

512th Airlift Wing

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MIRACULOUS

SEVENTEEN PEOPLE SURVIVE FIRST C-5 CRASH IN DOVER HISTORY
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On the cover



Photo by Doug Curran

Seventeen people survived the first C-5 crash in Dover Air Force Base history April 3 south of the base runway. The crew was comprised of 709th and 326th Airlift Squadron members and personnel from the 436th Aircraft Maintenance Squadron.

We're proud of the 512th Airlift Wing

Col. Ronald A. Rutland

512th AW commander

Col. David H. Wuest

512th AW vice commander



Colonel Rutland, left, and Colonel Wuest

On April 3, we lived through one of the most difficult events a wing can ever experience.

When our C-5 landed short of runway 32 at Dover Air Force Base at 6:42 a.m., there were a lot of unknowns. Not knowing the condition of the aircrew is a commander's and a wing's worst nightmare.

In those first few moments, we feared the worst. Words can't fully express how relieved we were to hear there was no loss of life.

A comment made by 512th Airlift Wing Chaplain (Lt. Col.) John Groth summarized how we felt.

"It was a tragic day filled with miracles," he said.

It was a day of many blessings. We were blessed because our co-workers and friends who were on that aircraft are alive. Our thoughts, prayers and support are with the injured aircrew and passengers, and we wish them a speedy recovery.

We as a wing need to recover as well. We need to take time to reflect and heal and give thanks. As we begin the healing process, the unfaltering support of our families, communities, and the 436th AW will be of the utmost importance to us.

Our wing is surrounded by great friends, and for that we are grateful. The 512th AW is an extremely strong wing. We have faced some tough times this year, and it would have been much more difficult if we hadn't had our partners at the 436th AW, surrounding civilian communities, and the state of Delaware.

We watched in awe how promptly everyone came together and rendered aid. Fire, rescue and police throughout the county and state sped to the scene to provide us assistance. The actions of the aircrew, the emergency response,

and the rapid security of the scene were a testament to all of Team Dover's training and hard work. We were ready, and our actions that day epitomize what teamwork and professionalism means. We have always prided ourselves as being a strong team, now we have proven it through a test of fire.

We were not surprised by the performance of Team Dover as they always do an outstanding job, but we are thankful.

There are not enough ways to express our gratitude to everybody for what they have done for this base and our unit.

We thank the community and state fire and rescue units that rushed to the scene to lend us a hand. A special thank you goes to the USO of Delaware. They were on scene providing food to response personnel and were at the hospital assisting the aircrew and their families. We also thank the spouses who

called and offered their support to this wing. It means so much to us.

We also thank every wing member for their total dedication, professionalism and steadfast support. We can't begin to express how proud we are of this wing and Team Dover. Your actions and rapid, professional response during this incident culminated in the successful outcome of the week's events.

We are honored and proud to command the professionals of the 512th AW.

“ We have always prided ourselves as being a strong team, now we have proven it through a test of fire.”

Community members thank, support wing

(Editor's note: After the events of April 3, the following e-mails were sent to 512th and 436th Airlift Wing Public Affairs.)

"I send this with my highest respect for another outstanding Air Force flight crew. Being a retired Air Force man, it gives me pleasure to know that we still have the greatest Air Force in the world. Your service to our country is always A+, and I've always enjoyed flying with you guys around the world. Nobody could have done a better job. Thank you very much."

**David A. Vaughan,
Master Sergeant, USAF, Retired**

"Please pass on my salute to the airmanship exhibited by the crew of 4059! They did a magnificent job, and I'm thinking it was the first of its kind ever! These guys (and gals) might not even have been alive when I qualified as a navigator on the C-141 "a number" of years ago, but I'm sure glad that they're alive today. Well done!"

**Sidney J. Prejean,
Lieutenant Colonel, USAF, Retired**

"On behalf of the men and women of Virginia Task Force 1, please accept our sympathies regarding the C-5 accident. It is gratifying to learn that all crew survived, and we wish each one a speedy recovery and return to duty.

Please let these wounded warriors know they are in our thoughts and prayers."

**Dewey H. Perks,
Fairfax County Fire and Rescue
Department; Special Operations –
Urban Search and Rescue, Fairfax, Va.**

"Please extend to the military personnel that recently crash landed in the C-5 at your base that they and their families are in our prayers.

When I first heard the news of the accident, I said a little prayer that all would be OK. The prayer was answered when I followed up with the recent news! The hand of God protected them.

Our thanks to all of you at the 512th for being a part of the vigilant watch over our country."

**John, Laurel, Sean, McKenna, and
Valerie Boylan, Clovis, Calif.**

Commander reflects on time at Dover

Col. Don Sloan
512th OG commander

On Aug. 11, 2001, I came to Dover Air Force Base as the 512th Operations Group commander. With over 25 years of strategic airlift experience, I arrived expecting a hard-working, professional team of operators who had the expertise, knowledge and attitude to do anything that was asked of them. Exactly one month later, our Nation called. The men and women of the 512th OG exceeded my expectations then and continue to do so today.

Attitude is everything

Operators expect to compete and to win. When you see operators appearing smug or arrogant, they're most likely just being competitive.

"I can fly that precision approach with more precision than you." "I can produce a set of orders with no mistakes every time." "The awards packages my unit produces will be tops in the wing." "What? No operators on the BoA (Bank of America) late list again?"

If you don't believe you're the best, you're probably not. Attitude is self-confidence.

The Rev. Martin Luther King said, "If a man is called to be a street sweeper, he should sweep streets even as Michelangelo painted, or Beethoven composed music, or Shakespeare wrote poetry. He should sweep streets so well that all the hosts of heaven and earth will pause to say, here lived a great street sweeper who did his job well."

Every Air Force job is important. And, it's important you do your job well. You'll make some mistakes along the way. That's normal. But learn from those mistakes.

Mentoring is a continuous process

Besides the formal Air Force mentoring program, other solid mentoring opportunities present themselves

everyday – in the airplane, on the flightline, talking about today's schedule, what's working and what's not. Mentoring shouldn't be a one-way street; you need feedback, communication. It's not limited to supervisors or commanders, and it doesn't have to be verbal.

Like 512th Airlift Wing Chaplain (Lt. Col.) John Groth says, "The best sermons are lived, not preached."

One of my biggest faults has been my inconsistency of providing praise for excellent performance. While I'm not offering this as an excuse, I do believe part of the reason is that in this group, excellence has become the norm. One of the best perks of my job (that I already know I'll miss after I retire) is being able to walk throughout my group and say,

"Thanks for handling that so well; nice job; great idea; best again, eh!" I've been spoiled.

If it's not right, fix it

If you don't at least make the effort to fix it, stop complaining about it.

Professional hockey player Wayne Gretsky said, "You miss 100 percent of the shots you never take."

You may have noticed that operators just don't tend to be satisfied when they get "no" for an answer. They'd much rather hear, "Well now, I'm not sure, let's see how we can do it." And amazingly, you can almost always do it. Having a proposed solution is even more of an advantage.

According to Babe Ruth, it's really a simple strategy. "It's hard to beat a person who never gives up," he said.

The "let's just do it and apologize later" myth really gets an inappropriate



Colonel Sloan

Change of Command May 7

► Col. Don Sloan, 512th Operations Group commander, will relinquish command to Lt. Col. Darrell Young May 7 at 10 a.m. at the Air Mobility Command Museum.

► Colonel Sloan's retirement ceremony and reception is scheduled for May 6 at 2 p.m. at the AMC Museum.

► Call (302) 677-3804 for information.



Photo by Doug Curran

Emergency responders are on the scene of a C-5B Galaxy mishap April 3 at Dover Air Force Base. Seventeen people survived the crash landing at 6:42 a.m. just south of the flightline.

Seventeen people recover after surviving C-5 crash

Tech. Sgt. Melissa Phillips
436th AW Public Affairs

Seventeen people survived a C-5B Galaxy crash less than a mile from Dover Air Force Base's southern perimeter April 3.

The gigantic plane, which can transport six Greyhound buses end-to-end and looms above the flightline at the height of a six-story building, crashed into a grassy field at 6:42 a.m.

"Our crew did a spectacular job of landing the airplane in its location," said Col. Chad T. Manske, 436th Airlift Wing vice commander and current acting commander of the wing. "Thankfully, there were no fatalities ... and by the grace of God the aircraft didn't explode."

The area where the plane landed is classified as proprietary to the base and was purchased years ago to provide a cushion of airspace to protect the civilian population from extremely rare and

unlikely incidents such as this, Colonel Manske said.

At approximately 6:21 a.m., the transport plane took off headed for U.S. Central Command Area of Responsibility carrying supplies destined for people serving in the global war on terror. Officials will release further details after Air Force officers analyze information collected from accident and safety investigation boards.

In incidents like this, the crew is trained to declare an in-flight emergency and would have checked to ensure the plane was still under control. At that point, the crew would assess the cause of the emergency, process their aircraft checklists, determine a location to safely land to mitigate risks and prevent loss of life, and communicate their course of action to everyone aboard the plane, Colonel Manske said.

Air Force and local first responders, including medical professionals,

firefighters, security forces and civil engineer personnel, immediately responded to the scene.

Officials don't know why the aircraft, fully laden with fuel for a long trip over the Atlantic Ocean, didn't blow up on impact.

Base officials won't speculate on the cause of the accident, but they say they are thankful there was no loss of life.

"Our crews are thoroughly and stringently trained on a continued basis to handle events in the aircraft," said Col. Ronald A. Rutland, commander of the 512th Airlift Wing. "At this time we are not sure of everything that occurred during this flight; it's currently under investigation."

"I consider our crews here at Dover, the 512th and 436th Airlift Wings, as consummate professionals," Colonel Rutland added. "It is with great relief that we had no loss of life in this incident."

The crew included 709th and 326th

Airlift Squadron members and active-duty personnel from the 436th Aircraft Maintenance Squadron.

This particular aircraft recently underwent an avionics modernization program upgrade to convert the cockpit from 1960s instrument technology to one similar to that used by modern civilian airliners.

Introduced in 1998, the modernization program enhances aircraft reliability and maintainability, and helps maintain structural and system integrity, while reducing operating costs, officials said.

“The (modernized) cockpits are needed to operate aircraft in the saturated airspace over the North Atlantic Ocean and Europe,” Colonel Manske said. “It also allows us to interface with other military and civilian airplanes more precisely than before.”

Only five C-5 aircraft have been lost since the plane’s inception in 1969. Until now, no Dover planes have been destroyed.

“The safety of the aircraft is paramount to our crews or they wouldn’t have flown it that morning,” Colonel Manske said. “It’s a great aircraft. It sustained a massive force against its hull during the crash, yet it still protected our crews.”

Thanks to the following civil authorities who helped Team Dover’s recovery efforts:

FIRE VEHICLES:

Dover Station 46: Rescue 1, Ladder 1 and 2; Engines 3, 4, 5, 6 and 7; Brush 9; Utility 1 and 2; and Car 15

Little Creek Station 54: Rescue 1; Engines 2, 4, and 5; Brush 0; and Utility 8

Camden Station 41: Rescue 6 and Engine 3

Magnolia Station 55: Rescue 1 and Engine 4

Leipsic Station 53: Tanker 53

Smyrna Station 44: Tanker 44

Felton: Engine 3

MEDICS AND AMBULANCES

Dover Medic 65, 66, 67, 68 and 601
Dover Ambulances: A, B, C-63, B-53, A-40; and B-43, A-64, A-48, A-49; and C-51
 Kent General and Christiana Hospitals

HELICOPTERS

Trooper 2, 4 and 5 (Delaware)
 Trooper 1, 4 and 6 (Maryland)
 Christiana Life Net Helicopter
 Delaware State Police Command
 Post and Kent County Public Safety
 Command

A board of Air Force officers has convened and is investigating the cause of the accident. In order to protect the integrity of the investigation process, none of the crewmembers will be able to discuss the crash, officials said. The unclassified findings will be released to the public as soon as the board results are released. Officials noted such accident and safety investigations typically take about

four months to complete.

“Our thoughts, prayers and support are with the aircrew, passengers and their family members,” Colonel Rutland said. “We wish all of those who are injured a speedy recovery.”

Lt. Col. Robert Moorman, 326th AS commander, was released April 17 from Christiana Hospital, Christiana, Del.

Tech. Sgt. Vincent Dvorak, 709th AS, was released from Christiana Hospital April 7.

Senior Airman Nicholas Vather, 436th Aircraft Maintenance Squadron, was released from Kent General Hospital-Bay Health Medical Center, Dover, Del., April 7.

Capt. Brian Lafreda, 326th AS, was released from Christiana Hospital April 6.

Lt. Col. Harlan Nelson, 326th AS, and Tammy Lucas, Lockheed Martin employee, were released April 6 from Kent General Hospital-Bay Health Medical Center.

The following individuals were released from Kent General on April 3: Master Sgt. Timothy Feiring, 709th AS; Master Sgt. Michael Benford, 709th AS; Master Sgt. Brenda Kremer, 709th AS; Chief Master Sgt. David Burke, 326th AS; Chief Master Sgt. George Mosley, 709th AS; Tech. Sgt. Henry Fortney, 326th AS; Senior Airman Scott Schaffner, 89th AS, stationed at Wright-Patterson AFB, Ohio; Staff Sgt. David Abrams, 436th AMXS; Retired Navy Chief Petty Officer Paul Kath; Hannelore Kath; and retired Tech. Sgt. Raul Salamanca.



Photo by Rolland Balik

The gigantic C-5 can transport six Greyhound buses end-to-end and is six stories tall. Only five C-5 aircraft have been lost since the plane’s inception in 1969. Until now, no Dover planes have been destroyed. A board of Air Force officers is investigating the cause of the mishap. The unclassified findings will be released to the public as soon as the board results are released.

Safety investigation underway for C-5 mishap

Master Sgt. Steve Marciniak
436th AW Public Affairs

As emergency crews responded to the C-5 mishap April 3, safety officials from the 512th and 436th Airlift Wings immediately set out to convene an interim safety board.

The board, made up of Team Dover members, kept the scene intact to allow for further investigation.

“Our job is to secure the site and preserve the evidence,” said Lt. Col. Darren James, 436th AW chief of Safety. “Our role is not to analyze the evidence or to determine a cause, but to facilitate the investigation.”

That investigation is now underway, under the formal title of the Safety Investigation Board. It’s comprised of experts from a variety of specialties from other bases, and is appointed by Gen. Duncan McNabb, commander of Air Mobility Command.

The SIB, led by Col. Frederick Martin, 305th Air Mobility Wing commander at McGuire Air Force Base, N.J., will attempt to determine what went wrong in an effort to ensure the safety of the Air Force’s entire C-5 fleet and to prevent similar occurrences in the future.

“It’s a fairly comprehensive process,” Colonel James said.

“They will look at it from the big picture all the way down to the smallest detail.” He added that the investigation will consist of a variety of means to gather data, including reviewing the aircraft’s flight data recorder, interviewing the survivors and witnesses, examining the mishap site and the debris, as well as all photos taken since the mishap occurred.

The SIB is expected to continue the field portion of its investigation at Dover for 30 days or more. Once the report is compiled and coordinated through the AMC staff, its findings will be distributed to Air Force units around the world through safety channels. This report, however, contains privileged information and is not releasable to the public.

A separate investigative body, the Accident Investigation Board, will conduct an independent review. It will be headed up by Col. Raymond Torres, the commandant of the Air Force Expeditionary Operations School at the Air Mobility Warfare Center, Fort Dix, N.J., and will operate independently in an attempt to resolve all issues surrounding the mishap. These issues include but are not limited to possible claims, litigation, possible disciplinary and administrative actions and more.

The AIB report will be released to the public upon completion and will incorporate factual data collected from the SIB.

Colonel says wings-level landing may have saved crew

Louis A. Arana-Barradas
Air Force Print News

SAN ANTONIO -- A veteran C-5 Galaxy pilot said all 17 people survived the April 3 plane crash at Dover Air Force Base, Del., mainly because the pilot did his job.

Col. Udo McGregor said the “100 percent reason” everyone aboard survived the crash was because the pilot did a wings-level landing.

“The survivors are survivors because he put it on the ground wings level,” said the colonel, commander of the 439th Operations Group at Westover Air Reserve Base, Mass.

The transport took off from Dover at about 6:20 a.m. bound for U.S. Central Command Area of Responsibility with replenishment supplies for the global war on terror. Base officials said the aircrew noticed a problem with the aircraft soon after takeoff and the pilot turned the aircraft around to land back at the base.

But at 6:42 a.m. the aircraft crashed into a grassy field. It had a quarter million pounds of fuel, but did not catch fire.

Colonel McGregor, a command pilot with more than 10,600 flying hours -- more than 7,000 of those in the Galaxy



Photo by Staff Sgt. A.C. Eggman

Two C-5 Galaxy aircraft from Dover Air Force Base are parked on the flightline at Balad Air Base, Iraq. A commander at Westover Air Reserve Base attributes the crew’s and passenger’s survival April 3 to a wings-level landing.

-- said there are other reasons why the accident cost the Air Force only a transport aircraft.

One is that the aircraft has many crumple zones. And, the cargo plane has so much cargo space below its wings that a wings-level landing gives those on board “a pretty good chance of surviving,” he said.

“It’s an incredibly safe airplane,” said the colonel from Savannah, Ga. “Very, very few accidents for the millions

and millions of flying hours that it’s accomplished.”

The colonel said the emergency that the Dover crew faced -- a heavy weight, three-engine emergency return -- is a “pretty standard” procedure for which Galaxy pilots are well prepared, he said.

“In this particular case, the experience level of the crew would suggest they’ve done it hundreds of times -- practiced it hundreds of times in a simulator,” he said.

Women in aviation: Reservists attend conference, meet aviation pioneers

Master Sgt. Bill Huntington
512th AW Public Affairs

Women in aviation became more than a job description for six 512th Airlift Wing members who attended the 17th International Women in Aviation Conference in Nashville, Tenn., March 23-25.

The reservists journeyed to Nashville to stand among, and listen to, the women who have become giants in their field as they pioneered their gender's place in aviation history.

Maj. Dawn Crews-Seams, 512th Airlift Wing, Master Sgt. Kyra Riddick, 46th Aerial Port Squadron, Tech. Sgt. Michelle Hite, 326th Airlift Squadron, Staff Sgt. Tracy Davis, 512th Equipment Maintenance Squadron, 1st Lt. Crystal Beach, 512th Aircraft Maintenance Squadron, and Master Sgt. Rachael Gonesh, 512th Aerospace Medicine Squadron, were among the more than 200 military members joining the more than 3,000 people attending from around the world.

The three-day event, titled "Reaching New Heights of Success," included a trade show with more than 120 companies, a job fair exhibit, more than 40 educational seminars and numerous networking opportunities.

"It was impossible for one person to attend every single briefing because there were simultaneous briefings going on," Sergeant Gonesh, the 512th AMDS assistant chief of Health Service Management, said of the many seminars and the spectrum they covered. "They had some workshops geared toward what types of physicals were required by the Federal Aviation Administration, which I compared to the military. They had a session on the WASPs – the Women's Air Force Service Pilots from World War II. Some of the sessions were geared for leadership or human resources development. It wasn't just for aviation but anything that had ties to it."

Sergeant Gonesh said the 512th AW group was most impressed by the WASPs.

"Theirs was a hot area because they were just phenomenal," she said. "It was great



Submitted Photo

From left to right, 512th Airlift Wing members Staff Sgt. Tracy Davis, Master Sgt. Rachael Gonesh, Maj. Dawn Crews-Seams, Senior Master Sgt. Pam Summers is a former wing member now at McConnell Air Force Base, Kan., Master Sgt. Kyra Riddick, and Tech. Sgt. Michelle Hite, attended the Women in Aviation Conference in Nashville, Tenn. March 23-25. First Lt. Crystal Beach also attended.

just to see their enthusiasm about some of the milestones they have accomplished and how they set the pathway for current women in aviation."

In 1942, when there was a severe shortage of male pilots, Jacqueline Cochran, America's foremost female pilot, convinced General Hap H. Arnold, Chief of the Army Air Forces, she could bring together a corps of seasoned women pilots and train them the "Army Way" so they could replace the male pilots being sent overseas, according to WASP records online.

When they heard the call, 25,000 young women from all over America responded, but the requirements for acceptance of females were tougher than of men. Only 1,830 of the women volunteers were eventually accepted.

Retired Air Force Lt. Col. Betty Jane Williams was able to answer the call in 1944, and was then assigned as an engineering test pilot at Randolph Field in San Antonio. She flight-tested advanced trainers and the P-40 fighter.

The WASP were deactivated in December 1944 and Colonel Williams was one of the initial organizers of the post-war WASP national organization, serving in several leadership roles. She said her parents were key to her success.

"Since I was a kid I always responded to a challenge. Mother and Dad always

supported me," she said. "They never said 'no' to me, even though things I wanted to do were out of the ordinary."

Colonel Williams served for 28 years and retired in 1979.

The WASP's presence at the conference was all the more important as their age and health may prevent attendance at future events.

Colonel Williams and modern-day Air Force trailblazers – Maj. Gen. Jeanne Holm, Maj. Gen. Betty Mullis and Lt. Col. Betty Jane Williams – were among the five women the 512th AW reservists saw inducted into the Women in Aviation, International, Pioneer Hall of Fame at the concluding

banquet and ceremony. Also inducted were Fran Bera, an experimental test pilot who was the first woman to fly a helicopter with no tail rotor and seven-time winner of the All Woman Transcontinental Air Race, and Galina Gavrilovna Korchuganova of Russia, who was the first absolute world aerobatic champion among women, winning gold and silver medals at the World Cup Championship in 1966. Her award was presented posthumously.

Women in Aviation – the ceremony, the other activities at the conference and the opportunity of meeting and sharing time with female aviation pioneers – made a great impression on Sergeant Gonesh and the other 512th reservists.

"When we came back we were so excited to have been a part of it," Sergeant Gonesh said. "Our group is thinking about starting a (Women in Aviation) chapter for the local area to reach out to the teenagers in the schools or some of the college students to let them know of the opportunities that are out there. It's a mentoring outreach program.

"We also understand that the military is looking at starting a military component of Women in Aviation. Maybe we'll piggy-back off of that," she said. "Once we pool all of our information from the conference, we'll look into getting a chapter organized here." (*Annette Crawford, Air Force Print News, contributed to this story.*)



Web site lets reservists correct duty history 'live'

DENVER -- Air Force Reserve members worldwide can now correct or change their duty history via the virtual Personnel Center Guard and Reserve, a customer-service Web portal operated by the Air Reserve Personnel Center.

Previously, Airmen had to visit their local military personnel flight or call several agencies to correct their duty history. Now, no matter the time of day, reservists can log on to the vPC-GR at <http://arpc.afrc.af.mil/support/default.asp>.

Airmen can click on the "Correct Duty History" link and annotate their changes, attach any relevant supporting documentation and click on "submit."

There is no change to the process for updating current duty information; it still must be done through the local commander's support staff or base individual mobilization augmentee administrators.

Processes that have been automated or centralized at ARPC include 20-year letter (re-issue), mortgage letter, current points request, promotion board counseling request, and electronic promotion letter to the board president. *(Courtesy AFPN)*

Stay current with benefits news - subscribe to the BEST newsletter

RANDOLPH AIR FORCE BASE, Texas - The Benefits and Entitlements Service Team newsletter is the best source of information about benefits affecting Air Force appropriated fund civilians, and Air Force Personnel Center officials here are encouraging more people to subscribe.

Subscribing is done through the BEST home page at <http://ask.afpc.randolph.af.mil/best/default.asp?prods3=272&prod2=264&prods1=44>. Click on "Newsletter Subscription Service," and then on "Subscribe." This will automatically launch an e-mail with the required subscription information already entered; click "Send." Subscribers will receive a confirmation notice by e-mail. The next issue of the BEST newsletter is scheduled for May. *(Courtesy AFPC)*

VA medical facilities welcome women veterans

Rudi Williams
Air Forces Press Service

WASHINGTON - There was a time when women veterans didn't feel welcome at Veteran Affairs Department medical facilities, but the causes of such feelings have changed dramatically over the last few years, VA's top advocate for women's health said.

"We're seeing a dramatic increase in the number of women veterans turning to VA for health care," Carole L. Turner, Veterans Affairs' national director for the women veterans health program, said. "And the satisfaction they're expressing about the health care they receive at VA is improving tremendously."

Turner said VA has a full continuum of comprehensive medical services, including health promotion and disease prevention and primary care. There is also women's gender-specific health care, such as hormone replacement therapy, breast and gynecological care, maternity and limited infertility treatments. There is also substance-abuse treatment, mental health, rehabilitation and long-term care.

"If a specialty isn't available in-house, VA will contract out with providers in the community," said Turner, a former Air Force nurse who has more than 20 years of VA experience.

Military sexual trauma treatment also is available, including counseling and treatment for any emotional or physical condition experienced as a result of sexual trauma experienced while on active duty.

Turner said women often seek treatment for "the same kind of health conditions that men experience -- diabetes, heart disease, orthopedics care, dental care." However, she added, women veterans also require certain unique health care services, such as maternity care.

There also are differences in the types of assistance services women seek from the VA. "Women who are homeless generally come with families or children," Turner said. VA has pilot programs for homeless women veterans with and without children at 11 medical facilities around the country.

VA also works to educate women on ways their health issues differ from men's -- for instance, how heart disease manifests itself differently in women



Carole L. Turner, Veterans Affairs' national director for the women veterans health program, said VA's health care for women veterans has made dramatic improvements and now make women feel welcome.

than in men. She said VA is working with health care providers to ensure they're aware of and looking for signs and symptoms in women that they wouldn't ordinarily think are attributable to heart disease.

Turner emphasized that "all VA facilities aren't created equal."

"Some are very urban, highly affiliated academic teaching facilities, and some are very rural, kind of like a general-practice arrangement," she said.

But no matter what type of facility women visit, they're going to get quality breast care, either within the VA center or outsourced, she said. Studies indicate that newly diagnosed and treated breast cancer patients often suffer from such quality of life problems as insomnia, weight gain, chronic fatigue, depression and anxiety. "VA is very well equipped to help the social ramifications of disease," Turner said.

"The VA offers one-stop care for the majority of biological, psychological and social health care problems women might be experiencing," Turner said.

VA also has published privacy standards, particularly for treating women. Gone are the days when women didn't feel welcome at VA hospitals and voiced concerns about the lack of privacy, Turner said. "We also have waiting areas that are like subunits so women can wait separate and apart from men," she said. "The environment has been designed so women can bring their children, so they know that they're safe and secure."

Turner attributes much of VA's success in treating women veterans to women program managers who are advocates at every medical center.

Around the 512th

Network Help Desk, Customer Service hours of operation

Hours of operations for the May and June UTA for the Network Help Desk, Building 202, Room 101, and Military Personnel Flight Customer Service, Building 202, Room 111, are as follows:

Monday - Friday: 8 a.m. - 4 p.m.

A Team UTA: 8 a.m. - 4 p.m.

B Team UTA: Saturday only - 8 a.m. - 4 p.m.

Certificate updates and Common Access Card issues must still be accomplished in Customer Service. However, the priority for Customer Service during Saturdays of the A Team UTA is issuing CACs to newcomers who have no valid military identification.

Wing commander's call scheduled for June UTA

The next wing commander's call is scheduled for June 11 at the base theater. Members need to be seated by 7 a.m. The Community College of the Air Force graduation will also take place at this time.

Coffee Shop hours extended

The Coffee/Shop/Cafe at the Base Exchange is experimenting with extended hours of operation, and is accepting requests and delivering lunch on base. Anyone in need of catering services or lunch deliveries to the work place should call the cafe at (302) 678-2789.

New hours of operation for the cafe are:

Monday - Friday: 6:30 a.m. - 6 p.m.

Non-UTA Saturday: 9 a.m. - 2 p.m.

UTA Saturday: 6:30 a.m. - 2 p.m.

Non-UTA Sunday: Closed

UTA Sunday: 6:30 a.m. - 2 p.m.

New education benefit

Reservists who were activated anytime since Sept. 11, 2001 for 90 or more consecutive days, may be eligible for a new education benefit called Chapter 1607. The benefit offers up to 36 months of educational assistance with a monthly rate based on the number of days an individual was activated.

For information, visit the 512th Airlift Wing Education and Training Office in Building 202.

AF Reserve officers mandated to purchase PT uniform by Oct. 1

Air Force Reserve Command officers are required to purchase the fitness uniform by Oct. 1. AFRC is phasing in the PT uniform for enlisted members over the next five fiscal years, FY06 to FY10.

Fitness Challenge nears end

512th Airlift Wing members who participated in the Lieutenant Governor's physical fitness challenge, need to fill out their award cards in the back of the booklet and turn them in to Tech. Sgt. Kim Snyder, in the 512th AW command section. For more information, call Sergeant Snyder at (302) 677-5120.

512th Airlift Wing Formal Ball scheduled for November UTA

The 512th Airlift Wing Formal Ball is scheduled for Saturday evening of the November UTA.

Individuals who are interested in helping or becoming a planning committee member should e-mail 512th AW Command Chief Master Sgt. Caroline Vennell at caroline.vennell@dover.af.mil.

The next meeting is May 7 at 2 p.m. in the Building 202 wing conference room.

Safe Summer Days June 16

Kent County Parks and Recreation has scheduled a Safe Summer Days event at Brecknock County Park in Camden from 10 a.m. to 2 p.m. on June 16.

Volunteers are needed to help with this event. They need 20 people to set up tents June 9 and for cleanup June 17 at 2 p.m. Individuals who would like to assist with any of the other functions are also welcome. Interested wing members should contact Master Sgt. Sheila Palmer at (302) 677-6800 or e-mail her at Sheila.palmer@dover.af.mil.



Photo by 1st Lt. Marnee A.C. Losurdo

Mission ready

Master Sgts. Dean Reed and Brenda Kremer, 709th Airlift Squadron loadmasters, take the loadmaster boldface exam. Aircrew members are required to take a written exam monthly. These exams were an emphasis item during the Air Mobility Command Standardization and Evaluation March 12-24. The 512th and 436th Operations Groups proved they were mission ready. 512th OG personnel excelled on 70 aircrew in-flight evaluations and scored an average of 94.7 percent on 229 aircrew closed-book evaluations. Maj. Gary Kraus, 709th AS, was graded "exceptionally qualified" on an aerial refueling checkride, and Lt. Col. John Bragger, 512th chief of Standardization and Evaluation, earned "top performer" for creating an AMC benchmark. He developed an electronic publications program streamlining the update of publications and technical orders for all crewmembers.

512th salutes

Newcomers

The 512th Airlift Wing welcomes:

Maj Cheryl Pavic
 TSgt James Fretts
 TSgt Gregory Jenkins
 TSgt Ron Roberts
 SSgt John Anderson
 SSgt Michael Ball
 SSgt David Willey
 SSgt David Wright
 SSgt Robert Wynn
 SrA Troy Kearney
 A1C Nina Brady
 A1C Zamara Clark
 A1C Coban Goertz
 A1C Gregory Palys
 A1C Josiah Taylor
 AB Cynthia Walker

TSgt William Rudy
 TSgt Walter Wallace
 TSgt James O. Webster III
 TSgt Carol Williams
 SSgt Angela Carpenter
 SSgt John Ewton
 SSgt Paul Knight
 SSgt Phillip Luke
 SSgt Michele Sherwood
 SSgt David Wright
 SSgt Robert Wynn
 SrA Reginald Edlow
 SrA Latasha Gillis
 SrA Iris Grimes
 SrA Clarence Marshall
 SrA Manuel Ortez
 SrA Anthony Porreca

Reenlistments

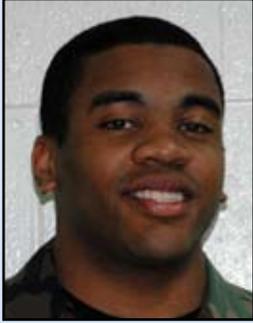
SMSgt Timothy Davis
 MSgt Pamela Alston
 MSgt Richard Biasi
 MSgt Jeffery Franklin
 MSgt George Good
 MSgt Nicole Hanson
 TSgt Vincent Alois
 TSgt Charles Boyer
 TSgt Patrick Cioffi
 TSgt Timothy Harrington
 TSgt Elsie Maddox
 TSgt Ron Roberts



Promotions

Congratulations go to MSgt David Ginter, 512th Airlift Control Flight, and TSgt Michael Harris, 512th Component Maintenance Squadron.

They were promoted to their respective ranks April 1 through the Promotion Enhancement Program. Way to go!



Welcome Wagon

Name: Senior Airman Derrick J. Thomas
Unit: 512th Airlift Wing
Duty Position: Information Management
Civilian Occupation: Software Engineer
Hometown: Landover, Md.
Hobbies: Basketball, reading, surfing the Internet
Personal Goals: Earn a Master of Business Administration in Information Management Systems and to get commissioned.

Medals

Air Medal
 Capt Anita West-Werner
 Maj Kevin Higginbotham
 MSgt Henry Iosbaker
Meritorious Service Medal
 CMSgt Robert Thompson
 MSgt Robert Jones
 MSgt Bert Young
 MSgt Perry Cox
AF Commendation Medal
 MSgt Thomas Runyon
 MSgt Tyrone Bradford
 TSgt Charles Wampler
 TSgt Ommar Then
 TSgt John Stevens
 TSgt John Votta, Jr.
 SSgt Alan Bunch
AF Achievement Medal
 SSgt Kedoni Hill
 SSgt Cicely Hinton
 SSgt Robert Roach
 SrA Mark Small

Quarterly Award Winners

The wing's first quarter award winners are:

Airman
 SrA Adaora Ikwuagwu, 512th Mission Support Squadron
NCO
 TSgt William Yoder, Jr., 512th Security Forces Squadron
Senior NCO
 MSgt Larry Reed, 709th Airlift Squadron
Officer
 1st Lt. Mitchell Vance, Jr., 709th AS
Civilian
 Cindy Farley, 512th Aircraft Maintenance Squadron

PME Graduates

Air Command and Staff College
 Maj Kenneth Gornic
Senior NCO Academy
 MSgt Electa Wright
 MSgt Kevin Golt
NCO Academy
 TSgt Thomas Nee
 TSgt Tracy Bailey
 TSgt William Tarrant
 TSgt Brian Kodack
 TSgt Thomas Laccorn
 TSgt Amy Campbell
Airman Leadership School
 SrA Latasha Gillis
 SrA Christopher Hunsiker
 SrA Virginia Samuel
 SrA Krystle Lambert
 SrA Katrina Bafford
 SrA Jennifer Klein
 SrA Altara Caldwell
 SrA Dartanion Pittrell

Retirements

CMSgt Robert Thompson
 MSgt Sylvester Vines
 MSgt Christopher Carter
 MSgt Sharon Cosco
 MSgt Patrick Naccarato
 MSgt Larry Williams
 TSgt Kathryn Scott
 TSgt John Snarsky

What's Up?

- ▶ A retirement ceremony is scheduled for Chief Master Sgt. Michael McGuire, 512th Equipment Maintenance Squadron, May 6 at 9:30 a.m. at the Air Mobility Command Museum.
- ▶ Chess players are invited to participate in **Smart Moves** scheduled for 4:30 p.m. May 6 at the 512th Memorial Affairs Squadron, Building 119.
- ▶ **Old Dover Days** is May 6 in downtown Dover.
- ▶ The **Wilmington Blue Rocks Kent County Community Night** is May 9 at 6:35 p.m. at Frawley Stadium. To purchase tickets call (302) 888-5358.
- ▶ May 11 is the **honorary commander's flight**.
- ▶ **NASCAR** is scheduled at Dover Downs June 2-4.

Rock on!

Kudos go to Senior Airman Yolanda Wilson, 512th Operations Group, who earned top graduate for superior academic achievement and high standards of leadership, teamwork and character when she graduated April 12 with a 96.5 percent from the Information Management Apprentice Course, Keesler Air Force Base, Miss. Congratulations goes to the 512th Airlift Wing Public Affairs staff. Senior Airman David Younce's sports story earned first place in the Air Force Reserve Command media contest. First Lt. Marnee A.C. Losurdo's three-part series on unit inspections earned first place in the AFRC media contest and earned third place in the Air Force media contest.



Photo by Jason Minto

USO Salute

The USO of Delaware, Inc., and Dover businesses donated and delivered food and bottled water to emergency response personnel and C-5 mishap recovery workers near the crash site in early April. The USO facilitated donations from local businesses to include Lone Star Steak House and Saloon, Sam's Club, Dover Federal Credit Union and more.



Submitted photo

Bowlers with a cause

On April 9, 709th Airlift Squadron members participated in the 2006 Big Brothers and Big Sisters Bowl-a-thon of Sussex County raising \$665.75 of the \$6,555 brought in by the 40 bowlers in attendance. Team members include from left to right: 709th AS members Master Sgt. Brenda Kremer and Tech. Sgt. Marti Stansbury, former 709th AS members Maj. Lisa Bragger, now at Martinsburg Air National Guard Base, W.Va., and "Wild" Bill Carter, a retiree. Eight-year-old Hunter Atkinson also joined in the fun. Hunter is the son of Jessie Lennon, a former 512th Airlift Wing member and program coordinator for Big Brothers and Big Sisters of Sussex County.

"Commander" From Page 3

amount of press time. The more usual, and more successful, technique is to work your way through the regulations, functional experts, headquarters, and red tape until you get a resolution that, perhaps, should have been there all along. It's a more "enduring" solution, although not always more "endearing." Toes sometimes get stepped on. Stand firm on integrity issues. With everything else compromise is almost always the better answer. Go for the win-win.

Teamwork

Teamwork is paramount in this business – cooperation is born from trust. A reservist in associate units since 1979, I've seen a wide range of active-reserve relationships, ranging from just plain bad to pretty darn good. But I have never experienced an active-reserve relationship as great as the one we enjoy at Dover.

From an operator's point of view, 436th Current Operations has a tremendous working relationship with us; long-established bonds between active and reserve personnel has helped, including reservists working in the shop. Our

aircrews often fly on the other group's training sorties or missions, and even the "traditional" check-ride barrier has been broken.

We try hard to pull our share of the load. While I personally think, "they're all good trips, just some are better than others," at various points in my career I've heard the "reservists get all of the good trips" mantra. Yes, I want my crews to get "good" trips, but I also expect us to be in line for the rest of them too. Senior leadership from both Ops groups meet for "no agenda" lunches to get to know each other a little better; anything else is gravy.

And finally, the relationship that we share with the local community is absolutely incredible. Although especially prevalent downtown, this entire state seems remarkably intent on consistently showing Team Dover the honor and respect America's fighting men and women deserve. What another great motivator as we continue to earn that honor and respect.

Family and friends

Remember to take some time to remind your friends and family how much you care about them. Let them know they're an important part of your life. Far too often

Do you know your 512th AW heritage?

Q Who was the first commander of the 512th Airlift Wing, and where was the unit located?

A The answer is Brig. Gen. Emil H. Molthan who served as the wing commander of the 512th Troop Carrier Wing from

Sept. 2, 1949 to April 1, 1951. The 512th TCW was located at Reading Municipal Airport, Pa., and then moved to New Castle County Airport, Del., where it was located from April 12, 1950-1951. The wing was activated two weeks during the Korean War.



General Molthan

we only think about that after the loss of a family member or a close friend. Resolve to let them know now, today, while they're around to hear and appreciate it.

I'm constantly amazed at how my folks stay trained, current and proficient, hold a full-time job, and still have time for family.

You've heard our guidance to our reservists: "Family first, civilian employment, then the Reserve." We need, and get, exceptional support from that triad; it just doesn't work without it. It's extremely important for leadership to recognize and appreciate those difficult sacrifices.

America's future

"The fighters are the tip of the spear," but there is no spear unless airlift gives 'em the shaft! The shaft is that vital flow of key personnel and essential equipment, a lifeline without which a fighter is just another pretty airplane. While Combat Air Forces are an incredibly important part of our nation's Air Power, Mobility Air Forces must not take a back seat. It's not a rivalry, it's a team. Know that your consistent, outstanding performance here at Dover has been, and continues to be crucial to America's future.



Remember ...

those who gave ultimate sacrifice

Memorial Day is May 29 and honors those who died in the service of their country.

It was first observed on May 30, 1868, to commemorate the sacrifices of Civil War soldiers.

Memorial Day is celebrated each year at Arlington National Cemetery where a small American flag is placed on each grave. Traditionally, the President or Vice President lays a wreath at the Tomb of the Unknown Soldier.

In December 2000, the "National Moment of Remembrance" resolution was passed. Americans pause wherever they are at 3 p.m. local time for a moment of silence to remember and honor the fallen.

Listed below are the sacrifices servicemembers and their families have made in the nation's wars, according to the U.S. Department of Veteran Affairs.

American Revolution, 1775 - 1783. There were 4,435 American casualties.

War of 1812, 1812 - 1814. Approximately 2,260 Americans gave their lives.

Mexican War, 1846 - 1848. There were approximately 13,283 American casualties.

Civil War, 1861 - 1865. American casualties included 646,512 Union forces 646,512 and 133,821 Confederate forces.

Spanish-American War, April 25 - Aug. 12, 1898. Approximately 2,446 Americans perished.

World War I, 1914 - 1919. Approximately 116,708 Americans perished.

World War II, 1939 - 1945. Some 407,316 Americans died for their country.

The Korean War, 1950 - 1953. About 36,512 Americans perished.

The Vietnam War, 1954 - 1975. About 58,193 Americans gave their lives.

The Persian Gulf War, August 1990 - April 1991. There were 148 American casualties.

The War on Terrorism began Oct. 7, 2001 when the United States began **Operation Enduring Freedom**, in Afghanistan, after the terrorist attacks against the United States on Sept. 11, 2001. American casualties in Afghanistan as of March 27 include 279 American troops and the approximately 3,000 civilians who died as a result of the attacks in New York, Washington and Pennsylvania.

Operation Iraqi Freedom began March 19, 2003 and continues. As of March 27, about 2,322 American Airmen, Soldiers, Sailors and Marines have made the ultimate sacrifice for their country. *(Courtesy 512th AW Public Affairs)*

UTA Schedule

FY2006	A Team	B Team
MAY	6-7	20-21
JUN	10-11	24-25
JUL	8-9	22-23
AUG	5-6	19-20
SEP	9-10	16-17

512th Airlift Wing
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Dover AFB, DE 19902-5202
UNITED STATES AIR FORCE
OFFICIAL BUSINESS

PRSTR STD
U.S. POSTAGE PAID
Permit #182
Bensalem, PA



A-Team pays
May 19
B-Team pays
June 1