upcoming women's soccer league, practices kicking during a session of the base gym sponsored women's soccer clinic. Steve Lucas, one of three coaches for the clinic, checks her kicking technique.

sports shorts

The base athletic department has announced that Pope will have a varsity women's basketball team for the upcoming season. Any active duty women interested in trying out for the ladies team should go by the gym and sign up as soon as possible. The women's varsity team will be playing the same schedule as the men's team, playing small colleges and other military bases.

The Base Athletic Department is looking for cheerleaders to support both the male and female varsity basketball teams. Any active duty female or male interested in trying out should contact Michele Ricoma at Ext. 2375 or Walt Carter at 2671.

Fred Gross of the 317th Organizational Maintenance Squadron won the eighth annual golf course Club Championship Tournament over the weekend by firing a two-under-par 70 in the final round. Gross had a first round of

78 before storming back in the final round to win the championship with a 148 stroke total.

Players are needed for the base varsity soccer team. Anyone interested in representing the base in the upcoming soccer season should contact the gym.

Officials are needed for the flag football and soccer season. Interested people should submit a resume to the gym staff.

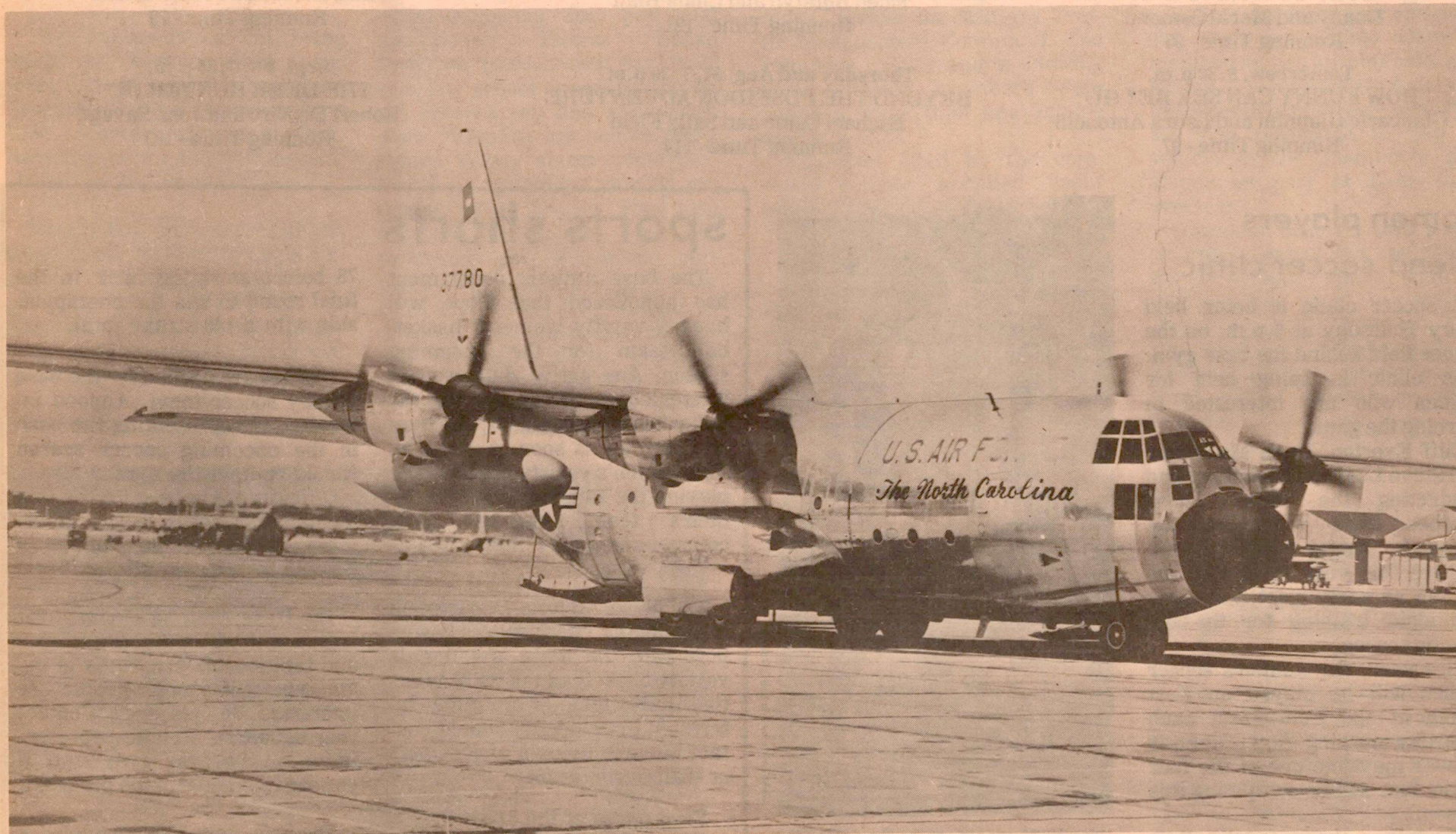
The Base Athletic Department is planning intramural badminton and table-tennis programs to begin Sept. 3 if enough people are interested in playing. Contact your squadron athletic representative or the base gym staff if you are interested in the program.

The base gym has scheduled a flag football season to begin Sept. 17. For more information on this program, contact your squadron athletic representative or the gym at Ext. 2671.

HERCULES HERALD

Aug. 24, 1979
Vol. 16, Issue 23
Pope AFB, N.C.

Celebrating Pope's 60th anniversary.



The first C-130 Hercules permanently assigned to Pope AFB arrived September 1963. Appropriately, the first of these "can do" airlifters here was nicknamed "The North Carolina."

Pope, the "Home of Tactical Airlift," has the primary mission of providing airlift for the XVIII Airborne Corps, the 82nd Airborne Division, other Army airborne units, and a world-wide humanitarian airlift commitment.



USAF photo by SRA. Bob E. Tobias

Air Force Gen. David C. Jones, Chairman of the Joint Chiefs of Staff, meets with Col. Duane H. Erickson, 317th Tactical Airlift Wing commander, on his arrival at Pope Friday. General Jones came here to visit Fort Bragg and receive briefings from Lt. Gen. Thomas H. Tackaberry (center), new commander of the XVIII Airborne Corps and Fort Bragg.

USAF photo