

# HERCULES HERALD

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Day 377

Volume 2—Issue 3

Serving Spring Lake and Fayetteville, N.C.

November 14, 1980

## Canine killer vaccine available in local area

By A1C Tanya Lairmore  
317th TAW Public Affairs Division

Vaccine against canine Parvovirus is currently available in the Fayetteville and Spring Lake area according to a telephone survey of area veterinarians contacted by the Public Affairs staff.

The disease, a mutation of a cat virus strain, has killed at least one dog on Pope.

The area vets all reported adequate supplies of the vaccine on hand this week. However, due to the high demand supplies fluctuate. The vets recommend people to call a veterinarian to make an appointment for their dog to insure vaccine is on hand.

Jane Horne, a technician at the East Fayetteville Veterinary Clinic, said that the disease is "pretty common," in the local area. She added, "we've seen lots of puppies die with it."

Parvovirus is a highly contagious disease which is particularly deadly to very young or very old dogs or any dog weakened by some other cause such as worms.

The disease is characterized by vomiting and diarrhea usually accom-

panied by lack of appetite and fever.

The diarrhea generally produces light tan colored, very watery stools, and sometimes grayish colored stools. Vomiting can also show some of the same color, and both feces and vomitus may be streaked or heavily spotted with blood.

Though the symptom may resemble other disease, such as hookworm, it is generally more sudden and violent in its onset.

Unfortunately, one of the quick results of Parvovirus can be death. Diagnosis may be a great deal slower than the course of the disease.

The best treatment for the disease is prevention through vaccination. The vaccination involves a series of two shots which will generally be sufficient protection for six months. For dogs which have frequent contact with other dogs, such as in kennels or dog shows, the vaccination may be required more often.

It is also important that dogs be confined to the owner's yard and not be allowed contact with other animals as they may be infected.

## Life support gear theft 'useless', incriminating

(Editor's Note: the following article is submitted in part from the Oct. 31, 1980 TIG Brief.)

An airman at a western Air Force base was apprehended for theft of two Quick Rescue Kits from an F-111 aircraft on the flightline, and wrongful use of marijuana. At a courtmartial, the airman pleaded guilty to both charges and was sentenced to be discharged from the Air Force with a bad conduct discharge, to be confined at hard labor for 15 months, and to be reduced to the grade of airman basic.

The Quick Rescue Kits which were stolen contained the survival equipment carried aboard the F-111. Wing life support people advise that the contents of the kits are of little or no value to anyone but a flightcrew in an actual emergency.

The kit contains all the signaling devices carried aboard the aircraft. This includes mirrors, flares, strobe lights, and two-way radios. In an actual emergency, the items in the kit would be essential to the survival of the flightcrew. Without them, the crew has no way to contact potential rescuers.

Life support people theorize that persons who steal kits or other equipment may be expecting to find a han-

dgun or some type of drug. But no such items are contained in the kits. Even the radios from the kits are of no value to the thief because they transmit only on emergency frequencies and their use would prompt immediate search and rescue efforts to locate the downed crew.

According to a Life Support spokesman at Pope, theft and vandalism has occurred here. Equipment like life rafts and fireman's smoke masks have been vandalized or stolen.

The equipment has little or no practical use except to the people who actually need them on the aircraft during an emergency, the spokesman said.

The bottom line is that a thief who steals life support equipment has nothing to gain and everything to lose. Aside from a few bandages, and other odds and ends, there simply are no useful items.

But, because of its many items of value to aircrews, the equipment carries a somewhat large price tag. This means that the thief who is caught faces a dishonorable discharge and up to five years in jail.

As the results of the recent courtmartial at the western Air Force base indicate...thieves do get caught.



Falcon guard Carlton McCarter leaps for a fastbreak layup Nov. 7 in the Falcon's season opener against Shaw AFB, S.C. The Falcons started slow but gained momentum to win the event 91-71. Story on Page 9. (U.S. Air Force Photo by TSgt. Dave Skeen)

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# Ex-user, abuser, pusher talks on drugs, alcohol

By Dave Skeen

There's something about the man that inspires people to listen. His voice raises from a low passive sound to a high pitch when he's ramming home an important point.

Armando (Cal) Espinoza isn't surprised at the many ways he's been described. But, he's a man with a mission and he has always been able to get people to listen to him.

Cal has never forgotten for a moment that he is an ex-con, one of whom he calls the lucky ones, who survived the horrors of an early life of severe drug addiction and can tell about it.

An tell about it he does and often, spending 50 per cent (used to be 90 per-

cent) of his time traveling hundreds of thousands of miles each year to "rap" with people about their problems.

Cal is assigned to Castle AFB, Calif., and works as a special consultant to the Air Force. He advises and assists in setting up educational programs dealing with the control of drugs and alcohol abuse and related human relations problems.

He was at Pope last week at the invitation of Maj. Gen. Thomas M. Sadler, 21st Air Force commander. He met with and gave briefings to unit commanders, first sergeants and the wing staff on drug and alcohol abuse.

"I'm here to lend a hand to the Pope Social Actions Office," said Cal.

"That is, if they need it. Basically I outline Air Force Programs in the areas of drug and alcohol abuse. I also help with the implementation of Air Force programs and advise on alcohol treatment centers throughout the Air Force."

How effective is Cal's work and the drug and alcohol rehabilitation in the Air Force? Cal is convinced it's 100 percent successful. Only people who use the systems as a scapegoat for their own failures make it anything less.

For a man who survived drug addiction and prison terms, he speaks with authority and credibility. Those at Pope who were able to hear him...listened.



Cal Espinoza

## Chills and Spills

### Old Man Winter, Jack's 'Frosty' roads, bring dangers

Jack Frost plays hob with safety if we aren't ready for him.

During his season he increases the hours of darkness. He glazed highways with sleet, snow, or ice. He chills the air to the point where we close all windows tightly and deprive ourselves of ventilation. He freezes up cooling systems, fouls up ignition systems, thickens lubrication, and, in general, make a chore out of driving.

Brakes can be slightly out of adjustment and pass unnoticed during warm weather. But when the temperature drops down and rains freeze on the roads, those slightly out-of-adjustment brakes can make life short for you.

Jack Frost demands the best from drivers, because he offers the worst.

Most of the big holidays are bunched in the cold months. Thanksgiving Day in some areas can be pretty wintery. Then Christmas comes, with thousands of tired travellers and shoppers driving around as though they had the blind staggers. Before we recover from

Winter means slippery roads and greatly increased stopping distances, unless you use a tree or oncoming truck as do so many drivers on icy roads.

There's more to look for in winter—icy patches, snowy spots, stalled vehicles. There's also less to look with—less daylight, less vision because of frosted or fogged windows.

A high degree of pessimism is needed for winter driving! One has to resolve to expect the worse and be ready for it. Consider how the first snow or the first spell of icy roads gets so many into trouble. Later on in the season we seem to accept the fact that it is winter and we drive accordingly.

It's true, perhaps, that anyone can drive fast safely on ice. Trouble is, they can't stop safely. It's not the fast driving that hurts, it's that sudden stop when we slam into some solid tree or bridge abutment!

Skidding on ice or snow is one of the primary problems. Skids are probably easier to prevent than to get out of!

**direction gradually.** A lot of drivers get into serious trouble because they forget this rule. There should be no sudden changes in speed or direction. This means that winter drivers must plan ahead and stretch out the slow down or turn into a careful, gradual operation. We need to feel like a kid riding his bicycle on a frozen pond after his first tumble. He'll turn very slowly and widely. He keeps his feet off those brakes, and he doesn't apply

wheels away from the skid. But that doesn't work.

To get out of a skid:

1. **Leave that brake alone,** unless it is the trailer brakes only on a semi-outfit.

2. **Turn into the skid.** Note that we didn't say "cut sharply." Turn gradually and carefully. Don't oversteer, or you'll have it to do all over again!

**"Only sissies use seatbelts," mutters this man, As he skillfully dodges an on-rushing van; But if racers wear belts whenever they drive, They must feel it's manly to stay alive.**



**FACT: Seatbelts could save over 8,000 lives a year and reduce highway injuries by at least a million.**

the power with a bang!

A swerve on ice or snow is an invitation to disaster. Turns must be the easy-does-it, creep-over type.

Sudden acceleration or deceleration invites that skid. Feed the gas slowly and gradually, and let up gradually.

The third rule is **easy on the brakes.** At best, braking is pretty tricky on icy roads! Hard or long braking can cause a skid. The expert uses the gentle touch. He pumps the brakes easily in a fairly rapid sequence.

On slippery roads, down-shifting requires care. Slow down first, then shift down.

Sometimes despite your best efforts you'll find yourself in a skid. Curiously your instincts are of no help in a skid. You'll feel as though you want to jam on the brakes, but that just keeps the skid alive. You'll feel like cutting the

3. **Leave the gears alone.** You've got enough to do without handicapping yourself further by trying to change horsepower in mid-stream.

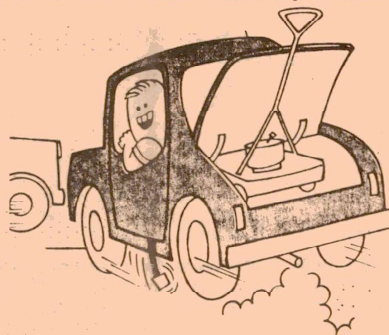
4. **Easy on the gas.** Don't yank the foot off, or you'll be making out an accident report. A very gradual application when the vehicle starts to straighten out is said to be helpful.

It boils down to easy on everything, and do little else but steer, if you need to get out of a skid.

If stopping is the big problem, closely related to it is the problem in winter of **seeing.** Keep windshields, windows and headlights clean.

Round out your equipment with tire chains and a good jack so you can put them on readily. And use those chains if you really want to be able to stop.

Winter driving isn't so tough, provided you don't try to drive like it was summer. Otherwise, Old Man Winter is the winner.



**THIS CAREFREE DRIVER MAY LOSE HIS LIFE, AND LEAVE HIS MONEY TO HIS WIFE; "I WON'T BE GOING FAR," SAYS HE, "SO BUCKLING UP IS NOT FOR ME!"**

**LIVING FACT: MOST TRAFFIC DEATHS OCCUR WITHIN 25 MILES OF THE DRIVER'S HOME. BUCKLE UP BEFORE YOU START THE CAR!**

Christmas, New Years is on us.

February tosses in Washington's birthday to get the stragglers still alive.

Winter driving boils down to generally unfavorable driving conditions, subject to sudden changes.

Our first rule for winter driving is to **slow down.** To safeguard against skids, keep speeds down to where you'll not have to ask for the impossible from your brakes.

Second rule is **change speed or**



## MWR construction will modernize Pope facilities

"In the next few years Pope's recreational facilities will be adequate into the 21st Century," says Henry Robinson, Pope Morale, Welfare and Recreation Division Chief, "barring any unforeseen delays in current construction programs."

Robinson also said, "A recent change to the Air Force regulation governing such construction is going to help keep those delays away. It allows closer coordination between MWR and the Base Civil Engineer."

Pope has a number of projects actively working under current fiscal year funding to help meet that goal. They are: an addition to the Youth Center that will include a gym, a new package liquor store, an addition to the Auto Hobby Shop, classrooms for the Arts and Crafts Center and four new racquetball courts at the gym.

Other projects included in current

funding are: a fitness trail with 16 exercise stations and an addition to and alteration of the NCO Club.

Fiscal Year 1982 will also bring a large amount of construction projects to Pope. Nine projects are currently planned for that year. They are: an addition to the Child Care Center, two new tennis courts, an addition to the golf clubhouse, installation of a fairway watering system at the golf course, a four-lane addition to the Bowling Center, outfield fencing and lighting on Diamond No. 4, construction of a youth baseball diamond and football/soccer field in the Hillcrest Housing area and alteration of the War Hawk T-Ball/Softball area.

Also, long range plans call for a new library and an addition to the Recreation Center in fiscal year '84 and a gymnasium addition of over 20,000 square feet in fiscal year '86.

## It doesn't make sense . . .

By TSgt. Rick Racquer

It doesn't make sense that more than 140 people died in motorvehicle accidents in the U.S. Air Force this year.

It doesn't make sense that many of them were not wearing seat belts. Many might have been saved had they worn their seat belts.

It doesn't make sense that even with Air Force regulations requiring the use of seat belts, some people still refuse to wear them.

It doesn't make sense that parents who care about their children allow them to stand in the rear seat while the

vehicle is being driven.

It doesn't make sense that people still think accidents always happen to other people.

It doesn't make sense that Air Force seat-belt use is less than 50 percent.

It doesn't make sense that many see seat belts as a nuisance rather than a real lifesaving device.

One of two people hitting the same tree in separate accidents survived. Why? Because that person used a seat belt.

Now that makes sense.



**ANOTHER FIRST? --** The world's largest transport aircraft, the C-5A Galaxy, has been called upon for many demanding missions, usually to carry outsized equipment that can't be handled by anything else in the air. However at Amsterdam's Schiphol Airport recently the Lockheed-Georgia Company manufactured C-5A was asked to stand still and serve as a meeting room. Four presentations

were held inside the huge 19 foot wide, 13.5 foot high and 144.6 foot long fuselage for members attending the 10th International Air Cargo Forum. Ironically, one of the presentations was by Rollo Smethers, a Lockheed-Georgia Company research and development engineer whose subject covered future cargo aircraft which could supplant the C-5 some time in the 21st century.

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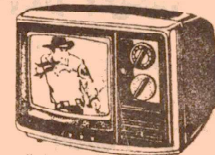
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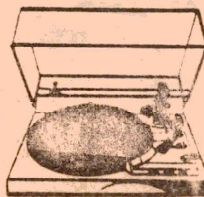
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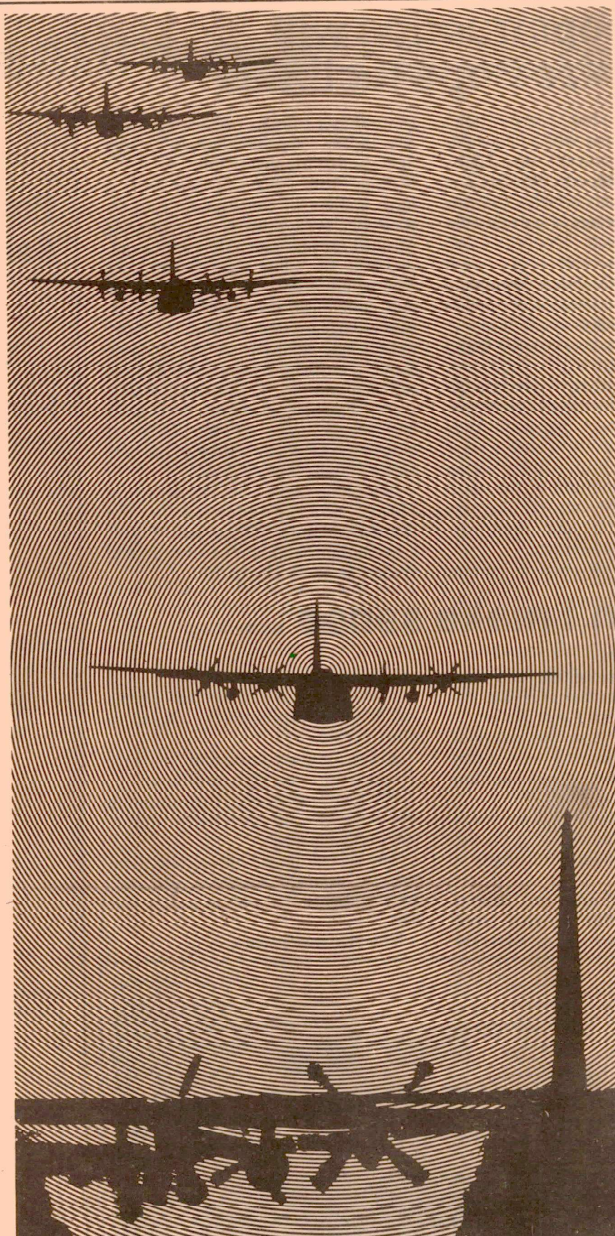
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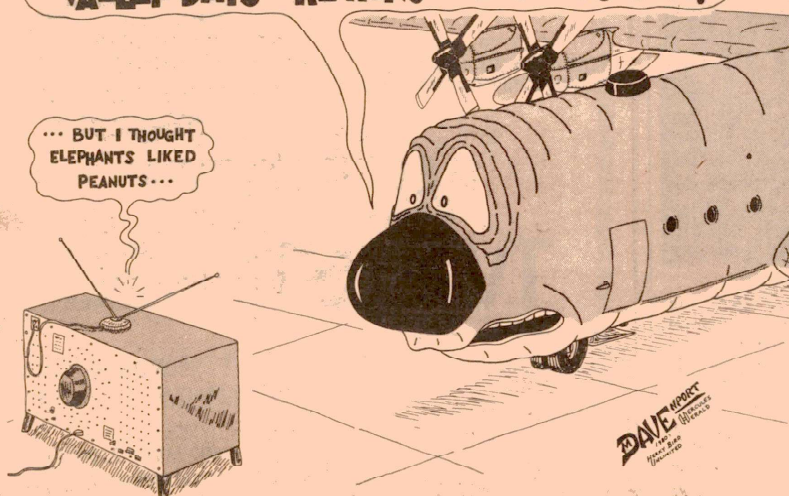


MAC Public Affairs Division,  
Scott AFB, Ill.



...HOW COME ALL THESE "BONZO" AND "DEATH VALLEY DAYS" RE-RUNS ALL OF A SUDDEN?

... BUT I THOUGHT  
ELEPHANTS LIKED  
PEANUTS ...



## HERCULES HERALD

The Hercules Herald is published every Friday. Address all advertising inquiries to Cumberland Publishing Company, P.O. Box 366, Hope Mills, N.C. 28348. Phone (919) 425-4131.

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

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# Boards earlier in '81

The calendar year 1981 selection boards for majors, lieutenant colonels, colonels and senior and chief master sergeants, will meet earlier than in previous years, Air Force Manpower and Personnel Center officials announced here.

The 1981 temporary major, lieutenant colonel and colonel boards are scheduled earlier to coincide more closely with the time when new lists are needed for continuous monthly promotions. The 1981 temporary lieutenant colonel board will meet Feb. 2, and the temporary major board on March 16. The temporary colonel board convenes June 22, several months

earlier than normal. The basic year groups entering the primary zone for the 1981 field grade boards are: for major, 1970; lieutenant colonel, 1966; and for colonel, 1961.

The senior and chief master sergeant selection boards have been scheduled earlier to reduce the time between the promotion eligibility cutoff date (Dec. 31, 1980) and the board dates. The 1981 selection board for senior master sergeant will meet April 6 -- three weeks earlier than the 1980 board. The 1981 chief master sergeant selection board will be held Feb. 23. The 1980 board was held in March.



SrA. Caron Cope, 317 TAW Protocol, drops a leave form in the leave and travel voucher box in the parking lot behind Finance. Using the box is a convenient way to avoid long lines in Finance when dropping off leave and travel vouchers. The box is emptied each

morning and vouchers processed within three work days. The box is only for people wanting travel payment by check. Those who desire a cash payment should still use the normal Finance facilities. (U.S. Air Force Photo by Bob Bailey)

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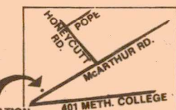
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## 'Ink Spots' visit NCO Club

The famed "Ink Spots" with Eddie Tigner, are coming to the Pope NCO Club Thursday at 9 p.m. There will be a \$2 cover charge.

The "Ink Spots" got their start in the 1940s with one of their early successful recording "If I Didn't Care" which sold over two million copies. This hit was followed by "To Each His Own," "Maybe," "I Don't Want to

Set the World on Fire," and "Kansas City."

Although the original members of the group are no longer with them, the new "Ink Spots" have been carefully chosen and their music meticulously brought up-to-date to satisfy present day audience demands. However, they still play all of the old tunes as well as the modern day top 40 in order to please audiences age 20-70.

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## Suggestion office sponsors open house

by Jean Kennedy

The Base Suggestion Office is planning an Open House at the NCO Club Wednesday from 2 to 4 p.m.

Refreshments will be served and registered guests are eligible for prize drawings. A drawing will be held every 15 minutes for either a suggestion T-shirt, dinner at the NCO Club or pizza from the Recreation Center. Drawing for an engraved desk set and surprise door prize will be held at 4 p.m. Winners need not be present to win but

must register in person.

"We are extending an open invitation to the base and I hope everyone will drop by," said Jean Kennedy, suggestion program manager. "They can enjoy the refreshments and register for the nice gifts that will be given away."

"Most of the people on base know us. We hope they will stop by for a visit and for those who don't know us, we hope they will stop by and get acquainted."

## Webster College honors grads

A graduation exercise was held at the Pope Air Force Base Chapel Nov. 1, to honor October 1980 recipients of Master of Arts Degrees from Webster College. Delivering the welcome to the base was Colonel Robert Patterson, 317th Tactical Airlift Wing and commander. The address to the graduates was presented by Dr. William Duggan, Dean MA Program. Also, attending from the campus were Robert A. Spencer, Assistant Vice-President and Director of Development and Ms. Ellen Wallenberger, President of the Alumni Association.

Receiving their degree were: SMSgt.

Richard Bilodeau, Capt. Steve Dunkin, Lt. Col. William Groves, Lt. Col. William Halloran, Mr. Richard Hetzel, CW3 Aubrey Hughes, Capt. Lawrence Hughs, Lt. Col. Donald McKay, Lt. Romeo Morrissey, Maj. Dennis Peckinpaugh, and Maj. William Thomas.

Following the graduation, an alumni reunion was held at the Pope AFB Officers' Club including the recent October graduates. The party was held to celebrate the fifth anniversary of the Webster College program at Pope Air Force Base.

## Protection program begins

by Jean Kennedy

A new base program to prevent loss of government property through theft or abuse was initiated Oct. 1 by Col. Robert B. Patterson, 317th Tactical Airlift Wing commander.

The new program, known as the Loss Prevention/Suggestion Program, will provide another way for base people to use in presenting their ideas to protect available resources.

Suggestions pertaining to loss prevention can be submitted to the Suggestion Office on AF Form 1000. The suggestion will be routed to the Loss Prevention Committee for evaluation and if adopted, be eligible

for an award through the Suggestion Program.

Each quarter the Loss Prevention Committee will review all eligible suggestions in this category that were adopted and announce a Loss Prevention Suggester of the Quarter. The suggester will receive an engraved plaque and a letter of appreciation from the wing commander.

We insure homes and automobiles to protect investments, but tend to forget that government property belongs to the taxpayer. Base people's suggestions can make sure all the investments are secure.

## Scouts sponsor dinner

The Tuocs Scout District will hold its Annual Recognition Dinner for adult scouters November 21 at 7 p.m. in the Dependent Youth Activities building on Fort Bragg.

The guest speaker for the dinner is Brig. Gen. Joseph Lutz, John F. Kennedy Center for Military Assistance commander. Gerald Alexander, scoutmaster of Boy Scout Troop 973 will be the master of ceremonies. The 1st Corp Support Command Chorus

will provide entertainment and each scout unit will sponsor displays.

Adult scouters wishing to attend should obtain tickets from their unit dinner chairperson or from the district representative, Charlie Bowzer, at the DYA, 396-1278.

Cost is \$5 per person and spouses may attend.

Persons wishing to volunteer for the scouting program on Pope should contact Marilyn Loomis, 497-8042 or Margo Stanley, 497-8390.

## AFSA holds dining out

The Air Force Sergeants Association, Chapter 367 at Pope, will sponsor the 317th Tactical Airlift Wing Enlisted Dining-out Tuesday at the NCO Club at 6 p.m.

Guest speaker will be Chief Master Sergeant of the Air Force (retired) Donald L. Harlow.

Dress code is semiformal or winter

mess uniform for male military members and semiformal, winter mess or maternity uniform for female.

Civilian attire is formal or dark business suit for male, and appropriate after-five evening attire for female.

Tickets are available from all squadron first sergeants. Reservations must be made by Nov. 15.

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# Comm Sq helps salute hostages

POPE AFB, North Carolina - More than 1,000 people, military and civilian, braved chilling breezes and water spray at Niagara Falls, N.Y., this past Columbus Day, to pay homage to the 52 Americans being held hostage in Iran. When the ceremony ended, 52 American flags, including one provided by the 1943rd communications Squadron here, one for each hostage, and one Canadian flag, to remember the brave Canadians who helped six other Americans escape capture during last year's embassy takeover in Iran, flew proudly over Prospect Point, overlooking the American falls.

The monument itself was funded and erected as a volunteer effort by numerous Air Force active-duty, Air Force reserve, and Air National Guard units from all 50 states and the District of Columbia including the 1943 CS and almost 40 other AFCC units.

Eventually, when the hostage problem is resolved, markers bearing each hostage's name, will be affixed to the flag poles to keep this tragedy in the minds of the American people.



Following a flag raising ceremony at Niagara Falls, N.Y., in memory of 52 Americans being held in Iran, a stone marker in front of the

hostage memorial was unveiled by Mrs. Anita Schaefer of Rochester, N.Y., wife of one of the hostages. The marker reads, "Dedicated to

the American hostages October 13, 1980, to their honor we raise these flags." (U.S. Air Force photo by Lt. Oscar Seara)

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## Visible motorcyclists lower risks

Thousands of motorcyclists are killed each year because they are not visible to other drivers, according to a U.S. Department of Transportation report.

Based on an in-depth investigation of 900 motorcycle accidents in the Los Angeles area, a review of police reports of 3,600 motorcycle accidents, and interviews with more than 2,300 motorcycle riders, the research suggests the following guidelines:

- Use the headlight in the daytime, and wear bright, visible clothes -- the study suggests yellow garments.

The four-year study concludes 51 percent of the accidents were caused by motorists who said they either did not see the cyclist at all or not until it was too late to avoid a collision.

- Use a helmet. It can be a significant deterrent to critical head and neck injuries.

- Use a helmet. It can be a significant deterrent to critical head and neck injuries.

In the study 78 percent of riders who suffered fatal injuries were not wearing

helmets. National Highway Traffic Safety Administration Administrator Joan Claybrook said, "Motorcyclists who refuse to use protective helmets are tripling their risk of death in an accident."

- Train for safe operation of the motorcycle.

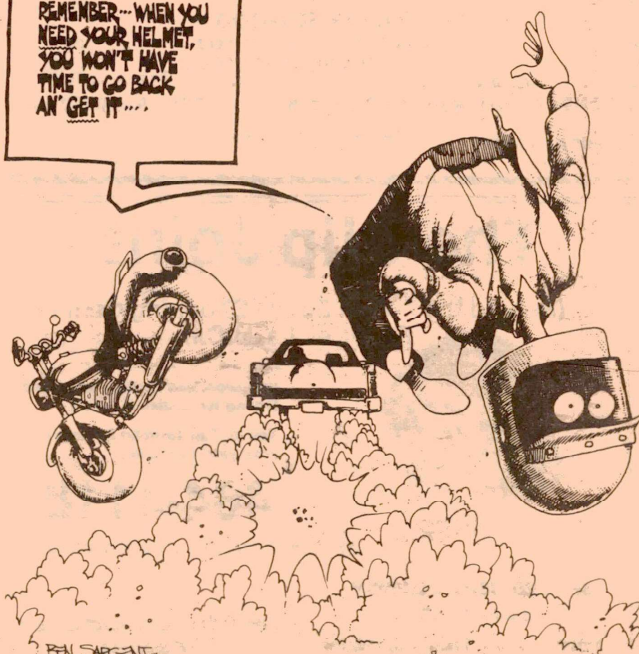
Inadequately-trained persons contribute to accident involvement, the study revealed. Ninety-three percent of the cyclists had no professional or formal training. Generally accidents involved young men with little experience, with no formal training in

handling a motorcycle, an unfamiliarity with the roadway and often no license to ride.

- Do not drink alcoholic beverages before driving. Forty-three percent of fatal accidents involved persons who had consumed alcoholic beverages.

A copy of the report titled "Summary of Results; Motorcycle Accident Factors Study," can be obtained by writing to the General Services Division, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20509. (AFNS)

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# 8 Hercules Herald SPORTS

November 14, 1980

## IM flag football pits best of American, National Divisions

With the regular season over, the top four finishers in the two divisions of the Intramural Flag Football League are preparing for the double elimination playoffs, which started this week.

One of the pre-tournament favorites, Headquarters Squadron, finished the season with an unblemished 10 and 0 mark in the National Division. OMS and SPS tied for second with strong 7 and 3 marks.

Emil Sauro heads the strong HQS offense which averages a solid 25 points per outing. Larry Reynolds and Ron Perkins from HQS' receiver combination that leads both leagues in scoring. Standout Bob "Too Tall" Long leads the defensive unit which averages limiting opposing teams to a

mere six points per game.

The 40th Tactical Airlift Squadron finished first in the American Division with an 8 and 1 record. The 41st TAS was second at 7 and 2 and Supply and FMS-1 tied for third with 5 and 4 marks.

Scores from the final week saw SPS defeat TRAN by forfeit 7 to 0, HQS stop OMS 20-9, CES defeat 3 MAPS 10 to 0, 41st TAS beat Supply 18 to 6, 40th TAS stop FMS-1 21 to 12 and SVS win by forfeit against FMS-2 7 to 0.

Other action included HQS defeating 3 MAPS 30 to 0, OMS downing TRAN 7 to 0, SPS beating CE 20 to 0, 40th TAS over Supply 37 to 12, FMS-1 edging FMS-2, 7 to 0 and 41st TAS defeating SVS 7 to 0.

### IM Flag Football standings

#### American Division

Team	W	L
40TAS	8	1
41TAS	7	2
Supply	5	4
FMS-1	5	4
FMS-2	1	8
SVS	1	8

#### National Division

Team	W	L
HQS	10	0
OMS	7	3
SPS	7	3
3MAPS	3	7
CES	3	7
TRAN	0	10



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## MAC mishaps increase

*Editor's note: (The following article was submitted through the Base Safety office.)*

The Military Airlift Command has experienced a tragic upward trend in fatal mishaps this year -- 26 compared to 17 for the same period last year.

Two fatal mishaps occurred during recent holiday week-ends. Both happened within a few miles of the base of assignment.

Seventeen of the deceased were 19 to 23 years old (12 of them died in private motor vehicle mishaps), four were from 27 to 29 years old and three were more than 30 years old.

Only one PMV victim was known to be using a seat belt. However, this was considered a nonsurvivable broadside collision.

Eight were known to be not using the available seat belts and use of seat belts could not be determined in seven other cases.

Six victims, not using a seat belt, were ejected from the vehicles, and use of alcoholic beverages was a known contributing factor in six PMV mishaps.

Safety should be emphasized by everyone, military or civilian, on or off-base. Being safety conscious could save a life...yours.

## Bald Eagle fights extinction, population grows last year

Are bald eagles increasing? The National Wildlife Federation recently announced that its second annual bald eagle census produced a count of 13,127 eagles an increase of almost 3,500 birds over the 1979 census.

There were five confirmed eagle sightings in North Carolina this year compared to six sightings last year. Three of the birds were seen at the Lake Mattamuskeet National Wildlife Refuge in Hyde County, and the other two sightings were made at Lake Wheeler in Raleigh.

One encouraging note is that a bald eagle was observed nesting this year in a coastal county in North Carolina. The bird laid one egg which apparently did not hatch. However, this is the first time that an eagle has been observed nesting in the State since 1973.

The state of Washington reported the largest eagle population this year with 1,623 sightings. Runners-up were Missouri with 954 sightings, California with 744, Florida with 733, Utah with 662, Oregon with 653, Colorado with 610, Illinois with 599 and Oklahoma with 548. The census only covered the lower 48 states because bald eagles are

plentiful in Alaska and nonexistent in Hawaii. The principal wintering areas for bald eagles are the Mississippi River valley, Pacific northwest and mid-Atlantic states.

The bald eagle was adopted as our national symbol by the Continental Congress in 1782, and its population has probably been declining ever since. These birds need large, isolated wilderness areas, and can tolerate little human disturbance during their nesting seasons. Eagles are also not especially prolific. Although they may live to be over 50 years old, they produce only one or two eggs per year and don't breed until they are four or five years old. During the 1950s and 1960s the decline of the bald eagle was accelerated by the use of DDT and other chlorinated hydrocarbon insecticides which impaired reproduction by causing egg-shell thinning. Bald eagle reproduction rates have improved significantly since the use of DDT and many other pesticides was banned in the early 1970s. However, many bald eagles are still killed by illegal shooting. (N.C. Wildlife Newsletter)



# Falcons make Shaw first victim

By Glenn Gage

The Pope Falcons opened their 1980-81 basketball season Nov. 7 with a 20 point victory over nearby Shaw AFB, S.C. They followed suit the next day with a repeat victory 86-76.

Pope bounced into the opener with a meticulously patterned offense and a tough 2-3 zone defense. However, smooth ball handling seemed to evade their patterned efforts through the first half allowing Shaw to capture a 35-33 halftime lead by capitalizing on 12 Falcon turnovers.

The second half saw the table turn for the Falcon cagers. Shaw turnovers combined with quick Falcon reactions brought on a number of Pope fast-breaks that rallied the Falcon team. When play resumed to normal, the

now smooth Falcon patterned offense maintained the upper edge.

Falcon Carlton McCarter led Pope scorers with 26 points for the night. John Lewis chipped in 15 and Jimmie Jones contributed 13. Others scoring in double figures were Melvin Little with 12 and Ronnie Chalmers with 10.

Jimmie Jones led rebounders with 13 while Ronnie Chalmers claimed 12 and Little grabbed 7.

McCarter also led the team with six assists.

## Second game

Shaw took an early lead in the weekend's second game scoring six

points without a Falcon answer. However, when the Falcons responded they responded well to tie the score 8-8. They soon pulled ahead and held their lead until the final buzzer.

Lewis highlighted the Falcon effort shooting with 100 percent accuracy for the night. He hit four out of four from the field and 5 for 5 from the free-throw line.

Chalmers led Pope scorers that evening with 16 points. McCarter chipped in 14, Lewis added 13 and Matthew Grant tossed 11.

Jimmie Jones and Melvin Little each grabbed 9 rebounds. Chalmers took 7. Chalmers and McCarter led

playmaking stats with 5 and 4 assists respectively.

Falcon coach Myron Jones stated about the Falcon performance, "We started practicing late due to work on the gym floor so we're still feeling each other out as far as timing goes and getting used to each other. We had six players return from last year and only one was a starter. We should be blending well about mid-December, but we're fast and that'll be a big help to us in the meantime."

The Falcon's next outing is here tonight at 7:30 against Seymour Johnson AFB. They also play Seymour Johnson tomorrow at 1 p.m. here.

The Falcons play in the Dover AFB Tournament Nov. 21-23.



Jimmie Jones (42) battles for a rebound against Shaw AFB, S.C.

Nov. 7. (U.S. Air Force Photo by TSgt. Dave Skeen)

## SPORTS SHORTS

### Jones, Monday take net championship

Timothy Jones and Joseph Monday of the Supply Squadron won the championship in the Base Intramural Doubles Tennis Tournament Monday

### IM basketball meeting set

An intramural basketball meeting is scheduled for Tuesday at 7 p.m. in the

Base Gym. All coaches and players should attend.

Base Gym. All coaches and players should attend.

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# Boaters need 'weather eye' for safety

By Don Kidd  
Staff Officer, Fayetteville Flotilla  
U.S. Coast Guard Auxiliary

*Editor's Note: This article is one of a series offering tips on boating skill and seamanship prepared specially for the Hercules Herald by the U.S. Coast Guard Auxiliary.*

One of life's most harrowing experiences for the boater, especially the small craft skipper, is being caught far out on the water in foul weather.

One of life's most harrowing experiences for the boater, especially the small craft skipper, is being caught far

out on the water in foul weather.

This is why the U.S. Coast Guard Auxiliary, in its public classes on boating skills and seamanship, cautions skippers of all ages to keep a continuous, wary eye on the weather.

With little warning, a calm, sunny day can transform—sometimes in a matter of minutes—into threatening, even dangerous conditions. Line squalls, thunderstorms, local fogs and the like cannot always be predicted.

So what do you do at the first warning of approaching heavy weather? When wind and water start to build,

it's time to head for shelter. Also, it's time to get everyone into a personal flotation device.

Now you must make a decision. Do you weather the storm at anchor or at low power? Or do you attempt to run for safer waters? In cases of extremely severe conditions, it may be better to anchor up or ride out the bad weather until it passes.

If you decide to run with the storm, be careful to use only enough power to keep your boat heading into the waves, not letting it pound. A little pitching and tossing is a lot safer than rolling.

As you prepare to ride out the weather, act quickly with certain preparations before the storm hits. Secure all hatches. Lash down loose gear. Prepare anchoring equipment should it be needed. And make a positive fix on direction toward shore.

Heavy weather normally does not endanger a well-found boat. If it has a high freeboard at the stern it might be safer to turn the stern to the sea and head for shelter. Outboards with a low transom should never be run in a following sea (where waves are coming toward the stern), as waves travel at high speeds and can swamp a boat or drown its engine.

The Coast Guard Auxiliary's best advice to skippers is to know your boat, its capabilities and its limitations in rough water...also the skipper's own capabilities, know-how and limitations

for piloting in heavy weather. A fundamental rule is "DON'T TAKE CHANCES."

Here are a few other tips, especially for the small boat skipper. When your choice in a weather crisis is to run into the heavy seas, obviously the vessel must be slowed down, to avoid taking a tremendous beating, with possible damage to the hull.

Seas should be taken bow-on, at a slight angle of about 45 degrees. This will lessen the pounding. But if conditions make headway impossible, it may be advisable to anchor up.

As a boater, you must learn to recognize those weather signs that warn of approaching storms. You must know where to obtain the latest weather information and be able to relate it to your cruise plans. Radio keeps the boater constantly in touch with weather forecasts, thereby giving the skipper information that can avoid mishaps, even tragedies.

Keeping a careful weather watch is an essential part of safety afloat, and being prepared to cope with heavy weather reflects the sign of a seasoned skipper. Instructions on handling the weather situation, before and during a cruise, is covered thoroughly in the U.S. Coast Guard Auxiliary public course on boating skills and seamanship. For more information contact your local flotilla at 867-6265.

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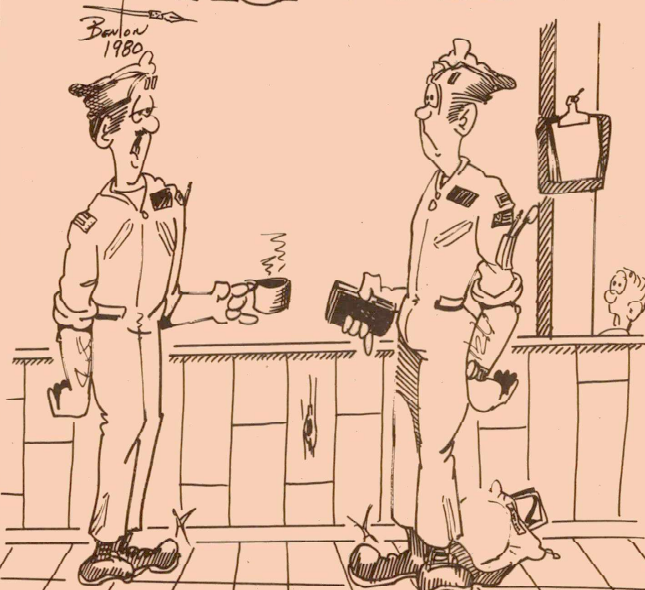
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## Local Happenings

### NCO Club happenings

**Tonight:** The variety band "Southern Stars" will play from 9 p.m. to 1 a.m. The band also plays tomorrow during the same hours.

**Tuesday:** Air Force Sergeants Association Enlisted Dining Out, the dining room will be closed.

**Wednesday:** Western Night. The "Good Ole Boys" band plays from 8 p.m. to midnight.

Information on NCO Club menus and entertainment is available by calling 497-6955.

Tickets for the NCO Club's New Years Eve party go on sale Dec. 3.

The NCO Club is available for Christmas parties. Call Phyllis at 497-4051 for more information.

### Center Events

**Tonight:** Happy Hour begins in the Pizza Parlor at 4:30 p.m. Darts contest at 8 p.m., winners earn points toward trophies.

**Tomorrow:** College football airs on the center's two color televisions. The center supplies the popcorn.

**Sunday:** Pinocle Tournament at 2 p.m. Pool Tournament at 5:30 p.m.

**Monday:** Rummage Sale from 11 a.m. to dark. Table rental is \$1.

**Tuesday:** Guitar instructions begin at 5:30 p.m. Pope Promenaders square dance from 8-10 p.m. Lessons in advanced squared dancing are available.

**Wednesday:** Newcomers and newly arrived wives orientation begins at 7:50 a.m. Chess group meets at 7:30 p.m.

**Nov. 29:** Tour to Raleigh. Advance sign-up required.

**Thursday:** Amateur Talent Night come to be entertained.

### Youth Center Activities

**Tonight:** Pre-teen Disco from 6:30-9:30 p.m.

**Tomorrow:** Ice Skating Party. For more information contact the center at Ext. 4512.

**Monday:** Pre-teen pool tournament from 6-8 p.m. Prizes awarded.

**Tuesday:** Teen-Parent Night from 8-10:30 p.m.

**Wednesday:** Instructional Square Dancing from 7-10 p.m.

### Symphony offers concert

The Fayetteville Symphony offers its first concert of the season tomorrow at Reeves Auditorium, Methodist College at 8 p.m.

Admission will be by season ticket or single admission, which is available at the door.

Season ticket holders admits a person to three symphony concerts and the two remaining Cumberland Chorale concerts, one of which is the "Messiah" in December.

The program will be from the classical repertory and include Rossini's brisk overture to the Barber of Seville, Mozart's elegant Symphony No. 35, the Haffner, and Mendelssohn's Symphony No. 4, the Italian.

For more information call 484-3721 or 867-7690.

## Seat Belt Double Winners

The following people are recent winners in the 317th Tactical Airlift Wing Safety Office seat belt winner program. "Wear your seat belt and be a double winner - save your life and win a prize."

CIV.	Billy Johnson	CES	Pizza
SSgt.	Evelyn Cooper	TRS	Dinner
SSgt.	William Dees	3MAPS	Dinner
Sr.A.	Shanda Simpson	1AES	Dinner
SSgt.	Kirby Martin	SUP	Pizza
AIC.	Marcus Clack	CES	Pizza
Capt.	Dan R. Bates	1943CS	Dinner

## Chapel Schedule

### CATHOLIC

Monday-Thursday: Mass	11:30 a.m.
First Friday: Mass	9:00 a.m.
Saturday: Confessions Mass	5:00 p.m.
Sunday: Masses	10:00 a.m., 12:30 p.m.
School of Religion,	
K-6 (Pope School)	11:15 a.m.
7-9 (Recreation Center)	11:15 a.m.

### JEWISH

Friday: Service (Chapel 8, Ft. Bragg-near Commissary)	7:30 p.m.
Sunday: Torah School (RE Center, Hospital Area, Ft. Bragg)	10:00 a.m. - 12:30 p.m.

### PROTESTANT

Sunday: Worship	8:30 a.m., 11:15 a.m., 7:00 p.m.
Sunday School (Pope School)	10:00 a.m.

## Air Force News

### MAC service boosts morale

SCOTT AFB, Ill. (AFNS) -- Military Airlift Command C-141 passenger service to Turkey is a big morale booster for family members in that country, says Cecile Landrum, special assistant to the under secretary of the Air Force. She made the comment after a recent trip to Turkey.

MAC started flying three-a-week missions from Frankfurt, West Germany, last February during a Turkish Airlines strike.

After the strike, the United States Air Force in Europe asked MAC to continue the service.

Air Force travelers now go to the three Turkish destinations through Frankfurt. Families in Turkey also find it easier to get to Greece.

The European Eagle is primarily a passenger mission, but MAC people say cargo and mail are also carried.

"Remote people in Turkey feel that MAC has become much more responsive to their needs," said Ms. Landrum. "They can now get more access to short family trips, something they couldn't do before."

"This mission has clearly become a key morale booster for our families and can go a long way in terms of retention of our people serving in these isolated areas."

### Medical Red Flag tests battlefield medicine

SCOTT AFB, Ill. (AFNS) -- Doctors, dentists, oral surgeons and physician assistants worked here under battlefield conditions during the Air Force Medical Service's third Medical Red Flag exercise.

For five days, 200 active-duty, Air National Guard and Reserve doctors and medical specialists treated simulated casualties in a nine-tent, air-transportable hospital. Battlefield training included classroom instruction on wartime medical situations and treatment of casualties.

During the exercise, participants were evaluated on the use of the triage system. Triage assigns first treatment to patients with the greatest chance of survival. Other patients are treated according to urgency and chance for survival.

A fourth Medical Red Flag exercise is planned for March 1981 at Lackland AFB, Texas.

### Release of airman promotion test scores explained

RANDOLPH AFB, Texas (AFNS) - Why the long wait to get the results of promotion testing? There are a number of reasons, said Air Force Manpower and Personnel Center's Testing Branch Chief, SMSgt. Michael Flood, here.

What must be realized first about the tests taken under the Weighted Airman Promotion System is that they aren't meant to teach. For that reason, explained Sergeant Flood, immediate feedback is not that important.

Another reason is that during post-test-taking monthly scoring, the scores could change. It's possible for some questions to become invalid or obsolete and then be deleted from the score key and not be included in the final test score.

One more step takes place before test

scores are released: verification of the other promotion factors. Once this is done, selection of promotees begins by applying the promotion quota to a by-total-WAPS-score, high-to-low listing of eligible members in each specialty. The score of the last promotee is called the "cut-off score."

With selection completed, all promotion-related data is sent to local personnel offices. Commanders then notify their selectees, usually two days after release of the list by AFMPC. Following one last verification of data, score notices are released.

### Three states' residents must recertify exemptions

DENVER (AFNS) -- Active-duty service members who are legal residents of New York, New Jersey or Oregon and claim exemption from those states' income tax withholding must recertify their exemptions by Dec. 31.

Withholding of the state income taxes will start in January for anyone who fails to recertify.

### Permissive TDY house hunting criteria expanded

RANDOLPH AFB, Texas (AFNS) - Service members selected for an unaccompanied overseas tour and accompanied tour where the waiting list for on-base housing is more than 20 weeks are allowed seven days' permissive temporary duty to locate off-base housing for their family members.

This is an expansion of a program started in August to allow service members seven days permissive TDY to travel to their new duty location, arrange for housing and then return to their old duty station. The permissive TDY is at the service member's expense.

Individuals selected for unaccompanied tours will be able to visit the area where they want to resettle their families to secure housing. The service member's family will then be able to move there for the duration of the new tour.

Service members entitled to take family members to their new overseas duty stations, but who will have to wait more than 20 weeks for on-base housing, may relocate their families at government expense in the interim.

"For example, an individual at Randolph AFB, Texas, may get orders to Alconbury, England, where the housing wait could be more than 20 weeks," explains Mrs. Jackie Norman, chief, leave and entitlement section, Air Force Manpower and Personnel Center, here.

"The member may then decide to resettle the family in Memphis, Tenn., at government expense, while waiting for housing in England. That individual is allowed seven days permissive TDY prior to PCS to find a house in Memphis. However, if the permissive TDY is used as outlined, additional permissive TDY will not be given in conjunction with that particular PCS."

The regulation governing permissive temporary duty use of space-available Military Airlift Command flights has been changed, according to officials here. MAC flights can now be used, on a space-available basis, while on permissive TDY house-hunting trips.