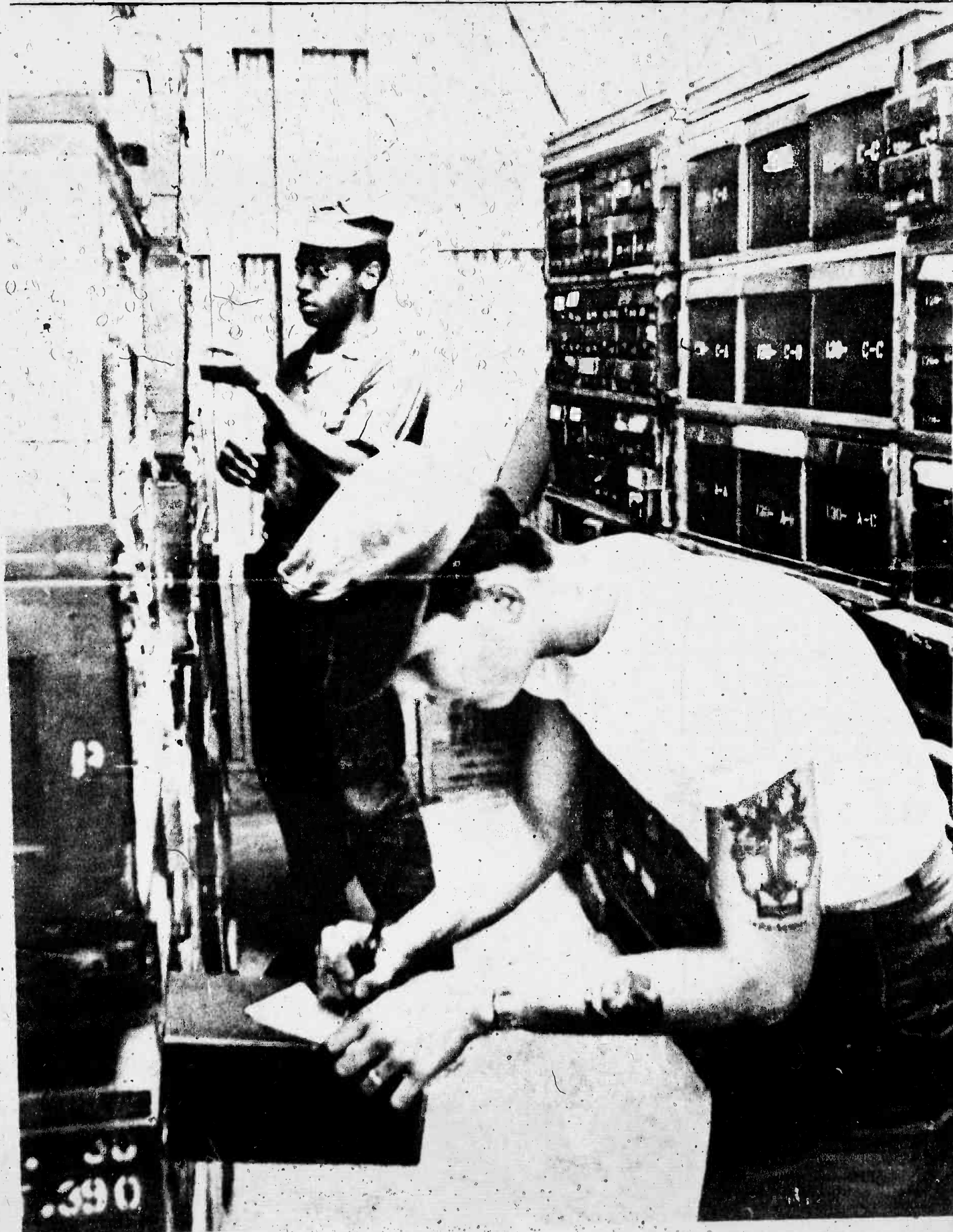


# HAWAII MARINE

Volume 3: Number 29

Feb. 8, 1974

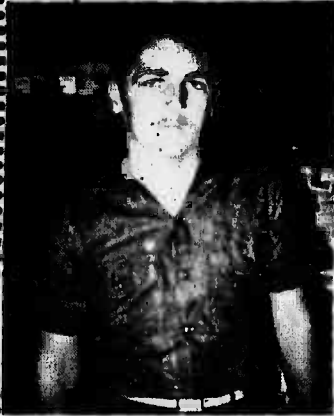


# In My Opinion

How do you feel about working for a female boss?

PVT. WILLY PERKINS  
1/12

I'm not saying I'd really like it but I don't think it would be all that bad. However, if I had to choose between working for either, I'd rather work for a man. Field days would probably be a little worse. As far as respect goes, I don't think there would be any problem; an officer is an officer.



PERKINS



CPL. MELVIN BENNY  
G-3

CAMP SMITH  
I think it would be a really good idea, something different. And the work situation would be a lot better because I think we would get along pretty good.

SGT. ROBERT THOMAS  
H&MS-24

I really think it would be all right. I don't think it would go over too big in an infantry unit though. Working for one would be different. I think I might have a bit more respect for a woman boss than a man. It would be quite a challenge for her. Field days would quite possibly be tighter.



THOMAS



CPL. EDWARD WASIELECZYK  
H&MS-24

It might be all right, but I doubt if a female would be able to see what we do. I've never really thought about having a lady for a boss. During field days I think they would be worse. You know how they are. I don't have anything against female bosses, but I think things are fine the way they are. If a woman is qualified and has the know how, I don't see any reason why she shouldn't be boss.

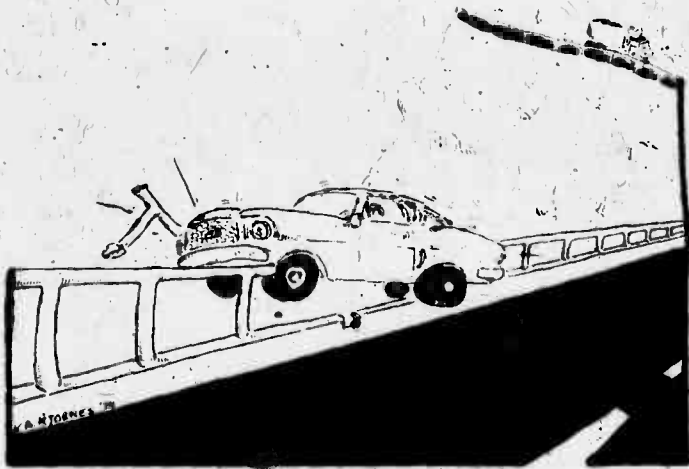
CPL. ROGER LEFFER  
1/12

I think it would be pretty good. It would be good for morale. Considering how the units are run now, I don't think having a female boss would make things worse. I'd like to work for a female boss; it would be a change. Basing my opinion on the commanding officers I have now, I think I'd have more respect for her.



LEFFER

## LAST WORDS -- ON SAFETY!



I'LL CATCH UP ON MY SLEEP TOMORROW.

### Chaplain's Column

## Time for a change?

By Chaplain (Lt. Col.)  
John Freed

All too often a discussion of human problems reduces itself finally to the statement by someone "That's the way I am; I just can't change!" Now this feeling we all have that our character is somehow fixed and immutable is probably the root of the massive human resistance to all change, no matter how much it may be needed in the specific situation.

This is not to say that all change is for the better, although there are times when it seems that change for its own sake can be justified. At least it helps to overcome natural human inertia and get things moving that had long ago lapsed into complete inactivity.

People all around us say that change is in the nature of all things. The Greeks used to say that "everything flows." Indeed nowadays change at least in the technological field seems to be

the thermometer of progress. There seems to be so much change in modern life that we easily find ourselves bewildered by the transformations that surround us.

But changes in the external world are not nearly so important as we sometimes think. It may seem significant that we move ourselves around the world with automobiles and airplanes now when once we used the horse and buggy, but that is a quantitative change and not a qualitative one. What would be more significant would be that human beings had become somehow more concerned for one another than they were in the horse and buggy era, but such a change is hard to document.

The kinds of changes that God is interested in involves changes in human attitude and character, and these will only come about when we stop saying "That's the way I am, I cannot change." (AFPS)

## What Makes You Tick?

By Cpl. Terry Kearns

K-BAY - Every Marine is tasked with certain responsibilities, some more than others. A man who falls into the former category is Sergeant Arvis O. Graham. He is responsible for \$1.3 million dollars worth of equipment.

Crew chief of a CH-46 Sea Knight helicopter, Graham likes his job. In fact, the 27-year-old leatherneck likes his job so well that he wouldn't give it up for anything and admits "I came into the Marine Corps to learn about helicopters. I think it's the best job in the world."

A native of West Monroe, La., the tall rugged looking winger finished high school and wasn't sure what he wanted to do. Working odd jobs, he found himself doing everything from pumping gas to laboring in oil fields. Inexplicably, he developed a strange curiosity for helicopters.

With this curiosity and the draft on his back, he enlisted in the Corps in January, 1969 and began a career which he has yet to regret.

After nine weeks of boot camp at Parris Island, Graham was overjoyed to receive the 6132 MOS of a dynamic components man. Following ITR at Camp Lejeune, N.C., Graham shipped out to school in Memphis, Tenn.

Completing eight months of training, Graham received orders for Marine Medium Helicopter Squadron (HMM-262) at New River, N.C. Not satisfied with just doing his job, he stayed on the flight line after normal working hours and studied the CH-46 until he mastered every part. Only a private first class at the time, he soon graduated from the position of chopper mechanic to crewchief.

Fascination for his

machine and a willingness to work extra hours benefited him more than once in the coming months when he received orders to South Vietnam.



GRAHAM

Attached to HMM-263 at Marble Mountain near Da Nang, Graham learned that being in a combat zone allowed him to expand his knowledge of the craft he liked so much.

Taking part in delivering grunts into landing zones, medivacs, inserting recon teams, he also manned one of the two 50 caliber machine guns a '46 carries. Was he ever scared? "My stomach always felt funny but I never really thought about being

scared. I didn't have the time.

After nine months in Nam, he found himself on Okinawa and in Japan repairing damaged choppers and getting them into flying condition.

It was not too long before the air winger was back in the states again. This time, not far away from home, Graham was stationed at NAS, New Orleans, La., training reserves. While there, he admits being involved in the most exciting mission he ever flew.

"I was standing Duty NCO when we got the word that the police wanted our help. A sniper was shooting people in some hotel in New Orleans. It was a high rise and they needed to use a chopper to get at him. The only crewchief available, I got the job. It was the weirdest feeling being over an American city taking fire. I'll never forget it."

Reenlisting last year, Graham is going to stick with his job in the Corps. He still feels that there's more to be learned about the chopper he helps fly.

Being an inquiring professional makes Arvis O. Graham tick.

What makes you tick?

### HAWAII MARINE

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**10% reduction, conservation needed annually**

# K-Bay meets energy crisis head-on, cuts planned

**K-BAY** — Moving to sharply reduce K-Bay's energy consumption and avert possible brown-outs and severe energy supply shortages in the future, the Air Station will immediately adopt hard-line reduction and conservation measures.

The goal, as outlined in Brigade/Station Order 11300.6 of Jan. 25, is to cut K-Bay's use of energy by 10 per cent annually. This represents a reduction of electrical power consumption by six million kilowatt hours and fuel usage by 90,000 gallons per year.

If the Air Station can shrink its light bill that much, at current rates it stands to save more than \$50,000 annually, estimates Navy Ensign Jim MacFarquhar of Public Works' Utilities Engineer Department. No dollar sign can be attached to possible fuel savings; the soaring cost of oil products makes it impossible to estimate what, if anything, the Air Station will save.

The Order expands on the authority of the Station's Utilities Conservation Program, set up recently to regulate use of water and electricity to avoid wasteful consumption. Now the Brigade and Station will go further and focus on cutting fuel consumption. Since the Station's electrical power is supplied by Hawaiian Electric, which generates power from fuel oil, curtailing power use is also essential.

Pointing out that conservation is not intended to deprive anyone of normal use, but is aimed at preventing wasteful consumption, Station Commanding Officer, Colonel Dean C. Macho stated: "There are no single large consumers of energy aboard the Station. Accordingly, all must take part in this energy reduction effort. One light turned off is insignificant, but 10,000 lights turned off greatly reduces consumption."

The plan focuses on six areas where conservation measures will be applied, insuring equal participation on everyone's part. Due to available space, only the highlights of the four major areas can be

presented here; for further information, refer to Bde/StaO 11300.6 or contact the Utilities Conservation Officer at 257-3539.

## ENERGY SAVING FOR EVERYBODY

\* By shutting off all exterior lighting during daylight hours, the Air Station could save 50,000 kilowatt hours (kwh) annually.

\* By removing light bulbs where not needed (near windows, decorative and ornamental lighting, more than one light in carports, etc.) a 15,000 kwh per year savings is possible.

\* Replace large wattage bulbs with smaller ones (porch, hallway, carport lights, etc.)

\* Keep doors and windows closed in air conditioned rooms; clean air conditioner filters regularly.

\* Report all hot water leaks immediately.

\* Defrost refrigerators when frost build-up reaches 1/4 inch.

## ENERGY SAVING FOR BACHELORS

Energy reduction measures in enlisted and officer bachelor quarters include:

\* Reduced lighting, approved on a case by case basis by the Joint Facilities Planning Board (JFPB), in "marginal" safety and security areas.

\* Reduced interior lighting by 75 per cent during daylight hours and 30 per cent after sunset.

\* Air conditioning thermostats set at 80 degrees and all units secured during normal working hours will save almost one million kwh annually.

\* Clean the filters in clothes dryers before each load of laundry and wash laundry in cold water when possible.

## ENERGY SAVING FOR FAMILY HOUSING

Measures which apply to temporary and family housing occupants include:

\* One exterior light per unit during darkness; light to be turned off by 2 a.m.

\* Use electric clothes dryers only during rainy weather

and then only from 6:30 p.m.-7:30 a.m. on workdays, anytime on weekends and holidays.

\* Set air conditioning thermostats in new family housing units to 80 degrees minimum; set window air conditioning units to not exceed 144,000 BTUs per day (i.e., an 18,000 BTU unit running for eight hours uses 144,000 BTUs).

\* Turn off hot water heaters (reduced to 125 degrees by Public Works) and air conditioning if leaving for the weekend or longer.

\* Wash laundry in cold water when possible and clean dryer's filter before each laundry load.

## ENERGY SAVING FOR WORKING AREAS

\* Reduced lighting, approved by JFPB, in marginal safety and security areas.

\* Reduced office lighting by 30 per cent.

\* Reduced warehouse and storage area lighting by 50 per cent.

\* Reduced hangar lighting to minimum work and security

requirements by selectively removing bulbs and turning on only minimum number of banks.

\* Set comfort air conditioning thermostats to 80 degrees and those in electronics spaces to the maximum recommended by the manufacturer.

\* Secure all air conditioning during non-working hours and when not needed.

\* Secure all office equipment (fans, copying machines, typewriters, etc.) during non-working hours and when not in use.

A chain is only as strong as its weakest link; the Air Station's plan to reduce its energy consumption will work only if every individual cooperates. Said Macho: "The desire is that all personnel set an example in conserving and reducing use of energy resources; resources which we have come to regard as essentially unlimited, yet may be in short supply for the next several years."

**'You've come a long way, baby!'**

# Woman Marines mark 31st anniversary

**CAMP SMITH** — Women in green have become a common sight over the past 31 years, which will be officially marked Wednesday.

The ladies became a permanent part of the Corps on Feb. 13, 1943 when the Women's Reserve program was created. This was not, however, their first appearance as Marines.

Sergeant Orpha May Johnson became the first Woman Marine in 1918. Woman Marines were then known as "Marinettes" and were primarily assigned to fill clerical jobs in order to free more men for combat duty during World War I. By 1922, all the Marinettes had returned to civilian life only to be called on again during World War II.

"Free a Marine to fight" was the recruiting slogan used most effectively by the Woman Marine Reserve during the Second World War. In June

1944, 85 per cent of Headquarters Marine Corps and over half of the personnel at continental United States bases were Woman Reserves.

In April 1965, Master Sergeant Josephine S. Davis was the first Woman Marine to undergo hostile fire while serving in the Dominican Republic.

By this time the Woman Marines had been serving their country around the World, having seen duty in England, France, Germany, Italy, and Panama.

In 1966, the female Leathernecks were permitted to volunteer for duty in the Far East at such places as Japan, Okinawa and South Vietnam.

In October 1973, there were over 170 Woman Marines assigned to Marine Commands in the Fleet Marine Force, Pacific, with over 70 of them assigned to commands in Hawaii. The first contingent of Woman Marines arrived in Hawaii early in 1945.

During the past year Woman Marines around the globe have much to reflect upon. On Feb. 1, 1973, Colonel Margaret Brewer became the 7th Director of Woman Marines by succeeding Colonel Jeanette Sustand, who retired Jan. 31, 1973.

Also, Sergeant Major Bertha Billup, the first sergeant major for Woman Marines, retired at Camp Pendleton, Calif., in April 1973, after 30 years of continuous active service.

New job fields opened up to Woman Marines during 1973. Colonel Mary Bane became the first Woman Marine to take command of a male unit when she assumed command of Headquarters and Service Battalion at Marine Corps Base,

Camp Pendleton in mid-January. Woman Marine officers can now be assigned to Logistics, and Woman Marines have been assigned billets in Military Police and Corrections, Utilities, Motor Transport and even in the Marine Corps Band and other bands, including the FMFPac Band.

Locally, 18 Woman Marines from Camp Smith and K-Bay are planning a trip to the Big Island today through Monday.

During the past year, Staff Sergeant P.J. Schmolzer became the first Woman Marine here to run over 1000 miles. She is also one of very few Woman Marines assigned to the photographic field in the Marine Corps.

They are also planning an Open House and Informal Buffet Wednesday from 11 a.m. until 1 p.m. at the Woman Marine Company lounge. They will be in charge of raising the National colors for the day.



**BAKING COOKIES** — Corporal Ruby Deas, food services, prepares cookies to be baked on large cookie pans. She is the first Woman Marine baker assigned to FMFPac and works in the Camp Messhall.

## About the Cover

One fragment of the Provisional Service Battalion empire is its warehouse storage complex, in which more than 11,000 separate supply items are stocked; even by the time this sees print, that number will have increased.

While on assignment, Hawaii Marine photographer Sergeant E.S. Saylor found the stock for this week's cover: wandering lost in one of PSB's warehouses, he "found" Corporal Alfredo Reyna (foreground) and Private First Class Dennis Noble, both intent on their own "find" — one of those 11,000 blasted supply items.

You'll find the story on pages 6 and 7.



## Black History Week: Feb. 10-16

# Re-reading mankind's story: a lesson in black history

Story and Art

By SSgt. Chuck Dinkins

**K-BAY** — Departing from the norm of stories about black history, this year's *Hawaii Marine* article, running in conjunction with Black History Week, will go much further back than just the history of black Americans.

Before the discovery of America by Columbus and even during the days when the tribes of Israel were wandering nomads, great civilizations were engaged in daily routines in the vast unheralded areas of Africa.

Africa, long considered a primitive land peopled by ignorant, sub-human beings, is revealed to be a creative contributor to early Egyptian civilization. The Dark Continent supplied architects and builders for some of the most powerful early Sudan states.

### BIRTH OF MAN

Recent discoveries by archaeologists suggest that the very birth of man was in this area of "ignorant and sub-human" peoples.

Letone Bennett Jr., in his book "Before the Mayflower," made these observations:

**Olduvai Gorge:** A series of startling discoveries in this area suggest that important and fascinating developments in human history took place in the Dark Continent. Finds by Dr. L.S.B. Leakey and other scholars indicate that man was born in Africa, that he began to use tools there and that this seminal invention later spread to Europe and Asia.

**The Nile Valley:** Important archaeological finds in the Sudan and Nile Valley prove that peoples of a Negro type were influential contributors to the second oldest cradle of civilization — Egypt. Discoveries at excavations near Khartoum in the Sudan and El Badari on the Nile indicate that Stone Age Negroes laid the foundation for much of the civilization of the Nile Valley and manufactured pottery before pottery was made in the world's earliest known city.

**The Congo:** Archaeologists unearthed remains of Ishongo people who lived some 8,000 years ago and used a primitive abacus for multiplication table, possibly the oldest in the world.

**The Sahara:** Henri Lhote, French explorer, discovered rock paintings which suggested to author Basil Davidson that "people of a Negro type were painting men and women with a beautiful and sensitive realism before 3,000 B.C. and were, perhaps, the originators of naturalistic human portraiture."

These and other discoveries have thrown historians and anthropologists into a state of confusion. Considerably more proof will have to be brought out before definite conclusions about man's early history can be drawn.

### FIRST BLACK EMPIRE

Ancient Ghana was the first of the great black empires. However, it did not become known to the outside world until around the eighth century A.D., when Spanish and Arabian explorers and merchants "discovered" it.

For centuries the Ghanaians unified loose tribal affiliations to form a modern type of state, founded on



**"ABSOLUTE POWER CORRUPTS ABSOLUTELY"** — Black slaves were valuable property and were considered to be just that: property, no more, no less. Their white masters held the absolute power of life and death in their hands; more often than not, they abused that power.

law and a complex system of intrastate commerce.

In search of gold, Spanish and Arabian explorers found not only a rich source of the metal but a highly advanced civilization.

With ever increasing income from the sale of gold and from the taxes the Ghanaians levied on the merchants taking the metal out of the country, Ghana was able to maintain a much higher standard of living than was enjoyed in that era by many of the lands to the north.

In 1706, Ghana became the victim of a "Holy War" waged by an army of Moslems bent on converting the Africans to the faith of Allah.

### SECOND AFRICAN STATE

A century after Ghana's decline, caused by the "Holy War," the second of the great ancient African states began to emerge: Mali.

Mali was led from tribalism to imperial statehood in the early 13th century by two great warrior-statesmen, Allakoi Kieta and Sundiata Keita. They extended Mali's territorial dominance outward, from the capital city of Timbuktu, until, eventually, the empire encompassed all of Ghana's former lands and more.

Unlike the Ghanaians, the people of Mali were enthusiastic converts of Islam — the religion of the traders with whom they dealt. Thus they were not caught up in another "holy war."

The noblest and most memorable of Mali's black emperors was Mansa Gonga Kankan Musa. He went to great lengths to ensure the continuing growth and advancement of his people. He ordered the construction of schools in every major town that had none and paid teachers salaries out of state funds.

After the death of Mansa Musa around 1335, the empire of Mali went into a decline and was gradually absorbed by the last and greatest of the ancient black Sudanese empires: Songhai.

### ONE OF THE GREATS

Asika Mohammed Toure, the consolidator of Songhai's conquests and the designer of the efficient imperial bureaucracy, was unquestionably the greatest black ruler ever to have emerged from the Sudan. Even today, scholars look with awe upon the empire he built.

Asika divided the empire into provinces and appointed a governor to oversee each; created ministers of justice, defense, finance, commerce and agriculture and established a system of uniform weights and measures. He instituted an equitable scale of taxation; initiated laws to regulate trade, banking and credit, and decreed the open tolerance of "foreign elements" such as whites, Christians and Jews.

Most significantly, Asika turned the Songhai cities of Jenne, Gao, Walata and Timbuktu into centers of learning and scholarship. Under his administration, the University of Sankore in Timbuktu became one of the Moslem world's greatest schools.

Like Ghana and Mali, the glory of Songhai was not to last. In 1590, a Moroccan army, equipped with man's newest weapon, the firearm, swept down on Songhai and quickly defeated its gunless troops.

### THE NEW WORLD

The New World, when its first town, Santo Domingo, was found in 1496, was, for the most part, one vast wilderness. Its most urgent need was manpower, to fell forests, build roads, towns and homes, grow crops and work the mines.

The only labor force available was the Indians, whose enslavement began at once. The first colonists, Spaniards and English, were able to do little with them. They were unfitted by their mode of life for manual labor. The male Indian was a hunter not a laborer; such tasks were left to the women.

K-Bay's observance of Black History Week, Feb. 10-16, will begin Feb. 14 at 1 p.m. in the Station Theater with the award winning documentary "Black History: Lost, Stolen or Strayed," narrated by comedian Bill Cosby.

Following the documentary there will be a special musical presentation featuring members of the Young, Gifted and Black Company. They will present excerpts from the stage musical "Young, Gifted and Black."

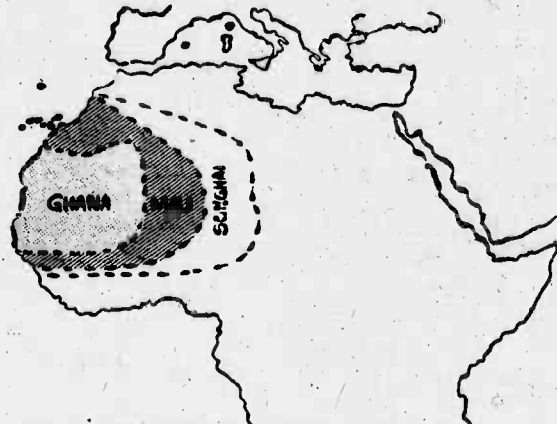
Throughout the week, a display of work by members of K-Bay's Black History course will be shown at the Station Library and, on Thursday evening, refreshments will be served in the reading room of the Library.

### BACK TO AFRICA

Africa as a source of labor was discovered by the Portuguese in 1440. The first batch of Africans brought to Lagos, Portugal sold readily. They proved so useful and were brought in such numbers, that before long Southern Portugal was peopled largely by them. Spain, Italy, France and even England were soon importing them too. A century of almost continuous wars had depleted their populations.

The use of blacks in the New World came about thus: Bishop Las Casas (1474-1566) seeing the Indians dying under the tasks imposed on them, suggested the Africans instead, a step that has made Las Casas go down in history as the father of the African slave trade.

The labor of the Africans became an important factor in the development of the New World. On them fell the crude work. Some had brought with them their skills in metals, weaving, carving and agriculture. And as a colony grew, so did the call for them.



**AFRICA BEFORE SLAVERY** — Africa, the cradle of civilization, produced three major black nations before the advent of the slave trade: Ghana, first "discovered" by Spanish and Arabian explorers in 800 A.D.; Mali, which emerged from tribalism to imperial statehood in the 13th century; and Songhai, the last and greatest of the black Sudanese empires.

### INDISPENSABLE

J.A. Rogers said in his book "Africa's Gift to America." "Planters would say, 'Negroes are the life-blood of the plantations. Without them we could not exist. Southern planters, quoting the Bible, called Africans 'the one thing needful.' Others said, 'They are the sinews and strength of the Western world; the lack of them, the great obstruction'."

Peter Stuyvesant, Dutch governor of New York, said, "Everything is by God's blessing in good condition and in consequence of the employment of Negro slaves." Cotton Mather, New England divine, when presented with a Negro slave, said in his diary, Dec. 13, 1706, that it was "a mighty smile from Heaven upon my family."

James Parton, writing of the Negroes in the 1770s, said they were indispensable: "What a debt we owe to the jolly, amiable, indispensable Negro."

For it was the labor, the toil, the sweat and the blood of the black man that helped build the cities, plow the fields and build this great country of America.



**WORD OF MOUTH** — Much of what we know today of the history, culture and heritage of the black race was passed by word-of-mouth from generation to generation. Youngsters learned the plight of their past and future on the knees of their fathers and grandfathers.



# Mass transit surveys readied; Results may alter bus service

**K-BAY** — The only way to beat the fuel crisis is to save fuel. Those who want to save their jobs still have to get to work.

Mass transit is the best answer to both dilemmas devised so far. On Oahu, that means TheBus.

An effort is being made to offer K-Bay commuters the best shuttle service possible. Surveys will be handed out at the main gate Monday. The results of these surveys could change bus routes, pick-up and drop-off points and times.

The idea for changing the island's mass transit service to the Air Station was originated by Commander Paul Hartman, Public Works officer, and Lieutenant (jg) Kirk Jennings, a reservist currently on two weeks active duty. Jennings, an electronics engineer with the Naval Underseas Center when not in uniform, is charged with seeing the project through to completion.

## MAXIMUM SERVICE

If successful, the reorganization would offer maximum service to bus users based on population density of route areas. TheBus will make changes only if there are enough paying customers to make it worthwhile. Officials at the transit company have already promised cooperation, according to Jennings.

Bus routes to be reorganized include ones from the Air Station to various points on Oahu. This allows service to be improved for wives and dependents who work off-base, school children and anyone who attends college outside K-Bay.

## TRANSPORTING SCHOOL CHILDREN

It is most important that children attending schools, public and private, be reflected in the surveys. "If the state (TheBus) will haul our public school children next school year," said Hartman, "then it is likely Station buses will not haul our children to private schools."

The questionnaires are detailed and lengthy. Jennings stressed that filling out the

forms will take longer than "a few minutes." However, he added, "we need all the information we're asking for if we're going to make this thing work."

When drivers come through the gate Monday morning, Military Police will hand out the questionnaires. This was made possible by the cooperation of Station Provost Marshal, Major A. Sgambelluri. Motorists can expect a slight delay at the gate as the forms are being handed out. Approximately 2,500 will be distributed.

## COLLECTED AT GATE

The surveys will be collected at the gate Tuesday, Wednesday and Thursday. If few people answer them, the effort will be wasted. Officials at the transit company will not be impressed with small figures. "We need good responses to

make it successful," explained Jennings.

Besides the potential of changing bus scheduling, the surveys could make it possible for people in scattered areas to car pool. Jennings plans to look into this area when he compiles the results and is able to determine if there are small numbers of people who are far from bus routes as to make it commercially feasible to provide them full service.

Jennings will start compiling the results of the questionnaires as soon as they come in. When a substantial return has been received, he will write a report reflecting the changes needed to better serve K-Bay commuters.

For further information or to request copies of the survey contact Jennings or Lieutenant Charles Pahl, assistant Public Works officer, at 257-2521.

# Officers, staff get okay To purchase double knits

**WASHINGTON** — Male officers and staff NCOs who go in for modern things now have the option of wearing double-knit greens.

A complete year-round double-knit uniform of coat, trousers, garrison and service cap has been approved for optional purchase through the exchange and approved commercial sources. It will not be available in the supply system.

The new addition to the Marine wardrobe is a work uniform and is authorized for leave and liberty. It is not approved as a substitute uniform during inspections, wear in formations, or at ceremonies or parades either on or off military installations. And, there can be no mixing with uniform items of different materials.

It's strictly an optional purchase item and cannot be used to meet minimum uniform

requirements. Staff NCOs who buy the uniform must ensure that the large pockets of the coat are sewn down in the same manner as the pockets on service coats issued or sold through the supply system.

# Volunteers sought In social classes

**K-BAY** — The Human Affairs Section here is looking for wives and dependents who would like to take part in the Marine Corps' 20-hour Human Relations Program.

Classes deal with cross-cultural and cross-ethnic questions. Hours can be tailored to the needs of the participants and classes will be held in Bldg. 279, the Human Affairs Office.

If interested, contact Captain Roake at 527-2337 during working hours.

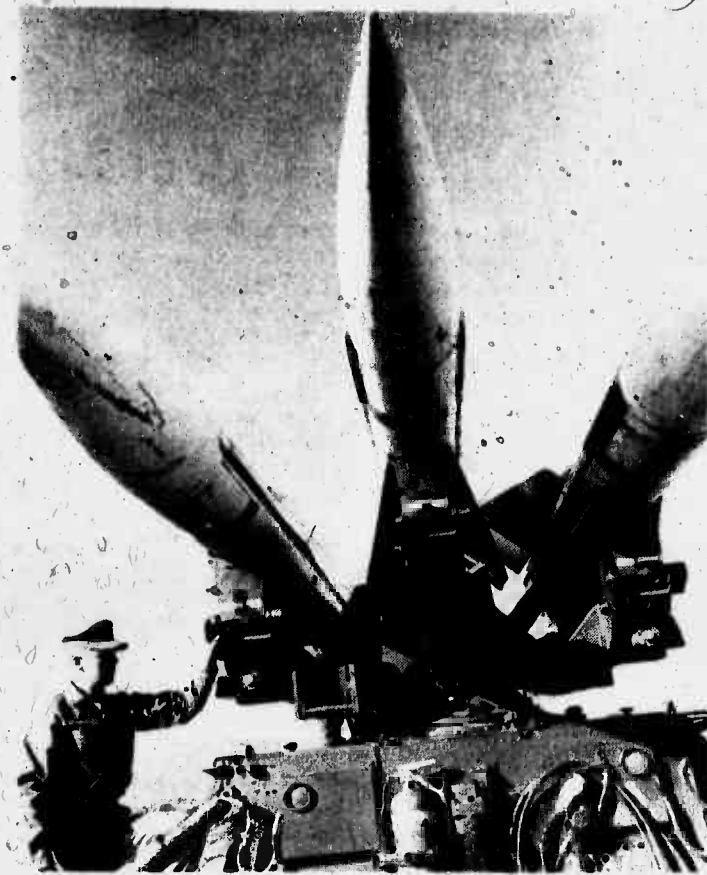


Photo by Sgt. E.S. Saylor

**SIMULATED KILLERS** — Private First Class Robert Bishop of Battery A, 2d Light Anti-Aircraft Missile Bn., inspects a Hawk missile launcher. The missiles are "dummies" but serve their purpose in make believe warfare.

# Yuma missilemen arrive For shoot-out over K-Bay

**K-BAY** — If you've been beach combing near Pyramid Rock lately and happened to notice enough equipment and missiles to launch an offensive, don't be alarmed, your eyes aren't betraying you.

Battery A, 2d Light Anti-Aircraft Missile (LAAM) Battalion, from Marine Corps Air Station Yuma, Ariz., descended on the Air Station Jan. 26. Since then they have been working hand in hand with K-Bay's Marine Air Control Squadron (MACS)-2 to prepare for a two-week anti-air warfare exercise which began Monday.

The 76 enlisted men and four officers of LAAM, headed by Captain Kenneth B. Levan, began their journey to the islands three weeks ago. Conveyed by road from Yuma to Long Beach, Calif., the missilemen hitched a ride aboard the landing ship dock USS Fort Fisher to begin a watery voyage here.

This is the second trip Battery A has made here since September, 1972 for the same purpose: to improve their combat readiness. Running through drills with MACS-2, they'll undergo training for embarkation and deployment and check out a variety of technical details relating to manning missiles "in the field."

During the anti-air exercise, the unit will man the Hawk, a semi-active homing surface-to-air missile. It's designed to combat low to medium altitude enemy aircraft. The battery is equipped with six launchers, each loaded with three Hawk missiles.

MACS-2 will provide control of interceptor aircraft and utilize the battery as a weapons system to repulse mock

hostile aircraft which may evade or "destroy" friendly interceptors.

Because of the unavailability of a live firing range, the battery's launchers contain dummy missiles. "Combat" will be carried out by simulators.

Missilemen will man their launchers and go through all the motions of repelling an enemy attack. Hits and misses will be scored by the electronic simulators, using radar tracking devices.

The length of the unit's stay is undetermined, they will remain until their job is done.

So, beach strollers need not be alarmed by the weird apparition near Pyramid Rock. It's not an illusion from a science fiction flick.

It's just Battery A doing its anti-aircraft thing.

# Five attend drug course, Learn narcotics analysis

**K-BAY** — Four members of the Criminal Investigation Division, including Major A.P. Sgambelluri, Air Station Provost Marshal, completed a course in analyzing and identifying narcotics and dangerous drugs.

Presented by the Drug Enforcement Administration of the U.S. Justice Department at Fort DeRussy in Honolulu, the week-long class included 90 military and civilian law enforcement officers from as far away as Guam and Samoa.

With 2,000 years of combined law enforcement experience to work with, the instructors held more than 100 hours of classroom instruction

and field work, culminating in a final test where the policemen were given a foreign substance and told to identify it using microscopes and chemicals.

One of K-Bay's experienced investigators, who had prior experience in narcotics identification, graduated as a certified expert in the field of drug analysis. Gunnery Sergeant S.K. Smith heads PMO's forensic lab, which handles the identification of narcotics.

Commenting on the drug situation aboard the Air Station, Smith said, "Drug abuse is the number one crime at K-Bay today, followed by thefts which are usually drug related."



**DENTAL HEALTH** — Ms. Paulette Miller, a Red Cross volunteer, answers a youngster's question about proper brushing. Ms. Miller and husband produced a slide show presented this week to pre-schoolers at K-Bay's Makapu School. The slides were part of the activities highlighting Children's Dental Health Week which ends tomorrow.

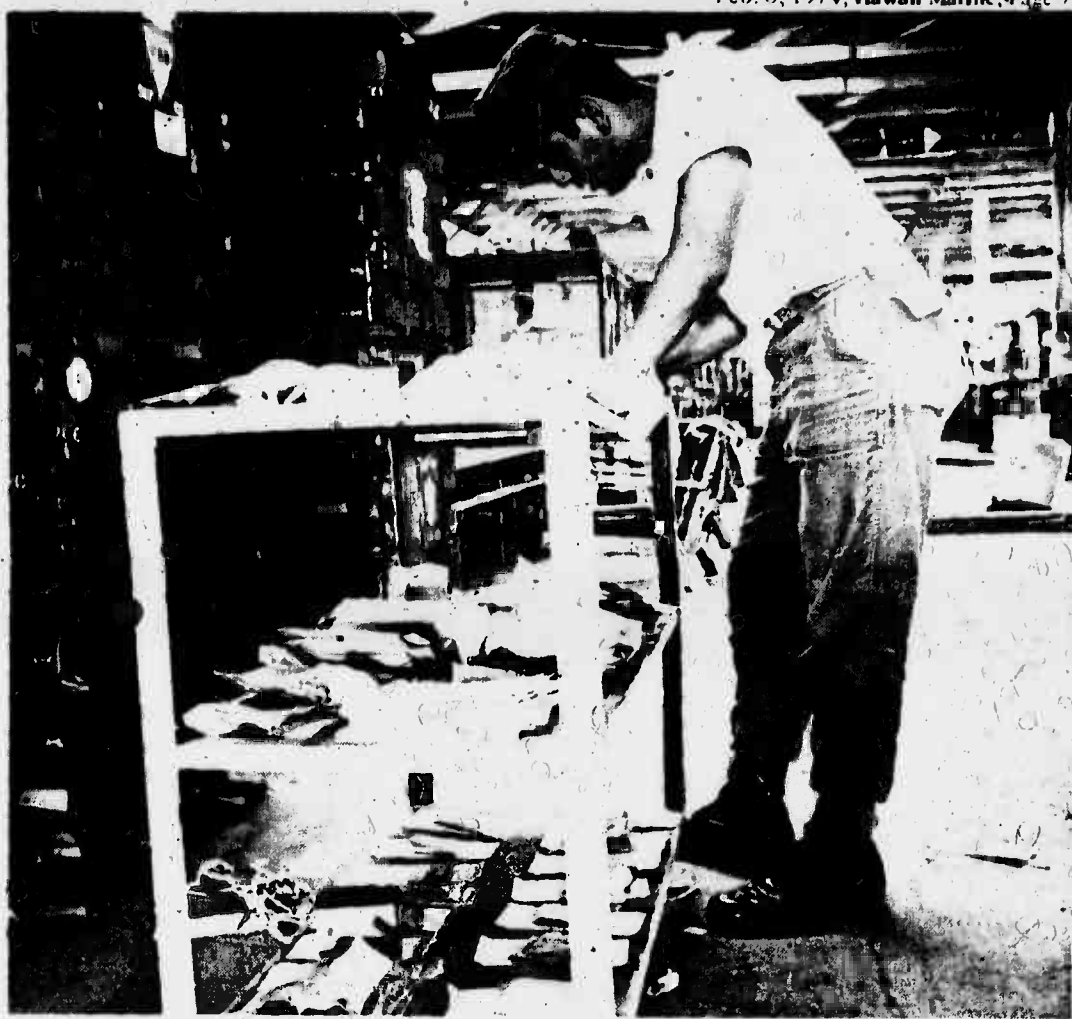


**REPLACING PARTS** - Private First Class Jimmy Johnson (above) grinds an old gasket off an oil pan. PSB's Motor Pool handles most major overhauls for 1st Marine Brigade. Staff Sergeant Wiley Moss (left) replaces a cracked .45 barrel. PSB's small arms shop can repair anything from a .45 to a 106 mm.



**ON THE WAY** - Corporal John Pajlik of PSB's Data Processing Platoon-10 transmits data to the larger installation at Camp Smith.





**KEEPING TRACK** - Corporal Vick Vasquez (above) enters a record listing a new shipment of supplies to restock shelves in one of PSB's warehouses. Sergeant Dave Fulsang (left), shift supervisor at the Data Processing Installation, runs a key punch machine. DPI works around the clock 24-hours, six days a week.

## PSB: 'housekeeper' for Brigade; Provides upkeep, supply, service

By Cpl. Bob McManus  
Photos by Sgt. E.S. Saylor

**K-BAY** - The 1st Marine Brigade's Provisional Service Battalion (PSB) is an organization unique to the Marine Corps.

Unlike a normal service battalion, which provides third echelon support to a Force Service Regiment, PSB provides fourth echelon support for the 1st Marine Brigade because of the Brigade's isolated location here in the Pacific.

PSB's top priority is to provide maintenance, supply and service support for the Brigade. Filling this rather sizeable bill requires some 17 buildings scattered around the Air Station, not to mention a hangar and warehouse at Pearl Harbor and Ford Island, and the hands, eyes and heads of more than 500 officers and enlisted men.

### HOUSEKEEPING FUNCTIONS

In an age of streamlined specialization, PSB's Executive Officer, Major H. Scarbrough foresees PSB, "becoming a central manager for housekeeping functions within the Brigade."

A program that will help PSB achieve this goal began in 1971 and came into full swing this year. It's called the Centralized Administrative Deadline (CAD) and what it boils down to is one vast, centralized storage system for more than 700 vehicles. Two areas are involved - a hangar at Pearl Harbor and a warehouse at Ford Island.

By storing all the gear in centralized locations, the taxpayer saves money in fuel, manpower and maintenance costs and the Brigade is assured ever-ready equipment in top running condition.

**CAD**, according to Scarbrough, probably reached its peak this year in terms of the amount of equipment that will be acquired. When 100 pieces of Brigade equipment, including a crane and some 40 trucks, are unloaded from four ships this weekend, it will probably be the last big shipment received in the near future.

### CENTRALIZED MOUNT-OUTS

Most Brigade units are all too familiar with the hassles involved in handling mount-out gear for deployments. During this year, PSB plans to centralize all mount-out gear, removing the responsibility from the shoulders of individual units.

What PSB intends to do, in effect, is compile all the necessary equipment and supplies into three separate "blocks": one for air contingency BLTs (Battalion Landing Teams), which are made up of light equipment that can be transported by aircraft; one for regular surface BLTs, where heavy equipment such as trucks, amtracs, etc. are deployed and, finally, a Brigade "minus" BET, which will encompass all units that would, depending on the situation, deploy with either of the other two BLTs.

While there would be some duplication of equipment in this plan (for example, if 100 rifles were normally assigned for each BLT, a total of 300 rifles would be needed for this system), but the overall savings in manpower, storage and equipment maintenance, and the elimination of the time consuming confusion that often arises in

mount-outs, would more than offset duplicated gear.

While this "centralized management" activity is not highly visible on the surface, its presence will relieve most units of the hassle of maintaining, storing and preparing mount-out gear by June.

At the same time, PSB will be centralizing garrison encampment properties, such as tents, first aid and mess gear, which are stocked primarily in the event of national disasters or other emergencies.

### PSB: A VAST NETWORK OF ACTIVITIES

It would be impossible to detail here all the Brigade activities in which PSB is directly or indirectly involved.

PSB is like the vast circulatory network in the human body. Its veins and arteries, functioning for the most part below the surface, stretch out all over the Air Station, touching just about every function here.

It's a network as diversified (from a data processing platoon and small arms repair shop to a motor pool and salvage lot) as it is all encompassing.

With its maintenance compound, PSB can literally repair any piece of Marine Corps equipment peculiar to the ground side of the Air Station operations.

Air delivery is also part of PSB, as is an ordnance maintenance shop, motor transport section, an electronics shop and general supply. In all, PSB maintains more than 11,000 individual supply items.

PSB, in short, supplies the punch that keeps K-Bay's air-ground team a strong, versatile opponent.



**PACK IT RIGHT** - Corporal Frank Figueiredo, a veteran of 31 jumps, takes care packing his parachute. Figueiredo is one of the volunteers who make up PSB's air delivery team.

# Boilermakers overpower Old Gang, Net intramural championship 87-55

By SSgt. Jack Michalski

**CAMP SMITH** — A fired-up Boilermakers team exploded for 55 points in the second half Monday to trounce the Old Gang, 87-55, and win the intramural basketball championship here.

The Larry Lariosa coached Boilermakers used balanced scoring, their decisive height advantage to control both backboards and a harassing zone defense to gain the victory.

Neither team could find the range in the early going as the game was scoreless for the first two and a half minutes.

The Gang's Frank Butsko netted the first two points of the game on a pair of free throws. Lee Owens paced a Boilermaker surge to the next eight points.

Butsko hit from in close and added two more from the foul line and Barry Ferich, the league's leading scorer, canned two charity shots to knot the score.

A tip-in by John Peeples and a 15-footer by Bill Waters tied the game at 10, before Peeples hit a 20-footer and Owens scored on a follow-up for a 14-10 first period lead.

The Boilermakers connected on the first eight points of the second quarter to stretch their lead to 12.

A free throw by Roger Redelman plus buckets by Ferich and Waters closed the gap to seven before Owens tallied six of the last eight points of the half and a 32-21 Boilermaker advantage.

The Boilermakers increased their lead to 17 points by scoring the first six counters of the second half, four by Buddy Henderson.

The teams exchanged a basket and free throw before the Gang hit seven in a row on a 20-footer by Finger. Ferich nailed one from the corner and Redelman added a three point play to cut the margin to 10.

The Boilermakers countered with a seven point string of their own as Peeples meshed three from the charity stripe and Davis added a pair of buckets.

The lead varied between 17 and 18 until Ferich tallied a three-point play as the quarter ended to move the Gang to within 15, 54-39.

## BOILERMAKERS MAKE SURGE

With the score, 61-45, and six minutes left on the clock, the Boilermakers went on an 11-point tear, four by Davis and three by Maurice Proctor, to put the game out of reach and wrap-up their second straight intramural title.

Owens paced the Boilermaker attack with 21 points and grabbed nine rebounds. Peeples followed with 15 tallies and eight rebounds. Harvey Barnes netted 14 points and seven rebounds and Davis added 14 counters. Henderson scored eight points and hauled down 10 caromes while Proctor had seven points and snared a game high 13 rebounds.

Ferich was high for the Gang with 16 points, Waters netted 14 and Redelman 13. Butsko finished with eight points and eight rebounds.

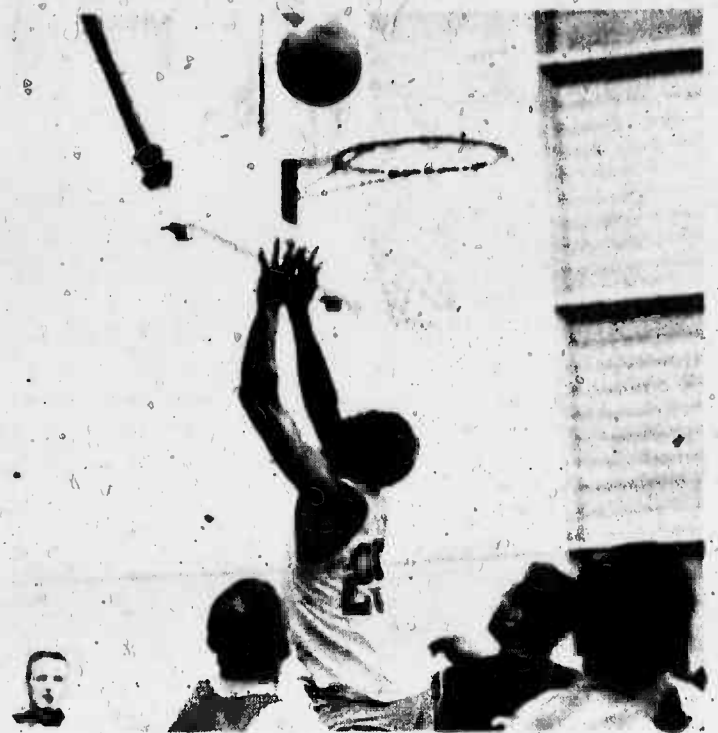


Photo by Cpl. R.J. Kenison.

**TWO-POINTER** — Lee Owens (25) goes up for two of his 21 points that helped the Boilermakers defeat the Old Gang, 87-55, Monday.

## Sports As I See It

Greg's Sportline.....72141/42

### K-BAY

**A "YOU PICK EM" TOURNAMENT** was played Jan. 31 and the cool, rainy weather did not dampen the spirits for the Lady Golfers. The tourney (circle 12 holes before leaving tee) was played with one-half handicap. Sally Clifford placed first in A flight with a 54½ net. Polly Carlstead grabbed second place honors in B flight with a 53½ net and Eileen Shuford topped all competitors with a 56½ net in the C flight.

**A SCOTCH FOURSOME** was held Jan. 27 at Kaneohe and hosted by the McGlauns and the Carlsteads. The tourney played was a "Best Ball Twosome." First place was captured by Terry and Marge Larkin, second place honors went to Floyd and Gene Murphy. In third place was Tom and Marcia Macomber and fourth place was held by Al and Margaret McGlaun. The mixed events are scheduled for the last Sunday in each month, with the next one planned for Feb. 24.

**THE STATION TRAINING POOL** will be closed until March 4 due to repairs.

**COACHES ARE NEEDED** for the Girls Softball Association (ages 8-18). Anyone interested should contact Major David Mills at 257-3454 or 257-2503.

### CAMP SMITH

**THE SEAFARERS** and Magnificent "B's" remain tied for second place in the Male SNCO Bowling League with only one week, as they each split four games. The Seafarers won the first and third games against the league champion Bar Rats. George Luke was high for the Seafarers with a 200/559 series and Warren Downs added a 200/514 series and Ike Goodman a 513. Rich Burns rolled a 215/607 series, a new high for the league, for the Rats. The "B's" split with the fourth place Kingpins behind Mike Mervoshis 522. Jim Lester has a 487 for the Kingpins. Chris Boyd's 226/532 series paced the Goodguys to a three game win over the Red Moustaches. Jerry Fogle had a 458 for the losers.

## Silent Five holds league lead, Takes Renegades in struggle

**CAMP SMITH** — The Silent Five held on to their 12 game lead in the Mixed Intramural Bowling League Monday night by rallying to win

the last two games from the second place Renegades.

Rich Burns topped the Five with a 200/566 series, Jeff Henshaw contributed a 558 series and Al Belcher added a 537. George Luke had a 536 for the Renegades.

The COM captured four games from J-5 to move to within a game and one-half of third place. M. Blakwell's 511 series paced the win. G. Johnson has 422 for the losers.

The third place J-8 Ballers won four games the easy way by forfeit over the Wino's. In rolling for their total pins, Hap Albers had a 219/520 series.

The Burns jumped into sixth place by taking three games from Special Services. John Caskey was high for the winners with a 493. Tony Stevens had a 448 for the seventh place losers.

The ninth place Bar Burns and the last place Zig-Zags split four games. Rod Cook led the Bar Burns with a 467. Jerry Jakes had a 406 for the cellar dwellers.

Weiting snared 18 rebounds in each game and scored over 16 points per game. Haynesworth finished the tourney with 18 points per game while Dunlap averaged approximately 13 tallies a contest. Dodson, the team's playmaker, hit for seven points a game.

Selected from Hawaii was Steve Shugart, Bob Brown, Bryan Vossekuil and George Bender.

Shugart was Hawaii's leading scorer with a 20 point average, Brown hit at a 19 point per game clip and grabbed nine rebounds a game. Vossekuil netted over 14 points a game and Bender scored seven counters a game and pulled down an average of 10 rebounds.

Also chosen as alternates to the squad were Clide Roberson and Mike Howard from Hawaii and Greg Humphrey of WESTPac.

The team, coached by WESTPac's Vic Ryan, held workouts all week and leave today for Camp Lejeune.

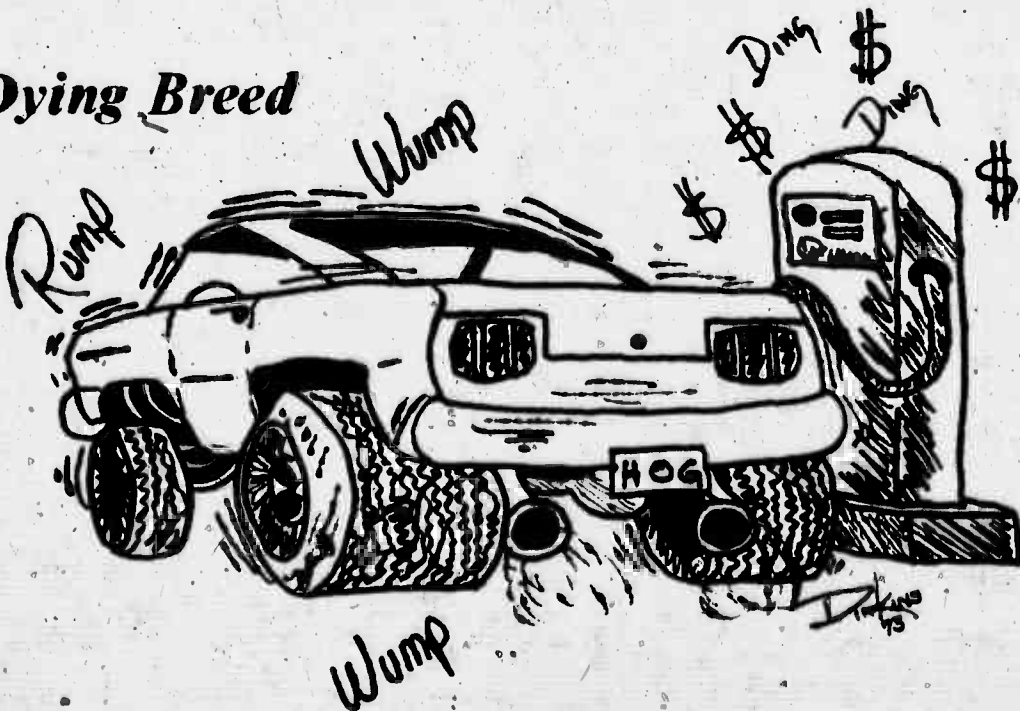
## Marine champion Travels to USSR

**WASHINGTON** — Marine Second Lieutenant Lloyd W. Keaser, current 149.5-pound World Free Style Wrestling Champion, is scheduled to travel in the USSR this month as a member of the U.S. wrestling team.

During the two-week tour through five Russian cities, Keaser is expected to face Russia's Nasrullah Nassroloav, who he battled to a draw on the way to a gold medal in the world Free Style Championships last year in Iran.

Keaser is the current favorite to capture a gold medal in the 1975 Pan-American Games and the 1976 Olympic Games.

## Dying Breed





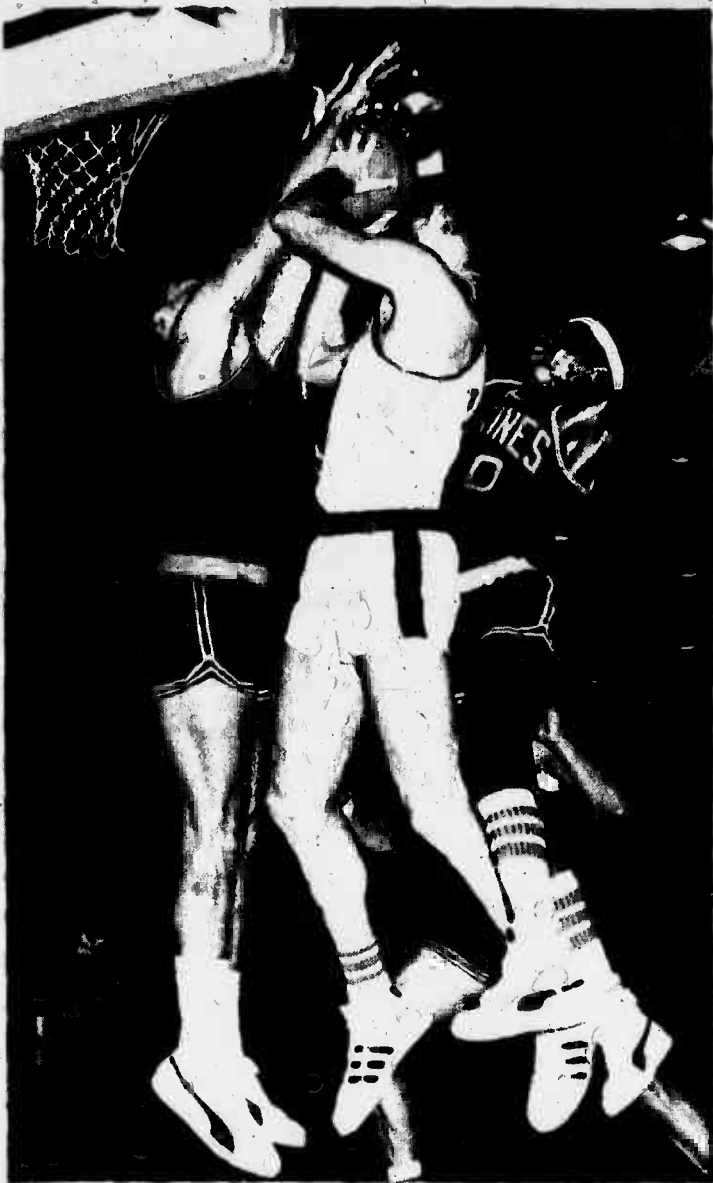


Photo by Sgt. E.S. Seylors

**A JOINT EFFORT** — John Weiting of the WESTPac All-Stars attempts a shot while George Bender (left) and Clide Roberson mangle his efforts. Weiting hooked 21 points and snared 19 rebounds in the championship game to help his team's effort, the WESTPac All-Stars, to beat the Hawaii Marines 96-84.

## HawMar blitzed in league action, Extends losing streak to 3 games

**CAMP SMITH** — The Hawaii Marines dropped two games over the weekend in the Puerto Rican Baseball League extending their losing streak to three games.

The Leathernecks were shelled, 12-2, Saturday by Jolly Roger and lost a 7-2 decision to Airport Texaco Sunday.

In Saturday's game, Jolly Roger drew blood first by scoring a run in the third on a double by Skippy Borges and a single by Tony Ferreira and added another in the fourth on a home run by Ernest Viloria.

The Marines managed a run in the fifth as Bud Simpson doubled home John Curtland, who had singled.

Jolly Roger broke the game wide open in their half of the fifth, scoring seven times as 11 batters marched to the plate. Dick Harrison and Dan Fufrone each drove in a pair of runs in the uprising.

The Marines added their final run in the eighth as Curtland walked with the bases loaded.

Jolly Roger put the finishing touches with three tallies in the bottom of the eighth.

On Sunday, Airport Texaco erupted for four runs in the second inning. Bill Stahr walked and took second on a wild pitch. After the next two batters made outs, Melvin Vegas and Donald Silva walked to load the bases. On an attempted pick-off at second, catcher Rick Baker threw the ball into centerfield scoring Stahr with Vega and Silva advancing one base. Paul Valentine followed



Photo by Cpl. D.E. Kessler

**DESIGNATED HITTER** — Ralph Saverine, the Marines designated hitter in Sunday's game with Airport Texaco, lines a single to right center. But it went for naught as the Leathernecks dropped their third game in a row 7-2.

## WESTPac stars shine in finals, Hawaii downed in 96-84 defeat

By SSgt. Jack Michalski

**K-BAY** — "We're just happy to win." This was the comment of Vic Ryan, coach of the WESTPac All-Stars, after his team had just defeated the Hawaii All-Stars, 96-84, to capture the FMFPac Regional Basketball Championship Jan. 31.

Don Haynesworth, Ted Jones and John Weiting combined for 70 points and 37 rebounds to pace the WESTPac All-Stars' victory.

The second contest was almost an exact duplicate of the first game that WESTPac won, 92-82.

Hawaii opened an early five-point margin, 11-6, on the hot hands of Clide Roberson and Mike Howard. Buckets by Haynesworth and Weiting closed the gap to one.

Roberson countered with a two-pointer but Haynesworth nailed two buckets in close and Gary Dodson added a 20-footer and WESTPac led, 16-13.

Baskets by Howard and Roberson plus two free throws by Bob Brown gave Hawaii its last lead of the game, 19-18. WESTPac connected for the next eight points, four by Jones, for a 26-19 advantage.

Baskets by Bryan Vossekuil and George Bender brought Hawaii back to within three and they managed to stay close until just before the half.

Three buckets by

Haynesworth and another by Leonard Dunlap surrounded a Steve Shugart field goal for a 46-37 WESTPac halftime advantage.

The visitors outscored Hawaii 10-6 in the early goings of the second half to stretch their lead to 13 points. Brown, who was held to four points in the first half, found his shooting eye to lead a Hawaii surge to narrow the gap to five, 60-55, at the 10-minute mark.

Weiting netted a tap-in and free throw to make it an eight-point WESTPac lead but Steve Shugart countered with a pair of buckets and Hawaii trailed by only four.

The teams exchanged two pointers before Haynesworth canned two from the charity

stripe and Weiting added a lay-up to widen the margin to 10.

Hawaii managed to cut the gap to five with five minutes left but that's as close as they came. Dunlap hit three buckets and Jerome Kess canned six consecutive free throws to put the game on ice.

Haynesworth led all scorers with 27 points and had eight rebounds. Jones netted 22 tallies and grabbed 11 caromes, while Weiting finished with 21 counters and a game high 18 rebounds. Dunlap added 12 points and nine rebounds.

Brown was high for the losers with 21 points and 11 rebounds. Roberson followed with 19 scores, Shugart 18 and Vossekuil 12.

## HAD unbeaten at nine In late volleyball action

By SSgt. Jack Michalski

**CAMP SMITH** — Human Affairs Division (HAD) continues to dominate the intramural volleyball league here as they stretched their unbeaten streak to nine matches by outlasting the Spikers and S-1.

HAD captured the match with the second place Spikers, 15-2, 5-10, 11-9 as the first two games were played under a 15 minute or 15 point rule.

The spiking of John Tolmie and the serving of Darrel Shea completely overwhelmed the Spikers.

The Spikers handed HAD their first loss in the second game behind the inspired play of Jim Fraley and Bob Tyler.

With the score tied at five, the Spikers scored five in a row and then hung on until the time limit ran out.

The Spikers grabbed a 5-3 lead on the serving of Tyler and Al Castellano but the serving of Emilio Vasquez and Hal Jensen gave HAD a 10-5 advantage.

Another ace by Castellano and three spikes by Fraley

brought the Spikers to within one but a spike by Tolmie wrapped it up.

In the match with S-1, HAD was victorious 15-10, 15-8. S-1 was able to stay close in the early going during both games but the spiking of Tolmie, Gary Farrington and Shea proved to be the deciding factor.

**DINGERS**

**TAKE MOTOR T**

In other action, the Supply Dingers moved into a second place tie by topping the Motor Transport Truckers, 15-6, 15-13.

The first game was no contest as the play of Bob Green and Waf Taum paced the win.

The Truckers grabbed a 6-0 lead in the second game but Hank Torres led a Dingers rally to tie.

Motor Transport moved back into the lead behind Mike Effner but the play of Torres and John Drury gave Supply an 11-10 advantage. Two aces by Jim Pittstick made it 13-11 in favor of the Truckers but a spike by Drury and three by Taum clinched the win.

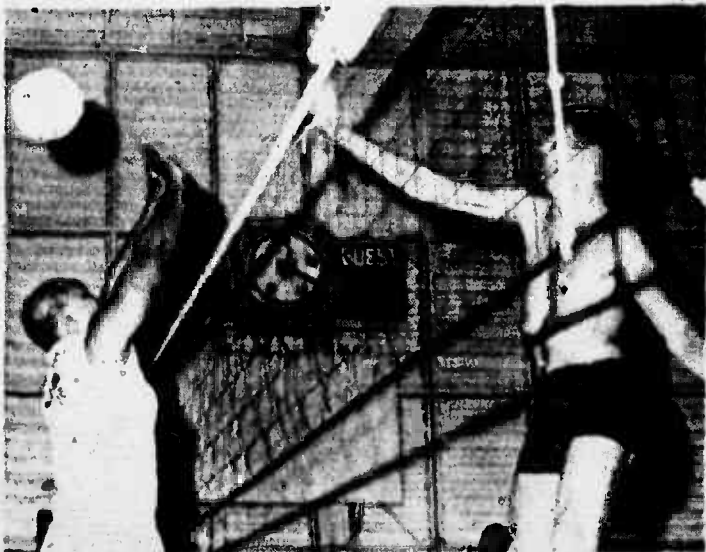


Photo by Sgt. D.P. Henry

**HE MISSED** — Al Castellano (left) misses a block on a spike by HAD's John Tolmie in intramural volleyball action that saw HAD defeat the Spikers 15-2, 5-10 and 11-9.

## What It's Like To Be A Plane Captain

# Flightline launch leaves layman limp

By Cpl. C.W. Rowe

Photos by Sgt. E.S. Saylor

**K-BAY** — Jets are the noisiest damned things in the world. I know, for a day I work with them as a plane captain on Marine Fighter Attack Squadron (VMFA) 235's flightline. I determine this noise assertion by careful scientific calculation. Beside that my ears are still ringing.

My day began early. (6:45 a.m. is early when you're used to keeping banker's hours.) I report to a quiet, laconic plane captain who introduces himself as Sergeant Ken Bascom. He is assigned to show me the ropes and see to it I don't get run over by a stray Phantom. The squadron seems to feel this would be bad for their image. I agree.

Bascom is quietly amused by my presence and quite obviously dubious of my ability to learn in a day what takes other men months of intensive schooling and on-the-job training to grasp. I assure him I'm quite competent in aviation matters since I've been on this Air Station for several months.

He does not appear convinced.

### ON THE LINE

We start with a pre-flight of one of the birds that are "up" for that day. Bascom explains that this is one of four checks the plane goes through before loosing the surly bonds of earth. The first is performed the day before after the last flight. We do the second and the pilot and plane captain will pre-flight again just before take-off.

As we start through the checklist, I begin to understand Bascom's skepticism of my learning ability. He delivers a running commentary on what he is doing. I follow the first four words: This is a Phantom.

After that, I'm lost.

### PRE-FLIGHT?

I begin to feel dumb. As he continues to rattle on, giving what Bascom considers to be a simple explanation, I feel even dumber.

To cover the abysmal depths of my ignorance, I smile, grin and nod my head a lot. Bascom says, "Got it?"

I reply (a la Bill Cosby), "Right! Let's get onto something difficult." Bascom smiles knowingly.

I don't think he's fooled.

### ENTER THE PILOT

After the pre-flight, we wait for the pilots. When they arrive, pilot and plane captain check out the bird again. I watch, trying to look intelligent. It is hard because I feel like I just stepped through Alice's looking glass and the Phantom is looking a lot like the disappearing owl.

The first flight is launched and we

have a short slack period. Bascom talks aviation with his flight line cronies. I go into my smile, grin and nod act.

We adjourn to the refueling pits to wait for the F-4's to return. Squadron line crews aid refueling personnel in gassing up the airplanes.

### IN THE PITS

Being in the pits is a lot like standing naked in a wind tunnel of the sort that burns up model airplanes for test pilots. Even though the jets coming in for fuel maintain only enough power to taxi, they still sound like screaming banshees or those eerie sound effects you always get when the dialogue dies in horror flicks.

Conversation is out of the question even if I had anything intelligent to say, which I don't. Flight crew salvation is a set of ear muffs which convince me they are more designed to inflict pain in the temple and mastoid region than protect the ears. They are common on flight lines and commonly known as "Mickey Mouse ears."

I feel a close kinship with the Disney character standing there watching the carefully orchestrated fueling operations. This time I pull the old "walk around looking at things and kicking the dirt trick" to cover what is becoming epidemic stupidity.

### ARM AND HAND SIGNALS

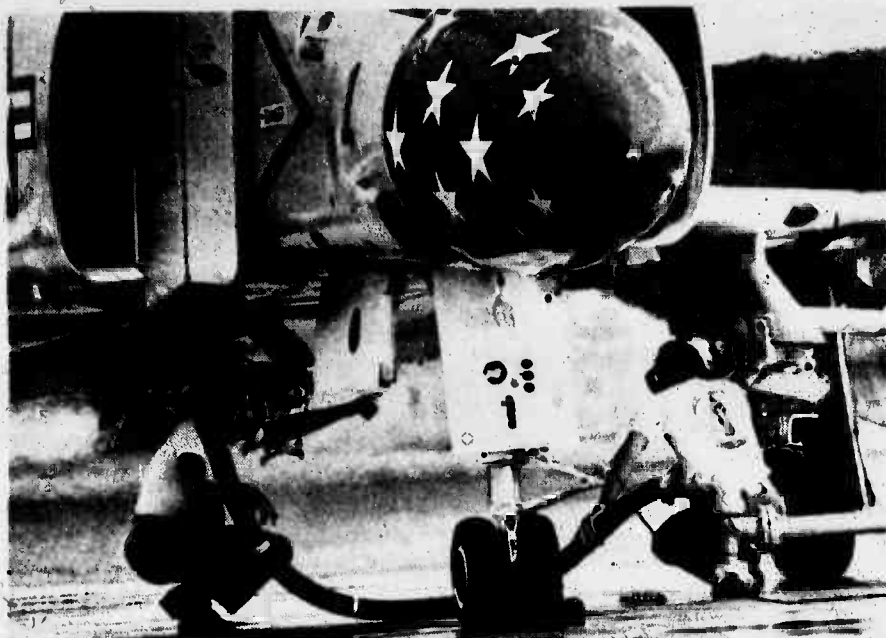
Communication between refuelers is via what looks like a modern version of the sign language you always see in westerns between the chief scout for the wagon train and the Apache war chief. On the flightline, it's the same deal. What words are uttered are shouted into your ears from a distance of one or two inches. You can barely hear them.

After laying out the fuel hose, Bascom comes close enough for me to determine his latest eating habits and shouts, "Want to catch one?" Now, the last time somebody said that to me, I was being particularly obnoxious in a local drinking establishment and some guy wanted to lay me out. Not quite sure whether the same circumstances apply this time, I opt for agreement and smile my assent.

"Catching" is a relatively simple procedure which is fine because by now, I don't feel confident of mastering anything difficult.

When the airplane taxis off the runway and into the refueling apparatus I guide it to the right spot. This is done with a few simple hand signals and is known as catching.

After Bascom runs through them six times I am able to copy in a monkey-see-monkey-do fashion. It is quite a feeling to have millions of dollars worth of sleek aircraft bearing down on you and



**"WHAT'S THAT"** — I point out an object on the F-4 to Bascom so he can tell me what it is later. When the birds came back from the first launch, Bascom and I were at the fuel pits to refuel and return them to the flightline.

know its control is in your own hands.

"Quite a feeling" translates: terrified.

Refueling over, we return to the flightline. I am allowed to "catch one" again. This time the signals are more complicated. After brief and intense instruction, I am again able to muddle through. It takes Bascom only a few minutes to complete the post-flight check. It takes me a small eternity punctuated by much sighing and eye-rolling by the flight crew.

### LUNCH BREAK

After a short break for lunch, we returned to the line and pre-flight for a 11:45 a.m. launch (Really getting into this flightline lingo now.) Bascom allows me to perform a few simple tasks. Apparently my competence in simple aviation matters has risen from the level of moron to that of simple dullard. I'm somewhat miffed to see Lance Corporal Mike Wells, another plane captain, follow behind to check me out. I am insulted but say nothing. I am afraid they will answer with an aviation tirade and my ego can't stand that blow again.

The 11:45 launch is to be my big moment. They will let me launch the bird. When they tell me, I feel a thrill I have not experienced since childhood when a long cherished hope was realized. Like when I got a glimpse of the thigh of that little blonde that sat in front of me in second grade.

As launch time approaches, I am as nervous and agitated as a virgin on her wedding night. We check the plane again and I try to look professional and wise. It's a difficult expression to maintain while beaming from ear to ear.

We help the pilot and radar-intercept officer hook up various pieces of gear in the cockpit. They look like ladies of the 1890's struggling into a corset and I feel like a lady in waiting. It is sticky hot and I'm not sure flight pay would be worth it.

I watch one JC launch his bird. His motions are as smooth and flowing as a ballet dancer. I only hope I'm able to do half as well. Bascom reviews the dozen or so signals to be used for the tenth time, with the same long-suffering air he has had since I was slung around his neck that morning like the Ancient Mariner's albatross.

The time for me to go into my launching act approaches. I dance around like a man with a combination of nervous hysteria and full bladder. I realize I am acting like a little kid but continue to fidget anyway. This moment is mine and no one will take it from me.

### IN THE SPOTLIGHT

Finally I am on. I signal the pilot to apply power to the engines. When the proper pitch is reached (I have no idea what that is) he notifies me and I have the starter unit disconnected.

Then we check the various external components of the airplane: wings, flaps, spoilers, stabilizers, rudder, etc. ("etc." covers a multitude of things I can't name). Each check has its own signal. Men from the line are behind and around the bird checking as the pilot moves each piece of gear.

Bascom is close by feeding me signals. As I forget them (back to the moron level again), he frantically flaps his arms to keep up an uninterrupted flow of instructions to the pilot. My ballet of signals begins to look like a Keystone Cops comedy skit instead of the poetry in motion it should be.

When the last check is made and the last "thumbs up" signal given, I am relieved that act one is over. The curtain will be guiding the bird onto the taxiway. I'm not expecting any curtain calls.

Backing up, I commence the "come ahead or come to me" signal. I must look like a stereotype Italian grocer arguing over the price of garlic. The powerful aircraft approaches and I signal a turn. As he goes past me, I give the pilot the traditional salute.

### BALLOONING EGO

Thumb extended in the air, I hear the National Anthem and feel like an Olympic gold medal winner.

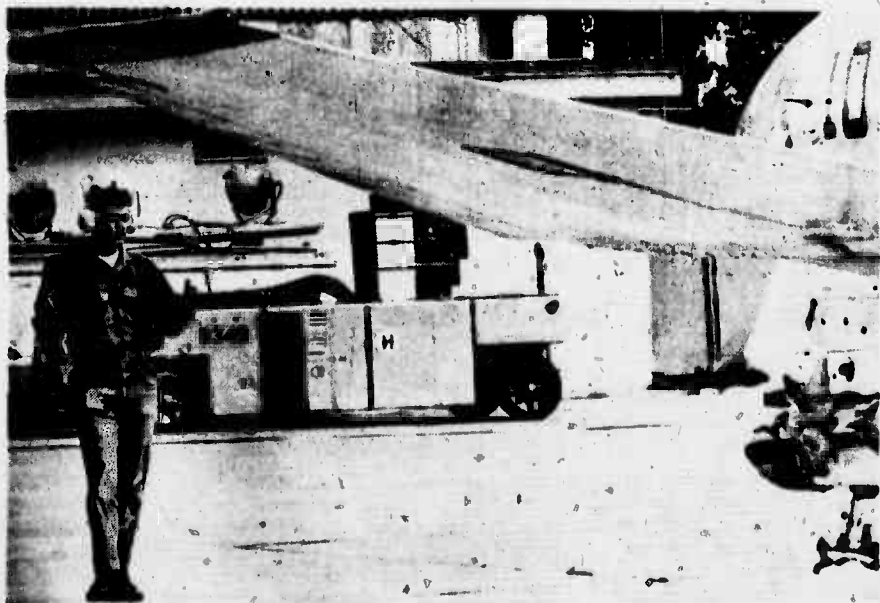
For the remainder of the day, my feet don't touch ground. I am so pleased with myself I am unbearable. The men of the flightline are gentlemen enough not to puncture my ballooning ego.

I believe my ego would have been impervious anyway.

Nothing penetrates to spoil the rosy, red glow that suffuses me. Not whining engines, calculated to make a deaf mute deaf. Not noxious fuel odors, enough to make a Graves' Registration detail blanch. Not anything.

I can understand a little of what motivates these casual professionals on the flightline. Without seeming to, they pamper their airplanes. Caring for and mother-henning the birds like they were thoroughbred horses, plane captains exhibit an exactitude that is unusual today among almost everyone except Swiss watch makers.

The true tragedy of their work is that no words can portray the feeling of knowledge, confidence and competence. It is one that must be experienced.



**COME TO ME** — With all pre-flight checks complete, I guide the aircraft out onto the taxiway. All that remains is for me to give him the signal to turn, tell the pilot to proceed to the runway and offer the traditional salute.



Over the Air Station

# Sinister snakes soar the skies

By Sgt. E.W. Richardson

K-BAY — With a whining roar, it hangs suspended on whirling blades a few feet above the ground like some grotesque insect out of a Japanese monster movie.

In flight it resembles a shark and, as it swoops in on a target, it's like a monstrous bird of prey.

This protean creature is a snake or, to be more specific, a Cobra and five of them make their home here. They nest at Headquarters and Maintenance Squadron 24.

The AH-1J Cobra is an attack helicopter or gunship; a special breed of chopper

designed from the skids to the rotor as an infighter. They carry a two-man crew seated one behind the other; the front man is the gunner with the pilot in the rear.

True to the old wives tale that where there is one snake another one is close by, Cobras travel in pairs both for tactical and safety reasons. Their mission here is to provide escort for ship to shore movements and close air support for ground troops.

### SMALL CRAFT

The "Snake" is not a large craft, being a little under 54 feet long with the rotors parallel to the body. The body is about four and a half feet wide at the

engines and a slim three feet at the cockpit. Its weight, fully loaded, is five tons. This gives the Cobra a long, sinuous appearance that doesn't give an enemy gunner much at which to shoot especially if the copter is heading straight at its prey.

### DEADLY BITE

Named after an animal infamous for its deadly bite, the Cobra has a respectable set of fangs of its own. Mounting a tri-barrelled, 20mm cannon and rocket pods for either 2.75 inch missiles or five inch "Zuni" rockets, the "Supersnake's" bite is, far deadlier than that of its reptilian namesake. Along with its formidable firepower, the Cobra can fly at 210 miles an hour, range over 350 nautical miles and turn on the proverbial dime.

Although relatively thin skinned, the Cobra is a tough turkey to topple. Captain E.R. Valdez, who flew an older model of the Cobra in Vietnam, explains, "The Cobra stands up very well under hostile fire. Instead of a lot of armor, it has two of everything. Duplication of components and dual engines gives the Cobra an unusual degree of durability.

### TRADE BLOWS

With its speed, fearsome fangs, and rugged construction, the "Snake" has gained a respectable reputation. Says Valdez, "If I had my choice, I'd opt for the Cobra over any other craft." Major D.L. Ross, assistant S-3 officer for Marine Air Group-24, adds, "It's an excellent combat craft. It allows you to shoot back and see the full effect of your fire, something a fixed wing crew rarely sees. It also is the first gunship that can trade blows with a fifty and come out on top."

Although they can fly fully armed, the "Snakes" don't unless they are going to a live ordinance area. Like their reptilian relative, a "defanged" Cobra is considered much safer

than a snake with a full set of teeth.

Cobras are tough, but like other mechanical marvels, they get sick and that is where the "snake doctors" come in. These crews are responsible for keeping the choppers in sound condition and will put in as many as ten hours of maintenance for every hour the bird flies. Valdez says, "On something new, they're doing a good job. When the birds first came here these men went to a two week school. When they returned they went right to work on the Cobras. They really bust their tails on them."

Combining durability and high speed maneuverability with a potent punch, the Cobra is an impressive and deadly part to the Corps' armory.



Debbie Davis

## Food Scoop

### K-BAY TODAY

LUNCH — Submarine sandwich, fruits, scalloped noodles, baked beans, broccoli, onion rings, potato salad, pineapple upside down cake.

DINNER — Fried chicken, peas, squash, cranberry sauce.

### SATURDAY

DINNER BRUNCH — Hawaiian baked ham, sweet potatoes, blackeye peas, asparagus, strawberry shortcake.

### SUNDAY

DINNER BRUNCH — Steaks, barbecued chicken, baked potatoes, corn, green beans, cherry pie.

### MONDAY

LUNCH — Beef pot pie, noodles, beets, cauliflower, coconut bars.

DINNER — Spareribs, sauerkraut, hominy, lima beans, spice cake.

### TUESDAY

LUNCH — Corned beef, fish portions, cabbage, carrots, pineapple pie.

DINNER — Meat loaf, mashed potatoes, succotash, spinach, chocolate layer cake.

### WEDNESDAY

LUNCH — Breaded pork slices, Navy beans, applesauce, lemon meringue pie.

DINNER — "International Night" — Beef steak, stuffed cabbage rolls, broccoli potpourri, beets, ginger bread w/topping.

### THURSDAY

LUNCH — Spaghetti w/meat sauce, pizza, spinach, apple turnovers.

DINNER — Pot roast, peas, fried egg plant, nut bars.

### CAMP SMITH TODAY

LUNCH — Beef round, mashed

potatoes, buttered asparagus, mixed vegetables.

DINNER — Ginger pot roast, mashed potatoes, buttered peas, fried egg plant.

### SATURDAY

DINNER BRUNCH — Roast turkey, cranberry sauce, mashed potatoes, corn, mustard greens.

### SUNDAY

DINNER BRUNCH — Fried chicken, mashed potatoes, fried potatoes, cranberry sauce, buttered green beans.

### MONDAY

LUNCH — Fish portions, baked tuna & noodles, lima beans, fried rice, carrots, cornbread.

DINNER — Roast veal, sage dressing, risotto potatoes, Brussel sprouts, carrots.

### TUESDAY

LUNCH — Fried chicken, cranberry sauce, rice, turnip greens.

DINNER — Roast beef, potatoes, peas, fried cauliflower.

### WEDNESDAY

LUNCH — Baked beef loaf, lyonnaise potatoes, mixed vegetables, fried cabbage.

DINNER — Roast fresh pork, mashed potatoes, mustard greens, beets.

### THURSDAY

LUNCH — Chicken ala king, steamed rice, toast wedges, peas, okra, pastry bar.

DINNER — Teriyaki steak, sweet & sour pork, fried rice, O'Brien potatoes, chow mein noodles, corn, spinach.

### PEARL HARBOR TODAY

LUNCH — Meat loaf, macaroni & cheese, kidney beans, corn.

DINNER — Grilled steak to order, baked potatoes, fried cauliflower, peas.

### SATURDAY

DINNER BRUNCH — Yankee pot roast, breaded veal slices, mashed potatoes, blackeye peas, broccoli.

### SUNDAY

DINNER BRUNCH — Pork chops, applesauce, potatoes, Brussel sprouts.

### MONDAY

LUNCH — Fried chicken, cranberry sauce, potatoes, asparagus, carrots.

DINNER — Pan roast of beef, natural gravy, mashed potatoes, buttered peas, lyonnaise wax beans.

### TUESDAY

LUNCH — Roast fresh pork, potatoes, savory bread dressing.

DINNER — Baked meat loaf, potatoes, corn, fried cauliflower.

### WEDNESDAY

LUNCH — Chili macaroni, frank's w/cheese, O'Brien potatoes, onion rings, lima beans.

DINNER — Grilled ham steaks, baked potatoes, blackeye peas, broccoli.

### THURSDAY

LUNCH — Corned beef, buttered potatoes, cabbage, carrots.

DINNER — Roast veal, potato cakes, Navy beans, Brussel sprouts.

## Church Services

### K-BAY

CATHOLIC: Saturday: 6 p.m.  
Sunday: 8:30 and 11:30 a.m.

PROTESTANT: Chapel: 10 a.m.  
Sunday School: 11:30 a.m.

### CAMP SMITH

CATHOLIC: Sunday: 8:30 a.m.  
PROTESTANT: Chapel: 10:30 a.m.



Photo by Sgt. E.S. Saylor

"SUPERSNAKE" — One of K-Bay's AH-1J Cobra gunships shows its teeth. The white tubes on its side are rocket pods and a tri-barrelled 20-mm cannon juts from under the nose. Firepower, combined with speed and agility, makes the Cobra an extremely potent aircraft.

## Naval launch transports Pearl Harbor passengers

### PEARL HARBOR

Buses, car pools, trains and other mass transit ideas have come to the fore as the best means for beating the gas shortage.

One twist to the mass transit idea is the Naval base's water taxi. A new route was recently added to existing service.

A 50-foot utility launch will depart Pearl City in the mornings and transport patrons to Ford Island. They will be bussed across the island to meet boats which will stop at Landing

C, in the Naval Shipyard, and Merry Point, across from the Enlisted Club.

Boats will depart Pearl City from a landing known as V-6 in the morning. The arrival and departure schedule is given below:

### DEPART V-6

6:30 a.m.  
6:50 a.m.  
7:10 a.m.

### ARRIVE LANDING C

7:10 a.m.  
7:30 a.m.  
7:35 a.m.

### ARRIVE MERRY POINT

7 a.m.  
7:25 a.m.  
7:50 a.m.

In the afternoon, the procedure will be reversed. Arrival and departure times follow:

### DEPART MERRY POINT

2:45 p.m.  
3:15 p.m.  
3:45 p.m.

4:15 p.m.

### DEPART LANDING C

2:45 p.m.

3:40 p.m.

4 p.m.  
4:20 p.m.

### ARRIVE V-6

3:40 p.m.  
3:50 p.m.  
4:20 p.m.  
4:35 p.m.  
4:50 p.m.

For further information contact transportation officials at 472-8304 or 8430.

## DentalWeek Set at Smith

CAMP SMITH — A Dental Health Week for dependent children of Navy and Marine personnel here will be held Feb. 18-22.

As a part of the Dental Health Week, stannous fluoride applications will be made available for the dependent children from 2:30 to 4:30 p.m.

Appointments can be made now at Battalion Dental, Monday through Friday from 8 a.m. until 4:30 p.m. Appointments can also be made by telephone during the same hours at 477-5016.

Parents are asked that the children brush their teeth just prior to keeping the stannous fluoride appointment.

## At the Flicks

MOONDOCKER	Fri	Sat	Sun	Mon	Tues	Wed	Thur
6 p.m.	6	7	8	9	10	11	12
7 p.m. (Thursday)							
FAMILY THEATER							
7:15 p.m.	5	6	7	8	9	10	11
8:15 p.m. (Thursday)							
BARBERS POINT							
7:30 p.m. (Outdoor)	3	4	5	6	7	8	9
CAMP SMITH							
7 p.m.	2	3	4	5	6	7	8
MARINE BARRACKS							
6 p.m.	1	2	3	4	5	6	7
8:15 p.m.							

1. BLUNE IN LOVE - George Segal, Susan Anspach, R
2. NIGHT WATCH - Elizabeth Taylor, Laurence Harvey, PG
3. THE LEGEND OF HELL HOUSE - Pamela Franklin, PG
4. SLAUGHTERHOUSE FIVE - Michael Sacks, R
5. CLEOPATRA JONES - Tamara Dobson, Shelley Winters, PG
6. GODSPELL - Victor Garber, Katie Hanley, G
7. TOM JONES - Albert Finney, Susannah York, None
8. THE OUTSIDE MAN - Ann Margaret, PG
9. THE OFFENCE - Sean Connery, Trevor Howard, R
10. THE MAD WOMAN OF CHALLIOT - Catherine Hepburn, Charles Royer, G
11. THE MAN CALLED NOON - Richard Crenna, Stephen Boyd, R
12. TRADER HORN - Rod Taylor, Anne Heywood, PG

# Classified Ads

## For Sale

1971 HONDA CB-450, excellent condition, \$600 or best offer. Call 254-4693 AWH.

1971 MG8, good mileage and condition, \$2,000. Call 257-2346 DWH, 254-3483 AWH.

1969 CORVETTE Coupe, excellent condition, small block, good mileage, \$2,000. Call 257-3257 DWH, 947-3027 AWH.

MAGIC CHEF gas range, full size, must sell, make offer. Call 257-2439 DWH, 254-2140 anytime.

1972 G.E. "No Frost" 16 cu. ft. refrigerator-freezer, excellent condition, copper tone, \$125. Whirlpool air conditioner, like new, used three months, 21,000 BTU, \$250. Call 257-3275 DWH, 261-9338 anytime.

1967 CHEV IMPALA two door hardtop, good condition, make offer. See at 2100-A Etroff Dr., KMCAS. Call 257-2070 DWH, 254-4721 AWH.

KING size bed, almost new, \$85. Call 257-2446 DWH, 254-2062 anytime.

1959 MGA, good but needs work from storage, \$300. Call 257-2963 DWH, 262-9229 AWH.

MAGNAVOX astro sonic stereo console, good condition w/AM-FM radio and record player. Asking \$125/best offer. 1246C Manning Ct., KMCAS. Call 257-3550 DWH, 254-1639 AWH.

ENLISTED BLOUSES (two) size 38L, \$20 each or best offer. Call 257-3101 DWH, 254-3634 AWH.

POODLE, silver miniature, AKC, \$150-\$200; apartment size washing machine, good condition, \$50; new sewing machine w/stand, \$300; hair dryer, new, \$20. Call 257-3213 DWH, 262-5034 AWH.

STEREO, eight track, with FM multiplex stereo unit built in, two speakers. Used only four months. Make offer. Call 257-2722 DWH, 254-1723 AWH.

1966 FORD Galaxie, four dr. sedan, asking \$350. Call 477-5214 DWH, 456-9442 AWH.

ADULT male (neutered) Seal Point Siamese Cat, \$10 to good home. Call 261-3812 anytime.

1966 BONNEVILLE Pont, good cond., \$400. Call 257-2068 DWH or 254-2524 AWH.

SAILBOAT, Hobie-Cat, 14 ft., good condition, one and one half years old, \$1100/offer. Call 257-3627 DWH, 262-4136 AWH.

OIL PAINTINGS and Chinese furniture. Call 247-3712 anytime.

TV, RCA black and white 19" w/antenna, great condition, \$55. Call 257-2044 DWH, 257-3264 AWH.

1952 FORD two door, Chevy powered air conditioner, radio and heater, everything works. \$500. Call 257-2993 DWH, 261-3996 AWH.

1962 FORD Fairlane, run good, new starter and tires, \$125. Call 257-3546 DWH, 261-8345 AWH.

THREE gas powered model planes. One has 48" wing span. 1/2 Reedy controls. \$25. Ask for Sgt. Carson 257-2973 DWH.

TWO girls winter car coats, size 12-14, \$5; boys clothes size 10, 25c-42; judo gear, \$5; one pair maternity slacks, \$2; baby bouncette, \$2. All in excellent condition. Call 254-3049 anytime.

1972 YAMAHA 360 dirt, cummets, preston pettys, akronts, webco springs and spare parts. Three bike, 13" wheel trailer also available. Call 257-2985 DWH, 261-9121 AWH.

1961 COMET, runs good, body in good shape, \$200. Call 254-2756 anytime.

WIGS, box of assorted human hair wigs in shades of brown. Make offer. Call 257-2722 DWH, ask for Dick, or 261-3958 after 5 p.m. and weekends.

1971 650 TRIUMPH Bonneville customized, \$900 firm. Call 257-2916 DWH or may be seen at Bks 1029.

DUNEBUGGY 68 VW, auto, low mileage, best offer. Call 257-3648 DWH.

## Wanted

TOYS FOR TOTS may be left at 4038 O'Neal Street, KMCAS, near the Credit Union. Call 254-4538 anytime.

ATTN: JEWISH PERSONNEL KMCAS would like to obtain ride to and from the Aloha Chapel, Pearl Harbor for Friday night services. Will help with gas. Call Cpl. Rodriguez 257-2726 DWH.

## Found

DOG, salt and pepper, male, black ears and black spot around left eye. Call 257-3683 DWH, 254-1953 AWH.

MEN'S eye glasses across from Makapu Elementary School, KMCAS. Call 257-3257 DWH, 947-3027 AWH.

## Services Offered

BABYSIT, my home, day, week or month. Call 254-1236 afternoons.

BABYSIT for small children, one year to three and one half years in my home for working mother, fenced in back yard. Call 254-2612 anytime.

CHILD CARE, Monday thru Friday. Fenced yard, references. 2459-D Cochran, KMCAS. Call 254-1389 anytime.

## For Rent

THREE bedroom, two bath, family room, all kitchen appliances, one mile from KMCAS, \$360 - \$400. No lease required. Call 254-4935 anytime.

TOWNHOUSE, Kahanu Club View Gardens, three bedroom, two bath, washer, dryer, dishwasher, disposal, refrigerator, drapes, wall-to-wall carpets, recreation center, pool, two parking spaces, water-yard service included. Call 247-1813 anytime.

## State income tax returns

# 'But I don't live there, why file?'

WASHINGTON - About this time each year, Marines around the world are busy preparing federal income tax returns, trying to figure out if they are going to be paying the government or the government will be paying them.

Many Marines don't realize their tax obligations don't end with the completion of the federal forms. Most Marines should also be filing a state income tax return to the state which they declare as their "legal residence", or "permanent home of record."

### LAWS VARY

The specific laws vary from state to state. A few have no tax at all, while others exempt the pay of members of the Armed Forces. On the other hand, there are many states which require military personnel who are legal residents to file and pay tax even when they are stationed outside of that state.

Unfortunately, most Marines don't find all this out until it's too late. Many Marines have learned the hard way when they applied for a Vietnam bonus from a state that has passed such legislation. In many instances one of the first questions asked by the state was "did you file a state income tax return prior to going to Vietnam?" If they didn't, they may have lost out on that bonus because they didn't qualify as a "legal resident."

### NO STATE INCOME TAX

The following have no state income tax: Nevada, New Jersey, South Dakota, Texas, Washington and Wyoming. California does not require you to pay tax if you and your wife are legal residents but live outside of the state. New Hampshire, Connecticut and Florida have no state income tax but New Hampshire and Connecticut require you to report capital gains and investment income and Florida requires you to report your intangibles.

### EXEMPT SERVICE PAY

There are some states which allow their legal residents to exempt a certain portion of service pay when filing state tax returns. The states, and amounts excluded, are: Arizona, \$1,000; Arkansas, \$6,000; Colorado, \$2,000; Indiana, \$2,000; Mississippi, \$5,000; North Dakota, \$1,000; Oklahoma, \$1,500; and Wisconsin, \$1,000. Louisiana excludes all income outside CONUS, while Minnesota excludes \$3,000 with an additional \$2,000 if you reside outside the state.

In Alaska, Idaho, Illinois, Iowa, Michigan and Vermont, all service pay is exempted from taxation.

### COULD OWE BACK TAXES

Many states are beginning to expend much more effort to collect taxes from military personnel who are legal residents of their state. Your state of legal residence receives copies of your W-2 forms from the Marine Corps each year. Many states are also receiving computer print-outs from the Internal Revenue Service which lists the people who filed federal tax returns using addresses in those states.

### BOOKLET PROVIDES HELP

A yearly tax booklet designed to help military personnel with their 1973 income tax forms was published recently by the Judge Advocate General of the Navy.

The booklet, entitled

"Armed Forces Federal Income Tax," summarizes those Federal tax laws that are of special interest to military people. It contains information on legal deductions, itemization, exemptions, gross yearly income and various tables and charts to aid in the filing of Federal income tax returns.

Copies of the booklet have been distributed to Marine Corps posts and stations and should be available for use in legal assistance offices. Individual copies are available for 60 cents from The Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. The stock number is 0844-00016.

## Deadline nears For applications

K-BAY - Marine and Navy officers who are interested in applying for the College Degree Program or Excess Leave Program must have their applications in by March 8.

Navy applications should be sent to Chief of Naval Education and Training (N-1312), Naval Air Station, Pensacola, Fla. 32508. CMC (CodeDX), Washington D.C. 20380 will handle Marine applicants.

Information on the programs is available at unit education offices.

## Club Jottings

### K-BAY OFFICERS CLUB

TODAY - The Music Men will be on stage from 9 p.m. until 1 a.m.  
SATURDAY - Check out the country sounds of Take-4 from 9 p.m. until 1 a.m.

TUESDAY - Mongolian barbecue will be served in the lower lanai from 6:30 to 9 p.m.

### CAMP SMITH STAFF CLUB

TODAY - Happy Hour will feature half-price on all drinks. It's Club Membership night and no guests are allowed.

SATURDAY - Listen to the musical variety provided by the instruments of Wood and Brass from 9 a.m. until 1 a.m.

### ENLISTED CLUB

TODAY - The Country Classics will do their thing from 8 p.m. until midnight.

## In-patients care doubles, Rate goes \$3.50 daily

WASHINGTON - The daily cost for military dependent in-patients at military hospitals has been doubled.

Effective Jan. 1, the per diem rate in military hospitals was increased from \$1.75 to \$3.50 per day. The \$1.75 rate had been in effect since 1948.

The decision to increase the hospital rate was based on recommendations that it be adjusted periodically to take into account changes in military compensation. Since 1966, the average basic pay, quarters and subsistence paid to military personnel has gained an accumulated increase of 99 per cent.

The medical care increase also affects the cost sharing requirements for dependents of active duty members receiving in-patient care under CHAMPUS. The basic rate for that care has been boosted to a minimum total of \$25., or \$3.50 per day, whichever is greater.

However its impact will not be felt by patients using CHAMPUS who are hospitalized for seven days or less.

Additional medical care rate changes will be considered annually, based on average increases in military pay.

## Leisure Lines

### K-BAY OFFICERS WIVES CLUB

A Champagne Brunch is planned Tuesday at 9:30 a.m. at the Kaneohe Officers Club, Lower Lanai. Ms. J. Lindsey, president of the Kaneohe Garden Club, will be guest speaker. For reservations, call Sonya Yarnell at 456-2650 or Ouida Taylor at 254-1866. Door prizes will be awarded.

The Officers Wives Club will hold a Box Dinner Social Friday at 6:30 p.m., with all donations to go to K-Bay youth activities.

The box lunches (fried chicken, etc.) will be auctioned off to the

highest bidder; wine may be included in the box. There will also be door prizes and an open bar.

### SIMULATION GAME SOCIETY

For those who fate dealt a poor hand and who thereby missed their calling to be great war strategists, a new club being formed may be just the thing.

The Simulation Game Society is a new club looking for new members; if interested, contact Army First Lieutenant William Carraway at 65-8083 (DWH) or 623-9653 (AWH).