

# C-130 Crash Survivor Still In Texas Hospital

A Staff Report

Sgt. Tony Holmes, one of two survivors of the July 1 Lockheed C-130 Hercules crash on Fort Bragg, did not return to Pope Air Force Base on Wednesday as expected but should return soon, base officials said.

Holmes remains in satisfactory condition at Brooke Army Medical Center, Fort Sam Houston, near San Antonio, Texas, where he is recovering from severe burns he received when his C-130 crashed and burned at Fort Bragg's Sicily Drop Zone during a low-altitude demonstration. Holmes was the flight engineer, who sits behind and between the pilot and copilot.

According to Pope spokesman Capt. Brian Irving, base officials had been misinformed about when Holmes was scheduled to return to Pope.

"We don't know when he's coming back," Irving said, adding that there are a lot of patients in the medevac system awaiting transportation back to their bases.

Shuttling patients to home bases are Air Force C-9 Nightingales, DC-9 airplanes designed as flying hospital wards.

Irving said there are a limited amount of C-9s and crews to fly them. Holmes will return to Pope when an aircraft becomes available.

"It's a question of coordinating airlift from Brooke to Pope," Irving said.

Lt. Marc A. Lenke, the copilot and other survivor of the crash, was discharged from Brooke about two weeks ago and returned to Pope and his home to recover.

Holmes and Lenke are the only survivors of the crash that took the lives of four other crew members, Capt. Garry M Bardo, Capt. John B. Keiser, TSgt. Timothy Matar, and Airman 1st Class Albert G. Dunse. A Fort Bragg sergeant, Douglas Lance Hunter, who was on the ground watching the demonstration from a nearby woodline, was also killed when the airplane skidded into his vehicle.

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## Second C-130 Crash Survivor Scheduled For Return To Pope

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Of The Times Staff

The second survivor of the July 1 crash of a C-130 airplane on Fort Bragg is in satisfactory condition at Brooke Army Medical Center at Fort Sam Houston, Texas, and will return to Pope Air Force Base on the next medical evacuation flight, officials said Thursday.

Air Force Sgt. Tony P. Holmes was one of two survivors of the fiery crash that killed four crewmen and a soldier on the ground at a joint daylight exercise viewed by more than 4,000 spectators on Sicily Drop Zone.

He probably will return in the next few days on a C-9 Nightingale, a medical evacuation aircraft described by Pope officials as a military version of a DC-9 outfitted as a flying hospital ward.

Holmes is being transferred back to his unit for duty, a medical center spokesman said.

The other survivor, Air Force 1st Lt. Marc A. Lenke, was discharged from the hospital Aug. 14 and returned to Pope Air Force Base, according to military officials.

Lenke is at home on convalescent leave while further recovering and is not on duty, according to Capt. Brian Irving, chief of public affairs for Pope and the 317th Tactical Airlift Wing.

Holmes, 28, the flight engineer, and Lenke, 26, the

co-pilot, were taken from the crash site to Womack Army Community Hospital where they were unconscious and in critical condition, according to military officials.

The two airmen were transported that night to the burn center at Brooke Army Medical Center near San Antonio, Texas.

The airmen who died in the crash were Capt. Garry M. Bardo, 31, the pilot; 1st Lt. John B. Keiser III, 28, the navigator; Tech. Sgt. Timothy J. Matar, 32, the load master; and Airman 1st Class Albert G. Dunse, 23, an additional load master. They were assigned to the 40th Tactical Airlift Squadron of Pope's 317th Tactical Airlift Wing.

A soldier spectator on the ground also died when the plane crashed. He was identified as Staff Sgt. D. Lance Hunter, 25, an intelligence specialist with Headquarters and Headquarters Company, 3rd Battalion, 73rd Armor Regiment, 82nd Airborne Division, Fort Bragg.

A five-member panel of Air Force officials is conducting a "safety investigation" of the crash, but have not released any findings.

Spokesmen say findings about the cause of the crash probably never will be released in order to protect the integrity of the investigation.