

Contact

Magazine for and about members of the 349th Air Mobility Wing
Travis Air Force Base, California

Vol. 20, No. 4

April 2002



Activated reservists
combat base
housing fire

Wing set for exercise, change of command

Welcome to the April UTA! For the first month in a long time, we haven't had any new mobilizations. We are holding steady at 475.

In addition to our mobilized personnel, we have provided 32,000 mandays of volunteer support and that number continues to rise. Everyone acknowledges that our accomplishments to date could not have been accomplished without the help of our Guard and Reserve forces. Not bad for a "part time" force! Keep up the good work!

I recently had the pleasure of attending the pinning ceremony for one of our newest chiefs. Congratulations to **Chief Master Sgt. Andy Huff**, 312th Airlift Squadron! It was a wonderful ceremony organized by **1st Lt. Sam Dickson** and officiated by **Lt. Col. Dale Andrews**. Promotions happen all the time in our wing and are important milestones in everyone's career. They reflect not only the hard work of the member but also the success of the entire unit and the sacrifices of the family. Be sure and take time to celebrate these significant accomplishments!

I'm sure **Command Chief Master Sgt. Tony Maddux** is going to mention it but I want to as well. Congratulations to **Senior Airman Angela Menor**, **Staff Sgt. Steve Smith** and **Chief Master Sgt. Alan Arndt**! All were winners at 4th Air Force and will now go forward to compete at AFRC for the 12 Outstanding Airmen of the Year competition. Good Luck!

We talk a lot about the importance of our civilian employers and you now have a web site where you can nominate them for recognition directly. It's at www.esgr.org. Check the link titled "Nomination Forms" and then the "My Boss is a Patriot Award Form". Fill out all the information and they'll send you a certificate of appreciation. If you really like the support your boss is giving you, there's a block in the application where you can indicate this. If you put "recommend upgrade to state chairman recognition award" your boss will get a

plaque versus a certificate and a call of appreciation from the state representative of the ESGR. Good deal!

Many of you might not know about the far flung outposts of the 349th Air Mobility Wing empire but we have two of them! Both are great units and one of them recently completed a major inspection.

Congratulations to **Col. Linda Miller** and the medical warriors of Det. 1, Fairchild AFB, Wash. They did an outstanding job. More importantly, they had zero answerable findings! None, zip, zilch, nada! Outstanding work! They certainly set the bar high for their sister unit, Det. 2, Kirtland AFB, NM. They are working hard preparing for their inspection in July.

Speaking of inspections, we have a big one coming. It's called an Initial Response Inspection and it's scheduled for October of this year. We'll have to process 300 personnel, marshal 30 short tons of cargo and generate all our aircraft up through engine start. Big challenge, particularly with all we've got going on. No whining, I already tried and it didn't work. Now our attitude has to be like Nike – just do it! To help get ready, we'll have a big practice in July. More to follow.

We'll celebrate the passing of the colors at the 70th Air Refueling Squadron this UTA. **Lt. Col. Frank Marrero** will take over for **Lt. Col. Steve Vancil**. Steve will move up and help out the Operations Group as the Deputy. Congratulations to Frank and his wife Brenda and thanks to Steve and his wife Sanae!

I know I like to recognize our outstanding performers in this forum and while it's fun, it's also difficult because there are so many great people in this organization. That fact was recognized recently with our selection as the outstanding wing in 4th AF! We are the winners of the 2001 Raincross Trophy! Congratulations to each and every one of you! It was announced last month at the 4th AF commanders conference in front of every squadron, group and wing commander in 4th AF. It was your hard



Pass and Review

By Col. James T. Rubeor

work and dedication, your attention to detail, your long hours and can-do spirit, your great safety attitude and professionalism that made the difference. You are now the concurrent holders of the Solano Trophy as the best reserve wing in 15th AF and the Raincross Trophy as the best reserve wing in 4th AF. Congratulations!

Our Human Resource Development Council is sponsoring a new chapter of the League of Latin American Citizens. LULAC is a national organization with chapters across the country. They are committed to community service programs and we think a local chapter would be a great fit with our outstanding citizen airmen. The chapter president is **Master Sgt. Angelino Montalvo**, 749th AGS, and I encourage everyone who wants to get involved to get in touch with him. Come join us!

We know that lodging continues to be an issue. We have the long-term fix for that in the works and we still hope to break ground on our new lodging facility this calendar year (remember, I'm an optimist!). The short-term problem, however, is still here and is even tougher with the increased opstempo. So we ask for your patience. If you need to vent, get with your first sergeant or your commander and let them have it! Yell long and loud! But here's what I don't want you to do. Don't yell at the young airmen behind the counter at lodging. They're doing their best. If you don't get good service, fill out a critique card. We will also have one of our first sergeants there on Friday evening during check in to handle any issues that come up. Thanks in advance to all the first sergeants for stepping up to help out!

See you at the UTA!



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CONTACT

Vol. 20, No. 4

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9 Wing captures Raincross Trophy

The 349th Air Mobility Wing won the coveted Raincross Trophy for Best Wing in 4th Air Force Feb. 21.

10 Proper reporting of safety mishaps is a must

Since November 2001, the 349th Air Mobility Wing has experienced an increase in both minor and more serious mishaps, both on and off duty.

11 Airman gets his class ring back, after 50 years

On the night of Jan. 27, 1945, 2nd Lt. Carlisle Nottingham trudged through waist-deep snow with his fellow prisoners of war on a forced march away from their German prison camp to an uncertain future.

On the Cover

On the front page: The 349th Air Mobility Wing reservists, activated to active duty under the Presidential Reserve Call-up, recently responded to a phone call re-reporting a housing unit fire on base. Firefighter Master Sgt. Steven Wilson, stands ready to perform his duty. A total of nineteen 349th reservists have been activated to assist the Travis Fire Department. The fire department has responded to more than 310 emergency responses since the reservists were activated in late October. See related story Page 10. Photo by T.C. Perkins (BVISC).



Reservists distinguish themselves as “best of the best”

This has been an outstanding year for all people assigned to the 349th AMW. As citizen airmen we were forced to deal with many challenges during this past year. We continue to meet and accomplish all of these challenges in a professional and superb manner. This is evidenced by the many recent honors bestowed to our wing.

The 15th Air Force Solano Trophy, the California Air Force Association’s Wing of the Year and the 4th Air Force Raincross Trophy. These prestigious awards are given only to those wings that consistently demonstrate high performance through teamwork. And at the heart of every team is performance by our individual members.

This year, three of our members have distinguished themselves by being selected as “the Best of the Best” at higher headquarters competition.

Senior Airman Angela Menor, 349th Security Forces Squadron has been selected as the Fourth Air Force Airman of the Year. Staff Sgt. Steven Smith, 349th Component Repair Squadron is the Fourth Air Force NCO of the Year. Finally, Chief Master Sgt. Alan Arndt, 301st Airlift Squadron is the 4th Air Force First Sergeant of the Year.

This is the very first time in 4th Air Force history that these three major awards were won by people assigned to the same wing.

This is a great accomplishment because the competition at 4th Air Force is extremely keen. The board had an extremely difficult task selecting only one individual to represent 4th Air Force at Air Force Reserve Command level competition. Our people were selected because they epitomize our Air Force core values, exhibit exemplary skill and leadership, and are a driving force behind numerous programs and initiatives in our wing and communities.

I wish each of these people the best at the AFRC board next month. I want them to also know how proud we all are of their accomplishments.

On a final note, legislation was introduced in the U.S. House of Representatives Feb. 28 to lower the minimum age required to claim reserve retirement pay.

Currently, reservists must wait until age 60 before applying for this retirement benefit. If adopted, the resolution would lower the age to 55. To qualify for reserve retirement, reservists must complete 20 qualifying years of service with the final



Chief’s Counsel

By Command Chief Master Sgt. Anthony L. Maddux

eight qualifying years spent as a member of a reserve component.

Although introduced in the House, the resolution has a long road to travel before becoming law. People can learn more about the proposal by going on the Web and accessing www.house.gov.

Remember, you do make a difference to our readiness by your commitment to protect our great country.

Top 3 gets new location, time

Place: Delta Breeze Club

Time: 5 p.m.

Date: Saturday of every UTA

Who: All Top 3s are invited to attend and join this organization

Flight Line: What tax tips have benefited you the most?



SMSgt. Joe Annon
349th CES

“I think taxact.com is a great free program that anyone can access on the Internet. If you have a more detailed tax return you can download an enhanced version for a small fee.”



SrA Hanz Cruz
349th AMDS

“I plan on utilizing the tax assistance on base. The base offers such things as VITA, Retirees Tax Office and a squadron tax representative. All of these are very beneficial for an airman.”



Pricilla Fields
349th MAS

“Double check your W2s well and make sure all your information, especially your exemptions are correct.”



SrA Jennifer Redway
349th AES

“I think Turbo Tax is the best way to do your taxes. It walks you through the process step by step. Anyone can use it.”



TSgt. Dan Allen
349th MDS

“Make sure you make as many contributions to your IRA’s as you can. This is the best tax tip I can give.”

Table top exercise prepares wing for future initial response exercise

by Capt. Gaelle Aronson

Public Affairs

Most of the 349th Air Mobility Wing Unit Deployment Managers gathered on the Saturday of February's C-flight to participate in a logistic plans tabletop exercise.

The exercise, administered by Chief Master Sgt. Larry Wynn and Capt. Rod Grunwald, was conducted to train UDM's on XP's Logistics Module --LOGMOD-- system as the wing gears up for a base-wide, Air Mobility Command Initial Response exercise coming this fall.

The AMC Inspector General will inspect the entire base's mobilization readiness in an inspection of the 349th AMW, 60th AMW, and 615th Air Mobility Operations Group (AMOG). The three units will have to rapidly mobilize 1,100 people and 400 short tons of equipment upon receipt of Air Mobility Taskings; the 349th will account for 350 people and 31 tons of the total.

February's training prepared UDM's for a 349th AMW practice run that will be held during the March C-flight UTA. Everyone participating from the two wings and the AMOG will hold a joint training exercise in July to further prepare. The key will be how well units are able to use the Air Force's on-line deployment tracking system, LOGMOD.

"LOGMOD allows in-transit visibility of people and equipment being mobilized, from unit-level, to gaining commanders, to the joint chiefs. Leaders at all levels have visibility on the status of a mobilization," explained Grunwald.

Saturday's exercise focused on training UDM's on the sequence of communications for any given mobilization, the unit's role during each stage, and how to use LOGMOD in the process.

In addition, Chief Wynn reiterated the importance of having current training and documenting training files for all deployment requirements, and he stressed the 24-hour response time-line.

"It's very important to remember that



Preparation: Maj. Wil Link, chief of 349th Wing Plans, along with Chief Master Sgt. Larry Wynn, 349th Wing Plans, discuss a few details about the table top exercise. The purpose was to prepare deployment managers for the Initial Response exercise later this year.

from the minute XP receives a mobilization order, the people you have identified to mobilize must report to the base within 24 hours for deployment. That's 24 hours from the time established by the Air Mobility Tasking, not 24 hours from the time they are notified. For this reason,

having an efficient personnel recall system is very important—we want to give our people as much of that 24 hours as possible to prepare," said the Chief.

Wing Plans will offer this training again for UDM's that were not able to attend this time.

349th rich in history

Wing has roots as 349th Troop Carrier Group

"The last of the Troop Carrier Groups to be born in war, nearly died in peace, but revived and lives on to this day in the 349th Air Mobility Wing." -- Col. (retired) Leonard J. Barrow, Jr.

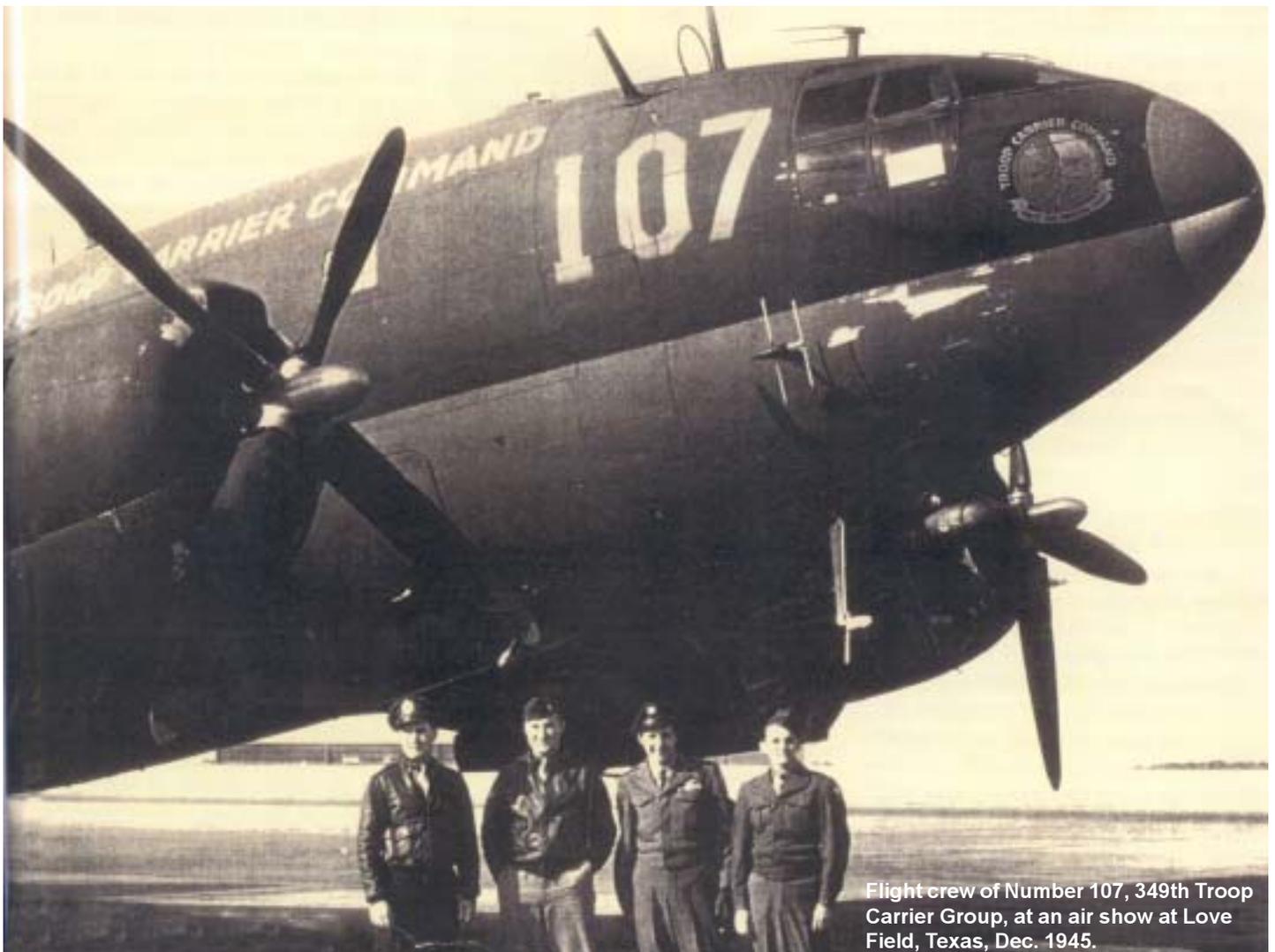
The 349th Troop Carrier Group, First Troop Carrier Command, was formed in November, 1943, at Sedalia Army Air Field, Missouri, from "a handful of veterans of the Mediterranean, Pacific and Alaskan area, along with a few aging but dedicated reservists and many raw recruits from all over the U.S.A.", once more the words of Barrow, then a

lieutenant-colonel in the United States Army Air Corps and the group's newly designated commanding officer. Its task was to haul military cargo, transport and drop fighting men from the skies in parachutes and--a relatively new technique--tow material and personnel bearing gliders of canvas and wood piloted by devil-may-care, steel-nerved men. The new group would acquire tools of the "troop carrier" trade -- workhorse C-47 Douglas Skytrain airplanes and CG4A Waco gliders.

Two months after forming in Sedalia, the group was ordered to Alliance, Neb., where outdoor work of any kind proved a wearying battle against the elements and,

in the main, self-defeating. Fortunately, after only two months there, it was sent south to Pope Field at Fort Bragg, North Carolina, where it began training in earnest with troopers of the 13th Airborne Division from nearby Camp Mackall. This was a marriage of convenience arranged by others, marked by day-to-day routine, episodically broken by the more exciting "combat exercise" involving the whole bit--airplane, parachute trooper, glider and glider infantryman.

Things carried on this way for over a year and, according to plan, they resulted in tough, jump-hardened troopers and a flying group honed to razor's edge. As well



Flight crew of Number 107, 349th Troop Carrier Group, at an air show at Love Field, Texas, Dec. 1945.

they might, for at the War Department it had been determined to hold both units as the nation's "Strategic Reserve," kept out of active roles but ready at a moment's notice to go anywhere in the world to fly and fight.

It was a time during which the older C-47 "Skytrains" were replaced by bigger, more powerful C-46 Curtiss "Commando" airplanes and the 349th underwent reorganization brought on by the dispatching of one of its original squadrons to the Southwest Pacific.

To take the place of the 311th, a new 23rd was fashioned out of selected cadres from the other three, complemented by transfers from troop carrier bases throughout the United States.

The year 1944 passed with mounting victories for Allied armies in both theaters. Despite the successes, the 349th and the 13th Airborne continued lock-step training over the farming and forest lands of eastern North Carolina. A major air disaster struck when three planes of the 313th collided during an over-water navigational and "flak familiarization" exercise off the coast and 15 men died. Three training accidents earlier had cost an aircraft each and the lives of seven crewmen and one passenger and serious injury to another.

It was March of 1945 when the 349th, along with the 13th Airborne, shook off its yoke of "strategic Reserve" and was awarded desired overseas orders. An air echelon of 64 C-46 Commando aircraft departed Morrison Field, West Palm Beach, Fla., in March for the United Kingdom. The airplanes had spent, on average, 68 hours in the air, covered approximately 10,000 miles of ocean, jungle, desert and mountain, and all 64 arriving in England safely.

The ground echelon had a more harrowing take to recount. Its troop ship the "Cristobal" had collided with an American tanker in the convoy in mid-ocean, dumping thousand of gallons of fuel oil into the sea around them.

Although members of the tanker's



crew died in the crash, the "Cristobal" itself escaped with only a damaged bow and was able to proceed with its journey. Reformed and sharply fit again, and now part of Ninth Troop Carrier Command, Ninth Air Force, it operated out of Barkston Heath (and later "airstrip A-73") at Roye-Amy, France. Planes of the 349th would lend valuable support to the American Third Army in its dash to the German border and carry out evacuations of "displaced persons" and military wounded to safe havens in France and

England up to and beyond V-E Day.

These fights were not without cost. A plane from the 313th Squadron flew head-into a radar tower in England. All on board died. On the same day

another aircraft, from the 314th, struck the side of a hill while flying low to avoid bad weather, killing four crewmen.

However, it would be unarmed planes of the 349th claiming "first into Norway and Denmark" before war's end, hauling British airborne troops to supervise the disarming of German forces even as Messerschmitt 109s and Focke-Wulf 190 fighter planes buzzed about like some unhappy welcoming committee.

In the tradition of "new kid on the block" the 349th was the first of the troop carrier units in Europe targeted for the Pacific following Germany's surrender. With airplanes and crews directed to the

States for re-outfitting and to pick up new charts, the ground echelon moved from Roye-Amy to a big complex of camps near Rheims where American forces of all ilk, land and air were marshalling for Pacific deployment, there to loll about with the restless rest before moving on to Marseilles and waterborne transport to "somewhere east of Sues."

But a singular event was shaping up halfway around the world that would alter the course of the 349th Troop Carrier Group.

From a lonely atoll in the Pacific a single American bomber lifted off, its target the important Japanese city of Hiroshima, in its bomb bay the single most devastating engine of destruction ever created by the mind and hand of man.

At Rheims, the 349th's orders were changed to read: "Return to the United States for reassignment."

The ground echelon rejoined airplanes and flying crews at their new base at Bergstrom Field, Austin, Texas. Here the men of the line went about their duties as comfortable as an old shoe, keeping airplanes ready for flight. For all practical purpose, their job, both for airplanes and men, was done.

One by one most would leave Bergstrom for separation centers. But, on Sept. 5, 1946 even the last had to bow to the inevitable. The word came down from Headquarters, Third Air Force. Numbered General Order No. 85, it read simply that the 349th Troop Carrier Group was no more.

(Information provided by J.B. Ferrell, a radio operator with the 313th Squadron).



349th Alumni Association

Saturday, Aug. 17
Travis AFB
Conference Center

The cost per person is \$30.00. People interested should call George Best at (831) 724-1413 or e-mail him at geobest@got.net.

Tickets need to be purchased before Aug. 5.

Two 55th APS members share similar beginnings, endings in military life

by TSgt. Bruce Dingman & TSgt. Charles Parker

55th Aerial Port Squadron

The 55th Aerial Port Squadron lost two well-respected noncommissioned officers because of retirement recently. Chief Master Sgt. Edward E. Yotter and Master Sgt. Robert B. Ruesch both took their final farewells at a retirement ceremony held on their behalf.

The 55th APS Commander, Lt. Col. Anthony Jones stated, "both men shall be missed deeply." That was also the theme of most comments made by the 150 plus members present at the ceremony.

Both men started their careers in similar fashion, both men entered the Army, Yotter as a 2nd lieutenant and Ruesch as a private. But in the end they both made the wise choice of finishing their careers with the Air Force Reserve.

Yotter studied at Kansas State University where he participated in the ROTC program and completed ROTC infantry basic at Ft. Riley Kansas in 1962. At age 22 he was commissioned in the United States Army. Yotter served with the Army from October 1964 until his discharge in May of 1966.

He entered the Army Reserve program with a Training company in Kansas. After earning his master of science degree in civil engineering he relocated to California and was assigned to the 916th Field Depot from Sept. 1969 until May of 1974, attaining the rank of captain. Yotter joined the Air Force Reserve in June of 1981 where he was assigned to the 66th Aerial Port Squadron at McClellan AFB, and served there



until the consolidation of the aerial ports in 1992 at which time he became a member of the 55th Aerial Port Squadron.

While assigned to the 55th APS he has been a master of all trades and a mentor to many who have served under him. According to Yotter, "it's the people that I'll miss the most. That's what makes my experience here the most difficult, to leave the people of the 55th APS, they have made it worthwhile." He also stated: "I want to be remembered as Chief Yotter and not Captain Yotter even though I am retired as a captain."

Ruesch's beginnings started when he was drafted into the Army. In 1967, as a sergeant, he had the pleasure of going to Vietnam for 13 months, after which he was discharged. He then started a 14-year career with Lockheed Space and Missiles as a mechanical drafter.

He joined the Air Force Reserve with the 55th APS in 1980. He has served as supervisor of ramp services for the last few years of his career. Ruesch has been a mentor to many of those he has supervised.

According to Technical Sgt. Kirk Vincelet who has served with Ruesch since 1992, "He was someone who was always genuine, honest and true in his dealings with his troops. He always showed concern for your professional life as well as your private life."

"I accomplished a goal, matured along the way and next thing I knew it was time to retire," said Ruesch.

The 55th APS would like to thank these more than proven senior NCOs for their knowledge, dedication to excellence and true selflessness. The squadron wishes Yotter, Ruesch and their families the best for the future. And last but not least a big heart felt thanks for their timeless contributions to the squadron.



How to find an AGR tour

Your temporarily unemployed, have some spare time on your hands...whatever the reason...you have decided you would like to "for a stated period of time," go back to being on active duty.

Another word for this is completing an Active Guard Reserve (AGR) tour. To locate the available tours a reserve member only needs to turn to the Internet.

Located on the Air Force Reserve Command public site is a banner for "Job Opportunities for Participating Reservists." The banner is shown above the picture in middle of the web page.

Once a member clicks on the banner a listing for unit and headquarters AFRC ads are accessible as well as other job opportunities in the command.

Members may also stop by the Military Personnel Flight to review the listing. The MPF is located in Bldg. 239.

www.AFRC.AF.MIL
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Wing announces job openings

UNIT	SERIES	ART	NON-ART	# OF VAC	REMARKS
349 AGS	WG-2610-12	X		1	Electronic Integrated Systems Mechanic
349 AGS	WG-8268-10	X		1	Aircraft Pneudraulic Systems Mechanic
349 AGS	WG-8602-10	X		1	Aircraft Engine Mechanic
349 CRS	WG-8602-10	X		1	Aircraft Engine Mechanic
349 LG	GS-1601-09/11	X		1	Aircraft Maintenance Manager
749 AGS	WG-8852-10	X		2	Aircraft Mechanic
349 AMDS	GS-0301-09	X		1	Supervisory Med Admin Specialist
349 AMDS	GS-0303-07	X		1	Medical Administrative Assistant
79 ARS	GS-2181-14	X		1	Aircraft Operations Officer

The above civil service vacancies are provided by the 349th Mission Support Squadron and will be announced quarterly in the magazine. For more information about these jobs, please call the Travis Civilian Personnel Office at (707) 424-3067. Group POCs are: 1st Lt. Terry Cotter, 349th AMW, (707) 424-3922; Chief Master Sgt. Mark Kloepfel, 349th MDG, (707) 424-7301; Chief Master Sgt. Anne Kohutanycz, 349th SPTG, (707) 424-3861; Master Sgt. Dave Taillon, 349th LG, (707) 424-0715; and Ms. Karen Lobeck, 349th OG, (707) 424-2108.

Wing captures Raincross trophy

349th AMW grabs title as "Best Wing" in 4th Air Force

by Capt. James Wallace

Public Affairs

The 349th Air Mobility Wing won the coveted Raincross Trophy for Best Wing in 4th Air Force Feb. 21.

Col. Jim Rubeor, 349th AMW commander, and Command Chief Master Sergeant Tony Maddux, the wing's command chief, accepted the award on behalf of the wing at the annual 4th Air Force Commanders' Conference banquet, hosted by the Greater Riverside Chamber of Commerce.

"All the wings in 4th Air Force are winners, but one gets to go home with the trophy," said Maj. Gen. James Czekanski, 4th Air Force commander, in announcing the winner.

"It is a great honor to be selected as the best among the 12 great wings of 4th Air Force," said Rubeor upon receiving the award from Czekanski and Lt. Gen. James



Sherrard III, commander of the Air Force Reserve Command.

Some of the 349th AMW's accomplishments include the movement of 27,000 passengers and 52 million pounds of cargo by the Reserve Associate's C-5

crews, and the off-loading of 2.8 million pounds of fuel by the wing's KC-10 crews.

The 349th AMW will hold the title of Best Wing in 4th Air Force until February 2003, when the next winner will be announced.

The GRCC created the award four years ago. Past awards were presented to the 446th Airlift Wing, McChord Air Force Base, Wash., 433rd Airlift Wing, Kelly Air Force Base, Texas, and jointly to 4th Air Force aerial tanker units for their participation in Operation Allied Force in the Balkans.

Prior to the establishment of the Raincross Trophy, the GRCC presented the Riverside Trophy for 15 years to the best wing in 15th Air Force.

Fifteenth Air Force headquarters has since moved to from March ARB, Calif., to Travis.

The award's criteria include 10 measured categories ranging from mission effectiveness to community relations.

Five graduate from funeral honors class

Five members from the 349th Air Mobility Wing graduated from the Honor Guard's Funeral Honors class March 8. Graduation for the individuals is to perform a mock funeral.

"For people who have never seen the

military honors portion of a funeral attending a graduation ceremony is an excellent opportunity to observe," said Tech. Sgt. Jon Saunders.

A military honors class graduates every other month.

The graduates were:

2nd Lt Gregory Swallow, 349th ASTS
 TSgt. Jonathan Casero, 349th ASTS
 TSgt. Marcus Cummings, 349th ASTS
 SSgt. Vera Bonpua, 55th APS
 SSgt. Mark Eger, 55th APS

Ring, ring

Answering the call of duty

by 1st Lt. Dawn Young
Public Affairs

You're sound asleep, and it's 2 a.m. The phone rings and you roll around trying desperately to find the phone, barely able to open your eyes. Sound familiar?

Now it's 2 a.m., the phone rings and you're on duty at Travis as a firefighter. Not only do you need to open your eyes, you need to be able to fight a fire.

For four 349th Air Mobility Wing reservists, activated to active duty under the Presidential Reserve Call-up, that was the call they recently received. The phone call was reporting a housing unit fire.

"The call came in and we were out the door," said Reserve Master Sgt. Steven Wilson, crew chief on engine 6 and a police officer at Napa State Hospital, Department of Mental Health.

The fire was reported through the Law Enforcement desk at 2:12 a.m. Chief-2,

Rescue 2, Engine 6, Engine 8 and Water Tender 16 responded. Upon arrival they discovered "a fully involved structure fire with flames and smoke coming from the kitchen window and door with some extension to the carport area," said Travis Fire Chief Peter Dolan.

One of the first firefighters to reach the front door of the burning home was an activated reservist Senior Airman Damien Garcia. He's a member of Rescue 2, and a full time Paramedic with AMR ambulance. "I believe it was Garcia's first time going through the front door of a fully involved structure fire," said Dolan. "He and his team did an excellent job. All the reservists are well trained and up to speed," he said.

Garcia helped to fight the interior fire and completed a search of the home for victims.

Reserve Staff Sgt. Aldrico Carrigan was first to arrive with additional breathing apparatus and radio batteries. He stayed on-scene assisting other firefighters,

relieving those who needed a break. Master Sgt. Mike Beck stayed at the station to coordinate duties for the recalled firefighters insuring all vehicles in the station were manned. He also coordinated with the On-Scene Commander, sending extra manning and equipment as requested. Beck is a lieutenant with the Waterloo Morada Fire District.

Although the limelight is shining brightly on the four reservists, it takes a team effort to control and extinguish this size of a fire. That team at Travis is made up of civilians, active duty airmen and reservists.

"You can't tell the difference between the team members," said Dolan. "Everyone is a firefighter."

Nineteen 349th reservists have been activated to assist the Travis Fire Department. The fire department has responded to more than 310 emergency responses since the reservists were activated in late October.

Involved in a mishap? Know the proper procedures for reporting

by Master Sgt. Darrell Arrington
Safety Office

Since November 2001, the 349th Air Mobility Wing has experienced an increase in both minor and more serious mishaps, both on and off duty.

In some cases, the 349th Safety Office was not notified until as late as two months after the date of mishap. This practice is unacceptable.

The proper procedures and timeliness are set forth below, and apply if members are activated, on MPA orders, or at home on leave, including 349th civilians on duty.

Civilians must also complete a 60th Air Mobility Wing



Form 141, as well as other appropriate civilian forms, when they are involved in a mishap.

-- When a mishap occurs, it is the supervisor's responsibility to manage the situation by administering first aid to the injured person or by calling 911 for professional medical care if necessary.

-- Call the unit safety representative and the 349th Safety Office within 30 minutes of the mishap or as soon as possible.

-- If a mishap occurs after duty hours

call the 349th Wing Control Center at (707) 424-5678 or DSN 837-5678.

-- Complete a 60th AMW Form 141 and fax or mail it to the 349th Safety Office within 24 hours, fax number (707) 424-1617, DSN 837-1617.

-- If a team or a single member is TDY from Travis, the same procedures apply.

-- While TDY, a member receives a serious injury that causes lost time on the job; the supervisor or team chief should contact the host safety office to perform an investigation of the mishap in coordination with the 349th Safety Office.

If you have any questions, please call (707) 424-2587.



Fate brings ring home after five decades

On the night of Jan. 27, 1945, 2nd Lt. Carlisle Nottingham trudged through waist-deep snow with his fellow prisoners of war on a forced march away from their German prison camp to an uncertain future.

His body numb from the cold and one of his teeth newly chipped from trying to eat a piece of frozen bread, the 24-year-old American navigator reached in his pocket hoping to find warmth in a reminder of his beachside home: his high-school class ring.

But Nottingham's frozen fingers found nothing — the pocket was empty. Immediately he knew he had left the ring in another pair of pants back at the camp. "I thought, 'Well, I'll never see that again,'" said Nottingham.

But through a mysterious gift, the curiosity of a young German, and the miracle of the Internet, the ring and its owner may soon be reunited.

Just before Christmas, a 21-year-old German named Mathias Franke was given a ring by his grandfather, who had served with the Germans in World War II. "This is all I have for you. This ring saved my life," his grandfather told him.

But he would say no more of how exactly the ring saved his life. All Franke knows is that his grandfather bought the ring from an ex-prisoner in 1960 for about 100 German marks — about \$120 in U.S. dollars today.

"(My grandfather) gave me the ring for 'bad times.' (He said) I should sell the ring if I (needed) money," said Franke.

A few weeks later, Franke was hanging out with a friend and her American boyfriend when he noticed the boyfriend wearing a similar ring. The American explained the ring was from his high school, and the year engraved on it was the year he had graduated.



With the information engraved inside his ring, Franke thought he might be able to track down the owner.

The ring had "Cape Charles High School" and "1937" engraved on it. Franke searched on the Internet for Cape Charles High School and discovered the school had been located on Virginia's Eastern Shore, but had closed in 1987. Undaunted, Franke decided to write Cela Burge, the contact listed on a Web site dedicated to the town of Cape Charles.

As the town manager for the 1,100 people living there, Burge receives all of the questions that are sent to the town's Web site.

"I got a ring from my grandfather. A golden one," Franke wrote, adding the ring was topped with a blue stone and, "inside the ring was written CLN."

Burge, fascinated by the story, looked up the records for the school's class of 1937. The class had only 12 members, and only one with the initials C.L.N.: Carlisle L. Nottingham.

Unsure if Nottingham was even still alive, Burge picked up the phone book, looked under the N's, and there he was: Nottingham, Carlisle.

When Burge called Nottingham, he was shocked. From the description Nottingham knew the ring was his.

He shared with Burge the circumstances leading up to the loss of the ring more than 50 years before.

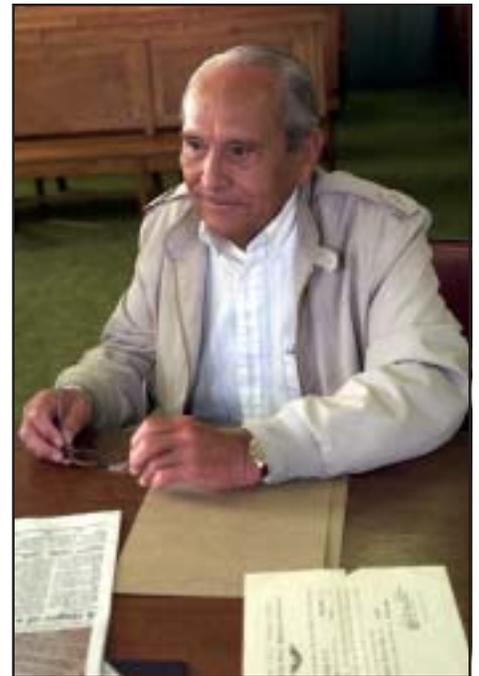
He was studying medicine at the University of Virginia when the attack on Pearl Harbor prompted him to join the Army Air Forces. "I wanted to fly," he said.

Nottingham learned to fly B-17 and made bombing runs out of Polebrook Air Field, England. After a mission over Germany on May 14, 1943, an enemy plane shot down Nottingham and his crewmembers near Belgium's shore.

"They got a lucky hit," Nottingham said. "We could see the white cliffs of Dover (in England) when we went down."

The airmen were interned in a POW camp called Stalag Luft III near the border of Germany and Poland.

On Jan. 27, 1945, while the prisoners of Stalag Luft III's American camp watched a play called "You Can't Take It With You," an announcement came telling everyone in



Carlisle Nottingham: An airman and a prisoner of war during World War II, recounts how he lost his class ring. Fifty years later, a young German contacted him saying he had found the ring. (Photos by Staff Sgt. Brendan Kavanaugh)

the camp to be at the gate in 30 minutes. The Russians were approaching, and the Germans wanted to move everyone quickly.

The POWs marched more than 15 miles in near-zero temperatures and rode packed together in boxcars before ending up at another camp, Stalag VIIA in Moosburg, Germany.

Gen. George Patton and his troops finally liberated Nottingham and the other prisoners April 29, 1945.

"He walked right next to me," said Nottingham. "I could see his pearl-handled pistols."

When Nottingham finished telling Burge his story, she gave him the e-mail address for 21-year-old Franke, who holds the ring in Berlin.

The three talk often and now are trying to find a way to get Nottingham back to Germany to meet Franke and retrieve his ring.

"For it to turn up like this is real amazing, and the fact that he wants to give it back to me," said Nottingham, who still has the chipped tooth to remind him of the night he lost the ring. (Courtesy ACCNS)

PROMOTIONS



Chief Master Sergeant

Andreas M. Huff, 312th AS
Randall E. Wilson, 45th APS



Senior Master Sergeant

Joe M. Annon, 349th CES
Douglas W. Gilman, 349th CES
Kelsie R. Kammerer, 45th APS
Patrice R. Thomason, 349th EMS



Master Sergeant

Philip L. Braverman, 45th APS
Loren F. C. Nickell, 349th LSS
Ernie J. O'Connor, 349th ASTS
Randi J. Russell, 55th APS
Gregory J. Weicher, 349th ASTS
Wendi J. Tyler-Zimmerman, 45th APS



Technical Sergeant

Derrick Adkins, 349th SFS
David A. Albaugh, Jr., 349th MDS
Ronald D. Anderson, 49th AGS
Michael D. Anspaugh, 312th AS
Alberto M. Aranda, 349th CRS
Colin C. Baldwin, 349th EMS
Errol G. Buni, 349th AGS
Darrell G. J. Carbullido, 349th CRS

Neil J. Cervenka, 349th SFS
Rafael A. Chacon, 349th AGS
Amelia L. Cinco, 349th CS
James Griffin, 749th AGS
Susan K. Lofton, 349th MAS
Martin G. Maxwell, 45th APS
Sharon E. Robison, 79th ARS
Raul F. Roux, 349th EMS
Danny W. Rue, 749th AGS
Mindy R. Runyan, 45th APS
Geneva A. Smith, 749th AGS
Brian M. Sullivan, 349th CRS
Kimberly A. Tankersley, 349th MDS
David J. Walsh, 312th AS
Felisa F. Wieser, 349th AES



Staff Sergeant

Anthony R. Alvarado, 349th AGS
Adam B. Beaty, 749th AGS



Senior Airman

Anthony M. Bernardo, 45th APS
Christopher S. Buerger, 349th CES
Stacey D. Jackson, 349th SFS
Roan E. Niduaza, 349th ASTS
Casey J. Sharp, 349th AGS
Wayne A. Soder, 312th AS



Airman

Richard B. Uline, 349th CS
Valerie E. Gibbs, 349th ASTS

Maintenance Award Winners

Master Sgt. James M. Vannostrand
749th Aircraft Generation Squadron
Senior Noncommissioned Officer of the Quarter

Technical Sgt. Sheri L. Thompson
749th Aircraft Generation Squadron
Noncommissioned Officer of the Quarter

Senior Airman Oriana S. Terheyden
349th Aircraft Generation Squadron
Airman of the Quarter

(1st Quarter 2002)

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