

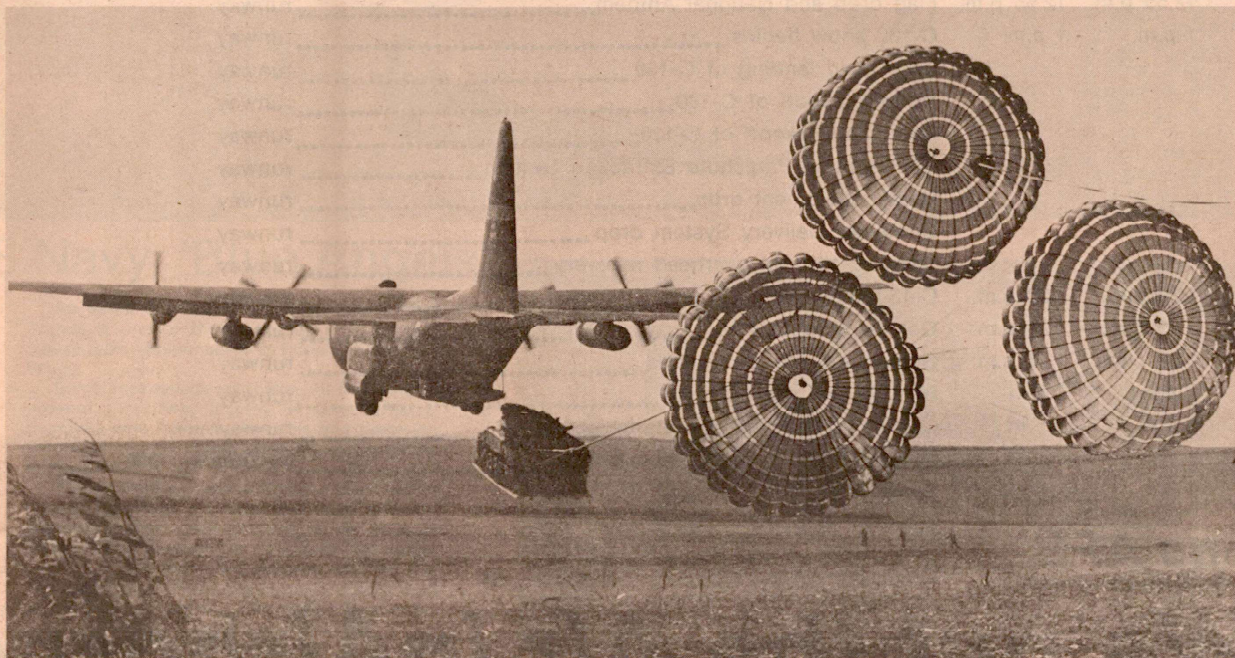
HERCULES HERALD

Vol. 1 Issue 23

Fayetteville and Spring Lake, North Carolina

April 11, 1980

Base hosts spectacular Open House



C-130 performs LAPES delivery

C-130 Hercules one of many attractions

One of the featured attractions at this Open House is an aerial demonstration of C-130 Hercules aircraft flying in formation. After breaking away from the formation, one of the transports will airdrop small cargo containers, one will airdrop heavy equipment, and the third will perform a Low Altitude Parachute Extraction System delivery.

The C-130, which is the type of aircraft flown at Pope AFB, is in its 26th year of service with the Air Force. It performs the tactical airlift portion of the Military Airlift Command's mission. The strategic portion of MAC's mission is performed by the C-141 Starlifter and C-5A Galaxy, both on

static display here also.

While the all-jet C-5/C-141 force is tasked with cargo and troop delivery worldwide, the C-130 is used primarily in a tactical airlift role in forward combat areas. It is capable of operating from rough, dirt landing strips and is the prime transport used for dropping troops and equipment into hostile areas.

Because of its relatively small size yet large load capability, the C-130 is also ideally suited for disaster relief missions.

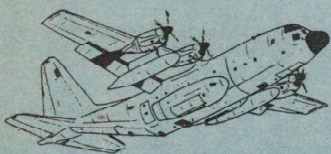
In early February, 1977, MAC C-130s participated in relief efforts for snow-bound Buffalo, N.Y. More than 300 people and equipment were

airlifted by C-130s to help recover from one of the most severe snowstorms in that city's history. In September of last year, MAC C-130s flew badly needed food and medical supplies to the Caribbean Islands after they were devastated by Hurricanes David and Frederic. They also airlifted equipment needed to rebuild the islands.

Also used as an aeromedical evacuation aircraft, the C-130 can accommodate 74 litter patients with two medical attendants. It is used primarily to bring patients out of combat areas to an established airstrip, where they can then be

Continued on page 6

Special Edition



Open House '80

Pope AFB — We put the Air in Airborne

The Hercules Herald is an unofficial newspaper published weekly in the interest of personnel at Pope Air Force Base, North Carolina of Military Airlift Command. It is published by the Duvana Publishing, Inc., Fayetteville, N.C., a private firm,

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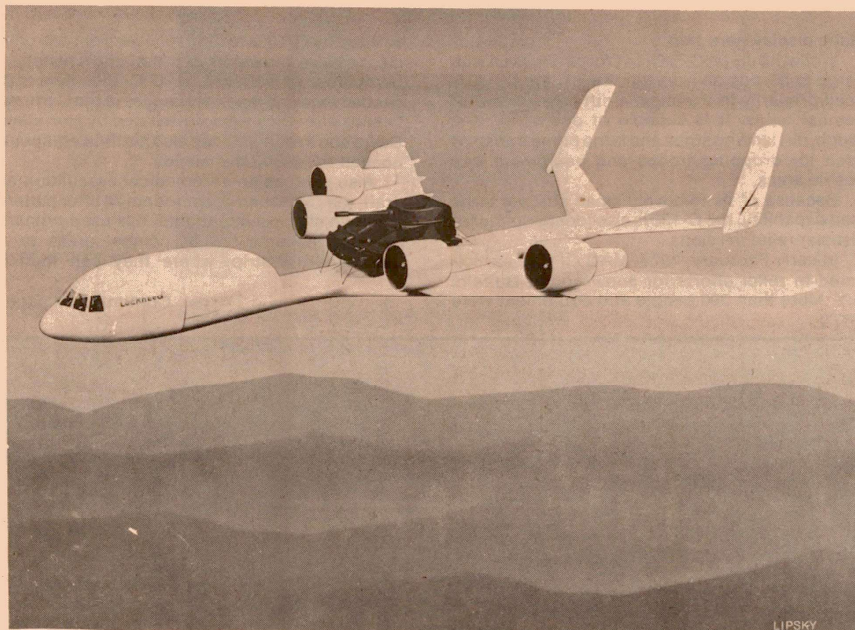
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Open House Schedule of Events

Saturday	Sunday	Event	Place
8 a.m.	9 a.m.	Gates open to public	
8 a.m.		Civilian fly in starts.....	runway
11 a.m.		82nd Airborne Division Band	front of Building 712
	11 a.m.	McGuire Air Force Band (Ambassadors)	front of Building 712
noon	4 p.m.	Military working dog demonstration.....	adjacent to Building 712
12:15 p.m.		82nd Airborne Division Band	front of Building 712
	12:15 p.m.	McGuire Air Force Band (Ambassadors).....	front of Building 712
12:45 p.m.		Civilian fly in ends.....	runway
12:55 p.m.	12:55 p.m.	Flag drop and National Anthem.....	runway
1 p.m.	1 p.m.	C-130 show begins	runway
		Short field landing of C-130	runway
		Normal takeoff of C-130.....	runway
		Short field takeoff of C-130.....	runway
		Low Altitude Parachute Extraction System	runway
		Heavy equipment drop.....	runway
		Container Delivery System drop	runway
		Three C-130's in overhead recovery	runway
1:20 p.m.	1:20 p.m.	C-130 show ends	runway
1:25 p.m.	1:25 p.m.	Golden Knights jump.....	runway
1:57 p.m.	1:57 p.m.	Golden Knights show ends	runway
2 p.m.	2 p.m.	Blue Angels show begins	runway
3 p.m.	3 p.m.	Civilian fly in departure starts.....	runway
4 p.m.	noon	Military working dog demonstration.....	by Building 900
5 p.m.	5 p.m.	Show ends	

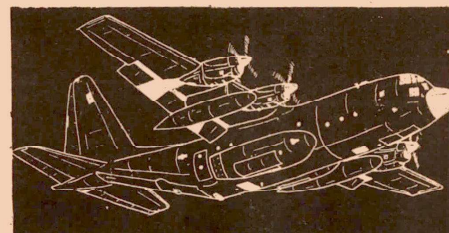
Pope AFB

We put the Air in Airborne



The U.S. Army's requirement for the fast relocation of its largest pieces of equipment could be met effectively with Lockheed-Georgia Company's new Flatbed aircraft concept. The future Lockheed aircraft would feature one

basic and unique airframe with a flatbed area between the flight station and the tail section. The uniqueness lies in the fact that payloads would be carried in individual units moved on and off the basic Flatbed aircraft.



The **Hercules Herald** is published every Friday. Address all advertising inquiries to Duvanal Publishing, Inc., 851C Bragg Blvd, Fayetteville, N.C. 28301. Phone 919-483-6340.

All news material, stories, and pictures, must arrive in 317th TAW Public Affairs Office by noon Friday. The PAO reserves the right to edit all items submitted.

Address of the **Hercules Herald** Editorial Department is P.O. Box 35716, Fayetteville, N.C. 28303. Phone 919-483-4210.

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



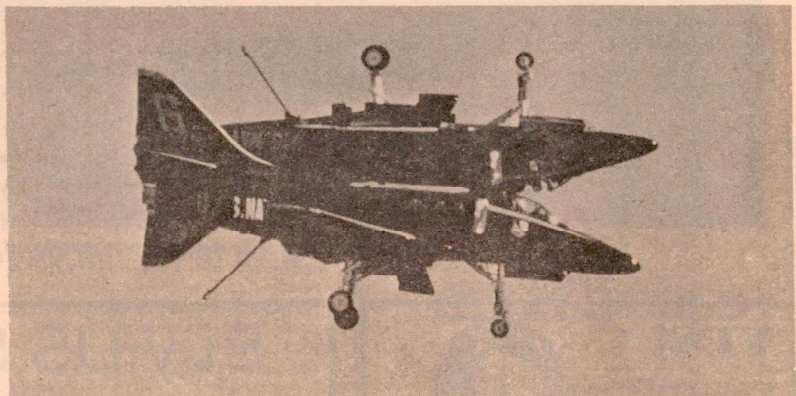
US Navy 'Blue Angels'

An aerial demonstration by the Navy Blue Angels is one of the highlights at this Open House, which is sponsored by Pope AFB and Fort Bragg.

Sometimes called aerial ballet, the Blue Angels present a faultless display of aerial artistry, complete with flying loops, rolls and precision formation flying, using several wing-overlap techniques.

The six A-4 Skyhawk aircraft used by the Blue Angels perform a prescribed sequence of maneuvers from tree-top level to as high as 60,000 feet. However, for this show, the major portion of the action will be performed at low altitude. These intricate maneuvers are performed by the pilots relying on radio contact and countless hours of flying and training together.

The Blue Angels have performed for 34 years all around the world, entertaining more than 138 million spectators.



A close formation



**Blue Angels
perform
bomb burst**



Pope AFB Green Ramp during exercise

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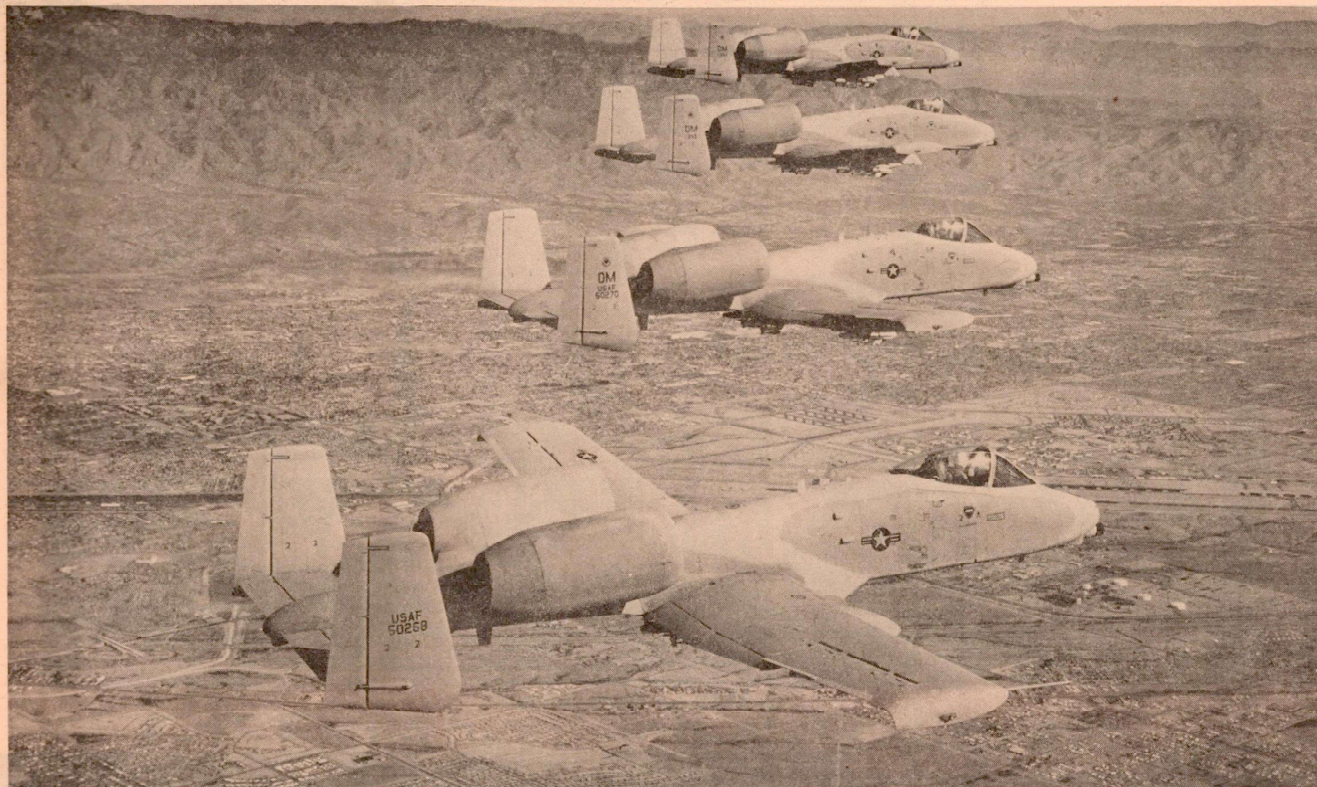
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Thunderbolt offers flexibility

Designed specifically for close air support missions, the A-10 Thunderbolt II offers a unique combination of large payloads, long loiter times, and wide combat radius to ensure operational flexibility.

The increased loiter time (the time it takes the aircraft to fly over the target area) allows it to fly at slower speeds, thereby increasing the effectiveness of the aircraft's weapons.

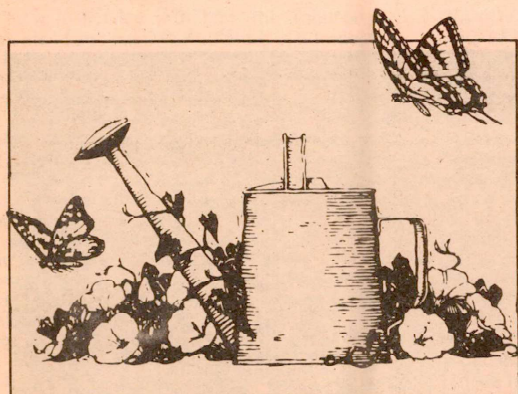
It can carry up to 16,000 pounds of mixed weapons with partial fuel or 12,086 pounds of weapons with full fuel.

The A-10 utilizes a 30 millimeter cannon as its principal weapon. Designed primarily as a "tank killer," the A-10 is capable of firing at two selected speeds; 2,100 or 4,200 rounds of ammunition per minute.

The Thunderbolt II achieves its survivability through a combination of high maneuverability and design features that make it nearly invincible.

Its equipment includes a "heads-up" display, laser seeker, target penetration aids, and associated equipment for its Maverick missiles. The Air Force has the aircraft in both single- and double-seat versions.

Built by Fairchild Republic Company, the A-10 is powered by two General Electric TF34-GE-100 turbofan engines, each developing 9,065 pounds of thrust. It is 53 feet long and has a wing span of 57 feet. It is capable of flying at speeds in excess of 450 miles per hour and has a range of 288 miles when fully loaded.



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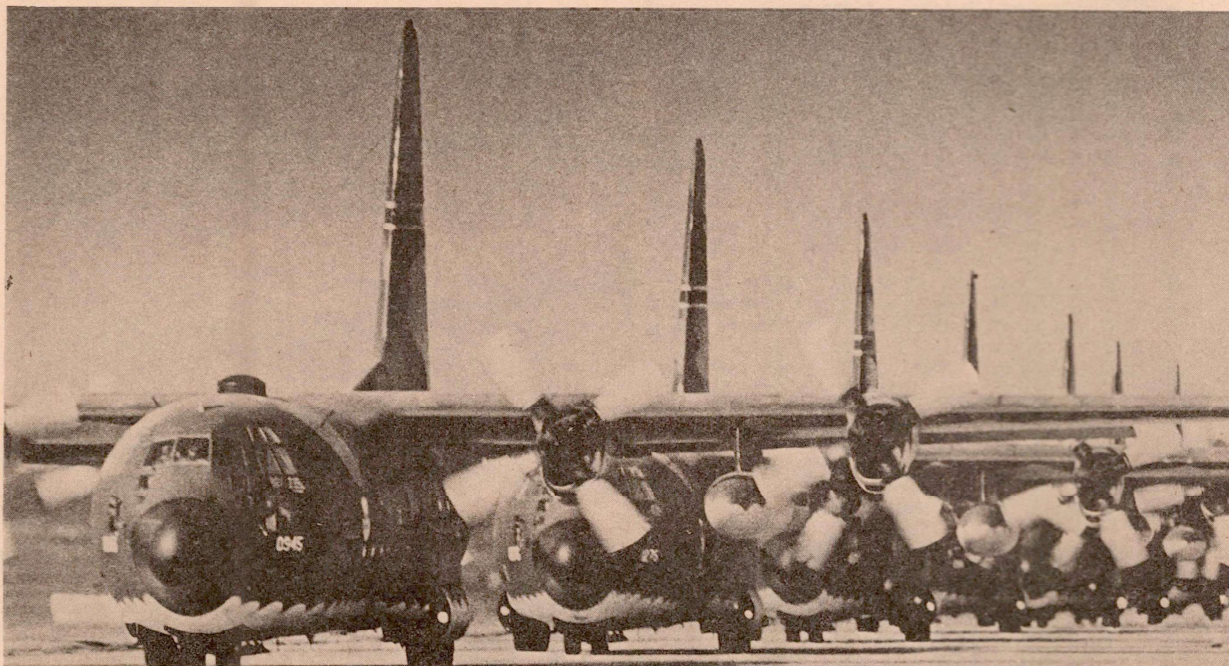
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**C-130's on Pope taxiway**

C-130s

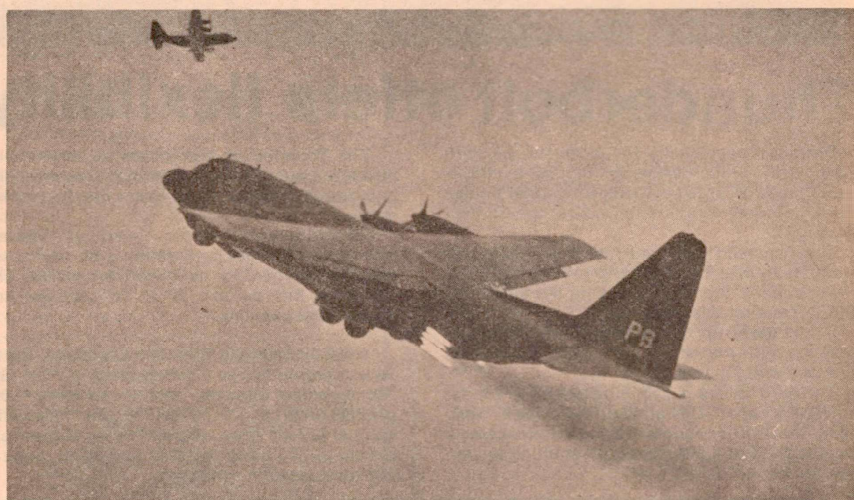
Continued from page 1

transferred to C-141 or C-9 aircraft to be flown to a hospital.

The C-130E is powered by four Allison T-56-A-7 turbo-prop constant speed engines. Each engine delivers approximately 4,100 horsepower. Each engine drives a four-blade Hamilton Standard hydromatic, constant-speed, full-feathering, reversible-pitch propeller.

The aircraft also has the capability of using a Jet Assisted Take Off system. However, this system is not currently used on MACC-130s. This system enables the aircraft to take off in an even shorter distance than it normally does, less than 2,500 feet. The system uses eight rockets, each delivering 1,000 pounds of thrust and lit simultaneously, to add additional thrust during the take-off roll. These rockets burn for approximately 13 seconds each.

The Hercules carries a maximum of 9,230 gallons of fuel with a range of 4,000 nautical miles. Its basic five-man crew consists of the pilot, copilot, navigator, flight engineer and a loadmaster. The normal airspeed of the C-130 is around 340 miles per hour with a ceiling above 30,000 feet.

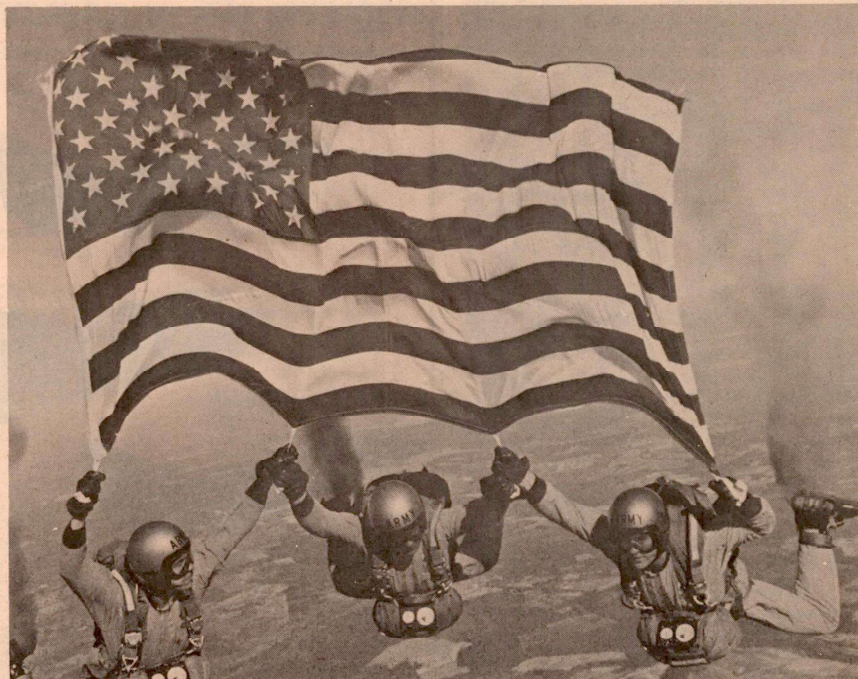
**Jet Assisted Take Off****Pope flightline at night**

U.S. Army's Golden Knights

A plunge through the air at more than 160 miles per hour will highlight the Pope AFB and Fort Bragg sponsored Open House as the U.S. Army Golden Knights continue their crowd-pleasing tradition.

The Golden Knights, who jump with red smoke grenades attached to their boots, have presented more than 200 exhibitions of aerial acrobatics and precision free-fall techniques before an annual average of 10 million spectators.

In their 20 years of performing, they have won more national and international honors than any other parachute team, military or civilian, in the history of sport parachuting.



F-15 Eagle highlights static displays



KC-135 refueling F-15

Now in service with both the Tactical Air Command and the U.S. Air Forces in Europe, the F-15 Eagle was designed by McDonnell Douglas Corporation to excel in combat, both with enemies in the air and on the ground.

Air Force tests proved it able to engage and defeat the highest-flying, fastest aircraft any adversary might have. The Eagle's twin engines can propel it at more than two-and-one-half times the speed of sound, or carry it almost 20 miles above the surface of the earth.

For combat with distance aircraft the F-15 combines long-range Hughes radar with the Sparrow missile. Air Force pilots and their Eagles flew simulated "dogfights" over Edwards AFB, Calif., against aircraft flying too far away to be seen and simulating planes of potential enemies.

Some of the F-15's adversaries in these exercises were less capable aircraft, but many were quite advanced and fully able to engage in long-range combat. In one hundred thirty-seven encounters occurring during the tests, not one F-15 was declared lost.

The Eagle consistently detected the threat aircraft first and fired first. Even when electronic jamming equipment was used in an effort to "blind" the Eagles, the F-15 pilots met and defeated their foes.

Air Force officers at Elgin AFB, Fla., tested the F-15s against high-altitude, high-speed threats -- drones flying at more than two-and-one-half the

speed of sound, near 70,000 feet -- simulating the MiG-25 fighter. The F-15s succeeded.

Shortly thereafter, over test ranges at China Lake, Calif., Eagles were pitted against low-flying, maneuverable targets and again did the job.

Thorough air superiority testing also included one-to-one confrontations between F-15s and a wide variety of adversary aircraft flown by top Air Force and Navy pilots.

In 46 engagements with T-38 jet trainers simulating the MiG-21, the F-15 won every battle. In 29 against the F-5E fighter, also simulating the MiG-21, the Eagle won every time.

The F-15 won all 17 simulated dogfights against an A-4 which was simulating the MiG-17. In 13 against the F-106 and 69 against F-4s, both simulating the MiG-23, the F-15 won all but two. These two losses were to the F-4 Phantom, the aircraft the F-15 is to replace.

The F-15 also won four encounters with the A-37 attack aircraft. At the end of the testing, 178 tests had been completed with the F-15 winning 176 of them.

In appearance the F-15 is distinguished by its large fixed wings, its twin tails, two close-set engines, and a large canopy which provides excellent visibility for the pilot. The large wings are the end product of extensive design work, and classic simplicity is their most obvious trait. They do not move and have no slats, fences, sawtooth



F-15 and its weapons

edges, or spoilers.

The body of the F-15 is a blend of conventional materials such as aluminum, titanium, and steel coupled with proven new materials such as graphite and boron composites. Each F-15 is basically an aluminum supplemented by titanium in high-stress, fatigue and temperature sensitive areas and by composites where both stiffness and minimum weight are required.

Inside electronic equipment is arranged for easy access. Fuel tanks are centrally located for simplified fuel management and are separated from the engine bay to enhance the F-15's ability to survive combat damage.

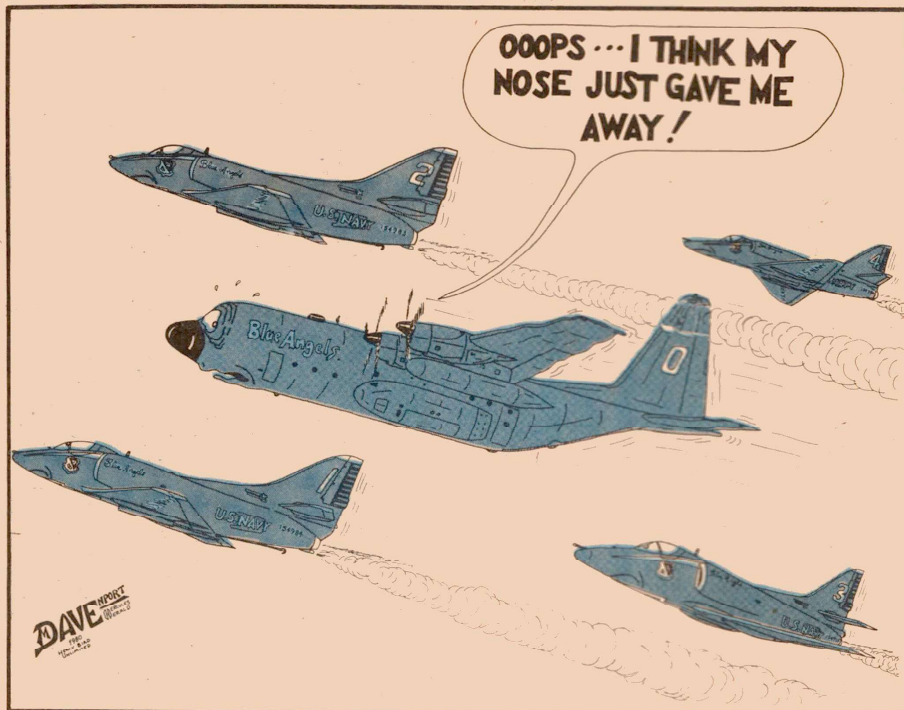
The two Pratt and Whitney F-100 engines, located at the back of the fuselage, are easily accessible and relatively smoke-free. This is a very important aspect of the aircraft because the lack of engine smoke makes the Eagle harder for enemy pilots to see.

The Eagle currently holds six time-to-climb world records and is capable of leaving the runway and climbing to more than 39,000 feet in less than one minute. It is capable of continuing that rate-of-climb to reach 65,000 feet in two minutes, an equivalent of 14 miles.

On three occasions, an Eagle equipped with fuel pallets has flown non-stop and unrefueled from the U.S. to Europe. However, this is not a common occurrence, since the Eagle is equipped for aerial refueling.



A1C Terrill G. Kroy, 317th Security Police Squadron, and his canine Buddy demonstrate attack methods used by the SP Military Working Dog section. The SPs are presenting these demonstrations at the 1980 Open House.



C-5A Galaxy

World's largest Aircraft on display

The C-5A Galaxy, with its tremendous hauling capability, has opened unprecedented dimensions of strategic airlift in support of the U.S. national defense policy.

It is the world's largest aircraft and is capable of airlifting large cargo at intercontinental ranges at modern day jet speeds. It can takeoff and land in relatively short distances, including dirt landing strips. The Galaxy can be loaded or offloaded at the front or the rear, or both at once. It can "kneel down" to make loading at truck bed levels possible.

The C-5A is designed to carry fully-equipped and combat ready divisions to any point in the world on short notice. It carries virtually all types of the Army's combat equipment, including bulky items such as the 74-ton mobile scissors bridge. In a test program, the C-5A has airdropped four 40,000 pound units -- a total of 160,000 pounds -- in a single pass over a drop zone.

Except for emergencies or unusual circumstances, the C-5A does not carry troops in the cargo compartment. However, the "second story" or upper deck compartment has 73 seats available for the drivers and operators of the equipment

being airlifted in the cargo compartment. Therefore, when the aircraft reaches its destination, the drivers are immediately available to assume their vehicles and get into action.

The forward upper deck has provisions for a six-man crew, a six-man relief crew and eight couriers. Both compartments are fully equipped with galleys and lavatories. The flight station has work stations for the pilot, copilot, navigator, flight engineer, and an observer or instructor.

The C-5A is powered by four General Electric TF-39 turbofan engines, each capable of developing approximately 39,000 pounds of thrust. These engines weight more than 7,200 pounds each and have an eight-and-one-half foot intake. An average-sized man can stand comfortably inside the intake of the engine without touching the top of it.

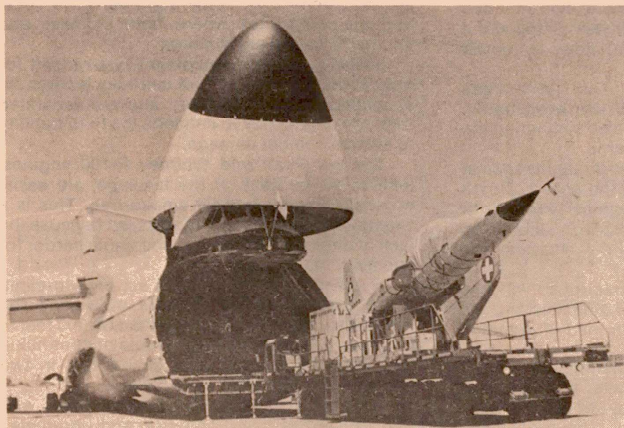
The Galaxy has 12 integral wing tanks with a total capacity of 49,000 gallons of fuel -- enough to fill six-and-one-half regular size railroad tank cars. When fully fueled, the C-5A fuel load alone weighs 318,500 pounds.

Physically, the Galaxy is 247.8 feet long and has a wing span of 222.8 feet. Its T-tail reaches 65.1 feet into the air -- equivalent to the sixth floor in a high-rise building. The maximum total takeoff weight is more than 356 tons, with a maximum cargo payload of more than 82 tons.

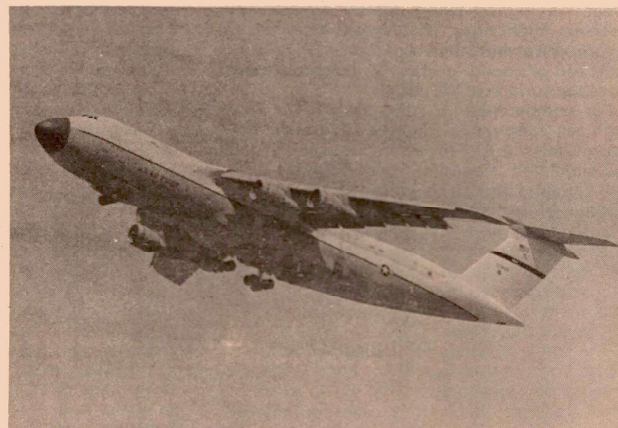
Without a payload and not allowing for fuel reserves, the aircraft can fly 7,320 miles without refueling. It can transport 82 tons of equipment for 3,650 miles -- at speeds of more than 500 miles per hour -- with refueling. Although the C-5A is capable of going these great distances without refueling, it has air-refueling capabilities, thus making its range unlimited.

Adequate description of the load-carrying versatility or capability of the C-5A Galaxy is difficult. However, comparisons can be drawn. The aircraft is capable of carrying six double-deck buses.

The Air Force currently has 76 of these aircraft assigned to the Military Airlift Command. They are stationed at Dover AFB, Del., Travis AFB, Calif., and Altus AFB, Okla.



Unloading the C-5



C-5 taking off

C-141 Starlifter; MAC's strategic workhorse

Fully operational since 1968, the C-141A Starlifter is the workhorse of the Military Airlift Command's strategic airlift operations. It is the first purely jet aircraft specifically designed, engineered, and built to meet military standards as a troop and cargo carrier.

The four-engine, T-tailed jet can cruise at more than 500 miles an hour and can carry a maximum payload of 70,000 pounds. It regularly flies nonstop from Dover AFB, Del., to Germany and, depending on the actual load, can fly nonstop from San Francisco to Tokyo.

The C-141 fulfills a great spectrum of strategic airlift requirements. It is used to airlift combat forces over long distances, deliver those forces by airland or airdrop, resupply those forces

using either means, and to extract the sick and wounded from the hostile area to medical facilities.

The Starlifter can carry troops in aft-facing, airline-type seats, or in canvas side-facing troop seats. The aircraft can be arranged to airdrop people and/or equipment. It can also be configured for aeromedical evacuation using an all-litter or a mix of ambulatory and litter patient set-up. In all, the C-141 has 30 different configurations which could be used, depending upon the need and the mission of the aircraft.

The C-141A has a 145-foot fuselage, a 160-foot wing span, and the T-tail stands 39 feet high. Each of its four Pratt and Whitney TF-33 fan-jet engines develops 20,250 pounds of thrust. Its maximum takeoff weight is more than 162 tons,

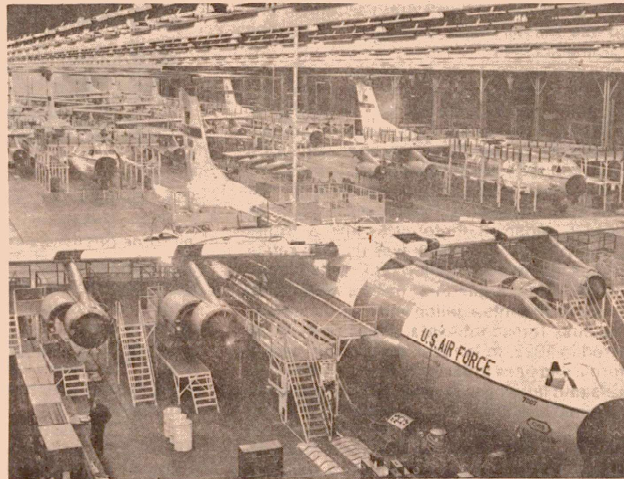
and its normal crew consists of six people.

The C-141 Starlifter fleet is currently undergoing a "stretch" program in which a 23-foot section has been added to the original airframe. This addition gives the aircraft an extra 30 percent cube cargo area. The program also includes adding inflight refueling, thereby making the range of the new C-141B unlimited.

The C-141 Starlifter has a record of outstanding performance. As it continues to provide the backbone of strategic military airlift capability in daily service, its position as a cornerstone of that valuable national asset — airlift — is enhanced. The reliability of this aircraft plus its jet speed characteristics enable MAC to successfully meet any airlift commitments in whatever area national defense interests dictate.



C-141A landing



C-141B production line

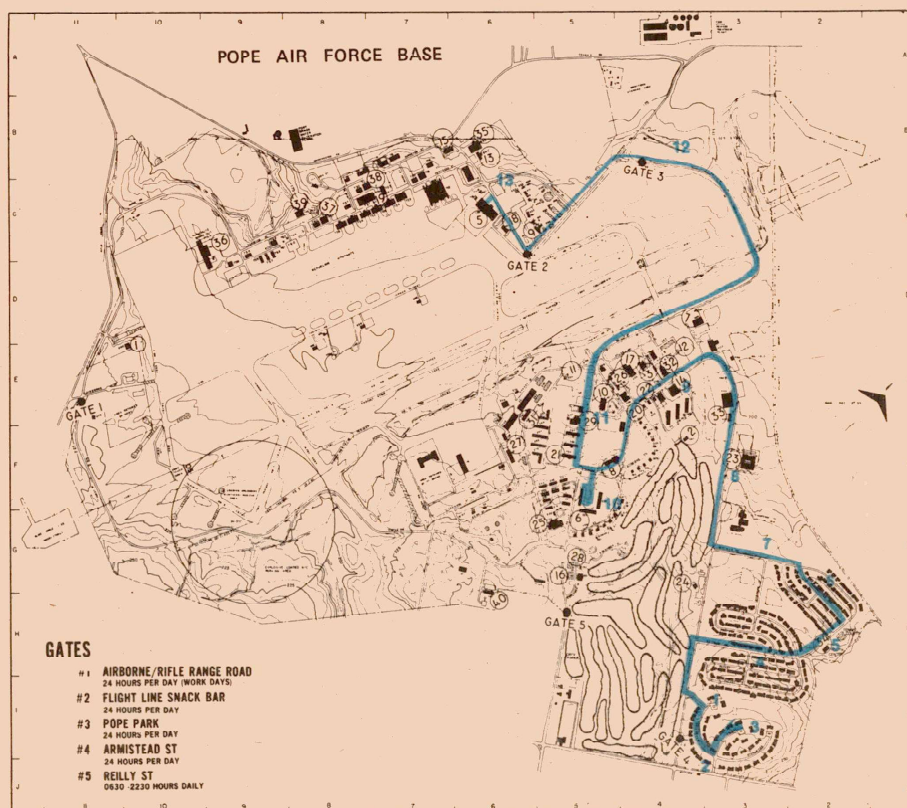
Shuttle bus running through base housing

During the Pope AFB Open House, Saturday and Sunday, a special shuttle bus will operate throughout the base housing area in an effort to reduce traffic and provide housing residents transportation to and from the flightline.

During the weekend, normal shuttle bus schedules will be eliminated. The special shuttle will be taking a route specifically designed for the Open House. This bus will depart its first stop at 63 Cargomaster on every hour and every half-hour and run through the residential areas to the Base Operations building (building 708). The first run both days will begin at 9:30 a.m. and continue through 6 p.m.

Upon completion of this route, it will return on the same route to get back to its original starting point at 63 Cargomaster 30 minutes later. It will then start its next run.

Stop Number	Location
1	63 Cargomaster
2	Cargomaster and Galaxy
3	80 Galaxy
4	Skytrain and Provider
5	Youth Center
6	17 Globemaster
7	Commando and Hercules
8	NCO Club
9	Hercules Inn
10	Billeting Office
11	Recreation Center
12	Pope Park
13	Base Operations



A look back.....61 years at Pope AFB

The earliest records of Pope AFB show aircraft began using the field in 1918, just 15 years after the first controlled, powered flight. The document that officially recognized the base was dated March 27, 1919 and read:

"....The Secretary of War directs that all concerned be notified that the flying field to be established at Camp Bragg, N.C., is named 'Pope Field' in honor of 1st Lt. Harley Halbert Pope, Air Service Army, Reserve Military Aviator, who was killed in an airplane accident Jan. 7, 1919...."

That night, Lieutenant Pope and Sgt. Walter W. Flemming crashed in the Cape Fear River near Fayetteville, N.C. Bound for Camp Bragg, their orders were to map the first inland air route between South Carolina and Virginia. Camp (Fort) Bragg was officially established just four months prior to the accident.

Pope AFB is the tenth oldest base in the Air Force. The Air service at Pope Field flew and maintained a variety of Biplanes and balloons. The aircrews photographed terrain for mapping, made field artillery adjustments, surveyed storm damage, spotted forest fires and carried mail.

Pope's 1923 motor pool consisted of four drivers who doubled as mechanics. Vehicles included a sedan, a motorcycle and a three-quarter-ton truck. The truck was used to refuel the planes. It had a 180-gallon tank, with a crank that would pump a gallon of gas for every turn. The gas was 23 cents a gallon and in short supply.

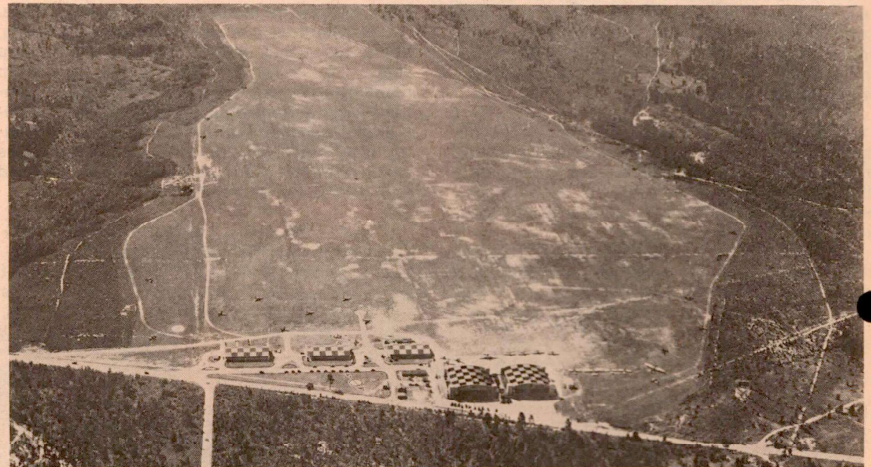
The first transcontinental flight from Pope occurred in 1923. In tandem, the aircrew flew to California and back in 68 hours flying time with 40 takeoffs and landings. Enroute to California, the sun warped the laminated woodwork of their plane and loosened the glue holding the wings to the fuselage. They received a new plane in California and returned to Pope via a northern route.

Pope Field played a leading role in the early development of the Air Force. In December 1927, for example, then Maj. Carl "Tooe" Spaatz led flights of the first bomber aircraft -- the Keystone B-1 -- to test World War I ordnance on a condemned bridge 70 miles west of the field. The War Department later said this tactic helped shorten the fighting time of World War II by at least one year.

The initial expansion program for building up the base began in 1933. Flemming Hall, (Building 306), and the distinctive homes along Maynard and Ethridge Streets were built that year. In 1934, two more airplane hangars and a balloon hangar were built. Today, Base Operations is located between the two 1934 airplane hangars, and the gymnasium is located on the site of the bygone balloon hangar.

World War II brought twin engine transports, gliders and the troop carrier mission to Pope Field. For the first time, armored, regular infantry and parachute infantry units trained with Fort Bragg's Field Artillery Regiment, Army Air Forces at Pope trained with the 82nd and 101st Airborne Divisions.

Mission aircraft included the C-46 Commando,



Pope Field, 1940

C-47 Skytrain and CG-4 Waco Glider. The crews and paratroops went on to serve in the strategic airborne offensives in Europe and in the Pacific.

The names of Fort Bragg drop zones -- such as Sicily, Normandy, Nijmegen and Luzon -- are ringing reminders of the historic airborne battles of World War II.

About 35 buildings were added during World War II. The Base Library, Education Center and Post Office are examples of this period of expansion.

The Air Force became a separate service Sept. 18, 1947. Continental Air Command occupied Pope AFB until 1950, when the Tactical Air Command moved in. During the Korean War years, Pope was headquarters for Ninth Air Force, TAC's fighter, fighter/bomber and photo reconnaissance element.

Ninth Air Force moved to South Carolina in October 1954 and TAC's 464th Troop Carrier Wing was transferred to Pope from Lawson Army Air Field, Fort Benning, Ga. A major period of facilities expansion ensued. The main runway and the taxiways were extended and the parking ramp was built to serve squadrons of C-119 Flying Boxcars.

Three squadrons of C-119 aircraft operated at Pope AFB during the mid and late '50s. They airdropped heavy equipment in remote Arctic regions to prepare icestrips for today's Defense Early Warning System sites. Nearby Simmons Army Air Field also began with a C-119 heavy equipment airdrop missions, loaded on and launched from the green ramp.

C-130s arrive

Conversion to the C-123 Provider began in 1959. The C-123 crews served in Southeast Asia throughout the 60's. The first assigned C-130 Hercules aircraft arrived in September 1963.

In November 1965, Pope AFB became one of five Air Force training centers for C-130 replacement crews for Southeast Asia duty. Too few C-130 pilots were qualified to operate on short, unimproved fields.

Other notable C-130 operations at Pope included the 1964 Belgian Congo airlift, for which Pope's 464th Troop Carrier Wing received the MacKay Trophy for the "Most Meritorious Flight of the Year," the 1965 Dominican Republic airlift, which remains the largest airlift operation ever staged from a single U.S. base; the 1977-78 snow relief missions to residents of western New York, the Ohio Valley and New England, and the 1979 humanitarian relief missions aiding residents in the Caribbean Islands in the wake of Hurricanes David and Frederic.

On Aug. 31, 1971, the 464th was deactivated and the 317th Tactical Airlift Wing was moved to Pope AFB. The change was a result of the Air Force policy to keep the designations of units with the most illustrious history active. The 317th was one of the first troop carrier organizations formed and its combat record is preeminent in airlift history.

The Air Force activated its Tactical Airlift Center at Pope AFB in 1966. The TALC served with the Army airborne until 1971 when the function was transferred to Eglin AFB, Fla. the U.S. Air Force Airlift Center was activated at Pope AFB Dec. 1, 1975. The Airlift Center commander is also the 317th TAW commander.

As during World War II, the 317th's flying squadrons include the 39th, 40th and 41st Tactical Airlift Squadrons. Aircrews assigned to these three squadrons are the only aircrews in the continental U.S. that fly C-130s equipped with the Adverse Weather Aerial Delivery System. Only the AWADS allows accurate airdrops through cloud cover and at night.

Curtiss "Jenny"
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aircraft



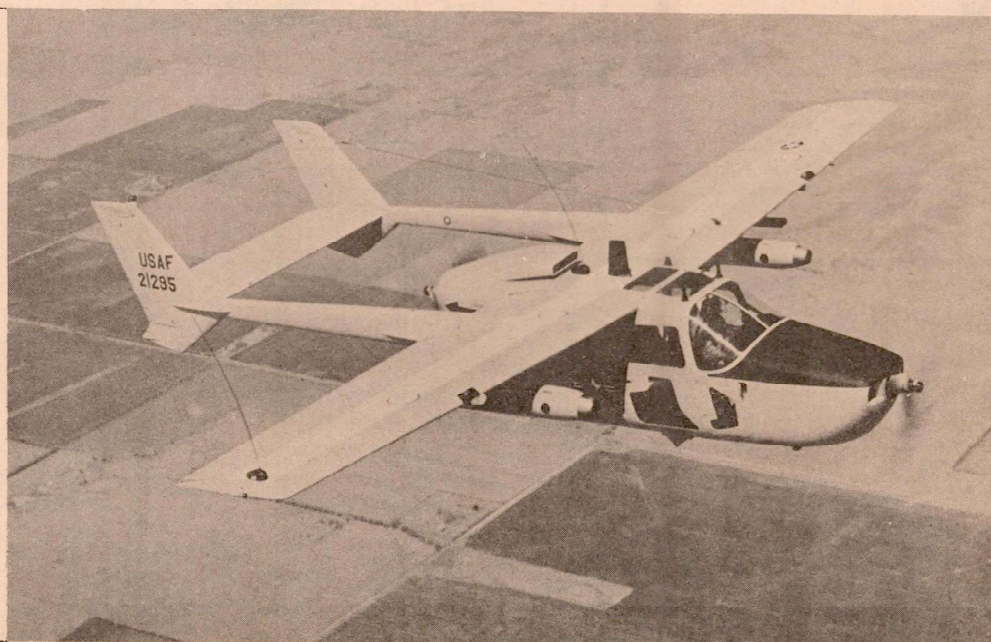
Aircraft on static display

UH-1H Huey



U-8

O-2



National Library Week begins here Sunday

Women numbers increase in AF

Noticed more Air Force women around lately? That's because there are more of them. By the end of January, women comprised 10 percent of the active force.

Of the 553,376 people on active duty, there are 7,596 women officers and 47,930 enlisted women.

The numbers will continue to rise, as the Air Force expects to recruit approximately 2,400 women officers and 14,400 enlisted women this year. By fiscal 1985 some 97,800 women, more than 17 percent of the force, are expected to be in the Air Force.

Presently 20,000 women, more than 35 percent, are working in skills such as aircraft loadmaster, mechanic, plumber, pilot and navigator.

The largest number of women continue to serve in traditional areas. Enlisted women make up 32 percent of the dental career field and 22 percent of the administration specialty people.

Only four of 230 career fields are closed to enlisted women: pararescue/recovery specialist, defensive aerial gunner, security specialist and tactical air command and control specialist, all directly related to combat.

All officer career areas are open to women except those related to combat, such as fighter and bomber-crew positions.

"America's Greatest Bargain" is the theme for National Library Week, Sunday through April 19, at the Pope AFB Library and other base libraries throughout the Air Force.

During the week everyone in the base community is invited to take advantage of the many library services offered.

Airmen with an eye on a commission can study for the Officer Qualifying Test using a series of books specifically designed for the examination. Airmen and officers involved with off-duty education will find a comprehensive selection of reference work, indexes and bibliographies to meet academic needs. A variety of hobby, fiction, and non-fiction books and magazines are available for after hours recreational reading.

Books are not the only bargains in Air Force libraries. Most have stereos and a comprehensive collection of popular, classical and country-music

albums. At some libraries, back issues of magazines may be checked out.

New books arrive constantly. Many Air Force libraries use the McNaughton rental service to provide 50 or more popular new books each month. The rental books are identified by their green labels.

Young family members will find the well-stocked juvenile sections where reading programs and story hours are held during summer months. Although schedules for the programs vary, the librarian keeps the dates posted.

Unlike many civilian libraries, base libraries have no limits on the number of books and music albums that can be checked out at one time. They are generally due back on the first or 15th of each month.

The operating hours of the Pope Library are 10 a.m. through 9 p.m., Mondays through Thursdays and 12:30 - 5:30 p.m. Saturdays and Sundays.

AFA drive starts

To help kick off its annual membership drive, the Air Force Association is hosting a dinner and dance for all Association members and their guests tomorrow night at the Pope AFB Officers Club.

The dinner is scheduled to begin at six with the 21st Air Force "Band of the East" combo "The Ambassadors" playing at eight.

The AFA membership drive begins Monday and continues through May 16, according to wing project officer Col. James Bushey.

Membership in the Association is open to all active duty people and others who have an interest in the U.S. Armed Forces. Pope AFB presently has 465 people associated with the AFA, and Colonel Bushey hopes the membership drive will increase this number.

AFA members receive a monthly copy of "Air Force Magazine," and a variety of other benefits including eligibility for several low-cost group insurance programs.

Dues for one year are \$13. For a three-year period, they're \$30, and for life membership, \$200.

Anyone interested in joining the AFA can contact their unit representative for more information. Anyone joining prior to the dinner and dance will be eligible to attend.

Some reservists may be recalled

Some 1,250 enlisted members of the Air National Guard and Air Force Reserve may be voluntarily recalled to extended active duty this summer.

The action aims to fill shortages with trained specialists in 170 career fields in the regular Air Force.

Guard and Reserve members are being contacted by the Air Reserve Personnel Center, Denver, Colo., to find out if they are interested in returning to active duty.

Applicants must meet basic requirements including U.S. or naturalized citizenship; at least one year of service in the primary Air Force specialty code and grade for which being considered; and have served at least three months on active duty.

A board will make final selections in May. Interested Guard and Reserve members should submit an Air Force Form 125, "Application for Extended Active Duty", to the Air Reserve Personnel Center, through their unit commanders.

The program is similar to one for officers started two years ago under which 502 officers have returned to active duty.



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Official believes long-term pay plan needed

A top Air Force official told Senators that the Air Force believes a long-term plan and a commitment to adequate military compensation are required to solve retention problems.

Assistant Secretary of the Air Force for Manpower, Reserve Affairs, and Installations Joseph C. Zengerle told the Senate Armed Services Subcommittee on Manpower and Personnel that pay is an essential ingredient of retention.

"Although there are many interrelated factors that are contributing to our serious pilot exodus, the decline in enlisted retention, and our first recruiting shortfall since the advent of the all-volunteer force have made it increasingly clear that the adequacy of military compensation is a pivotal issue," he said.

"In this regard, we fully support and believe we need to restore the relative pay comparability levels which existed in 1972.

"Clearly we cannot correct all of the pay inadequacies--estimated by the Office of the Secretary of Defense pay study to require as much as \$5.5 billion in increased military pay--in a single year's initiative.

"Therefore, we believe a long-term plan and commitment for additive funds to solve this problem over the next two to five years is needed."

Secretary Zengerle told the Senators the Air Force's most pressing personnel problems are pilot retention and second-term and career enlisted retention.

"Therefore," he said, "our highest priorities are to support those initiatives that will provide the most immediate relief--enlisted/re-enlistment bonuses and a flight pay increase."

Earlier Zengerle cited Air Force support for recent proposed legislation to boost flight pay 25 percent. "While a 50 percent increase would be a more attractive retention incentive, the 25 percent increase in the Nunn-Warner Amendment will help the Air Force considerably," he said.

"However, it is our firm conviction that the following compensation programs are also badly needed this year to help abate serious recruiting and retention problems."

Among the compensation programs he listed were:

--Permanent change of station reimbursement,

"It is patently unfair to require military members to pay a share of the costs of moves made to meet Air Force mission requirements," Zengerle said. He noted a provision for increased mileage payment and a per diem in the Fiscal 1981 budget request.

--Cost of Living Allowance for single members, the initiative, also included in the Fiscal 1981 budget, would provide a cost-of-living payment to members who live and take meals in government facilities at bases where an allowance is authorized. At present, only members who live off-base receive this allowance.

--Family Separation Allowance, the Air Force would extend the \$30 monthly payment to junior grades. Presently only E-4 and above (with more than four years of service) are authorized payment.

--Trailer Allowance, Secretary Zengerle called for removal of the 74 cent-per-mile ceiling presently imposed on reimbursement to members who move their house trailers. He noted the actual cost of transporting these trailers was nearer \$1.55 per mile.

AF outlines ambitious energy use program

The Air Force's energy conservation construction program for fiscal year 1981 will be an "ambitious" effort with a budget request of \$66.4 million, according to Maj. Gen. William D. Gilbert.

General Gilbert, Air Force director of engineering and services, outlined the plan as part of the overall Air Force military construction effort before the House Armed Services Committee's Subcommittee on Military Installations.

"It (the energy conservation budget) includes efforts in alternate and backup fuel sources as well as continuation of the very important energy conservation investment program," he said.

Projects in this conservation program will modify existing buildings, making them more energy efficient. The work will include modification to mechanical and lighting systems, installation of storm windows and insulation.

More than \$45 million is earmarked for this program. General Gilbert said estimates in annual savings through cost avoidance could run as high as \$10 million.

"Through the energy conservation investment program we hope to reduce our facility energy

consumption by 12 percent in 1985 when compared with our 1975 baseline," he said.

Savings of up to 30 percent in the heating and air-conditioning load can be achieved with energy monitoring and control systems, he added. The budget request contains \$19.2 million for installation of the monitoring systems at eight locations.

Using computers and basewide thermostat-sensors linked to a central point, the system watches heat and air conditioning use, pinpoints high demand and prints out the results.

In alternate fuels programs, General Gilbert

said \$18.6 million would be requested to convert a natural gas plant to coal at Fairchild AFB, Wash. He also noted the use of refuse-derived fuel being burned with coal at Wright-Patterson AFB, Ohio.

This, plus the use of solar, geothermal and wind energy where economically feasible, are all under investigation, he said.

"The Air Force is proud of its energy conservation program," the general stated. "We realize that aggressive energy conservation measures are necessary, not only to save money, but also to reduce our dependence on dwindling and increasingly costly world petroleum resources."

Speakers available

Does your club or organization need a guest speaker? The Pope AFB speakers Bureau currently has qualified speakers in many Air Force specialties. To request a speaker or for more information, contact the Public Affairs Division at 394-4183.

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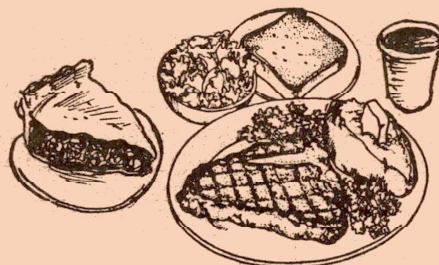
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Local happenings

MWR Supply conducts bid sale

Several Non-appropriated fund instrumentality items are for sale by sealed bid only. Bidding forms can be picked up at Morale, Welfare and Recreation Supply, Building 266, Monday, Tuesday, Thursday or Friday, from 11:30 a.m. to 4 p.m. Deadline for bids is April 18.

Tournament set at parlor

A pinball tournament is scheduled at the Pizza Parlor Thursday at 7 p.m. A trophy is to be awarded to the "pinball wizard." For information, call Ext. 2377.

The Pope Pizza Parlor, in the rear of Building 289, delivers on base, and is open daily until 3 a.m. For more information, call Ext. 2377.

Library sets Open House

National Library Week is Sunday through April 19. In conjunction with this week, the Base Library, located in Building 370, will host an Open House Friday from 9:30 a.m. to 2:30 p.m.

JOC elects officers

New officers for the Junior Officer Committee were recently elected. They are 2nd Lts. Doreen Cirhurski (president), Donna Bullard (vice-president), and Whit Taylor (secretary).

The JOC, whose membership has climbed more than 100 percent over the past year, works closely with Air Force ROTC detachments in this area. The JOC holds its meetings the first Friday of each month at the Officers' Club at 3 p.m. All officers, second lieutenants through captains not yet selected for major, are eligible to participate. For more information, contact Lieutenant Cirhurski at Ext. 4159 or 4776.

NCO Club schedules bands

The Pope Noncommissioned Officers Club sponsors "Splash," a variety band playing top 40 hits, tonight and tomorrow from 9 p.m. to 1 a.m.

The Club also offers "Bridges," an Air Force Showcase, Thursday from 9 p.m. to 1 a.m. There is a \$1 cover charge.

USO schedules movies

The United Services Organizations, located on 333 Ray Avenue, Fayetteville presents the movie "The Hustler" tomorrow and Sunday at 7 p.m. It is free to military people, their dependents and guests.

NCO Wives Club offers scholarship

The Pope Noncommissioned Officers Wives Club is offering a scholarship to 1980 Senior High School graduates whose parents are active, retired

or deceased NCO's of the Air Force. Applications are available from area high school counselors or the Pope NCO Club cashier cage. Deadline for submission is April 30. One scholarship will be awarded.

Center gives disco lessons

The Honeycutt Recreation Center, sponsored by the Fayetteville Recreation and Parks Department, conducts Disco I and II classes today through May 9 from 7 to 9 p.m.

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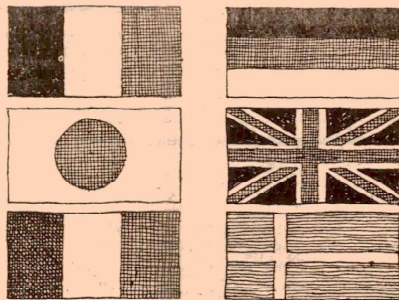
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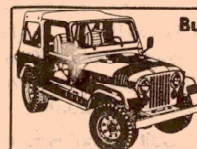
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