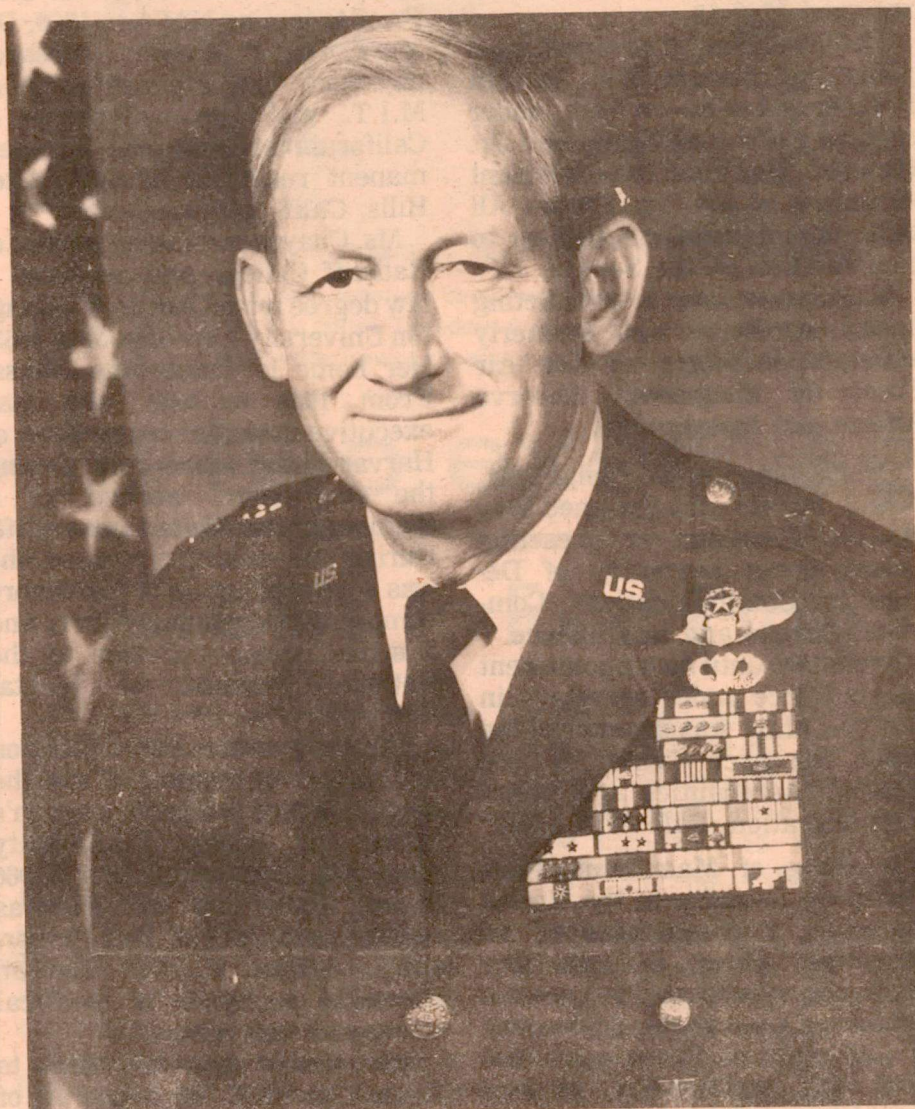


★★★★ CINCMAC change



Gen. Robert E. Huyser



Gen. William G. Moore Jr.

General Huyser takes command

Gen. Robert E. Huyser, United States European Command deputy commander in chief, will succeed Gen. William G. Moore Jr., as Military Airlift Command commander in chief.

General Huyser will be responsible for Defense Department strategic and tactical airlift missions during war, contingencies, humanitarian and peacetime missions. He will also serve as executive director of the Defense Department Airlift Service.

In addition, he will be responsible for air rescue, air weather, aeromedical evacuation, combat documentation and audiovisual systems of the Air Force.

General Huyser entered the service in April, 1943, and received his commission upon completion of pilot training the following year.

The Paonia, Colo., native flew B-29 combat missions during

World War II and the Korean Conflict.

He has served in many command and headquarters positions. In June, 1973, he was assigned as U.S. Air Force Plans and Operations deputy chief of staff.

He is a command pilot with more than 5,000 flying hours in strategic bomber aircraft, nearly 2,000 hours in Strategic Air Command tanker aircraft and 1,400 hours in single-engine jet aircraft.

His military decorations and awards include the Distinguished Service Medal with one oak leaf cluster, Legion of Merit, Bronze Star Medal, Air Medal, Joint Service Commendation Medal, Air Force Commendation Medal with two oak leaf clusters, Army Commendation Medal, Presidential Unit Citation Emblem, Air Force Outstanding Unit Award Ribbon, Small Arms Marksmanship Ribbon and the Republic of Korea Presidential Unit Citation Ribbon.

General Moore retires Sunday

Gen. William G. Moore Jr., Military Airlift Command commander-in-chief, will retire Sunday.

General Moore has been MAC commander-in-chief since April 1977.

Under his direction, the command successfully carried out numerous humanitarian relief operations, including the massive snow relief operation in the northeastern U.S. in 1977 and 1978, the 1978 Zaire airlift, the airlift of bodies from Guyana in late 1978, and countless other natural disaster relief endeavors on both domestic and foreign scenes.

More recently, the general visited here to make the presentations to the winners of the MAC-sponsored Tactical Airdrop Competition.

One of the Air Force's most decorated commanders, General

Moore has seen action in three wars, compiling a total of 240 combat missions flying both bombers and transport aircraft.

He entered the service as an aviation cadet in 1940 and was commissioned a second lieutenant in 1941. He advanced quickly through the ranks, attaining the rank of lieutenant colonel three years later. He returned to civilian life in 1947 but was recalled during the Korean War in 1950 and continued the rise to the Air Force's highest rank.

Upon taking the reins of the Military Airlift Command, he led it through a period of notable achievement - an era marked by a host of government and industrial awards acquired by MAC.

The general has announced that he plans to reside in Tennessee after his retirement.

New Air Force secretary nominated

The President announced June 21 that he will nominate Dr. Hans M. Mark to be Secretary of the Air Force.

Dr. Mark, currently acting secretary of the Air Force, would replace Mr. John C. Stetson, who resigned May 18.

The President also announced plans to nominate Ms. Antonia Handler Chayes to be under secretary of the Air Force and Dr. Robert J. Hermann to be assistant secretary of the Air Force. All three nominations are subject to confirmation by the Senate.

Ms. Chayes, who is now acting under secretary, was formerly assistant secretary of the Air Force for Manpower, Reserve Affairs and Installations.

Dr. Hermann would replace Mr. John J. Martin, who resigned May 31. Dr. Hermann is presently deputy under secretary of Defense for Communications, Command Control and Intelligence.

From 1969 until his appointment as Air Force under secretary in 1977, Dr. Mark was director of the Ames Research Center of the National Aeronautics and Space Administration, Palo Alto, Calif.

A native of Mannheim, West Germany, he came to the United States in 1940 and became an American citizen in 1945. Dr. Mark also served as a lecturer in applied science at the University of California at Davis from 1969 until 1973. Additionally, he was consulting professor of engineer-

ing at Stanford University from 1973 to 1977.

Dr. Mark is a 1951 graduate of the University of California at Berkeley and earned a Ph.D. in physics from the Massachusetts Institute of Technology in 1954. Prior to joining NASA in 1969, Dr. Mark was a lecturer, research physicist, and administrator at M.I.T. and the University of California at Berkeley. His permanent residence is Los Altos Hills, Calif.

Ms. Chayes is a 1949 graduate of Radcliff College and received a law degree from George Washington University Law School in 1953. Her home is Cambridge, Mass. From 1959 to 1961 she was executive assistant to the dean of Harvard Law School and, during the next year, worked as a member of the White House staff. During the next four years she was a consultant to a Baltimore community development firm and a social science advisor to the National Institute of Mental Health.

Ms. Chayes directed education and urban development for the model cities administration's action for Boston Community development program from 1966 to 1968. Then, until 1972, she was successively, dean of Tuft University's Jackson College and an associate professor of political science at that school.

She worked as a law clerk to Judge Charles E. Wyzanski Jr. of the U.S. District Court for the

District of Massachusetts from 1972 to 1973 and was a partner in the Boston firm of Csaplar & Bok from 1974 until appointment as assistant secretary of the Air Force in 1977.

Dr. Hermann served in the United States Air Force from 1955 to 1957. He holds undergraduate, masters and doctorate degrees in electrical engineering from Iowa State University. He completed work on the latter degree in 1963.

Following extensive work with the National Security Agency, Dr.

Hermann in 1975 was made a special assistant for strategic warning and combat information systems to the Supreme Allied Commander Europe. Since appointment as deputy assistant secretary of defense in 1977, he was represented the United States on the North Atlantic Treaty Organization command and control and data processing committee and the NATO joint communications and electronics committee. He is a native of Sheldahl, Iowa.

Colonel Davidson arrives to become vice-commander

Col. Alexander K. Davidson arrives here today as the new Vice-Commander of the 317th Tactical Airlift Wing.

The colonel comes here from Carlisle Barracks, Pa., where he has been attending the Army War College.

Colonel Davidson has nine years of C-130 experience as a pilot, instructor pilot and instruc-

tor flight examiner.

He served as test director for the YC-14 and YC-15 advanced medium short take-off and landing transport program at Edwards AFB, Calif., from 1975 to 1978.

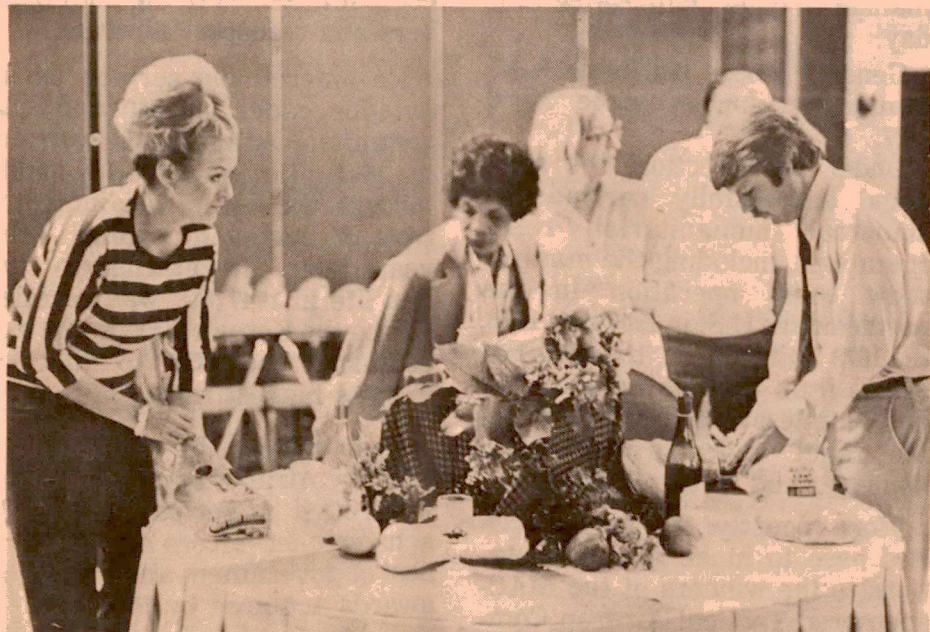
Prior to that assignment, he was director of operations for the AMST prototype program at Wright-Patterson AFB, Ohio.

Southeast region

Open Mess Workshop held here

The Pope Noncommissioned Officers' Open Mess was the scene of the Southeast regional open mess management workshop last week.

The special function, catering and food service workshop was sponsored by the Open Mess Division of the Air Force Manpower and Personnel Center.



Students of the recent catering-special functions-food service training given at the NCO Club prepare a wine and cheese display during the table service portion of the first day's activities.

The course travels to Air Force bases world-wide and is open to club personnel, civilian and military.

More than 40 students attended the workshop from Air Force, Army and Marine clubs in Virginia, and the Carolinas, with one club complex manager attending from RAF Mildenhall, England.

The students were from all areas of the military system ranging from club and food service managers to dining room and office personnel. The course covered all aspects of waiter, waitress and dining room attendant training.

"One of the objectives of the course," commented Capt. Lonnie Simmons, team club management instructor, "is to effectively train others."

Ms. Maggie Bonner, team catering and dining room instructor, said, "The other objective of the course is to ensure continuing high standards of professional food service to our military club

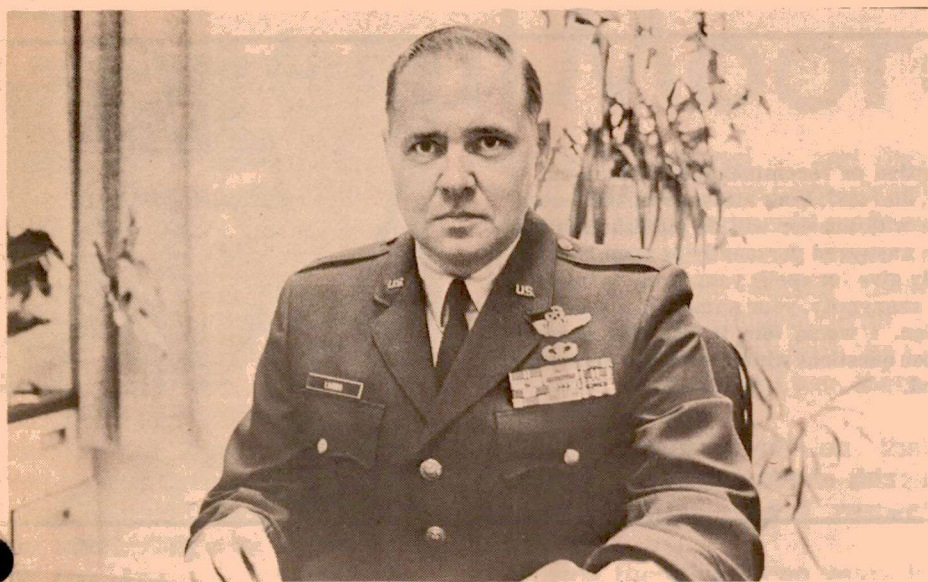
members. We do this by increasing membership and sales income through improved member satisfaction."

To develop teamwork and to receive hands-on training, the students were divided into three teams to complete special tasks from instruction they received in the classroom. At the end of the first day the teams set up wine and cheese displays to be used by officers and NCO clubs.

On the second day the teams had to design a centerpiece table using a disco theme. They were instructed to use available supplies and not spend more than \$5 total.

Each member of the winning team received a creative design certificate signed by Maj. Gen. L.W. Svendsen, MPC commander.

The tables were judged on professionalism, originality, adherence to the theme and creativity.



USAF photo by TSgt. Larry Enloe

Lt. Col. Don A. Lindbo assumed command of the 41st Tactical Airlift Squadron June 20. He replaces Lt. Col. William B. Hutchison, who has been assigned to the 435 TAW at Rhein-Main Air Base in Germany as the Assistant Deputy Commander for Operations. Colonel Lindbo previously served as the Operations Officer for the squadron.



USAF photo by Sgt. Kevin W. Green

Maj. Douglas I. Jordan received command of the Headquarters Squadron from Lt. Col. Thomas L. Stiles Tuesday. Colonel Stiles became the Chief of Safety. Major Jordan was previously assigned to Mather AFB, Calif.

Wing participates in two exercises

317th completes ORE

Six hundred members of the 317th Tactical Airlift Wing deployed June 11 to Gulfport, Miss., for a five-day Operational Readiness Exercise.

The ORE, a simulated movement of personnel and equipment in wartime, is primarily designed to increase a unit's overall combat readiness. In this case, the 317 TAW was responsible for establishing a forward operating base capable of supporting any required airlift activity.

Members of Pope's Combat Control Team first parachuted into "enemy" territory at Camp Shelby, securing a drop zone to

begin this exercise. Sixty miles to the South, the first of 18 C-130 Hercules aircraft and 30 aircrews started arriving at the Air National Guard training site at Gulfport. With them came the cooks, housing, maintenance and other support personnel that would keep the FOB running.

From Gulfport, the C-130s launched 58 heavy equipment, container delivery system and simulated personnel airdrops on Camp Shelby. With the people and equipment now on the drop zone, a "counter-offensive" could begin.

In all, Pope's C-130s flew 107 on-time sorties to round out the exercise.

Crews in Red Flag

Aircraft and aircrews of the 317th Tactical Airlift Wing are currently participating in Red Flag, a joint-service exercise at Nellis AFB, Nev.

The crews are getting a taste of flying in a hostile environment over the Nellis ranges. They are flying tactical airlift missions against a variety of fighter aircraft acting as aggressors.

Two squadrons of F-5E Tiger II fighter aircraft, trained in Soviet tactics, are used to simulate Russian MIG-21 fighters.

Red Flag is also used as a training exercise for fighter crews that provide cover for the

slower, cargo-carrying C-130 Hercules aircraft. Crews and fighters from bases around the country that will participate along with Pope include F-15 Eagles, F-4 Phantoms, and F-105 Thunderchiefs.

Nellis is located 10 miles north of Las Vegas and is the home of the Air Force Aerial Demonstration Team, the Thunderbirds. It is nicknamed the "Home of the Fighter Pilot" because of the large number of fighter pilots that undergo combat training there.

The Pope crews involved in the exercise are scheduled to return home tomorrow.

MAYDAY

Base controller saves aircraft

By CMSgt. Lawrence Bledsoe &
TSgt. Reginald Nichols
1943rd Comm. Sqdn.

We often read exciting stories concerning aircraft emergencies, near collisions or crashes.

These moments of panic and terror are handled calmly and effectively by a special breed of highly trained professionals, the air traffic controller.

The following narrative recounts just one episode of panic and how the reactions of the civil and military controllers prevented another tragedy.

"Mayday, Mayday, Mayday, Fayetteville Approach Control this is November 67 Pappa Sierra. I need some help, over."

The controller stared into the murky gloom of the 500-foot cloud cover and heavy rain as he listened to the pilot in distress. The controller replied, "N67PS, this is Fayetteville Approach, say your position and altitude."

The pilot replied, "I'm about 40 miles north of you and I think I'm at 4000 feet but my altimeter is inoperative and I'm encountering severe turbulence and heavy icing, over."

The controller concluded that he could not provide the assistance needed for N67PS. However, his indepth knowledge of all air traffic control facilities in the area enabled him to immediately rectify this situation. He grabbed the hotline to Pope AFB Ground Controlled Approach. "Pope GCA this is Fayetteville Approach Control with an emergency."

Master Sergeant William Oliver, 1943rd Communications Squadron GCA supervisor, responded immediately with, "Go ahead Fayetteville." Sergeant Oliver sat in the small dimly-lit trailer and stared intently at his radar scope as the information on N67PS was relayed to him. He replied, "I have radar contact,

send him to me on frequency 134.1." The Fayetteville controller advised the pilot to contact Pope GCA on frequency 134.1.

The pilot's call came immediately, "Pope GCA this is N67PS, over." Sergeant Oliver calmly advised the pilot that he was aware of his situation and asked if the pilot was familiar with a precision radar approach.

The pilot replied, "I think so, is that the radar with range and altitude information combined?"

The sergeant replied, "Yes it is," and proceeded to direct the aircraft to the final approach course.

The pilot said he would try the radar approach. When the aircraft was 10 miles from the runway, radar control was transferred to SA Steven Evans, the radar approach controller.

"This is your final controller,

how do you hear me?" asked Airman Evans.

"Loud and clear," replied the pilot. The aircraft was advised to start a gradual descent, but began to descend at an alarming rate.

Evans reacted instantly, directing the pilot to adjust his rate of descent and to re-establish his final approach. The pilot pulled out of his excessive descent at approximately 400 feet.

The controller continued to issue heading and altitude information until the pilot reported he could see the runway. N67PS landed safely.

For Sergeant Oliver, Airman Evans and other air traffic controllers, this type of incident is "just part of the job." However, for his actions, Sergeant Oliver was presented with a "Save" certificate from the Air Force Communications Service Command.

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: What is the purpose of a mobility exercise?

ANSWER: The primary mission of a tactical airlift wing is to deploy at a moment's notice, anywhere in the world, to support war plans, contingencies, humanitarian needs, disasters, etc. We must be able to react without warning to any crisis. In order to be prepared for these challenges, we are required by higher headquarters to demonstrate this capability once each quarter. The wing's response is tested by the MAC Inspection General at least once every 18 months. We are not only tasked for aircrews and airplanes, but must deploy personnel and equipment to keep the airplanes flying and provide support for everyone involved. The number of people and material involved, plus the unpredictable world environment, make it

necessary to train and practice mobility procedures.

QUESTION: Why isn't a person notified at least one week in advance to a mobility exercise when deployment is required?

ANSWER: A mobility exercise is basically a simulated emergency of a wartime situation. People cannot be guaranteed prior notification for real world deployments; therefore, we practice for the worst possible contingency. All people on mobility have the responsibility to be ready to deploy with minimum notification.

QUESTION: I was reading in the Hercules Herald about Pope feeling the energy squeeze. I don't understand why flight schedules can't be cut down a little and still not affect the mission. The air-

craft are using a lot of fuel, flying as much as they do - can't they cut down a little?

ANSWER: Our ability to maintain a viable, trained military force is the basic driving factor for the Air Force flying schedule. We must train our crew members, maintenance personnel and people from all supporting agencies. True, the cost in money, manpower, and precious fuel is great. Continuing efforts are made to minimize the cost while still maintaining our necessary defense capability. Optimum speed and altitude for fuel conservation are considered for every flight. We are currently studying the possibility of reducing the time for local training sorties. We will continue in our efforts to reduce costs in all areas, but we must not jeopardize our combat capability.

QUESTION: Why did the Air Force terminate Warrant Officer grades and will they ever be reinstated?

ANSWER: Warrant Officer appointments were terminated in the late fifties and early sixties when Chief and Senior Master Sergeants were brought into the force to replace the Warrant Officers. Currently there are two Warrant Officers on active duty and when they retire there are no plans to reinstate the program.

QUESTION: Why does it take so long to make a duplicate key?

ANSWER: The civil engineering squadron is not authorized a full time locksmith. This duty is part of the job description of the 5 and 7 level carpenter. While you may not be able to get immediate service, keys can be obtained during a normal eight-hour day.

Commonly used drug could cause cancer

Lt. Col. Edward J. Koenigsberg
Director, Base Medical Services

The National Cancer Institute has released information on another agent which is improving to be a potent producer of cancer in laboratory animals, and may

therefore be hazardous to humans.

Methapyrilene, the implicated ingredient, is found in nonprescription medications sold as an aid to sleep, for coughs and colds, and for allergies.

This warning will affect medications such as Sominex, Compoz, Excedrin P.M., Sleep-Eze, and Nytol. The companies which produce these drugs will be making immediate changes to remove the implicated ingredient from their product.

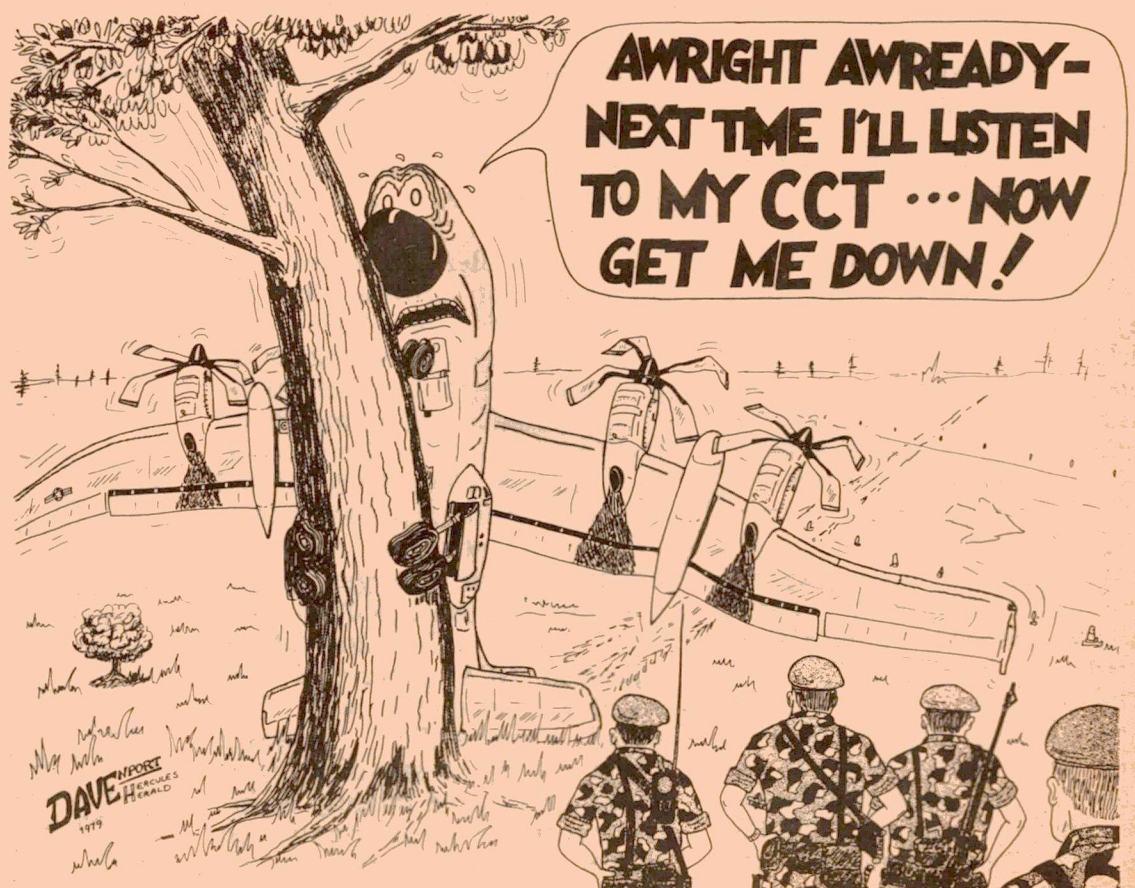
In the meantime, we suggest that you read the ingredient label on all medication of this type which are in your possession. There are no tests which can be accomplished to determine the effect of the amount of Methapyrilene already taken.

HERCULES HERALD

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

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Dave Davenport Staff Artist



General Moore bids farewell

I think most of you know by now that I cut my teeth in airlift with the trash-haulers back in the early 60's at Sewart — the 314th Troop Carrier Wing. What an outfit — we were the only C-1 Airlift Wing in TAC for a long time there, and we were proud. We were good, too. Won the Tactical Airlift Rodeo, hands down, in '62. At Pope, we were breaking new ground in airlift tactics and doctrine, and testing a lot of new stuff with the Army — assault landings, GPES, PLADS, LAPES, and CDS, to name a few. And running all over the world on exercises all the time. Somebody figured it out later — we averaged over 250 days TDY during those years. I got 292 one year.

As Vietnam warmed up, I got the job of developing the in-theater airlift system out there — to get the goods to the forces when the forces needed them. Working with the C-7s and C-123s assigned to my two wings in the 834th Air Division, and a lot of TDY C-130s, we responded with everything from ice cream to cows, from Class-A ammo to air mail. We brought out a lot of stretcher cases, and body bags, too. The other services learned to respect our motto: "Anywhere, anytime."

In 1970, I got the nod to be commander of the 22nd Air Force. The

strat guys believed — and they might very well have been almost correct — that you could walk on T-tails from the west coast to Saigon any day during those years. And we humped cargo — over eight hours a day with the C-141s most of the time I was there. Good, hard flying.

I've refreshed you on that history to add credence to this: I am an airlifter, and I respect airlifters.

During these past two years in MAC, we've gone just about everywhere, and have done about everything. I take special pride when I see all you "green-baggers" and support folks out there, doing your thing — hauling French Legionnaires and Belgian troopers to and from Zaire; bringing U.N. peacekeeping forces to Lebanon from all over the world; saving a bunch of Eniwetokese from a typhoon; hauling snow removal gear to dig out the midwest and the northeast states; bringing the survivors and the victims out of Guyana; searching for Russian radioactive satellite parts in northern Canada; hauling cold-weather gear to the Iranians, and on and on, and your rescue crews do your thing magnificently. Over a thousand saves every year — and if they weren't into tough places where normal souls fear to go,

they wouldn't even qualify normally. If we didn't have you typhoon-chasers, and global weather central folks and forecasters, we'd have to invent you — we can't do it without you, certainly, and anybody who's ever watched "Air Force Now" or any of the thousands of feet of combat documentation knows about AAVS.

All in all, there are more than 140,000 of you — actives, Reserves, Guard and civilians — flung out in 30-plus countries around the globe, doing your nation's thing.

Doing it well, too, as I can attest by reading all the kudos I keep getting from everybody, people who got help when they needed it bad, or who received extra-special service — even in side-dropped seats in a C-130 banging along out in the Toolies, or a young GI who really needed to get back home, and did, and thought to thank us for that. Perhaps most impressive to me are the words I get from ambassadors around the world, saying things like "your people were through here last week, and I'm proud to say they're outstanding representatives for America."

I like to hear things like that, because that's a good way to judge how we're hacking our mission.

Another good indicator is how we handle the various exercises,

the big ones like Reforger, Team Spirit, and Solid Shield test significant parts of the airlift system; and the smaller ones check out our technical qualifications. I can tell you now that we came out of those tests with our heads held high; we've proven over and over that we can do the job, and do it well.

You do your job well because you are professionals who view mission accomplishment as something more than just a job. You are pros, who think, who self-start, who see the objective, and who work 'til the mission gets hacked — then clean up and get ready for the next task. Your magnificent response to odd hours tasking for missions that can't wait for the 8-5 employees proves that.

As I leave, I thank you for your initiative and your enthusiasm in working MAC's mission so well. It's a hard job, and I reckon it always will be. It takes that professional if we're going to keep the system going — and we must.

I'll miss sharing the challenges with you — but I'll never forget the splendid job you've turned in. You're great — you're MAC.

Gen. William G. Moore Jr.
Military Airlift Command
Commander-in-Chief

A time for celebration and reflection for all Americans

The Fourth of July. Corn on the cob, potato salad, barbecue and homemade ice cream. Picnics, family reunions, swimming and softball. Fireworks, concerts, speeches and parades. That's what the Fourth has become.

In 1776 there were no celebrations. The Revolutionary War was more than a year old. Battles had been fought, an army formed. The spirit of independence walked the land.

Representatives of the colonies met in Philadelphia to draft a declaration of their intentions and the reasons for their actions. On July 4 the Continental Congress adopted the resolution and the United States of America was born.

No bells tolled the news; no newspaper carried the story. The people didn't learn of the wording of the declaration until July 8. It was a day like any other. Only in

later years did the Fourth of July become a holiday.

There is nothing wrong with picnics and parades to mark the day. We have parties on our birthdays, and so does our country. However, our birthdays can also be a time of reflection, an opportunity to look back on what we've accomplished and to look forward to our goals for the future.

On the Fourth of July, each of us should reflect on our accomplishments and goals as Americans. We must consider whether our country has met its goals, and whether it can continue to do so. We must consider what we can do to help, whether as members of the military or as civilian citizens. Each of us must do our part, as Americans, just as those representatives did theirs in 1776. (AFNS)

Moped riders should be aware of all safety rules

Mopeds, the \$300-\$700 bicycle-like vehicles which can be pedaled or moved by a single-cylinder engine, are quickly becoming as much of a craze in this country as they became in Europe after World War II. They are being used instead of second cars — to take employees to work, shoppers to market, and students to class.

There is a good reason for their new popularity. With ever-increasing gasoline costs, the perpetual problem of finding a parking space, and concern over environmental pollution from car exhaust, mopeds offer an efficient, economical alternative to automobiles. They are capable of speeds up to 30 miles per hour while using very little gasoline, averaging 150-200 miles per gallon.

Because mopeds are a relatively new form of transportation in the United States, few rules and regulations cover their use. As of now, 38 states and the District of Columbia have special moped laws. Since mopeds cannot be driven very fast, they are usually banned from high-speed roads.

Safety precautions moped riders can take include:

- Wearing helmets;
 - Staying off high-speed highways;
 - Avoiding roads with loose gravel and other hazards;
 - Installing turn signals so moped operators can let other drivers know their intentions without having to let go of the handlebars to give hand signals.
- While mopeds will probably

never replace the car, they can be an inexpensive, energy-saving, and efficient source of trans-

portation, especially for commuting, running errands, etc., in favorable weather.

Are you discriminated against?

It is Air Force policy to conduct all of its affairs free from arbitrary discrimination, and to provide equal opportunity and treatment for all members irrespective of their race, color, religion, sex, age, or national origin, in accordance with the laws of the United States. Discrimination - by act or inference - against military personnel or their dependents, on- or off-base, will not be tolerated.

If you think you have a problem, these are the people who can and will help you:

1. Your immediate supervisor.
2. Your Commander or First Sergeant.

3. Your Unit EOT Officer-NCO.
4. The Wing EOT section, Ext. 2273-5.
5. The Wing Inspector, Ext. 4617.
6. The Wing Senior Enlisted Advisor, Ext. 4553.
7. The Base Chaplain, Ext. 2111.
8. The Area Defense Counsel, Ext. 4724.

Talking about a problem and not trying to get it solved will not help either you or the Air Force. Get your problem to the people who can do something for you before it begins to affect you and your career.

Paint helps protect Hercules skin

Shades of green and brown flow from the radome to the beaver tail in swirls with no apparent design. A paint scheme which, although quite visible in contrast to a gray

cement ramp, easily blends into a jungle backdrop.

In reality, the camouflage paint on the C-130 aircraft serves as more than a visual effect. The

blend of greens and browns protect the skin of the Hercules and extend its life.

The Corrosion Control Shop of the 317th Field Maintenance Squadron is responsible for maintaining the paint jobs of the transport aircraft here.

MSgt. Francis McFall, who is in charge of the shop, explained how his 22 specialists go about caring for the planes.

"After the aircraft is washed, it is rolled into a hangar. Our first task is to inspect the three primary types of corrosion — pitting, scaling, and metal fatigue.

"The most difficult to detect is metal fatigue," Sergeant McFall continued, "because it cannot be seen with the human eye. The interior and wall insulation are handwashed with mild soaps and detergents.

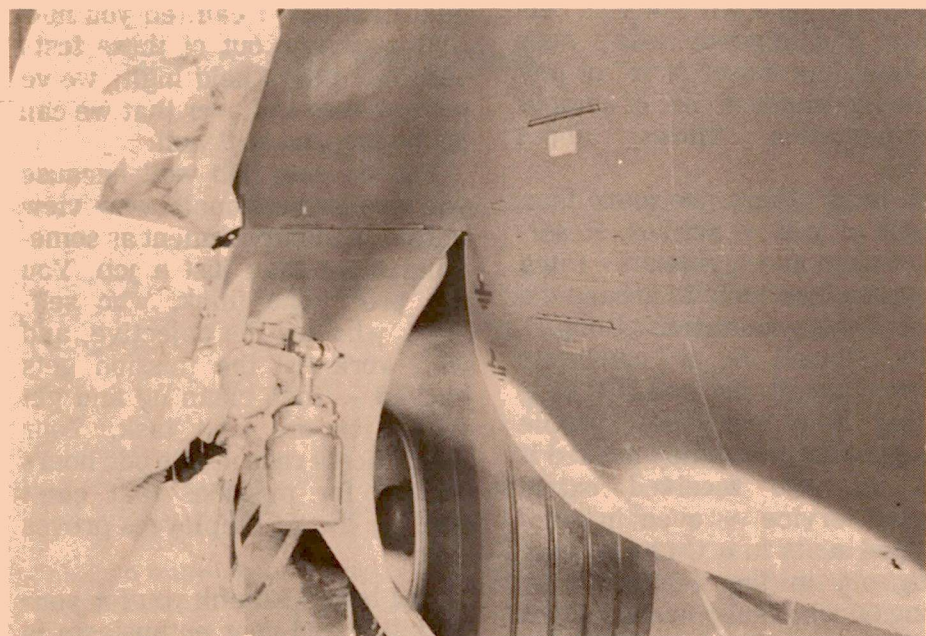
"A part of the crew, at the same time, sand rough spots on the

exterior to prepare the C-130 for painting. The plane is then wrapped with nearly 2,400 yards of masking tape. There is a temperature range we must work within because the polyurethane paint we use dries chemically. We must work within a 60-degree minimum and 90-degree maximum.

"If the temperature and humidity are not just right, the paint blushes and streaks," Sergeant McFall continued. "Then we have to stop and wait for better conditions."

Sergeant McFall concluded the explanation by saying, "The paint usually hardens in 72 hours. It is specially designed to make visual detection of the aircraft difficult. It seals out moisture and has life expectancy of approximately five years."

With the C-130 aircraft in its silver anniversary year, work such as this helps to "keep 'em flying."



SrA. Cynthia L. Nott, of the Corrosion Control Shop, puts the finishing touches around the wheel well of a C-130 Hercules.

USAF photo by TSgt. Larry Enloe

74th TCF to close

The 74th Tactical Control Flight here has been listed as one of 19 units to be deactivated later this year.

The announcement was made recently by Air Force officials in conjunction with the realignment of active and Air National Guard Tactical Air Control System resources.

Actions to close these units are beginning throughout the Air Force this summer with the 74th TCF scheduled to close by Oct. 1. ANG unit actions will begin early

next year.

Of the 43 people assigned to the 74th TCF, 33 will depart here for other assignments, seven will be reassigned to other units here, two will leave the Air Force, and one will retire. Overall, the realignment will reduce 574 military authorizations in the active force, along with 1,426 military and 128 civilian air technician positions in the ANG.

With the advent of the E-3A Airborne Warning and Control System and the F-15 with its

enhanced air-to-air capability, the TACS requirements shifted from an emphasis on large, semi-permanent control units, to smaller, highly mobile radars called Forward Air Control Posts. The planned changes in the TACS will delete a number of the larger units while enhancing the mobility and readiness of smaller units.

The 74th TCF was originally moved here as a 35-man operation from Shaw AFB, S.C., in September of 1969.

AES participates in joint-exercise

The airborne medics parachuted into the combat area in the evening. The following morning the aeromedical technicians arrived by convoy. By noon, combat casualties were being removed from the battlefield by helicopter and all-terrain vehicles, and flown out of the war zone on C-130 aircraft.

This was the scene June 12-14 during an Army-Air Force exercise staged to test the capabilities and the coordination between an airborne medical unit and an aeromedical evacuation unit. The joint service exercise was conducted at Camp MacKall, N.C.

The 307th Medical Battalion, a unit of the 82nd Airborne Division, arrived in the simulated combat area with medical teams, a medical clearing company and support personnel, to remove the wounded from the battlefield. The aid stations and medical clearing company were set up directly behind the front lines. Pope's Aeromedical Evacuation Squadron established their Mobile Aeromedical Staging Facility on MacKall's runway for rapid removal of wounded.

The 1st AES is the only Air

second element is the Aeromedical Evacuation Control Center. The AECC receives information from the liaison team on how many patients have to be air-evacuated and the severity of their wounds. Then the AECC works with the theater airlift control center to schedule an aircraft into the area.

Once the aircraft is confirmed, patients are moved from the Army medical clearing company to the Air Force MASF for processing and any additional stabilization treatment prior to loading onto the medical ambulance-configured C-130.

According to Major Geri McGowan, chief aeromedical evaluator for the exercise, "Joint Force tactical medical evacuation unit on active duty. The unit primarily uses C-130s for evacuation of troops, but can also use C-7 Caribous and C-123 Providers.

The squadron is set up into three elements tied together with single side-band radios. The first is a liaison team made up of Air Force ground radio operators, a medical administrator and the Army's clearing company initiates patient movement. The

service training such as this insures that our combat forces receives the best initial care that can be provided anywhere, anytime, in any environment. It also

provides the Army and Air Force medical people with the coordinated communication techniques necessary in this kind of operation."



A1C Gary T. McRae, a ground radio operator with the 1st Aeromedical Evacuation Squadron, calls in patient movement information. Airman McRae was part of the 1st AES liaison team attached to A Company, 307th Medical Battalion, during the joint-service tactical medical exercise held at Camp MacKall last week. A Company is the battalion's clearing company where wounded are treated and processed prior to movement to the Air Force's mobile aeromedical staging facility.

USAF photo by MSgt. Don Bragg

Suggestion Manager of year announced

Ms. Jean G. Kennedy has been selected as the Suggestion Program Manager of the Year for the Military Airlift Command.

She will represent MAC in competition for the Air Force suggestion manager award.

The participation and adoption goals for Pope AFB for fiscal year 1978 were 20 percent. The program attained a participation rate of 22.6 percent and an adoption rate of 17.6 percent, which were second in MAC in both categories.

Pope, one of the smallest MAC bases, recorded first year savings of \$150,460.

Statistics in the first two quarters of fiscal year 1979 show a projected increase of 43 percent in participation and 36 percent in adoptions.

Ms. Kennedy was appointed base suggestion program manager in March 1978. Her sound management practices, coupled with excellent administrative procedures, have produced a top notch suggestion program.



Ms. Jean G. Kennedy

How to begin your military move

EDITOR'S NOTE: The following is the first of a three-part series dealing with permanent change of station moves. The HERALD will continue this series in the next two issues.

The day you get your permanent change of station orders marks the beginning of a very important part of your family's move... preparation.

As early as possible you and your spouse should visit the Transportation Management Office, on Fort Bragg to fill out a DD Form 1299 — Application for Shipment and/or Storage of Personal Property. If it is impossible for you to make the move arrangements, make sure your spouse has the required power of attorney or written authority. Filling out the 1299 correctly is a must, since it is the basis on which your entire move is established. Errors in the information on this form could cost you money and delay receipt of your shipment.

When you visit the TMO, you will also be counseled about your upcoming move... your responsibilities, the mover's responsibilities, and what you can ship at government expense. Do not leave the counseling session until all your questions have been an-

swered.

If possible, give the counselor a realistic required delivery date which will give you time to find a place to live at your new duty station and accept immediate delivery. If the mover has no delivery address, your goods will have to be placed in storage, which increases the possibility of damage because of additional handling.

Part of getting ready for a move is sorting and getting rid of things that should not be shipped. Don't wait until the last minute and risk having something packed by mistake. This is also the time to gather important documents, such as medical and personnel records that you may need enroute; separate them from the goods to be shipped.

If you're preparing for an overseas move, contact your assigned sponsor who is at the overseas location to find out what things you should ship and what to store. Your unaccompanied baggage is packed and shipped separately from the bulk of your household goods. Another portion of your property may be placed in storage until your return, and should include only those things you are sure you and your family can live without for the duration of your overseas tour.

Advance preparation on your part and that of your family can mean preventing many of the problems commonly associated with a move, making yours much less painful.

Pickup Day

When the moving van arrives for packing and pickup, it is time to give your household goods your undivided attention.

Know what you are entitled to and let the movers know it from the moment they arrive. If possible, send the children to the neighbors for the day so you can concentrate totally on the business at hand — the most important of which is to verify the mover's count and condition of your goods as listed on the Household Goods Descriptive Inventory.

On the inventory everything is listed beside a number corresponding to preprinted numbers put on each item by the movers. Make sure everything is tagged and listed on the form, since the mover will not assume liability for loss of unlisted items. Also, make certain the general contents of each box are listed on the outside — a help later on delivery day, and in discovering possible loss. Contents of cases should be shown separately from

the cases themselves.

It is most important that you be able to read and understand the inventory. If you don't understand the mover's coded description of your furniture's condition, ask; you may not agree with his assessment. The only accepted abbreviations are those appearing at the top of the mover's inventory forms. You have the right to point out any inaccuracies in the packer's description of the condition of your goods. Note and sign your disagreement on the back of the pickup inventory before signing on the front of the form.

Never argue with the packers or movers. If problems arise, call your installation transportation officer. You will get a chance to evaluate the mover's services, so keep notes of what is done, or isn't done, in accomplishing your move.

When the packing and loading of your household goods is completed, sign the inventory, but only after reading it thoroughly and making sure it is completely filled in. Check the number of cartons the mover states were used, and make sure that all services stated on the form were actually performed. Finally, get your copy of the inventory... and don't lose it.

bits & pieces

The Pope Air Force Base NCO Wives' Club has awarded its annual college scholarship to Lori Burchfield, a 1979 graduate of Pine Forest High School.

She will attend North Carolina State University this fall where she plans to study mathematics. Miss Burchfield is the daughter of Retired TSgt. and Mrs. Thomas Burchfield of Spring Lake.

A jet engine mechanic from the 317th Field Maintenance Squadron recently was commissioned a second lieutenant at the Air Force

Officers' Training School, Lackland Air Force Base, Tex.

Second Lt. Jeanne Jennings graduated fourth in her OTS class and was named a distinguished graduate. She was also a distinguished graduate from the Administrative Management and Executive Officer Course at Keesler AFB, Miss. She has now been reassigned here as the administrative officer for the Airlift Center.

Tickets may be purchased for the Colgate Hall of Fame Golf

Classic at the golf course here.

All tickets are at a reduced price, with a bonus for the active duty military golfer. Active duty personnel may purchase a ticket for the day they want to watch the tournament and may use the stub of the ticket to play any one of the six golf courses in Pinehurst. The free round must be played prior to Aug. 10.

For further information contact Gene Gilbert or call 394-2325.

The American Red Cross Safety

and First Aid Program on Fort Bragg will conduct a multi-media first aid class at the American Red Cross Building, number 1-1139, June 19 and 20, from 6-9 p.m. They will also conduct a Cardio-pulmonary Resuscitation class in the same building June 26-28, from 6-9 p.m.

These classes are on a first-come, first-serve, basis. All interested people should call 396-1231 or 396-1234 during normal duty hours.

Airlifter Inn begins take-out service Monday

By Capt. Stephen R. Smith
Assistant Staff Judge Advocate

Do you have a disagreement as to how much money another person owes you? Is there a dispute between yourself and your landlord over rent or whether he may kick you out of the apartment? Did you pay for goods that failed to meet advertised standards? If so, you will want to

know about the North Carolina Small Claims Court procedures.

An informal court system has been established throughout the state to handle disputes at low cost to the parties involved. You don't need to hire a lawyer, although you may if you wish. You simply fill out some preprinted forms by hand, pay a filing fee and show up at the court on the

The Airlifter Inn is introducing a fast-food carry-out service starting Monday.

It will be available 24 hours each day, seven days a week, and feature five standard menus plus special menus on a daily basis. The cost of this meal will be \$1.30. The breakfast meal will feature three standard menus and will cost 65 cents. There will be 12 tables available with 48 chairs for

patrons who want to eat in the dining hall.

This service is designed for people who cannot receive meals because of duty responsibilities. It is also a great convenience for people living in the dormitories.

The restrictions on this service are; limit of one meal for each person, no seconds, no one may pick-up meals for other people, and the base commander's dress code will be enforced.

North Carolina court settles minor disputes

date your case is scheduled. Most cases are decided within one week, but never later than 30 days after you file.

Presently, you may not bring suit for more than \$500 in Small Claims Court in North Carolina, but after Oct. 1, 79 this increases to \$800. Also, the person sued must be located in North Carolina,

within the County where you have filed the lawsuit. In Cumberland County, the Small Claims Division of the Magistrate's Court is located on the first floor of the courthouse, room 107C (telephone 486-1567).

Booklets with information and sample forms can be obtained from the Legal Office on the second floor of building 306.

Travellers must return all airlines discount coupons

Military and civilian travellers must return to the government airline discount coupons they receive while flying on official government business.

The coupons, being offered by American and United Airlines, entitle holders to purchase half-price tickets between July 1 and Dec. 15.

Coupons must be returned to comply with a comptroller general decision prohibiting government employees from accepting

payments from private sources while performing official duties.

The government, says the decision, is entitled to any payments or coupons an employee receives when the government pays for the ticket, whether it is issued by the base traffic management office or purchased by the individual for reimbursement later.

Coupons should be turned to base transportation officials for later use by other government travellers.



First Lt. James R. McPherson attaches his name and aerobics time to a plaque at the base gym while Maj. Paul M. Jones Jr., watches. Major Jones is the commander of the 74th Tactical Control Flight Squadron, which donated the plaque.

Base officials plan day-long activities on the Fourth

Long trips get you down? Gasoline shortages cramp your style? Why not stay on base this Fourth of July for Independence Day? A full day of activities (7:30 a.m.-9 p.m.) is available for you. It will be full of food, fun and frolic.

The Morale, Welfare and Recreation Division, in conjunction with other base agencies, has planned Independence Day activities for the young and the young at heart.

The following schedule offers you an exciting day on base:

7:30-11:30 A.M. — Golf Tourna-

ment, new nine holes officially open.

9-9:20 A.M. — Youth decorated bicycle parade from Warhawk field to diamond 4. Prizes for best four bikes. Parade led by security police, fire truck and clowns.

9:30-10:15 A.M. — Men's and women's cross country run. Starts near new concession stand at diamond 3.

10-11 A.M. — Kids' dog show at diamond 4.

11 A.M.-1 P.M. — Patriotic disco. Bandstand near diamond 4.

Noon-9 P.M. — Barbeque, ribs, rice, hash and beverages at the refreshment tent near diamond 4.

Noon-1 P.M. — T-Ball game, diamond 4.

Noon-1 P.M. — Senior girl's softball, diamond 3.

1:30-2:30 P.M. — Junior girl's softball, diamond 4.

2:30-3:30 P.M. — Women's softball game, diamond 4.

3:30-4:30 P.M. — Men's softball. Spring Lake vs. Pope, diamond 3.

4:45-5:15 P.M. — Security Police sentry dog show, diamond 4.

5:30-7 P.M. — Senior NCO's vs Senior Officers in softball, diamond 3.

7:30-8 P.M. — Tug-O-War. 317th Tactical Airlift Group vs 317th Combat Support Group. Tree line near diamond 5.

2-5 P.M. — Country and Western music at the bandstand.

6-9 P.M. — Disco Dance at Bandstand.

During the day, the NCO Wives Club will have balloons on sale.

sports shorts

The Pope Falcons slow pitch softball team is hosting the 1979 June Slugfest Softball Tournament scheduled to begin today at 6 p.m.

The tournament is scheduled to last through Sunday with nine teams participating.

The grand opening of the new nine holes of the base golf course will be Wednesday. Ribbon cutting ceremonies are scheduled for 7:30 a.m., followed by an Early Bird shotgun tournament.

Tournament information is available at the golf course pro shop.

Anyone interested in signing-up for the women's racquetball tournament sponsored by the base gym should stop by the gym.

The women's intramural softball tournament is scheduled to begin today at 5:30 p.m. and continue through tomorrow. The tournament will be played on fields four and five.

The Morale, Welfare and Recreation office is planning to set up a youth football program this fall. The program will be open to boys and girls ages seven to 15. Flag football is planned for ages seven and eight with contact football for ages nine and up. Parents should go by the youth center to fill out a tentative interest form.
