

Pope supports Dragon Team VI



A UH-1 Huey, is claimed by its owners, members of the 101st Airborne Division, Fort Campbell, KY., after it has been off-loaded from this C-141. This off-loading was part of the deployment of the 101st here for an exercise on Fort Bragg.

Working in conjunction with Dragon Team VI, an Army Emergency Deployment Readiness Exercise, the 438th Military Airlift Wing from McGuire AFB, N.J., deployed here March 10.

The move was also a part of the McGuire wing's Operational Readiness Inspection, designed to simulate a wartime environment.

Pope acted as a staging and support base for the exercise. The 438th MAW sent 57 people to work in the Airlift Control Element here. Other 438th people were sent to Shaw AFB, S.C. and to Fort Campbell, Ky. They were to deploy the 507th Tactical Control Center Squadron from Shaw and the 101st Airborne Division and equipment from Fort Campbell to Fort Bragg training areas.

Pope furnished maintenance support and fuel for the aircraft from McGuire and some arriving from Shaw. During the exercise, C-141 aircraft from McGuire deployed 806 people, 842,671 pounds of cargo and 18 helicopters from Fort Campbell to Pope.

Wing supports Army exercise from Elmendorf

Aircrews and maintenance workers of the 317th TAW were involved in supporting an Army exercise in Alaska March 5 to 11.

Six aircrews of the 41st Tactical Airlift Squadron and 26 maintenance people supported the 172nd Infantry Battalion from Fort Richardson, Alaska.

The crews airlifted more than

660 passengers and 346 tons of cargo while compiling nearly 230 hours of flying time. Lt. Col. William Waterson, of the 41st TAS, served as the mission commander.

Staging for the airlift was done at Elmendorf AFB, Alaska. Airdrops were made at Donnelly Drop Zone, and unloading on the ground was done at Donnelly Load Zone.



Colonel Hockney

Wing inspector named

Col. James N. Hockney, 317th Tactical Airlift Group commander, has been designated as the Wing Inspector for Complaints for the base.

According to Air Force directives, all members of the Air Force, military and civilian, have the right to present complaints or grievances to the Wing Inspector without prior approval of the

individual's commander or supervisor. However, an individual is encouraged to discuss problems with their supervisor, first sergeant, or commander for possible resolution before presenting the case to the Wing Inspector.

Appointments with the Wing Inspector for Complaints may be made by calling extension 4767 during normal duty hours.

Col. James N. Hockney

Wing Inspector for Complaints

Representative assigned here

Mr. Frank E. Howell arrived here recently to serve as a manufacturer's representative for the C-130 Support Enhancement Program.

This program, established by the Lockheed-Georgia Company, is now operational at all major C-130 and C-141 operating locations. Its purpose is to provide a direct liaison between the using bases and the manufacturer to assist in the solution of major problem areas.

Mr. Howell brings with him 24 years of experience on C-130 aircraft. This experience has already been called upon to assist in several functional areas in the maintenance complex.

Col. Leland L. Adams, Deputy Commander for Maintenance, stated "We welcome Frank and his wife Hazel to Pope and look forward to working with him to make the best maintenance even better".



Frank E. Howell

Unsecure

Haste makes waste in leaving work

By TSgt. Donald R. Lineberger
317th Security Police Sq.

It is late Friday afternoon and you have to work late again to get out a last minute report for the boss. Everyone has gone home to enjoy their weekend and, to make matters worse, just as you are finishing up your spouse calls to

remind you to stop by the commissary and pick up some bread and milk on the way home. As you hang up, you glance at your watch and see that you only have about ten minutes to get across the base to the commissary, and off you rush.

But you have forgotten

something and at 2 a.m. Saturday morning you are awakened from a sound sleep by the phone. It is the commander calling and he is not at all happy. It seems that the Security Police have found the office unlocked and you must report to the base to conduct an inventory and determine what is

missing.

We hope this story will serve as a reminder that securing government property is everyone's responsibility. If you are the last one to leave the work area, take a minute or two to check the windows, file cabinets, safe and all doors. You won't regret it later.

MACTION LINE

Dial 4357

Colonel James L. Brake Base Commander

If you have a recommendation or problem you want to bring to my attention, dial 4357. Your message will be recorded and your question answered personally within 24 hours if you leave your name and number. If your name can be misinterpreted, please pronounce it clearly and spell it out when you call the MACTION LINE. I would like to use this column, however, to select those questions which pertain to more than the individual involved.



Gate No. 1

QUESTION: I would like to know why the Airborne Gate (Gate no. 1) is not open at 6:30 a.m. each duty day so people can use it to gain access for work call.

ANSWER: The physical make up of Pope requires three gates (gates 2, 3, and 4) to be opened 24 hours daily. In order to handle the large volume of through and military traffic, gate 5 is opened from 6:30 a.m. to 10:30 p.m. daily. Gate 1 is opened as required to satisfy related Army traffic to the Airborne area and the Green Ramp. When gates 1 and 5 are opened, manning must come from Law Enforcement patrols, thereby degrading traffic enforcement

and security of Air Force resources. The Airborne Gate may or may not be open at the time when you come to work, therefore you should plan to enter-exit through one of the three 24-hour gates.

Racquetball reservations

QUESTION: Why are Racquetball Court reservations generally filled by 8:05 a.m. each day?

ANSWER: Everyone has an equal opportunity to make a reservation for the 20 hourly racquetball court slots available daily. Reservations open promptly at 8 a.m. and can be made in person or over the phone. During the peak winter season there is a heavy demand, and reservations

are filled quickly. Challenge courts are available each day from 11 a.m. to 1 p.m. for those unable to get a reservation.

Base blood drives

QUESTION: I would like information concerning blood drives on Pope AFB or Fort Bragg.

ANSWER: Each year, two blood drives, supervised by Fort Bragg Red cross, are scheduled for Pope AFB; one in the Spring and another in the Fall. The most recent blood drive was during November 1978 earning 131 pints of blood. Another blood drive may be expected during April or May of this year, and again in the Fall.

Wait for goodies

QUESTION: Why can't the base theater open earlier than 30 minutes prior to a show or provide an additional person behind the snack concession to reduce waiting times for snacks?

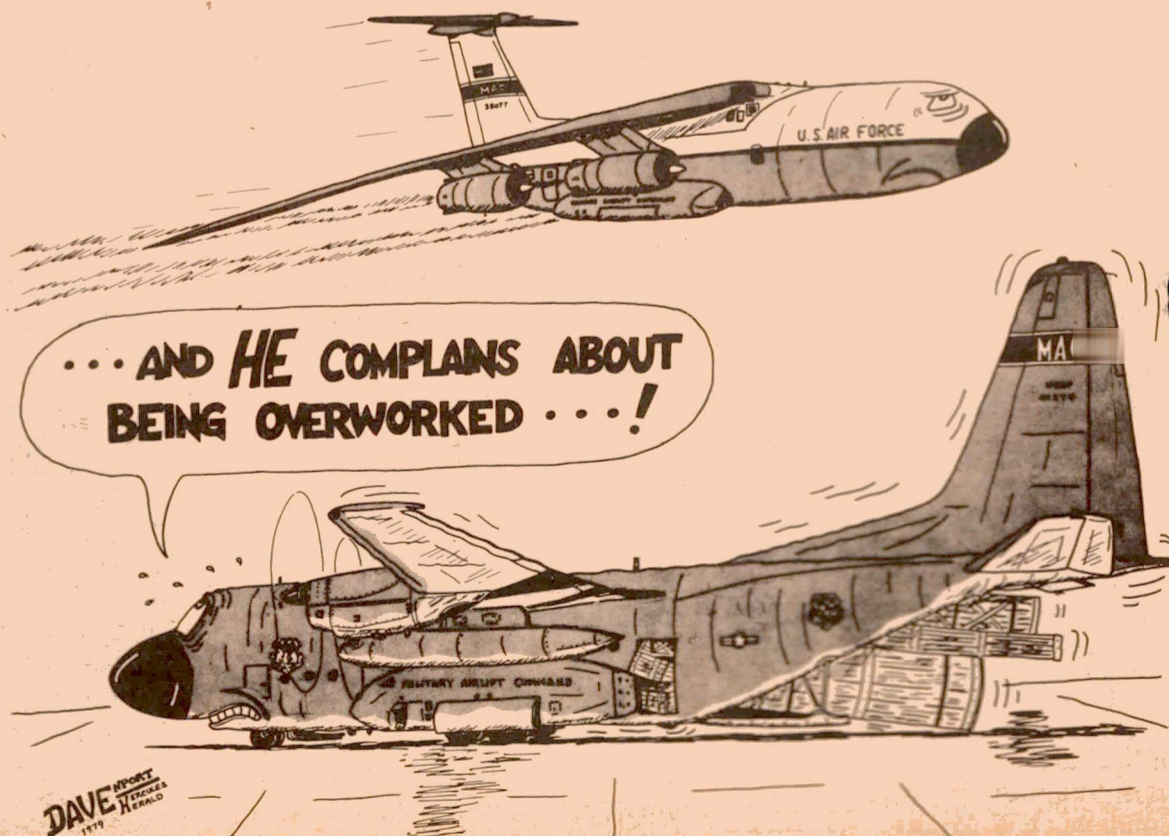
ANSWER: With the exception of first run or special feature movies, opening the box office 30 minutes early provides ample time for patrons to visit the concession stand before the main feature begins. Long snack lines have not been a problem. We will put additional employees behind the concession stand whenever first run movies are shown to speed up the sales.

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. The HERALD receives material from the Armed Forces Press Service, Air Force and MAC news services. Opinions expressed herein do not necessarily represent those of the Air Force.

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Balloons launched from Pope field

During the 1930s, Pope Field's geographical location along the earliest southern airways made it an ideal refueling system for Army, Navy and Marine aircraft on cross country flights.

The host unit at the airplane field was Flight C of the 116th Observation Squadron. The host unit at the balloon field was the 2nd Balloon Squadron.

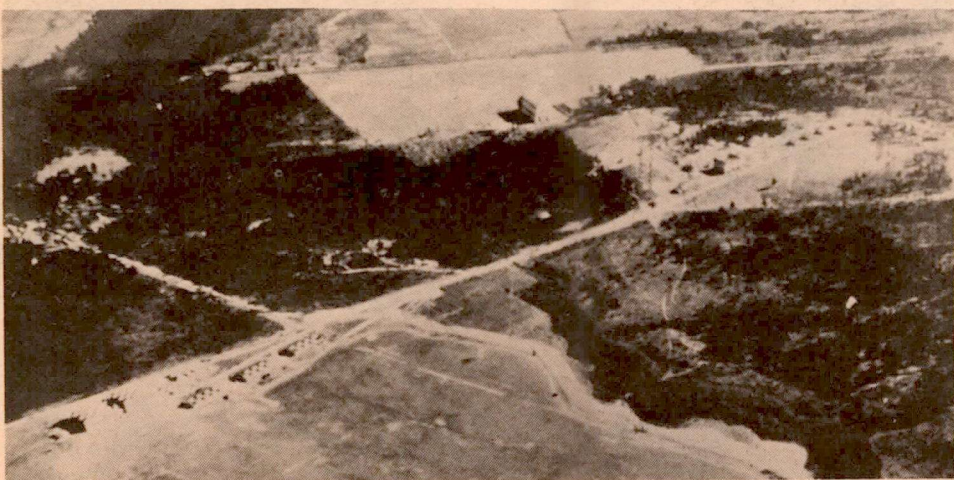
Flemming Hall was completed in 1933 as a barracks for the 2nd Sqdn.

The 2nd Balloon Squadron was

originally organized in 1917 at Ft. Omaha, Neb., and flew combat observation missions in Loraine, France during the World War I. In June 1930, the squadron transferred here from Scott Field, Ill.

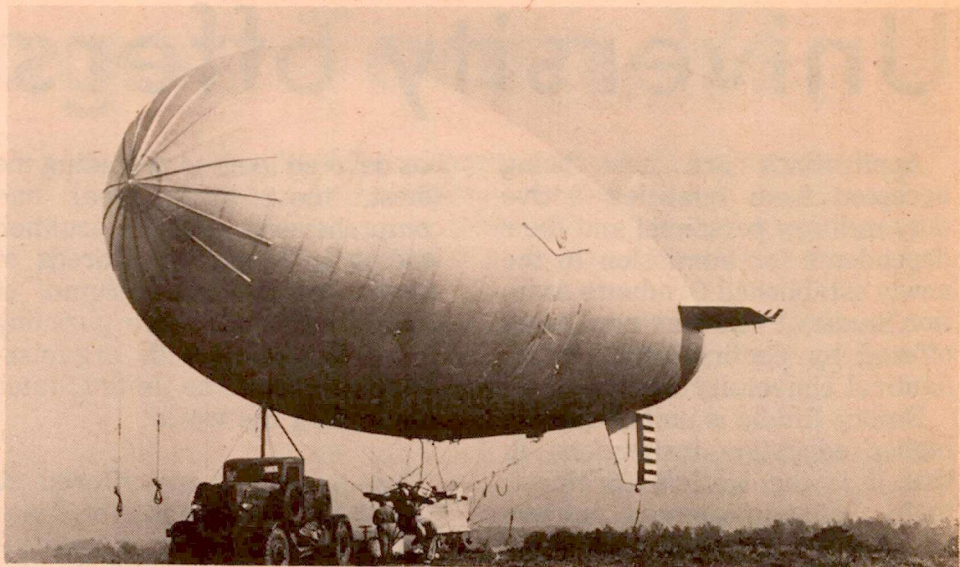
Pope's balloon field was adjacent to the main airfield and located about where the bowling lanes and base gym are today. A balloon hangar was shipped in parts from San Diego to Pope and used by the 2nd Balloon Squadron until after the World War II.

The squadron had two types of balloons,—free balloons, powered by helium, and dirigibles, or



USAF photo

Pope Air Field



USAF photo

Balloons from Pope Field made numerous trips out of state to take part in ground and air-ground maneuvers. The all-important ground crew had the job of inflating balloons, working on engines and helping the pilot land.

steerable balloons. The dirigibles had 35,000 cubic foot gas bags and were powered by the LeBlond engine.

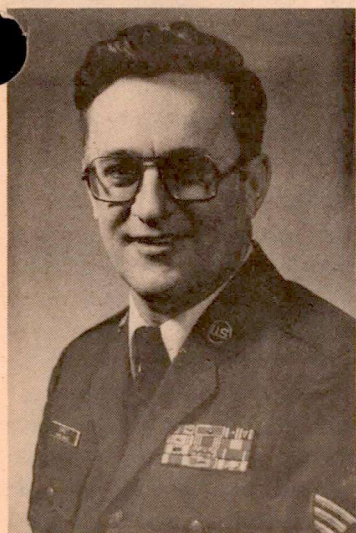
The free balloons were used for observation, and as with the sport of hot air ballooning today, men didn't know where they would land. They went where the wind took them.

The dirigibles were capable of longer range and more maneuverability. With the ground crew following in trucks, they would often land by the side of the road to change pilots.

MSgt. (Ret.) Harry Richard Chard was stationed at Pope Field

during the 1930s and resides in the Fayetteville area today. He remembers balloon landings could be treacherous. To land one, the pilot would get to about 20 feet from the ground, then push a button in the cockpit and release a coiled rope. The rope would drop to the ground, and the ground crew would grab it. While they held on to the rope the pilot would cut the engine.

If the pilot cut the engine before the ground crew got the rope, the balloon would rise again. After getting the balloon down they would hang weights such as cannon balls on the rail of the basket to keep the balloon down.



MSgt. Robert T. Barrett



SSgt. Jim Hill



A1C Sandra Grayson



A1C Drew Henderson



Mrs. LeeAnn Paulson

Chapel Managers celebrate 30th Anniversary

An AFNS Feature

The Air Force Chapel Management Career Field celebrates its 30th Anniversary this month.

The story is told that the first chaplain's "aide" came into being when an old cavalry commander insisted that his staff go riding with him every morning for one hour at exactly 10 a.m. Having a church service at 9 a.m. which lasted at least 45 minutes, the chaplain protested. Also having another service at 11 a.m. caused an even greater conflict.

Instead of granting the chaplain's request to be relieved of the ride, the general assigned a man to stand by the chapel each Sunday at 9:45 a.m. with the Chaplain's horse, fully bridled, saddled and ready to go. The man

remained in place and following the ride took proper care of the Chaplain's horse. All the padre had to do was go to church with his riding britches under his vestments and he was in business.

During World War II the chaplain was assigned a man to drive his jeep, clean, and do odd jobs. This normally was a discipline case and passed on to the chaplain. As the Air Force came into its own, the evolution continued. "Chaplain's Assistants" were assigned to help the chaplain as he helped them. Later it was recognized that the chaplain could not perform all of his professional functions, along with all of the complex administrative details of the program. This gave way to the "Welfare Specialist" of the fifties,

and the "Chaplain Services Specialists" of the sixties. During these years it was realized that these people had to manage administrative, financial and logistical support for the total chapel programs. Hence came the "Chapel Manager" in the seventies as it is known today.

"The Chapel Managers here at Pope," explains MSgt. Robert T. Barrett, Chief, Support Activities, "take part in this Career Field (701x0) and in the daily tasks confronted by us. It definitely takes a special breed of person to be successful in the field.

"Working with the chapel communities at Pope and their needs, we must exercise our managerial abilities constantly. Often people still presume these specialists work at the chapel on

Sundays. In reality it is a seven-day-a-week job. While others are off to places on Friday afternoon, we are finalizing the plans for the chapel weekend schedule. Our duties also encompass planning and organizing church socials, financing a year's chapel program budget, or scheduling and equipping a new chapel facility from top to bottom."

Concluding, Sergeant Barrett stated, "I have been in this career field for over 20 years and can personally see the great strides taken, thanks to many, many dedicated Chapel Managers. So, on our 30th Anniversary, I believe all the Chapel Managers throughout the Air Force can truly answer this year's chapel theme - What Does the Lord Require?"

University offers aviation program

Applications are now being accepted from qualified active duty military personnel and their dependents for admission to the newly established Graduate Aviation Studies Programs now being offered by Embry-Riddle Aeronautical University here.

Embry-Riddle is unique among higher education institutions in that it is the world's foremost, totally aviation-oriented university. Since its founding more than a half century ago, Embry-Riddle

has devoted itself to providing the finest, most professional and comprehensive aviation education leading to literally hundreds of career opportunities. Alumni of the University now are pursuing aviation careers with organizations throughout the United States and around the world.

Two programs are offered at Pope AFB. The Master of Aviation Management is a professional degree for individuals who

seek to become managers in some facet of aviation or who already serve as managers in aviation. The Master of Aeronautical Science is a professional degree for individuals who desire to pursue careers in technically-oriented aviation activities.

Both programs require 36 semester hours of graduate level study. Embry-Riddle will accept for transfer up to 12 semester hours of relevant graduate level course credit from other accredi-

ted institutions or from selected senior military service schools. The University is accredited by the Southern Association of Colleges and Schools. Eligible personnel may use military tuition assistance or in-service VA Educational Benefits.

For further information about admission requirements and the programs, contact Bob Piragowski at the Education Center, phone: 497-3928.

bits & pieces

A special "Homecooked Meal" will be served for all E-4s and below and their families Thursday, Mar. 29 at the Recreation Center. The meal will be prepared by the NCO Wives Club and the Officers Wives Club.

Effective April 1, a \$5 service charge will be assessed on dishonored checks returned to the Commissary. This service charge is necessary in order to help defray the cost involved in collecting returned checks.

The Thrift Shop will be open March 31 from 10 a.m. to 1 p.m. No consignments will be accepted on this day. The Thrift Shop is located in building 612.

A Basic CPR Class will be held at the Red Cross Building No. 1-1139, April 2, 3, and 4, from 6 to 9 p.m. This is a nine-hour class.



USAF photo

Lulu the clown (Lauretta Levison) visits with two youngsters at a local shopping center. Lulu will be at the Library Open House April 2. The Open House, scheduled in conjunction with National Library Week, April 1-7, will be from 10 a.m. until 1 p.m. A preschool story hour will begin at 10 for the kids. Refreshments will be offered for everyone.

Family Services—people caring about people

Family Services — What is it? It's people caring about other people.

The Family Services program, adopted Air Force — wide in 1958, is designed to help families with TDY and PCS problems.

This past year the Family Services program assisted a large

number of people on Pope. The program, is staffed by 31 volunteers, has provided a number of valuable services for newcomers and families whose sponsors are TDY.

Specifically, Family Services volunteers welcomed over 250 new families to Pope in the last six months. Volunteers also spent

over 3,000 hours informing dependents about what to expect on future PCS moves and loaning household items to newcomers.

Specially trained volunteers counseled potential food stamp recipients on their entitlements in the Food Stamp Pre-screening program. This program, along

with other Family Services functions, such as the summer volunteer program and Personal Affairs orientation, have helped make Pope a better place to live.

If you are interested in people and a people-oriented program give Family Services or Personal Affairs a call at extension 2486 or 2119.

PET course offered at chapel

Parent Effectiveness Training (P.E.T.), a basic course in how to raise responsible children, will be offered at the Chapel on eight successive Monday evenings, 6:30 - 9:30, April 2 through May 21.

The instructor will be Chaplain (Capt.) Richard C. Besteder. Cost for the course is \$10 per person. Students may register or receive further information about the course by visiting the chapel office during duty hours or calling 394-2111.

Developed by Dr. Thomas Gordon, a prominent child

psychologist, P.E.T. is a widely used approach to parenting that has been helpful in improving the climate of many homes. It teaches the "no-lose method" of family discipline which helps parents to resolve conflicts between parent and child so that both feel satisfied with the outcome.

P.E.T. works well with children of all ages, including teenagers, reducing rebellion, irresponsibility, selfishness, and resentment. Concerned parents are invited to acquire these helpful tools to the difficult task of raising children.