

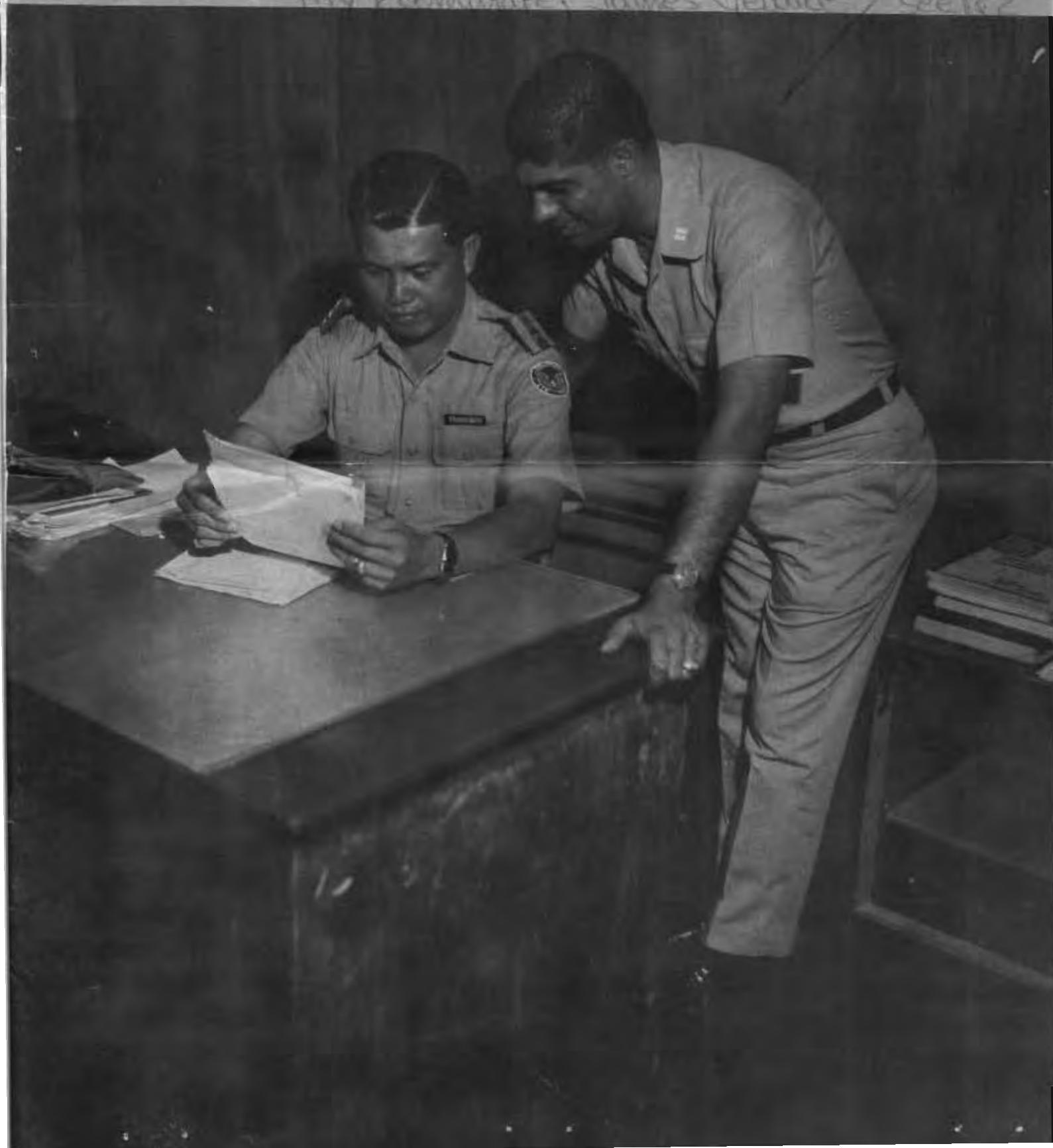
YANKEE DOODLE

Vol. III No. 8

Mactan AB, R.P.

April 30, 1968

My roommate, James Getara - see pg. 2



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From the Editor

About the Cover...

Capt. Severino C. Francisco, 503d Air Police Squadron commander, checks over a new base traffic regulation with Capt. James T. Gebara, 467th Security Police Squadron commander. Captain Francisco and the men of his squadron are featured in full color on the cover and center pages of this YANKEE DOODLE.

The Philippine Air Force air police at Mactan AB have maintained a net of security around the base since its inception in 1961. Now, shortly after their section was transformed into a squadron, the story of their growth and the intricacies of their job is told. Their article begins on page 11. (U.S. Air Force Photo by SSgt. Robert A. Smith)

Are You A Photographer?

If you have had a reasonable amount of photographic experience, and wish to put it to use during your off-duty hours, you can. The YANKEE DOODLE can use your help in obtaining photographs for both news and feature articles. If you wish to volunteer for staff photographer duties during your off-duty time, contact A1C Don Allen, YANKEE DOODLE editor, at either 3246 or extension 289, or stop by the YANKEE DOODLE office, building T-1206, for an interview.

**ExpLore
InnEr
SPACE**

New books at the library:

Vanished by Fletcher Knebel
The Naked Ape by Desmond Morris
Senor Kon-Tiki by Arnold Jacoby
Cargo of Eagles by Margery Allingham
Contact on Gorky Street by Greville Wynne
The Country of Again by Phillip Hubbard
The Red Pavilion by Robert Van Gulik
The Candid Impostor by George H. Coxe
The Cassiopeia Affair by Chloe Zerwick
One Very Hot Day by David Halberstam
Drumbeat by Dudley Pope
A Light in the Window by Gladys Battye
Night Journey by Winston Graham
Watch out for the Mules by Kaye Starbird
Teacher Wore a Parachute by Joe James
Homespun America by Wallace Brockway

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EDITORIAL

Don't Bug Out on This Fight

How many times in our lives have we backed away from a good fight—not just a passing fracas, but one that directly affects us by its outcome? It doesn't sound logical does it? When we've got something at stake, we're going to fight for it tooth and nail.

Well, if past statistics hold true, about half of us are going to turn our back on one of these fights this year. We're going to pass it by without a second glance and then, when it's all over, we're going to sit around and cry about the outcome. We're going to howl like a stuck pig because the guys we let do our fighting lost and we don't like the way the winners are doing things.

We're not talking about the shooting war in Vietnam—or a shooting war anywhere else for that matter. We're talking about the battle that's going on right there at home this year—the 1968 elections.

This is our chance to fight with something other than bullets—our ballot. It's one of the most powerful weapons we own in the battle to maintain freedom. But it's like any other weapon—we have to use it for it to do any good.

Now don't start mouthing all the worn-out reasons why our vote isn't important or we can't vote. Ninety-nine per cent of the reasons just don't hold water.

Our vote is important and, strange as it might seem, could be the deciding vote in our state's election. Another worn-out excuse for not voting is, "I'm so far away from home I can't get back there to vote."

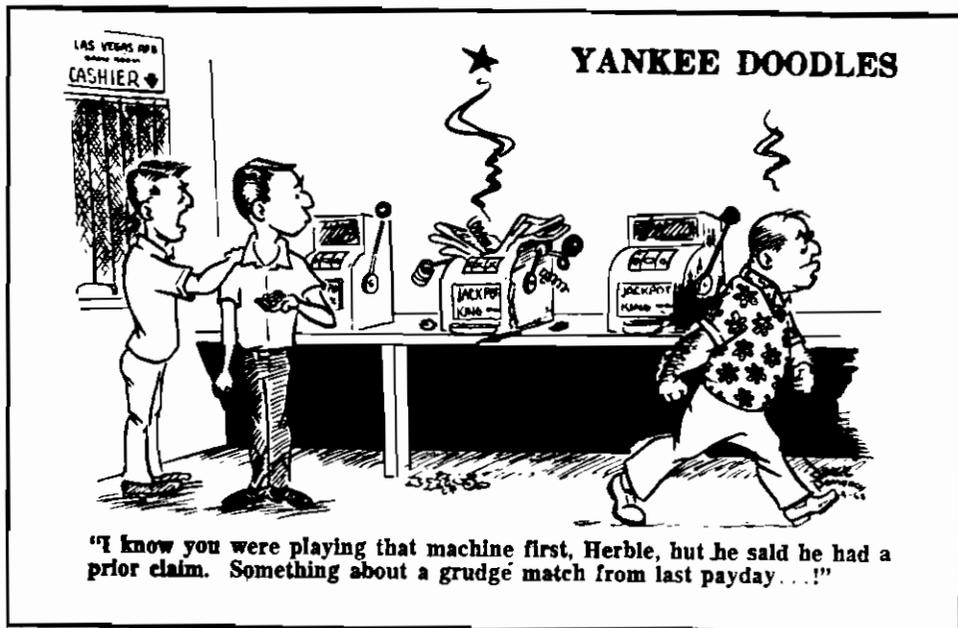
What about an absentee ballot? Have we taken the time to learn how to get one so we can vote no matter where we are when election time rolls around?

There is a little card called the Federal Post Card Application for Absentee Ballot (FPCA) available to all commands. It's the key to absentee voting. Once we fill it out and send it to our home state, we've started the ball rolling.

Sometimes, just the FPCA is enough to get us registered and get our ballot. In other cases, it gets us the particular state form we must fill out and return to be eligible to vote. This varies from state to state, but the FPCA is the first step.

The Department of Defense and the individual services provide more ammunition for the battle of the ballots. They publish page after page of voting information which can tell us all we need to know about voting in our states. All it takes to get it is a few minutes of our time.

Our absentee ballot is our weapon and knowledge is our ammunition. Use them and use them effectively in the battle of the 1968 elections. (AFPS)



Colonel Caruthers Commands 463d TAW

Col. Marlon F. Caruthers, new commander of 463d Tactical Airlift Wing, (TAW) arrived at Mactan AB Tuesday afternoon, April 9, following a 22-month tour as 313th TAW commander, Forbes AFB, Kan.

Colonel Caruthers was met on the flight line by his predecessor, Col. Thomas A. Twomey, who departed a few days later for his new assignment as Director of Operations, 840th Air Division, at Lockbourne AFB, Ohio.

Prior to his command at Forbes AFB, Colonel Caruthers served four years as Chief of Inspection Division, Office of the Inspector General and as 12th Air Force Inspector General. He left there in March 1966 to attend a training school for Lockheed C-130 Hercules aircraft at Sewart AFB, Tenn.

Born Feb. 29, 1916, in Butler, Mo., the Colonel graduated from pilot training at Kelly Field, San Antonio, in 1941 and was commissioned a second lieutenant in the Army Air Corps. Follow-



Col. Thomas A. Twomey, former 463d Tactical Airlift Wing commander, left, greets his successor, Col. Marlon F. Caruthers, on his arrival at Mactan AB. (U.S. Air Force Photo by A1C Don Allen)

ing graduation, he instructed in trainer aircraft at Randolph Field, Tex.

Soon after the attack on Pearl Harbor he completed Boeing B-17 transition school at Hendrix Field, Sebring, Fla., and in 1942 was assigned as Squadron Commander, 96th Bomb Squadron, 2d Heavy Bombardment Group. In this capacity, he served in the North African campaign and flew 50 missions in B-17s.

He returned from North Africa in February 1943 and served at Lockbourne Army Air Force Base, Ohio, and Buckingham Army Air Base, Fla. He



Colonel Marlon F. Caruthers

became Director of Combat Gunnery Officers' Course at Laredo, Tex., in May 1944.

Between 1946 and 1951, the colonel was on inactive reserve duty at Hanscom Field, Mass. In 1951, he was recalled and assigned to Stewart AFB, N.Y., as operations and training officer.

From June 1951 to 1954, Colonel Caruthers was at Headquarters, United States Air Forces in Europe, Wiesbaden, Germany, serving in Operations Division. In 1954, he took over as Chief, Overseas Bases and Units Branch, Deputy Chief of Staff for Operations, at Headquarters USAF in the Pentagon.

Colonel Caruthers took command of the 3301st Pilot Group at Moore AFB, Tex., in July 1958 and from January 1960 to January 1962 he was Chief, Air Force Division, Military Assistance Advisory Group, Republic of Vietnam.

A command pilot, the colonel holds 13 medals, including the Silver Star.

He is married to the former Sylvia Ellen Magnuson of Chapman, Neb. Mrs.

Caruthers and their daughter, Michelle, now reside in Topeka, Kans. Timothy,



Colonel Caruthers, left, and Colonel Twomey prepare to head for the office Colonel Caruthers will maintain as commander, 463d Tactical Airlift Wing. (U.S. Air Force Photo by A1C Don Allen)

their oldest son, is attending the Air Force Academy, and their other son, Charles, is in Baylor University, Waco, Tex. ☆

Mission Shows System Importance

U.S. military forces fighting in Vietnam are reminded daily of the importance of a well-established airlift system. A recent Air Force C-130 Hercules mission brought this system into even clearer focus.

Mission 609, commanded by the 772d Tactical Airlift Squadron's (TAS) Major Dolphus E. Blodgett, lifted off the Tan Son Nhut runway early one afternoon recently. First Lieutenant Robert Y. Forester was at the controls.

The aircraft was bound for Pleiku, Cam Ranh Bay, Duc Pho, and Phu Cat.

At Pleiku the aircraft was welcomed by about 50 cheering American troops who had just completed a full, one-year tour in the Republic. The arrival of the C-130 meant that they would soon be on their way to Cam Ranh Bay, the first stopping point on a long trip home. The loadmaster, Sergeant Richard Hoxsey, grunted as he shoved cargo out the aircraft's ramp door to a waiting forklift.

"Any one of those guys would be willing to help push this stuff," Hoxsey said nodding toward the homeward-bound troops. "And I'd like to have

'em help too—but they'd be in such a hurry to get this stuff out of here they'd probably push it off before we could get a forklift under it."

After a quick passenger briefing, the eager passengers were allowed to board the aircraft.

It takes a little more than an hour to fly from Pleiku to Cam Ranh Bay, but it was too long for the fellows who had waited a year to make that trip. Once engines were shut down at Cam Ranh, it took less than three minutes to offload all 50 passengers.

An hour later the aircraft climbed away from the sandy "runway-by-the-beach" and headed for Duc Pho, a small U.S. Army installation on the coast halfway between Qui Nhon and Da Nang.

Duc Pho relies heavily on airlift for supplies. The camp's small runway is very much like a rollercoaster, in that you feel weightless more than once after touchdown.

"It's almost dark so let's speed it up and get out of here as soon as possible," Major Blodgett said as he called off the few items on a long checklist. "The runway lights here aren't the best in the world," he added.

"Tower is on radio—they want to

know if we need their assistance for takeoff," Lieutenant Forester said, turning in his seat. "Tell them thanks, the major said, "We're more than likely the last aircraft due in here today."

The lieutenant relayed the message, then took off his headset laughing, "They know which side their bread is buttered on, that guy wanted to know if we brought any mail—but we always get mail on the C-130s' he said."

After a final exchange of cargo at Phu Cat, just inland from the coastal installation at Qui Nhon, the crew pointed the C-130's nose toward home. It was a few minutes after 11 p.m.

Mission 609 was just another mission in the Vietnam Airlift—but like countless others which day after day provide the connecting links in the chain of supply for U.S. and Allied Forces in the Republic, it demonstrated the importance of effective airlift as one of the tools being used by the U.S. command with an eye toward victory.

The 772d TAS is one of four C-130 squadrons assigned to the 315th Air Division's (ADiv) 463d Tactical Airlift Wing. In Vietnam all C-130s operate under 7th Air Force's 834th ADiv headquartered at Tan Son Nhut Air Base. (MACV Cleared)



Eddie Muse Goes to War

It's a crazy war in Vietnam. The kind where administrative workers put down pencils and pick up guns. Finance clerks stop doling out dollars and pay communist insurgents off with bullets.

There are no cut and dried lines of combat in Vietnam. The enemy is everywhere. When terrorists gang up, non-combatants go to war.

A1C Edward G. Muse, a blond-headed finance cashier from Tutwiler, Miss., is individual testimony to American courage. He was killed in hand-to-hand combat when Viet Cong troops overran a guard post he had volunteered to protect.

Airman Muse had been in Vietnam since September 1967. He worked as cashier in the Bien Hoa AB Finance Office. The day before payday (Jan. 31, 1968) Muse had gone to bed early. Payday would be a long day.

Late that night he was awakened by a loud voice asking for volunteers on guard duty. Enemy soldiers had started probing the base perimeter.

Eddie Muse volunteered. He wouldn't get much sleep anyway with enemy troops attempting to penetrate base fortifications.

The next morning, after the enemy attack had been repulsed, 151 dead Viet Cong were speared around the base. Twelve Americans were dead, among them Eddie Muse.

His friends in finance recalled Eddie's soft southern drawl and how much he had looked forward to April when he would be 21. That was a big thing with Eddie... to be a man.

As one of his friends said, "If wishing could only make him hear us, we'd all like to tell him, in our eyes, he's one hell of a big man." (PACAF NS)

Khe Sanh Depends on C-130 Air Drops

Since the encirclement of the Marine stronghold at Khe Sanh Combat Base in January by some 20,000 North Vietnamese Army (NVA) regulars, Air Force resupply airdrops near the demilitarized zone have increased nearly tenfold.

The Lockheed C-130 Hercules aircraft supporting the defenders are assigned to Pacific Air Forces' 315th Air Division (ADiv). While flying in Vietnam they are under the operational control of 7th Air Force's 834th ADiv.

U.S. Marines and Republic of Vietnam troops at this outpost, which overlooks major communist infiltration and supply routes, are restricted in their use of normal land supply lines and depend heavily on air delivery for their logistical support. The site has been besieged since January 21, when communists occupied the village of Khe Sanh and began pouring mortar, rocket and artillery fire on the base from the surrounding hills.

Before the siege began, C-130s landed at Khe Sanh, but even then this was no "milk run." The mounting danger of losing expensive aircraft and their more valuable crews to enemy fire dictated that the planes land only when necessary. Since the Marines still had to be supplied with ammunition, food and medicine, the use of other aerial delivery techniques was the only answer.

In February, more than two-thirds of the C-130 airdrops in Vietnam were at Khe Sanh. By March 15, the Vietnam-wide total number of airdrops for February had been surpassed at Khe Sanh alone, and indications were that the February figures would be more than doubled by the end of March.

315th ADiv C-130 crews face ground fire on every pass they make, and rarely do the Hercules escape without receiving some hits from ground fire.

Because of the irregular terrain and the almost constant bad weather, most of the drops must be made with the aid of radar.

One pilot described the route into Khe Sanh as "rather hairy." "We go in on GCA (ground controlled approach), make the drop and go out on instruments," he said. "There's a mountain just beyond the drop zone (DZ), and all the while, just to make things

interesting, the NVAs are throwing up lead."

Two standard aerial delivery systems—the container delivery system (CDS) and the low altitude parachute extraction system (LAPES)—are being used. Because of its versatility and ability to deliver a variety of supplies in the same drop, over 90 percent of C-130 drops use the CDS method.

Aerial delivery techniques have long been included in the 315th ADiv's C-130 crew training program. The value of that training is now being demonstrated daily at Khe Sanh (MACV cleared)

Shortly after the siege of Khe Sanh was lifted early this month, President Lyndon B. Johnson made this statement:

"The relief of the forces which have held the base at Khe Sanh is an occasion for me to express the pride and confidence I feel in those who are carrying forward the Nation's struggle against aggression in Southeast Asia.

"Side by side with your South Vietnamese comrades—and our other fighting allies—you have taken the full initial weight of the enemy's Winter-Spring offensive; and you have now seized the initiative.

"The enemy intended to destroy the Constitutional Government of South Vietnam and its armed forces. In this he failed.

"The enemy intended to over-run the base at Khe Sanh. For this purpose he emplaced around that site at least two divisions of North Vietnamese Regulars. Less than 6,000 U.S. Marines and South Vietnamese Rangers—backed by

our tremendous air capacity—pinned them down, kept them away from the populated areas at the peak of the Winter-Spring offensive; and imposed heavy casualties.

"Now the siege of Khe Sanh is lifted.

"But clearly the fighting in South Vietnam is not yet at an end. The enemy may throw new forces into the battle.

"You, I know, intend to continue to move forward.

"But by your gallant and skillful support for the brave people and Armed Forces of South Vietnam, you have brought nearer the time of peace in that suffering land and in all of Southeast Asia.

"As we seek now to find through negotiations an honorable peace in Vietnam, I wish you to know that we are grateful for what you have already accomplished and will be counting on you more than ever, until the blessed day when the guns fall silent."

1968 Thayer Award Goes to Bob Hope

Washington (AFPS)—Bob Hope, who has devoted much of his time over the last quarter-century to entertaining servicemen around the world, will receive the 11th annual Sylvanus Thayer Award from the U.S. Military Academy's Association of Graduates, the organization announced.

The award is presented annually by the association to an outstanding citizen of the United States whose service in the national interest exemplifies personal devotion to the ideals expressed in the motto of the Military Academy, "Duty, Honor, Country."

Presentation ceremonies, highlighted by a review by the Corps of Cadets in Hope's honor, will be May 13.

Hope, a veteran of more than 1,000 radio and 225 television shows and 50 motion pictures, made his first appearance before a military audience in March 1941, at March Field, Calif.

Since his initial appearance, he has traveled more than a million miles entertaining more than five million troops in every corner of the globe.

Hope's latest award is named in hon-

or of Sylvanus Thayer, an 1808 graduate of the Military Academy, who, nine years later became its fifth Superintendent.

Hope's name will be inscribed on a memorial plaque which includes the names of the recipients since the inauguration of the award. The plaque is in Washington Hall, the Cadet dining hall.

Among other recipients of the award have been: John Foster Dulles, Dwight D. Eisenhower, Douglas MacArthur and Francis Cardinal Spellman. ☆

New and Old Join Forces for World Peace

F-111s in Thailand, Second Comes Down

A second of the six new U.S. Air Force F-111A jets that entered the Vietnam war last month crashed officials reported recently. Its two crewmen were rescued.

The Pentagon said the plane crashed March 30 in Thailand—indicating that it ran into mechanical trouble rather than enemy gunfire. The planes are based in Thailand at Takhli AB, 100 miles north of Bangkok.

The first of the \$6,000,000 supersonic fighter-bombers vanished March 28. North Vietnam claimed that its forces shot it down. U.S. officials have said only that the plane and its crewmen are missing.

The F-111s first went into combat over North Vietnam March 25. They arrived from Nellis AFB, Nev., March 17.

The loss of two of the jets, which use highly sophisticated electronic guiding gear, came as a sharp blow to the Air Force and could cause the grounding of the other four in Thailand.

A Pentagon spokesman said the Air Force was sending a flight safety team to aid the investigation of the crash.

In all, according to official announcements, the F-111s had flown combat missions on six consecutive days. All



The F-111 "swing-wing" fighter-bomber uses the revolutionary terrain-following radar in navigation. This allows the pilots automatically to hug the terrain's profile at supersonic speeds and below the enemy radar's eye-level.

or most of these flights were made against truck parts dumps and other targets in the southern Panhandle, relatively secondary targets and not as heavily defended as those in the Hanoi-Haiphong area.

The F-111 is equipped with a revolutionary capsule which ejects both crewmen from the plane when it is still on the ground or at maximum altitude in a single module.

The module, or cabin, is then slowed by drogue and main parachutes and special shock-absorbing material and landing pads reduce the impact when it hits the ground. The capsule can then

(Continued on page 20)

USS New Jersey Near Third 'Round'

The battleship USS New Jersey will soon join the fleet for the third time in the past 25 years. The 45,000-ton battleship was scheduled for commissioning April 6 at the Philadelphia Naval Base.

Carrying a crew of nearly 1,500 officers and men, the New Jersey mounts nine 16-inch guns capable of delivering a 2,700-pound projectile on a target 23 miles away. The projectiles can penetrate more than 30 feet of reinforced concrete and can be fired 50 percent farther than any other gun afloat at this time.

Her three turrets, each weighing as much as a destroyer, have nine 65-foot cannons, large enough to provide the destructive power of 50 planes a day over Vietnam.

The range and accuracy of the New Jersey's guns will allow her to take under fire targets now available only to bombing from the air.

The big guns of the battleship are restricted by neither weather nor darkness and may help reduce sharply the cost of destroying enemy installations.

Originally commissioned in 1943, the USS New Jersey earned nine battle stars during World War II in the Pacific before being mothballed.

Recommissioned in 1950 for the Korean War, she added four more battle stars to her record before being de-

(Continued on page 21)



The battleship USS New Jersey gets underway for sea trials following overhaul for reaction at Philadelphia Naval Shipyard. By late summer she will be operating with the Seventh Fleet's Task Force 77 off the coast of Vietnam.

TAC Squadrons Aid 315th Airlifters

Two Tactical Air Command (TAC) Lockheed C-130 Hercules squadrons have arrived in the Pacific Theater to augment the 315th Air Division (ADiv) — intratheater airlift arm of Pacific Air Forces.

The units are the 38th and 779th Tactical Airlift Squadrons (TAS), based respectively at Langley AFB, Va., and Pope AFB, N.C. In the Pacific, their home base of operations is Tachikawa AB, Japan.

They have joined the 12 Hercules squadrons presently assigned to the 315th ADiv to assist in meeting increased demands for Air Force airlift throughout the Far East and Southeast Asia.

Workload of the 12 assigned Hercules squadrons has climbed steadily. In 1967 they airlifted some 30 per cent more tonnage than in the previous year. And in January 1968 they carried over 20 per cent more than their 1967 average monthly tonnage.

The 38th TAS, commanded by Lt. Col. Charles F. Mills, is a unit of the 316th Tactical Airlift Wing (TAW) headquartered at Langley, and the 779th TAS, under Lt. Col. David F. Van Matre, is a 464th TAW unit with headquarters at Pope.

The two units have been integrated into the PACAF airlift system and are performing the same missions as the permanently assigned 315th Hercules squadrons, including operations in Vietnam and Korea.

Col. Charles W. Howe, 315th ADiv commander, said, "The deployment of these units was an example of the flexibility and rapid responsiveness of Air Force tactical airlift power. Just 72 hours from initial take off, the first aircraft were arriving at Tachikawa."

When flying in the Vietnam Airlift shuttle system, the 779th TAS operates out of Cam Ranh Bay, while the 38th flies out of Nha Trang. Both squadrons use the "E" model C-130 Hercules.

Brig. Gen. Burl W. McLaughlin, commander of the 834th ADiv under whose operational control all 315th ADiv C-130s operate in Vietnam, stated, "The primary reason for the increased number of C-130 aircraft and crews here is to better supply the ground forces now engaged in heavy fighting in I Corps."

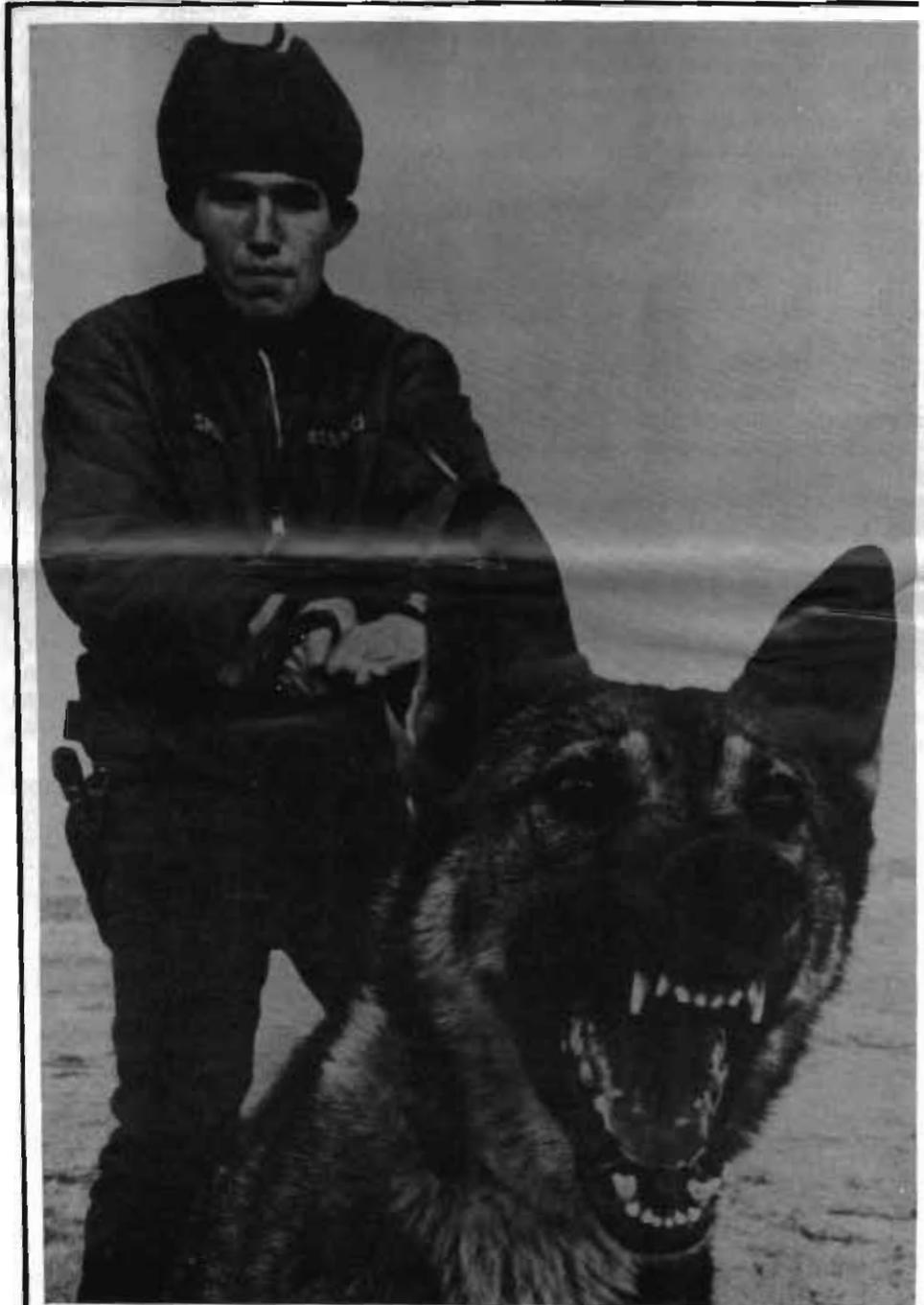
Seizure of the U.S.S. Pueblo by North Korean gunships late in January neces-

sitated increased airlift support by the 315th ADiv for 5th Air Force and the United Nations Command in the Far East area of the Pacific.

Established during the Korean War, the 315th ADiv has been in continuous operation since then. Its mission is to provide airlift and operation of air

terminals throughout the Far East and Southeast Asia for all armed services of the unified U.S. Pacific Command.

Division units are based in Japan, Korea, Okinawa, Taiwan, Thailand, the Philippines and the Republic of Vietnam. ☆



Man and dog teams such as A1C Richard Smith, Long Island, N.Y., and "Champ" insure the safety of Air Force installations in the Republic of Korea. Airman Smith is a member of the 6314th Security Police Squadron at Osan AB. (U.S. AIR FORCE PHOTO)

New GI Bill Offers Varied Benefits

Benefits of the new G.I. Bill are not limited to Vietnam veterans, but apply equally to veterans who served in the Armed Forces anytime after Jan. 31, 1955.

The Veterans Administration (VA) explained that veterans who had at least 181 days' active duty service, any

part of which occurred after Jan. 31, 1955, are eligible for these G.I. Bill benefits:

EDUCATION ASSISTANCE

Full-time payments for college type training range from \$130 a month for a single veteran to \$175 for a veteran

with two dependents, with \$10 extra for each additional dependent.

HIGH SCHOOL

The same payments are available to a veteran while he completes high school without losing any G.I. Bill eligibility for advanced educational benefits.

APPRENTICE OR OTHER ON-THE-JOB TRAINING

Payments (based on six-month periods) begin at \$80 per month in the first period for a single veteran with added payments for veterans with dependents.

FARM COOPERATIVE TRAINING

Includes institutional courses. Payments range upwards from \$105 a month.

VOCATIONAL FLIGHT TRAINING

Payments cover 90 percent of the established charge for flight training for veterans who have the equivalent of a valid private pilot license.

VA guarantees a portion of loans made through commercial lenders. On home loans the VA will guarantee up to \$7,500 of the loan; on farm real estate loans up to \$4,000, and on non-real estate farm loans up to \$2,000. VA will make direct loans for homes in certain cases.

MEDICAL CARE

VA provides hospital care for all veterans who served in the Armed Forces after Jan. 31, 1955, (whether their service is classed as wartime or peacetime) on the same basis as for veterans of earlier wars. Top priority goes to men needing treatment for service-connected or service-aggravated disabilities. If a bed is available, veterans may be admitted for any ailment requiring hospitalization if they are unable to pay for the treatment in a private hospital.

SEVERE DISABILITIES

An allowance of \$1,600 toward purchase of specially-equipped automobiles for veterans with certain severe disabilities suffered while in service.

For further information concerning the new G.I. Bill, contact the Personal Affairs section of the Consolidated Base Personnel Office.

Service Time Slashed for Hike to Captain

Air Force first lieutenants will make captain earlier when time necessary for promotion is cut May 1.

A May 1-June 14 phase-in period will see first lieutenants with 36 to 42 months creditable promotion service boosted to captain.

After June 15, promotions to captain will be made when eligibles have three years active commissioned time.

The move brings Air Force closer to promotion policies of sister services.

The following table shows promotion dates and dates of rank for first lieutenants with total active federal commissioned service dates (TAFCS D) between Nov. 1, 1964 and June 15, 1965:

TAFCS D	DATE	TAFCS D	DATE
Nov. 1-5, 1964	May 1	Feb. 25-Mar. 1	May 24
Nov. 6-10	May 2	Mar. 2-6	May 25
Nov. 11-15	May 3	Mar. 7-11	May 26
Nov. 16-20	May 4	Mar. 12-16	May 27
Nov. 21-25	May 5	Mar. 17-21	May 28
Nov. 26-30	May 6	Mar. 22-26	May 29
Dec. 1-5	May 7	Mar. 27-31	May 30
Dec. 6-10	May 8	Apr. 1-5	May 31
Dec. 11-15	May 9	Apr. 6-10	June 1
Dec. 16-20	May 10	Apr. 11-15	June 2
Dec. 21-25	May 11	Apr. 16-20	June 3
Dec. 26-30	May 12	Apr. 21-25	June 4
Dec. 31-Jan. 4, 1965	May 13	Apr. 26-30	June 5
Jan. 5-9	May 14	May 1-5	June 6
Jan. 10-14	May 15	May 6-10	June 7
Jan. 15-20	May 16	May 11-15	June 8
Jan. 21-25	May 17	May 16-20	June 9
Jan. 26-30	May 18	May 21-25	June 10
Jan. 31-Feb. 4	May 19	May 26-30	June 11
Feb. 5-9	May 20	May 31-June 4	June 12
Feb. 10-14	May 21	June 5-9	June 13
Feb. 15-19	May 22	June 10-14	June 14
Feb. 20-24	May 23	June 15-On Course	June 15

Mactan Specialists Fill Varied Jobs

(U.S. Air Force Photo by A1C Don Allen)



A1C Stephen C. Havener, 772d Tactical Airlift Squadron, came to Mactan AB last April. His last assignment was to 438th Organizational Maintenance Sq., McGuire AFB, N.J. Airman Havener enlisted in May 1964 and is scheduled to rotate this May. His home is Natick, Mass.



SSgt. Lawrence L. Poindexter, 467th Security Police Squadron, arrived in May 1967 from Grand Forks AFB, N.D. He leaves in June on assignment to Detachment 3, 636th Combat Support Group, Clark AB, R.P. His wife, Eugenia, and their daughter, Angela, live at their home in New Orleans.



Amn. Henry E. Lovett, 463d Field Maintenance Squadron Dual Rail Shop, was a crew chief at McGuire AFB, N.J., before arriving at Mactan AB last April. Leaving this May, he is anxious to return to his wife, Mary, and their two children now at home in Augusta, Ga.



SSgt. Marion P. Hillis, 463d Tactical Airlift Wing chief clerk, hails from Tullahoma, Tenn. He arrived in June 1967 from Lackland AFB, Tex., and is scheduled to rotate this July. His wife, Elaine, and their four children wait for him in Tullahoma.



A1C Larry D. Anthon, 467th Headquarters Squadron Section, is a commercial services specialist. He arrived in April 1967 from technical school at Shepard AFB, Tex. He leaves in May on assignment to Charleston AFB, S.C. Born in Ogden, Utah, he now calls Smithfield, Utah, "home."



SSgt. Eugene L. Jeter, 606th Military Airlift Support Squadron, is NCOIC of storage and issue. He came to Mactan AB in June 1967 from McGuire AFB, N.J. The sergeant has also seen duty in Canada, North Africa, and Alaska. His wife, Ethel, waits for him at their home in Bronx, N.Y.

PAF Unit Here Maintains Security

by TSgt. Gerry Y. Desabelle, PAF

The latest addition to existing units of the Philippine Air Force (PAF) at Mactan AB is the 503d Air Police Squadron (APS).

Its inception came about at a time when the need for an independent police unit to handle the manifold system of police works was greatly felt.

It can safely be said that the story of Mactan AB is in effect the story of its air police.

Since Mactan AB became operational and the 561st Air Base Squadron (ABS) was activated in September 1961, there was an accompanying air police section.

At that time, Mactan AB was a vast area of tall trees, sprawled over 2,635 acres of land.

Except for an 8,500-foot concrete main runway, with 1,000-foot asphalt overruns on both ends, and a few buildings, there was nothing the base could really offer to "support" other units. So for a time what appeared to be the primary mission of the first unit occupant of the base was simply "house-keeping."



SSgt. Teofilo A. Loren, air police desk sergeant, helps Mrs. Pepito Salud locate a squadron at Mactan AB. Visitors and businessmen usually find the air police headquarters a helpful place to go for directions and help.

Considering the few number of air- men that comprise a section in relation to the area they were responsible for,



Gate checks come often, as Pvt. Celso Tamap, left, can testify. Here he stands for inspection as 2d Lt. Jaime L. Bullecer checks off his post. A guard is always on duty at each of the base's five gates.



Sgt. Agustin Brotarlo checks credentials and baggage of personnel leaving the base; just another facet of the multifold duties of the air police.

It was beyond imagination how they could succeed at their task. However, under the leadership of 1st Lt. (now Capt.) Ruperto Amistoso, the air policemen proved their worth by living up to the expectation of higher headquarters.

Their successes can also be attributed to the fatherly yet disciplinary characteristics of their squadron commander, Lt. Col. (now Col.) Lucio S. Java.

Specifically, the duties of the air

503d Air Police Sq. Shows Growth a



U.S. Air Force

Photos by

SSgt. Robert A. Smith



SSgt. Francisco G. Traya climbs in as SSgt. Agustín T. Brotarolo, driving, and SSgt. Abelardo T. Trayvilla prepare to head for the main gate to escort a group of visitors around the base. The squadron also provides honor guards and security escorts for visiting officials.

police, then and now, are security of the base, enforcement of base regulations, control of civilian visitors, and providing security and honor escorts for distinguished visitors and foreign dignitaries.



SSgt. Melvin Jones, left, and SSgt. Wilbert J. Evins, both of 467th Security Police Squadron, check with PFC Eleazar Lumbab and SSgt. Francisco Traya, far right, 503d Air Police Sq., before going on "town patrol." The two airpolice squadrons work hand in hand on many occasions to maintain security and order.

The years that followed brought about great changes and improvements of both the base and its occupants.

What was then a squadron became a group, and still later grew to become a wing.

Under the new set-up, 560th Composite Tactical Wing (CTW) has several squadrons under it, such as the original 561st ABS, medical and dental dispensaries, 652d Maintenance and Supply Squadron, 9th Tactical Fighter Squadron, 3d Weather Detachment, and the 3d PAF Detachment.

The air police remained a section to its original mother unit, 561st ABS, until the need for its becoming independent became necessary.

In October 1967, the 503d Air Police Squadron (APS) was activated. It was not until last month, however, that the embryonic squadron was manned and completely divorced from its mother unit.

The new unit drew its personnel from

and Improvement at Mactan AB

its original strength while still a section.

An order was published relieving all the personnel assigned to the air-police section from 561st ABS and subsequently assigning them to the 503d APS.

Until it became a squadron, the air police had, at one time or another, been under different officers.

Aside from Captain Amistoso, the air police were commanded by Capt. Paulino S. Montesclaros, Capt. Romulo Querubin, 1st Lt. Alfredo R. Duran, 1st Lt. Tommy Ratchliffe, and 2nd Lt. Oslas C. Ira in that order.

These officers, in their own way, left a legacy to the unit and its men that the PAF air policemen of Mactan AB are proud of. Whatever knowledge the present crop of air policemen have learned, they owe it to these people who fathered and guided them.

At the time the air police became a squadron, Lieutenant Ira was the officer-in-charge. He consequently became the acting squadron commander until he was transferred to 580th Aircraft Control and Warning Wing last month.

Lieutenant Ira was relieved by Capt. Severino C. Francisco as squadron commander March 1, 1968. Captain Francisco is assisted by 2d Lt. Jaime L. Bullecer, adjutant and administra-



Pvt. Roque Nisda waves an airline limousine bus through the CAA Gate, one of five entrances to Mactan AB. The business come on base to pick-up personnel before proceeding to Cebu City.

tive officer, and forty-two airmen.

Four sections of the security police squadron can attest to the amount of



This busy line of motorcycles and pedi-cabs is typical of the daily traffic that passes through the Cogon Gate, the main entrance to Mactan AB. Pedicab operators station themselves near the main road to ferry passengers into Lapulapu City, not far from the base.



A pedicab driver waits patiently as his passengers' credentials are checked by Cpl. Adolfo Hernandez. The colorful vehicles must be fully licensed, and the drivers must register with the air police before they are allowed on base.

work the men perform here.

The Civilian Visitors Controller Section has recorded some 3,350 visitors for the month of March 1968, not including group tours.

The Investigation Section handles an

Ever - Ready APs Know Their Duty

average of forty-five petty cases monthly, while the Law Enforcement Section has confiscated controlled items with a total value of approximately \$625 during the May-December 1967 period.

The Registration and ID Section processed and issued 3,400 identification cards to civilian employees working inaugurated April 2, 1967.

For what the squadron lacks in personnel and equipment, it makes up with the will and strong determination to get things done.

Upon his assumption of squadron commander duties, Captain Francisco renovated their police building. What was once a small confine in which everything was crammed, now looks like an orderly office.

Through his knack of establishing good public relations, the captain was able to secure materials for the purpose and the "new" office was inaugurated April 2, 1967.

A graduate of the national Bureau of Investigation Academy and the Quezon City Police Academy, Captain Francisco rose from the ranks.

He was a staff sergeant when called to active duty in April 1962. As an air-



SSgt. Abelardo T. Trayvilla directs traffic on Avenue D during a busy day. Although the streets are well posted and the traffic is usually light, vehicles must occasionally be directed personally to ensure safety.

man he spent most of his 18 years of military life with different Reserve Officer Training Corps departments in various colleges and universities in Manila as training instructor.

Before his assignment to Mactan AB, he was with 521st APS, Nichols AB, Pasay City, holding different key positions.

Working hand-in-hand with the U.S.



TSgt. Gerry Y. Desabelle, left informs the First Sergeant, SSgt. Tito T. Regero, of a new regulation pertaining to traffic management. The regulation restricts pedicabs and jeepneys to certain streets and areas of the base.



SSgt. Faustino Galinato Jr., left, and SSgt. Balbino Tauro Jr. man the office during a briefing. Squadron personnel are given regular briefings to update their knowledge of base regulations.

Air Force 467th Security Police Squadron, commanded by Capt. James T. Gebara, the 503d APS has provided a secure, orderly base; one which all of its occupants can truly be proud of. ★

Electric Shop Eliminates Complaint Static

Modern aircraft today are literally packed with a wide variety of electronic gear; some of it highly sophisticated. When a portion of a plane's



Sgt. Jerome Perkoe, "A" solders a wire into a cannon plug to correct a malfunction in a C-130 anti-skid system. Although some small jobs are taken into the shop itself, most of their work is done on the flight line.

electrical system fails, it can lead to disaster.

The Lockheed C-130 Hercules is no



MSgt. Kenneth C. Loomis, Electric Shop NCOIC, left, and Sgt. Clarence H. Gerwig Jr. prepare the daily work schedule. Their working day is usually broken down to 12 to 14 separate jobs, spread across 24 hours. (U.S. Air Force Photos by AIC Don Allen)



Working in a C-130 cockpit, Sergeant Perkoe, left, and Airman Kruger take a voltage reading of the co-pilot's circuit panel. When a discrepancy is reported, the men are sent out to electronically trace the malfunction and repair it.

exception, and 463d Field Maintenance Squadron (FMS) has just the shop to keep the "juice" flowing; appropriately named the "Electric Shop."

(Continued on page 21)



AIC Thomas L. Kruger checks the co-pilot's instrument inverter for correct voltage and frequency aboard a C-130. The crew chiefs check over instrument panels prior to all flights to spot malfunctions beforehand.

Workshop Set for Trip to Baguio

Airmen from both Mactan AB and Clark AB will participate in a Workshop for Catholic Single Airmen May 6-10 at John Hay AB, Baguio.

This Workshop, not to be confused with a retreat, will deal with the problems confronting today's single airman.

"The four Workshops for Catholic Single Airmen during June-July 1967 were successful beyond our expectation," commented Chaplain, Maj. Gen., E. R. Chess, the instigator of the Workshops.

"If any one item was responsible for the active response of the airmen," he went on, "it was their conviction that someone was doing something especially for them. As it was not a retreat, it challenged them to serious discussion on vital issues of the day, and it gave them an opportunity to express their opinions and to have those opinions heard."

About 20-50 airmen from Mactan AB will attend the Workshop, and about 50-100 from Clark AB.

For the selection of people to guide the airmen while at the Workshop, General Chess stated, "The leaders of the Workshops will be chosen by the project chaplains and should, if at all possible, be educated laymen with a feel for the problems and attitudes of



Spacious green lawns and crisp, cool air will greet airmen from Clark AB and Mactan AB when they travel to John Hay AB, Baguio, for the Workshop. (U.S. Air Force Photo by Capt. William A. Caspers)

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During the Workshop, participants will be housed in spacious quarters like these, high in the mountains of Baguio. Temperatures drop enough at night to warrant a fireplace in every apartment. (U.S. Air Force Photo by Capt. William A. Caspers)

the young, unmarried men. Educated laymen from high schools, colleges, diocesan lay workers, and from industry make them best discussion leaders and have good rapport with airmen."

The men selected to help out for this Workshop fill every requirement the general asked for.

There will be five leaders attending the Workshop, all of whom now live or are working in the Cebu City area.

Heading the list is Dr. William Liu, Ph.D., head of the Sociology Department at the University of Notre Dame, Ind. Doctor Liu is currently doing a population study in the Philippines.

Dr. Jerry Walsh, Ph.D., a Bacteriologist at the Cebu Leprosarium doing research under a John Hopkins Grant, was the second leader chosen, and Henry Iwinski, manager of Pillsbury, Philippines, was third.

Dr. Paul Zehnder, M.D., commander, 467th USAF Dispensary here, and Rev. Raymond Kolk, SVD, Ph.D., acting president of the University of San Carlos, round out the list of leaders that will be guiding the discussions.

Four preliminary meetings have already been held, with representatives of the airmen and the leaders attending. These meetings were held to acquaint the leaders with the types of question, that will be asked them at the Workshop.

"The topics for discussion are to be chosen by the project chaplain in coordination with the Workshop leaders," added General Chess, "so that the leaders will be conversant with the materials discussed. The topics need not necessarily be religious in nature, though they should be related to religion and the day-to-day problems of life—the life of the airman and how he fits into today's church and world."

The Project Officer for this Workshop is Chaplain, Capt., Venard Crawford, Clark AB.

The discussion leaders will hold meetings in a "round-table type atmosphere" with 15-20 airmen in each group. Two of these meetings will be held each morning, and a composite meeting of all five groups will discuss their questions in the afternoon.

Upon completion of the Workshop, the Project Officer will submit a report of the meetings to Headquarters, Thirteenth Air Force, which will, in turn, send it and reports from other 13th AF bases to Headquarters, PACAF. From there, the reports from all participating units of the Pacific command will be finalized and sent to General Chess.

During the Workshop the airmen will be housed in resort-style cabins located on the base, each complete with a fireplace. ☆

1968 Savings Bond Campaign Begins May 1

The 1968 Share in Freedom Savings Bond Campaign begins May 1. Postmaster General Lawrence F. O'Brien heads the campaign for sale of Savings Bonds and Treasury notes (referred to as Freedom Shares) among Armed Forces and Federal civilian employees.

At the first organizational meeting of the campaign, Postmaster O'Brien told the Inter-departmental Savings Bond Committee that "the purchase of U.S. Savings Bonds is a way to save, it is a way to invest, but it is also far more.

"Savings Bonds," he said, "also provide

an instrument by which we can participate directly in helping our nation solve the great problems that face all of us today."

The Postmaster General told the committee how savings bonds not only present the opportunity to save but also the opportunity to participate—"to make that individual contribution we all hear so much about."

He said he would like to base the 1968 campaign on that element: "opportunity."

Participation in the Savings Bond Program is one way to help maintain the stability of our currency, the postmaster general said. "The American dollar is more than just warmly welcomed piece of green paper. It is now the world's most important medium of exchange. It is, or it has been, a rare source of stability in an unstable world."

Mr. O'Brien said there is to be no coercion in the campaign. But he emphasized to the committee: "We simply must commit ourselves to a full explanation of the opportunity offered through Savings Bonds to save and to participate..." (AFPS)

New Assignment Policy Set for Airmen

Major commands will soon be authorized to select first term airmen trained in imbalance specialties for consecutive overseas tours according to Gen. Horace M. Wade, deputy chief of staff, Personnel, Headquarters, U.S. Air Force.

The primary benefit of this policy change will assure qualified, fully-trained personnel are continued at overseas locations which require trained airmen.

This policy change will be reflected in a forthcoming change to the *Airman Assignment Manual*. Exact date of the change is unknown. Current first term airmen assignment policy will be followed until an effective date is announced.

The following are some procedures and restrictions envisioned for the new regulation:

*Airmen will serve in a remote or isolated area and in a long tour area. The overseas tour may begin in either area.

*Airmen will not be required to serve more than 36 months overseas when selected for consecutive tours. The selection will be accomplished prior to the date upon which the airmen would normally forecast for return from overseas.

*Airmen will be notified of their selections and will normally be selected so as to be able to complete the tour in the area to which they would be assigned. Upon completion of a consecutive overseas tour, airmen will be given credit for both tours. Last tour credit for the purpose of future overseas selection would be the remote or isolated tour provided sufficient time was spent in the remote or isolated area to attain tour credit. Otherwise, airmen will be credited with

a completion of a long tour.

*Married airmen with or without their dependents in the overseas area will not be involuntarily selected for consecutive duty tours, unless the assignment requires travel to and provides an opportunity for leave in the CONUS between overseas assignments.

**Airmen who complete consecutive overseas tours will be ineligible for further overseas duty involuntarily for two years unless waived by the U.S. Air Force Military Personnel Center. (PACAF NS)



Mini-Sabre? Experimental re-entry vehicle? No, just the front half of a Philippine Air Force North American F-86 Sabre broken down for periodic inspection. Parked on the flight line at Mactan AB, this F-86 is assigned to the 9th Tactical Fighter Squadron (PAF), commanded by Capt. Andrew R. Francisco. (U.S. Air Force Photo by A1C Don Allen)

ECI Offers Advancement to Servicemen

The Extension Course Institute (ECI) teaches Air Force subjects to Air Force people around the world. Its global campus includes Southeast Asia, where a substantial percentage of Air Force personnel are enrolled in ECI courses.

Air Force resident schools cannot meet the expanding educational needs of active duty and reserve personnel. ECI, one of Air University's main professional and specialized schools, has thus become the free world's largest correspondence school. Except for the Air War College course, ECI administers all Air Force correspondence courses from its headquarters at Gunter AFB, Ala.

The ECI curriculum is divided into four broad categories:

- Professional Military Education Courses
- Specialized Courses
- Career Development Courses
- Professional Development Courses

The Professional Military Education courses include Squadron Officer School, Air Command and Staff College, Air War College (for which ECI only prints

and distributes materials), Management for Supervisors, and Non-commissioned Officer and Leadership Courses.

The Specialized Courses are technical courses other than Career Development Courses covering more than 40 Air Force career fields.

Career Development Courses (CDC) are mandatory courses for all airmen in on-the-job training (OJT). In 1967 ECI offered 195 CDCs. Approximately 255 CDCs will eventually be required in support of specialties where Air Force manning exceeds 200 airmen.

All new enlistees are in OJT either immediately following basic training or after attending a resident Air Force school. Seventy-five percent of ECI students are in OJT, and 90 percent of all students on ECI rolls are airmen. Successful completion of the CDC and a passing score on his specialty knowledge test leads to the upgrading and eventual promotion of the airman.

ECI analyzes all courses within a career field to group them into a Professional Development Program. Selected courses are designed to expand the

individual's knowledge of his career field.

In summary, ECI provides a correspondence text supplemented by lessons in sequenced steps, progressing from simple to complex levels. Chapter Review Exercises must be completely supported by the text. Volume Review Exercises must be supported by the text and the Chapter Review Exercise. And the Course Examination must be supported by the text, the Chapter Review Exercise, and the Volume Review Exercise. Thus ECI accomplishes the integrated progression of learning, which requires active student performance and careful guidance in the development of the learning process by immediate reinforcement, knowledge of results, and controlled review.

ECI's self-study courses bring the school to the student whether he is at a radar site in Iceland, fighting in Vietnam, or at home in a Reserve status.

Whoever and wherever he is, he can learn about ECI courses and how to take any that he is eligible for through **The Catalog of the Extension Course Institute** at his base education office.

U. S. Aircraft Provide Needed Support

The Northrop F-5 supersonic fighter has one of the most unusual histories of any United States Air Force aircraft. It began as a fighter for allied air forces, was later modified as a trainer for the U.S. Air Force and was then tested in combat over Southeast Asia for possible use by USAF units.

Originally designated the N-156, and then changed to the F-5, it was chosen by the Department of Defense as the Military Assistance Program (MAP) fighter for certain allied nations.

The Air Force then had it modified as a trainer. As the T-38 Talon, it was assigned to the Air Training Command (ATC) and became the first supersonic jet to be used in advanced pilot training programs.



In 1965, the Air Force established an F-5 squadron at Williams AFB, Ariz., for a test project in Southeast Asia. This project became known as operation "Skoshi Tiger."

The 12-aircraft squadron, operating under the Tactical Air Command (TAC), and destined for testing in Southeast Asia, was one of the first units to have its aircraft painted with the brown, green and yellow camouflage pattern used during early World War II. Listed on Air Force rosters as the 4503d Tactical Fighter Squadron (Provisional), the unit flew to Southeast Asia with aerial refueling by jet tankers from the Strategic Air Command (SAC).

It arrived at Bien Hoa AB, near Saigon, on Oct. 23, 1965. Only five hours after landing, the squadron aircraft were loaded with ammunition and bombs and took off to hit targets about 25 miles from their base. Since that time they have played an important role in Southeast Asia operations.

Powered by twin turbojet engines, the F-5 has a range of over 1,300 miles with external fuel tanks. With 4,000



pounds of thrust each, the General Electric power plants push the fighter to speeds over 1,000 miles per hour and to a ceiling over 50,000 feet.

Armed with two F-39 20 mm cannons, the F-5 may also carry Sidewinder or Bullpup missiles or a variety of rockets and napalm cannisters.

Produced in single place F-5A fighter and two-place F-5B combat tactical trainer versions, the aircraft is now being used by Iran, South Korea, Greece, Republic of the Philippines, Norway, Nationalist China, Turkey, Morocco, Ethiopia and Thailand. Canada and Spain plan to produce F-5s in-country with U.S. components for their air forces.



Radio Mactan



1300 KC.

12 midnight News (AFPN)
 12:05 a.m. Sign-on (AFPN)
 12:10 a.m. Network Time (AFPN)
 6 a.m. News (AFPN)
 6:15 a.m. Sunrise Serenade (Live)
 6:30 a.m. News (AFPN)
 6:35 a.m. Action Line (local news)
 6:40 a.m. Sunrise Serenade (Live)
 7 a.m. News (AFPN)
 7:05 a.m. Sunrise Serenade (Live)
 8 a.m. News (AFPN)
 8:05 a.m. Country Corner (AFPTS)
 9 a.m. News (AFPN)
 9:05 a.m. Bill Stewart Show (AFPN)
 10 a.m. News (AFPN)

10:1 a.m. Platter Party (Live)
 11 a.m. News (AFPN)
 11:05 a.m. Platter Party (Live)
 12 noon News and Sports (AFPN)
 12:30 p.m. Ira Cook Show (AFPTS)
 1 p.m. News (AFPN)
 1:05 p.m. The Young Sound (AFPN)
 2 p.m. News (AFPN)
 2:05 p.m. Jim Pewter Show (AFPTS)
 2:30 p.m. Tempo (Live)
 3 p.m. News (AFPN)
 3:05 p.m. Tempo (Live)
 4 p.m. News (AFPN)
 4:05 p.m. Country Corner (AFPTS)
 5 p.m. News (AFPN)

6:05 p.m. Date with Chris (AFPTS)
 6 p.m. News and Sports (AFPN)
 6:30 p.m. Action Line (local news)
 6:35 p.m. Mactan Roundup
 7 p.m. News (AFPN)
 7:05 p.m. Night Beat (Live)
 8 p.m. News (AFPN)
 8:05 p.m. Art Linkletter (AFPTS)
 8:15 p.m. John Doremus (AFPTS)
 8 p.m. News (AFPN)
 8:35 p.m. Mactan Melodies (Live)
 10 p.m. News and Sports (AFPN)
 10:30 p.m. Tonight Show (AFPN)
 11 p.m. News (AFPN)
 11:30 p.m. Just Music (AFPTS)

Radio Mactan Volunteers

STATION STAFF

Lloyd Degnan	Bick Champlovier	Tom Burgess*	Bill Jones	LIBRARIAN
Sam Archuleta	Bob Yeager	Bill Dye	Al Hayes*	Aubrey Nash
STATION MANAGER Chuck Johnson	Doug Collister	David Stuart*	Jane Smith*	
Erett Devoe	Charles Veal*	Gene Jeter*	Jeffrey Blenler*	
Charles Teague	Ed Felts*	Hans Wagner	John H. Straback *In Training	

Sergeant Degnan Brings 'Good Morning' Sounds

MSGT Lloyd R. "Skip" Degnan, 906th Military Airlift Support Squadron first sergeant, began working at Radio Mactan last October, two months after his arrival from Chanute AFB, Ill.

Since then, he has done a variety of shows, including Mactan Melodies, Fantasia, American Patrol, Sunrise Serenade, and Night Beat.

Playing a wide selection of music, Sergeant Degnan now brings "the good morning sound" of Sunrise Serenade to Radio Mactan listeners from 6:05 to 8 a.m. on Tuesday, Wednesday, Thursday and Saturday.

Opening the show with "a good, good morning to you," the sergeant likes to play "good music" to help start off the day right. Semi-classical music and the popular "big band sounds" are his favorites.

Sergeant Degnan acquired some radio experience in 1958, and now admits that "there is a strong possibility" he'll enter radio work again after retirement. He entered the Air Force in June 1959.

Originally from Los Angeles, the sergeant now refers to San Bernardino, Calif., as "home." His wife, Jean, is residing in Mactan, Ill., until his tour ends this August.

Commenting on his work at Radio Mactan, he said, "It's been great a wonderful experience working with all the "good guys." (U.S. Air Force Photo by A1C Don Allen)



Teams Vie for Honors at USP Gym;

The first game played April 10, between 467th Headquarters Squadron Section (HSS) and 467th Dispensary, found Headquarters leading 27-21 at half-time. They kept their lead and went on to win, 52-40, with center Mel Allick totaling 13 points for Headquarters

guard Jim Stringer piled-up 20 for 774th. Half-time score was 29-26 in favor of Dispensary.

The second game played that night found the Civil Engineers returning to beat 463d Field Maintenance Sq. (FMS), 56-32. Leading at half-time,

top scorer for Headquarters with 11 points, and guard Joe Cruz totaled nine for Supply.

During the second game, 1890th built-up a 20-13 score over Security Police by half-time. Spurred on by guard Grace, who scored 24 points during the game, 1890th went on to win, 48-41. Forward Jim Robbins was high point man for Security Police with 11 points.

Guard Bill Moore sank 12 points for 606th in their game against Dispensary April 19. His team led 24-11 at half-time, and later won, 42-33. Forward Vandeventer led Dispensary's scorers with 11 points.

In the second game, CES came on big to beat 463d HSS, 40-22. CES center Clinton Sneed and guard Moore each scored 10 points during the game, and guard Rodney Scott sank nine points as 463d's high scorer. Half-time score was 26-11.

Mactan Basketball Team Standings

Team	Won	Lost	Percentage
467th Headquarters Sq. Sec.	11	2	.846
467th Civil Engineering Sq.	11	2	.846
606th Military Airlift Support Sq.	10	2	.833
467th Supply Sq.	9	4	.692
1890th Communications Sq.	6	6	.500
467th Dispensary	6	7	.462
463d Field Maintenance Sq.	3	8	.273
774th Tactical Airlift Sq.	3	9	.250
467th Security Police Sq.	3	9	.250
463d Headquarters Sq. Sec.	0	13	.000

and center Jerry Jones netting 18 points for Dispensary.

In the second game that night, 467th Supply Sq. built up a 31-20 lead by half-time over 467th Civil Engineering Sq. (CES). They maintained their lead throughout the game, with forward John Winston shooting 29 points for Supply and forward Clinton Sneed scoring 11 for the CES. Supply won, 54-37.

The University of Southern Philippines hosted the April 12 games between 1890th Communications Sq. and 606th Military Airlift Support Sq. (MASS), the first two teams on the floor, and 463d Headquarters Squadron Section and 467th Security Police Sq. (SPS).

Guard Tom Manning led the scoring for 606th with 13 points and guard Emanuel Grace shot 12 points for 1890th. Half-time score was 27-21 in favor of 606th, which went on to win, 46-39.

High scorer for 463d in the second game was forward Pete Kliner, with 17. Forward Jim Robbins scored 14 points for Security Police during the tight, fast game. Half-time found Security Police in the lead, 18-17, which they maintained until the final score of 39-36.

On April 15, Dispensary played 774th Tactical Airlift Sq. and beat them, 50-48. Forwards Jerry Vandeventer and Jerry Jones led the scoring for Dispensary with 15 points each, and

29-12, CES guard Archie Moore fired 17 points for the game, with forward George Aalto scoring 12 for FMS.

Supply Sq. and 467th HSS vied for league honors April 17. Headquarters led at half-time, 22-8, and rolled on to win, 35-26. Forward Jack Webb was

Mactan Movie Theater Base Schedule

- MAY 1—CAPER OF THE GOLDEN BULLS
 2—EL DORADO
 3—EL DORADO
 4—DIMENSION 5
 5—WATERHOLE #3
 6—WATERHOLE #3
 7—KISS THE GIRLS AND MAKE THEM DIE
 8—DEADLY ROULETTE
 9—WICKED DREAMS OF PAULA SHULTZ
 10—WICKED DREAMS OF PAULA SHULTZ
 11—CYBORG 2087
 12—TONY ROME
 13—TONY ROME
 14—SEBASTIAN
 15—BORGIA STICK

The ticket office opens at 6 p.m. with the first show beginning at 6:30 p.m. The second show of the night starts about about 9 p.m., depending on the length of the feature.

F-111...

(Continued from page 7)

be used as a survival shelter, or will float indefinitely if it lands in the sea.

The F-111 was designed as an all-purpose warplane capable of operating day or night, in all kinds of weather, as a fighter, a bomber or a reconnaissance plane.

Its most revolutionary feature is its variable wings, which may be extended to create larger surface area for maximum lift on takeoffs and landings or drawn back close to the fuselage while in flight to increase speeds.

Just hours before the announcement of the crash, an F-111 pilot, Maj. Charlie Arnet, of New Richmond, Ohio, said in an interview the jet's performance was outstanding.

"I was a little skeptical at first because of the electronic sophistication of the various systems that have to work together," he said. "My impressions before were that the failure rates would be high and the maintenance problems numerous."

"It proves to be as easy to maintain as any modern fighter. All of the systems have demonstrated an extremely high degree of reliability. It proved my impressions invalid."

Major Arnet took part in a night strike in North Vietnam and said, "everything worked perfectly." ☆

467th CES, 467th HSS Tied for First

Supply was given credit for their game with 774th on April 22 by forfeit. In the second game, 467th HSS rolled on to a 30-11 lead by half-time over 463d FMS. Guard Tom Ferguson was the big scorer for 467th, with 24 points, and forward Aalto sank 21 for FMS. Headquarters emerged the victor with a 68-40 total.

Dispensary battled 1890th April 24 to a 31-12 lead at half-time, and finally to

victory, 52-38. Center Jones made 16 points for Dispensary and guard Tyrone Amar sank 10 points for 1890th.

Later that night, CES rolled past Security Police, 47-21, with guard Moore scoring 11 points for CES. Center Tom Elmo scored nine points for Security Police, but failed to bring them from behind after the 17-4 half-time score.

The score was 24-15 in favor of Supply at half-time in their game with

606th on April 26. Supply's guard Phil Newbill sank 15 points during the game to help them win, 37-32. Center Lou Calabrese made 14 points for Supply.

In the second game, 467th HSS and 463d HSS clashed, with 467th ending up way on top, 85-29. The half-time score was 41-17. Forward Allick tossed in 28 points during the game for 467th, and forward Ernie Emeltzer and guard Scott each made eight points for 463d.

USS New Jersey...

(Continued from page 7)

commissioned a second time in August 1957.

The USS New Jersey will be the only ship of its kind in active service in the world today.

Formerly Fleet Admiral William F. (Bull) Halsey's flagship, the New Jersey is scheduled to join the Seventh Fleet late this summer.

There will be a few changes made in the ship, like foam rubber mattresses and bunk lights for the crew, new radar and fire control equipment, better medical and dental facilities and a helicopter platform on the fantail. ☆

Electric Shop...

(Continued from page 15)

Under the supervision of MSgt. Kenneth C. Loomis, NCOIC, Electric Shop personnel check and repair the electrical equipment aboard C-130s. Radar and radio equipment are the only exceptions to their scrutiny.

With a present staff of 17 airmen, the Electric Shop is also responsible for the adjacent Battery Shop, providing batteries and battery maintenance for aircraft stationed here.

"Most of our work, and nearly all of our priority work, is performed in Vietnam," Sergeant Loomis mentioned. "We now have five sergeants temporarily assigned to Tan Son Nhut AB."

"Although the majority of our in-country jobs are done at Tan Son Nhut," he added, "we are sometimes required to temporarily repair damaged aircraft at another base in order for it to return to Tan Son Nhut." The men usually spend 60-day tours in Vietnam, going in an average of two times

while stationed at Mactan AB.

Their day not only consists of checking and repairing equipment such as gauges, lights, switches and meters, but also updating old systems. New equipment is nearly always awaiting installation, providing the C-130s with the most advanced systems.

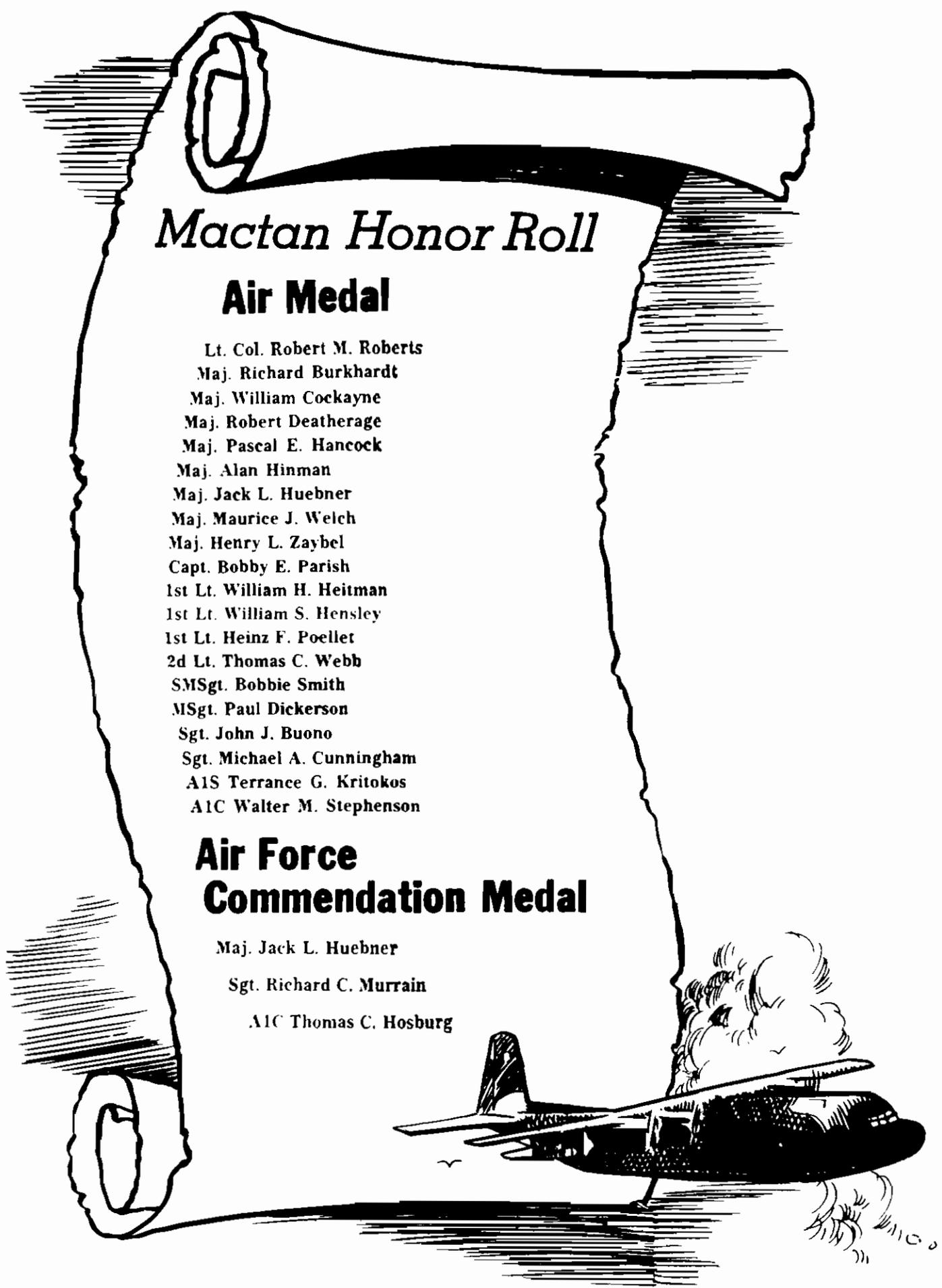
However, most of the men's time is consumed in phase inspections and normal maintenance jobs, such as genera-

tor changes and repairing faulty circuits.

They now work in three eight-hour shifts, headed by Sergeant Loomis, TSgt. James W. Scott, and Sgt. Anthony F. Guida.

The Electric Shop and its staff are just one of the 24 463d FMS organizations on "Maintenance Row" that work together to keep aircraft ground times to a minimum. ☆





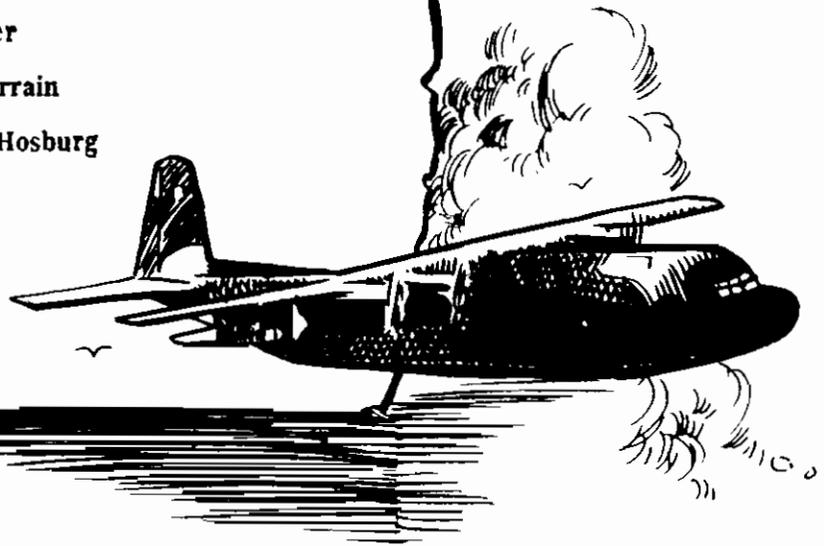
Mactan Honor Roll

Air Medal

Lt. Col. Robert M. Roberts
Maj. Richard Burkhardt
Maj. William Cockayne
Maj. Robert Deatherage
Maj. Pascal E. Hancock
Maj. Alan Hinman
Maj. Jack L. Huebner
Maj. Maurice J. Welch
Maj. Henry L. Zaybel
Capt. Bobby E. Parish
1st Lt. William H. Heitman
1st Lt. William S. Hensley
1st Lt. Heinz F. Poellet
2d Lt. Thomas C. Webb
SMSgt. Bobbie Smith
MSgt. Paul Dickerson
Sgt. John J. Buono
Sgt. Michael A. Cunningham
A1S Terrance G. Kritokos
A1C Walter M. Stephenson

Air Force Commendation Medal

Maj. Jack L. Huebner
Sgt. Richard C. Murrain
A1C Thomas C. Hosburg



The Dead Rise

by Chaplain (Capt.) William A. Caspers

The Easter events of Christ's life are indeed mysteries. As Shakespeare's Macbeth said in anguish: "There was a time when the dead stayed in their graves." History leaves little doubt that Christ's enemies too were confounded when the grave they so carefully sealed and guarded contained nothing but a few used winding sheets.

Christ's resurrection was the "Clincher" in the many miracles he performed to convince his hearers and us that he was the Son of God. Once a devout man revealed his intentions to his close friends to start a new religion. "How," he asked, "can I convince prospective followers that I speak the truth and my teaching is from God." They suggested he have himself crucified and then rise on the third day.

Christ did just this. He did it that we might know with certainty who he is. "If you don't believe me," He uttered, "believe the works themselves." When he appeared to His disciples they were afraid. "Why are you so disturbed? And why do doubts arise in your heart?" Look at my hands and feet; it is really I. Touch me and see; for a ghost does not have flesh and bones as you see me to have."

The Apostle Thomas too was incredulous. So Christ challenged him face to face. "Take your finger and examine my hands; take your hand and put it into my side; and don't persist in your unbelief." The evidence and experience induced Thomas to exclaim: "My Lord and my God."

Christ is the Son of God. He overcame sin by his crucifixion and death; He overcame death by his resurrection. Because he is the Son of God, we have the privilege to listen to Him. Nay more, we have the duty to do so because Christ came with a message.

He came to be the light of the world. He came to teach. He came to form people's consciences. He came to teach men how to love one another. He came to disturb men's minds. He came to rock the boat. He came to prove he has power over sin and death. He came to justify. He came to threaten. He came to conquer men's hearts. He came to tell us that if we deny him before men, he will deny us before His Father. He came to forgive sin. He came to destroy Satan's power over mankind. He came to tell of God's mercy.

"Of course", wrote St. John, Jesus also performed many other signs in the presence of his disciples, signs not written down in this book. But these have been written so that you may have faith that Jesus is the Messiah, the Son of God, and that, through this faith you may have life in his name."

CHAPEL SERVICES

CATHOLIC

Daily Mass

Mon., Tues., Wed., Fri.	11:30 a.m.
Thursday	6:00 p.m.
Saturday	6:30 a.m.
Sunday Mass	7:00 & 11:00 a.m.

Confession -- One half hour before every mass

Adult Instruction By Appointment

Crucify Father Night (Monday) 7:00 p.m.

Choir Rehearsal (Monday) 8:00 p.m.

Inquiry Class (Thursday) 7:00 p.m.

Chapel
Blessed Sacrament Chapel
Chapel
Chapel



PROTESTANT

General Protestant Worship	Sunday	8 & 10 a.m.	Chapel
General Protestant Communion	2nd Sunday	8:40 & 10:40 a.m.	Chapel
Bible Study Class	Sunday	9 a.m.	Chapel
Special Film Showing	Last Sunday	7 p.m.	Chapel
Airmen's Discussion Group	Tuesday	7 p.m.	Chapel
Bible Study and Film	Wednesday	7 p.m.	Chapel
Choir Rehearsal	Thursday	6 p.m.	Chapel
Church of Christ Service	Sunday	1 p.m.	Chapel
Lutheran Communion Service	1st Sunday	8:40 a.m.	Chapel
The Baptist Hour	Tuesday	6 p.m.	Chapel

JEWISH

Religious services are conducted during Jewish chaplain visits. Information pertaining to special observances may be obtained through the chapel office. Lay Services conducted every other week.

Chapel Notes

First Thursday falls on May 2. Adoration of the Blessed Sacrament will be at 6 p.m. in the Blessed Sacrament Chapel, with Benediction at 11:45 p.m.

On First Friday, May 3, Mass will be held at 11:30 a.m., with Confession 30 minutes beforehand. Communion will be at 8, 9 and 10 a.m.

Protestant Men's Quarterly Dinner Meeting will be on Sunday, May 5, at 6 p.m. in the Kallipayan. The menu consists of T-bone steak, baked potato, peas, rolls and butter, coffee or tea, with salad and dessert, catered by the NCO Club. Only 80 tickets are available, and are now on sale at the Chapel Office. The program will include an address by Rev. Garvin Martin, Baptist Missionary in Cebu, and installation of the new officers for May thru October.

A Courtship and Marriage Clinic will be conducted at the Base Chapel on May 6 and 7, beginning at 7 p.m. each evening. The clinic is open to all interested persons, but is designed primarily for those planning marriage with a Philippine National, and attendance of such personnel is mandatory.

A "Workshop for Catholic Single Airmen" will be held at Baguio May 6-10. Be sure to sign-up now.

The Catholic Retreat will also be held at Baguio May 6-10. Application forms and detailed information are available at the Chapel.

"Browsing in Theology" is a lecture-discussion series on subjects with theological implications, moderated by faculty members of the University of San Carlos. The topic for 7 p.m. May 25 is "The Layman's Role in the Church." The lecture will be held in the Party Room of the Breezeway.

Moody Sermons in science films will be shown in the Protestant Wednesday night services at 7 p.m. for the next three months. These films are extremely interesting, informative and inspirational. Everyone is welcome.

Mactan Profile

Capt. Sam 'Mustang' Hurst Ends Tour Here

by SSgt. Sam E. Archuleta

If there is any outstanding characteristic that Captain Samuel Hurst will be remembered for at Mactan, then certainly it has to be his lively, energetic spirit and, of course, the inevitable "thumbs up" sign which he gave meaning "mission first". Captain Hurst, Chief of Maintenance for the 1890th Communications Squadron is getting short, but insists his memories of Mactan are long and lasting.

Captain Hurst enlisted in the Air Force in 1955 upon graduation from High School and was selected to attend Aircraft Electrician School. He graduated with honors, sixth out of a class of three hundred. He then volunteered and was accepted for Aircraft Electrician Gunner School for the B-36 Peacemaker. Captain Hurst served on B-36 crews until the Peacemaker was phased out in 1958. He then moved to gunnery systems on the Boeing B-52 Stratofortress where he maintained proficiency in the maintenance of B-52 gunnery systems.

In 1959, Captain Hurst was honorably discharged from the Air Force and entered Tuskegee Institute at Montgomery, Alabama. In 1964 he won his Bachelor of Science degree from the School of Mechanical Industries, majoring in electronics.

Captain Hurst again entered the Air Force through the officer training School (OTS) program and was com-

missioned a 2nd Lieutenant in September 1964. Following OTS, he was selected to attend the Communications Officer course at Keesler AFB, Mississippi. In a special class, Captain Hurst was trained and allowed to progress at his own pace. In this manner, he finished this



Captain Hurst

gruelling course ten weeks ahead of schedule.

For his first assignment as an officer, Captain Hurst was sent to Headquarters Eastern Communications Region as Officer-In-Charge of Base

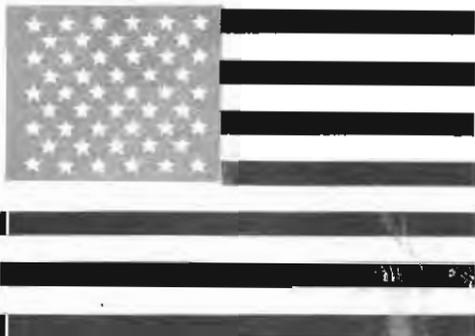
Communications Management. His responsibility entailed the organization and supervision of all maintenance associated with Base Communications for thirty-two groups and squadrons throughout the Eastern United States, Puerto Rico, and other overseas areas.

Captain Hurst was then assigned to the 1890th Communications Squadron at Mactan, arriving here in April 1967. He served here as Chief of Telecommunications, overseeing the communications facilities during the time when the fledgling unit was still experiencing many "growing pains".

He was then assigned duty as Chief of Maintenance in October 1967. This put him in the position of handling the same problems from a different angle. As usual, Captain Hurst tackled this new job with great energy and tenacity. As a result, he had the satisfaction of seeing solutions to many of the problems. Captain Hurst, recently promoted, was named Officer of the Quarter for the January through March period and will compete for the honor of Officer-of-the-Quarter for the Southeast Asia Communications Region.

Captain Hurst leaves Mactan in May. Somewhat reluctantly he leaves, but he'll hurry home to Detroit, his wife Lizette, and their daughter Shatanga. He will then head for the Armed Forces Institute of Technology to participate in the "Training With Industry" program.

SEND THE YANKEE DOODLE HOME



Capt. Borra
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