

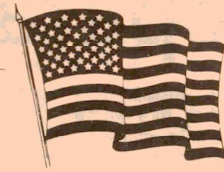
HERCULES HERALD

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 Cumberland Publishing Company, Hope Mills, N.C., a private firm, in no way connected with the Department of the Air Force. Opinions expressed by publishers and writers herein are their own and are not to be considered an official expression by the Department of the Air Force. The appearance of advertisements, including supplements and inserts, in this publication does not constitute an endorsement by the Department of the Air Force of products or services advertised.

Volume 2—Issue 5

Serving Spring Lake and Fayetteville, N.C.

November 28, 1980



Day 391



**\$1.40
OVER
GOAL**

Wing tightens belt to beat CFC goal

The 1980 Combined Federal Campaign goal, eluding Pope contributors until the final countdown, finally conceded to philanthropists here by \$1.40.

"The last contribution that came in was for \$24 and that put us over the goal," said 2Lt. Terry Stephens, assistant base project officer. "The official end date for the campaign was Nov. 14 but contributions normally filter in after the official close date and the last contribution was counted Friday," he said. "It put us over the top."

The wing's goal for the campaign was \$58,401.44. It collected \$58,402.84. Sixty-four per cent of Pope's assigned military and civilian contributed to the campaign. The average contribution was \$22.61.

A breakdown of giving totals by squadron or unit follows: Security Police Squadron - \$1,978, Combat

Support Group - \$3,450, Field Maintenance Squadron - \$6,973, Supply Squadron - \$2,953.50, Transportation Squadron - \$1,918.55, Avionics Maintenance Squadron - \$2,565, Civil Engineering Squadron - \$2,497.50, Organizational Maintenance Squadron - \$4,015, 317th Tactical Airlift Wing - \$9,144.64, Services Squadron - \$223, 3rd Mobil Aerial Port Squadron - \$2,287.50, USAF Clinic - \$2,374, 39th Tactical Airlift Squadron - \$3,311, 40th TAS - \$3,585.50, 41st TAS - \$3,325, 1st Aeromedical Evacuation Squadron - \$1,262.50, Detachment 21, 15th Weather Squadron - \$631, Det. 12, 1600 Management Engineering Squadron - \$385, 1943 Communications Squadron - \$1,474.15, Det. 215, 3751 Field Training Squadron - \$280, Det. 1, 507 Tactical Air Wing - \$720, USAF Airlift Center - \$2,247 and Det. 3, 5th Weather Squadron - \$802.

No significant impact

Route effect on area studied

The 317 Tactical Airlift Wing here has completed analysis of the environmental impacts of its low level training flights conducted at 300 feet above ground level.

Low altitude training flights are designed to avoid population centers, air traffic, and environmentally sensitive areas. The unit worked with ap-

propriate agencies to keep environmental impact to a minimum.

The result of the environmental analysis was the preparation of a Finding of No Significant Impact. Individuals wishing to see this document should contact Mr. John Forrest, Environmental Planner at Pope AFB, Ext. 2681.

Base implements waste plan

By John Forrest
Base Environmental Planner

On Nov. 19, Pope AFB implemented the first phase of the Environmental Protection Agency hazardous waste regulations which come out of the Resource Conservation and Recovery Act. The regulations apply to industries and organizations, as well as military bases all across the country.

The Resource Conservation and Recovery Act was enacted to enable the country to control the millions of pounds of hazardous wastes which are being released to the environment each year. This act directed the EPA to set up a system to control hazardous wastes from the moment they are actually produced until they are disposed of or treated.

Pope is taking a number of steps to

comply with the new regulations. In June all base agencies completed a survey to identify any hazardous wastes they generate and/or store on base. Col. Tom Boe, Base Commander, then sent in a "notification" to the EPA that the base is a producer of hazardous waste.

The Base Civil Engineer prepared applications for permits for five facilities which store or process waste, including the Civil Engineer Waste Oil Area, the fire training area (which treats waste JP-4 by burning it) and three sinks around the base in which acids and battery electrolytes are neutralized.

The Waste Oil Area has been improved by the Civil Engineering Operations and Maintenance Branch,

so that a fence, pallet, fill boxes or concrete pad, and oil-water separator are now installed.

The managers of these five facilities are now preparing to meet new training, inspection and operation requirements. These requirements will remain in effect until tougher ones specified in the final permit come into play.

Other organizations which produce hazardous wastes are also gearing up for the start of the regulations. In one case, used paint cans used to be placed in a dumpster and taken to the Fort Bragg Sanitary Landfill. They may or may not continue to be handled in that way because they are not defined as "hazardous waste". Also, hazardous wastes which base organizations pour

into the sanitary sewer system may or may not continue to be treated. The Civil Engineer needs to make periodic reports on each of these to the EPA and Fort Bragg.

Other changes in procedures may take place when EPA produces its "Phase two" rules on oil and recycling, but the actions described above are all that can be determined now.

The new rules will indeed lead us to pay careful attention to parts of our operation that often got only casual attention in the past. This will mean more work for quite a few people. But the benefits the country will get from not releasing the hazardous wastes to the environment will more than outweigh the extra work involved.

HAVE A SAFE HOLIDAY!

Preparation: key to ORI

By Col. Robert B. Patterson
317th Tactical Airlift Wing Commander

An operational readiness inspection is coming. We may not know its exact date of arrival, but everyone can rest assured it is coming.

The most important aspect of any successful inspection or actual mission is preparation. We have been aware of an eventual ORI team visit for quite some time, and while a great deal of preparation has already been completed, the following areas still deserve a quick glance.

CONFIDENCE--We prepare and practice daily for short notice troop-cargo deliveries. We also prepare daily for all the support associated with that

mission. We've done it many times before, so let's do it again during the exercise.

SECURITY--'Loose lips' or a lachrymose attitude toward proper security procedures in our secure areas will knock a unit down every time. Let's keep our 'watchdog' attitudes at their peak. Attempts to penetrate secure areas will be made during the inspection.

SAFETY--That same attitude applies here, too! We have to keep our eyes and ears open with "every turn of the wrench."

PREPAREDNESS--This is the time to make that final check of your section's or unit's preparations for the in-

spection. This holds true especially in terms of our mobility requirements. Everyone who goes mobile must have current shots, shot record, dog tags, latest leave and earning statement, sufficient clothing and uniforms and a proper military identification card. Additionally, each emergency action data card must be current.

Again, as I mentioned earlier, preparation is the key to successfully completing our mission. The ORI is a test of our ability to meet that mission requirement. We are the best airlifters in the world. We've proved that during this year's VOLANT RODEO competition and during our day-to-day operation. Let's prove it again during the inspection.



Col. Robert B. Patterson



Processing through the mobility line is an important part of successfully executing a mobility. Everyone having all the correct documents is crucial. Here, (l to r) TSgt. Clif-

ton Kirby and TSgt. Robert Santos of FMS and A1C. Jeffrey Kuprewicz of AMS show a mobility checker their identifications cards.

For other mobility items need, see the attached story. (U.S. Air Force Photo by TSgt. Dave Skeen.)

Restricted area is prime inspector target

By 1Lt. Edward T. Loughborough, Jr.
317 Security Police Squadron

With the Wing being eligible for an Operational Readiness Inspection we all need to review our security awareness. This single area is very important to the Wing's overall score. While our day to day security awareness should be intense, our actions in the restricted area have to be especially concentrated during an inspection.

The type of areas that inspectors evaluate are the same as those inspected during last June's Wing Security Awareness Standardization and Evaluation Test. Inspectors look at the capabilities of flight line workers, aircrews, maintenance, supply, and others - to detect intruders, improper entry into the restricted area, and people without a restricted area badge while in that area.

The following actions should be taken to maintain a high level of security:

WEAR YOUR LINE BADGE. This is one of the singularly most important

actions you can take. It tells others you are authorized in the restricted area. Remember, when you leave the area, if even for only a short time, remove your badge.

WATCH OTHERS. Keep an eye on co-workers and remind them to wear their badge. Watch other people around you. The first thing you should look for on anyone in the restricted area is a line badge.

BE ALERT. Look at the line badge and see if it is the proper color and has the correct area open (Area 4). Inspectors will possess a valid restricted area badge with all numbers open. Look at the picture. Inspectors sometimes use badges which are obviously fake. The picture may be of someone of the opposite sex, or the back of someone's head. (Do you know the locally devised authentication code on every line badge? This helps you to tell if it is real or fake. If you don't know it, contact your security manager.) It only takes a few seconds to check that person's identity.

If you do see an individual without a badge, or with a fake badge, or even entering the restricted area at other

than the authorized entry points, **SOUND THE ALARM!** Get assistance from others in the area to detain the individual and **MOVE THE SUSPECT AWAY FROM ANY AIRCRAFT.**

NOTIFY THE SECURITY POLICE. Flag down a passing security police vehicle, or stop some other vehicle with a radio and have them notify the security police desk sergeant of a Helping Hand. Assistance is only seconds away from you. Be sure to maintain complete control of the suspect until the Security Police arrive and brief them on the situation.

During an inspection, evaluators will frequently ask individuals working in and around the restricted area pertinent questions about security awareness. Some of the things they ask about are listed below:

HELPING HAND - A report which indicates a possible hostile event that could affect the general war capability has been detected.

COVERED WAGON - A report which indicates that a condition exists or an event has occurred in connection with priority resources as a result of actual or probable hostile action.

PRIORITY - There are three security terms which are used to identify the priority of aircraft and weapons systems. They are Priority A, B, and C. The C-130 aircraft and the Pope Command Post are **PRIORITY C.**

SECURITY POLICE - The Security Police should be notified on all security incidents. If you are not sure of someone in the restricted area, contact them. The phone number to contact the Security Police Desk is 2777.

SECURITY MANAGER - Know your unit's security manager. Contact them to answer any questions you may have concerning security awareness.

Security awareness is everyone's business. It is **YOUR** responsibility to check everyone you encounter in the restricted area. You may be authorized to be there, but others might not be. Security awareness is more than an inspection item; it should be a part of your daily work routine. Get in the habit of checking others, and don't be afraid to challenge anyone. It might not be an inspector; it could be a genuine threat.

Readiness CINC thanks MAC for 'Gallant Knight' efforts

(Editor's note: The following message was received by Wing Commander Col. Robert B. Patterson from Gen. Robert E. Huyser.)

General Warner, CINCREC, has asked me to convey his thanks to all participants for their efforts in making "Gallant Knight '81" a very successful exercise. I ask each one of you to pass on General Warner's and my thanks to members of the MAC family who helped to make this extremely impor-

tant exercise fruitful. The questions raised, relationships established and problems solved are vitally important to the future of our great nation and the free world.

I sincerely appreciate each and everyone's efforts in support of "Gallant Knight '81". Well done.

Signed

Robert E. Huyser, Gen., USAF
Commander in Chief
Military Airlift Command.



TSgt. Mike Callahan, medical technician and NCOIC of Nursing Services at the USAF Clinic, recently won the speakers award at the NCO Academy at McGuire AFB, N.J. Sergeant Callahan competed against 11 other speakers for the award. He was a member of class 80-4. (U.S. Air Force Photo by TSgt. Dave Skeen)

Pope recognizes medal winners

Capt. Byron K. Henton of the USAF Airlift Center received the Air Force Commendation Medal.

CM Sgt. Alvin Huddleston, 317th Tactical Airlift Wing Senior Enlisted Advisor, received the fourth Oak Leaf Cluster to the Meritorious Service Medal.

Maj. Donald G. Hooper of the 41st Tactical Airlift Squadron received the MSM first OLC.

Sgt. Arthur Haskins was awarded the AFM. He works in the USAF Clinic.

SSgt. Thurmond Hosey, also of the Clinic, received the AFM.

TSgt. Jerry Jones, assigned to the 317th TAW, was awarded the MSM.

Sgt. Myron Jones of the 317th Combat Support Group received the AFM.

MSgt. Richard M. Jones was awarded the MSM first OLC. He is assigned to the USAF Airlift Center.

Sgt. Terry Joyner was awarded the AFM. He works in the Supply Squadron.

SMSgt. Harlan Kimball was awarded the MSM. He works in the Organizational maintenance Squadron.

Lt. Col. Lawrence Kinch of the Avionics Maintenance Squadron received the MSM.

TSgt. Ronald Kohorst of Detach-

ment 2, 215th Field Training Squadron received the MSM.

SSgt. David Little of Supply was awarded the AFM.

Maj. Harmon Massey Jr. of the 317th CSG earned the MSM.

Lt. Col. Robert McCaery received the MSM first OLC. He is assigned to the 40th TAS.

TSgt. Robert Moore of the 1st Aeromedical Evacuation Squadron was awarded the MSM.

MSgt. Jimmy Munday received the MSM. He works with Det. 3, 5th Weather Squadron.

MSgt. Oliver Murrill, assigned to the 317th CSG, was awarded the MSM.

SSgt. William Newberry earned the AFM. He is assigned to AMS.

Capt. Steven Offen gained the MSM. He works in the 41st TAS.

Sgt. William Powers of Det. 3, 5th WS was awarded the AFM.

MSgt. John Rodriguez received the MSM. He is in the Transportation Squadron.

Capt. Thomas Schlesinger gained the AFM. He works in the USAF Airlift Center.

SMSgt. William Tuttle Jr. of the 40th TAS received the MSM.

MSgt. Daniel Wilson of the Civil Engineering Squadron received the MSM.

Capt. Robert Wiseman of the 39th TAS received the MSM.

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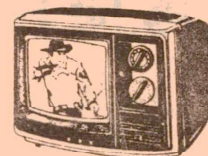
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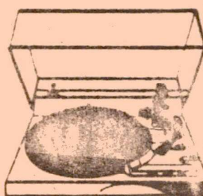
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Accidents cost AF more than dollars

By Lt. Col. Thomas Stiles
Chief of Safety

Gen. Robert Huyser, Commander, Military Airlift Command, recently expressed his deep concern about the high, and often unrecognized, cost of accidents. He said, "We are having too many accidents and paying too high a price for them."

Few times in history has it been more important to protect military resources than it is today. The General pointed out that "the dollar cost of accidents doesn't begin to reflect the real loss". He cited several examples of aircraft

mishaps that, in addition to the dollar loss, the Air Force lost the use of a valuable resource for an extended period.

In one case, General Huyser stated concerning a routine ground mishap involving a sister service power cart and a C-141, "The cost of repair could be less than \$50,000, a sizeable but not staggering sum, but what is staggering is that the aircraft was damaged on Sept. 8 and will not be back in commission before Dec. 2, 84 days aircraft availability lost".

All the aircraft mishaps General Huyser cited produced the same result-

-airframes out of service and significant loss to our vital airlift resources. General Huyser stated that as of Nov. 13, '61 Air Force people have died in MAC mishaps, 30 of them off-duty and 31 in aircraft crashes. Those are high prices to pay regardless of how or where an accident occurred. Today we can schedule around a disabled individual, aircraft, tactical loader, or refueling vehicle, but tomorrow's events may make their immediate availability crucial to the overall defense of this country.

"One thing has become increasingly evident to me," General Huyser con-

tinued, "accidents happen in the work place, be it in the cockpit or on the ground, but in large measure the condition that set them up were in management and supervision.

"We can't expect the work force to comply with procedures and use sound judgement when commanders and supervisors repeatedly overlook non-compliance and fail to exercise their own judgement and prerogatives.

"I expect each of you to get more personally and deeply involved in mishap prevention than you've ever been. I don't want accident causes explained, I want them eliminated."

Thanksgiving messages...

...from General Huyser

"During this Thanksgiving season we join our fellow Americans in reflecting upon God's blessings that are ours to enjoy. The Pilgrims' first Thanksgiving predates the very founding of our country, yet this day of thanks has become one of the great symbols of America. It is a time to contemplate the many things for which we are thankful.

"Today we can be thankful for the many freedoms and liberties that we as citizens of the world's greatest nation enjoy. We can be thankful for the prosperity and richness we have come to take for granted. In short, we can be thankful to be Americans, for it is our great country that stands as the hallmark of mankind's greatest ideals

and beliefs and has set a standard for the world to emulate. We are indeed a blessed people.

"On behalf of Mrs. Huyser and myself, I offer warmest Thanksgiving wishes to all members of the Military Airlift Command, wherever you may be around the world. You are representing your country and the highest aspirations of mankind. We are thankful for your dedication to defending the greatest, most prosperous nation on earth. Our thoughts and prayers are continually with you."

Signed,

Robert E. Huyser, Gen., USAF
Commander in Chief
Military Airlift Command

...from Colonel Patterson

There is no better time of the year to reflect on our blessings as free men and women in a nation born of bravery and self-sacrifice for freedom than at Thanksgiving.

As military members and families, you are perhaps more aware of the price of freedom than your civilian counterparts. Traditional holiday seasons are often disrupted by factors beyond our control. This is especially true for Pope this year as we face the impending Operational Readiness Inspection.

The spirit of your sacrifices serves as a continuing example to people throughout the Military Airlift Command and Air Force. Through your vigilance this great nation continues to enjoy the freedoms our forefathers fought and died for - life, liberty, and the pursuit of happiness.

Sandy and I wish you and your family a safe and happy Thanksgiving.

Signed,

Col. Robert B. Patterson
Commander, 317th TAW

...from General Sadler

"History records the first Thanksgiving as one of gathering together to partake of God's bounty. The Pilgrim families and their Indian neighbors sat down and enjoyed the products of the year's labor - the first crops and game from the forests. After giving thanks for their blessings, history says they enjoyed their feast.

"Over 300 years have passed, and Thanksgiving season is upon us in 1980. Much like our forefathers, we gather with our neighbors and friends and enjoy today's bounty, and, it's right that we should.

"Like our forefathers and the ensuing generations, people can sit down peaceably and enjoy themselves because someone is maintaining vigilance -- and that's us. The men and women of Twenty-First Air Force provide strength for a powerful defense so that our families and our neighbors may have the peace and prosperity to enjoy this bountiful season. Some of us will be on alert, and some on stand-

by, and some working -- here, and in dozens of places on this globe. Wherever it is, and whatever our tasks, we'll guard the freedom this great country and her allies cherish so dearly. We'll do it professionally and dependably, like we always do; and our friends and neighbors will depend upon us, like they always have, and, it's right that they should. We're Americans, and the Twenty-First Air Force.

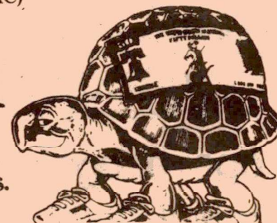
"I thank you, the people who provide the muscle, the sweat, and the brain power that make our defense credible. Without you, there wouldn't be a Thanksgiving 1980. It's as simple as that.

"Mrs. Sadler joins me in sending best wishes for a bountiful feast, and for a prosperous future. God bless you. You deserve it."

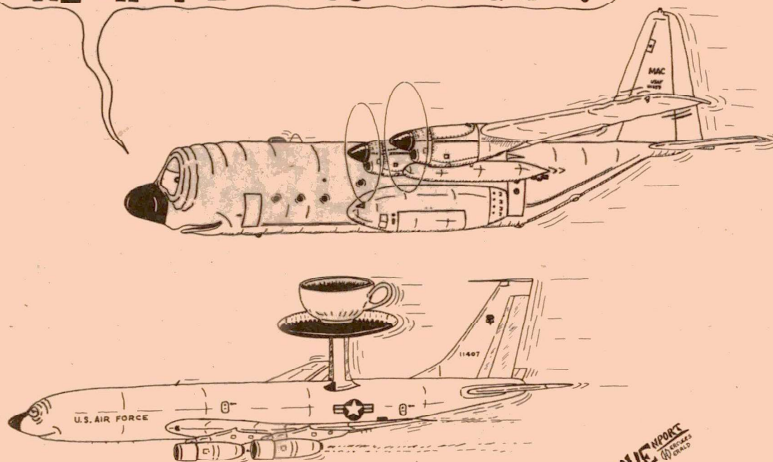
Signed,
Thomas M. Sadler, Maj. Gen., USAF
Commander, Twenty-First Air Force (MAC)

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...AND NEXT YOU'RE GONNA TELL ME THE PILOT IS JOE DIMAGGIO?



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.

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

DAVE REPORT
Herald Editor



(l to r) TSgt. Wayne King, A1C. Daniel Murphy, A1C. Kevin Lange and SrA. James Ambler of the 317th Security Police Squadron hold certificates of appreciation presented them by Col. Tom Boe, base commander. The certificates are from the Tuocs District of the Occoneechee Boy Scout Council and presented for contributions made to the Law Enforcement Explorer Post sponsored by the SPS. The event took place at SPS guardmount Friday afternoon. (U.S. Air Force Photo by TSgt. Dave Skeen.)

Civilians receive award for milestone service

Thirty-five civilian employees here completed milestones in civil service recently and the occasion was marked by certificate presentations to each of them by the base commander, Col. Tom Boe, in civilian commander's call Friday.

Twelve completed 20 years of civil service while the remainder passed the 10 year mark. Each also received a lapel pin.

Receiving 20 year certificates were: Urias Beebe of the Transportation Squadron, Anna Williams of Central Base Administration, Elise Williams and Rachel Savage of the Supply Squadron, Mildred Minter of Data Automation, and John L. Leighton, James B. Greene, Willie Gregory, Richard Moore, Jimmy Majors, Angelo Fiorentino and Edward Galvin of the Civil Engineering Squadron.

Receiving 10 year certificates were: Michael Carson of the Audio-Visual Library, Dean Warren of the USAF Clinic, Margaret Winstead and Hazel Evans of Accounting and Finance, William Rottsteadt of the Avionics Maintenance Squadron, Charles Olliff of Supply, Karen Osborn of the U.S. Air Force Airlift Center, Rhonda Earmey of Base Contracting and Lucien Collins and Mary Marsh of the Services Squadron.

Also receiving 10 year certificates were: Richard Erickson, Carl Walker and Ronald Williams of the Morale, Welfare and Recreation Division and Lee Fields, Claudius Cox, Theodore Cox, Worth Faircloth, James Wiggins, George Kelly, Wilhelm Vanlandingham, Jonnie West and Elizabeth Coughenhour of the Civil Engineering Squadron.

BTZ board promotes Thirteen to SrA. Monday

Thirteen Airmen First Class will be promoted to Senior Airman below-the-zone Monday. Thirty-nine airmen faced the selection board Nov. 14.

The 13 promotees are: Keith N. Altshuler of Headquarters Squadron, Judith Caesar of HQS, Mark L. Spencer of HQS, Malcolm Brown of The Security Police Squadron, Kevin M. Lange of SPS, Nicholas Graziano of the Field Maintenance Squadron, Rick

Little of FMS, Thomas E. Pike of the 39th Tactical Airlift Squadron, Franklin S. Viernes of the 1943rd Communications Squadron, Michael D. Cross of the Civil Engineering Squadron, Beverly A. Papesh of the Supply Squadron, Desi L. Alexander of Detachment 1, 507th Tactical Air Wing and Leonard A. Booker of the Organizational Maintenance Squadron.

CBPO offers Palace Flicks

Interested in a subject concerning your career...humanitarian reassignment, hardship discharge, survivors benefits, squadron officer school, Palace Chase, etc?

The Customer Service Unit in the Consolidated Base Personnel Office,

room 150, Bldg. 306, has numerous Palace Flicks (films) concerning these subjects and more that may be of interest to individuals.

Anyone interested in viewing a film should contact the CSU, Ext. 2276 or stop in.

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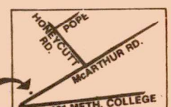
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TSgt. Patrick D. Friend, NCOIC of Disaster Preparedness, explains proper mask wear.



Sergeant Friend shows correct mask-checking techniques.



Base members take part in confidence course.

Chemical warfare

Base people train to offset threat

"...unlike NATO (North Atlantic Treaty Organization), the Soviets have designed, equipped and trained their conventional forces to survive and exploit nuclear and chemical combat."

Air Force Magazine
December 1979

Story and photos by 2nd Lt. A.V. Stephenson, 317th TAW Public Affairs

The reasoning for offering a defensive chemical warfare class is simple. There is a strong possibility that chemicals may be used against United States forces during future combat roles, according to an official at the Base Disaster Preparedness unit.

"After attending one of our classes, they realize that the threat is real and how little they know about operating in a toxic environment," said TSgt. Patrick D. Friend, noncommissioned officer in charge of Disaster Preparedness.

This type of training at Pope generally takes the form of two phrases--initial and refresher training. Both are offered through the Base DP unit in Bldg. 2-7502, located just outside the Reilly Road gate.

Initial training--Chemical Warfare Defensive Measures--is a four-hour class. It consists of slide, movie and oral presentations, and centers around the correct procedures of wearing a 'gas mask'.

"The name of the game is mobility and surviving in a toxic environment," said Sergeant Friend. "During our slide and movie presentations, we try to make people aware of the Soviet threat and what they will need to do to survive a toxic attack."

After the awareness portion of the class, the remaining time is devoted to the proper wear and use of protective clothing. Throughout this instruction, Sergeant Friend reviews various chemical agents which may be used during a chemical attack.

An important section of this part of the class is a mask drill and confidence course. Students are tested on their ability to don their mask in a minimum of nine seconds. Afterwards, they are treated to a dose of CS-Tear Agent (tear gas) during a mask confidence course. By doing this, Sergeant Friend believes this type of demonstration increases participants awareness of chemical agents and their effects.

As a follow-up to the initial training, the

unit also offers a two-hour refresher course. Less awareness training is offered during this course, though.

"During a refresher course," Sergeant Friend explained, "we try to give more hands-on training with protective equipment."

About 7,200 Pope personnel have attended the two courses this year. The courses are part of an on-going program which began in the United States in 1978, according to Sergeant Friend.

"In any high threat area, such as Europe and Korea, service members can expect an even higher emphasis on defensive measures to counteract chemical warfare," said the sergeant.



An airman leaves the DP demonstration tent after receiving a dose of tear gas.

TSgt. Tony A. Moseley, Deputy Commander for Maintenance section, examines his mask.

8 Hercules Herald SPORTS

November 28, 1980

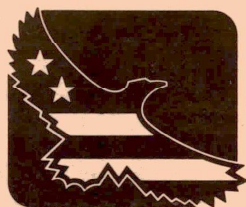


Bruce Burda of the 40th Tactical Airlift Squadron cocks his throwing arm to fire off a pass in last week's intramural flag football championship match with the 41st TAS. Burda threw touchdown pass plays of 30, 45 and 35 yards to lead his team to a 22-7 victory and the championship crown. Nathaniel Freeman of the 41st rushes while a 40th lineman looks on. (U.S. Air Force Photo by TSgt. Dave Skeen)



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Boaters should know road rules

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.

By DON KIDD
Staff officer, Fayetteville Flotilla
U.S. Coast Guard Auxiliary

When you learn to drive a car, you take lessons. You practice. You learn traffic signs, signals and rules. You gain skill through experience. You learn to use common sense and good judgment.

Well, boating requires no less. On today's crowded waterways it is too hazardous to learn by trial and error. And one of the essential ingredients to boating safety is Marine Rules of the Road.

As a responsible skipper, you have a duty to know these rules fully and to observe them. Their primary purpose is to prevent collisions on the water. The Coast Guard Auxiliary points out that if you fail to observe the rules, and a mishap results, the plea that you did

not know them is not a valid legal defense.

There are three basic boating situations which could risk collisions. In each, your vessel will either be "give-way" or "stand-on". The "give-way" boat always is required to change course and yield the right-of-way to the "stand-on" boat.

You'll be in either (1) a meeting situation, (2) a crossing situation, or (3) an overtaking situation, when risk of collision is possible. (There are differing sets of Rules of the Road for different parts of the nation. Boaters should learn the applicable local rules).

Boaters sometimes can be confused in a head-on meeting situation with another vessel. When two boats under power meet each other, neither one has the right-of-way. Both boats must alter course to starboard sufficiently to allow safe passage of the other vessel on the port side.

In a crossing situation, the vessel on your starboard side is always the stand-on boat. As the give-way vessel, you

are obligated to alter course and allow the other boat to pass safely.

In an overtaking situation, the give-way vessel always is the boat which is passing. In most instances, the passing boat should overtake the other vessel on the port side. In open water, you also may pass on the starboard side. A single blast on your horn indicates to the other skipper that you intend passing to your port. Two blasts indicates you are passing to your starboard side.

At one time or another, most boaters will encounter possible collision situations with a sailboat. If your boat is under power and the sailboat under sail only, the sailboat has right-of-way. A sailboat that also is being powered is classed as a powerboat and must abide by powerboat rules.

As a prudent skipper, you should recognize that Rules of the Road are guidelines only. If you should encounter a collision situation and the other

boat fails to recognize your right-of-way, don't press for your privileges.

Play it safe and move out of the other boater's path.

Rules of the Road also include other areas of safe boating operation, particularly running lights which become signals at night, also a full set of sound signals. Lighting equipment varies according to the size of the vessel, whether it is power or sail, and the waters being navigated.

To gain a thorough knowledge of these lights and signals, detailed diagrams and explanations are given in the Boating Skills and Seamanship course offered by the U.S. Coast Guard Auxiliary to the public. For further information contact your local flotilla at 867-6265.

Air Force News

Instabilities heightened in Southwest Asia

RAPID CITY, S.D. (AFNS) -- Concerns about the dangerous instabilities in Southwest Asia have been heightened in recent days by the continuing war between Iran and Iraq. Gen. Lew Allen, Jr. told the Rapid City Chamber of Commerce here.

"Fortunately this bitter conflict has not, to date, interrupted the flow of oil from the non-belligerent nations of the Persian Gulf or led to increased Soviet influence in the region," the Air Force chief of staff said.

"In my view, the essence of U.S. interest in this region is to preclude any Soviet control over the crucial energy resources it contains."

Speaking about the president's policy to defend with force, if necessary, America's vital interest in the Persian Gulf, General Allen said what is at stake is not simply the prospect of economic hardship, but the global balance of power as it has existed since the end of World War II.

"The path to decisive influence in the capitals of many Western and non-aligned nations may well run through the Strait of Hormuz. A carefully orchestrated Soviet strategy that allowed them to dictate the terms of Western access to Persian Gulf oil could well lead to piecemeal defeat of the free world," said General Allen.

This nation, in concert with its allies, must have the resolve and the visible military capability to do what is required to stop attempts to gain control of the Persian Gulf region, the chief of staff said.

"Nonetheless, Western stakes in the area are high and we must have a credible capability to bring military force to bear in Southwest Asia to protect these interests, should that be required," General Allen said.

KC-10 refuels first aircraft

YUMA, Ariz. (AFNS) -- The Air Force's newest aerial refueler, the KC-10A Extender, refueled its first aircraft during an Oct. 30 flight here. A C-5A Galaxy was the first to receive fuel from the KC-10. A total of 3,600 pounds (1,636 kilograms) of fuel was transferred to the Galaxy during the 4½-hour flight.

The KC-10A uses an advanced aerial refueling boom designed to improve refueling efficiency, reliability and safety over the present KC-135 Stratotanker boom.

Delivery of the first two aircraft to the Air Force is scheduled for early 1981.

Refunds offered to some CB-ers

CB-ers who purchased licenses for \$20 during 1970-75 from the Federal Communications Commission are due a \$17.99 refund if they fill out a Phase II Fee Refund Program form, say FCC officials.

The form is available from local FCC offices or by writing: FCC, P.O. Box 19209, Washington, D.C. 20036. For more information call the FCC at (800) 424-2903.

F-16s planned for Korea

WASHINGTON (AFNS) -- Forty-eight F-16 Fighting Falcon aircraft will be deployed to the Republic of Korea beginning in mid-1981.

The F-16s will replace 36 F-4D Phantom IIs at Kunsan AB and 12 F-4Ds at Taegu AB. The F-4s will be distributed within the Air Force Reserve.

The F-16 is a dual-capable aircraft performing air-to-ground and air-to-air roles.

This modernization of tactical forces reaffirms the U.S. commitments to the security of the Republic of Korea and the stability of that region, according to officials here.

AFNS retirees approach 475,000

DENVER (AFNS) -- The number of Air Force retirees is rapidly approaching 475,000, according to the September and October issue of the News for Retired Personnel newsletter.

The newsletter reports that 35 percent of retirees live in California, 61,000; Texas, 57,000; and Florida, 47,000. Fewer than 7,000 live overseas with most located in the United Kingdom and West Germany.

The three Air Force bases with the most retirees living in their areas are Patrick AFB, Fla., 16,000; Carswell AFB, Texas, 14,230; and McChord AFB, Wash., 13,750. Pope has approximately 1,600 retirees in its area.

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Hunting accidents minimize with safety

N.C. Wildlife Resources Commission release

RALEIGH—A man shoots at a movement in the brush in the early morning and kills his son. Another is shot while removing his loaded rifle from behind the seat of his truck. A boy tries to club wounded game with his shotgun and is badly injured.

These are three of the leading causes of hunting accidents in North Carolina and while hunting is statistically a safe sport, wildlife enforcement officials say that hunting accidents could almost be eliminated if people practiced safe firearms handling.

"Almost all hunting accidents could

be prevented if people used a little common sense," said Gene Abernethy, chief of the Commission's Division of Enforcement. "However, shooting accidents account for only part of the mishaps in the woods during the hunting seasons. A significant number of sportsmen are also killed or injured by boating accidents in cold water, falls out of tree stands, heart attacks and other ways."

About half to two-thirds of the State's hunting accidents occur during the deer season. During the 1979-80 hunting season, for example, there

were 31 accidents statewide, 14 of which were related to deer hunting. In most of these accidents, the victim was mistaken for game, moved into the line of fire, or was shot by someone loading or unloading a firearm. Many self-inflicted wounds were caused by loading and unloading firearms improperly and by carrying loaded firearms in vehicles. Other accidents occurred when firearms were discharged as the hunter stumbled, and when hunters clubbed wounded game with a loaded firearm.

Following a few basic safety rules can virtually eliminate the chances of a hunting accident. Here are a few of these rules:

—Treat every firearm with the respect due a loaded gun. Be aware of where the muzzle is pointed at all times, and make sure that it is not aimed at anyone. Also, keep the gun on "safety" until you are actually ready to shoot.

—Never carry a loaded firearm in a vehicle, and unload it when you are not actually hunting. If someone hands you a firearm, check to see if it is loaded (don't take his word).

—Unload firearms before crossing fences or other obstacles.

—Know your firearm. Know how it works, its range, and its capabilities.

—Be absolutely sure of your target

before firing. Make sure that buildings, roads, vehicles and other hunters aren't in the line of fire.

—Wear blaze-orange clothing. This makes you more visible in thick cover and in poor light, especially in early morning and late afternoon.

—Know the whereabouts of the other members of your hunting party, especially when you are in thick cover. Once again, blaze-orange clothing comes in handy.

—Refrain from drinking alcohol before or during a hunt.

—Don't climb into a tree stand with a loaded firearm. Load the firearm after you have made your ascent. The same rule applies in descending from tree stands. Also, tie yourself in with a safety harness so you won't fall.

—Be in good physical condition before you go afield, and consider having a physical examination before the hunting season.

—Enroll in a Commission-sponsored hunter safety course if you are an inexperienced hunter.

"Hunting accidents could be nearly eliminated if people would do two things — treat every firearm as if it were loaded and be absolutely sure of their target before firing," said Abernethy. "If a shot is risky, hunters should pass it up. Once you fire a bullet, you can never bring it back."

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FOR SALE: Live Christmas trees prepared for planting (6 ft. White Pines) Call Sgt. Gravely at 394-4526. If not in leave message and he will return your call.

FOR SALE: 1974 Plymouth Van - 18 mpg - Black with gold stripe. Fully customized - new paint - PS/AC/AM-FM Cassette/Sun Visor - \$3,500 - Call 483-4210.

FOR SALE: 455 Engine Pontiac has been rebuilt with 400 turbo transmission - 1971 engine - Asking \$450. Call 497-0778 or Duty Phone - 394-2717. Ask for Airman Winfield.

FOR SALE: 1973 Chrysler 4 door 400 - AM/FM radio, PS, PB, A/C, Cruise control. Will sell for \$900. Call after 5 p.m. at 425-0235.

FOR SALE: 1972 Dodge Van, Slant 6 Engine Interior Aircraft-Style lights, Front Running Lights, Indoor/outdoor carpet, double bed, insulated and paneled. Plenty of storage under bed. \$1500.00 FIRM - 488-1521.

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FOR SALE: 1976 Vega/GT, 5-speed, AM/FM Stereo, 34,000 miles - engine warranty until Sept., 1981 - 35 mpg highway - Car like new - Call Jack, Pope AFB, Ext. 4186 - \$2,000.

FOR SALE: 1979 Caprice Classic - full PWR 20 mpg, SSgt Crenshaw, Rm 326 VAQ Pope AFB - Must Sell - \$5,775.

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FOR SALE: 1979 Lincoln Continental Town Coupe - fully loaded - classic, immaculate - must sell - going PCS during Sept. '80 - Selling Price - \$10,500 - Call 424-0512.

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FOR SALE: 1977 LTD II - PS/PB, 2-door, excellent condition, 302 Engine - Call 497-4722.

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Local Happenings

NCO Club happenings

Tonight and tomorrow: Top 40 and beach music by "Easy" from 9 p.m. to 1 a.m.

Wednesday: "Appalachian Band" plays western music from 8 p.m. to midnight.

Tickets for the NCO Club New Year's party go on sale Wednesday from 9 a.m. to 4:30 p.m. "The Band" and "Cash Box" will sing the New Year in.

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

Youth Center activities

Tonight: Bingo for pre-teens from 6:30 to 8 p.m.

Tomorrow: A teen dance will be held from 6:30 to 10:30 p.m.

Monday: Movies for pre-teens from

6 to 8 p.m.

Tuesday: Teen meeting from 8 to 10:30 a.m.

Wednesday: Instructional square dancing will be from 7 to 10 p.m.

Registration for basketball is still in progress at the Youth Center. There will be no more registration after Dec. 5. Children of Active duty, and retired Air Force and Army members and children of civilian employees are eligible.

Child Care closure

The Child Care Center will be closed today from 6 p.m. to Monday at 6:30 a.m. for painting.

Rec Center events

Today: A table tennis tournament starts at 8 p.m. with winners earning points toward a trophy.

Tomorrow: The tour to Raleigh departs the Rec Center at 9 a.m. Visit state buildings and museums, go to the CDC Crafts Show, or Christmas shop. The cost is 50 cents with priority for sign up going to Air Force members and their families.

Sunday: Pinochle tournament begins at 2 p.m., pool tournament starts at 5:30 p.m. Prizes will be presented to winners in both tournaments.

Monday: Armchair theatre begins at 7:30 p.m. A free movie will be shown and free popcorn and punch served.

Tuesday: Guitar instruction starts at 5:30 p.m. Square dance with the Pope Promenaders from 8 to 10 p.m. Lessons are available.

Wednesday: The newcomers orientation will begin at 7:50 a.m. The Chess group meets at 7:30 p.m.

Thursday: The tour to see Ice Follies and Holiday On Ice at the Cumberland County Memorial

Auditorium departs at 6 p.m. Ticket prices are \$6.50 for children and \$7.50 for adults. Advance sign up is required.

Air Force Showcase '80 will present M.E.M.O. at the Rec Center Dec. 6. There will be refreshments available during the free show which starts at 8 p.m.

Exchange holiday hours

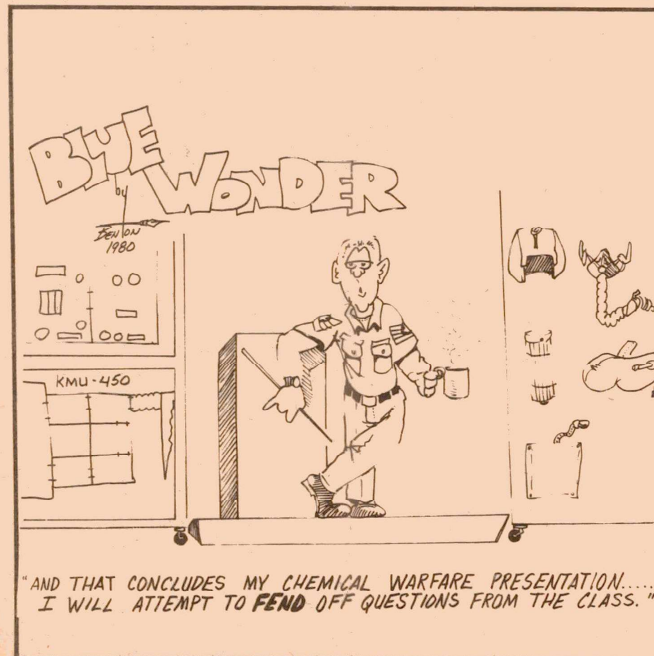
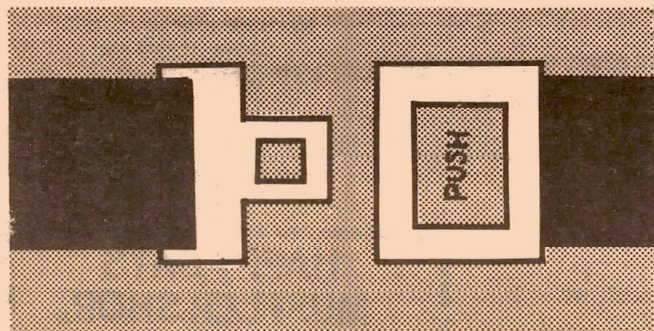
The hours of operation at the Ft. Bragg main exchange, located on Reilly Road, will be extended to 8 p.m. for Fridays Dec. 5, 12, and 19 and Jan. 9, 16 and 26. These dates will represent a test period to determine customer demand for extended hours of operation.

In addition, the main exchange will be open on Saturdays Dec. 6, 13, and 20 until 6 p.m. and on Sundays Dec. 7, 14 and 21 from noon to 6 p.m.

Seat Belt Double Winners

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

| | | |
|-------------------------|----------|--------|
| SSgt. Eric Oliphant | 40th TAS | Dinner |
| TSgt. Orlando Salinas | 3rd MAPS | Dinner |
| TSgt. Richard Lange | OMS | Dinner |
| Sr.A. Gregory Blindauer | OMS | Dinner |
| Capt. Dale Gade | 39th TAS | Dinner |
| A1C. Eric Choker | Trans | Pizza |
| TSgt. Richard West | FMS | Pizza |
| Amn. James Jarrard | CES | Pizza |



Cinema Schedule

Program data courtesy of the Army and Air Force Exchange Service.

Tonight: Wholly Moses (PG) 7:30 p.m. Two Americans on a no-frills tour of the Holy Land discover the Book of Herschel, an ancient document detailing the story of a luckless fellow who believes he is called by God to lead his people out of Egypt.

Tomorrow: Hawmps! (G) 2 p.m. Much to his dismay, Army lieutenant James Hampton is assigned to train camels for Texas desert use. Christopher Connelly is squad leader of the cavalrymen who learn that the "Arabian mounts" they've expected have "hawmps!"

DEFIANCE (PG) 7:30 p.m. Jan Michael Vincent, a merchant seaman down on his luck, takes up temporary residence on Barrow Street in the same tenement as Theresa Saldana, an off-beat hairdresser. Until Vincent came along, no one dared stand up to the hoods who rule Barrow Street.

Sunday and Monday: The Big Red One (PG) 7:30 p.m. An episodic, moving film that follows five soldiers

through the North African and European campaigns of World War II.

Tuesday: A Pain in the A- (PG) 7:30 p.m. Lino Ventura has a double contract to fulfill: he has to eliminate the clumsy perpetrator of a failed assassination attempt and go to Montpellier, France to complete the assassination.

Wednesday: Yanks (R) 7:30 p.m. It's 1942, the Americans are manning U.S. bases in England prior to the invasion of Europe, and the Britishers are angry over another "invasion", that of the "Yanks" soldiers. This is a sensitive and sympathetic story of how WWII joined and, in some cases, tore apart relationships between American GI's and Britishers.

Thursday and Friday: Being There (PG) 7:30 p.m. Peter Sellers is Chance, a man with no background nor parents, who has spent his entire life gardening and watching TV. When he is unexpectedly thrown into the real world, his naivety and innocence are mistaken for wisdom and depth and he becomes a man of celebrity and influence.

Circle of Safety drawn on flightline

You may have seen green arcs painted on the ramp and wondered what they were. The arcs represent a new program called "Circle of Safety" designed to emphasize vehicle safety near parked C-130 aircraft.

The green arcs designate a circle of safety and represent an imaginary circle surrounding an aircraft, extending 10 feet beyond wing tips, nose and tail.

Only those vehicles absolutely essential for mission accomplishment are allowed within the circle. Before entering the circle, a vehicle will be stopped, a chock prepositioned, clearance checked and at least one spotter posted.

The circle of safety is a reminder for all who work around aircraft to do so safely.

Can you see? Winter's out there

By SSgt. Bill Parsons
Wing Safety Office

No one can drive a car blindfolded. Yet many drivers handicap themselves nearly to that extent when they fail to clean frost from windshields and windows.

Many clean only a "Peep-hole"

which is almost no good at all.

Throughout the winter season, any vehicle operating on Pope AFB with a frosted windshield or windows will be stopped and the driver will be asked to clear them before proceeding.

Think, drivers make 90 percent of their driving decisions on the basis of vision. Can you see?

Take stock in America.