DEPARTMENT OF THE AIR FORCE 317th Civil Engineering Squadron Pope AFB, North Carolina

MEMO TO: CSG/20 TAW/CC TAW/PA

DATE: 13 Jul 87

fils

These two articles were passed to me by Col John Sowers, HQ MAC/DE, with the attached note while I was at MAC TDY. I think either one of the articles would be appropriate for reprinting in the Herald and it would certainly show folks that people outside of just the local area took note of and learned from the accident. The families might also appreciate a copy.

· NUTE: NEWSPOREN IS THE O'FMMM PROGRESS' (SEE LOWEN HALF OF CONTOURN PAGE.)

SAMUEL E. TOARCIA, Lt Col, USAF Base Civil Engineer

HEADQUARTERS MILITARY AIRLIFT COMMAND DCS/ENGINEERING & SERVICES

Date

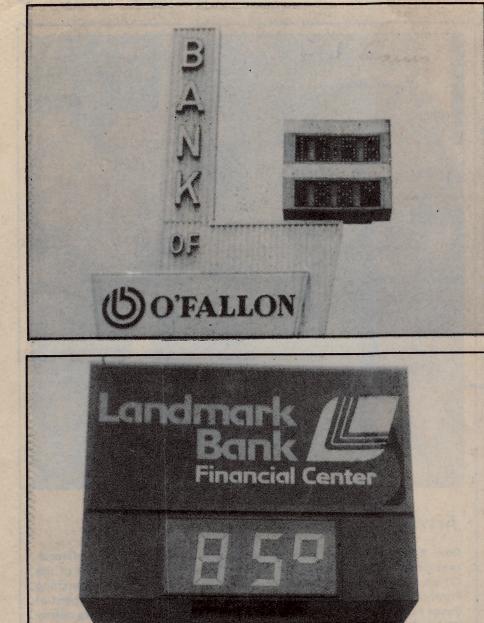
MEMORANDUM FOR: L+ Col Gaicia

- Two articles in our local paper which I suggest you take home and show to your boss and PA folks. May want to re-publish locally and possibly give to families affected by recent C-130 loss.

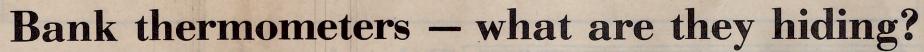
- Thanks

Sam

Cols



Webster at large



By Doug Webster

It was just another day in O'Fallon when I was blocking traffic on Highway 50 to allow a turtle to cross the road. While I was doing this good deed, I noticed that the thermometers at the Bank of O'Fallon and Landmark Bank gave different readings. Once the turtle escaped the threat of being smashed, I jumped into the Dougmobile and sprang into action.

Landmark Bank was 85 degrees. all right, though, because I still had Then I rushed over to the Bank of the banks on the homefront to work O'Fallon. The temperature there, at over. 11:56:23, was 88. Finally, at the First Bank, with the time being 23 seconds past noon, the temperature was reported to be 92 degrees. Among three close banks, the temperature varied seven degrees.

things that day may not be real managed to carry on. obvious (like, I really need a horoscope to tell me that). So, rather than blaming the banks for this temperature mishap, I decided that I had better check with an expert. My next stop was to talk with my favorite micro-meteorologist.

could vary depending on the height a sign that read, "Happy Birthday, and surroundings of each of these Mary Jean." My instincts told me closely situated thermometers. that this was a coverup, and when I Following his advice, I found that all talked to Mary Jean, I realized that three are surrounded by roads and my instincts were true. She was parking lots, thus that factor should rock-solid and didn't let on t

ference. The Bank of O'Fallon gauge is higher than the other two, but the

two similar ones differ most. thermometers. I gave the Time-O-Matic company of Danville a Bank. telephone call, but there was no answer. They most likely had heard of my investigation and were At 11:52:12, the temperature at playing "No-one's-at-home." That is

I gritted my teeth and went to the First Bank first (hence the name, First Bank). There I spoke to a teller - Diane Wilson. I could tell that she was intimidated by my "nononsense" style. In fact, I was a little My horoscope told me that some intimidated by it myself, but I

Wilson finally broke down by threatening not to sit by me at church and then asked me to talk to Rick. Afraid that she may carry out her threat, I went to talk to Rick. He was busy at the time, but when I returned he had fled, so I moved on. He explained that the temperature "At the Bank of O'Fallon, there was

not cause much temperature dif- secret. She claimed that the Bank of problem, don't "sweat" it; I do have O'Fallon was either the "hottest" or a solution. "coolest" bank in town, but when I Rather than driving by a bank told her that it was in the middle of hoping to see the correct temthe temperature range, she didn't perature, it is better to purchase and After I struck out on these leads, I even flinch. It was good to be face-to- mount a 135-pound thermometer decided to check in with the face with a true warrior, but I did not approximately 20 feet above a manufacturer of the two similar stay to battle with her. I had to hurry grassy area. Then you can carry a to my final destination, Landmark 24-hour receiving component at all times so that the temperature can be constantly monitored within a 15-This financial institution closed

mile radius. early that day and was thoroughly Sure, the system will cost about locked up when I arrived. There was \$3,726.35 not including tax, but the no chance of breaking in to take a owner of this technological wonder quick look at their files. At that can be assured the correct tempoint, I was stumped. I can only speculate that the banks have adjusted their thermometers Unfortunately, this system would also probably induce the owner to

again, that is only speculation. Even though I did not find the cause to the





so as to confuse their customers, but start a bank, and the temperature





afequards Your Freedom

OUR 93rd YEAR - No. 24

-this week-

Blood drive

A Red Cross blood drive sponsored by the O'Fallon Rotary Club will be Friday, July 10, from 2 to 7 p.m. in the St. Clare School Cafeteria, 205 W. Third St., O'Fallon.

The Rev. Donald Eichenseer coordinator for the drive, said donors must be at least 17 years old, in good overall health and weigh more than 105 pounds. For

additional information, call

WAC veterans

Eichenseer at 632-3562.

Chapter 48, Women's Army Corps Veterans Association, will meet Saturday, July 11, at noon in the home of a member. All WAC veterans are invited and may call 534-3108 for further information.

Commodities

Caseyville Township will have a commodities distribution on Tuesday, July 14, 1987, at 9:30 a.m. at the Township Building, 10001 Bunkum Road, Fairview Heights. Recipients must bring proof of residency in the township and meet monthly income

Paper drive

Boy Scout Troop 46 will have its paper drive on Saturday, July 11. O'Fallon residents are to have papers at the curb by 8:30 a.m. for pickup.

AARP meeting

Fairview Heights Chapter 3643, American Association of Retired Persons, will meet Monday, July 13, at 1:30 p.m. in the Fairview Heights Municipal Complex, 10025 Bunkum Road. Tony Prockmeyer and Phyllis Schaltenbrand of Standard Travels will present a video program and discussion of trends in travel.

Gospel concert

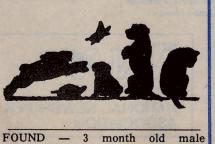
A gospel concert featuring the House of Deliverance Male Chorus of St. Louis will be at the O'Fallon Christian Church, 112 W. Washington St., on Saturday, July 11, at 7:30 p.m.

Concert

The Pat Auberry German Band will be featured in a free public concert Wednesday, July 15, at 8 p.m. at O'Fallon Community Park.

Smocking

The Land of Lincoln Smocking Guild will meet Monday, July 13 at 7:30 p.m. in the home of Linda Dwyer, O'Fallon. For more information, call 624-6016.



gray/white kitten, found near Wildwood and Smiley, call 632-6575. (7-9-1tf)

Index Business scene page 9 People in the news page 4 Classifieds p. 14-17 Police blotter page 18

 Cooking capers
 page 8
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 Gen. news
 page 3,5,7,8,14
 Sports
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In my opinion page 2 This is to say page 2 Obituaries page 2 What's doing page 6



Jecorating Vanessa Poch of O'Fallon has a real knack for interior decorating. See page 5.

And O'FALLON

O'FALLON, ST. CLAIR COUNTY, ILLINOIS

members who could give them input

on the needs of the disabled," Cowell

also will set up a "para-transit"

Bi-State has complained that too

however, have been discouraged

Progress that in 1982 Bi-State pur-

O'Fallon residents are making buses more accessible

said.

By Vandy Brewer Progress News Editor

Phone 632-3643

Two O'Fallon men, one As a result of ensuing talks, Bi-representing the disabled and the State has agreed to repair apother representing the Bi-State proximately 120 buses that have non-Development Agency, have been operating wheelchair lifts and to buy working to make the area's transit 60 more buses with lifts service more accessible to the Tom Sturgess added that Bi-State physically handicapped.

Fred Cowell, owner of Sundance system in areas where the buses de Glass and Antiques, and Tom not go and will issue scrip so that Sturgess, director of com- disabled people physically unable to

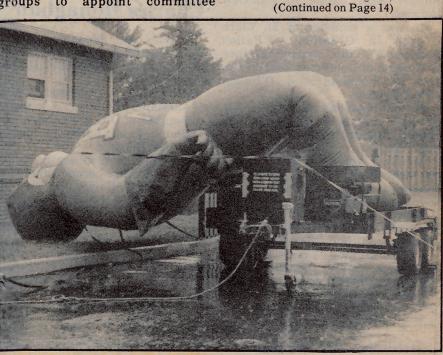
munications for Bi-State, have been board a bus may take taxis. involved in talks between Bi-State Cowell, in the meantime, will be and the St. Louis Metropolitan Area working to attract more of the Committee on Accessible Public disabled to ride the improved transit Transit, a committee representing system. various groups of the disabled. Cowell is on the committee as a few of the disabled ride buses to

representative of the Paralyzed make it economically feasible to Veterans of America. He was ap-pointed by the board of the 25,000-however, have been discouraged member organization's Gateway from riding by lifts that don't work, Chapter. The Gateway Chapter Cowell said. covers Southern Illinois and Sturgess told the O'Fallo Missouri.

The push for greater accessibility chased 171 buses with wheelchair requires transit agencies using Sturgess said. federal money to allocate at least 3 were new, they didn't seem to atpercent of its funds to accommodate tract many people to use them. And, disabled riders, Cowell said. The law changed about the same disrepair.

time that area disabled people "Only about 50 actually work staged a protest rally in St. Louis now," Sturgess said. focusing on the need for better Cowell replied, "If the breakdowr A variance request authorizing a projects, including one in O'Fallon, opened Market Place complex on the transportation. "As a result of the new regulations will go up."

and the rally, Bi-State asked the He said 1980 U.S. Census figures groups to appoint committee



'Bud Man' balloon at Lincoln and Highway 50 topples in same storm that hit water plant Tuesday

Lightning strike forces boil order for area

expected to be lifted by late Wed- and that the boil order should be

nesday night, according to the lifted around midnight Illinois-American Water Co. Water company officials said the storm system that roared throgh three communities did not report the area Tuesday afternoon. any substantial loss in water pressure after lightning knocked out water plant pumps in East St. Louis. Siren was sounded in O rann. Police Lt. Victor Logan said a caer However, fire departments in Fairview Heights and O'Fallon were

Fairview Heights Chief Bernard Rowan said he was keeping a watchful eye on water pressure gauges. In O'Fallon, firefighters drove through the community asking people to conserve water use until the crisis passed.

A spokesman for

The lightning was part of a sevre

Photo by Mark Von Brck

At one point, the tornado-airt

siren was sounded in O'Falm. had reported seeing a funnel clou in the vicinity of Colman's on vest Highway 50, However, he sid, police stationed at various ports throught the city could not verifyhe sighting.

Ellen Drive and set off a fire alrm System if made aware of it. at a residence on Westfield Dive during the storm.



Horrified

stems from a change in Section 504 of the National Rehabilitation Act that "They have not had much usage," Sign will be 9 times bigger as they were not used, they fell into than any in Fairview Heights

rate comes down, we feel ridership St. Louis commercial developer to for "anchor" tenants, large put up a sign more than nine times department-type stores which would the size that would otherwise be serve to attract consumers who allowed by city codes has been ap- would also visit smaller adjacent plicated, Grewe explained, by the proved by the Fairview Heights shops in the same general area. Zoning Board of Appeals.

> The request for 268 feet of adthe 32 that would be permitted Route 159.

> Grewe told the zoning board that

City sewer bonds sold at 7.58 interest rate

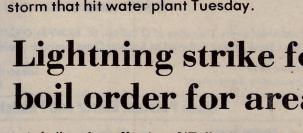
\$2.7 million bond issue to pay for the terest to be charged over the 15-year the bond issue. improvements and expansion of the O'Fallon sewer plant. The low bidder \$2,002,000; Nuveen, \$2,033,809; and was approved as the best of four bids

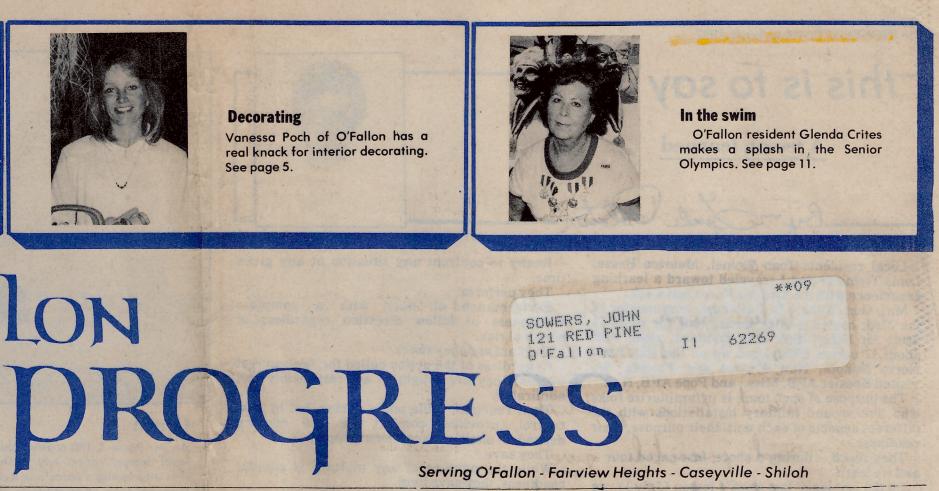
The total cost to the city over the the work on the sewage plant, the \$460,000 remaining of a 1972 sewer improvement bond issue.

The bonds will be issued about November in a referendum. Cost of progressing well and that it appears A boil order affecting O'Fallon, company said all pumps had ben Aug. 10 and are being offered for the bond retirement will be paid for certain that it will be completed by Shiloh and Fairview Heights was repaired by Wednesday mormg sale by the successful bidder, from charges for use of the sewer the July 1988 deadline.

DARTS is boon to the elderly, Nixon says

O'Fallon Township Supervisor asked members of the audience to O'Fallon Township and other Paul Nixon feels that even though help "spread the word" about the coverage areas such as Belleville the participation by area elderly and DARTS, which is operated by the and Fairview Heights every Monhandicapped people has been BAC Programs and Services for day, Nixon said. "respectable" in terms of usage, Older Persons. there are still several more qualified "I feel certain there are more individuals who would benefit from people in O'Fallon Township," Nixon anyone age 60 and over in the the Belleville Area College Demand commented, "who can make use of townships of Caseyville, O'Fallon, Lightning hit a power pole orSt. and Response Transportation this service." DARTS vehicles make two trips municipalities in the county. At the regular meeting of the town per weekday to the Our World center Further information is available board of trustees on July 1, Nixon and offer door-to-door services in by calling Nixon's office at 632-3517.





SINGLE COPY 35c -- ONE YEAR \$12 Thursday, July 9, 1987

A horrified crowd of 3,000 spectators watches as an Air Force C-130 bursts into flame after crashing at a joint Army-Air Force capabilities exercise at Fort Bragg, N.C., on July 1. In the crowd were O'Fallon

Progress Publisher Linda Polston and O'Fallon Chamber of Commerce President Joan Weinel, part of a group of area civic leaders watching the event. Their accounts and another photograph are on page 2.

Because of the intensity of this competition for such businesses, ditional sign space, compared with Grewe said his firm "desperately needs' a sign that is large enough to without approval, came from G.J. be viewed from Interstate 64. Adding limit signs such as the one being Grewe who is involved in the that his company has made a sought by Grewe to 32 square feet. development of a shopping center "major investment" in Fairview The zoning board unanimously complex to be constructed at the far Heights. Grewe also said the free- approved Grewe's request following north end of the city limits on standing construction-type sign is a motion by Shirley Malone to allow Ludwig Drive just west of Illinois particularly important because his the sign to sit at the site until Dec. 31. other major area shopping center apparent advantage for the newly were denied.

south side of the highway.

Photo by Joan Weine

Problems concerning the construction of the sign are comfact that there are no buildings on the property at this time. This is coupled with the city's requirement that sizes of signs are based on a proportion to building square footage. Another city requirements

property, consisting of 36 acres, does because of the development's benefit not have frontage on the interstate to the city and the hardships that his firm is in competition with two highway, something that was an could be caused to the developer if he

An average interest of 7.58 per Columbia Securities Inc. of Chicago. system. Sewer use charges were Clayton-Brown, \$1,983,416, all of Chicago.

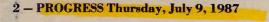
Interest rates to bond purchasers 15-year pay-back life of the issue will will range from 7 percent to 7.75 was made from funds on hand in the amount to \$1,972,621. In addition to percent, depending on the maturity date. Bonds will mature and be paid bond proceeds will also go to pay off out beginning in 1988 until 2002. Bonds remaining outstanding in 1997 are callable at par.

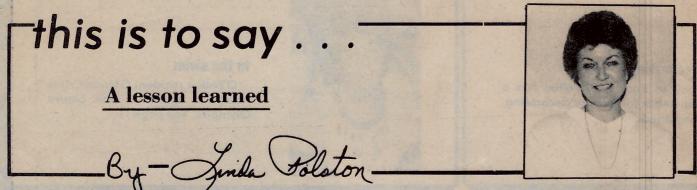
cent was the low figure for the city's The other bidders and the total in- increased recently to pay the costs of

Dave Davis, city engineer, said work is proceeding and the first payment of some \$74,000 has been made to the contractor. Payment sewer accounts such as the reserves required by the previous bond issue. He added that some of the work on

cleaning the large lagoon was unsatisfactory and is to be redone. The bond issue was approved last Davis said work has been

All rides are free to any handicapped person age 18 and older or St. Clair, Belleville and numerous





Local residents Joan Weinel, Maurice Hesse, Louis Tiemann and I traveled toward a learning experience with the 23rd Air Force last week. Maj. Gen. Robert B. Patterson, commander of the 23rd, hosted a civic leader tour for some 11

Scott Air Force Base area civilians, along with about 17 others who joined up on the way from North Dakota, New Mexico and Florida. We visited Keesler AFB, Miss., and Pope AFB, N.C.

The purpose of such tours is to familiarize folks who live around military installations with the different aspects of each unit, their purpose, their readiness. They teach -- during a short, fast-paced tour --

and we learn. On the last leg of last week's lesson (July 1), we

were witness to the horrible C-130 aircraft accident at Fort Bragg, N.C. We were among the more than 3,000 spectators who watched in shocking horror as five young lives were snatched away during a demonstration of a parachute extraction of an M-551 Sheridan tank from the Hercules aircraft. Still we learned. This is to share that

knowledge.

It is no game. The dedicated people in our Armed Forces give

all for their country and its people. "It isn't the first time tragedy has struck those who raise their right hands to defend you and our country," General Patterson later told us. "And it

won't be the last."

They raise their right hand. Some are still in their teens when they offer their first commitment to the rigid discipline

required of those who have determined to make ready to defend their country. They live.

Life becomes a continuous battle. A battle during a time of peace to be prepared if that precious peace should be threatened. They learn.

Every imaginable civilian occupation is needed in the Armed Forces, and more.

They learn in classrooms from books, they learn to apply the knowledge through experience. They train.

-In My Opinion-

Training means practice, practice and more practice.

Readiness is what they practice.

Ready to confront any situation at any given They perform.

Performance of duty with a complete willingness to follow direction regardless of personal risk.

They act and they react. Regardless of the action called for, we can rest assured they are taught to act responsibly and

admirably. Their reaction, while under duress, but in total control, provides comfort for the country dependent on these exceptional people.

They save. While the purpose of any military is combat

readiness, they save lives. Who is on hand to help when natural disaster strikes? At our own doorstep, Scott Air Force Base is the directing center for many such lifesaving efforts. Emergency means military -Letters to the editor help is on the way.

They die. Many have given limb or life for their country in

Last week five, between the ages of 23 and 32, gave their all. Their very lives. Not in combat. But, in practice.

Practice of maneuvers that allow this country the comfort of readiness to drop people and Army Base, as part of a civic leader supplies anywhere within a matter of hours to defend the freedom we hold so dear. tour with the 23rd Air Force Military Airlift Command of Scott Air Force

Practice of maneuvers that are accomplished Base. on a daily basis, thousands of times, to ensure such comfort.

The lesson learned. Those who raise their right hands to uphold the constitution and defend the United States pledge daily commitment including their very lives to their jobs.

Some, while enjoying the freedom they offer, were briefed and shown many facets will never experience firsthand such complete of military procedures. We met with

dedication Yet, those directly impacted by the tragedy, know to appreciate even more the military effort

on our behalf We should be forever grateful to our own Scott Air Force Base, not only for the tremendous impact on our economy, but for giving us the opportunity to witness true love of country and stand behind. dedication to its people.



Crash

An Air Force C-130 crashes during a routine low- reviewing stand and burst into flames after striking level demonstration July 1. The Hercules aircraft was attempting a parachute extraction of an M-551 Sheridan tank at an altitude of 10 to 15 feet. The plane hit the dirt runway, skidded past a crowded

Awesome crash

This last week I had both the opportunity and privilege to visit Ieesler AFB, Pope AFB, Fort Bragg

I also witnessed the tragic crash of C-130 on maneuvers, resulting in the death of four Air Force and one Army personnel and the injuring of earthquakes, etc. The "war" that two additional Air Force personnel. Our trip was one of the most enlightening experiences I have ever The ones that die during "peace had. We traveled at a fast pace and other civic leaders from other parts of the United States and were able to in this air crash. Our "thanks" is not exchange ideas and viewpoints. It is a strong enough word to express our the type of experience that makes you come back with a tremendous patriotic feeling. Our young men and who keep our lives secure during our women in the Armed Forces are something to be proud of and to

The most awesome was the crash of the C-130. The maneuver that was are very sorry to see them leave our being conducted was the off-loading area, but our thoughts and prayers of a tank as the C-130 flew five feet above the ground. It is a precise keeping in their future endeavors. maneuver accomplished by very If, as a civic leader, you are ever

-Obituaries-

plained to me that the teams of six tours, accept the invitation. It is not patches on the uniforms of the Army hands personnel

This group of Air Force personnel are the ones that take part in the fight against terrorist activity, the landing at Grenada, the rescue of hostages, helping people during goes on in "peace time," the helping of people in tragic circumstances. time" so that the rest of us in the United States may live in peace.

Our heartfelt symphathy goes out to the families of those people killed feelings to these families and to the other people in the Armed Forces explosive "peace time."

The 23rd Air Force (MAC) of Scott is the group that will be leaving for Hurlburt Air Force Base, Fla. We go with them and we wish them safeexperienced personnel. It was ex- invited to participate in one of these

An unwholesome parallel

The drama being played out once again in Washington seems to have a certain similar reflection of one of some 14 years ago. That one, as we all remember, ended with the resignation of a once-popular president.

Today's drama again revolves around a popular president.

But that is not the similarity meant here. The earlier Washington hearing that was presented "gavel to gavel," as the saying goes, had its origin with what was first characterized as a "third rate burglary"

The burglary was instituted because the then president Richard Nixon believed that his defeat would deliver the nation to a far too liberal Democratic president.

The current hearings are parallel in that the principal players being called to the witness stand believe in their self-adopted mission to save the hemisphere from a Red threat. This week we are being offered a somewhat repititious accounting of just went on and wrong in the operation.

The operation was in two major levels; relacing the current Nicaraguan government with one of the administration's selection and putting the United States in line to aid a more level-headed government in Iran.

Both these aims have some merit in principal, but beyond that it seems the United States government engaged in highly suspicious activities. This week's witness at the hearings is the central player in carrying out the program.

The Lt. Col. Oliver North testimony being televised throughout the day reminds some listeners of the Watergate testimony of years ago. By Irwin Yare ——

The joint Congressional committee is digging died Thursday, July 2, 1987, at deep in its efforts to get to the truth. Under close questioning the Marine witness has Belleville, made revealing statements, emphasizing that his Bugger was owner and operator of orders to conduct the arms sales came "from the top"

But the Watergate parallel seems to be that the current administration believes it reasonable and He was a member of St. Clare proper to use almost any means to thwart those it Church in O'Fallon; O'Fallon opposes. The Watergate witnesses were steadfast 3portsman's Club; charter member in their testimony that a defeat of President Nixon of Knights of Columbus Council No. would be a disaster to the United States. As it 1239 in O'Fallon; and O'Fallon turned out the re-election of the president resulted Senior Citizens. in a major disruption of the national government.

Today the similarity is apparent. The high government officials apparently seem to believe)mar Bugger their activities are the right ones and their actions Survivors include his wife, Emma, are excused by declaiming a vow of patriotism and allegiance to the president.

The testimony of Oliver North is replete with nd Mary Ann Bugger of Quincy, code names, recitations of altering and shredding 7ill and Judi Bugger of O'Fallon; documents and punctuated with eloquent ne daughter and son-in-law, statements about patriotism.

The Marine has peppered his testimony with references to "higher authority", "mental fin-dings" and "plausible deniability". Those are some of the terms attributed to the president and his men in arriving at plans to supply Iran with ith Fr. Donald Eichenseer and Fr. uncle and cousin. weapons and the Contras with funds. Congressional denial of those two actions

seemed to have been pushed aside. North brings an aura of patriotism and military

bearing, but it is hard to accept his naive answers in light of the immense profits stacked up by unofficial representatives of the government.

Oscar Bugger

Oscar L. Bugger, 75, of O'Fallon Memorial Convalescent Center,

Bugger Real Estate in Fairview

He was preceded in death by his arents, George and Anna, nee Johne, Bugger, and one brother,

ee Hohrein, Bugger; two sons and aughters-in-law, Clarence "Bud" Iarilyn and Bob Glazebrook of 'Fallon; an aunt, Emma Midgely { Lebanon; eight grandchildren and wo great-grandchildren. Funeral services were held

aturday, July 4, at St. Clare Church

William McGhee officiating. Burial was in Mount Calvary Cemetery, Shiloh

For those who wish, Masses may be made to St. Clare Church. Schildknecht Funeral Home of O'Fallon was in charge of funeral arrangements.

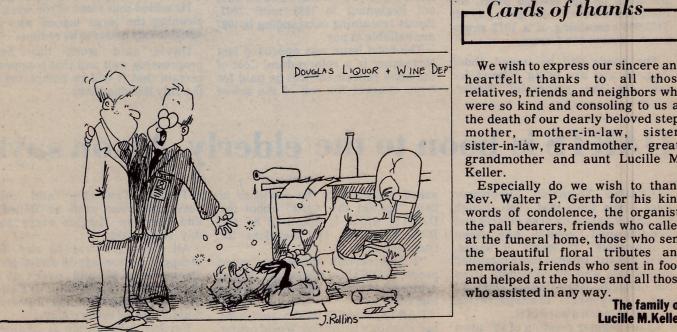
Charles Monaghan

Charles W. Monaghan, 73, of 3, 1987, at Centreville Hospital, Centreville

He was a 38-year retired employee of Monsanto Chemical Co. in Sauget; a member of O.C.A.W. Union Local 12 and St. Paul's Lutheran Church in Toomer. Fairview Heights.

Lisa and Carl Brown of Arkansas; Cemetery. our dear brother-in-law, uncle, great

(USPS 4006-4000)

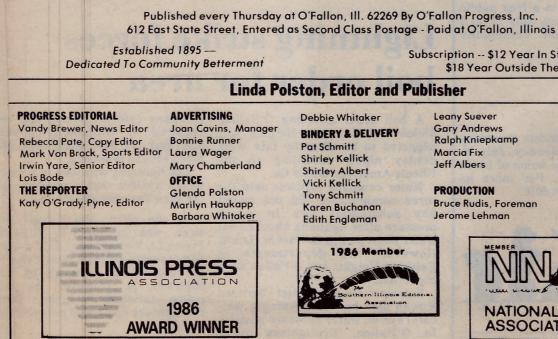


THIS IS EARL ... OUR WINE TASTER.

We wish to express our sincere and heartfelt thanks to all those relatives, friends and neighbors who were so kind and consoling to us at the death of our dearly beloved stepmother, mother-in-law, sister, sister-in-law, grandmother, greatgrandmother and aunt Lucille M. Keller.

Especially do we wish to thank Rev. Walter P. Gerth for his kind words of condolence, the organist the pall bearers, friends who called at the funeral home, those who sent the beautiful floral tributes and memorials, friends who sent in food and helped at the house and all those who assisted in any way.

The family of Lucille M.Keller



Congress shall make no law respecting an establishment of religion or prohibiting the free exercise thereof, or abridging the freedom of speech, or of the press, or the right of people peaceably to assemble and to petition the government for a redress of grievances.

some parked vehicles and trees at the edge of the runway. Four of its six crewmembers and a soldier on the ground were killed.

people who fly these planes and off- free, but you will feel it is money well load this equipment must practice spent and you will have first-hand every day in order to accomplish this knowledge of how your tax money is task. I also noticed the "Ranger" being spent. Believe me, it is in good Joan M. Weine

O'Fallon Chamber of Commerce

'Failure in jurnalism'

To the O'Fallon Progress: My name, of course, is Cliff W "Buc" Bergin and you know why I

am writing this letter, don't you?. This is not just a clarification but a statement. A warning to all who turn their back to public responsibility As in the case of Mark Von Brock and the editorial staff of the O'Fallon Progress, including its publisher Linda Polston. Your article of last week entitled "The Devil and Cliff Bergin" reflects not just your lack of professionalism but your lack of public responsibility as a so called

(Continued on Page 8)



NATIONAL NEWSPAPER

ASSOCIATION

- First Amendment, Bill of Rights, Dec. 15, 1791



-Business Scene

Ready and waiting

The staff of the new Minit-lube business at 10611 Lincoln Trail in Fairview Heights was ready and waiting for customers after its opening last week. Ribbon-cutting ceremonies took place at 11 a.m. Wednesday. From left are Lee Lawrence, market manager; Zackary Conklin Jr. assistant manager; and Rob Moffatt, manager

Ganger named to Dean's list

students must have between a 3.0

Mark Ganger, 507 Rebecca Drive, and 3.49 grade point average (out of O'Fallon, has been named to the a possible 4.0) for the last term of Dean's List at DeVry Institute of study. Ganger, a student in the Technology in Kansas City, Mo.Electronics Engineering TechnologyTo be eligible for the Dean's List,program, has a 3.3 GPA.



Take-along diplomas donated to graduates

land in dusty drawers, the O'Fallon this past year has been excellent. Township High School Class of '87 During 1986-1987, Landmark has was given a permanent and readily donated a total of \$3,000 to the available memento by Landmark Bank of St. Clair County. Graduating dollars for every million dollars that seniors recently received two we grew during our first year as diplomas. The additional copy is a corporate citizens of O'Fallon. The wallet size laminated reproduction of the graduate's personal diploma.

"The students of O'Fallon High School are an outstanding group,' Tom Gooding, president of Landmark Bank of St. Clair County, said. "This is our recognition of a banner year at O'Fallon for both the school and our bank.

Zitta appointed vice president

of Landmark

Daniel A. Zitta has been named vice president of Landmark Bank of Fairview Heights according to B.J. Holt, bank president

Zitta will be active in commercial lending and administration. He joined Landmark Bank in October, 1986 as assistant vice president of Landmark Bancshares of Illinois

Zita, a certified public accountant, received his bachelor's degree in accounting from Eastern Illinois University, where he was on the Dean's List. He is a member of the American Institute of Certified Public Accountants.

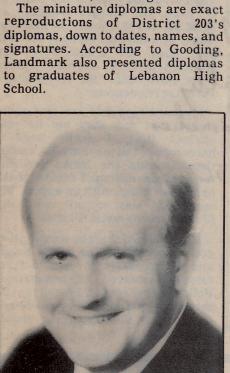
Exchange team members sought

The O'Fallon Rotary Club is seeking applicants to become part of a Group Study Exchange team that of Southern Illinois. The exchange a Group Study Exchange team that will travel to India in January and Echnicary 1989 will be with Rotary District 310 of India, which will be sending a team Executive Woods on Illinois 159 (N. The Rotary Foundation will

sponsor a team of five young businessmen, ages 25-35, plus a Rotarian team leader. The team will travel abroad five to six weeks in the Olney, IL 62450, or the secretary of northwest portion of India. Team members will be sponsored their local club for an application blank.

Want Ads

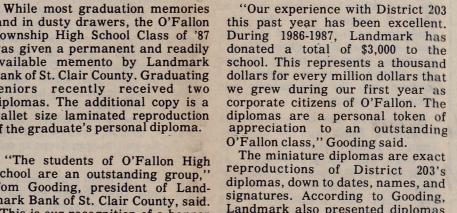
A REAL BARGAIN



Daniel A. Zitta

by a Rotary Club in District 651, which contains the 45 Rotary Clubs exchange

Those interested in the program should contact Rotary District Governor Neil Etson at P.O. Box 668,



Jaycees boost band

Don Kruep, O'Fallon Jaycees vice president, and Sid LeGrand, president, present a check for \$500 to Robert Sitzes, president of the O'Fallon Township High School Band Boosters. The OTHS Marching Panthers band has been invited to perform in the 1988 Tournament of Roses Parade in Pasadena, Calif., and the money will be used to defray its expenses for the trip, Kruep said.

Fulford to build Local 520 building

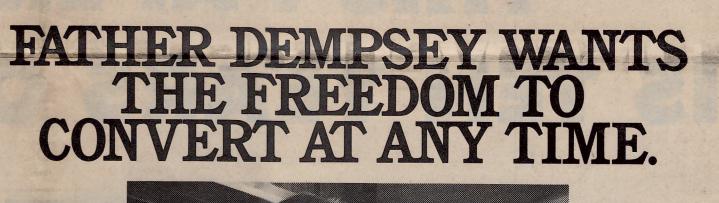
Fulford Construction Inc. of is the architect O'Fallon, has been awarded the The building, when complete, will Health and Welfare and Pension floor space. to Southern Illinois as part of the Illinois St.) Belleville.

> John Lanman, Director of Fulford's Commercial Division, said begin July 20 and is expected to be completed by Nov. 1. EWR and Associates of Belleville

contract to build the Employers and be one story (over a full basement) Operating Engineers Local 520 and will have 4,200 square feet of

Autographs

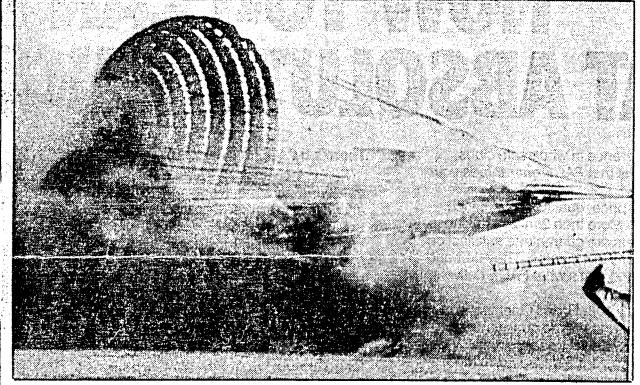
Georgia Dallas, O'Fallon author, that construction of the building is to will autograph her new novel, "This Band of Gold," on Saturday, July 11, from 2 to 4 p.m., at Waldenbooks, St. Clair Square, Fairview Heights.





And that, as Father Dempsey says, is what makes choosing a home loan from Germania Bank truly inspirational

Germania's ARM Convertible loan. Maxi-GermaniaBank mum flexibility for the Homeward Bound. Available only from Germania Bank. Just one of the special ways Germania Bank works harder to convert to a fixed rate any business day serve you better, with unique they choose. products and competitive rates, And only Germania Bank offers it, so only Germania Bank customers can enjoy to help you obtain the home loan the blessings of flexibility, economic that's truly right for you. Start today with Rate Mortgage Convertible loan. It's a one security, and the safety of a guaranteed a call to the Germania Bank office nearest vou. GermaniaBank Home Loans: MAXIMUM FLEXIBILITY FOR THE HOMEWARD BOUND.



AP WIREPHOTO

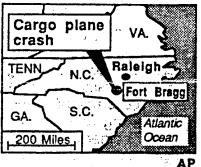
CARGO PLANE CRASHES: An extraction parachute deploys from a crashing C-130 during a tank-dropping demonstration at Fort Bragg, N.C., on Wednesday.

Cargo plane crashes, burns in Fort Bragg maneuver; five die

FORT BRAGG, N.C. (AP) - A C-130 cargo plane performing a tank-dropping maneuver crashed and burned on a dirt runway Wednesday, killing five service-men but stopping 100 yards short of bleachers filled with spectators.

Four of six Air Force crewmen on the plane were killed, as well as an Army soldier on the ground, said Capt. Brian Irving of Pope Air Force Base, where the four-engine turboprop was based.

Irving said three crewmen were taken by helicopter to Womack Community Hospital at Fort Bragg. Sgt. Lori Cogan of the Fort Bragg Public Affairs Office later said one of those crewmen had died. The two surviving crewmen were being transferred to Fort



Sam Houston, Texas.

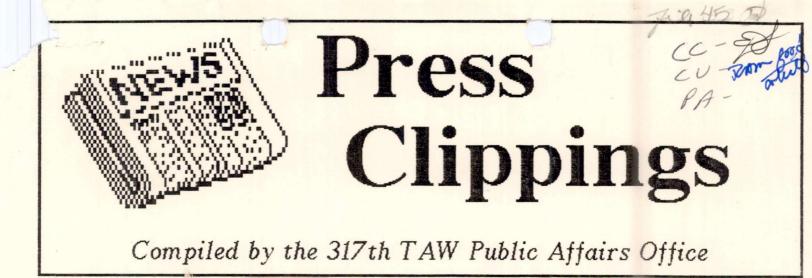
Irving said the soldier killed on the ground was one of two men in "We really saw what it didn't a military vehicle hit by the plane do," Sensing said. "The aircraft after it skidded 1,000 yards down a pened to the second man. Sec. Sec.

The plane was displaying a technique in which a parachute is used to pull a tank or other vehicle out the rear cargo door while the plane is only a few feet off the ground officials said. The maneuver, performed in front of a crowd including families of 82nd Airborne Division troopers, was open to the public.

Capt. Donald Sensing of the public information office at Pope Air Force Base, where the plane is based, said landing gear is always extended for the maneuver and it was not unusual for the wheels to hit the ground.

should have gained altitude, but it dirt runaway and into some trees. did not. Then, the aircraft went He said he did not know what hap-out of sight and the next thing we saw was a ball of fire."

Sec. 1



2B THE FAYETTEVILLE TIMES, Thursday, September 7, 1989





Crash Survivor Happy To Be Back At Old Job

By HENRY CUNINGHAM Of The Times Staff

Pope Air Force Base Sgt. Tony P. Holmes, one of two survivors of the C-130 airplane crash on July 1, 1987, at Fort Bragg in which four crew members died, says he is happy to be back at his old job as flight engineer.

"It was my job," said Holmes, who is assigned to the 40th Tactical Airlift Squadron. "If you were in a car crash, you wouldn't stop driving because you were in an accident. After I came back, I felt real good about it."

The pilot, navigator, two load masters and a Fort Bragg soldier on the ground died in the fiery crash in front of more than 4,000 spectators as the C-130 was performing a LAPES, Low-Altitude Parachute Extraction System, at Sicily Drop Zone.

He and 1st Lt. Marc A. Lenke, the co-pilot, spent months after the accident in a burn center at Fort Sam Houston, Texas. Lenke also has returned to work as a pilot in the squadron, Holmes said.

"There's not a day goes by that I don't think about it," said Holmes, 30, a Danville, Ill., native. "It's definitely in my mind. As far as flying again, I don't have any fear of that. I really don't want to dwell on it."

Holmes said he has flown recently on missions ranging from moving equipment for President Bush to resupplying U.S. forces at Guantanamo Bay, Cuba.

"I was just up at Kennebunkport, Maine, to move some equipment," Holmes said. "Our crew duty days are up to 16 hours. It's usually a 12-hour day whenever we fly."

Holmes attended Danville Area Community College for one year and enlisted in the Air Force in 1977.

"I always wanted to join," Holmes said. "The war

See PROFILE, Next Page

Sgt. Holmes Checks C-130 Electrical System

pictures always got me going. I always wanted to fly. You needed a BA (bachelor of arts) to be a pilot. The next thing would be a flight engineer.

Holmes initially was trained as a crew chief and flew on a KC-135 tanker at Castle, Calif., with the 93rd Bombardment Wing, he said. The Air Force requires airmen to be non-commissioned officers with three years of maintenance experience before training to become a flight engineers, he said.

"Nobody really knows what he does," Holmes said of flight engineers. "The pilots get the glory."

menter i ver eng. few j their i what's & Prove Flight b ous Flight b ous Souther Course Annual Souther Before flying, Holmes checks for hydraulic leaks and makes sure the batteries are charging properly, he said. In flight, he computes cruise data and monitors fuel, electrical panel, pressurization panel and anti-icing systems, he said. After the flight, he completes forms about flight data for maintenance personnel.

"I don't think I ever talked to anybody who is a flight engineer and didn't like the job," he said. "It's one of the few jobs enlisted (personnel) can have and fly and use their head. You've constantly got to be thinking about what's going on about you."

Flight engineers calculate the amount of runway

required for takeoff and data for flying with three engines, he said.

"This airplane flies very well with three engines," he said. "I want four of them out there turning, but it flies well with three."

The flight engineer sits behind the pilots, and part of the job is talking to the other crew members about flying conditions, he said.

"We use a lot of charts," he said. "Different cargoes go on the aircraft. We figure what the engines can perform at. You take weights, pressure, altitude and temperatures into consideration for engine performance."

Holmes said he is looking forward to further challenges in his career.

"I want to get more into the special operations side of flying," he said. "That seems to be the next challenge for me. They go to different places. If push came to shove, it would be special operations who would be going in first."

And he wants to remain in his field after he leaves the military, he said.

"I'd like to be a flight engineer for a commercial airline when I retire," Holmes said. "I don't see I'd be leaving here anytime soon."

2nd Report Released On C-130 Crash

By HENRY CUNINGHAM Of The Times Staff

The Air Force has released a second report on the July 1 crash of a C-130E airplane at Fort Bragg before 4,000 spectators, but the 2-inch-thick document does not provide answers about why the crash occurred.

The Accident Investigation report includes testimony from 67 people, ranging from two survivors to the wing commander, but it reaches no conclusions on the cause of the crash that killed four crew members and a soldier on the ground.

Capt. Garry M. Bardo Jr., the pilot who died in

the crash of the Pope Air Force Base plane, was praised by several witnesses who dismissed the possibility that pilot error caused the crash.

Others, including Col. Edward N. Brya, commander of the 317th Tactical Airlift Wing, remarked that the plane took a noticeably steep approach to the drop zone but that the approach did not necessarily indicate trouble.

One survivor, Sgt. Tony P. Holmes, the flight engineer, told an investigative board there was a generator problem on the No. 2 engine, but the generator was disconnected and the flight continued. Holmes said the engine start, taxi and takeoff were "pretty normal" but recalled the descent to the drop zone was "a little extreme."

The plane was performing during an annual display of Army and Air Force airborn capabilities. It was demonstrating a low-altitude parachute extraction exercise where the aircraft flies low over a field and drops a heavy load without landing.

The plane descended, touched the ground and skidded off a dirt landing strip into pine trees and

See CRASH, Page 5-A

-more-

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exploded in a ball of flames before horrified spectators.

Investigators asked Holmes if he recalled whether the pilot attempted to stop the aircraft on the zone as it touched the ground.

He replied: "I don't remember. I've had a lot of dreams since then, and after the — there's a point there where I just don't remember anything — anything else."

The other survivor, 1st Lt. Marc A. Lenke, the co-pilot, told the board because of "head injuries" he did not remember many facts relating to the accident and mission planning.

Lenke said he recalled Bardo saying, "We're going to hit the ground."

The staff judge advocate of the Military Airlift Command at McGuire Air Force Base, N.J., prepared the report in which witnesses were warned that testimony would be made public and used for "any purpose deemed appropriate by competent authority."

"The purpose of the accident investigation is to obtain and preserve all available evidence for use in claims, litigation, disciplinary actions, adverse administrative proceedings and for all other purposes," Col. Phillip E. Lackey, the accident investigating officer, stated in the report.

Officials compiling the report were instructed that the report was not to contain opinions, conclusions or recommendations.

A 179-page Safety Mishap Investigation report, prepared by the Air Force Inspection and Safety Center at Norton Air Force Base, Calif.,

and released in September, ruled out several possible mechanical causes of the crash.

That report stated the accident probably was not caused by foreign objects, engine or mechanical problems or the low-altitude extraction, which the plane was performing when it crashed on Sicily Drop Zone.

But Air Force officials routinely refuse to release the second parts of such reports in which conclusions, if any, are stated. The reports contain the testimony of witnesses who are promised confidentiality.

The crew members were assigned to the 40th Tactical Airlift Squadron of the 317th Tactical Airlift Wing at Pope Air Force Base.

Lt. Col. Steven D. Acuff, commander of the 40th Tactical Airlift Squadron and overall mission commander for the capabilities exercise, described Bardo as "a very competent, professional pilot."

"If it was a high priority mission I had total confidence in Garry to perform and called on him often to do so," Acuff told the board.

The squadron commander said he talked to Bardo and the crew just before takeoff and "detected nothing out of the ordinary."

Other witnesses said Bardo appeared "nervous" prior to the flight.

Airman 1st Class Anthony W. Ratley described Bardo as "jittery" on the day of the mission.

Sgt. Anthony Richard Argara, a C-130 loadmaster who was a member of the 40th Tactical Airlift Squadron, said: "I was a personal friend of both loadmasters on the accident

aircraft, but I do not know of anything that could have led to the crash."

Brya, who commands the 317th Tactical Airlift Wing and witnessed the crash from the reviewing stands, said: "You could certainly call it a steep approach, but it would be within parameters of the LAPES delivery. The airplane started its descent later than I would have and steeper than I would have but, then again, it was certainly within the envelope of how you make that approach."

First Lt. David Ray Evans, who originally was scheduled to be the co-pilot, described Bardo as "a rock-solid individual."

"Just from my past experience flying with Captain Bardo, he was one of the best pilots I've ever flown with," Evans told the board. "If the simple explanation is that it was pilot error, it would be hard to convince me of that because Garry was good and I just don't believe he would take an airplane and fly it into the ground like that unless something else was happening or something was going in that airplane. Something was wrong."

The report includes testimony from 1st Lt. Michael A. Kelly, assistant weather officer of Detachment 21, 15th Weather Squadron at Pope Air Force Base. He briefed the crews on the day of the crash.

"I'm reasonably sure that weather was not a factor in the accident," Kelly said.

Maj. Steven R. Springer, assistant operations officer for the squadron, said the pilot and crew were "the best in the squadron, in all respects."

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C-1.0 Crew Had lo **Hint Flight In Trouble**

By JASON BRADY Staff Writer

Radio transmissions from a Lockheed C-130E transport that crashed during a capabilities exercise at Fort Bragg July 1 never hinted the flight was in trouble.

The radio transmission transcripts were part of an accident investigation report obtained by The Fayetteville Observer from the Air Force Inspection and Safety Center, Norton Air Force Base, Calif. The released portion of the full accident report provides little insight into the cause of the crash, saying only that the pilot's "flare" to ascend from a low-altitude parachute extraction system maneuver did not "sufficiently arrest" descent, and the plane hit the ground.

At 9 a.m. that morning, Capt. Garry M. Bardo Jr. started the

(See CRASH, Page 2A)

Fayetteville Gloserver 15 Sept 87

(Continued From Page 1A)

plane's engines at Pope Air Force Base. The airplane would be one of four C-130s of the 40th Tactical Airlift Squadron, 317th Tactical Airlift Wing, flying a formation toward Fort Bragg's Sicily Drop Zone.

The airplane was to demonstrate a LAPES maneuver before a crowd of about 5,000 at the annual Fort Bragg-Pope Air Force Base capabilities exercise. The maneuver involves descending to 5 to 10 feet above the ground and having a piece of equipment pulled from the rear of the plan by carge parachutes.

After takeoff at about 9:37 a.m., the Pope control tower handed the airplane off to Fayetteville approach control. In the next hour the C-130s flew designated routes over Pope and Fort Bragg.

At 10:17 a.m., Even 44 was given permission to start its descent over Sicily Drop Zone, and at 10:25, Even 45, the second ship in the formation, reported to the Fayetteville control tower that Even 44 "went down."

Killed were Bardo; Capt. John B. Keiser III, navigator; loadmasters TSgt. Timothy J. Matar and Airman 1st Class Albert G. Dunse, and a soldier spectator SSgt. Douglas "Lance" Hunter, who was sitting in a vehicle at the end of the runway.

Surviving the crash were Lt. Marc A. Lenke, co-pilot, and Sgt. Tony P. Holmes, flight engineer. Lenke and Holmes have recovered from severe burns and have returned to Pope Air Force Base.

According to the report, both loadmasters sustained fatal head and chest injuries during the crash. The pilot and navigator survived the crash but were killed by fire. Lenke and Holmes survived because they escaped the flight deck.

Hunter was killed when the airplane skidded slightly off center of the runway and crashed into three Army vehicles sitting in a woodline some 1,800 feet from where the plane initially hit the ground.

According to a summary of the report written by Col. Sherman W. Bear, president of the investigating board, the airplane's "flare," or ascent, did not prevent the plane from hitting the ground.

In addition the extraction parachutes did not properly inflate when the aircraft hit the ground because parts of the plane became entangled with the large chutes. Only one chute fully deployed and eventually pulled a Sheridan armored reconnaissance vehicle from the plane.

An explosion occurred as the plane's right wingtip struck an Army vehicle at the end of the runway, according to the report. The airplane, in flames, came to rest about 2,040 feet from the initial impact.

The accident report was obtained through a Freedom of Information Act request and contains only a portion of the full report. According to Air Force officials, portions of the report dealing with the investigating board's analysis, findings and recommendations are exempt from disclosure, as are the statements of witnesses giving unsworn testimony, medical reports and technical reports given by contractors.

"Release of these portions of the safety report would jeopardize a significant government interest by materially inhibiting its ability to conduct future safety investigations pertaining to the crashes of Air Force aircraft," according to a cover letter provided with the report.

No hint of trouble in crash transcripts

FAYETTEVILLE (AP) — Radio transmissions from a military plane that crashed during a July exhibition at Fort Bragg, killing four servicemen and injuring two, gave no hint that the flight was in trouble, transcripts show.

An accident report, portions of which were released to the Fayetteville Observer under the Freedom Of Information Act, shows that a series of problems led to the crash, the newspaper reported Tuesday.

Transcripts of the radio transmission from the C-130E transport plane were part of an accident investigation report from the Air Force Inspection and Safety Center at Norton Air Force Br California.

The release on of the full accident report s only that the pilot's ascent from a low-altitude parachute extraction system maneuver "did not sufficiently arrest" descent, and the plane hit the ground.



Spectators turn away from crash in July at Ft. Bragg

According to a summary of the report written by Col. Sherman W. Bear, president of the investigating board, the airplane's "flare," or ascent, did not keep the plane from hitting the ground.

In addition, the extraction parachutes did not properly inflate when the aircraft hit the ground because parts of the plane became entangled with the large chutes. Only one chute fully deployed and eventually pulled a Sheridan armored reconnaissance vehicle from the plane.

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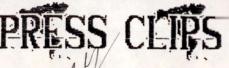
At 9 a.m. that day, Capt. Garry Bardo Jr. started the plane's engines at Pope Air Force Base. The airplane was one of four C-130s flying a formation toward Fort Bragg's Sicily Drop Zone.

After takeoff at about 9:37 a.m., the C-130 flew designated routes over Pope and Fort Bragg. The aircraft crashed at 10:25 a.m., the report said.

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TO: 317 TAW/CC

DATE: 15 Sept 87

PREPARED BY THE 317TAW PUBLIC AFFAIRS OFFICE

Air Force Report Doesn't Say Much About What Caused July C-130 Crash

> By HENRY CUNINGHAM Of The Times Staff

A 179-page report released by the Air Force on the C-130 crash which killed five servicemen July 1 at Fort Bragg says a lot about what did not cause the crash, but little about what may have caused it.

Air Force officials said at the time of the crash that the cause would never be released to the public.

The report was obtained by The Fayetteville Times from Headquarters Air Force Inspection and Safety Center at Norton Air Force Base, Calif.

It shows that:

• There is no indication of engine problems or mechanical failure.

• There were no problems with the low-altitude parachute extraction system or hydraulic and flight control systems.

And that there is "no evidence of any foreignobject damage prior to impact" in any of the four engines.

But Air Force officials say a second report, which contains the conclusions, if any, of the five-member

investigating board about the cause of the fatal crash probably never will be made public.

"Findings the board may or may not have come up with will be in part two, that's the part that's not releaseable to the public," said Capt. Brian Irving, chief of public affairs for Pope Air Force Base and the 317th Tactical Airlift Wing.

"As best as I can determine, Air Force policy is that the cause of a crash is never released if it is determined," Irving said.

Four Air Force crewmen and a soldier on the ground were killed when the airplance crashed and exploded into an orange fireball before more than 4,000 horrified spectators at 10:24 a.m. during an annual capabilities exercise.

The estimated cost of the airplane, destroyed by ground impact and the post-crash fire, was more than \$2.7 million, according to the report.

The accident has not caused the Air Force to stop flying the C-130 airplane or performing the low-altitude parachute extraction system, the maneuver during which the crash occurred.

Irving said the LAPES "is still part of our training program" and is performed two or three times each week by Pope crews.

"We're still doing things the way we've been doing them," he said.

Fayetteville Times 15 Sept 87

The airplane was supposed to have descended to five to 10 feet above the ground, deposited a 34,540 Sheridan tank out of its rear by means of parachutes and reascended.

The report contains the names of members of the investigating board which previously had not been released.

Col. Sherman W. Bear, deputy commander for operations of the 834th Airlift Division, Hickam Air Force Base, Hawaii, was board president.

Other voting members were: Maj. Jeffrey W. Smith, investigating officer, 314th Tactical Airlift Wing; Maj. Lowell P. Mattingly, pilot member, 22nd Air Force; Capt. Dennis C. Simonson, maintenance member, 463rd Tactical Airlift Wing; Capt. Donald R. Lewis Jr., medical member, Air Force Clinic, Pope Air Force Base; and Maj. Ken A. Larson, 21st Air Force representative. Capt. Walter F. Anderson of the 317th Tactical Airlift Wing, a non-voting member, was the recorder.

Simonson states in the report: "All available records were carefully reviewed for write-ups contributory to the mishap but none were found."

An inspection of the engines "leaves no other possible conclusion that the engines were operating normally and providing good service prior to impact," stated Ofilio Solano Jr., an equipment specialist at Kelly Air Force Base, Texas.

"All hydraulic and flight control systems were considered to have been operational up to the time of impact," stated Benjamin R. Puckett, a C-130 and C-141 systems engineer.

"The LAPES system functioned as required," stated Chief Warrant Officer David P. Blacka, an airdrop technician at the U.S. Army Quartermaster School's Airborne Department at Fort Lee, Va.

The C-130E aircraft departed Pope Air Force Base at 9:33 a.m. to perform a LAPES at Sicily Drop Zone on.' the Army post, according to the report.

The report states the following sequence of events prior to and during the crash of the plane, Even 44:

'During Even 44's run-in to the extraction zone, the drogue chute was deployed and a descent in excess of 2,500 feet per minute was initiated. The descent rate was not sufficently arrested to prevent impact with the ground. Just prior to impact, the extraction chutes deployed and the extraction sequence was initiated. Initially, the extraction chutes started to inflate, but after the aircraft impacted the ground, the aircraft ramp and portions of the ramp conveyors passed through or remained in two of the extraction chutes. Only one extraction parachute fully inflated. The load was extracted and decelerated to a stop. The aircraft remained on the ground and continued to break up as it passed the extraction zone climb panels. The aircraft then departed the extraction zone and entered an area of uneven, sandy terrain altering its ground path slightly to the right of centerline."

Three Army vehicles were parked at the edge of a

wooded area about 1,800 feet from the initial point of impact, according to the report.

The report continues: "An explosion occurred as the right wing tip struck an Army high-mobility multipurpose vehicle (HMMWV). A second HMMWV was severely damaged by the No. 3 engine. An Army jeep was destoyed by fire after contact with the left external fuel tank. An Army soldier in the passenger seat (Staff Sgt. Douglas L. Hunter of the 82nd Airborne Division, Ft. Bragg) was killed instantly. Fuel leaking from ruptured fuel tanks ignited. The aircraft continued to disintegrate as it passed through the wooded area and came to a rest with the remaining wing structure inverted 2,040 feet from the initial impact point.

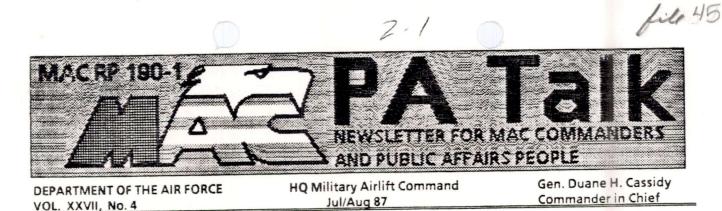
The report states that "extensive fire hindered rescue attempts" and both loadmasters, Tech. Sgt. Timothy J. Matar and Airman 1st Class Albert G. Dunse, were killed in the crash.

The pilot, Capt. Garry M. Bardo Jr., and the navigator, 1st Lt. John B. Keiser III, survived the crash, but "received fatal injuries in the post-crash fire."

The two survivors, 1st Lt. Marc A. Lenke and Sgt. Tony P. Holmes, exited the flight deck area but received "serious" burns. They were taken to Womack Army Community Hospital. They were flown that night to the burn center at Brooke Army Medical Center at Fort Sam Houston, Texas.

Lenke, the co-pilot, and Holmes, the flight engineer, are back at Pope Air Force Base after being treated for about two months at the burn center.

"They're both technically patients at Womack Army Community Hospital, living at home and recovering," Irving said.



PA teamwork follows tragic crash

The recent C-130 crash and subsequent death of five military members at Pope AFB was a tragedy for all involved. We all grieve the loss of life and resources.

An incident such as this puts the Public Affairs wheels in motion as no other incident does. We have a job to do and we are prepared to do it. This particular accident had even more complications than the norm with the large number of spectators present at the crash including seven civic leader groups and several members of the news media.

Despite many challenges, Public Affairs staffers at all levels proved once again to be true professionals. The folks at the Pope PA shop (including the non-PAers who manned the phones), the PA civic leader escorts, PA staffs at several different bases (including several different com-



mands) and the headquarters staff all jumped in to handle the crisis. Every chore from responding to media queries, coordinating releases, calling base PA shops who had sponsored civic leaders, to calling the families of those civic leaders to let them know everyone was safe was handled swiftly and professionally.

It was a classic example of how Public Affairs staffers at all levels know and do a first-rate job under extremely difficult circumstances. It was teamwork at its best. A super job by all -- keep up the good work.

FULLER, Colonel, USAF RICH Director of Public Affairs

AGENDA IDEAS NEEDED

Mark your calendar and put on your thinking cap for agenda ideas. The annual MAC Public Affairs Conference is set for Oct. 26-29 at McChord AFB, Wash.

We're already working the agenda so if you have a program suggestion, call us at AUTOVON 576-3687. We plan another "ice breaker" social on the evening of Oct. 25 so plan on arriving early that day. We'll end the conference by noon on the 29th.

Once again, we plan to invite the MAC-gained Air Force Reserve and Air National Guard unit PAOs to join us. We'll have more on the conference in future weeks.

MIP HITS BIG

The Model Installation Program has captured the spirit and imagination of people throughout the Air Force. It has encouraged us to find ways to work smarter and get more defense for each dollar spent.

As of June 1, 1987, more than 13,300 ideas have been submitted since the MIP began in 1984. Of these, 922 were approved for use throughout the Air Force. More than 3,300 of these ideas have been submitted since the program went Air Forcewide in January 1987.

Tayettevelle Observer 3, aug 87

C-130 Crash Survivor Returns To Pope AFB

A Staff Report

Sgt. Tony P. Holmes, one of two survivors of the July 1 C-130 crash at Fort Bragg, returned to Pope Air Force Base Sunday where he was met by his wife and squad members.

Holmes returned from Brooke Army Medical Center to Pope at about 3:30 p.m., said Pope spokesman Capt. Brian Irving.

Among those welcoming him home was Lt. Marc A. Lenke, the only other survivor of the crash. Both men underwent treatment for severe burns at Brooke, located at Fort Sam Houston near San Antonio, Texas.

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Holmes, the flight engineer, and Lenke, the co-pilot, were the only members of the six-member aircrew to survive. A soldier on the ground also died when the C-130 was unable to pull out of a low-altitude parachute extraction system maneuver before a crowd of about 5,000 spectators and crashed into a nearby woodline, erupting into flames.







TO: 317 TAW/CC

DATE: 31 Aug 87

PREPARED BY THE 317TAW PUBLIC AFFAIRS OFFICE



- C-130 Crash Survivor Still in Texas Hospital Fayetteville Observer, 28 Aug 87
- 2. Second C-130 Crash Survivor Scheduled For Return To Pope Fayetteville Times, 28 Aug 87
- Crash Survivor Back at Pope Fayetteville Times, 31 Aug 87

Second Survivor Of C-130 Crash In July Back At Pope

By JASON BRADY Staff Writer

The second of two survivors of a C-130 Hercules transport that crashed on Fort Bragg July 1 was scheduled to return to Pope Air Force Base today, according to base officials.

Sgt. Tony P. Holmes, 28, the flight engineer, was to fly to Pope on a C-9 Nightingale, an Air Force medical evacuation aircraft, said Capt. Brian Irving, Pope's public affairs officer. Irving said this morning those reports came from Holmes' squadron and were unconfirmed.

Lt. Marc A. Lenke, 26, the co-pilot of the C-130 that crashed during a low-level parachute maneuver before a crowd of about 5,000 spectators at Sicily Drop Zone, returned to Pope about two weeks ago after undergoing treatment for burns at Brooke Army Medical Center at Fort Sam Houston, Texas. Five others were killed in the crash.

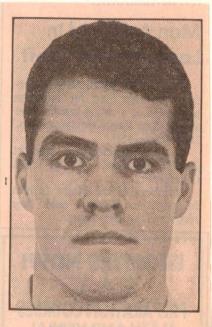
Irving said neither of the two will be allowed to speak to reporters because Air Force officials are still investigating the cause of the crash. The investigation will continue for several months.

Air Force officials have said the cause of the accident may never be fully disclosed to the public in order to protect the investigation process.

Irving said on Tuesday that Lenke was still in the Air Force but is not on duty and is recovering at home. He said Holmes has been discharged from Brooke Army Medical Center and has been released to the "medevac" system that schedules patients on available flights.

Four crew members and an Army sergeant who was watching the event died in the fiery crash. The Air Force victims were Capt. Garry M. Bardo, 31, the pilot; Capt. John B. Kieser III, 28, the navigator; TSgt. Timothy J. Matar, 32, loadmaster; and Airman 1st Class Albert G. Dunse, an additional loadmaster. The soldier was SSgt. David "Lance" Hunter, an intelligence sergeant with HHC, 3rd Bn., 73rd Armor Regiment, 82nd Airborne Division.

The airplane belonged to the 40th Tactical Airlift Squadron, one of three flying squadrons in Pope's 317th Tactical Airlift Wing. The crew was attempting a low-altitude parachute extraction system maneuver in which the airplane drops to between 5 and 10 feet off the



LT. MARC LENKE Co-pilot of C-130

ground and heavy equipment is pulled out of the rear cargo door by a parachute. The plane then climbs back into the sky without touching down.

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Fayetteville Observer 26 Aug. 87

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. Fayetteville Observer 28 Aug 87

THE FAYETTEVILLE TIMES, Friday, August 28, 1987

Second C-130 Crash Survivor Scheduled For Return To Pope

By HENRY CUNINGHAM 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

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.

Crash Survivor Back At Pope

The second survivor of the July 1 crash of a C-130 airplane that killed four airmen and one soldier at Fort Bragg arrived at Pope Air Force Base about 3:35 p.m. Sunday after being released from Brooke Army Medical Center at Fort Sam Houston, Texas.

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Air Force Sgt. Tony P. Holmes is the second of two survivors to return to Pope after the fiery crash during a joint daylight exercise viewed by more than 4,000 spectators at Sicily Drop Zone.

Holmes will be on convalescent leave and will not be returned to duty for awhile, a 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.

Air Force officials have said that the survivors of the crash which is still under investigation will not be available for interviews. Officials have said that the results of the investigation may never be released.

Fayetteville Times 31 Aug 87

C-130 Crash Survivor Returns To Pope

By HENRY CUNINGHAM Saturday Staff Writer

One of the two airmen who survived the crash of a C-130 Hercules transport airplane July 1 on Fort Bragg has been discharged from the hospital and returned to Pope Air Force Base, according to medical officials.

Air Force 1st Lt. Marc A. Lenke was discharged on Aug. 14 from the burn center of Brooke Army Medical Center at Fort Sam Houston near San Antonio, Texas.

Lenke, 26, was co-pilot of the airplane which crashed and burned while performing a LAPES (low-altitude parachute extraction system) maneuver during a public Army/Air! Force exercise before more than 4,000 spectators on Sicily Drop Zone. The other four crew members and an Army soldier on the ground were killed by the crash.

Medical-center officials said the other survivor, Air

Force Sgt. Tony P. Holmes, 28, the flight engineer, is in satisfactory condition and "doing well."

Lenke and Holmes were taken from the crash site to Womack Army Community Hospital on Fort Bragg and transported that night to the Texas burn center. Hospital officials said the two airmen arrived unconscious and in critical condition.

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.

The airmen all were assigned to the 40th Tactical Airlift Squardron of Pope's 317th Tactical Airlift Wing.

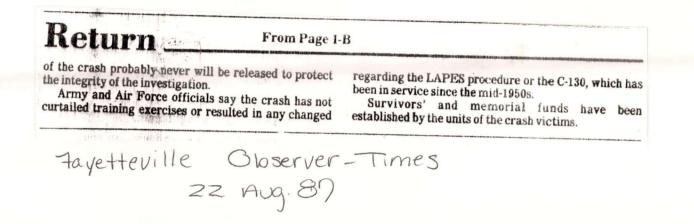
The soldier who died in the crash, Staff Sgt. D. Lance Hunter, 25, was an intelligence specialist with Headquarters and Headquarters Company, 3rd Battalion, 73rd Armor Regiment, 82nd Airborne Division, Fort Bragg.

Hunter was sitting in a military vehicle watching the exercise in the path of the runaway airplane as it skidded off the dirt landing strip into the woods and exploded into a ball of orange flames.

Air Force officials are continuing an investigation into the crash and no date has been announced for release of information. The investigation is being conducted by five Air Force officers from other bases in the Military Airlift Command, higher headquarters for Pope and the 317th Tactical Airlift Wing.

Spokesmen say official conclusions about the cause

See RETURN, Page 2-B



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Spokesmen say official conclusions about the cause

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See RETURN, Page 2-B

Return ____

From Page 1-B

of the crash probably never will be released to protect the integrity of the investigation.

Army and Air Force officials say the crash has not curtailed training exercises or resulted in any changed regarding the LAPES procedure or the C-130, which has been in service since the mid-1950s.

Survivors' and memorial funds have been established by the units of the crash victims.

- Lagtterle Observer-Times 23 Aug 87



Crash

Continued from page 1A

Lt. John B. Keiser III, 28, the navigator, born at Plattsburg Air Force Base near Clinton, N.Y.; Technical Sgt. Timothy A. Matar, 32, loadmaster, born in Mansura, La.; and Airman 1st Class Albert G. Dunse, 23, born in Savannah, Ga., additional loadmaster.

The airmen were assigned to 40th Tactical Airlift Squadron, 317th Tactical Airlift Wing, at Pope Air Force Base.

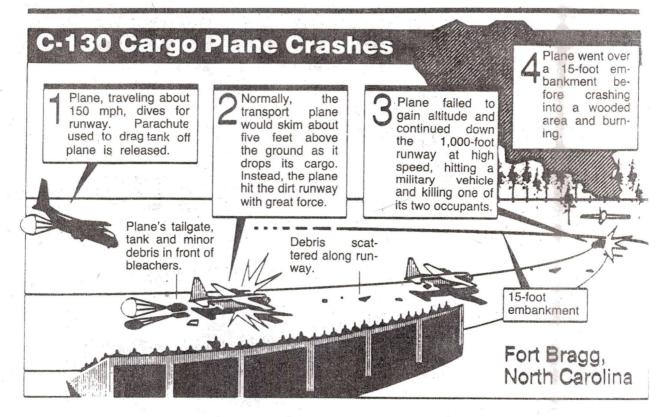
The Army soldier killed on the ground was identified Thursday as SSgt. Douglas L. Hunter, 25, of Charlotte, Tenn. He was assigned to the 3rd Battalion, 73rd Armor Regiment at Fort Bragg.

Regiment at Fort Bragg. "Hunter was not part of the LAPES team," said Carol Jones of the public affairs office at Fort Bragg "He was just watching."

Those injured were 1st Lt. Marc A. Lenke, co-pilot, and Sgt. Tony T. Holmes, flight engineer.

Lenke, 26, and Holmes, 28, had burns on 20 percent to 50 percent of their bodies and were in the intensive care unit at Brooke Army Medical Center at Fort Sam Houston, Texas, where they were listed in critical condition. A memorial service for the

A memorial service for the airmen was scheduled Thursday for 2 p.m. Monday at the base theater on Pope Air Force Base.



Savannahian in Fatal Crash

By JODY TAYLOR Associated Press Writer

FORT BRAGG, N.C. – A cargo plane on a tankdropping maneuver 5 feet above a dirt airstrip came in "hard and steep" before it crashed and burned, killing five servicemen, including one from Savannah, and showering 4,000 horrified spectators with soot, witnesses said.

Among those killed in the C-130 crash yesterday morning was Airman 1st Class Albert G. Dunse, 23, who was born here, additional loadmaster.

Two servicemen were injured seriously in the crash during a military exercise open to the public.

"We could feel the heat where we were sitting," said Ron Diehl, a spectator. "Smoke came over us and particles of soot landed on everybody. At that point, the crowd started to panic. People started running away, crying, screaming."

Four of six Air Force crewmen on the plane and an Army soldier on the ground were killed, said Capt. Brian Irving of Pope Air Force Base, where the huge four-engine turboprop was based.

The C-130 passed within feet of the bleachers at about 150 mph before it crashed and skidded 1,000 feet into woods, destroying three military vehicles, scattering debris behind it and exploding into flames 100 yards from the stands.

File 45

A board of officers was being convened to determine the cause of the crash, said Col. Richard Heinzman, commander at Pope Air Force Base, which is next to Fort Bragg.

"There were people crying when they realized what happened," said Neil Vanstory, a spectator at the annual exercise. "We were just horror-struck. We saw five young paratroopers and they were crying, too."

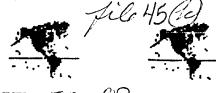
Some people put their heads in their laps. Others hugged people around them. Military authorities pleaded for calm as smoke and debris wafted through the air.

"It's one thing to see it on the news, on television and another to be there, to feel the effect," Vanstory said. "It was horrible."









DATE: 5 AUQ8

PREPARED BY THE 317TAW PUBLIC AFFRIRS OFFICE

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One Month Later, Rescuers

TO: 317 TAW/CC

By JASON BRADY Sunday Staff Writer

Sgt. Michael J. Smith was severely burned as a child and is deathly afraid of fire.

But that fear didn't register on the morning of July 1 when the 23-year-old soldier went running into a blazing C-130 crash scene to try to help rescue survivors.

Smith, an 82nd Airborne Division solider, scrambled from his truck and took cover in a nearby ditch as he watched the Air Force C-130 crash and erupt into a fiery ball just yards away. Then, fear forgotten, he ran to aid the victims. He found two survivors, severely burned, as once he had been.

"I'm scared to death of fire. But it didn't even register. It was just that I had to find somebody. God wouldn't let all of them die," Smith said. Afterward, Smith recalls, he started shaking uncontrollably. "I wasn't feeling too good. I'm not ashamed to say I cried," he said.

More than 4,000 people were at Fort Bragg's Sicily Drop Zone that morning, watching an airborne capabilities exercise. The Pope Air Force Base plane was attempting a low-altitude cargo drop when it crashed.

Smith was among a handful of spectators and military policemen who ran to the burning wreckage.

On his heels was Capt. Bruce Parks, a former firefighter and now a flight nurse with the 1st Aeromedical Evacuation Squadron at Pope Air Force Base. Others followed: Sgts. Joseph Meyers and Alonzo Warren, air medical evacuation technicians with the 1st AES; Sgt. Eric Miller and Spec. 4s Mike Greco and David Holmstock, all of the 82nd Military Police Co., and soldiers of

Recall Fiery Crash Scene

an armor and infantry battalion who happened to be near the crash.

The MPs beat back the fire, which was being fed by jet fuel, allowing medics scrambling to the scene to work on the victims.

Two airmen survived the crash. Co-pilot Marc Lenke and flight engineer Tony Holmes are recovering at an Army burn center in Texas. Four other airmen and a soldier on the ground were killed.

Smith was among the first to arrive at the crash site. He was a truck driver in the airborne demonstration. He recalls seeing the C-130 bounce onto the runway and look as if it were going to hit his truck near the end of the runway.

"I hit the ground, and by the time I got back up, it was on fire and I headed that way," he said.

Smith said he and another member of his unit went into the inferno and started yelling. "About 75 yards into the accident area I heard yells for help." Smith found one victim lying on the ground, another standing dazed. He believes they are the two who survived.

(See MEMORIES, Page 2A)

The Fayetteville Observer-Times August 2, 1987

(Continued From Page 1A)

None of the men interviewed remembers thinking about personal danger, despite the intense heat and small explosions throughout the morning.

Parks, Meyers and Warren, along with another member of their unit, were spectators at the capabilities exercise. All three said they realized the aircraft had problems once it hit the runway.

"It was moving right along, and I started running after it." Parks said. All three are trained in helping crewmembers escape a downed aircraft.

"It's my job to save lives, and being an aircrew member, I knew what they were going through," Meyers said.

Warren remembers the tail and loading ramp coming off as the airplane hit the dirt runway. "At that point, I knew the aircraft would not get back up." Warren saw the plane hit a parked military vehicle. He handed his 5-year-old son to a friend and ran after the aircraft.

By the time help arrived, the crash site was on fire. Parks found a hole in the wall of fire and ran down an incline toward the wreckage. Meyer wasn't as lucky. He was burned on the neck as he ran through the fire to the airplane.

At the scene, the two started the rudiments of first aid, making sure the victims could breathe and their hearts were beating. Warren searched for other victims. Later he would learn that he knew the pilot who died, having flown many hours with Capt. Garry Bardo, of the 40th Tactical Airlift Squadron.

The three Air Force medics said they were soon joined by Army medics. SFC Thomas Charette, who headed the MP detail, said medics from all over Fort Bragg converged on the scene. A pickup truck full of Special Forces medics came racing down the road, offering help. Eventually, some medics had to be turned back because too many were already on the scene, he said.

There was mass confusion. No one was sure how many men were on board the aircraft or how many were injured on the ground.

"The Army troops were fighting the fires so that the medics could get through. I really appreciated that," Parks said.

Miller said he reached the site seconds after the crash and began turning away those running toward the wreckage, letting only other MPs and medics go through. He remembers covering his face with his beret because the fire and smoke was so intense.

Greco arrived at the site with shovel in hand and helped Miller battle the fire.

"The fuel leaked out, and the sand was burning," recalled Miller. "I really wasn't thinking about the wreck. I was more surprised at how hot the fire was. I carried that shovel until I was relieved. (A colonel later) asked me what I was doing with it. I didn't realize I still had it," Miller said.

Spec. 4 John Tyson, a member of B Co., 2nd Bn., 325th Airborne Infantry Regiment, is not a medic, but he put to use the skills he learned at Fayetteville Techincal Institute's Life-Saver Program.

"You couldn't get close because it was so hot," he remembers. But he was able to help one of the medics prepare fluid injections. He began the intravenous injections while medics worked on the victim. "That's all I could do," Tyson said.

Holmstock recalled the continuous shouts for help among the people working on victims. "It was hard to tell who was whom because most of the medics weren't wearing armbands. But everybody knew what their jobs were," he said.

Those who were there will be a long time forgetting the events of that morning. Most of them say the sight of a C-130 flying over is enough to trigger memories of the crash.

But on that day, the realization was not quick in coming.

"It didn't really hit me until that night. I thought about it during the July 4th holidays," Parks said.

For Meyer, the realization came sooner. "I had blood on my hands. I cleaned up (at the hospital), and then it hit me. I was very restless that night."

Holmstock compared the accident to the space shuttle explosion. "It didn't hit until later on that night. I've quit watching TV (about the crash), and I don't talk about it," he said.

"It was a shock to me. I never saw anyone die. There were a lot of medics down there doing a good job. What I did was not a great thing. I just hope someone does that for me if I need help."

File H5C

Memorial, Survivors' Funds Set

POPE AFB, N.C. — A survivors' fund and a memorial fund have been established in honor of the victims of a July 1 C-130 crash at nearby Fort Bragg.

First Lt. Marc A. Lenke and Sgt. Tony P. Holmes, survivors of the crash, were listed in serious condition and satisfactory condition respectively July 22.

The survivors' fund will be used to help wives of the crash survivors offset the cost of living near Brooke Army Medical Center, Fort Sam Houston, Texas. Donations to the memorial fund will be given to charity.

Address donations to: First Sergeant, 40th Tactical Airlift Squadron, Pope AFB, N.C. 28308, or call (919) 394-2385. Messages or get-well cards may be sent to the injured airmen at: General Delivery, Bldg. 1029, Brooke Army Medical Center, Fort Sam Houston, Texas 78234.

Air Force Times August 3, 1987

Crash Victims' Hospital Address Given

An address for people who would like to send messages or get well cards to the surviving airmen of July 1 C-130 crash at Ft. Bragg has been made available by Pope Air Force Base personnel.

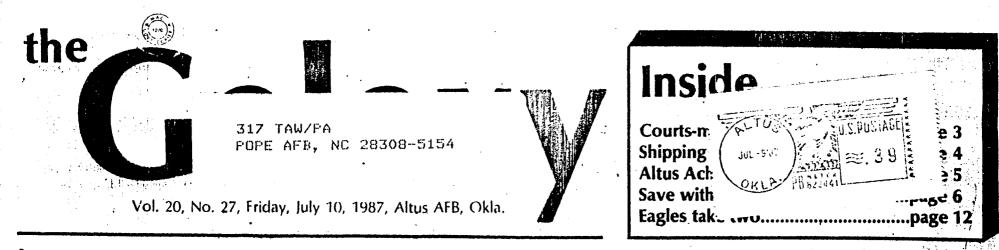
First Lt. Marc A. Lenke and Sgt. Tony P. Holmes were listed in critical and stable but serious condition, respectively, as of last week, according to Pope AFB officials.

The address is 1st Lt. Marc Lenke or Sgt. Tony Holmes, General Delivery, Bldg. 1029, Brooke Army Medical Center, Ft. Sam Houston, Texas 78234-6200.

The Neighborhood July 29, 1987

According to Pope AFB officials, a survivors' fund and a memorial fund also have been established in honor of the crash victims. Anyone wishing to donate to these funds should contact the 40th Tactical Airlift Squadron first sergeant at 394-2385.

The survivors' fund will be used to help the victims' wives defray costs of living near the medical center, while the memorial fund will be distributed to charities in the names of the airmen who died in the crash.





Fort Bragg C-130 crash kills five, injures two

Two crewmembers who survived a C-130 crash July 1 at Fort Bragg, N.C., are in serious but stable condition at Brooke Army Medical Center, Fort Sam Houston, Texas.

1st 1.t. Murc A. Lenke, co-pilot, is in critical condition, and Sgt. Tony P. Holmes, flight engineer, is in serious condition. Both are hospitalized at Brooke Army Medical Center, Fort Sam Houston, Texas, following the fiery crash that claimed the lives of the four other crewmembers and an Army observer on the ground.

The crew, assigned to the 40th Tactical Airlift Squadron at adjacent Pope AFB, was performing a low-altitude cargo drop when the aircraft crashed. Nearly 5,000 people witnessed the ill-fated delivery, scheduled as part of a joint Army, Air Force capabilities exercise. Civilian civic leaders from around the country and local-area residents were at the remote Sicily drop zone on Fort Bragg to observe the demonstration. Dead are Capt. Garry M. Bardo Jr., pilot; Capt. John B. Keiser III, navigator; TSgt. Timothy J. Matar, loadmaster; A1C Albert G. Dunse, loadmaster; and Army SSgt. Douglas L. Hunter. Sergeant Hunter was assigned to Fort Bragg's 82nd Airborne Division.

A board of Air Force officers is currently investigating the accident.

This is the first time a C-130 has crashed while using the low-altitude parachute extraction system (LAPES), according to a spokesman for, the Air Force Inspection and Safety Center at Norton AFB, Calif.

During a LAPES drop, the aircraft flies five to 10 feet above the ground while cargo secured with parachutes is released from the rear of the plane. LAPES is designed for use at a forward operating base where landing an aircraft would be too dangerous. (MNS)

More can use dental plan

All first-term airmen are now eligible for the new dependent dental insurance program and may enroll regardless of date of separation or retainability.

Airmen whose date DOS is before January 1988 won't be automatically enrolled, but may enroll In addition, divorced sponsors with children residing in separate households can enroll only one set of family members in the dental plan.

Also, coverage may not be split within the households. For example, Sergeant Jones has two

THURSDAY, 2 JULY 1987

WASHINGTON POST 2 JULY 1987 Pg. 31 Soviets Said Cool to Arms Deal

Compromise Involves Medium- and Short-Range Missiles

By R. Jeffrey Smith Washington Post Staff Writer

U.S. and Soviet arms negotiators have discussed a potential compromise on a treaty eliminating medium-range and short-range nuclear missiles, but agreement has been held up by Soviet reluctance to embrace the idea, senior U.S. officials said yesterday.

"We have no real indications of any breakthroughs or deals or tradeoffs," chief U.S. negotiator Max M. Kampelman said in an interview, "although we remain very hopeful that such an agreement is possible."

State Department spokesman Charles E. Redman said that contrary to published reports yesterday of an agreement in principle on a nuclear arms treaty, "we haven't reached an agreement—either formal, informal, in principle, handshake or otherwise."

Several U.S. officials said informal remarks in Geneva two weeks ago by Col. Gen. Nikolai Chervov, head of the arms control directorate of the Soviet General Staff, initially sparked. hopes of a negotiations breakthrough.

Chervov told U.S. negotiators over lunch that he was interested in exploring the possibility of a deal in which the Soviets would eliminate medium-range and short-range missiles in their Asian region in exchange for a U.S. commitment not to convert Europeanbased missiles of similar range into weapons that would not be covered by the treaty.

The Soviets have long insisted on retaining 100 medium-range missile warheads and 40 short-range missile launchers in Asia, arguing that they were needed to balance U.S. and allied forces in South Korea and elsewhere in the Pacific area. The United States has also insisted on the right to convert existing Pershing II and ground-kunched cruise missiles in Europe to shorter-range missiles or cruise missiles based on ships, although it has no formal plans to do so.

U.S. officials said however that several days after Chervov's comments, Soviet deputy foreign minister and chief negotiator Yuli Vorontsov told U.S. negotiators that Chervov's remarks had been misunderstood and that his government opposed such a deal.

Several officials said the administration would still pursue the idea at a meeting in the United States this month between Secretary of State George P. Shultz and Soviet foreignminister Eduard Shevardnadze, if the Soviets accept the U.S. offer for such a meeting.

U.S. negotiators have said the deal is appenling because destruction of the Soviet Asian missiles would obviate the need for continuous on-site inspection by the United States of production, assembly, storage, and maintenance facilities tied to these missiles. The Soviets have strongly objected to continuous monitoring of production facilities, and U.S. intelligence agencies have also expressed anxiety over giving the Soviets the right to inspect sensitive U.S. facilities.

U.S. officials have also said that destruction of all medium-range Soviet missile warheads would eliminate the need for 100 U.S. Pershing II missiles that the administration has said it wants the right to deploy in Alaska. The Soviets have objected to any potential Pershing II deployment in Alaska.

U.S. officials were doubtful, however, that the compromise would also resolve a dispute

SOVIETS... Pg. 4

NORTHROP...

from Pg. 1

gating agency."

Stratton shot back, "You are the top guy and you can walk in anywhere you want and take a look." W2

A few minutes later, Skantze said, "Don't confuse these dumb accounts, where people were buying lunch-time . . . parts, with the entire program."

Even Rep. Robert E. Badham (R-Newport Beach), an MX supporter, joined the critics, saying, "It is so dumb, nobody else would do it that way."

Nevertheless, Skantze said that the Northrop guidance devices, known as inertial measurement units or IMUs, are operating with twice the reliability that the Air Force had expected and have performed in missile tests 33% more accurately than required.

Skantze also refuted in detail three allegations made by former Northrop engineers in an earlier hearing before the committee.

An allegation that engineering drawings had been modified without government approval was untrue, Skantze said. Also, he said, Northrop's test software does not automatically pass had equipment as had been charged. A third allegation that he refuted involved the unauthorized use of an epoxy sealant on electronic components.

Meanwhile, Skantze said the seven investigations that remain open involve allegations, among others, that Northrop threw away surplus MX parts owned by government, did not perform required parts testing and overcharged on labor costs.

WASHINGTON TIMES 2 JULY 1987 Pg. 10 4 killed, 3 hurt when cargo plane crashes near spectators

FORT BRAGG, N.C. (AP) — Four persons were killed and three injured yesterday when a C-130 cargo plane crashed and burned during an exercise at Fort Bragg. The plane crashed about 100 yards from bleachers filled with spectators, officials and witnesses said.

Three Air Force crewmen on the plane were killed, as was a soldier on the ground, said Capt. Brian Irving of Pope Air Force Base, which is adjacent to Fort Bragg. The fourengine turboprop that crashed was based at Pope.

The plane was displaying a tech-

nique in which a parachute is used to pull a tank or other vehicle out the rear cargo door while the plane is only a few feet off the ground, officials said. The maneuver, performed in front of a crowd of civilian and military spectators, was part of a military exercise open to the public.

"She [the airplane] came in low, hit the dirt and skidded off into the woods," said Sgt. Joe Walls, a public affairs specialist at Pope.

An eyewitness who identified himself as T. McDowell told The Fayetteville Observer the plane appeared to make its approach to the staging area at a steep angle, with its right wing toward the ground.

The plane dropped a Sheridan tank, and one of the plane's wheels appeared to touch the ground. The plane slid 1,000 yards down a dirt runway in front of the temporary bleachers before crashing in flames into a cluster of scrub oaks, he said.

Mr. McDowell said the crowd rose in unison, and there was pandemonium for a few minutes as some spectators tried to run out on the drop zone to help. He said military police quickly moved to block off the area.

Marcus Castro, a photographer for The Observer, said some spectators collapsed and were carried away.

Mr. Castro said the plane appeared to approach too steeply "and everybody in the stands knew something was wrong."

He said the tank dropped by the plane appeared to hang on the edge of the load bay and "seemed to be wedged in the bay for an unusually long time."

Mr. Castro said the plane struck two or three Army vehicles at the wood line and he saw at least one man near the vehicles before the plane hit. He said military policemen with dogs searched the smoldering wreckage.

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C-130 Crash Kills 5 After Tank-Dropping Maneuver

FT. BRAGG, N.C. (P)—A C-130 cargo plane performing a tankdropping maneuver crashed and burned on a dirt runway Wedriesday, killing five servicemen but stopping 100 yards short of bleachers filled with spectators.

Four of six Air Force crewmen on the plane were killed, as well as an Army soldier on the ground, said Capt. Brian Irving of Pope Air Force Base, where the four-engine turboprop was based.

The two survivors were being transferred to Brooke Army Medical Center at Ft Sam Houston, Tex. There was no report on their condition.

Irving said the soldier killed on the ground was in a military vehi-

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cle hit by the plane after it skidded 1,000 yards down a dirt runaway and into some trees.

The plane was displaying a technique in which a parachute is used to pull a tank or other vehicle out the rear cargo door while the plane is only a few feet off the ground, officials said. The maneuver was part of a military exercise open to the public.

Irving said he did not know how many spectators were in the bleachers, which were designed for 5,200 people.

Capt. Donald Sensing of the public information office at Pope Air Force Base said the landing gear is always extended for the maneuver and it was not unusual for the wheels to hit the ground.

"We really saw what it didn't do," Sensing said. "The aircraft should have gained altitude, but it did not. Then, the aircraft went out of sight and the next thing we saw was a ball of fire."

"There was a malfunction," Irving said. "Where the malfunction was, or what caused it, I really couldn't speculate. Something just went wrong."

The plane's tail section was nearly three-fourths of a mile from where the tank was dropped on the runway. Debris was scattered down the runway, with the plane's tailgate only a few hundred feet from the tank: Witnesses said the tank appeared to hang on the edge of the tailgate as the plane skimmed five feet above the runway. Authorities estimated it was traveling about 150 m.p.h. One witness said the crowd rose in unison as the plane skidded down the runway, and there was pandemonium for a few minutes as some spectators tried to run out on the drop zone to help.



A parachute designed to pull equipment out of a military transport plane creates dust cloud at Fort Bragg, N.C., yesterday. Debris from crashing C-130 is visible at right.

Five killed in Air Force crash

C-130 was performing for spectators, came close to bleachers

The Associated Press

FORT BRAGG, N.C. - A C-130 cargo plane performing a tank-dropping maneuver crashed and burned on a dirt runway yes-stopping 100 yards short of fied pending notification of next. bleachers filled with spectators. Four of six Air Force, crewmen on the plane were killed, as well as an Army soldier on the ground, said Capt. Brian Irving of Pope Air Force Base, where the four-engine turboprop was based.

Irving said three crewmen were taken by helicopter to Womack Community Hospital at Fort Bragg. Sgt. Lori Cogan of the Fort Bragg public affairs office later said-one of those crewmen had died. The two surviving crewmen were being transferred to Brooke Army Medical Center at Fort Sam Houston, Texas.

Irving said the soldier killed on the ground was one of two men In a military vehicle hit by the

plane after it skidded 1,000 yards down a dirt runaway and into some trees. He said he did not, know what happened to the second man. of kin.

The plane was displaying a technique in which a parachute is used to pull a tank or other vehicle out the rear cargo door while the plane is only a few feet off the ground, officials said. The maneuver, performed in front of a crowd including families of 82nd Airborne Division troopers, was part of a military exercise open to the public.

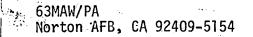
"Irving said he did not know how many spectators were in the bleachers, which were designed for 5,200 people.

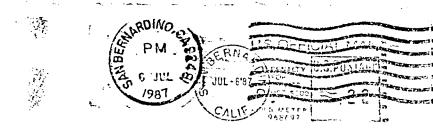
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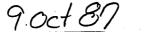




317TAW/PA Pope AFB NC 28308-5154



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The Fayetteville Observer

C-130 Pilot Had Seconds Before Impact

By JASON BRADY Staff Writer

Capt. Garry M. Bardo Jr., the pilot of the Air Force C-130 E Hercules that crashed during a low-altitude maneuver on July 1, gave no indication of difficulty until seconds before impact, according to an Air Force investigation into the accident.

"We're going to hit the ground," were the last words reportedly spoken by Bardo, an instructor pilot with the 40th Tactical Airlift Squadron, 317th Tactical Airlift Wing, according to the latest accident investigation report obtained by The Fayetteville Observer from the 21st Air Force at McGuire Air Force Base, N.J.

Bardo, three crewmembers and a soldier spectator died in the accident before a crowd of about 5,000 spectators during the annual Fort Bragg-Pope Air Force capabilities exercise. The airplane was attempting to perform a lowaltitude parachute extraction system maneuver that required it to fly 5 to 10 feet above the ground while an Army Sheridan armoredreconnassaince vehicle was pulled from the plane's rear cargo doors. The plane hit the ground as the vehicle was pulled out with cargo parachutes and rolled down a dirt runway at Fort Bragg's Sicily Drop Zone. It exploded in woods beyond the drop zone.

Killed were Bardo; Capt. John B. Keiser, the navigator; and loadmasters TSgt. Timothy J. Matar and Airmen 1st Class Albert G. Dunse. Army SSgt. Douglas Lance Hunter was killed when the airplane rolled into his parked jeep at the end of the runway.

Co-pilot 1st Lt. Marc A. Lenke and flight engineer Sgt. Tony P. Holmes survived the crash.

Holmes survived the crash. Both the accident report and a previoulsy released safety investigation report say the airplane simply was unable to pull out of its descent and hit the runway.

The accident investigation was conducted by the 21st Air Force, the higher headquarters for the 317th TAW. The safety investigation was conducted by the Air Force Safety Center at Norton Air Force Base, Calif.

During his sworn testimony with

(See CRASH, Page 6B)

Crash

(Continued From Page 1B)

the accident investigation officer, Col. Phillip E. Jackey Jr., Lenke said he could not remember many of the events leading up to the accident because of head injuries he received in the crash.

"Sir, all I can recall is that, it seemed to me, when we crossed the release panels (natigation panels on the runway) we were a little bit higher than what I'm used to, but I had seen those kinds of approaches before, and so I assumed that we were on a normal run-in," Lenke said.

Lenke stated in the report that there was no hint of trouble. "Just in the later stages, when it seemed we had a high descent rate and he (Bardo) couldn't stop it, and then he said 'We're going to hit the ground.'"

Both Lenke and Holmes testified they did not realize the airplane was damaged after bouncing onto the runway.

According to witnesses, the airplane's landing gears, cargo door ramp and portions of the fuselage were damaged as the plane rolled and bounced almost 1,900 feet down the runway.

Lenke said he believed Bardo tried to stop the aircraft on the runway after the impact.

Lenke was scheduled to fly with Bardo that morning. Bardo was an instructor pilot with more than 2,938 flying hours, and Lenke required a recertification in a LAPES flight. During the previous two days of practice, Lenke had co-piloted the second LAPES aircraft, but its pilot, Lt.Col. Bruce O. Curry, was not an instructor pilot.

Lenke that morning switched positions with Lt. David R. Evans, who described Bardo to investigators as a "rock-solid individual" and a good pilot.

Evans flew with Bardo on Monday and said that LAPES approach by Bardo was "aggressive," but normal.

Holmes stated the Sheridan in the rear of the airplane was the same one they had flown with the day before. But because of weather, the practice LAPES was not completed, and the airplane returned to Pope with the tank.

Holmes also testified he believed the airplane's descent was steep. "I thought it was a little extreme the approach — the descent was a little extreme."

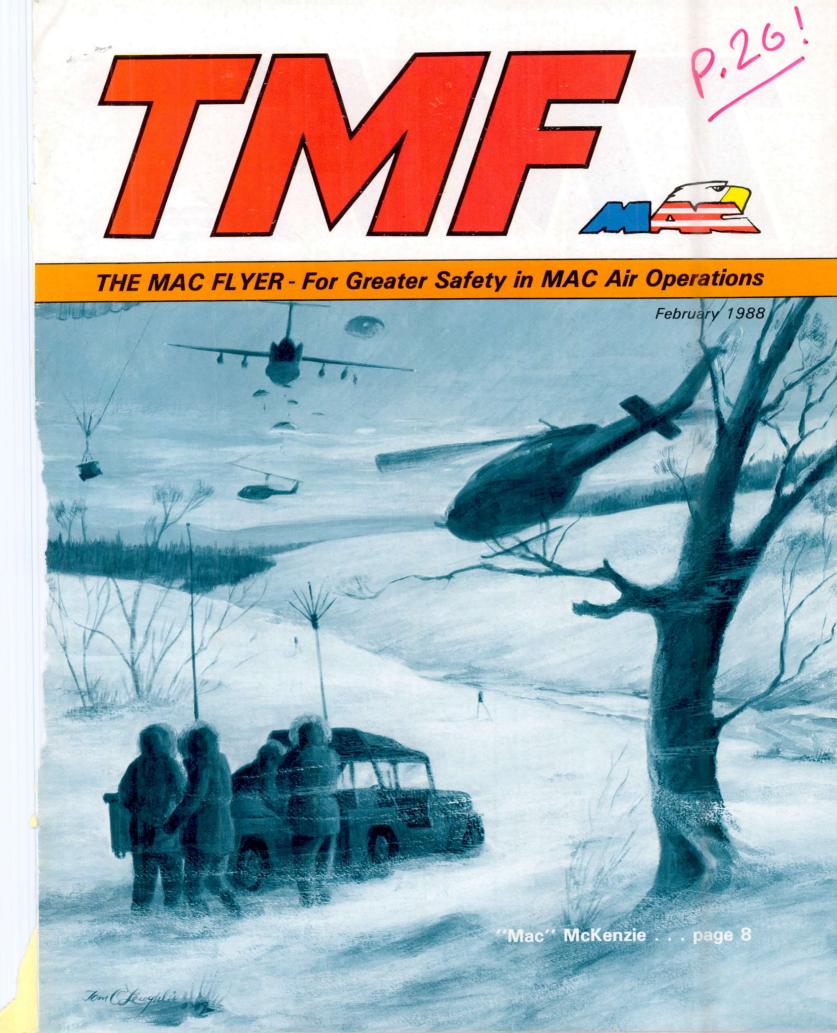
While a number of witnesses interviewed by the investigating officer said they believed the airplanes descent was steep, Air Force officials say it was within allowable standards.

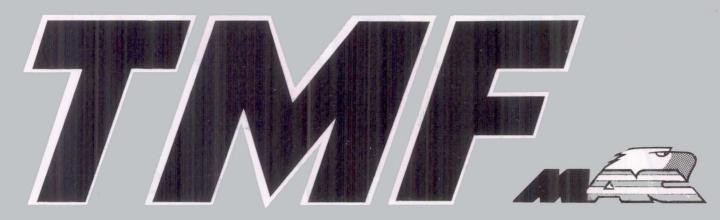
Col. Edward N. Brya, 317th TAW commander, said, "You could certainly call it a steep approach, but it would be within parameters of the LAPES delivery. The airplane started its descent later than I would have and steeper than I would have, but then again, it was certainly within the envelop of how you make that approach," said Brya, who pioneered the maneuver during the Vietnam War.

Lt. Col. Steven D. Acuff, 40th TAS commander and commander of that day's airborne mission at Sicily, called Bardo a "very competent professional pilot." "I chose Garry to fly with dignitaries, with VIPs from the

"I chose Garry to fly with dignitaries, with VIPs from the wing or from numbered Air Force, or MAC. If it was a high-priority mission, I had total confidence in Garry to perform and called on him often to do so," Acuff said. Co-pilot Evans, who routinely flew with Bardo, said, "If the

Co-pilot Evans, who routinely flew with Bardo, said, "If the simple explanation is that it was pilot error, it would be hard to convince me of that, because Garry was good, and I just don't beleive he would take an airplane and fly it into the ground like that unless something else was happening or something was going on in that airplane."





THE MAC FLYER - For Greater Safety in MAC Air Operations

February 1988 MACSP 127-5 VOL XXXV NO.2



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page 26

Gen. Duane H. Cassidy	Commander in Chief
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Mr. Tom O'Laughlin	Art Director

The MAC Flyer is published by the Director of Safety, Military Airlift Command. The contents are informative and not regulatory or directive. Names of people and places in mishap stories are representative and not necessarily of the aircraft or equipment in-volved. Information in any article may not be construed as incrimina-ing under Article 31, UCMJ.

Contributions, comments, and criticisms are welcome. Write: The MAC Flyer, HQ MAC/IGFE, Scott AFB, IL 62225-5101, Autovon 576-3534 or area code 618-256-3534. The editors reserve the right to make any editorial changes in manuscripts which they believe will improve the material without altering the intended meaning.

meaning. Subscriptions are available from: The Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Changes of address for subscriptions mailing should be sent to GPO. Give both old and new addresses, including zip codes. USAF Ac-tive and Air Reserve Forces units establish requirements for the maga-zine through their publication distributor (DAPD). Other U.S. Military units should consult administrative directives. *The MAC Flyer* is pub-lished at an approximate ratio of one magazine for every five MAC aircrew members, and one for every twenty MAC Support person-nel. Distribution X: OPR: HQ MAC/IGFE ISSN 0024-788X.

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About the cover- Combat control team, winter operations. Original artwork by Tommy O'Laughlin



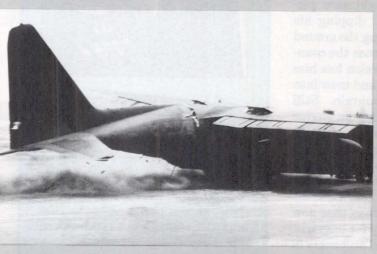
USAF MH-53; Ft. Bragg, N.C.

As I See It

By Maj. Gen. G. E. Younghusband Canadian Forces

(Editor's Note: The following article, by Maj. Gen. G. E. Younghusband, Canadian Forces, first leader of the famous Canadian Forces "Snowbirds," contains an important message for MAC, especially in light of several recent mishaps. Although in MAC we may not fly red, white, and blue fighters, we do a lot of what could be called "demonstration" flying. Remember, flying is hazardous enough without trying to add a little "extra" to the show.)

One activity all airmen enjoy, be they members of our highly acclaimed Snowbirds or a squadron pilot picked to do a fly past on ground hog day, is



C-130 LAPES mishap, Ft. Bragg, N.C.

participation in an air display. It is the chance you have to show your pride in the aircraft, your unit, the Canadian Forces (CF) and in your own ability. The differences between normal ops and flying in an air display result from pressure generated by the airshow environment. A pressure brought on by flying in front of a large number of spectators, by the need to give a performance which compares favourably with others on the program, and by the sheer excitement generated by the often carnival-like atmosphere.

While flight safety considerations in display flying are the same as those which apply in normal squadron operations, failure to practice them rigorously can and frequently does result in a highly visible and costly accident. The keys are supervision and self-discipline. A safe and successful performance starts long before show day and the role of the supervisor is paramount. He must select a suitable pilot or crew, approve a choice of manoeuvers, monitor training, and give final blessing from personal observation prior to the first public presentation. Self-discipline is a good "motherhood" expression, but is critical in the air display world. Self-discipline for display aircrew means not exceeding the limits you have used during training, flying only the manoeuvers you have practiced and that have been authorized, not letting someone else's performance impact on yours (it's not competition), and above all, never doing anything on the spur of the moment.

Those of us who have been around for a few years have experienced times when we chafed under what we considered overly restrictive limits on the quantity and quality of airshow participation. These periods usually followed one or more disastrous accidents. Usually the result of a lack of supervision or a lack of self discipline, the young pilot working up a display with minimal supervision, the pilot who practices at a minimum of 300 ft and then flies 50 ft on show day, and so on. Participation in air displays can pay great dividends in gaining recognition and support for the CF, witness the popularity and success of the Snowbirds, but the impact can also be terribly negative if our performance is poorly executed, obviously dangerous, or ends with a crash. Air display activities are of considerable benefit to the Service and are enjoyed by the public and by the participants. If we want reasonable limitations and to enjoy maximum benefits from our efforts, all we have to do is approach our display tasking in the same professional manner we approach our other flying operations ... As I see it!

Courtesy: Flight Comment

nurtured with experience.

From the day that new pilot explained the "30/70 rule" to me, I found it a useful tool in gauging a pilot's ability. Only the best pilots possess almost all of the 30 percent skill and 70 percent judgment needed to fly an aircraft. The worst have little of either. Most of us fall somewhere in between. But, if you subscribe to the 30/70 rule, then one thing is clear. Even the most skilled pilot in the world will never be better than 30 percent if he/she cannot augment skill with proper judgment.

A case in point involves a pilot with plenty of the former but almost none of the latter. In this story we'll refer to him as Hal Hands. Hal was a C-130 aircraft commander stationed in the Philippines. As his pseudonym suggests, Hal was an exceptionally skillful pilot. He could hold headings, altitudes, and airspeeds better than anyone in the squadron. No one doubted Hal could make the Herk do whatever he willed it to do.

The things Hal wanted that aircraft to do, unfortunately, were sometimes not too smart, and often illegal. One of Hal's favorite stunts was to show impressionable young copilots what the low-level picture looked like from below 100 ft AGL. I specifically remember such incidents because I was one of those young copilots. I have to admit I was amazed at how close we got to the palm trees and nipa huts. I swear I could have reached out and grabbed a coconut. Although the minimum altitude for low-level flying in the Philippines was 500 ft AGL, Hal managed to stay out of radar coverage, and lack of telephone service in the rural Philippines made violation reporting non existent. But not to worry. Everybody knew Hal could handle the Herk below 100 feet.

Not that Hal was never

caught bending the rules. He could handle a sticky situation about as well as he could an airplane, and when called on the carpet, Hal was usually able to fast-talk his way out of a predicament with little trouble.

All this made Hal a living legend in the squadron. He was considered a John Wayne-type maverick, the sort of guy who broke the rules but always delivered and got the job done. He portrayed the cocky Hollywood pilot image. Also, Hal was a popular guy. A carefree bachelor, he enjoyed partying in the Angeles City bars. Everybody liked Hal. Hence, to a young copilot, Hal appeared to be a hot pilot with a good working relationship with other crewmembers-someone he might want to emulate and strive to imitate. I remember one copilot telling me, "If we ever go to war, this boy is following Hal Hands."

That young copilot is now an aircraft commander with that favorable impression of Hal still in his mind. One day, he may think himself as skillful as Hal. The flaw in this thinking, however, is we tend to be poor judges when evaluating our abilities. Reason we have stan/eval, I suppose. Remembering his copilot days with Hal, this new AC may take his C-130 below 100 ft and exceed his own skill level. My worst nightmare pictures this same AC dipping his wing in a turn, clipping the ground and cartwheeling across the countryside. Another version has him plowing his aircraft and crew into the side of a mountain. Still another has him losing an engine and unable to climb out of a valley on the remaining three or, at the very least, exposing his copilot to the same lack of judgment he experienced with Hal. Then the process continues when that new AC's copilot is ready for upgrade. The seed Hal planted still bears ill fruit.

What Hal and other pilots like him fail to realize is that they are continually being judged when they fly... if not by evaluators or instructors, then by other crewmembers. He exposed himself to criticism for giving a poor lesson to his copilot and endangering his crew. Under scrutiny, he lacked the proper judgement to fly safely. When the crew doubts the aircraft commander's competence, discipline and crew coordination breakdown and the mission suffers.

To sum it up, a pilot possessing 20 percent skill but only 5 percent judgment is only 25 percent on his way toward being the best. (That's hardly worth two bits.) But a pilot with just 10 percent skill and 40 percent judgment is 50 percent of a perfect pilot. And that ain't half bad! *



A Class of 1980 graduate from the US Air Force Academy, Captain Farrell completed UPT at Williams AFB, AZ, in 1981. He was then assigned to fly C-130s with the 21st TAS in the Republic of the Philippines. In December, 1986, he was assigned to the History Department at the Air Force Academy.

PUBLIC NEWS RELEASE 317TH TACTICAL AIRLIFT WING PUBLIC AFFAIRS DIVISION

RELEASE NO: 20887 DATE: JULY 17, 1987 TITLE: GIZO Crash Survivore NEWSPAPERS RADIO FAYETTEVILLE TIMES WFAI (Fayetteville) FAYETTEVILLE OBSERVER WRZK (Spring Lake) NEIGHBORHOOD WFLB (Fayetteville) SPRING LAKE NEWS /,WFNC (Fayetteville) CUMBERLAND COUNTY OUTLOOK (Hope Mills) WIDU (Fayetteville) THE ROBESONIAN (Lumberton) RALEIGH NEWS AND OBSERVER AIR FORCE TIMES (Washington, DC) OTHER PARAGLIDE (Fort Bragg) FI Broog RAdiot tV WRAL/CH 5 (CBS-Raleigh)

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NEWS RELEASE 70887 JULY 17, 1987

C-130 CRASH SURVIVOR INFORMATION

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POPE AFB, N.C. -- First Lieutenant Marc A. Lenke and Sgt. Tony P. Holmes, survivors of the July 1 crash of a Pope C-130 Hercules on Fort Bragg, were in critical but stable and serious but stable condition respectively July 15.

The following is an address for people who would like to send messages or get well cards to the injured airmen:

> 1st Lt. Marc Lenke or Sgt. Tony Holmes Generaly Delivery Bldg. 1029 Brooke Army Medical Center Fort Sam Houston, Texas

> > 78234-6200

-more-

CRASH SURVIVOR INFORMATION 2-2-2-2

A Survivors' Fund and a Memorial Fund have been established in honor of the victims of the crash.

Anyone who wishes to donate to either of these funds should contact the 40th Tactical Airlift Squadron first sergeant at 394-2385.

The Survivors' Fund will be used to help the wives of the crash survivors offset the high cost of living near the medical center.

Donations to the Memorial Fund will be given to charity in the names of the airmen who died in the crash.

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OFFICE OF THE SECRETARY OF THE GENERAL STAFF

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Colonel Brya Commander 317th TAW & Pope AFB Pope AFB, NC 28308

Sir:

LTG Foss wanted to share these letters with you.

Respectfully,

С.

Yommie C. Brown Lieutenant Colonel, GS Corps Secretary of the General Staff

DATE.

14 Jul 87



CLYDE C. HOLLOWAY 8TE-DISTRICT, LOUISIANA

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July 6,1987

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LTG John W. Foss Commanding General Headquarters XVIII Airborne Corps Ft. Bragg, N.C., 28307-5000

Dear General Foss,

I want to extend my condolences to you and your servicemen and servicewomen upon the death of one of your soldiers and the deaths of the Air Force crew in the C-130 crash on July 1st.

A member of my staff who was attending the CAPEX exercises informed me that it appeared the pilot made a gallant effort to avoid hitting the grandstands full of spectators. In addition, he said that your personnel were calmly able to prevent panic by instructing the spectators what to do.

Your personnel should also be commended for performing very admirably in the Firepower Capability Exercises which followed the shortened Airborne Capabilities Exercises. My staff member was especially impressed with the calming effect that Major General Steiner's talk had on the crowd before the beginning of the Firepower Capability Exercises.

He also said that your A-team demonstration at the Special Warfare Memorial Plaza was very professional. The caliber of each member of that team was outstanding and a distinct credit to the United States Army.

His description of the professionalism of your troops reaffirms my opinion that we must remain strong in order to protect democracy throughout the world and to preserve the freedom we have fought so hard through the years to obtain.

With best regards, I am

Sincerely,

Clifde C. Holloway

CLYDE^C. HOLLOWAY Member of Congress

CCH: jb

WASHINGTON OFFICE:

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Congress of the United States House of Representatives Washington, DC 20515

July 8, 1987

Lt. Gen. John W. Foss Commanding General Headquarters XVIII Airborne Corp Ft. Bragg, N. C. 28308

Dear General Foss:

My Administrative Assistant, Howard R. Barker attended the CAPEX exercises last Wednesday, and he joins me in extending to you and Colonel Edward N. Brya our sympathies for the families of those men who were killed and injured in the rare crash of the C130 Hercules Cargo Plane.

I want to commend you and those in your command for the prompt, professional manner in which you responded to this tragedy. My assistant informed me that within seconds the emergency medical and fire personnel were on the scene, with the foam truck available to assist in controlling the flames, with immediate support of helicopters. He was impressed with the instant functioning of your crowd control personnel which evacuated the area promptly.

Your decision to continue this exercise was a good one, for it is obvious that this action eased the anxiety of those invited to attend.

My assistant was very much impressed with the dedication and motivation of your military command and the leadership and training given these fine young men and women.

This recent tragedy clearly demonstrates the risk and danger that is faced by our military personnel, and I again commend you for the leadership and direction you are giving those under your command.

With kindest regards, I am

Sincenely yours,

H. Martin Lancaster Member of Congress

HML:hrb

H. MARTIN LANCASTER 3D DISTRICT, NORTH CAROLINA

AT LARGE DEMOCRATIC WHIP COMMITTEES:

PUBLIC WORKS AND TRANSPORTATION INVESTIGATIONS AND OVERSIGHT

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DATE 7/10/87

Col Brya

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Ceneral Joss nameted to share these

letters with your.

V.R. Jomine Brown 56<u>5</u>



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AIRBORNE



HEADQUARTERS XVIII Airborne Corps and Fort Bragg Office of the Commanding General Fort Bragg, North Carolina 28307-5000

	INFO	ACT		
DCG			Ц	Comments/Recommendations
CofS				Necessary Action
GC				Prepare Reply for My Signature
DCS				Reply Direct/Provide Copy
SGS				Attaboy for My Signature
CSM			Γ	Attaboy w/Appropriate Signature
G-1				Investigate
<u>G-2</u>				Provide Fact Sheet/Talking Paper
G-3				Expedite Action
<u>G-4</u>				Let Me See Response Prior to Dispatch
G-5				See Me
AG				File
AVN				Return for File
Chap				
Compt			Π	
Corps Engr			П	
СРО			П	
DEH			Π	
DOC			Π	
DOL			Π	
DOIM			Π	
DPCA			Γ	
Dragon Bde				
DRC				
EEO			Π	
FSE			Π	
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ACS, Info Mgt			Π	
Internal Rev			П	
Oper Aware			Π	
PAO			Π	
РМО			Π	
Protocol			Π	
Safety				
SJA			Ц	
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COL B	rya,	Cd	ト	317th TALW, Jon Marie alle
	0			Jon Marie alle
				() Lieutenant General, US

7421 CARMEL EXECUTIVE PARK/CHARLOTTE, NORTH CAROLINA 28226 704/542-8886

FREDERICK B. JOHNSTON, JR. Partner

July 7, 1987

Lt. General John W. Foss HQ XVIII Airborne Corps Ft. Bragg, NC 28307

Dear General Foss:

My sincere thanks for the kind invitation to attend the CAPEX demonstration at Fort Bragg. The unfortunate incident which took place was certainly a shock; especially to those of us not in contact with the day to day dangers involved in the defense of our country.

The accident, as terrible a tragedy as it was, did not lesson the impact of the day which was to me, the enormity of the task which you and others face every day in managing and planning for the single most important activity which our government is engaged in: the defense of our freedom.

While my prayers are certainly for the families of the lost airmen, they are also for you and the other leaders and defenders of our way of life.

Again, my sincere thanks for the invitation; it was a day I shall remember!

Very truly yours,

Frederick B. Johnston, Jr. Partner

FBJ:mhb

TOM MCMILLEN 4TH DISTRICT, MARYLAND

COMMITTEES: BANKING, FINANCE AND URBAN AFFAIRS SCIENCE, SPACE, AND TECHNOLOGY



فالأصفار الموصيصي ومرامر

Congress of the United States House of Representatives Mashington, DC 20515

July 7, 1987

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Lt. Gen. John W. Foss Commanding General Headquarters, XVIII Airborne Corps Fort Bragg, North Carolina 28307-5000

Dear General Foss:

It was with great sadness that I learned about the tragic plane crash that occurred at Fort Bragg during the 1987 Capabilities Exercises (CAPEX) on July 1, 1987. A staff member of mine was present.

General, I hope that you will pass on my most sincere and heartfelt condolences to the families of those servicemen who lost their lives during this most unfortunate incident.

I also commend you for the efficient and thorough manner in which you and your troops handled the events immediately following the crash.

On a related note, I am interested to know if any arrangements will be made to move the viewing stands further away from the drop zones/landing strips used during the exercises. It is my understanding that the C 130 Hercules cargo plane came precariously close to the crowd watching the airborne power demonstration.

In advance, thank you for your attention to this matter. I look forward to hearing from you. With best personal regards,

Sincerely,

Conmem.14

Tom McMillen

TM/tc



Robert E. Powell Publisher

July 6, 1987

Lt. General John W. Foss HQ XVIII Airborne Corps Ft. Bragg, N.C. 28307

Dear General Foss:

Thank you so much for your generous hospitality at CAPEX, 1 July 1987.

The exercises were most impressive. I can only imagine the tremendous amount of preparation and organization required to stage such an exercise.

The tragedy involving the crew of the Cl30 and the trooper on the ground reminds us of the risks those in our Armed Forces take daily all over the world to protect the rest of us.

Our prayers are with the families of those who died and with the survivors.

Thank you again for a day I shall not forget.

Sincerely yours,

Robert E. Powell Publisher

United States Senate

WASHINGTON, DC 20510

July 7, 1987

LTG John W. Foss. Commanding General Headquarters XVIII Airborne Corps Ft. Bragg, NC 28307-5000

Dear General Foss:

I am sadly aware of the tragic accident that took the lives of so many fine young men on July 1, 1987 during the CAPEX exercise.

A member of my staff was one of the spectators and she informed me that the tragedy was handled with outstanding professionalism. To perform well under such adverse conditions is to be commended.

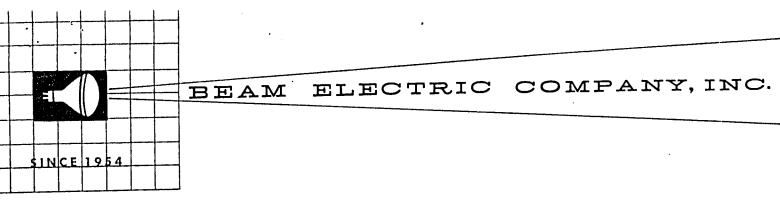
May God bless you and the members of your command.

With kindest regards,

Sincerely,

esse pelms

Jesse Helms



OFFICE TELEPHONE: 704/333-9094 P. O. BOX 6223 • CHARLOTTE, N. C. 28207

July 8, 1987

Lt. General John W. Foss HQ XVIII Airborne Corps Ft. Bragg, North Carolina 28307

Dear Sir:

I would like to take this opportunity to thank you and your staff for the invitation to the "CAPEX Exercise" at Ft. Bragg.

Only time and the Grace of God will ease the pain of loss of our fellow men in the horrible accident we all witnessed.

Thanks so much for the strength shown by continuing the balance of the program.

Yours truly,

o. 1 Star

Paul H. Beam

PHB:em

United States Senate

WASHINGTON, D.C. 20510

July 7, 1987

LTG John W. Foss Commanding General Headquarters XVIII Airborne Corps Ft. Bragg, N.C. 28307

Dear General Foss:

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I send to you my deepest sympathy at the loss of your men during the Airborne Capabilities Exercise at Fort Bragg last week. A member of my staff was persent at the CAPEX demonstration and commends the professionalism with which the situation was handled. Considering the stress of the people involved, the program was allowed to continue and your men did a tremendous job.

With my highest respect, I am

Sincerely,

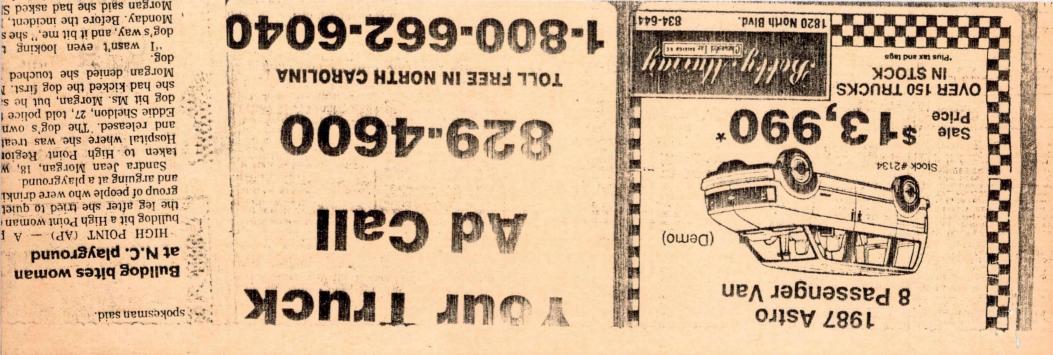
George J. Mitchell United States Senator



Mourning the lost

An Air Force officer comforts a woman at Pope Air Force Base after a memorial service for the four airmen who died last Wednesday when

their C-130 cargo plane croshed at Fort Bragg. Relatives and comrades of the victims attended the service Monday. Story, page 2C.



Raleigh, N.C., Tuesday, July 7, 1987

Mourners keep memories of 4 airmen aloft

POPE AIR FORCE BASE (AP) — Relatives and comrades of four servicemen killed last week in a fiery airplane crash mourned the victims in hymns, prayers and eulogies Monday, vowing to honor them by pressing ahead with their mission.

"While we hope and pray that mishaps like that ... never occur, we also know that as long as we are in the business of defending this nation, they will occur," Brig. Gen. John F. Sievertson of McGuire Air Force Base in New Jersey said at a memorial service.

"There will be sudden and unexpected death," Sievertson said in comparing the incident to the deaths of Navy seamen aboard the U.S.S. Stark and of Marines in Lebanon. "There will sorrows, and there will be But they are part of the

price we must pay to keep this nation strong and ... free."

About 500 people packed a theater at Pope Air Force Base for the 30-minute service honoring the crewmen, who died Wednesday when a C-130 cargo plane on a tank-dropping maneuver hit the ground, skidded into a wooded area and burst into flames.

Thousands of horrified spectators, including relatives of the victims, witnessed the tragic ending of a routine training mission.

A service will be held today at nearby Fort Bragg for an Army, soldier killed on the ground. The plane's two other crewmen were injured seriously.

A board of officers from other military installations is investigating the cause of the crash, said Capt. Brian Irving, spokesman for Pope Air Force Base. He said that the probe would take several months and that the results probably would not be made public.

"We've found in the past that the fact that we've been able to keep the cause of accidents privileged information has enabled us to really dig and find the cause ... so we won't make the same mistakes again," Irving said.

Reporters were not allowed to watch the service inside the darkened theater. Loudspeakers were set up outside.

The theater stage was decked with floral arrangements and four folded U.S. flags, a candle behind each.

Relatives of the victims were driven to the service in buses and escorted inside. After the service ended with the playing of taps, mourners stood outside as three C-130s thundered overhead in the traditional "missing man" maneuver, in which one plane veers away from a V-formation to symbolize a downed aircraft.

Army Capt. Greg Hiebert and his wife, Claudia, sang "On Eagle's Wings" to a guitar accompaniment. The mourners sang "Amazing Grace" and the Air Force hymn, "Lord, Guard and Guide the Men Who Fly."

A chaplain, Maj. John D. Vail, read from Isaiah. Col. Edward N. Brya, commander of the 317th Tactical Airlift Wing, delivered the eulogy.

"Each of these good men possessed those key elements so necessary for service to their country: patriotism, dedication, courage, discipline and selfconfidence," Brya said.

"We continue to train and prepare ourselves to be the very best," he added. "We will not retreat or withdraw from our responsibility. We will try even harder. We will seek perfection and to honor those who have gone before us, to honor Gary, John, Tim and Glen."

The crewmen who died were Capt. Gary M. Bardo Jr., 31, the pilot, of Bloomsburg, Pa.; 1st Lt. John B. Keiser III, 28, the navigator, of Sanford and Plattsburg Air Force Base near Clinton, N.Y.; Technical Sgt. Timothy A. Martar, 32, of Mansura, La.; and Airman 1st Class Albert G. Dunse. 23, of Savannah, Ga.

The Army soldier killed on the ground was Sgt. Douglas L. Hunter, 25, of Charlotte, Tenn. He was assigned to the 3rd Battalion, 73rd Armor Regiment at Fort Bragg.

The airmon were assigned to the 40th Tactical Airlift Squadron, 317th Tactical Airlift Wing, at Pope Air Force Base.