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Cover Shot: Chief Master Sgt. Tim Sowder, an air traffic controller with the N.H. Air Guard, talks to a military reporter on the airfield of Toussaint L'Ouverture International Airport in Port-au-Prince, Haiti, in early February. Sowder is one of eight airmen from the 260th Air Traffic Control Squadron deployed to Haiti in the aftermath of a devastating Jan. 12 earthquake. More than 12,000 U.S. military personnel have been part of a global relief effort. Photo: Courtesy of KYNG-PA



<https://www.nh.ngb.army.mil>

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From left, Sgts. Robert Mingola and Jeffrey Jordan pull Sgt. William White to a decontamination tent during a simulated drill for the 12th Civil Support Team at the NHNG Regional Training Institute in Center Strafford in September 2009. Photo: Lori Duff, NHNG-PA

12th Civil Support Team plays crucial role in holiday **ANTHRAX** case

By Maj. Greg Heilshorn, State PAO

For the first time since it was certified, New Hampshire's 12th Civil Support Team responded to a real-world CBRNE incident, playing a crucial role in the identification of a potentially lethal strain of anthrax found at the University of New Hampshire's Durham campus over the Christmas 2009 weekend.

Countless days of training paid off for the specialized N.H. National Guard unit when, in cooperation with state and federal authorities, it detected traces of gastrointestinal anthrax at the United Campus Ministry Center.

"The whole team was fantastic," said Rick Barry of the N.H. Department of Environmental Services. "Their training and expertise with biological agents was invaluable."

The 12th CST provided on-scene support, including entry teams, a mobile lab and decontamination operations. Working with the Seacoast Hazardous Material Team, it collected 46 samples from African drums used inside the center.

Two samples yielded positive results. A third positive sample came from an electrical outlet.

"It's a challenge to keep your guys sharp and ready because the odds of getting a call like this are so small," said Maj. Erik Fessenden, commander of the 12th CST. "That's why we've pushed a heavy training operations tempo. Most of our call-outs are for communications support during state activations for storms or extra security at major events like NASCAR."

State emergency officials alerted the team on Christmas morning after a woman, who was part of a drumming circle at the ministry, tested positive for GI anthrax two weeks earlier. They believed she may have swallowed spores propelled into the air during a drumming session held Dec. 4.

The drums became a focus of the state's initial investigation because of two previous cases of anthrax infection in New York City in 2006 and Connecticut in 2007. Both originated from contaminated animal hides used on African drums, according to state health officials.

There are three types of anthrax infection: inhalation affecting the lungs,

cutaneous affecting the skin and gastrointestinal affecting the digestive tract, according to the Centers for Disease Control. Infection from natural sources such as animal skins, soil or contaminated meat is rare in developed countries, but occurs regularly in poor nations. It is not transmitted from person to person.

The last cases of anthrax in New Hampshire involved employees at a textile mill in Manchester in 1957. Four people died as a result of contaminated goat hair shipped from Pakistan which was used to produce the inner lining of men's suits.

GI anthrax is so rare in the U.S. that there had been no confirmed clinical cases reported to public health authorities, the CDC said.

"No one expected positive results," Fessenden said. "It surprised all of us."

Later tests showed the samples found in the ministry matched those found in the woman, a key piece of evidence for state and public health officials who are still working to decipher the strain's origin.

The 12th CST, comprising 22 citizen-soldiers and -airmen, was certified in 2005 and was among the last group of U.S. states and territories to field one. There are 55 CSTs mandated by a 1998 executive order to respond to the use of weapons



Sgt. Kevin Harvey, a member of the 12th CST, takes a reading in a barracks room during a simulated drill at the RTI in Center Stafford in September 2009. Photo: Lori Duff, NHNG-PA

of mass destruction and to support first responders during a CBRNE (chemical, biological, radiological, nuclear, or high explosive) incident.

Barry, who has worked in DES for 31 years and was the on-site coordinator at



Staff Sgt. Lyndsey Fleming, a member of the 12th CST, oversees decontamination operations during a simulated drill at the RTI in Center Stafford in September 2009. Photo: Lori Duff, NHNG-PA



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Durham, said that without a civil support team, the state would have had to use private contractors.

“Having the team gives us the ability to mobilize quickly,” he said. “It helped us speed things up and get results faster.”

The 12th CST was also able to send a small “strike force” or five-man team to the woman’s home in Barrington, where they collected samples.

“We were able to run two scenes at one time,” Fessenden said. “We’ve trained for that scenario a lot.”

As for the holiday interruption, Fessenden said the first members of his unit reported two hours early at 3 a.m. on Dec. 26. The team was on site by 5:30 a.m. The mission at Durham ended three days later, just in time for the 12th CST to assist the state on a nor’easter that never materialized.

“We were already on call,” Fessenden said. ♦



From left, Master Sgt. Eddie Acres and Sgt. 1st Class Ed Demurs treat Sgt. William White during a simulated drill for the 12th CST held at the NHNG RTI in Center Strafford in September 2009. Photo: Lori Duff, NHNG-PA

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Staff Sgt. Kent Johnson of C Battery, 3/197th FA, a student in the NHNG Army Basic Instructor Course, prepares to clear a building at the Regional Training Institute in Center Strafford last fall. Photo: Courtesy of Staff Sgt. Jonathan Hilyard, NHARNG

Becoming a better instructor

A perspective by Sgt. 1st Class David Demontigny

I am entering a simulated Iraqi village with a squad of 15 persons behind me. We hear faintly in the distance some sort of Islamic chanting and music. As we get close to the center of the village, we can see villagers of “Englpatri” going about their business. Trash litters the ground.

Suddenly, a radical Taliban soldier opens fire on us, and we quickly take cover. I am being bombarded with paint balls. People are yelling and screaming. My squad is starting to disperse too far away from me to hear my commands, and the rounds keep coming at us. Chickens are running around, squawking and flapping their wings. We continue this simulation for what seems like hours; then, finally, the action stops.

The instructor, Staff Sgt. Kent Johnson, created the scenario, incorporating what we call the contemporary operating environment, or COE, to add as much realism as possible, short of actual bullets. He begins to conduct his after-actions review, and we prepare for the next phase of instruction.

Don't confuse this with mobilization training or warrior tasks. We are students in the first Army Basic Instructor Course in the New Hampshire Army National Guard.

From August to October 2009, I was an Army Basic Instructor candidate at the New Hampshire National Guard Training Site in Center Strafford. Prior to attending the course, I had many mentors who attended the Total Army Instructor Course in the past. I always wanted to attend but never took advantage of the opportunity to do so until this stage in my career.

My intent for attending the course was to become a better briefer.

I have given countless briefings on many subjects, but I always thought I was lacking something. Knowing the importance of my job, I wanted to ensure that I was being understood and interpreted by my audience in the best possible manner.

The course instructors, Staff Sgts. Jonathan Hilyard and Michael Levesque, are both seasoned noncommissioned officers who are very talented at their craft. They gave us a choice of common tasks to instruct. I decided to take the Code of Conduct.

I knew absolutely nothing about the subject at the time, but assured myself I would learn everything I could. Part of the requirement was to complete one 20-minute presentation (with PowerPoint), one 40-minute presentation with a practical exercise, and finally, a 50-minute presentation incorporating a practical exercise and an exam.

After I made my choice, I immediately wondered if I had made a terrible mistake. Most of my classmates chose subjects that, frankly, they were experts in.

Code of Conduct is a very dry subject to instruct. In addition to knowing the material, you have to develop a motivator, learning objective, safety requirements, risk assessment, environmental considerations and an evaluation process. In other words, an Army lesson plan.

I muddled through the 20-minute presentation, and afterward realized that I could add more to the next presentation. But how do I do the whole presentation in the 40 minutes allotted and include a practical exercise? I asked my instructor, and we discussed my concerns. He gave me some ideas, but basically, it was left up to me to figure out a way.

I forced myself to incorporate all the requirements expected within double the time span. I tend to talk rather fast, so I was consciously able to slow down and do the briefing and practical exercise in roughly 34 minutes. How was I going to fill those six minutes, let alone a 50-minute brief for the next phase of the course?

I spent a great deal of time fine-tuning the presentation and the practical exercise. For the examination phase, I got the bright idea to use the MOUT – military operations in urban terrain – site at the NHRTI.

While up late one night working on my presentation and lesson plan, I looked at my cup of coffee and stared at the words “New England Patriots” written on the cup. I made up the word “Englpatri,” which the instructors used for the name of the village for our examination phase.

I coordinated enemy uniforms with Ron Nash, who oversees the print shop in Concord and also runs an Army/Navy surplus store. I signed out a GSA vehicle, recorded Arabic music to a CD, wrote an elaborate script for the role players, and created a flag for my make-believe village of “Englpatri.”

Little did I know that while I was “secretly” making my plan for a kick-ass examination phase, my classmates were doing the same. Johnson coordinated a paintball team to provide us weapons and paintballs; Sgt. 1st Class Walter Dellinger

collected enough handcuffs to lock up a gun battery, and Officer Candidate Michelle Warren and Staff Sgt. Matthew Stohler mixed up enough fake blood to supply the next installment of the “Saw” movie series. Staff Sgt. Carl Contrino coordinated and designed a challenging surveillance course that would put our eyes to the test.

After we all completed the practical exercise phase, we moved into our examination phase.

We incorporated all the tasks we had learned. I finally began to realize that part of this course was to instruct us on tasks that we would use in a real-world situation. We started on surveillance without the use of electronic devices, then moved to setting up hasty firing positions, treating casualties on the battlefield, searching detainees, and finally, Code of Conduct.

With the assistance of OCS candidates and other good-hearted volunteers, I was able to capture my classmates, bring them to a prisoner holding area and subject them to interrogation to see if they would abide by the Code of Conduct.

In the end, I learned that the ABIC was not just about putting together a PowerPoint presentation and trying to keep the audience awake during a brief. It incorporated all aspects of instruction using COE as the foundation.

Today's warriors must be trained to deal with current threats. Using the tools that we learned as students during the ABIC, we were able to achieve our objective.

We had good instructors and staff who are dedicated to this course. I owe them a debt of gratitude for helping us reach our potential. I recommend that up-and-coming E-5s and E-6s attend this course. It will challenge you in ways you never thought. I am a better briefer now, and ultimately a better soldier.

Incidentally, no chickens were harmed during this exercise. They were returned to their rightful owner, minus a few feathers. ♦

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Hutchinson assumes command of Wing



By 1st Lt. Sherri Pierce, 157 ARW PAO

NEWINGTON – Members of the 157th Air Refueling Wing and the 64th Air Refueling Squadron stood in formation to witness the Wing change command from Col. Richard Martell to Col. Paul Hutchinson Jan. 9 at Pease Air National Guard Base.

“Today I stand before you humbled and proud to be before such a gathering of fine, outstanding Americans,” said Hutchinson. “You are truly the best of the best – citizen soldiers who daily bring their passions and innovation to the organization to make this country great. You have my utmost respect and admiration.”

As his first official act as the new Wing commander, Hutchinson presented the Wing flag to Martell, who commanded the Wing for eight and a half years. “This flag represents our heritage and our tradition, and it is a symbol of our history and our future,” said Hutchinson.

Martell embraced the flag. “This day is not about me,” he said. “This day is about meeting your new leader and listening to his vision on where he is going to take the Wing.”

Hutchinson brings with him 26 years of military service and almost 20 years as a civilian pilot. He joined the Air Force in 1981 and joined the New Hampshire Air National Guard in 1999, where he has served in roles of increasing responsibility including a Standardization Evaluation



From left, Brig. Gen. Mark Sears, commander of the NHANG, presents the 157th Air Refueling Wing guidon to Col. Paul Hutchinson during a change of command ceremony at Pease Air National Guard Base Jan. 9. Hutchinson succeeded Col. Richard Martell as the Wing’s 11th commander.

Photo: Staff Sgt. Curtis Lenz, 157th ARW-PA

Pilot, 133rd Air Refueling Squadron Commander and 157th Operations Group Commander.

Hutchinson applauded the Wing for its past achievements and spoke about the possibilities ahead.

“Through the hard work of the people here, we have earned accolades nationally and internationally both from civilian leaders and military leaders,” he said. “Our future here at the 157th is bright.”

The change of command ceremony was the 11th in the 63-year history of Pease as a flying organization.

Martell became Wing commander June 10, 2001. Shortly after he assumed command, the world and, consequently, the Wing changed with the events of Sept. 11. The Wing began operating 24 hours a day, seven days a week and has not stopped since.

“You and I have been through a lot,” Martell said, “9/11, deployments, state activations. We have celebrated successes, and we have mourned deaths.”

During his tenure, the Wing earned four Air Force Outstanding Unit Awards and, most recently, the first Air Mobility Command Outstanding Air National Guard Unit Award.

For his exceptional leadership, Martell was presented with the New Hampshire National Guard Commendation Medal first oak leaf cluster.

“I proudly relinquish command of the best Air National Guard Wing in the country,” Martell said. ♦



Col. Richard Martell walks through a ceremonial cordon during the annual Commander’s Call at Pease Air National Guard Base Dec. 6, 2009. Martell, the wing commander since 2001, was succeeded by Col. Paul Hutchinson in January. Photo: Staff Sgt. Curtis Lenz, 157th ARW-PA

238th MEDEVAC provides necessary lift to Iraqis

Stories and photos by Spc. Karin Leach 114th PAD

Editor's note: Leach covered the 238th while she was deployed with the 114th PAD.

AL KUT, Iraq – It was already night when the Black Hawk crew finished their day, sending loose desert sand off into the air as they gently landed on the gravel.

The Company C, 3/238th Aviation (MEDEVAC), unit out of Concord is deployed between Tallil, Al Kut, and Contingency Operating Base Garry Owen in Iraq. The group functions as an air ambulance unit, responding to medical evacuation calls needing a helicopter to get patients to a medical facility quickly.

The unit arrived in Iraq in early November, and the need for its presence has been evident right along.

“Last month we helped three Iraqis in a car accident,” said Spc. Aaron DeAngelis, a crew chief. “They would have died if

we weren't here. There's no air ambulance in Iraq. It's just us.”

The MEDEVAC team is stationed on three different areas of Iraq, and is a joint unit combining soldiers from the N.H. and Michigan National Guards.

“It's been a lot of fun getting to know a lot of these guys. I wish I could take some of them home with me,” said Spc. Andy Weis, a crew chief from Grand Rapids, Mich.

Though many in the aviation unit haven't been deployed before, this is Capt. Jay Richards second tour to Iraq as a pilot.

“My first tour to Iraq was busier than this one, more [improvised explosive device] wounds and gunshot wounds,” said Richards, a team leader. “As the nation has gotten more stable, the injuries are less severe and more routine. With the drawdown, we're doing less, so there aren't as many casualties. On top of that, the Iraqis are doing more to advance the security, making it safer overall.”



With four kids at home, Sgt. Steve Couture misses his family, but is happy to be helping.

“This mission’s great, I’m here to get people help,” said Couture, a flight operations noncommissioned officer. “It’s good when you can sit back and know that you did your job and helped. I’m thankful when there’s nothing to do, though; it means nobody is getting hurt. I do miss my family, though. I can’t wait to have my Dunkin Donuts date with my wife, wrestle with the kids and go driving with my oldest daughter. I’m really looking forward to seeing my family.”

Whether the sun is setting or rising, the MEDEVAC Company is always prepared to help anyone asking for assistance.

“In my heart of hearts I know we are providing a necessary service,” said Warrant Officer Emily Leclair, one of the unit’s newest pilots. “Even if we were here the whole year, and only one person was injured, and we took them to the hospital to help them to get stable, that’s worth it to me.” ❖



Spc. Aaron DeAngelis exceeds expectations as a crew chief for the 238th MEDEVAC Company, which is deployed in Iraq.

Young crew chief exceeds expectations

With cat-like movements the specialist climbed up the tail of a Black Hawk helicopter to inspect the tail rotor, hardly noticing the distance from the ground.

Spc. Aaron DeAngelis graduated from Concord High School in 2007 and shipped off to basic training a month later to become a maintenance technician for Black Hawks.

DeAngelis deployed last year with Company C, 3/238th Aviation (MEDEVAC), out of Concord. The group functions as an air ambulance unit at three locations – Tallil, Al Kut and Contingency Operation Base Garry Owen.

In Sgt. Carey Atkins’ opinion, DeAngelis shows a higher level of responsibility than his specialist rank.

“He’s one of the newest members of the unit,” Atkins, a crew chief from Lynn, Mass., said. “There’s no school to teach someone how to be a crew chief. Normally someone has six years just in maintenance, and then they are trained as a crew chief. He’s only had a few months. He’s a very fast learner. He’s taken on as much responsibility as a sergeant first class might have, and he’s been exceptional at it.”

DeAngelis misses home, but mostly tries to focus on the mission and remember its importance.

“I don’t think about missing home too much because we are needed here,” DeAngelis said. “Last month, we helped three Iraqis in a car accident. They would have died if we weren’t here. There’s no air ambulance in Iraq. It’s just us.”

DeAngelis has surpassed the expectations of Atkins and gone above and beyond his job’s realm.

“He’s learning medicine as a side hobby to help the medics whenever he can,” Atkins said. “He is the go-to guy for maintenance and a big part of this team. Even among experienced crew chiefs, he’s one of the best.”

DeAngelis feels the job is rewarding and vital no matter who the passenger is or the condition they are in.

“I get to help people who are hurt get to where they need to go, and challenge myself to keep my aircraft flying with limited resources,” he said. “We’re saving lives. We’ll fly anybody: U.S. soldiers, foreign contractors and Iraqi citizens. Our MEDEVAC mission is vital, whether we’re at war or peace.”

After DeAngelis did the preliminary checks on the Black Hawk, he hopped inside the aircraft, ready to help however he could while responding to the next call. ❖



A crew from the 238th MEDEVAC Company departs Al Kut, Iraq for a mission Jan. 14. The unit is deployed between Al Kut, Tallil, and COB Owen.

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Sergeant acts as personal azimuth

Maps, radios and computer monitors grace the normal work area of Sgt. Steve Couture, helping him get the proper Black Hawk MEDEVAC mission information.

"The crews come in and we check out equipment to them," said Couture, a flight operations noncommissioned officer. We also get the basic information for the missions being called in. We'll get the first five lines of the nine-line: location, frequency, precedence, special equipment needed and number of patients."

Couture is deployed with the Company C, 3/238th Aviation (MEDEVAC) unit out of Concord. The unit is stationed between Tallil, Al Kut and Contingency Operating Base Garry Owen in Iraq. The group functions as an air ambulance unit, responding to medical evacuation calls needing a helicopter to get patients to a medical facility quickly.

Capt. Jay Richards, a team leader, thoroughly enjoys working with Couture and believes him to be a great asset to the team.

"Sgt. Couture is one of the most mature and professional soldiers we have," said Richards. "We rely very heavily on him and he is very dependable. I like to think of him as my mini first sergeant."

Couture has already served once in Iraq and can see the positive changes.

"The fact we don't have missions all the time shows the progress the country has made," said Couture. "They are becoming more stabilized and the violence has gone down so the need for us to be out there is less. We have a support role for those guys going outside the wire. We are here for anyone putting themselves in danger, even the Iraqis."

With four kids at home, Couture misses his family, but is happy to be helping.

"This mission's great, I'm here to get people help," said Couture. "It's good when you can sit back and know that you did your job and helped. I'm thankful when there's nothing to do, though; it means nobody is getting hurt. I do miss my family, though. I can't wait to have my Dunkin Donuts date with my wife, wrestle with the kids and go driving with my oldest daughter; I'm really looking forward to seeing my family." ♦



Sgt. Steve Couture tracks a flight for the 238th MEDEVAC Company Jan. 14 in Iraq.

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Combat controllers from the 23rd Special Tactics Squadron, Hurlburt Field, Fla., talk to aircraft circling the Toussaint L'Ouverture International Airport in Port-au-Prince, Haiti, Jan. 23. In the initial days of Operation Unified Response, air operations were similar to the Berlin Airlift with aircraft landing every five minutes. Photo: Staff Sgt. Desiree N. Palacios, U.S. Air Force

Overseeing the world's busiest runway

By Maj. Greg Heilshorn, State PAO

PORT-AU-PRINCE, Haiti – Imagine fighting a three-alarm fire all day and you might begin to appreciate what it's like for eight N.H. Guardsmen working air traffic control at the most congested runway in the world.

That's how Chief Master Sgt. Tim Sowder described his crew's busiest 12-hour shift at the Toussaint L'Ouverture International Airport in Port-au-Prince, Haiti, when they handled 572 operations.

Before a magnitude-7 earthquake leveled the Caribbean nation of 9.7 million people Jan. 12, the one-runway airport averaged 15 flights a day. Since then, it has averaged 200 a day. More than 230,000 people were killed, and millions left homeless, triggering a global humanitarian relief effort that overnight turned

the airfield into a massive staging area for rescue and medical personnel.

"I've worked in Boston (as a civilian air traffic controller) when it has gotten as busy as this, but not for that long a period – from sunrise to sunset," Sowder said. "Speaking for my controllers, they have never experienced that before."

Since arriving in Haiti at the end of January, airmen from the 157th Air Refueling Wing's 260th Air Traffic Control Squadron have been part of an all-National Guard contingent that volunteered to help the country reestablish airport operations for what was at first the only way to move supplies into the country. They expected to be there through March.

A month into the mobilization, Sowder explained by phone that the Guardsmen, who include controllers from Pennsylvania,

South Carolina and Mississippi, have shown extraordinary composure.

"It's not that we are wired differently," said Staff Sgt. Eric Stephens. "We train for this. We are prepared for it. You put aside all the outside distractions and focus on the task at hand."

When they inherited operations from a team of combat controllers landing planes from a fold-out table, Stephens said they were working 12-hour shifts, six days a week. By law, they are required to take one day off every six days on.

"It's been a phenomenal amount of traffic," Stephens said. During one chaotic stretch, they had 30 aircraft waiting to land. "The complexity and density of the traffic is unheard of. I was told it's like working at O'Hare in Chicago."

At any given time, there are three controllers talking to the pilots, and one supervisor assisting, Sowder said. They have encountered every type of aircraft, from single engine tail draggers to 777s. And one that had to be jump-started by a truck.

“A few times we had to break off aircraft at the last minute because another aircraft was taxiing too slow or did not understand our instructions,” Sowder said.

With aircraft coming from all over the world, dialogue between pilot and controller was a challenge. “We’ve had Brazilians, Venezuelans, Russians, French and Italians. The Canadians we could understand fine,” Sowder said. “It was difficult at first, but after a while you get used to it. We got used to their voices, and they got used to ours.”

Their control tower is a 44-foot, retrofitted camper provided by the Federal Aviation Administration and last used after Hurricane Katrina. On the airfield, it could be mistaken for an abandoned construction-site dining cart if not for the “FAA Haiti Relief” decals lining its aluminum exterior and the placards bolted



The FAA loads a mobile air traffic control tower aboard a Russian Antonov An-124 at Homestead Air Base en route to Haiti Jan. 21. The tower is being used at Toussaint L'Ouverture International Airport in Port-au-Prince, Haiti, in the aftermath of a Jan. 12 earthquake that killed more than 230,000 people and left millions homeless. Photo: Tim Norton, U.S. Air Force

to the doors warning an uninvited guest that their interruption could have fatal consequences.

After a shift, they walk about a mile across the airfield to a tent, which serves

as their living quarters. A generator doubles as a table where the airmen can unwind and discuss the day's events, said



The pilot of a small helicopter receives guidance from an FAA mobile air traffic control tower at the Toussaint L'Ouverture International Airport in Port-au-Prince, Haiti, in early February. Eight airmen from the NHANG's 260th ATC are helping to run air operations there in the aftermath of a devastating earthquake. Photo: Courtesy of KYNG-PA

Sowder. With no dining facilities, they have been eating MREs – Meals, Ready to Eat, the U.S. military’s prepackaged, 1,200-calorie field ration.

At first there were no showers or air-conditioning, Sowder said. “Last week we got hot water and were able to receive mail.” Some thoughtful pilots delivered treats such as bacon cheeseburgers and a birthday cake.

They don’t miss the cold weather in New Hampshire, complaining little about a relentless sun and a bivouac teeming with tarantulas. The daily aftershocks are not as bothersome.

“More quakes last night, another morning in paradise,” Stephens wrote Feb. 23 on his Facebook page. “I feel for the people here, though, can’t imagine



From left, Chief Master Sgt. Tim Sowder, Master Sgt. Rich Reed and Senior Master Sgt. Al Orsini, all from the NHANG’s 260th ATC, work a shift in a mobile control tower at the Toussaint L’Ouverture International Airport in Port-au-Prince, Haiti, Feb. 1. Reginald Bailey (standing) receives familiarization instruction.
Photo: Tech. Sgt. Larry Carpenter Jr., U.S. Air Force

Before a magnitude-7 earthquake leveled the Caribbean nation of 9.7 million people Jan. 12, 2010, the one-runway airport averaged 15 flights a day. Since then, it has averaged nearly 200 a day.



A large military transport aircraft prepares to land at the Toussaint L’Ouverture International Airport in Port-au-Prince, Haiti, in late January. Photo: Courtesy of KYNG-PA



Airplanes wait to be unloaded in support of earthquake relief efforts at the Port-au-Prince, Haiti, airport, Jan. 17. Port-au-Prince was hit by a devastating magnitude-7 earthquake Jan. 12. Photo: Petty Officer 2nd Class Justin Stumberg, U.S. Navy

the emotions that must get stirred up in them when the ground shakes.”

Since the main seaport became fully operational, traffic at the airport has leveled off, Stephens said. The addition of five Australian controllers has allowed for eight-hour rotations. And each week, Haitians take over more of the day-to-day operations.

“It’s much more relaxed,” said Sowder, who had a chance to travel outside the airport. “It was very enlightening to see all the destruction and how poor the Haitians are. They are a very resilient people.”

Sowder and others have also spent some of their down time helping in a 240-bed hospital opened by the University of Miami on the edge of the airport.

“We want to do more,” he said, as if safely guiding hundreds of aircraft loaded with critical aid is not enough for a day’s work. ❖



Nadia Adma, a Haitian air traffic controller, receives instruction during the transition of operations at Toussaint L’Ouverture International Airport in Port-au-Prince, Haiti, Feb. 17.

Photo: Tech. Sgt. Larry Carpenter Jr., JTF Port Operations- PA

HAITI in Ruins

A collection of images from U.S. military photographers in the aftermath of the country's devastating Jan. 12 earthquake. More than 12,000 U.S. military personnel deployed to Haiti as part of Operation Unified Response.



Makeshift shelters were erected in open locations throughout the devastation in downtown Port-au-Prince, Haiti, following a magnitude-7 earthquake Jan. 12. Photo: Master Sgt. Jeremy Lock, U.S. Air Force



A local woman helps choose recipients from a crowd of thousands gathered in hopes of receiving food and water from a forward operating base run by the 82nd Airborne Division's 1st Squadron, 73rd Cavalry Regiment in Port-au-Prince, Haiti, Jan. 18. Women and children are selected first. The local Haitians choose who goes through the line and manage the distribution, while the soldiers help secure the line and maintain order. Photo: Fred Baker III, DOD



Two boys peek through a hole in a cement wall at the Center International Academic School. Several U.S., international military and non-governmental agencies conducted humanitarian and disaster relief operations as part of Operation Unified Response after a magnitude-7 earthquake caused severe damage in and around Port-au-Prince, Haiti, Jan. 12. Photo: Chief Mass Communications Specialist Robert Fluegel, U.S. Navy



Reporters interview Sarla Chand, 66, of New Jersey after she was pulled from the rubble of the Montana Hotel in Port-au-Prince, Haiti, Jan. 14. Chand spent more than 50 hours in the debris before French relief workers pulled her to safety. Photo: Petty Officer 1st Class Chad McNeeley, U.S. Navy

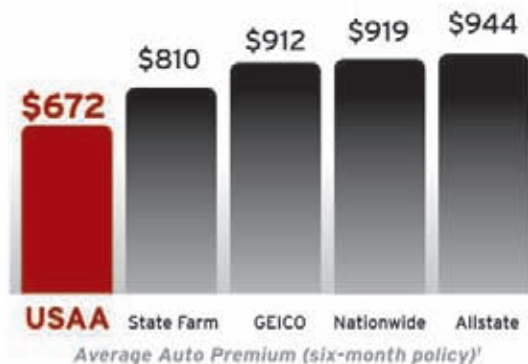


Haitian citizens wait for humanitarian aid to be air dropped and distributed by members of the United Nations Jan. 21 in Mirebalais, Haiti. Defense Department assets were deployed to assist in the Haiti relief effort following a magnitude-7 earthquake that struck the country Jan. 12. Photo: Tech. Sgt. James Harper Jr., U.S. Air Force



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Burritt honored for four decades of service



Christine Burritt receives an award from Maj. Gen. William Reddel, the Adjutant General of the N.H. National Guard, during a retirement ceremony for her husband, Brig. Gen. Stephen Burritt, at the Joint Force Headquarters in Concord March 7.

*Story and photo by
Maj. Greg Heilshorn, State PAO*

CONCORD – As a college senior, Stephen Burritt realized he was going into the military one way or another.

It was 1972. The Vietnam War was three years away from ending. Men were still being drafted into the armed forces, and Burritt had drawn a lottery number of eight.

“I was faced with a decision on how to serve this nation, and I chose the Guard,” he said.

Thirty-eight years later, Brig. Gen. Burritt recalled the precise moment before 200 family and friends during his retirement ceremony March 7 in Assembly Hall.

“We had a very unique basic training company made up of draftees, Guard and Reserve soldiers and a group from the court system who chose the military over jail,” said Burritt, whose military career began as a fire direction control specialist with 1st Battalion, 172nd Field Artillery and ended as the commander of the N.H. Army National Guard. “This was a very different time in our country. It was not the best time for the United

States Army. Today’s Army is made up of all volunteers, no draftees and no one from the court system. We are a much better and stronger Army.”

The occasion also marked a change in leadership as Col. Craig Bennett assumed command of the N.H. Army Guard, a position Burritt held since July 2006.

Bennett had been serving as Burritt’s Staff Judge Advocate.

“To define (Burritt’s) character, shortly after news had broken that I’d be taking over this position of command, he came to me and said, ‘I’ll do everything I can to make sure we have a seamless transition,’” Bennett told the gathering. “That’s what defines this change of command. That’s what defines this man’s character.”

Burritt served in a variety of leadership positions to include his last assignment as the senior officer in the N.H. Army National Guard. Under his watch, the N.H. Army Guard responded to natural disasters including Hurricane Katrina, severe flooding in the state and the 2008 ice storm. He also guided the organization through a two-year modernization process while deploying troops

in support of Operations Iraqi and Enduring Freedom.

Burritt thanked a number of close friends for their mentorship throughout his military career. He singled-out his wife Christine, his “battle buddy,” as his most trusted advisor.

“I could always count on you for help, support and encouragement,” he told her. “I wouldn’t be here today without you.”

As the incoming commander, Bennett said he would focus on upgrading facilities, seeking new missions for the N.H. Army Guard and establishing a vigorous professional development program.

Bennett has more than seven years of active duty experience with multiple JAG assignments overseas and domestically. He served in Iraq for 13 months with the 304th Civil Affairs Brigade in support of the 1st Marine Division in Hillah and the 82nd Airborne Division in Ramadi.

His commander’s intent, he said, will reflect the input of junior soldiers.

“If you don’t understand your soldiers at the lowest level, you don’t get it,” Bennett said. “You don’t understand the essence of leadership.” ♦



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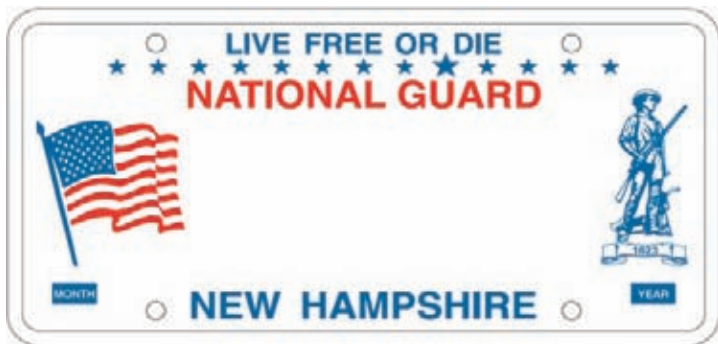
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State unveils new license plate for Guardsmen



The state Department of Motor Vehicles unveiled the new N.H. Guard license plate earlier this year, replacing the current version, which is more than 20 years old.

Guard members will get the new plates when they renew their registration during their birth month. They can get their present number reissued or request a different number or vanity plate (five characters maximum).

Standard DMV prices apply for vanity plates: \$40 a year, \$9 for the new plates, and a \$9 charge for the new issue of a standard number plate. This is in addition to the registration fee.

Of the more than 2,000 N.H. Guard plates currently issued, less than 600 of the numbers are still active. So if one is looking to change their number, there is a good chance it's possible.

If you are applying for the plate for the first time, please coordinate through Peter Fortier at (603) 225-1380. ♦

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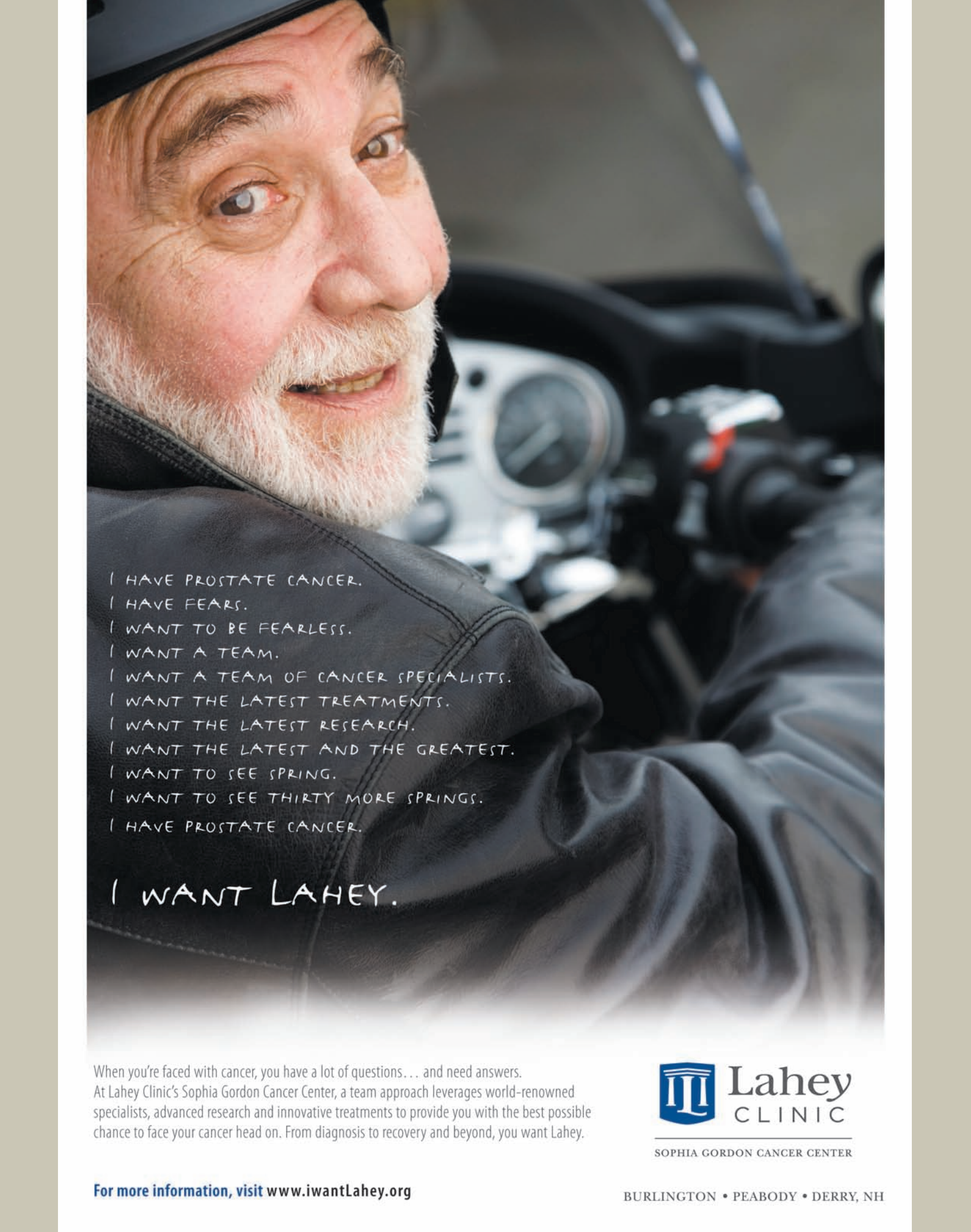
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Staff Sgt. Glenn Meyers, a crew chief with the 157th Aircraft Maintenance Squadron, marshals an F-16 Fighting Falcon at Pease Air National Guard Base Dec. 18, 2009. The aircraft, piloted by Colonel T.J. Jackman of the 134th Fighter Squadron, 158th Fighter Wing, Vermont ANG, and several others were diverted to Pease by a snow storm. Photo: Staff Sgt. Curtis Lenz, 157 ARW-PA

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Award-winning journalists return from Iraq

By 2nd Lt. Andrew Schwab, NHNG-PA

The 114th Public Affairs Detachment returned from Iraq in February, leaving an indelible mark of excellence during their tour of duty.

The unit won seven awards for wartime journalism, including a second place in the Keith L. Ware Army-wide competition for newsletter/field newspaper category for producing "Victory Times."

Spc. Karin Leach earned a second place for the "Rising Star" award for Outstanding New Writer. She also garnered a third place for arts and graphics in support of a publication for "Service members Explore."

Judges considered more than 700 print stories and 140 broadcast products submitted by U.S. Army journalists reporting from all over the world.

Other awards included:

- Pfc. Courtney Selig, third place for a deployed television news report.
- Spc. Amburr Rees, third place for sports article, "Cycle Club."
- Staff Sgt. Luke Koladish, third place for photo-journalism, "Canals Flow."
- Staff Sgt. Attila Fazekas, honorable mention for feature article, "Million Dollar Baby." ❖



Spc. Karin Leach is welcomed home by Col. Richard Duncan, chief of staff of the NHARNG, during a ceremony for the 114th PAD at Joint Force Headquarters, Concord Feb. 20. The unit supported a corps-level public affairs operation in Baghdad, Iraq.

Photo: 2nd Lt. Andrew Schwab, NHNG-PA

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