

HERCULES HERALD

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Did he get caught? Many people got stopped during the Security Police Standardization and Evaluation Test (SPSET) conducted here last week. A1C Anthony Smith conducted an identification check on MSgt. Albert Pennington during the 10 day exercise on Pope's flightline. Pope fared very well. (USAF photo by Sally Pender).



Pope AFB will prepare to send a large postcard to the 53 American hostages in Iran during retreat ceremonies July 3.

The ceremony will be held at the flagpole outside Bldg. 306 at 4:05 p.m. All Pope military, civilian and dependents are invited to pay homage to the hostages and stand in observance of the flag and Independence Day.

Prior to the ceremony, the postcard will be at the Base Exchange, Hercules Inn, and the CBPO for people to sign.

Airlines layoff more pilots, ground crews

Washington (AFNS) — The airline industry is starting to feel the pinch of the current economic slowdown, according to a recent article in the *Wall Street Journal*.

Employee layoffs and flight reductions are spreading on the eve of the industry's two busiest months, July and August. The paper reports analysts are predicting heavy financial losses for most airlines in the current quarter for 1980.

Trans World Airlines says it was one of the earlier carriers to see the trouble coming and has reduced its work force to 345,000, down 2,000 positions.

United Airlines has also been cutting back. Daily flight departures are down to 1,300 from last year's 1,600. The airline has laid off 2,000 of its 54,000 employees and is planning 1,600 more layoffs before year's end.

Braniff International has put 185 pilots on leave of absence...

American Airlines is planning a regular "seasonal" reduction in the fall. Western Airlines hasn't yet decided the extent of layoffs they will have but is already "running lean". According to a company spokesman quoted in the paper, the Los Angeles-based company is already employing 1,000 people less than last year.

Pacific Southwest Airlines has reduced its flights nearly 10 percent and will lay off an estimated one percent of its 3,960 employees.

Continental Airlines has also announced layoffs and service curtailments.

Northwest Airlines, while disclaiming any plans for layoffs, intends to reduce seat capacity for its domestic flights. The company's first quarter loss for this year was \$10.9 million.

Braniff International has put 185 pilots on leave of absence but says there have been no other layoffs.

"The grounding of planes and cutbacks in flights are positive steps for an industry driving toward a 'monumental' loss figure for 1980," says analyst Julius Madutis in the Article. "In the first quarter of this year, the industry sustained a loss of \$269 million versus a year earlier quarterly profit of \$5.7."

Retention: Returning pilot missed flying, family

Col. Daniel A. Taylor, Jr., assistant for retention activities at Randolph AFB, Texas, has received several letters from officers who have returned to the Air Force. The following illustrates their reasons why.

Dear Colonel Taylor

I have now been in the Air Force for six months with nearly three months on station.

I had a good experience in the civilian environment and I feel the 4½ years out of the Air Force were very valuable to me. I feel I have a better perspective of work. And I know I will be a better officer in the service because of it.

My experience probably is different from many, because I owned and operated a business. I initiated the work and was responsible for its results. I was making more money than I am now, but for the extra pay I was not able to spend what I felt was healthy periods of time with my family.

...I was impressed with the fact that there may not be a better time to enter the service than now...

After a number of phone calls and a personal visit to a Strategic Air Command base, I was

impressed with the fact that there may not be a better time to enter the service than now. Naturally, I am career oriented and this is important to me.

Other reasons were that I missed flying and looked forward to commanding a crew. Also, I felt that in the Air Force I would have opportunities to expand my education.

I hope this brief letter may be of some help to you. I have talked to a number of guys in my wing expressing these same views and I feel they have been well received.

Sincerely,
Name withheld by request

Pope AFB—We put the Air in Airborne

The Hercules Herald is an unofficial newspaper published weekly in the interest of personnel at Pope AFB, N.C. of Military Airlift Command. It is published by the Duvanal Publishing, Inc., Fayetteville, N.C., a private firm, in no way

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Chief's corner

CMSgt. F.D. Cales
Wing Inspection Division

Modern warfare capability makes all bases in the United States subject to enemy attack with nuclear weapons. Although the potential for a nuclear attack may seem remote, many countries have developed a nuclear capability. This increases potential for an accidental or deliberate nuclear attack.

Air Force and Military Airlift Command have recently increased their emphasis on Conus base survivability. IG inspections now include attack responses exercises.

An attack may come with little or no warning. We must be prepared to minimize damage to our operational capability and provide survival protection for military, civilian and dependent personnel. We must also be able to rapidly restore the base to operational status following an attack.

The Pope AFB Disaster Preparedness Operation Plan 355-1 prescribes the actions to be taken before, during and after a nuclear attack. The civilian community has a comparable plan.

You and your family must know the warning signal and the actions to be taken. Both on base and in the civilian community. The attack warning signal is a three to five minute wavering siren. The signal will be repeated as often as necessary. You should report immediately to your shelter.

Do you know your individual shelter assignment? If not, contact your unit Disaster Preparedness Officer or NCO. You must also advise your dependents of their responsibilities. The designated shelters for dependents on base are buildings 397 and 399. The base will provide transportation for students in the base schools. Dependents that live off base and those who live on base but are caught off base at the time of an attack warning should tune their radio to an emergency broadcast station for instructions.

In order to survive a nuclear attack it might be necessary to remain in your shelter for as long as two weeks. Designated personnel have been trained to organize and manage shelters. Follow their instructions to make your shelter stay as comfortable as possible.

Attack response exercises will be conducted periodically on Pope AFB. Dependents aren't required to participate, but should understand what they would do during an actual attack. Other personnel and agencies who are exempt from occupying a shelter are listed in Pope AFBR 123-4, Attachment 5.

'Ingrown beard'

Not shaving legal for some

Misunderstanding is the cause of many racial problems in the military. One question that often arises is, "Why are some black men allowed to wear beards while the rest of us are forbidden?"

The answer is pseudofolliculitis (sue-doe-folick-you-lite-tis). Black men often get it, others seldom do.

Pseudofolliculitis, also called ingrown beard, is a chronic pimple-like disease of the beard area, particularly along and below the jawline and on the throat. Once started, it can be cured by letting the beard grow and by proper hygiene.

Not caused by shaving as some people think, ingrown beard is caused by the way a man's beard grows. The black man's beard grows in a curved follicle, and makes a short arc so that the hair comes right back in contact with the skin.

The end of the beard may just slide along the skin until a harmless coil has formed, but it may also penetrate the skin and be driven through the stratum corneum, the epidermis, and into the dermis (three layers of skin).

When this happens, an inflammatory reaction occurs, and usually, a simple abscess develops and is aggravated by the presence of skin bacteria. This is the disease, pseudofolliculitis, or ingrown beard.

Once the disease has started and been diagnosed, the cure is relatively simple: don't shave. Allowing the beard to grow results in a temporary worsening of the condition as the hair penetrates deeper into the skin. However, in approximately two weeks, the hair will begin to pull back out of the abscess.

Eventually, the hair pulls free of the skin and the abscess fades away after the disease has run its course. This is usually from two to three months.

Resumption of shaving does not mean a certain return of ingrown beard. In fact, sticking to a rigid schedule of shaving is the basic preventive measure in combating ingrown beard.

Using a very low setting on an adjustable razor and shaving often enough so that the hair does not grow long enough to complete its arc and dig into the skin is recommended.

Shaving with a low blade angle, it is almost impossible to cut the skin or even the tops off of bumps and pimples which must be particularly

avoided by black men. It is sometimes recommended that they leave a light stubble.

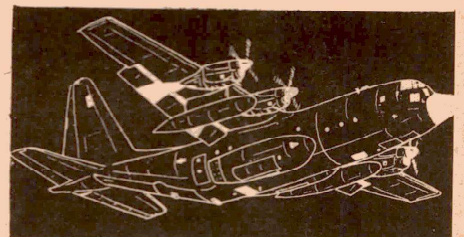
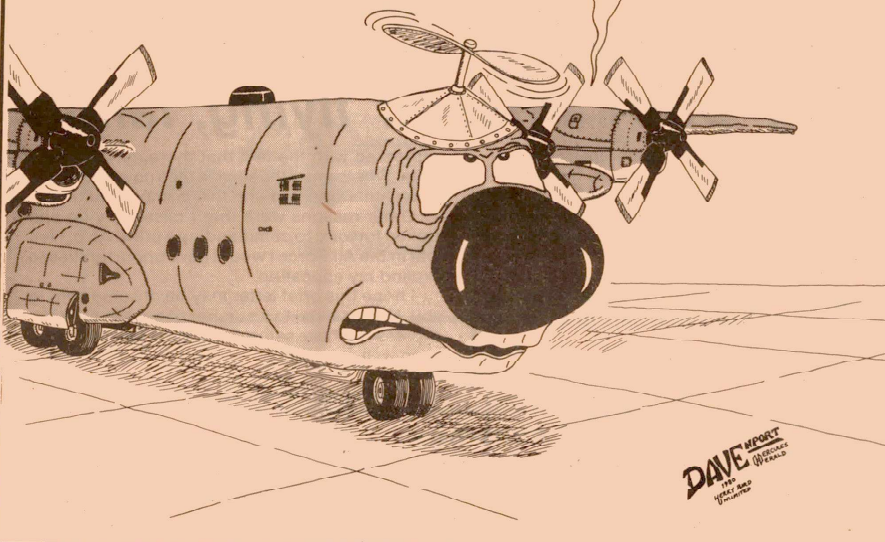
Presently, 93 people on Pope are being medically treated for ingrown beard. Ninety percent of them are in the stage where they shave and leave stubble. Ten percent are in the 'don't shave' stage.

Scrubbing the beard area daily will help to dislodge any hairs that might be cutting into the skin, and they can also be freed manually, with a sharp toothpick. They should not be plucked, but left until the next shave.

So, the next time you see a black man in uniform with a beard, you don't have to wonder why he's getting away with something you can't. He's probably got pseudofolliculitis, and it's being treated medically by a popular method - letting the beard grow. (AFPS)



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'If any could have done it, these could'

'If any could have rescued the hostages, this was it'

The C-130
THE HARTFORD COURANT: Tuesday, May 6, 1980

By Bob Norton

Somewhere over the Pacific Ocean between California, and a speck of land called Wake Island, it occurred to me that the men I was flying with could probably go anywhere and do anything.

I sat in a camouflaged truck, adjusted a headset, and listened to the conversation between our C-130 Hercules crew on the flight deck. It was 3 a.m., but Air Force pilots, copilots, flight engineers and navigators earn everyone's gratitude by not sleeping on missions.

I looked around at the 82nd Airborne Division troops — 30 or 40 of them, loaded down with equipment and wedged into impossible positions but sleeping like babies — and thought they'd be happy to know the navigator was wide awake, bantering with the aircrew, and wouldn't fail to find Wake Island.

We'd flown, seemingly forever but actually only a matter of hours, from the 82nd's home at Fort Bragg, N.C., to California on our way to Wake Island, Okinawa and then Korea. Several C-130 squadrons from Tactical Airlift Wing at Pope Air Force Base, adjacent to Fort Bragg, were transporting thousands of paratroopers and their equipment to Korea. The Air Force and Army were conducting the largest peace-time training operation of its kind to stay ready in case Vietnam exploded into an even more devastating conflict.

Many of the soldiers on this operation, and the C-130 crews, had already been to Vietnam. Many would return there and too many wouldn't return.

But on this early morning flight more than a decade ago, with the big C-130's engines accompanying the good-natured bickering of the aircrew, I considered myself lucky to be with men like this. A young Air Force sergeant — a military newsman — had no trouble finding stories in the company of such people.

The recent attempt to rescue American hostages in Iran brought back these memories and a flood of others.

Military Airlift Command C-130s were used on that mission and five airmen lost their lives. One was from Connecticut. We have since learned that the "Blue Light" commando team that attempted the rescue is based at Fort Bragg and trains there. Having spent several years at Pope AFB witnessing never-ending training operations in the North Carolina woods, I was sure before the news broke that the mission had its foundation at Fort Bragg. The Green Berets, also based there, know those woods and drop zones well. And Marines, like the three who died in Iran, would surely be represented on such an elite team.

My memories turned to an uncomfortable, sick and helpless feeling when the burned-out skeleton of a C-130 appeared on the television screen during the news reports of the rescue attempt. I saw one or two C-130s crash land during training operations but they never burned the way this plane did in the Iranian desert.

I last flew in a C-130 more than nine years ago. But I can still remember the mechanical-steel smell of its interior, still close my eyes and remember what it was like to sit in the flight engineer's chair for a few minutes and take pictures of an endless blue sky. I can still remember the silhouette of a loadmaster standing in the back of the plane, his thumbs pointing high in the air, as a load of trucks and other equipment — and his "passengers" — sail on parachutes to a Korean drop zone.

What I can't do, for long, is close my eyes and imagine a C-130 burning in the middle of some desolate Iranian desert. I can't picture an aircrew caught inside, knowing the men who flew the plane were the same kind of men I knew.

Officer or enlisted man, they were — and I have no doubt are — professionals who know their jobs better than anyone in the world. I've no doubt they still love to tell tales in officers' and NCO clubs around the world; still love to play softball and fish; still love to consume what was seemingly the "new" Air Force's most popular drink in the 1960s — Jack Daniels — at the proper times.

My contact with the Army units at Fort Bragg convinced me that no better fighting force exists, while many of us in the Air Force maintained that "No one should jump out of a perfectly good

aircraft," we respected and admired the 82nd and the Green Berets for their courage to do it. The "Blue Light" team no doubt contains a large proportion of 82nd and Green Beret troops.

As names of the men who died were made public, I wondered how much worse the feeling would have been had I personally known any of them. But it's easy to substitute names of old friends and remember faces and conversations. Then it becomes too easy to understand how the families and friends of these men must feel. I think I've concluded that although I didn't know the men's names before, I knew them. This is a difficult feeling to explain, but one that I'm sure is shared by many veterans.

The question of why the rescue mission failed — and why men died — may never be answered to everyone's satisfaction. Equipment failure, human error — I believe just plain bad luck — may all have been responsible. On such a difficult mission, too many things might have happened. Second-guessing won't change the outcome.

I'm sure of one thing. If any group of men in the world could have rescued the hostages, this was it. There are more men like this, Americans should be proud of that fact and the rest of the world shouldn't forget it.

Whether they should be sent on another rescue mission to Iran is a question that must be decided by people with access to more information than most of us.

I only hope that those who must make the decision are as good at their jobs as the men they command are at theirs.

As to why the mission took place in the first place and why we need teams like "Blue Light," Gen. W.L. Creech, Tactical Air Command commander, summed up those feelings at services for the airmen recently in Florida:

"Let no one miss the message of last week. We care for our sons and are relentless in their behalf when they are helpless hostages."

Bob Norton served in the Air Force four years, most of the time as a journalist assigned to Pope Air Force Base adjacent to Ft. Bragg, home of the "Blue Light" commando team. He is now a public relations officer with a local insurance firm, living in New Hartford.

Pope NCOs earn stripe in latest cycle results

The following NCOs, units indicated, were selected for promotion to the permanent grades of Technical Sergeant and Master Sergeant as indicated:

TO TSgt

Cain, Ronald L.
Dunlap, James R.
Edwards, Calvin D.
Freiert, Eugene G.
Friend, Patrick D.
Gonzalez, Paul
Groff, John S.
Hannah, Michael D.
Hester, Jack
Holand, Robert
Humphrey, George H.
Klein, David R.
Laylor, Samuel B. III
McGowan, Brian D.
Miller, Deeda J.
Morales, Jose H., Jr.
Moseley, James A.
Norman, Edward W., Jr.
Norris, A.C.
Poniatowski, Jerome J.
Ragan, Jimmy L.
Sanders, Davenya M.
Skeen, David C.
Triplett, Robert C.
West, James E.

Brown, Willie J.
Cassell, Johnson M.
Greenlee, Charles E., Jr.
Hankerson, Chester
Hudson, John R.
Johnson, Charles C.
Mitchell, Joseph A.
Ratzlaff, James L.
Smith, Charles R.
Sullins, Lemuel G.
Thomason, Carl J.
Tucker, Michael D.
West, Richard T.
Williams, Timothy E.

TO MSGT

317 CSG

Barrow, William A.
Carney, Frederick H.
East, Donald W. Jr.
Finchum, James L.
Havrischak, Basil J. Jr.
Maudlin, Claude T. Jr.
Miller, Raymond N.
Paganini, Gilbert L.
Peterson, Pete J.
Piri, Francis
Politz, Edward J.
Ramsey, Harold E.
Simpson, Louis E.
Steele, Leroy D.
Tyson, William F.
Vance, Kenneth E.
Weingarten, Lewis S.
Wilkins, James A.

317 FMS

Edinger, Robert J.
Gilliam, Alphonzo
Lorenzen, Ralph L.
McLaughlin, Maurice E.
Meadows, William E.
Santos, Robert T.

Rivera, Rafael

Lorenz, Richard D.
Peachner, Daniel L.

Elburn, Charles A., Jr.
Elledge, Gary S.
Gulick, Howard J., Jr.
Nissen, Jeffrey L.

Charlot, Clifton, Jr.
Clark, Edwin S.
Pleasant, David C.
Raynor, Ronald J.
Williams, Gary S.

Brown, Ephraim K.

Colvard, Paul J.
Fields, William R. II
Hurles, Gerald L.
Lex, Bonnie C.
McCallum, Joseph
Shortt, Calvin C.
Supensky, Frank L.
Turner, Arnold T., Jr.

Conard, Christopher C.
Harrison, William H.
Hawkins, Ronald N.
Howard, William G.
Jagan, Denny P.
Little, David M.
Oates, James F.
Washington, Irving L., Jr.
Woodson, Carlisle

Hobbs, Gary R.

Byl, James F.
Furman, Thomas C.
Hall, Lonnie M. II
Hoffman, David W.

41 TAS

Culver, Gordon H.
Powell, Clarence R.
Winn, Michael G.

39 TAS

Ball, John T., Jr.
Crain, Wayne R.
Green, William H.
McGhee, Joseph M.
Miehle, Henry J.
Walker, Earl F.

40 TAS

Anderson, William H.
Brown, Robert W.
Chumbley, Barry R.
Laverdure, Robert H.
Terry, Marion, Jr.

317 TRNS

Cook, Walter E.

Det 3, 5 WEA

Madison, Robert

317 CES

Fuller, George D.

317 SUPS

Carrier, Earnest W.
Ostendorf, John F.

USAF CLINIC

317 OMS

Bowen, Ronald L.
Ervin, Jeffery J.
Hamilton, John C.

Hunter, Jerry L.
Macejko, Dari P.
Thornton, Wilbert C.

317 AMS

Welles, Gurdon H., Jr.

Bailey, Stephen G.
Baldwin, John C.
Katcher, William J.
Lessa, Rocco R.
Moore, Dan T.
Reese, Douglas R.

Det 12, 1600 MES

Brackett, Luther W.

317 SVCS

Raynor, Ted L.

1943 COMM

Boswell, Troy C.
Clisson, Elbert E.
Vallejo, George E.

AFELM JUWTF

Williams, Horace B. III

Det 215, 3751 FTS

Hovey, Raymond G., Jr.
Kohorst, Ronald E.

Hoshall, William K.
Marohl, Richard D.

1 AES

Concha, Henry R.
Ward, William W.

Adki, Russell H.
Atkinson, Allen R.
Decorte, Dennis M.
Hutcheson, John Q.
Shampang, Louis J., Jr.

Diamond, Kenneth J.
Taylor, Roy L.

317 SPS

Macklen, Emerson M., Jr.
Waller, Wayne

3 MAPS

Tallman, Bruce C.

Alford, Roger O.
Denmark, Robert L.
Evans, David L.
Harris, Roy E.
Kasper, Norman O.
Tisby, Charles H.
Vann, Walter K.
Watkins, Ben A.

MAC supports TAC

Scott AFB, Ill. (MNS)—Military Airlift Command aircraft and crews are taking part in the Rapid Deployment Force Red Flag exercise at Nellis AFB, Nev. RDF Red Flag is the largest Red Flag exercise ever conducted by the Tactical Air Command. TAC's Red Flag series is designed to raise the combat experience level of aircrews.

Six fully-assembled UH-1N rescue helicopters were flown to the exercise area aboard a C-5 Galaxy from the 60th Military Airlift Wing, Military Airlift Command, Travis AFB, Calif. This mission also carried the helicopter crews, maintenance people and related equipment. It was the first time six "Hueys" had been transported aboard a single C-5.

In keeping with the rapid deployment concept, the first of the six choppers was airborne within two hours after the C-5 touched down.

The helicopters, crews and maintenance people are from three detachments of the 40th Aerospace Rescue and Recovery Squadron of MAC's Aerospace Rescue and Recovery Service.

A "stretch model" C-141B Starlifter from the 443rd MAW, Altus AFB, Okla., picked up 13 pallets of supply stock at Moody AFB, Ga., and flew them non-stop to the exercise area, taking on fuel while flying over Texas and Oklahoma.

Tactical airlift missions are being flown by C-130 Hercules aircraft from the 463rd Tactical Airlift Wing, Dyess AFB, Texas. RDF Red Flag, with participants numbering in the thousands, will continue through June.

Rebates from '79 catalog

AAFES refunds customer dollars

Customers who placed or will place orders through the 1980 Army and Air Force Exchange Service catalog or the Navy Exchange mail order catalog between July 1, 1979 and June 30, 1980 could be eligible for rebates.

That's the word from Dennis Jones, chief of the AAFES catalog sales center.

He went on to explain that patrons must order merchandise worth certain dollar amounts and that the rebates will be usable only in the new joint services "Exchange Catalog '81", scheduled for distribution beginning July 7, 1980.

This catalog is the culmination of cooperative efforts between AAFES and the Navy Resale and Services Support Office to combine their separate mail order operations. Now, one catalog program will serve all military and other authorized customers.

"Customers using the overseas edition of this year's catalogs must purchase \$50 or more worth of merchandise to qualify for a \$5 rebate. Customers in the United States must place orders of at least \$20 to obtain a \$2 rebate," Jones explained.

"The rebates will be mailed August 1st in the form of a postcard urging customers to review a copy of the new '81 catalog and advising them of the amount of their rebate. When they order out of

the new book, they simply enclose the card with their order and deduct the amount of the rebate from their check or money order. AAFES customers will be notified automatically.

"Navy customers who ordered \$50 or more from the Navy Exchange mail order catalog between January 1, 1980 and June 30, 1980 will also be notified automatically. Those Navy customers who placed orders prior to this time frame and feel they are eligible for a rebate must supply proof of purchase in the form of a copy of the order or a cancelled check for the period from July 1979 to January 1980," Jones said. "These customers must also provide their social security number."

Jones added that the rebates must be used before October 15, 1980 and that only one per customer will be issued.

"Patrons who transfer from overseas may use the rebate in the U.S. edition of the new catalog and vice versa," the catalog chief stated.

Jones said, "The rebate program was conceived as a reward for customers who use the AAFES and Navy exchange catalogs and also to alert them to the availability of the '81 edition."

"Remember that June 30 is the deadline for ordering enough merchandise from the 1980 catalogs to be eligible for a rebate," he concluded.

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MAC supports Proud Phantom

SCOTT AFB, Ill. — For the past week, Military Airlift Command C-5s and C-141s have been flying people and equipment into Egypt's Cairo West Airfield in the initial stages of an operation known as Proud Phantom.

Egypt has invited the U.S. to send a squadron of F-4E Phantom II fighter aircraft to Cairo West in July to take part in training with the Egyptian Air Force within the context of cooperation between the two countries in this field.

Such combined training, which will last approximately 90 days, will give the pilots and crew members of both countries additional experience with regard to operating sophisticated equipment in the area.

So far, MAC has carried more than 200 people and more than 335 tons of cargo in support of Proud Phantom.

Main retention problem is money

COLORADO SPRINGS, Colo. — Compensation is the most important factor in recruiting and retaining military personnel, according to the assistant secretary of the Air Force for manpower, reserve affairs and installation.

Joseph C. Zengerle also stated that military people need to feel recognition for their service. He made the comments during a special salute by the Air Force Association to the cadets of the 1980 Outstanding Squadron of the U.S. Air Force Academy.

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"We have serious problems with inflation and this has eroded the compensation for our military and made it hard for them to make ends meet," the secretary said.

He said pay was the main reason many military people are leaving the service, and that a reason defense spending is so low is because "American people tend to turn away from military during peacetime."

MACCINC on compensation

SCOTT AFB, Ill. — "Compensation is one of our biggest problems," said Gen. Robert E. Huyser, commander-in-chief of the Military Airlift Command.

In an interview with a reporter from the *St. Louis Globe-Democrat*, General Huyser said, "While the draft cures the problem of getting new people, it has no significant bearing on retaining our skilled people."

"The real problem of (military) compensation is that it has failed to keep up with inflation. It has lagged so far behind, it does not provide a decent standard of living."

"We do not intend for military pay to match civilian pay, because if it did, our people would be in uniform merely as a job and would not be here because they are dedicated. We have the only employer who may require one to lay his or her life down for our country," the general said.

General Huyser sees pay increases as essential throughout the coming decade simply to keep up with inflation and provide an acceptable standard of living.

General Huyser also said retention of trained personnel is essential because "we do not have a piece of equipment that can without a person. The key ingredient is people."

Space-A faces summer crunch

SCOTT AFB, Ill. — Summer is the worst time of year for space-available travelers.

Military Airlift Command officials warn space-available passengers to be prepared for long delays, crowded conditions and personal expenses that may be more than expected.

Cargo and passenger requirements for permanent-change-of-station moves drastically reduce the number of space-available seats.

The C-141 Starlifter stretch-modification program and reduction in C-5 Galaxy flights will also limit space-available seats.

Passenger terminals on the East Coast and throughout Europe are already feeling the pinch. Terminal operators throughout Europe report space-available sign-up lists have increased two- and three-fold and are still growing.

VOLANT RODEO

Artist designs new emblem

"I've been drawing since I was in grade school," said 1st Lt. David Johnson, 39th Tactical Airlift Squadron C-130 pilot and designer of this year's Volant Rodeo (Military Airlift Command sponsored C-130 flying competition) emblem.

"In school I would check out library books on airplanes and draw larger sketches of pictures in them. I would try to draw similar pictures to the ones in the book.

The lieutenant has drawn a few emblems and designs for his squadron, too. "On our last rotation, I wood-carved a 39th TAS emblem on the rotation bar in the building where we stayed.

"Since I have experience in drawing, Lt. Col. (John L.) Parker, Volant Rodeo project officer, asked me if I would design an emblem to be used for Volant Rodeo.

"I began by looking at last year's emblem. It's lack of western flavor didn't appeal to me, except for the spoked lettering which I modified. I squared off the corners of the lettering instead of leaving them round. I then went to the base library to see if they had any books with a western design that I liked. After looking through several books, I found one of a cowboy riding on a bronco. I liked it and decided to use it in my design."

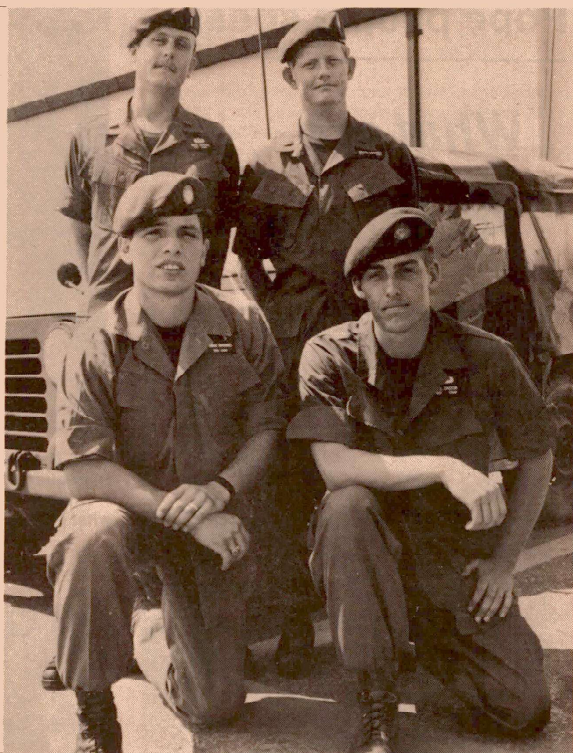
Using only typewriter paper and several colored felt pens, the lieutenant went to work on a new design. For almost a week he drew numerous drafts before sketching the one he liked. He made ten copies of it and colored each one differently. From these, he selected the one he liked the best and submitted it to Colonel Parker for possible use in Volant Rodeo.

"Someone must have been pleased," the lieutenant said, as the design will not only appear on the scoreboard, but will be used for notebooks and bumper stickers. It will also be available in iron-on patches for T-shirts.



2nd Lt. David Johnson

Selected members of the Combat Control Team will compete as Pope's representatives in VOLANT RODEO. Combat Control competition will include an obstacle course, a three-mile run and a six-mile cross country run with each team member carrying a 44-pound rucksack. Team members are (kneeling l to r) SrA: Mike Marino, returning from last year's team, and Sgt. David Castor. (standing l to r) 2Lt. Michael Dionne and 2Lt. Wayne Gardner. (U.S. Air Force photo by Cindy Burnham)



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Pope people speak

What are you doing to fight Inflation?



Amn. Deloris Morrow
Headquarters Squadron
I make fewer car trips. I've started watching what I spend money on.



1st Lt. Glenn Reigelman
Det 3, 5th Weather
I've saved gas by cutting down driving and consolidating trips. I also conform to the watering of lawn standards imposed on the housing areas at Fort Bragg.



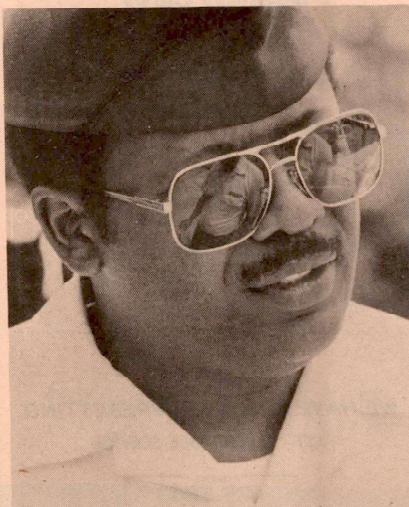
MSgt. Bill Killian
Special Activities Division
I'm not buying as many luxury items. I've cut down on my driving trips and started consolidating them. I stay at home more often, rather than go to a movie.



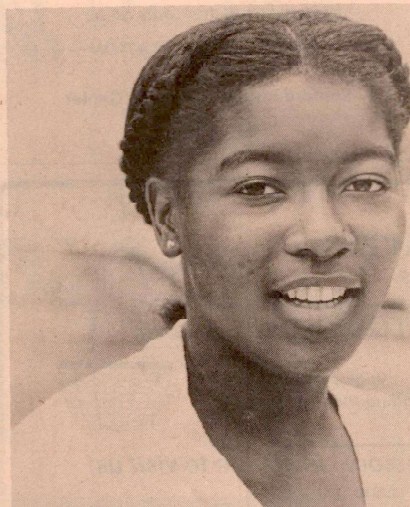
SMSgt. Daniel Hignight
3MAPS
I drive less. I've turned my air-conditioner to a lower degree. Also instead of charging items and paying a high interest rate, I pay only cash.



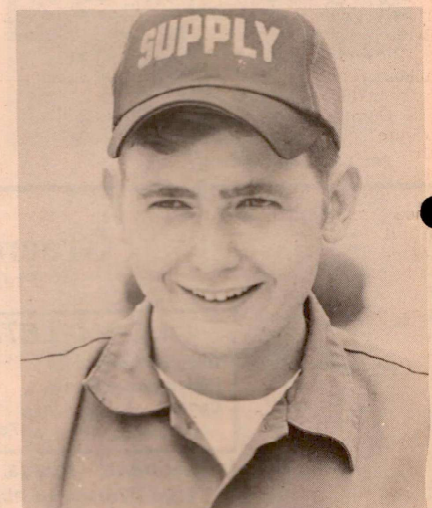
Lt. Col. Don Lindbo
41st TAS
I'm keeping my thermostat at 78 degrees and I cut down on unnecessary driving.



TSgt. Sylvester White
Headquarters Squadron
I've been setting my thermostat at 80 degrees instead of 78 degrees.



Freida Pulliam
dependent
I don't run my air-conditioner as much as I used to.



A1C. James Price
Supply Squadron
I haven't been doing too well. I own two cars, but I have been walking a lot.

Berlin Airlift saves city from Russians

By David F. Barr
Military Airlift Command
Public Affairs Division

In the summer of 1948, for two weeks, the Russians had openly shown their desire to claim all of Berlin. They did not want to share the city with the United States, Great Britain, and France, the other three major powers occupying Germany the three years since World War II had ended.

The Allies had drastically drawn down their military forces. Russia apparently felt the Allies' desire to resist had been drawn down with those forces.

Russian soldiers routinely harassed people traveling by train between the western and eastern zones as well as truck traffic on the highways leading to and from the city.

Finally, on June 15, the Communists made their move. They closed the autobahn "for repairs." Three days later movement was stopped between the city's east and west sectors; three days after that all barge traffic into the city was halted. Only three 20-mile wide air corridors remained open and the Russians felt the Allies had an insufficient air cargo force. To the Russians, Berlin was sealed.

The Russians readied for the last step—they stopped sending food to the western sector. Slow death seemed to lie ahead for the more than two million citizens of Berlin.

The Allied forces had been reduced over the previous two years, and air cargo aircraft consisted of scattered C-47 air transports. However, the Russians hadn't counted on the Allies' military leadership and the determination of the men still in Europe, as well as those at home.

Gen. Lucius D. Clay, then American commander in Europe, telephoned Maj. Gen. Curtis LeMay, who commanded all air forces in Europe. General Clay asked if those air forces could haul coal. Coal was Berlin's most pressing need. It was needed for heat, light, power, and even to eliminate sewage.

General LeMay, who had helped set up the Strategic Air Command and later became its first commander in chief, answered in the manner for which he became famous, "General, we can haul anything!"

On June 26, two days after Berlin was isolated from the free world by land and water, an American C-47 loaded with food, milk and medicine flew into the city. Before the day ended, 32 such flights brought 80 tons of supplies from Wiesbaden AB, near Frankfurt, into Berlin. The Berlin Airlift had begun.

In America, support for the airlift came from all U.S. military forces. President Harry S. Truman's reaction was, "We're in Berlin to stay!" Supplies were gathered from all branches of the military. The Navy's chief of operations declared that the Berlin Airlift was to have "the highest priority."

The Air Force, which had been a separate U.S. military service less than a year, began realigning for something which had never been done before. The Germans' name for it would be the "air bridge" or Luftbrücke. Britain would call it Operation Plainfare, and America came to know it as Operation Vittles—the Berlin Airlift.

Although General LeMay had proven his brilliance through strategic bombing during World War II, he needed a cargo-hauling expert to run the airlift. He chose Maj. Gen. William H. Tunner to command the 1st Airlift Task Force. General Tunner, just a few years before, had formed the Ferrying Command and had led the transport flights over the Himalayan Mountains—the Hump—from China to India. General LeMay said of General Tunner's appointment, "It was rather like appointing John Ringling to get the circus on the road."

Although the first day of the airlift saw the C-47s fly 80 tons of materials to Berlin, Berliners needed much more than that to survive. The next day cargo to Berlin jumped to 295 tons—not enough. There were 384 tons the next day—still not enough. Bigger planes and more of them were needed and were on the way.

On June 30, the C-54 transports, which became the workhorses of the Berlin airlift, arrived in Europe from Westover AFB, Mass., and immedi-

ately went to work. Tonnage increased day by day: 514 tons, 675 tons, 819 tons.

Just 28 days after the first flight, American, French and British efforts were flying 3,028 tons of food, clothing, coal, medicine and other materials into the city each day.

Despite more than 733 incidents of harassment by the Russians over the next 320 days, the aircraft and fliers relentlessly flew to the city's aid. Russians tried to block the flights by many means, such as buzzing the lumbering planes, firing ammunition near them, shining floodlights in the pilots' eyes as they tried to take off at night, and even raising barrage balloons as tightly against the flying lanes as they could.

Men, as well as flying machines, were tasked to the utmost. MSGT. Rufus W. Oldham and his tiny ground control approach crew, on April 6, 1949, landed 102 aircraft between 5:30 p.m. and midnight—one every four minutes without a break.

Capt. Ray Towne clarified the excessive traffic during a briefing. "On our biggest day so far, we made 1,398 landings at the three airports (Tegel, in the French Zone; Gatow, in the British Zone; and Tempelhof). Those same planes had 1,398 takeoffs for a total of 2,796 aircraft movements in the same day. With but 1,440 minutes in a single day, the 2,796 movements meant a plane was either landing or taking off every 30 seconds—day and night." With the three airports all within 10 miles of each other, Berlin's skies were crowded.

By Oct. 1, the C-54s had replaced all C-47s. Each of the planes, which had three crews assigned to fly them, flew 200 hours and then went to the American base at Burtonwood, England, for maintenance. When they reached a thousand hours of flying, they were taken back to the United States for a complete overhaul at one of several bases in California and Texas. Then they returned to the airlift.

Even though the Russians threw in the towel on May 12, the airlift continued through Sept. 30, 1949. By that time, the planes had brought almost 2.5 million tons of materials into Berlin on 277,569 humanitarian flights.

The airlift—Operation Vittles—was not without a price. On a monument at the entrance of Tempelhof Airport are listed the names of 75 men killed saving the lives of more than two million. Thirty-one of the names are American, 39 are British and five are German.



Loading milk for Berlin babies



Unloading everything from engines to food items.

(U.S. Air Force photo)

Auto Hobby Shop has lots to offer

By Sgt. Larry Nordquest
317th TAW, Public Affairs Division

Stop! Before you take your car to that downtown garage, you might want to think about taking it to the base Auto Hobby Shop. The shop is located in Building 390 behind the Hercules Inn and has two qualified mechanics that can help you to fix a flat tire or rebuild an engine.

If they're not there, other workers can give you expert advice by helping you find the answer to your problem in one of their automotive car repair manuals dating back to 1964.

"We also have a complete selection of standard size tools and some metric size tools," said SSgt. Monty Fountain, NCOIC of the Morale, Welfare and Recreation Auto Hobby Shop.

"Reservations aren't required. Everything is used on a first-come, first-serve basis.

"We can supply you with car differential gear lube or gear grease. We even do valve grinding, turn brake drums and brake rotors for free," he said.

"You can do minor or major repair work, except body work, in one of our six stalls. Each stall has a set of tools that are free to use. Stalls cost 60 cents an hour, except the stalls with lifts. They are 60 cents per half hour. Two stalls have hydraulic lifts and one is used strictly for wheel alignments.

"We expect to see the shop expand to include a body shop during the next fiscal year," Fountain said. "Right now we don't have the facilities for people to do body work.

"Everything else can be done right here. We also have a fenced area where people can store their cars. People can let their car stay there for 30 days and maybe longer if space is available. Some cars have been there for a year," he explained.

"All together, 14 people can work on different car repairs in the facility," he said.

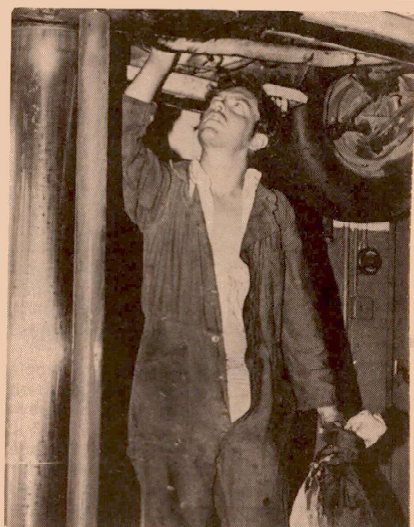
"Another facility we have is the welding shop. Here people can use equipment for arc welding and gas welding.

"If you forget to bring a bucket and a hose to our car wash, we can provide you one for as little as 35 cents. If you bring your own, you can use the wash rack for free.

"Air conditioners can also be repaired in the shop. We have equipment for people to do minor maintenance on air-conditioners," Fountain said.

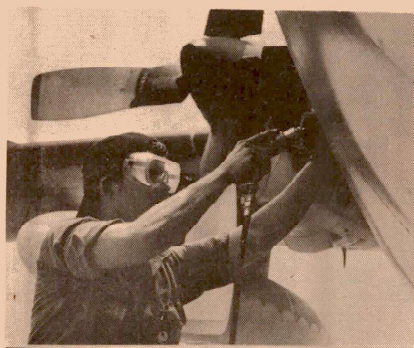
"Additionally, within the month, we are expecting to receive \$2,000 worth of motorcycle repair equipment."

If you need to change a headlight or rebuild an engine, the Auto Hobby Shop has a lot to offer. Taking advantage of this facility can save valuable dollars on expensive repairs.



Working on a faulty transmission is SSgt. Gayle Tiensvold of the Field Maintenance Squadron. Tiensvold is taking advantage of saving valuable dollars by using the equipment at the base Auto Hobby Shop. (USAF photo by Sally Pender).

C-130 missions put strain on aircraft structure



Beginning to drill holes in a replaced piece of sheet metal is SrA. John Seltz of the Field Maintenance Squadron structural repair shop. Seltz drilled the holes so he could rivet the metal in place on the C-130. (USAF photo by Sally Pender).

Did you know that 90 to 95 percent of the C-130 structure is made of sheet metal?

According to MSgt. Albert Pennington, NCOIC, Structural Repair of the Field Maintenance Squadron, "less than 10 percent of the aircraft assigned here and transient aircraft that land here need some kind of structural work before flight and between 30 to 40 percent of the aircraft need work after flight."

"These percentages may not seem high, but to us they are," Sergeant Pennington said. "It has caused our people to work longer hours and some of the aircraft repairmen have even gone without lunch or breaks. Even though our shop is fully manned our people have to work longer to meet scheduling requirements."

"Landings, take-offs, drop zone missions all put a strain on the structural metal. The vibration and flexibility of the metal causes metal fatigue to the wings, wing flaps, control surfaces, fuselage, doors and access panels," he explained.

When a plane lands here, the crew chief

checks it to see if any structural damage is done. "A big part of that damage is found in the engine cowl and cover," he said.

"Most jobs here require two people. One person stays inside the plane while another is outside attaching and riveting the metal in place. It takes nearly two and one half days or 100 to 150 man-hours for work of this type to complete a job."

"Also most of our work is precision work," said Sergeant Pennington. "The repairs have to be precise or it could result in further damage to the aircraft. It could also result in loss of an aircraft or greater still a loss of lives."

"Our job is very dangerous too. Workers are required to wear protective goggles, safety shoes, and hearing protection whenever they are working on metal or using machinery," he said.

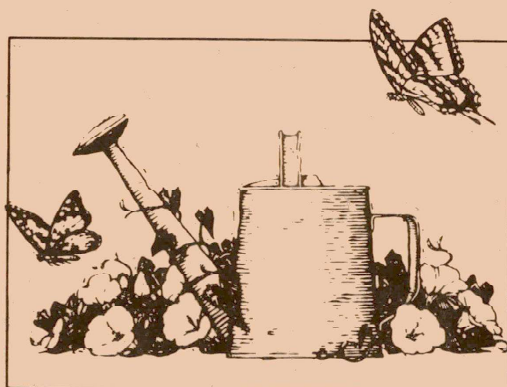
Sergeant Pennington concluded, "what looks like a simple job may turn out to take many hours to do."

British visitors



Col. Robert B. Patterson (right), 317th Tactical Airlift Wing and U.S. Air Force Airlift Center commander, greets Adm. Sir Terrance Lewin (front left), admiral of the British fleet, on the Pope ramp. In the background, Lt. Gen. Thomas Tackaberry (in fatigues) 18th Airborne Corps and Fort Bragg post commander, greets British Air Marshall Sir Roy Austen-Smith (with notebook).

The gentlemen visited Pope and Fort Bragg June 20 at the invitation of Gen. David C. Jones, chairman of the Joint Chiefs of Staff. (U.S. Air Force photo by SSgt. Dave Skeen)



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Pope's varsity team

Falcons win interservice tournament

By Jerry France
Falcons coach

The Pope Falcons men's varsity softball team won three games and the first Annual Carolina Military Sports Conference Championship Tournament last weekend at Seymour Johnson AFB.

Pope defeated Seymour Johnson in the first game of the double elimination tournament 12-8. Jerry Foster doubled in the first inning while Wayne Sears followed with a single. Then, Don Neilsan batted out a triple to bring in the first two runs for the Pope team. The host team came back with one run.

The next four innings were like a see-saw. The ice didn't break until the fifth inning. Mark Spencer and Neilsan doubled while Dave Wyman and Sears each singled to bring the Falcons closer to victory. John Lewis hit a double and Ike Ison

followed with a single. By the end of the inning the Falcons were ahead 12-6.

The Seymour Johnson team managed to score two more runs before the Pope team won their first game of the tournament.

Pope then outscored Shaw AFB, S.C., in the semi-final round 7-3. Shaw stranded nine runners in the first four innings while Pope catcher Sears blocked the plate three times to keep other Shaw players from scoring.

The Falcons then proceeded to the championship game.

Finals

Pope faced Shaw again in the championship game.

The Falcons trailed 7-3 going into the seventh inning when Spencer sparked a Falcon rally with a single and Wyman followed with a single

advancing Spencer to third. Larry Barbour then slashed a single to left field and Foster drove a line drive to left. Sears slashed another single to center field and Neilsan doubled to right. Bill Brown singled to keep the bases loaded and Ron Perkins slammed a grand slam over the center fielder's head.

The Falcons tallied eight runs in the inning then held Shaw scoreless in the bottom half to win the game 11-7.

Trophy Presentation

Bob Drake, Pope's athletic director, presented plaques and the first place team trophy. Drake was instrumental in starting the varsity league.

Drake commented, "This is a step in the right direction (an interservice conference) and hopefully the conference can get the Army's participation next year. Perhaps starting with basketball."

Pope's varsity team takes first place in AA Division

The Pope Falcons claimed their fifth straight victory upsetting the Fort Bragg Dragons 11-7 June 10 to take first place in the Fayetteville City AA League.

The Falcons now hold a 13-2 record and have pushed the Dragons out of the top seat by a game.

In June 17 action, the Falcons faced a determined Valley Auto team. The Falcons led the game 4-3 in the fifth after trailing 3-0 in the first inning. They managed to hold Valley Auto for the remaining two innings at 7-3.

The Pope team faced Valley Auto again two days later. The Falcons leaped ahead in the first

three innings 10-3.

In the fifth inning, the Fayetteville team scored seven unanswered runs to even the score. Each team scored twice in the remaining two innings, tying the score again at 12-12 at the end of regular play.

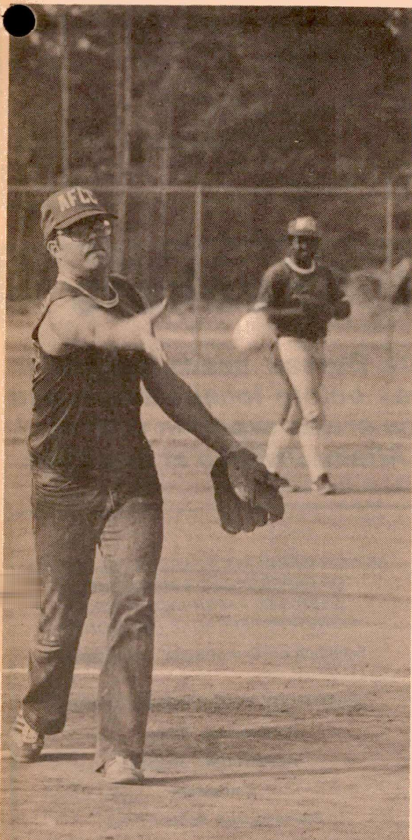
The Falcons crossed the plate twice in the eighth and held a 14-12 lead going into the bottom of the inning. In their half-inning, Valley Auto came back to answer Pope's two runs to once again even the score.

However, victory was soon in sight for the Falcons as Mark Spencer opened the ninth with a

sharp hit to the Valley Auto first baseman. He bobbled the ball allowing Spencer to arrive safely at first.

Ike Ison then doubled down the middle to put runners on second and third. The next Falcon batter walked to load the bases. Next, Larry Barbour hit a sacrifice fly scoring Spencer from third. Then "Mr. Clutch", Jerry Foster, singled to right field to drive in the final run.

The next Falcon game is scheduled for Tuesday against United Realty on B field at the Lamon Street Park in Fayetteville. The game starts at 9 p.m.



Communications squadron pitcher Edward Stephan tosses one to a waiting batter as Edward Travis prepares to field any potential hit that might come his way. The intramural softball season is quickly coming to a close with the championship tournament scheduled for July 7. (U.S. Air Force photo)

Boxscores

CONTINENTAL DIVISION June 17

3MAPS-2 17, SUP-2 12
Hq-2 9, DET-1 5
SVS 11, Hq-4 5
OMS-1 13, COMM 3

June 19

SUP-2 12, Hq-2 1
Hq-4 11, DET-1 8
OMS-1 19, 3MAPS-2 9
COMM 22, SVS 11

June 20

COMM 10, DET-1 9
SUP-2 2, OMS-1 1
Hq-2 7, Hq-4 1
3MAPS-2 12, SVS 11

NATIONAL DIVISION June 23

41TAS 15, FMS-1 13
SPS 14, 3MAPS-1 9
39TAS 25, 1AES 14
Hq-1 11, DYA 5

AMERICAN DIVISION June 23

Hq-3 16, SUP-1 11
FMS-2 11, OMS-2 3
TRANS 22, Clinic 11
AMS 30, CES 22

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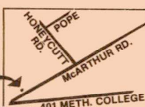


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T-Ball awards held at Pope Park

By 2nd Lt. David Cortez
T-Ball commissioner

The Pope AFB picnic area, Pope Park, was the site of the 1980 T-Ball award ceremony held this past Saturday at 1 p.m.

Coaches, players, umpires and families of all six teams attended the covered dish affair which featured the 'All American hot dog' as the main entree.

Commissioner and coach of the Longhorns, David Cortez, emceed the awards program.

Players were presented sportsmanship trophies donated by the Pope Booster Club. Additionally, Bill Haughey, Pirates team coach; Jackie Rector, Giants team coach; Bill Ward, Redlegs team coach; Lee Hoffmaster, Mets team coach and Dee Filpi, Yankees team coach received trophies.

Assistant coaches and team mother awards were presented to Sandy Geier, Mimi Burton, Margie Burlock, Bob Moore, Vince Filpi, Rich and Jan Cervetti, Mary DeCastro, Linda Tarranto, Wanda Ward, Curtis Tilphman, Greg and Mary Lou Krewson and Sandy Cortez.

Umpires awards went to Sean Sullivan, Tino Jones, Mark Blanchard and Simon Huffman.

All umpires were students from Westover Junior High School who volunteered their time to help the Pope youth sports program.

Pope's sport short happenings

Intramural Tournament

The Intramural Slow-pitch Softball League Championship Tournament will be held approximately July 7 according to Base Gymnasium officials. The top two teams in each division will play a double elimination tournament on fields 2 and 3. First and second place winners will receive individual trophies.

Womens exercise class

The Base Gymnasium director has reserved space each Tuesday for women to hold an exercise class. The class is held from 9 to 11 a.m., and a woman instructor is available to conduct the class. For more information, call Ext. 2892.

Coaches meeting

A coaches meeting for the Intramural Fast-pitch Softball League season is scheduled at the Base Gymnasium July 7. The meeting will start at 9 a.m.

Indorsement letters

All players who want to enter the Intramural Fast-pitch Softball League must submit their indorsement letter to the Base Gymnasium by June 30.

Pre-season softball

Pre-season fast-pitch softball will start July 15 at 5:30 p.m., on fields 2 and 3. For more information, call Ext. 2892.

Snack bar open during games

Building 404 is a Bowling Center snack bar according to Bowling Center officials. The snack bar offers food and soft drinks for people attending softball games.

Open bowling

The Bowling Center offers open bowling Monday through Friday from 8 a.m. to 6 p.m., for 50 cents a game. Games played after that time are 60 cents.

Intramural fast-pitch

Regular Intramural Fast-pitch Softball will start approximately July 21 according to Base Gymnasium officials. For exact date and times, call Ext. 2892.

No-tap bowling

Each Saturday night the Bowling Center has open no-tap bowling. Fee is \$3 per entree. Other open tournaments are also played after no-tap.

Pro shop reduces prices

The Bowling Center pro shop is expecting to receive a new selection of bowling balls, shoes and bags. Bowling balls and shoes already in stock are on sale at reduced prices.

EPA proposes pollution permit for Pope

The U.S. Environmental Protection Agency proposes to issue a National Pollutant Discharge Elimination System (NPDES) permit to Pope AFB.

The proposed permit contains limitations on the amounts of pollutants allowed to be discharged into the Little River from Pope. It was drafted in accordance with the provisions of the Clean Water Act (33 U.S.C. Section 1251 et seq.) and other lawful standards and regulations. The pollutant limitations and other permit conditions are tentative and open to comment from the public.

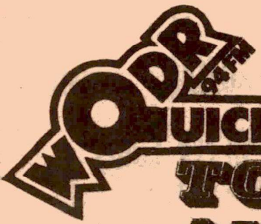
Persons wishing to comment upon or object to permit issuance or to the proposed permit

limitations and conditions are invited to submit same in writing within thirty days of the day of this notice to the Enforcement Division, U.S. Environmental Protection Agency, 345 Courtland St., Atlanta, Georgia 30308, ATTN: Earline Hanson. The application number and/or NPDES number should be included in the first page comments.

All comments received within the 30-day period will be considered in formulation of final determinations regarding the permit. If a significant degree of public interest in the proposed permit issuance is evident, the EPA regional administrator will hold a public hearing.

Emergency Numbers

Ambulance: Pope Clinic	394-2232
Security Police:	394-2111
Fire Department:	394-2117
Cape Fear Hospital:	
Posion Control	323-6222
Duke Medical Center:	1-684-8111



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|----------------------------------|-------------------------------|
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| 2. BOZ SCAGGS — Middle Man | 12. STANLEY CLARKE — |
| 3. BOB SEGER — Against the Wind | Rock, Pebbles and Sand |
| 4. ERIC CLAPTON — Just One Night | 13. LINDA RONSTADT — Mad Love |
| 5. PETE TOWNSHEND — | 14. CAROLE KING — Pearls |
| Empty Glass | 15. ELTON JOHN — 21 at 33 |
| 6. JOAN ARMATRADING — | 16. GRATEFUL DEAD — |
| Me, Myself, I | Go to Heaven |
| 7. GLASS MOON — Glass Moon | 17. TOM PETTY — |
| 8. CHRISTOPHER CROSS — | Damn the Torpedoes |
| Christopher Cross | 18. THE PRETENDERS — |
| 9. ARROGANCE — Suddenly | The Pretenders |
| 10. PAUL McCARTNEY — | 19. PAT TRAVERS BAND — |
| McCartney II | Crash and Burn |
| | 20. GENESIS — Duke |

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DEADLINE WEDNESDAY NOON

Automotive

79 Toyota Supra 5 sp, sun roof, AC, AM/FM Cassette Deck, Cruise Control, Power Windows, 30 mpg, exc. cond. Bought in November. Must Sell, asking \$8,000 Phone: 497-5727

1974 PLYMOUTH VAN. 18 mpg. Black with gold stripe. Fully Customized. New Paint. PS/AC/AM-FM Cassette/Sun Visor. \$3500. Call 483-4210

1975 Ford Ranchero - 18 mpg Red w/black vinyl top, AT, PS, AC, Cruise, AM/FM cassette, Shelby Mags, Good rubber, Price \$2500. 394-4123 after 6:00 p.m.

Alfa-Romero, '78 2000 Spider Veloce, Conv., 5 speed, 9000 miles, 30 mpg, a/c, am/fm stereo/tape radio, ex. cond. \$12,000. 295-2927, Pinehurst, N.C.

HARD TOP FOR MGB. Like new. Ready for your matching paint. Only \$200.00 Call Hercules Herald at 483-4210.

1976 VEGA/GT, 5-speed, AM/FM Stereo, 34,000 Miles, Engine Warranty 'til Sept. 1981, 35 MPG Hiway. Car like new, call Jack, Pope AFB, Ext. 4186. \$2,000.00

Save Gas!

1976 Toyota Liftback, Floor shift, air conditioned, Excellent condition. \$2,800. Call: 497-0307

CAR FOR SALE

1979 Caprice Classic Full PWR 20 MPG, SSgt Crenshaw, Rm 326 VAQ Pope AFB Must Sell \$5,775

CAR FOR SALE:

1973 Chrysler 4 door 400, AM/FM Radio, PS, PB, A/C, Cruise control. Will sell \$900.00. Call after 5 p.m., 425-0235.

Furniture & Upholstry

FOR SALE: Kenmore Sewing Machine and Maple Cabinet. Machine features flatbed; straight, zig-zag and overcast stitches. Ideal for beginning seamstress. \$75 complete. Call 822-1009

CHROME FRAME—SMOKED GLASS Coffee Table with two matching end tables. \$75.00 Call 424-1887. After 6:00 p.m.—Mon. thru Fri.

TWO KENWOOD KL 777-D Speakers 100 Watt input. \$100. Call 394-2834-Work. 497-6970 Home.

FOR SALE: Brand new Bang & Olufsen Beogram 2402 Stereo Turntable. \$325.00. Contact Jim, Duty Phone: 394-2581, Home Phone: 497-4389.

Jewelers

MERLITE JEWELRY for sale. Lifetime guaranteed and very beautiful, from 6.00 dollars and up. All required is small deposit and then rest when merchandise arrives. If interested call Linda at 436-4330, anytime.

Get FREE GIFTS from jewelry showing or earn good MONEY as a jewelry consultant. Training free. Call Cathy 323-0587.

Recreational

GOOD SKI BOAT FOR SALE. Needs work. 16' Glasspar V Hull. Boat and trailer \$500.00 Call 488-6661.

For Sale: 10 GA SIDE BY SIDE DBL RICHLAND SHOTGUN—Never been fired. Great duck, goose or deer gun. \$325.00 Call 488-1366. After 6 p.m.

For Sale: MATCHED IFGA 30LB CLASS TROLLING RODS. Alum. Butt Aftcc Hdwr., never been used, top quality. Call 483-6340.

WHITETAIL HUNTER COMPOUND. Fully equipped bowsight quiver, camouflage. \$90.00. 484-1737 after 5

Boat for Sale: 1976 Marquie, 20 feet, V Hull, Twin 60 Hp Chrysler Outboards. Safety Equipment. Many Extras. \$4,300. Call 497-2482.

Lost & Found

Lost FRIENDSHIP BRACELET - War-wich Street Sports Field, Pope AFB. Strands of gold, silver, brass-colored metal intertwined with animal head at ends. Sentimental Value. REWARD OFFERED. Call 497-6781.

Help Wanted

Two positions open with the Hercules Herald Staff in Advertising Sales. High Commissions, Full or Part time. New accounts and service existing accounts.

Call Hercules Herald
483-4210

Personals

WANTED: Identity of the driver of a late model El Camino or Ranchero, Silver grey with black stripe, pulling homemade black trailer.

Hit and run at teh Cliffdale Road Landfill on Sunday May 25th. Totalled the driver's door of a 1976 white Vega and put put hands on a three year old child's mouth to keep her from telling.

The car can be repaired, can the child's mind?

Contact Mrs. Hogan, 483-6340, 9 - 5 weekdays, 867-6542 after 6:00 pm and on weekends.

Misc For Sale

HEAVY DUTY TRAILER HITCH for sale. Fits Dodge, Plymouth, or Chrysler Van. Call 484-1737 after 5 p.m.

Motorcycles

1979 Honda CM 400T

\$1400

1978 Honda 750

\$1800

Low Mileage, excellent condition
488-3335

HOUSE FOR SALE - 4 Bedrooms, 2 Baths, Central A/C & Heating. 2 miles from Pope AFB
Equity and Assume 7% Loan, or \$38,500
Call 497-2100

HOUSE FOR SALE - Beautiful 3 Bedroom, energy efficient home: 2½ bath, eat-in kitchen, family room with fireplace, livingroom, dining room, 2 car garage, heat-pump, central air, storm windows,

HOW warranty. Equity & assume \$570 monthly payment or new VA. Call 864-4139

FOR SALE: Randall R300 bass guitar amplifier with 2 RB115W speaker cabinets with Fender Jazz bass guitar and case. All excellent condition. Call 488-7260 anytime.

SEWING MACHINE REPAIRS All makes and models. Parts & Button holers in stock. Scissors sharpened while you wait. Exchange Sewing Machine Service. Bldg. 8-T-2105 Knox Street 436-4500

SPLIT OAK OR PINE FIRE WOOD delivered to your place. Running Cord Oak—\$45/Pine—\$35. Call 484-1737 after six

1971 STARCRAFT TRAVEL TRAILER: 15 feet, Sleeps 6, 3-burner Stove, 2 spare tires. EXITING FORCES SALE -- \$900.00 Call 497-4643 after 5:00 p.m.

Anderson Creek Homes Subdivision large 100 x 200 Wooded Lots. For Mobile Home or Build Your Own Home. Paved Streets -- Bank Financing Just 10 miles from Pope AFB Telephone on Fayetteville exchange. Call 497-3075 for appointments.

AKC Registered German Shepherd puppies. Sable, black and tan. Exceptional pedigree. Call after 5 PM. 864-0577.

Restaurants & Motels

CAPTAIN'S COVE All U Can Eat SEAFOOD HOUSE Wed., Thur., Fri., & Sat., Hours 5-10 - Banquet Facilities, Party Room Hwy 210N Spring Lake, 497-4704



What is happening around Pope AFB!

ITT offers tour

The Information, Tour and Travel Center on Fort Bragg is offering a tour to the 1980 jazz festival in Hampton, VA., tomorrow and Sunday. For bus fees, starting time and information, call 396-8670.

Skating rink closes

The Fort Bragg Ice Skating Rink will close temporarily for annual maintenance and repair. The rink will close July 15 and re-open August 31.

NCO Club hosts bands

The Southern Stars, a top-40 band, will play at the NCO Club today and tomorrow from 9 p.m. to 1 a.m.

Jumpin Sunny will play Sunday at the Membership appreciation buffet dinner. The dinner starts at 1 p.m., and is free to club member and guest.

Youth Center holds dance

There will be a disco skate tonight at the Youth Center for pre-teens and junior teens. The skate will be from 6 to 9. For more information, call Ext. 4512.

Red Cross offers courses

The Red Cross offers adult beginner swimming and advanced lifesaving classes each Monday, Wednesday, and Friday. The swimming classes

are held from 8:45 to 9:45 a.m., and the lifesaving classes from 6:30 to 8:30 p.m. The classes will run from July 7 through 18.

A cardiopulmonary resuscitation course will be held Monday, Tuesday and Thursday from 6 to 9 p.m.

The courses are held at the Red Cross office, Building 1-1139, located on Macomb Street at Fort Bragg.

For reservations or information on the free courses, call 396-1231 or 396-1234.

Fort Bragg street renamed

"A" Street, located in the Smoke Bomb Hill area, has been redesignated Son Tay Road. It was renamed after the Son Tay Raiders.

USO schedules movies

"Gordons War" will play at the USO tomorrow and Sunday at 7 p.m. The movie is free to military, their dependents and guests. The USO is located at 333 Ray Avenue.

Day camp planned

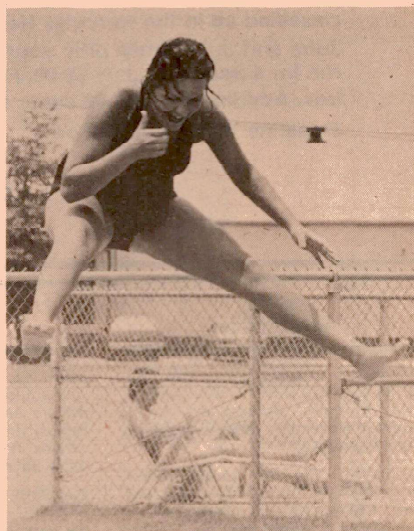
A Summer Art Day Camp is planned by the Fayetteville Museum of Art and the Fayetteville Recreation and Parks Department from July 7-August 15. For more information, call 484-5174 or 485-1395.

Spring Lake holds program

The Spring Lake Library will hold a smorgasbord program July 10 at 10 a.m. The program will feature stories, games and a Johnny Appleseed film.

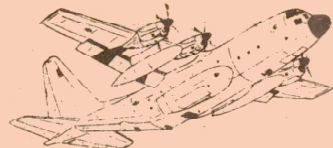
Fort Bragg Playhouse presents show

"The Star-Spangled Girl" will play at the Fort Bragg Playhouse tonight at 8:15. The playhouse, located on Knox Street, Fort Bragg, sells tickets for \$10 for the season or \$4 for individual plays. For more information, call the box office at 396-7555 or 396-6723.



Vicky Burchfield jumps into the Recreational Swimming Pool, adjacent from the Recreation Center, Friday to cool off from the hot sun rays. (USAF photo by Sally Pender).

"Pope Scene"



With A1C. Dick Porterfield
Sunday mornings at 10 on
WFBS AM Radio "1450"
Spring Lake,
Sunday mornings at 7 on
WFJA FM Radio "105.5"
Sanford, N.C.

Featuring news and information
from Pope AFB

Jeep Clearance Sale



Jeep Cherokee

Renault
Le Car.



ALL THIS:

- Room for 4 plus gear
- Uncommon ride and handling
- Surprising performance
- Great mileage

• A great price
\$4852

40 highway estimate 30 estimated mpg

1980 EPA estimates. Remember: Compare these estimates to estimated mpg for other cars. Your mileage may vary due to speed, trip length or weather. Your highway mileage will probably be lower.

PLUS FRONT-WHEEL-DRIVE

Imported by American Motors

Dealer No. 1877

The Sports Car People

115 W. RUSSELL ST.

DOWNTOWN

PHONE 483-3121

Open: 8-8 Mon.-Fri.
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MG • AMC • TRIUMPH • JEEP • VOLVO • RENAULT

YARBOROUGH
FAYETTEVILLE

1980 Spirit Clearance Sale



American Motors

1980 AMC Spirit 2-Dr. Liftback

Navy blue, with light blue interior, 4-cyl. engine, 4-spd. transmission, P195/75H14 white-wall glass belted radials, AM pushbutton radio, protection group. Stock 430-125.

SALE PRICE
\$4,790

1980 AMC Spirit DL 2-Dr. Liftback

Russell metallic with tan interior, 6 cyl. air condition, power front disc brakes, power steering, automatic, AM/FM stereo radio. Stock 435-120.

SALE PRICE
5,990

YES WE WILL TRADE AT THESE PRICES!

All the 1980 AMC vehicles include ZIEBART Factory Rust Protection, the exclusive AMC Buyer Protection Plan and full five year No Rust Thru Warranty. Ziebart is a registered trademark of Ziebart International Corporation.

PRICES INCLUDE N.C. SALES TAX & DEALER PREP.

1980 AMC Spirit DL 2-Dr. Liftback

Light blue, w/dark blue interior, 258-6 cyl. automatic, air condition, power steering & power front disc brakes, AM/FM stereo radio, wire wheel covers, stock 435-119.

SALE PRICE
\$5,990

1980 AMC Spirit 2-Dr. Liftback

Silver metallic with blue interior, 4 cyl. engine, automatic, D78x14B whitewall tires, power steering, AM/FM stereo radio, stock 430-144.

SALE PRICE
\$5,510

DEMO!

1979 AMC Spirit DL 2-Dr. Liftback

Silver metallic w/burgundy interior, 258-6 cyl. automatic, P195x14 whitewall steel belted radials, power lockback release, gauge pkg, air condition, power steering, power front disc brakes, AM/FM stereo, radio, center console with arm, rest, protection group, 18,000 miles Stock 437-085.

SALE PRICE
\$5,390