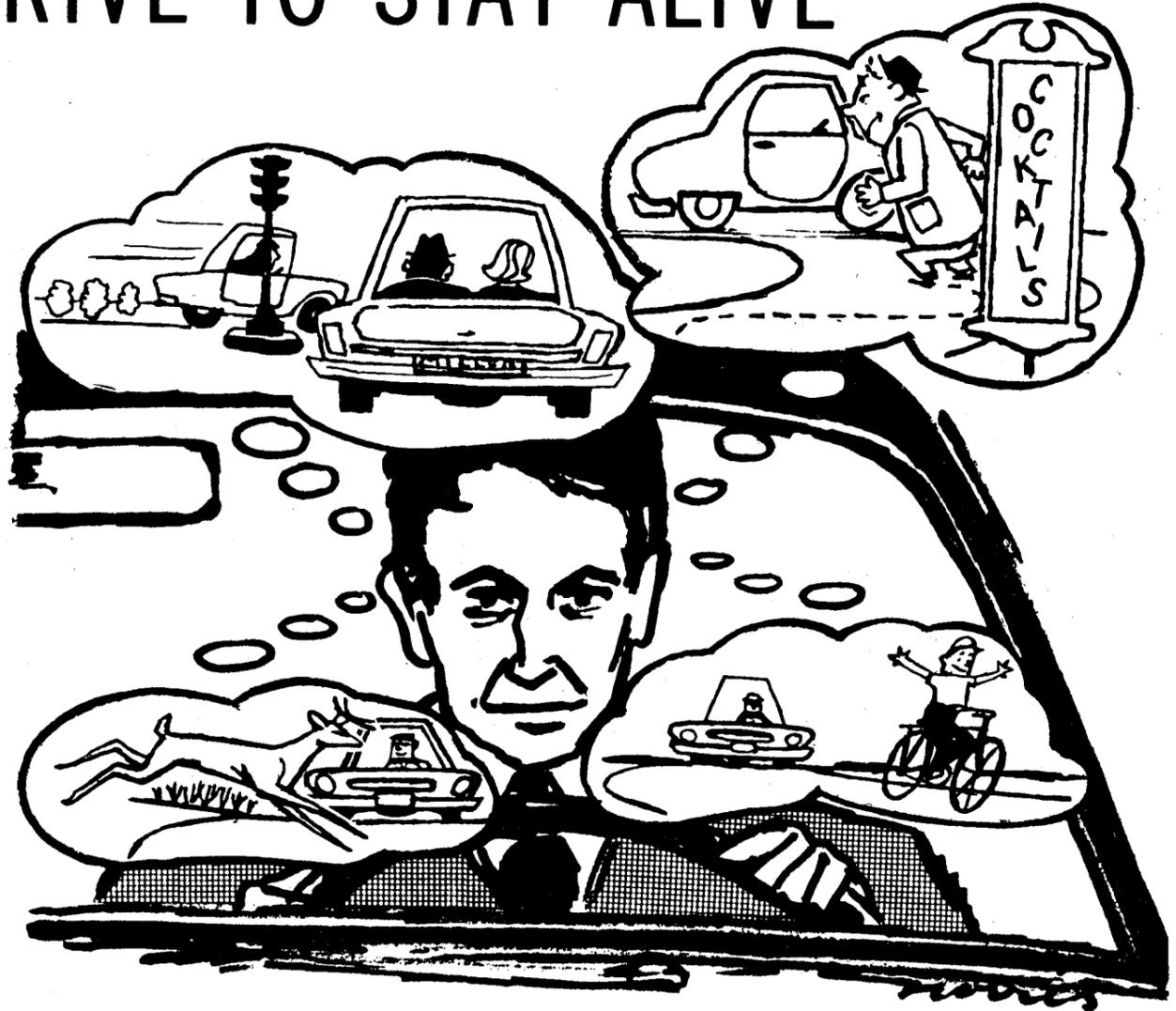


DRIVE TO STAY ALIVE



Inside Today—

How safe a driver are you? Will you be the one of every two people in this country who will be involved in a fatal or crippling accident? Mondays through Fridays thousands of military and civilian personnel drive to work on the Arsenal in some 30 to 40,000 vehicles.

The situations and quizzes published on Pages 8 and 9 have been compiled from information provided by the National Safety Council, Chicago, Ill., and by the Alabama Department of Public Safety.

Nearly every traffic problem you can face in your every day driving is covered. Take these tests and check your own Defensive Driving IQ . . . it could help you drive safer.

The Redstone Rocket is published in the interest of the personnel at Redstone Arsenal, by the Enquirer Printing Co., a private firm in no way connected with the Department of the Army. Opinions expressed by writers herein are their own and are not to be considered an official expression by the Department of the Army. The appearance of advertisements in this publication does not constitute an endorsement by the Department of the Army of the products or services advertised.

What Is Your Defensive Driving IQ?

Drive to stay alive . . . it may be the biggest and most important challenge you will face in your lifetime. The National Safety Council estimates that one out of every two people living today will be involved in a crippling or fatal traffic accident.

Every 10 minutes someone dies in an automobile accident—six die every hour, 150 every day.

The art of staying alive can be summed up in two words . . . defensive driving. Defensive driving means driving so as to prevent accidents in spite of the actions of others or in the presence of adverse driving conditions.

A defensive driver learns to give a little—to tailor his driving behavior to the unexpected actions of other drivers and pedestrians, to the unpredictable and ever-changing factors of light, weather, road and traffic conditions, to the mechanical condition of his vehicle, and even to how he feels.

PREVENTION FORMULA

National Safety Council officials who have studied traffic and accident trends through the years have come up with a formula designed to prevent accidents. The formula consists of three interrelated steps: (1) See the hazard, (2) Understand the defense, and (3) Act in time.

Seeing the hazard means you should think about what is going to happen or what might happen as far ahead of encountering the situation as possible. Never assume everything will be all right.

Understanding the defense means there are specific ways of handling specific situations. You need to learn these ways so will you can apply them when the need arises.

Act in time means that once you've seen the hazard and understand the defense against it, act. Never take a wait-and-see attitude. With more than 40,000 vehicles entering and leaving

Redstone Arsenal each working day, there are certain defensive driving rules that can help you avoid a collision with the car ahead.

Stay alert: Watch for signs from the driver ahead as to what he intends to do. Is his turn signal on? Are his brake lights lit? Has he been gradually drifting to the right or left as if to prepare for a turn?

Stay ahead of the situation: Look beyond the driver ahead to see situations that may force him to act quickly and thereby become a threat to you. Are there vehicles in the roadway or on the shoulder? Are there parked cars, pedestrians or livestock present?

Stay back: Allow one car length—using your own car's length as a measure—for every ten miles of speed—more in adverse weather or road conditions.

TWO SECOND RULE

Use the two second rule to make sure that you have the correct following distance. If you stay two seconds behind the car in front, you will have the correct distance no matter what your speed. It works like this: Watch the vehicle ahead pass some definite point on the highway, such as a tar strip. Then, count to yourself, one thousand and one, one thousand and two. That's two seconds. If you reach that same spot before you finish those words, you are following too closely.

Start stopping sooner: Apply your brakes the instant you see a hazard developing, but apply them gradually so you don't throw your car into a spin or grind to a stop so quickly that you risk a rear-end collision with the car following you.

The time it takes you to stop depends upon your speed, the condition of the road, the condition of your car and how alert you have been. It can be expressed as a formula: Reaction distance plus braking distance equals total stopping distance.

STOP TAILGATERS

During the peak traffic hours when the work force comes on the Arsenal in the morning and goes home in the afternoon most drivers face the problem of tailgating.

The National Safety Council has exploded a myth about rear-end collisions and come up with some good advice on how to handle tailgaters. They say: "It is sheer foolishness to say that any driver who hits my vehicle from behind is in the wrong. An attitude like that can literally break your neck."

"You have a responsibility to the driver following you. You have to let him know what you are going to do in order for him to know what to do."

Here are some things you can do to avoid being hit from behind: Signal your intentions by using your directional signals, brake lights and arm signals.

Stop smoothly—once in a while you have no choice but to jam on the brakes. Most of the time this shouldn't be necessary, since if you follow the rules for avoiding collisions with the vehicle ahead, you will at the same time prevent collisions with the vehicle following.

Keep clear of tailgaters—don't let a tailgater rile you. Just slow down. You can help eliminate this hazard by encouraging him to pass you, by increasing the following distance between your car and the car ahead so you won't have to brake suddenly and be hit by the tailgater, and by forcing him to slow down, thereby making it easier for him to stop safely, when you stop.

Defensive driving is a matter of attitude, always be on the lookout for the accident that could happen to you . . . and try to prevent it.

Practice defensive driving—the art of staying alive.

Fire Losses Down But Still A Menace



Page 2 THE ROCKET — OCTOBER 10, 1973

Answers

(Editor's Note: The MICOM Information Office conducts a question and answer program for job-related questions of general interest. Such questions may be telephoned to 876-4161 or 876-4400, or mailed to AMSM-G. Some questions are selected for publication in the Rocket. Names are withheld. It is not intended that this program take the place of the usual supervisor-employee relationship which is the proper channel for specific job-related questions.)

QUESTION: Is there specific regulatory guidance which prohibits Management/Supervisors, etc. from writing a job description especially for a particular job for the purpose of outside hire or for the purpose of placing a particular individual job in that position? If so, please cite.

ANSWER: Job descriptions are written based on the duties and responsibilities required to be performed by the supervisor. Such duties and responsibilities must be in accordance with the missions and functions assigned to the organizational element. Job descriptions are not written based on the qualifications of an individual, except in the case of research positions. Where management requires certain duties and responsibilities to be performed and the skills required are not available within the current workforce, outside hires must be used to fill that requirement. However, all positions must be filled in accordance with the Federal Merit System.

The Redstone Rocket

The Redstone Rocket is published weekly, on Wednesday. The publisher will receive editorial content for publication in the Rocket through the Information Office, Army Missile Command, Redstone Arsenal, Ala., 35809, Bldg. 5250, Room A-134. Extension 876-1400 or 876-1500.

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Fire is a year round menace, a fact that the firefighters at Redstone Arsenal keep in mind as they make their rounds inspecting buildings fields and woods.

Some fires are built-ins. That is an electrical receptacle may be placed too close to a combustible surface when a building is constructed. Even though the fire department must approve every plan before construction begins, these things may be overlooked resulting a fire such as the recent one in building 4505.

That fire burned until the workforce arrived one morning and alerted the firefighters, causing more extensive damage than would have occurred if the building had been occupied when the

fire started.

"All fires are an act of carelessness," Freddie Carr, one of the two acting fire chiefs at Redstone said. The other acting chief is Walter Henegar.

"That fire was the fault of whoever inspected the drawings when the building was being built; and the inspector who approved the job.

"Most fires are started by careless smokers who fail to put out their cigarette butts and then empty the live ashes into waste-baskets.

The second leading cause of fires is liquid flammables, used or stored among combustible materials. This kind of fire usually happens in the research and development laboratories. So do many of the electrical fires.

"Breakdown in the lighting systems and reproducing machines is another source that has to be closely monitored," Carr said.

Some fires can be foreseen, especially among the range grasses during firing tests. The firefighters stand by ready for action when needed.

Fire losses at Redstone were less last year than they had been in the previous fiscal year. The total loss from fire in FY73 was \$14,330, less than a quarter of the previous year's loss.

Some of the events scheduled in observance of National Fire Prevention Week are a visit to the Redstone Pre-School with the fire truck, a tour of Fire Station 2 by the Pre-School, fire drills scheduled by office, shop and laboratory building fire wardens.

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Multi-System Laser

The Army Missile Command is buying additional quantities of equipment that performs as the "flashlight" for a variety of missiles and conventional weapons.

MICOM has just awarded approximately \$1 million each to Philco-Ford and Bell Aerospace for a second guidance unit known as the Airborne Laser Locator Designator.

"We're developing guidance equipment, both ground and airborne, for a family of terminal homing weapons," said Major Phillip Williams, who directs MICOM's newly organized Precision Designator Management Office.

"Our equipment is the flashlight that illuminates a target—with a laser beam—that allows a missile or projectile to home-in on the target, sort of the brains behind the system."

Williams said MICOM has four contractors fabricating advanced development prototypes—Hughes and International Laser Systems on the ground version, Philco-Ford and Bell on the airborne version.

"The first airborne equipment is scheduled to arrive at Redstone early next year for extensive laboratory and environmental testing. We've already received the first ground hardware and are testing it at Redstone and Fort Sill, Oklahoma."

After competitive evaluation, the Army could select one contractor for ground designators and another for the airborne role to provide more refined equipment for development.

Williams said MICOM has tri-

service responsibility for the ground designator.

Using this guidance technique, a designator operator could literally steer a terminal homing weapon to a target. The weapon could be a missile, a bomb, or even an artillery shell fitted with a laser seeker.

Laser guidance was developed in laboratories at the Missile Command which for several years has conducted a research program testing laser guided missile against tanks and other point targets.

SP5 Robert Darby

A funeral service for Specialist Five Robert Darby, an Army Missile Command soldier, was held Thursday at Pleasant Grove Methodist Church just outside Florence. Burial followed in the Pleasant Grove Cemetery.

Darby, who had been stationed at Redstone for about a year and a half, was killed in a car wreck near Florence last Tuesday night.

A veteran of 20 years' Army service, he was given full military honors at graveside by the MICOM Headquarters and Headquarters Detachment.

A motor transport operator, Darby at the time of his death was driver for Col. Arthur Lange, Jr., MICOM Chief of Staff.

Among other assignments, the 41-year-old soldier had served in Japan, Korea, Africa and Ethiopia.

Among survivors are his mother, Mrs. Clara Darby of Florence; and three sisters, Elma Ann, Sheila and Susan.

Determination

And Hard Work—

Removes A Lot Of Barriers

How could a pencil keep a man from becoming a success? For Bobby R. Parker it couldn't. But his struggle with this simple instrument was only one of the many obstacles that had to be overcome and he did it.

Parker has cerebral palsy. And what might seem like a minor task to most people becomes a major encounter when all physical factors are severely limited.

The process of writing is slow and difficult and his speech is impaired. The use of his limbs is hindered by the effects of the congenital affliction.

But Parker, an inventory management specialist in the Directorate for Materiel Management, has shown what can be accomplished with a lot of determination and just plain hard work.

He was recently selected as the Missile Command's Handicapped Employee of the Year for 1973.

A native of Fort Payne, he received assistance from the Alabama Vocational Rehabilitation Service prior to entering elementary school. This help continued through high school, college and 15 years of federal service. Parker has been at MICOM eight years.

Never one to hug the middle of the road, he headed for the top in the academic world and graduated from Fyffe High School in 1954, as salutatorian of his class.

In 1958, he graduated "With Honor" (top 5% of class) from Auburn University, where he received the Bachelor of Science

degree in Business Administration. He was a member of Phi Kappa Phi honorary fraternity.

"My penmanship was very poor," he commented, "so I developed my own system of shorthand for taking notes in class. Then I taught myself to type in order to present legible work."

His position in the Hercules Branch, Missile Systems Division, requires a great deal of clerical work involving history files on repair parts. However, no special

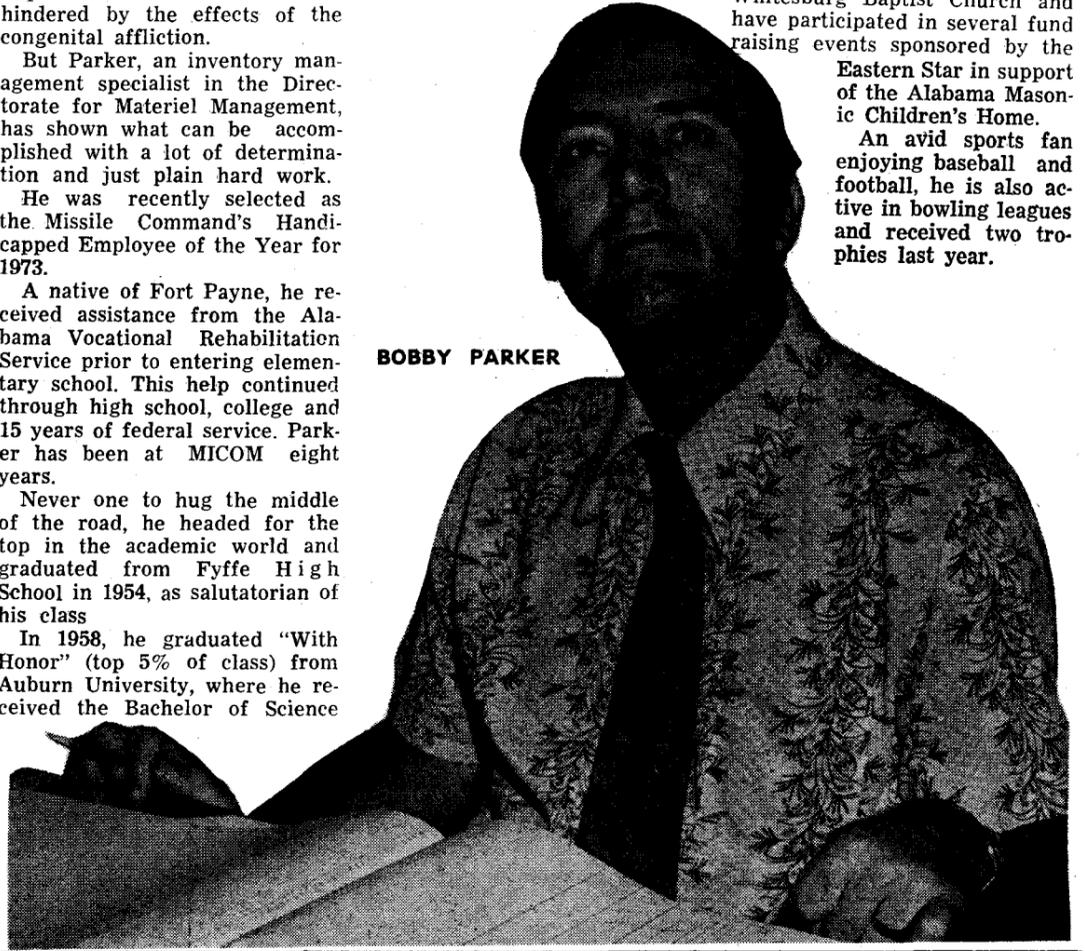
adaptations have been made other than placement of his desk near the file cabinets to allow easier access.

Parker and his wife, Faye, have a five year old daughter, Sandra Gail. They have also cared for foster children in their home for the past three years.

He is a member of Huntsville Consistory of Scottish Rite and the Rainesville Masonic Lodge No. 911. Both he and his wife teach Sunday School at the Whitesburg Baptist Church and have participated in several fund raising events sponsored by the

Eastern Star in support of the Alabama Masonic Children's Home.

An avid sports fan enjoying baseball and football, he is also active in bowling leagues and received two trophies last year.



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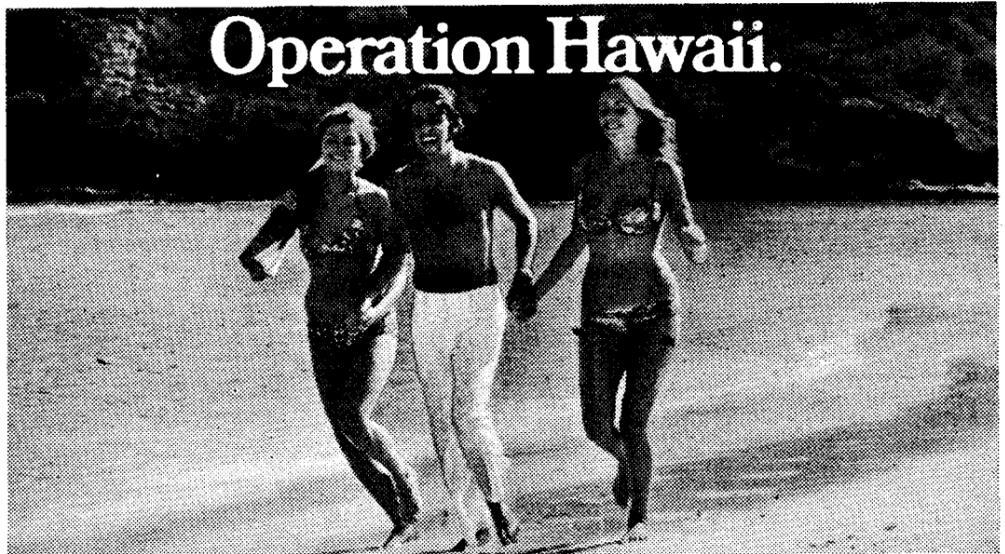
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Clark Takes Over Helm

The Training and Development Branch of the MICOM Civilian Personnel Division has a new chief, William W. Clark, who was appointed to that position following John Hinkle's retirement.

He formerly headed the Employee Development Section in the Branch.

"I had been teaching in Montgomery after getting my bachelors and masters degrees in education from the University of Alabama when I decided to apply for a job at Redstone in 1955," he said. "Huntsville is my home town. My first assignment was instructing in an apprentice program, then I moved to other types of training."

"Training programs we administer have expanded greatly since then—they're more varied."

"Our goal is to offer the best training possible to assist management in developing the work force."

"We're a service organization. We're here to provide advice and assistance to all managers about training. We want to help managers recognize its value, and the importance of developing the full potential of individual employees."

"Of course all training can be defined as upward mobility, but

now we are putting more emphasis on upward mobility for lower level employees."

"I have a very competent staff—I'd say they're the best in the Army. As new programs are introduced they rise to the challenge."

In 1958 Clark joined the Civilian Personnel Office of the Army Rocket and Guided Missile Agency and continued there until 1961 when the agency became part of the Missile Command.



WILLIAM CLARK

Pearce Moves Into Deputy Post

Colonel Robert Pearce, whose career is deeply rooted in the Army's missile and rocket programs, has been named acting Deputy Commander of the Army Missile Command.

With more than 26 years of experience in the missile business, and serving his fourth tour of duty at Redstone Arsenal, Pearce, 53, is Director for MICOM Plans and Analysis.

He succeeds Brigadier General Louis Rachmeler who has left Redstone for a new assignment in Washington.

The colonel first came here in 1956 as Chief of the Projects Office, Control Office, Army Ballistic Missile Agency.

After a tour in Korea as Commander of the 1st Missile Battalion (Honest John) 42nd Artillery, Pearce returned in 1962 for a series of progressively responsible positions. After serving two years as Combat Developments Command liaison officer to MICOM, he was named Shillelagh Project Manager.

In other assignments, he served as Director of MICOM's Research and Development and as Deputy Commander for Land Combat Systems.

A native of Louisville, Ky., Pearce is a graduate of the U.S.

Military Academy and holds a Masters Degree in Aeronautical Engineering from New York University.

In addition, he is a graduate of the Command and General Staff College and the Army War College.

He is married to the former Elizabeth Yow of High Point, N.C., and they have three children.



PEARCE

Engineers Meet At Ramada

Engineering and economic aspects of soybean processing will be the theme of the October meeting of the Huntsville Chapter, Alabama Society of Professional Engineers set for tomorrow evening at the Ramada Inn.

Joe Cox, chief of the engineering division of Goldkist, Inc., an Atlanta firm that is building the world's largest soybean processing plant in Decatur will be the guest speaker.

The meeting begins at 6:15 with dinner at seven. Reservations can be made by calling Jon Sodergren (895-2414) or Al Reisz (881-7141).

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Skemp, Tier Tie Caps OWC Season

Golf competition among the officers wives' 18-hole group ended last week. Sonja Skemp and Florence Tier deadlocked in first. Liz Fragg ended second.

Among the group playing nine holes Louise Hanby was the first flight winner with the most 5s and 7s. In the second flight Dee Gibson won with the most 7s and 9s. The third flight winner was Ann Van Wert scoring the most 9s and 11s.

The Sunday before, the nine hole group played scotch 4-somes. First flight low gross went to the Paul Pencolas with the James Feltis's taking low net.

Second flight low gross went to the Peter Dwyers with low net shot by the Robert Van Werts. In the third flight low gross went to the Leonard Winters' with the James Feibelman's scoring low net.



There's Plenty More . . . George Rudd

Bass Anglers Have Day

The largest crowd of spectators and fishermen ever to participate in a North Alabama fishing event is expected for the Championship Bass Tournament in Guntersville on Sunday.

The event is attracting serious bass anglers from more than a 200-mile radius, according to George Rudd, a Missile Command employee who is public relations director for the Guntersville Bassmasters Club. "Water safety and conservation will be the keynote," Rudd said.

Two other Army civilians, both with Safeguard, are playing prominent roles in planning for the big event. They are Bob Hull, club president, and Fred Steinman, who is the tournament coordinator.

Rudd said, "this tournament has been planned carefully not to hurt bass, a boat and most of all, not to hurt a bass angler.

All fishermen will be expected to have live-wells in their boats to keep the bass alive, Rudd said. "More than 80% of the fish caught are expected to survive and be released. The others will be donated to charity."

"All boats must pass a safety

inspection prior to entering the tournament. All passengers in the boats must wear a life preserver while the boat is in motion," Rudd said. "Infraction of any of the safety rules will be cause for ejection from the tournament and maybe a ticket from the Safety Patrol," said Rudd.

Entry fee to the tournament is \$12.50. Cash prizes, trophies, and merchandise will be award-

ed. The angler who has the heaviest stringer will receive \$250, a trophy, and be crowned the Champion Bass Angler of Guntersville Lake.

JC's Tackle Shop of Huntsville will present a \$100 check to the Bass Club which has the largest percentage of its members fishing in the tournament.

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Archers Open Hunting Season

The hunting season moves into high gear during the next few days with the scheduled opening of the state bow and arrow season for deer as well as rabbit and squirrel season.

Archers can take to the woods beginning October 12. The limit is one deer each day of either sex.

Rabbit and squirrel season opens October 15. The limit is eight per day of each.

Bow hunting for deer on Redstone begins with the state season and will be for military personnel and their guests only until October 20. Two days of hunting open for public participation have been scheduled on the post for 20 and 21 October.

Rabbit and squirrel hunting on

the post is for military and guests only.

Persons planning to hunt should contact the Deputy Game Warden (876-7590) several days in advance to assure they follow proper procedures in submitting applications for area hunting permits.

Individuals hunting on Redstone Arsenal must have a valid Alabama hunting license in their possession.

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MEN'S FLAG FOOTBALL ON TARGET . . . Quarterback Al Ashton of the Meddacs fires a TD pass as the pill-pushers crushed the 6th ETC 40-0 in a Men's Flag Football League game last week at Linton Field. Photo courtesy Larry Hogan

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Colts Win Streak Snapped At Three

The RSA Colts (95-pound division) winning streak of three straight games was abruptly ended last Wednesday when the Arsenal youths lost a hard-fought season opener to the American Eagles 8-0 in the Huntsville Football League.

The Colts did not muster any sizeable gains as their offense was held to a total gain of 43 yards.

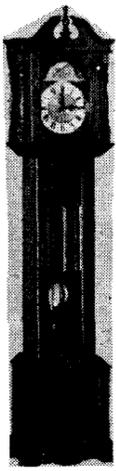
Throughout the entire game it was a grueling struggle between the front lines of each squad with "savage tackling" the name of the game.

The Eagles made one determined fling at their prey in the second quarter as their offense moved the pigskin 62 yards in eight plays for the game's only score.

Rodney Dinkel's fine punting kept the Colts in contention throughout the game and prevented a possible massacre by the Eagles. The Colts completed only one pass out of nine attempts and made only four first downs.

The strongest point of the Colt game was their defense, led by Randy Speakman.

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High Ind. Series: J. Reece, 553; O. Carr, 536; L. Caffey, 513; J. Curry, 510; R. Eko-wan, 509.

High Team Singles: Alley Oops, 903; Sperts, 874.

High Ind. Single: F. Wallace, 221; O. Carr, 200; B. Nix, 195; J. Gasper, 192.



Bowling Results

AMC League

STANDINGS

	Pts.
Spares	15
What Ifs	14
Bandits	13
Hughes TOW	13
Alley Cats	12 1/2
Rockets	12
All-Sports	11
Sheraton	10
Fat Cats	10
Bombers	8
Lancers	8
Sprinters	6
T-Birds	5 1/2
Tigers	2

Last Week's Results

Bombers-4 (Hefflin, 541) - Sheraton-0
 All-Sports-3 (Keim, 587; Koklas, 583; Totten, 548) - Tigers-1 (Nutt, 532)
 Alley Cats-3 1/2 (Moore, 559) - Sprinters-1/2
 Rockets-3 (Cowan, 573; Stevens, 532) - Hughes-1 (Herndon, 530)
 Bandits-3 (Donaldson, 577) - T-Birds-1
 Spares-3 - Lancers-1 (Rossi, 565)
 Fat Cats-3 (Murray, 572; Walker, 544)
 What Ifs-1 (Hinson, 536; Brand, 536)

S&M League

STANDINGS

	W	L
Lot-o-Pins	15	5
Outcasts	12	8
SCI Lobos	12	8
Misfits	12	8
Reba's	10	10
Outhouse Lounge	9	11
Interns	7	13
Sidewinders	7	13
Clowns	7	13
SCI Strikers	6	14

Last Week's Results

Misfits-4 (Arndt, 508) - Strikers-0
 Interns-3 (Greene, 583) - Sidewinders-1
 Lot-o-Pins-3 (Andreottola, 519; Helland, 519; White, 520) Outcasts-1 (Owens, 566; Bishop, 563)
 Clowns-2 (Rhodes, 515) - Outhouse-2 (Wade, 569; Benson, 557; Leachman, 532)
 Lobos-2 (Duskin, 508) - Rebas-2 (Carl Black, 551)

Monday Night Mixed League

STANDINGS

	W	L
Gotcha's II	11	1
O'Dragon	10	2
Odd Balls	9	3
Tanglefeet	7	5
Snoopy Snoozers	7	5
Black & White	7	5
Moback's	7	5
Strikeouts	6	6
L & M's	6	6
Nite Owls	5	7
Noboutadoutit	5	7
213 Bombers	5	7
Hover-Lovers	4	8
Riff-Raffs	4	8
Luckless IV	2	10
-3+1	1	11

Last Week

High Team Series: Strikeouts, 1760; Black & White, 1692.
 High Team Single: Strikeouts, 647; Black & White, 621.
 High Ind. Series (men): J. Reece, 514; F. Smith, 508; P. Dwyer, 502.
 High Ind. Single (men): E. Kelly, 203; P. Dwyer, 199; F. Smith, 197.
 High Ind. Series (women): B. Jones, 463; R. Kelly, 448.
 High Ind. Single (women): A. Hodges, 167; L. Lowery, 164.

Officers

STANDINGS

	W	L
Bee M's	26	6
Sperts	24	8
Swingers	22	10
Black Jacks	21	11
Extrators	20	12
Lucky Strikes	18	14
Strikeouts	16	16
Hardhats	16	16
Alley Oops	14	18
TBDL's	14	18
RASA Widgets	12	20
Misfits	12	20
Readiness Group	11	21
Users	10	22
Wheezers	10	22
No Names	10	22

Last Week

High Team Series: Bee M's, 2462; Sperts, 2449.



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OTHER

- Check all belts and hoses
- Check Emission System
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- Change Oil & Install New Oil Filter
- Check Transmission Fluid Level
- Check Brake Fluid Level
- Complete Front End Alignment

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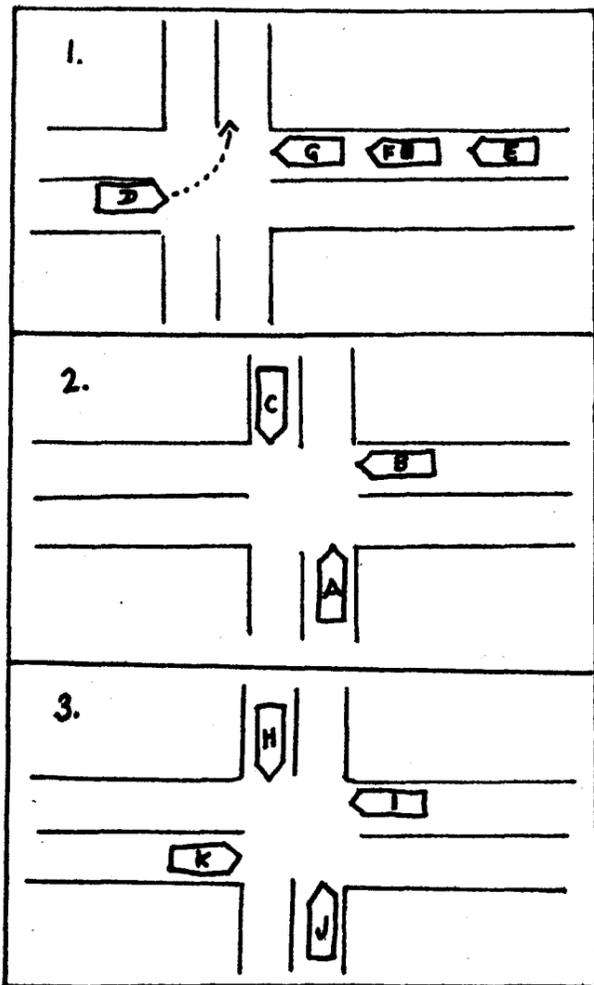
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What Is Your Defensive Driving IQ?

WHO'S GOT THE RIGHT OF WAY?

Indicate by letter (A,B,C, etc.) the order in which the vehicles should proceed through the intersection.



They should go in the following order:

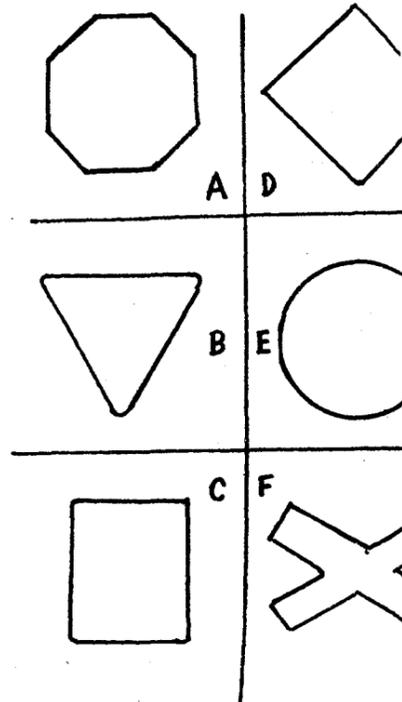
1. _____
2. _____
3. _____

1. Entering a curve, you suddenly realize it is so sharp you may lose control.
 - a. Slam on brakes
 - b. Give turn signal
 - c. Pump brakes and hold wheel firmly
 - d. Shift to lower gear
2. Brake pedal goes to floor while you are going down grade.
 - a. Shift into neutral
 - b. Shift to low gear and use parking brake
 - c. Take foot off gas pedal
 - d. Steer left
3. The accelerator sticks at 40 m.p.h. and you are unable to free it.
 - a. Apply brakes and turn off ignition
 - b. hit nearest object that will stop you
 - c. Keep on going
 - d. blow your horn and apply brakes
4. The yellow light appears just before you go into an intersection.
 - a. Hurry on through the intersection
 - b. Stop immediately
 - c. Stop and back up out of the way
 - d. Stop if you can, if you cannot stop behind the crosswalk, proceed through the intersection
5. A car starts to pass you on a two lane road. Another car is approaching in the opposite lane.
 - a. Blow your horn
 - b. Speed up to get ahead of it
 - c. Get off the road to the right
 - d. Slow down

6. Using seat belts can prevent serious injury because:
 - a. They help keep you inside the car
 - b. They reduce impact against the car's interior
 - c. They aid the driver in keeping control of the car after a collision
 - d. All of the above
7. A police car or ambulance with siren and flashing lights overtakes you:
 - a. You should stop immediately until it passes
 - b. Pull off on the shoulder or side of the road and stop
 - c. Speed up and try to get to the nearest turn-off
 - d. Speed up and stay ahead until he turns off or you can
8. Your car starts to skid, you should:
 - a. Turn front wheels away from the direction of the skid.
 - b. Press down on brakes lightly several times in succession.
 - c. Turn front wheels in direction of skid and take foot off accelerator gradually.
 - d. Turn front wheels in direction of skid and apply brakes immediately.
9. When driving on a 2 lane highway, meeting a driver attempting to pass a vehicle ahead of him and he does not have sufficient space to pass, you should:
 - a. Pull off to the right side of the road and stop.
 - b. Stop completely in your lane until he passes.
 - c. Blow your horn but proceed at speed limit.
 - d. Reduce your speed and keep as near the right side of the road as possible.
10. You are approaching an intersection with a red traffic light but a policeman in the middle of the intersection is waving you to proceed. You should:
 - a. Come to a complete stop, then proceed through with caution.
 - b. Increase speed slightly and cross intersection.
 - c. Proceed through intersection with caution.
 - d. Stop and wait for the light to turn green.
11. When following another vehicle, you should:
 - a. Remain two car length behind.
 - b. Allow one car length for every 20 miles per hour you are traveling.
 - c. Allow one car length for every 10 miles per hour you are traveling.
 - d. Drive as close to the other car as you think is safe.
12. When you are uncertain as to what a pedestrian is going to do, you should:
 - a. Speed up and get past him as quickly as possible.
 - b. Proceed cautiously.
 - c. Stop and give the pedestrian the right-of-way.
 - d. Blow your horn but do not stop.
13. The safest speed for you to drive is:
 - a. The maximum speed limit.
 - b. The minimum speed limit.
 - c. The average speed of the flow of traffic (within speed limit).
 - d. 10 miles per hour slower than the maximum speed limit.
14. When making a turn, signal your intentions:
 - a. 50 feet before turning.
 - b. 100 feet before turning.
 - c. Only when there is a car directly behind you.
 - d. As you begin the turn.
15. At what speed do more than half of the fatal or injuring accidents occur?
 - a. Between 40 and 50 mph.
 - b. Between 50 and 60 mph.
 - c. 30 mph or less.
 - d. 40 mph or less.
16. Three-fourths of the fatalities in automobile accidents occur:
 - a. 25 to 35 miles from home.
 - b. Within 25 miles from home.
 - c. 35 to 50 miles from home.
 - d. Further than any of the foregoing.
17. When you parallel park headed up a hill you should:
 - a. Turn wheels away from curb and place car in neutral.
 - b. Turn wheels away from curb and set emergency brake.
 - c. Turn wheels toward curb and place in park or low.
 - d. Turn wheels away from curb and place in park or low.
18. You should not pass another car under which of the following conditions.
 - a. Crossing railroad tracks.
 - b. At the top of a hill.
 - c. On city streets.
 - d. None of the above.

TEST YOUR KNOWLEDGE

Match these signs with the information.



19. If two cars arrive at a four-way stop at the same time, which would have the right of way?
 - a. The car on the left.
 - b. The car who arrived first.
 - c. The car on the right.
 - d. None of the above.
20. When making a left turn onto a four-lane road:
 - a. Enter the right lane.
 - b. Select the lane you desire to drive in.
 - c. Enter the left lane.
21. On slippery roads the driver should:
 - a. Use high and second gear.
 - b. Stop slowly.
 - c. Accelerate slowly.
 - d. Do everything slowly.

LIFESAVING

Do you KNOW that your car is safe? How ready for winter? Check your knowledge of the following quiz:

- What is the maximum speed for which your car is rated?

Know ___ Don't Know ___ Don't Know ___
- What is the approximate weight of your car?

Know ___ Don't Know ___ Don't Know ___
- What is the correct tire inflation pressure?

Know ___ Don't Know ___ Don't Know ___
- How long has it been since your car's brakes were checked?

Know ___ Don't Know ___ Don't Know ___
- How much safe wear still remains in your tires?

Know ___ Don't Know ___ Don't Know ___
- Are your car's seat belts clean, in place and working?

Know ___ Don't Know ___ Don't Know ___
- How much tread is left on the tires?

Know ___ Don't Know ___ Don't Know ___
- Are emergency warning markers readily available?

Know ___ Don't Know ___ Don't Know ___
- When was your car's steering system last checked?

Know ___ Don't Know ___ Don't Know ___
- Are all the lights on your car working?

Know ___ Don't Know ___ Don't Know ___

If you can honestly check the "know" above questions, your knowledge of the car's condition is equally good? If you mark more than twice, you're a real gas about your car can kill you. If you mark more than a few times, you probably had better recheck your life insurance policy.

ANSWERS TO WHO'S GOT

1. G, F, E, D
2. C, B, A
3. Normally a driver yields to the car on the right but in this impasse, yielding agreement among the motorist, eye contact, gestures and deft kind iron themselves out.

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In The Wink Of An Eye

YOU'VE HAD AN ACCIDENT—WHAT NOW?

So it finally happened. The accident that always happened to the other guy has suddenly happened to you. Do you know what to do at the scene of an accident? Try listing the steps.

YOU'VE HAD AN ACCIDENT—STOP AT ONCE near the scene but away from traffic.

HELP THE INJURED but don't move anyone unless necessary. Give first aid only if you are qualified.

PROTECT THE SCENE by clearing the road if possible, putting our warning signals and stationing someone to warn traffic.

NOTIFY POLICE OR SHERIFF if there are injuries or property damage.

THEN—

Get names and address of other driver and owner and license number of other vehicle.

Get names and seating positions of other occupants.

Write down names and addresses of witnesses.

Make a diagram of the physical details of the accident. If possible, take pictures.

See a doctor—you might be injured and not know it.

Report to your insurance company immediately.

File an official accident report with the state.

In the wink of an eye—an accident. It won't happen to you? Well, maybe you're right. But think about this.

A blink of the eyes lasts about one-fifth of a second. People normally blink about 25 times a minute. If you drive one hour at 60 miles per hour, you drive 5 miles with your eyes shut.

Ridiculous? At least it is something to think about. And piloting a car at highway speeds within inches of hundreds of other rapidly moving cars manned by other human beings is definitely something to think about.

What about NIGHT DRIVING? More than one half of all traffic fatalities happen at night.

According to research at Harvard University, the amount of light you need for night vision doubles every 13 years. At age 33 you require twice as much light as when you were 20 years old. At 46 the light requirement doubles again.

When driving at night, lights should be switched to low beam when the oncoming vehicle is roughly 500 feet away. Low beams should also be used when you're within about a football field's length of the rear of a vehicle you are following.

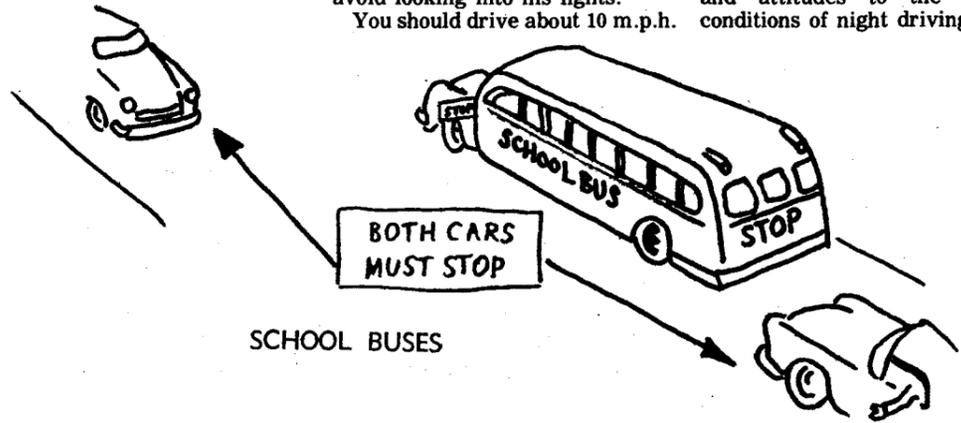
If an approaching driver fails to dim, flick your lights once as a reminder, but don't fight glare with glare. Reduce your speed and avoid looking into his lights. You should drive about 10 m.p.h.

slower at night than you normally do in the daytime. Vision studies show that your sight distance shrinks the faster you go. At 20 m.p.h. a driver can see and identify objects 80 feet further away than he can at 60 m.p.h.

It helps to have instrument panel lights off or at least dimmed. And headlights—never parking lights—should be used when a vehicle is in motion (also on dark and rainy days or in twilight).

Sunglasses should never be worn at night. Dirty headlights can be another hazard. They can reduce illumination as much as 25 per cent.

You can't see as well or as far at night. Adjust your driving habits and attitudes to the changed conditions of night driving.



SCHOOL BUSES

It is unlawful to pass a stopped school bus engaged in taking on or discharging school children whether you are approaching it from the front or rear. Remain stopped until the children have cleared the road and the bus moves on or the driver motions you ahead. You must stop on all highways divided or otherwise.

WOULD YOU KNOW WHAT TO DO ON A COLLISION COURSE?

You are driving at a brisk clip on the open highway. Suddenly, a car from the opposite traffic lane swerves directly into your lane and speeds toward you on a collision course. A head-on crash looms!

What do you do?

COLLISION COURSE—

Keep your wits about you. Brake hard! Every mile you take off your speed reduces the impact force. Head for the right shoulder and give the oncoming car the entire road. If there's time, lean on the horn and flash your lights.

If the vehicle continues toward you, take the ditch or any open ground to the right free of solid obstructions. Remember that any alternative, even a roll-over, gives you a better chance than a head-on collision.

Whatever you do, don't try to outguess the other person and swerve to the left around him. He may recover at the last instant and instinctively veer into his own lane—to hit you head-on.

BLOWOUT—WHAT NEXT?

While traveling at a relatively fast speed on a crowded expressway one of your automobile tires blows out. What do you do?

BLOWOUT—ANSWER

Keep a firm and steady grip on the steering wheel—and don't oversteer to correct the swerve or pull. If a front tire goes, there will be a strong pull toward the side with the blowout. A rear blowout tends to cause weaving of the rear end.

Above all, don't slam on the brakes! Brake smoothly—but easy does it. Sudden braking may throw you into a spin or out of control.

Get onto the shoulder and limp along until you find a place level enough to change the tire safely. Day or night, set out flares or other warning device and turn on flashers.

YOUR ACCELERATOR STICKS

You are driving in heavy traffic but your mind is in some faraway place. Suddenly, you let up on the gas pedal and nothing happens. The gas pedal is stuck on the floorboard. What do you do?

ACCELERATOR STICKS—ANSWER

Keep cool—this is one of the easiest of driving emergencies to handle.

If you're on the open highway and there's plenty of room ahead, try to pull the pedal up with the toe of your shoe or have a front seat passenger do it.

Don't reach down yourself and take your attention from the road. But on some cars there is no connection between the pedal and throttle linkage; check the type you have.

If there isn't time, simply turn off the ignition and brake to a stop. But remember—with power brakes and steering, turning off the engine will make steering and braking hard work. Be ready for the stiffness and bear down.

If a quick stop or maneuvering is necessary, you can leave the power on and shift into neutral or depress the clutch. But get stopped in a hurry and shut off the engine at once—a motor racing without load can tear itself to pieces quickly.

Multiple-Choice Answers:

- | | |
|-------|-------|
| 1. c | 12. c |
| 2. b | 13. c |
| 3. a | 14. b |
| 4. d | 15. d |
| 5. d | 16. b |
| 6. d | 17. d |
| 7. b | 18. a |
| 8. c | 19. c |
| 9. d | 20. c |
| 10. c | 21. d |
| 11. c | |

OBSERVATION: A motorist, hurrying to beat the clock during the Arsenal's early morning rush hour, was observed going through the gate at a faster pace than one of the three military police on Gate 10 liked.

Instead of stopping the motorist, he stepped onto the pavement making hand signals and warning down, down, down—obviously a command that his dog obeys.

Backing Into Danger

A number of the accidents that happen on Redstone Arsenal occur when drivers back their vehicle into other parked vehicles or traffic without taking the proper precautions.

The defensive driver never backs around a corner; if necessary, he will drive around the block to avoid such danger. He doesn't back out of driveways or alleys when he can avoid it. Instead he drives in and turns around so he can come out head first.

When backing is unavoidable, follow these rules:

(1) Get the complete picture before you back, even if you have to get out and walk around your vehicle to do it. After getting the complete picture, start backing immediately, before the situation has a chance to change.

(2) Back slowly.

(3) Check both sides as you back. Use your outside mirrors, both left and right, as often as necessary during the entire backing movement.

(4) Don't depend entirely on mirrors to judge distance to the rear. Mirrors help you check clearances and enable you to spot pedestrians who may unexpectedly move into the path of your vehicle as you back, but they can be deceiving in measuring distance to the rear.

Remember, the parking lots at Redstone are busy places...check before you back.

TEST

safe is the car you drive? Is of its condition by taking

your automobile tires are

car when it's loaded for a

for that weight?

exhaust system was safety

our car's brake system?

usable?

your car?

y available in your car?

checked for security, wear,

properly?

um for at least ten of the

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arked the "don't know"

er. What you don't know

the "don't care" column

icidal tendencies and had

THE RIGHT OF WAY

vehicle on his right, involves some kind of its involved. Through ence, situations of this

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"My car was hit broadside at an intersection. From the force I felt on my waist, I am sure that if I hadn't been wearing my seat belt,

I'd have gone into the dash or through the windshield. In another accident, I saw a man get thrown from his car and get killed. These

two incidents have made a believer of me about the value of seat belts." . . .G. L. Davis, Sunrise, Florida.

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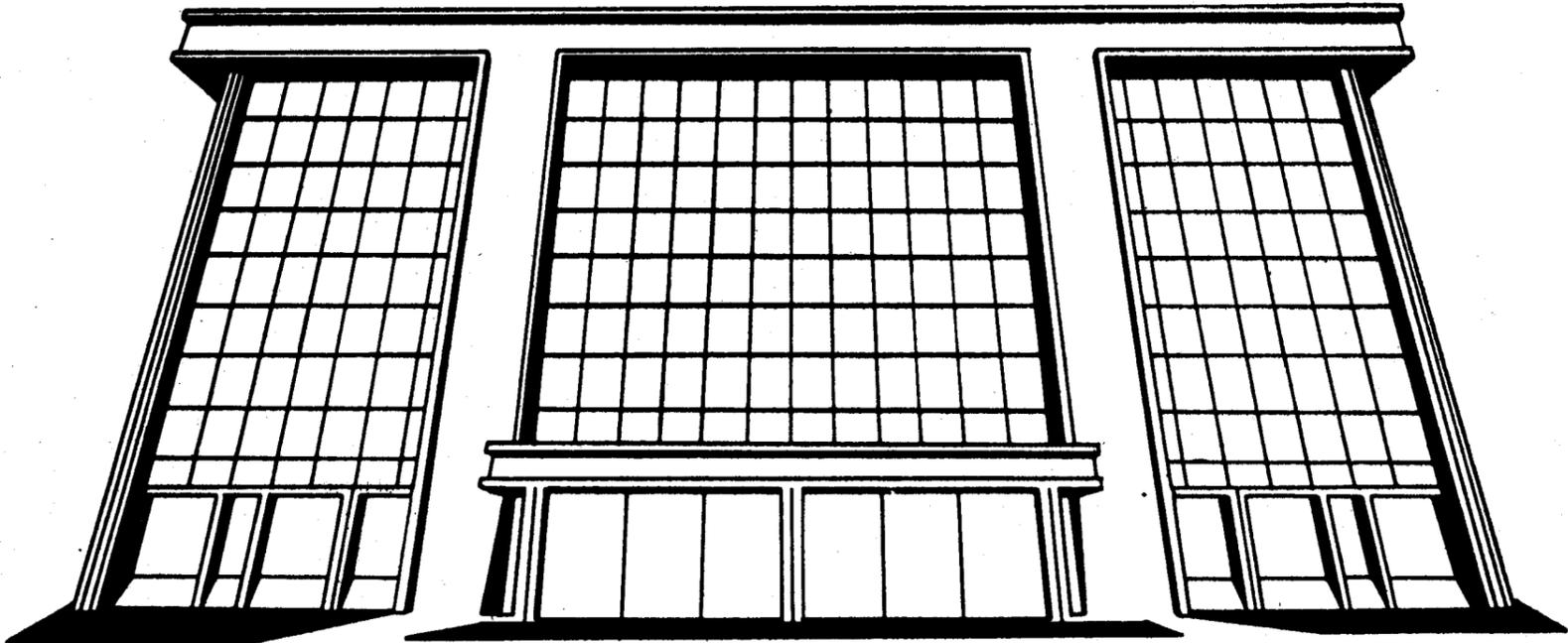
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Coming attraction.



It's coming. When we open it up for you this month, it'll be like nothing else you've ever seen before. It's a dream come true.

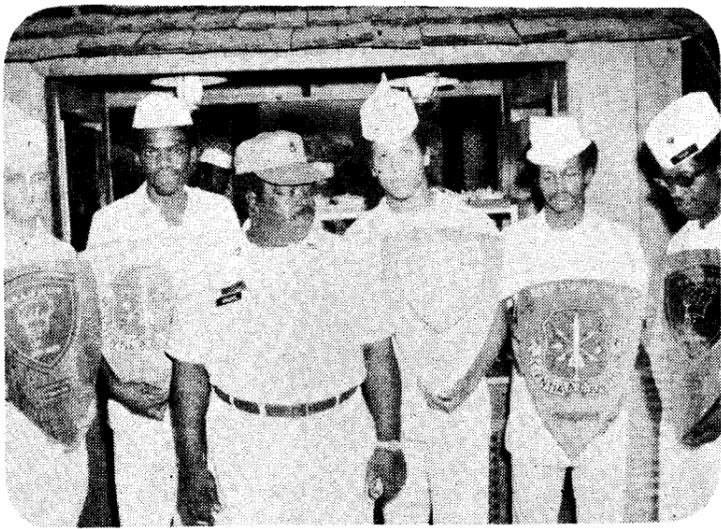
Yes. It's coming. When we open it up for you this month, you'll see why we're so excited. Yes. It's a dream come true.

In glass. Cement. Fabric. And steel. You helped us build it, come help us open it.



In people. Ideas. And service. You helped us build it, come let us pay you back.

Member FDIC



END OF AN ERA—The mess sergeant and cooks of old Mess 4 fondly handled their best mess awards one last time before they were to be replaced by civilian cooks. Mess 4 took three best mess quarterly awards in the last year. The military staff of Mess 4 includes (from left): SP5 John Bevil, PFC Jerry Crenshaw, SFC Howard McElroy, PFC Bernard Miller, PFC Joseph Senegal and SP5 Lavelle Moore.

Improved Preparation And Service Goal Of Changes

October is producing some significant changes in the dining facilities at the Missile and Munitions Center and School and it's all for the benefit of MMCS soldiers.

Two of three dining halls are expected to be completely staffed by civilians—cooks and assistants—while three are scheduled for interior renovation.

Since March 1, 1972, all dining facilities at MMCS have been staffed with Army cooks and contract civilian K.P.'s. Under the new system, the same civilian contractor will have responsibility for the cooks, too. One Army mess steward supervisor in each facility will act as a coordinator between the contractor and the Army.

"It is hoped that the impact of the civilianization program will help improve the overall food preparation and service in the dining facilities," said Chief Warrant Officer Willard C. Smith, School Brigade food services advisor.

"This hope is based on a present inconsistency in service caused by

a shortage of personnel and other shortages caused when military personnel have to be pulled off the job for mandatory military training, such as physical training, command information sessions, and others," Smith added.

Civilian cooks may be on the job in building 3743 of Tin City by October 16, and new equipment is being installed to upgrade that facility.

By November 16, the south half of building 3438 (Mess 1) will be staffed by civilians.

Present plans call for both ends of 3438 to be renovated as well as the Tin City dining facility. Work on the north end of 3438 is in progress, with completion expected by late November. The south end of the building will get renovation when the north end is completed.

The north end will continue to be staffed with military personnel.

"With a civilian contract work force," Smith said, "there will be more uniformity, which should result in better overall daily service to the troops."

Protestant Women Meet On Tuesday

The Protestant Women of the Post Chapel will meet at 9:30 next Tuesday morning in the Social Room of the Post Chapel.

Guest speakers will be Mr. and Mrs. Webber of the Child Evange-

lism International. They will speak on "Train Your Child in the Way He Should Go," displaying teaching materials and Christian books for children.

All women are cordially invited.

Post Theatre

TONITE

"The Master Touch" (PG)

THURSDAY-FRIDAY

"Hitler, the Last Ten Days" (PG)

INCREASED ADMISSION: adults \$.75, children \$.35

FRIDAY (Late Show)

"The First Time" (PG)

SATURDAY

1st performance only at 6:00 p.m.

Walt Disney's "Dumbo and the Legend of Lobo" (G)

2nd performance only at 8:30 p.m.

"The Grasshopper" (R)

THE ROCKET

OCTOBER 10, 1973

Page 11

SUNDAY-MONDAY

"The Man who Loved Cat Dancing" (PG)

TUESDAY

"Little Laura and Big John" (R)

HAVE YOU BEEN WAITING FOR THIS?

1973 Close-out of new Home Sewing Machines. Best top of the line super automatic, everything built-in. 30-stretch stitches, sews all fabrics. Only 6 left in cartons and only at this location. Reg. \$379.50, **1/2 PRICE** while they last **\$189.75**. Never before offered at this price with free sewing lessons.

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8 CYL. Reg. \$34.03

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OCTOBER 10, 1973

FEW Seminar Set Saturday

The North Alabama chapter of Federally Employed Women (FEW) plans to hold a seminar and workshop October 13, according to Janet Falconbury, publicity director for the program.

The seminar and workshop are open to all federal employees and their guests. The topic will be, "So You Think You Have a Complaint."

"This thing's not closed to men. We're inviting men as well as women to participate," said Miss Falconbury.

Fee for the seminar is \$3.00. Lunch will be available for an additional nominal fee.

The program will begin at 9:30 a.m. and continues until 2:30. Areas to be covered include the EEO complaint process and case histories, panel discussions on the talent bank, civilian personnel processes, training requirements, and workshop groups will discuss interpersonal relationships.

A three-member cast will present a skit, and participants will play roles in a socio-drama at the conclusion of the seminar.

The meeting will be in building 7446, the MICOM training building on Line Road off Redstone Road. Further information and reservations are available through Betty Burgess, 876-4815 and 881-2012; or Mary Alspaugh, 876-1325 and 881-9427.

Reservations must be in by Thursday.

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(Ret.)
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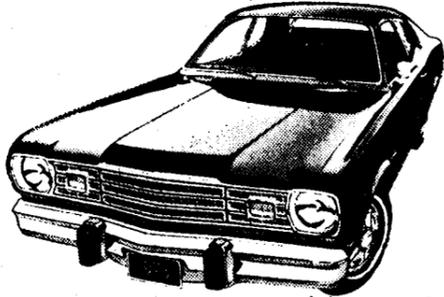
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INSURANCE COMPANY OF PHILADELPHIA

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1973 VALIANT DUSTER 2 DOOR COUPE



Bench seat, cloth and vinyl, radio, manual transmission with column shift, 225 CID 6 cylinder engine, torsion air ride, electric ignition system, front and rear bumper guards, and all Chrysler safety features.

ST. NO. U-1240 **\$2483³¹** + TAX & TAG
REDUCED TO

1973 CHRYSLER NEW YORKER 4 DOOR SEDAN



6 way power bench seat (vinyl), torqueflite transmission, 440 CID V-8 engine, tinted glass, air conditioned, AM radio, vinyl roof, body side paint stripes, whitewall tires, deluxe wheel covers, power steering, power disc brakes.

ST. NO. C-5117 **\$5151¹⁵** + TAX & TAG
REDUCED TO

1973 SATELLITE CUSTOM 4 DOOR SEDAN



Cloth and vinyl bench seats, torqueflite transmission, 318 CID V-8, tinted glass, air conditioned, vinyl roof, vinyl side body moulding, whitewall tires, deluxe wheel covers, power steering, power disc brakes, AM radio.

ST. NO. P-3169 **\$3521⁷⁶** + TAX & TAG
REDUCED TO

1973 SATELLITE CUSTOM

4 door station wagon, vinyl bench seats, automatic transmission, 318 CID engine, tinted glass, left remote mirror, air conditioned, air deflector, luggage rack, power steering, AM radio, vinyl body side moulding, white wall tires, deluxe wheel covers.

REDUCED TO: **\$4050³²** + TAX & TAG
ST. NO. 3270

1973 SATELLITE SEBRING PLUS

Silver Frost Metallic finish, 2 door hardtop, bucket seats, automatic transmission. 400 CID engine, tinted glass, air conditioned, vinyl roof, vinyl body side moulding, white wall tires, power steering, power disc brakes.

REDUCED TO: **\$3950** + TAX & TAG
ST. NO. P-3195

1973 PLYMOUTH FURY III

Vinyl bench seats, automatic transmission, 400 V-8, tinted glass all, air conditioning, vinyl roof, vinyl body side moulding, white wall tires, radio, deluxe wheel covers.

REDUCED TO: **\$4050** + TAX & TAG
ST. NO. P-3274

1973 CHRYSLER NEWPORT

4 door sedan, vinyl seats, automatic transmission, 400 CID V-8 engine, tinted glass, air conditioned, power steering, power brakes, AM radio, vinyl body side moulding, white wall tires, deluxe wheel covers.

REDUCED TO: **\$4127** + TAX & TAG
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ON BOB WALLACE AVE. JUST OFF PARKWAY

Popular Rock Group At Club Sunday

The Tom Thumb Revue, a rock and show band from Nashville heads the list of entertainers appearing at the Service Club on Sunday evening.

The Revue, has appeared at many college campuses and various functions throughout Tennessee and are quite popular with rock fans.

Enlisted men may invite or bring guests to all stage shows at the Service Club. Curtain goes

up at eight.

Wives Honor Mrs. Donley

Wives of officers at the Army Missile Command will honor Mrs. Edwin I. Donley at a luncheon in the ballroom of the Redstone Officers Open Mess Oct. 23

Reservations will be accepted until noon on October 17 by Yank, 837-7486, and cancellations until noon Oct. 19 by Donna Gallick, 837-6031.

Caverns Visited Saturday

A tour of Cathedral Caverns is on the Service Club calendar,

The bus leaves the Service Club at 10 a.m. and returns around three. Those making this trip must register at the Club by 3:30 on Friday in order to make preparations for the picnic lunch.

Admission to tour the Cave is \$1.50.

Noted Organist Featured

Music will fill the air next Wednesday when the Post Chapel hosts a special organ concert performance by Ira L. Walker, Jr., a church organ consultant for five piano stores in Alabama.

The 7 p.m. concert features the new 600 Series Allen organ purchased by the Chapel this year.

Walker holds the Bachelor of Music degree from the University of Montevallo with a major in organ and minors in piano and church music. While at the University he was named to Phi Alpha Mu, a professional honorary music fraternity.

In 1960, he won the choral composition competition in the Birmingham Festival of Arts with an anthem composed for boys choir.

He also received the Master of Arts degree with an emphasis in organ and choral conducting from the University of Alabama, where he was named to Phi Mu Alpha Sinfonia and Phi Delta Kappa, honorary professional fraternities.

For three years, Walker served as chairman of the music department at George C. Wallace State Technical Junior College where he was also church organist and choir director.

Sleep in a Haystack

It's got to be soft living at a budget price. Uptown style apartments in a country atmosphere, great for young people just getting started. Look at the Haystack extras. A pool and clubhouse, one and two bedroom apartments feature shag carpeting, drapes, central air conditioning, convenient appliances by GE, and utilities furnished; except electricity. Don't be needled by high rent, come sleep in a haystack.

1 BEDROOM \$140
2 BEDROOM \$175

ALL Adult Community

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MISSILE & MUNITIONS CENTER & SCHOOL
NAMES IN THE NEWS
 BY SP5 DAVE COWAN

The Second Battalion's Soldier of the Month for September is Private Glen R. Theriault, a recent basic trainee from Fort Dix, N. J.



THERIAULT

A native of Tupper Lake, N.Y., Theriault is now a student in the Hawk missile and launcher repair course at MMCS.

Two former staff sergeants were promoted to sergeants first class last week, and will be taking on added responsibilities along with fatter paychecks.

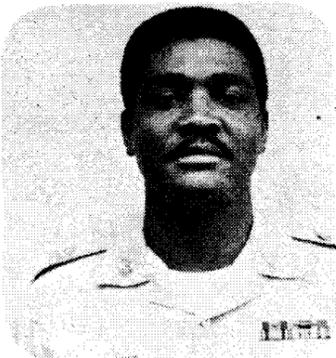
Sergeant First Class Charlie Miller of Co. A, an instructor in the Ammunition Records division of the Munitions Department and Sergeant First Class Jeriel L. Musselman of Co. B, an Explosive Ordnance Disposal instructor, have received their new stripes.

A former postal distribution clerk for Supreme Headquarters, Allied Powers Europe (SHAPE) received his second Joint Service

Commendation Medal last week. Sergeant First Class John R. Brower received the award for meritorious service with the communications and electronics division of SHAPE. Bower, originally from Texarkana, Tex., is personnel services NCO for School Brigade.

Lieutenant Colonel Timothy G. Hopper, chief of Army Wide Training's Field Support branch, received the Meritorious Service Medal last week, while three other officers received the Army Commendation Medal.

ARCOM's went to Captain Roy R. Willis of the School Brigade S-4; Lieutenant David A. Megahan, XO of Co. A; and Chief Warrant Officer Jack M. Reece, a field artillery missile technician for the Pershing system, for service with the 59th Ordnance Group in Europe. It was the second ARCOM for Reece, currently assigned to Lt. Col. Hopper's Field Support Branch of AWTS.



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For the sheer joy of showing this town how simple our deal can be, we modified our financing plan to cut downpayments.

Cash or trade, your downpayment is less on any car. That's simple mathematics. Isn't it?

So, come up with a minimum downpayment during this Chickenfeed Sale and you'll have us eating out of your hand.

<p>1973 CHEVROLET EL CAMINO equipped with power steering and brakes, vinyl roof, air conditioning, automatic transmission. Local 1 owner with just 8,000 miles. \$3,599</p>	<p>1973 BUICK CENTURY four door sedan. Equipped with power steering, power brakes, factory air, automatic transmission. TWO to choose from. \$3,499</p>	<p>1971 DODGE CHALLENGER two door hardtop. Equipped with power steering, power brakes, automatic transmission, factory air and vinyl roof. \$2,599</p>
<p>1970 BUICK ELECTRA CUSTOM four door hardtop. Fully equipped and ready to go! \$2,499</p>	<p>1973 CHEVROLET MONTE CARLO equipped with power and air conditioning, vinyl roof. Low mileage and one owner. \$4,299</p>	<p>1970 DODGE DART SWINGER equipped with power steering, automatic transmission, vinyl roof. \$1,799</p>
<p>1970 BUICK LeSABRE CUSTOM two door hardtop. Power steering, power brakes, and factory air. \$2,199</p>	<p>1971 OLDSMOBILE TORONADO. Fully equipped and a local one owner. \$3,499</p>	<p>1969 BUICK RIVIERA with full power and air. Vinyl roof. \$1,999</p>
<p>1971 BUICK SKYLARK two door hardtop. Power steering, power brakes, factory air and vinyl roof. \$2,499</p>	<p>1972 DART SWINGER two door hardtop. Equipped with power steering and brakes, factory air, automatic transmission, vinyl roof. Local one owner with 13,000 miles. \$2,899</p>	<p>1972 BUICK SKYLARK two door hardtop. Full power and air, vinyl roof and bucket seats. Extra nice. \$3,299</p>
<p>1973 BUICK ESTATE WAGON three seater. Equipped with power steering, power brakes, power windows and power seats. Tilt wheel. \$5,299</p>	<p>1973 BUICK LeSABRE CUSTOM two door hardtop. Power steering, power brakes, air conditioning, vinyl roof. Two to choose from. \$3,799</p>	<p>1971 CHEVROLET IMPALA four door sedan. Power and air. \$1,999</p>
<p>1973 BUICK LeSABRE CUSTOM two door hardtop. Power steering, power brakes, air conditioning, vinyl roof. Two to choose from. \$3,799</p>	<p>1973 BUICK CENTURY GRAND SPORT equipped with power steering and brakes, factory air and vinyl roof. \$3,699</p>	<p>1967 JEEPSTER Equipped with 4-wheel drive, automatic transmission, radio, 38,000 miles. Extra nice. \$2,199</p>

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WANT AD RATES—\$2.50 minimum per weekly insertion, covering first 25 words. 5 cents per word for all over 25 words. Cash with copy, except where open account basis is previously established. 25c service charge added for credit. Mail copy with payment to Mrs. Vergie Robinson, P. O. Box 346, 905 Hillview Drive, Huntsville. Deadline is Friday noon, before Wednesday publication.

3. Miscellaneous

MASSAGES—Steam and Shower Baths, Thermophore. Heat Pak experienced graduate female masseuse. Phone 539-5511. tfc

INTERNATIONAL HEALTH CLUB Messages, Steam Baths, Assistant Trainee — Lisa, Call 536-9204. TFC

WANTED—REAL ESTATE SALES ASSOCIATES licensed or interested in obtaining license Reply in confidence to P.O. Box 3041, Huntsville, Ala. 35810. 10-10c

NEED ALTERATIONS on your Fall wardrobe? Call Birdie 837-6251-4317. Arrington Court. 10-24c

TV Rentals

RCA LATE MODELS—UHF-VHF

\$1.00 a Day—\$5.00 a Week—\$13.50 a Month

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● RCA, WHIRLPOOL APPLIANCES
● RCA VICTOR TV

TYPEWRITERS

2000 assorted typewriters (entire contents of the House of Typewriters) ordered sold by stockholders. Example: Manuals \$35, IBM's \$100, Royal Electric \$75, Brand new Royal, still in box \$40, Brand new All Electric, still in box \$90 (2000 Bargains!) Open 9 a.m.-6 p.m. 6 days a week. For more information call 881-5510.

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New and reconditioned motorcycles which have to be moved for service expansion. These units will be sold for near cost or less. Come by and take a look. We will also set up any new or used machine just the way you want it — dirt, street, chopped or "CAFE" style. Ask about it!

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8:00 a.m. to 5:30 p.m.

LILY FLAGG AUTO CLINIC

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Carpool Info

Share Rides

Ride wanted from Lincoln, Tenn., or Factory Outlet to Bldg 7172. Working hours 7:50 a.m. to 4:20 p.m. 876-5618. Stacey Posey.

Chez Pup Plan To Shape Up

Redstone's annual CHEZ PUP (say "shape up"), an exercise testing plans to survive and continue operations during a national emergency, will be underway here Oct. 23-26.

Activities of this year's exercise include orientations for the workforce by emergency action officers, removal of the Aztec

emergency group to their assigned shelters for sign-in and assembly of the RSA Land Defense Force for an equipment check.

The emergency telephone warning net will be used to pass action messages during the four day period.

An orientation for action officers and alternates is scheduled today at 1:30 p.m. in building 5250, Room A-115.

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BEEN SHOPPING FOR A LOW EQUITY?

Then let us show you this lovely three bedroom home that has a different kitchen, large entrance foyer, living room, separate dining room, two baths, patio, some carpet, forced air, gas heat, located in one of the most convenient areas of Huntsville. You must see 2118 East Arbor Dr. before you buy.

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SAFETY TIP OF THE MONTH

"With tire pressures becoming more critical, buy yourself a good air gage. Most of the ones in service stations are inaccurate." . . . National Safety Council.

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TIME ONLY
**7 BIG
DAYS**
SALE ENDS 1 WEEK
FROM TOMORROW

POINTS OF INTEREST

THE MIDWEST IS THE BEEF CAPITAL OF THE WORLD. WE ARE PROUD TO BE PART OF THIS CONTINUALLY GROWING INDUSTRY! YEARS OF EXPERIENCE IN BEEF PROCESSING ENABLES US TO BRING DIRECT TO YOU, IN THE DECATUR AREA BRANCH, THE VERY FINEST GRAIN FED STEERS AND HEIFERS FROM THE HEART OF THE CORN BELT! REMEMBER—AT 6th. AVE. BUTCHER SHOP QUALITY MEATS YOU CHARGE IT.

CHARGE IT!
**NO MONEY
DOWN**
NO INTEREST OR
CARRYING CHARGES
90 DAYS SAME
AS CASH

HOW OUR BUDGET PLAN WORKS

1. SET AMOUNT OF PAYMENTS YOURSELF—STOCK UP, NOW—WHY WAIT IN LINE AT TODAY'S RISING MEAT PRICES.
2. NO MONEY DOWN NEEDED. TAKE MONEY OUT OF YOUR FOOD BUDGET.
3. 90 DAYS SAME AS CASH—NO INTEREST OR CARRYING CHARGES, OR MAKE YOUR PAYMENTS ON 6 MONTH PLAN ACCORDING TO YOUR BUDGET.

**ALL
BEEF SOLD**

according to weights available subject to avg. trim loss 15%-35%.

GUARANTEE

If not satisfied with flavor & tenderness your order will be replaced package for package.

TRAINED PERSONNEL WILL PROCESS YOUR ORDER IN YOUR PRESENCE—AVERAGE ORDER ONLY TAKES 30 MINUTES TO PROCESS—FREE COFFEE WHILE WAITING.
CALL NOW

it's our **SALE** of sales

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T-BONE STK.
CLUB STK.
SIRLOIN TIP RST.
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SECTION "C"
DELMONICO STKS.
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CHUCK STKS.
STEWING BEEF
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SHIN MEAT

FULLY GUARANTEED
STOCK-UP SPECIAL

BEEF SIDES

\$10⁰⁰ Per Week For
13 Weeks

Example 200 lbs. at 65c lb.
Total Cost \$130.00
Avg. Wts. 200-500
Yield(5) USDA Comm'l.

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BONUS
NO. 1

FREE! FREE!
**5 LBS.
BACON**

TO EVERYONE CALLING
TO OPEN THEIR 90 DAY
ACCOUNTS IN ADVANCE

SPECIAL
BONUS
NO. 2

30

1/2 IN. THICK

PORK CHOPS

FREE

With Purchase of Side
of Beef or More

U.S. Gov't Inspected Guaranteed Tender & Delicious

WESTERN BEEF HINDS

\$28⁷⁵

Per. Mo. for
3 Mos. Same
As Cash.

Example 125 Lbs. at 69c Lb.
Total Cost \$86.25
Avg. Wts. 125-250 Lb.
Yield(S) USDA COMM'L.
Guaranteed TENDER
USDA COMM'L. YIELD (5)

SPECIAL
BONUS
NO. 3

25 Lb.

With 1/4
Beef
or More
**VARIETY
PAC**

INCLUDES

10 lb. Chicken at .50 lb.
5 lb. Pork Chop at 1.00 lb.
5 lb. Sausage at 1.00 lb.
5 lb. Bacon at 1.00 lb.

Total price at \$20.00



BEEF FRONTS

(INCLUDES ALL CUTS LISTED IN
SECTIONS C & D ON CHART)

RAIN CHECK

If because of unusual sales, or deliveries all sizes & weights are not available, we will special order when customer requests and fill order within 15 days.

59^c PER
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Avg. Wts. from 150-250 Lbs.
TENDER USDA COMM'L. YIELD(5)

OUR
PRIMAL
OR
SELECT CUT
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\$1¹⁹ To **\$2⁵⁹** Lb.

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9 TO 9 DAILY — 9 TO 6 SATURDAY
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