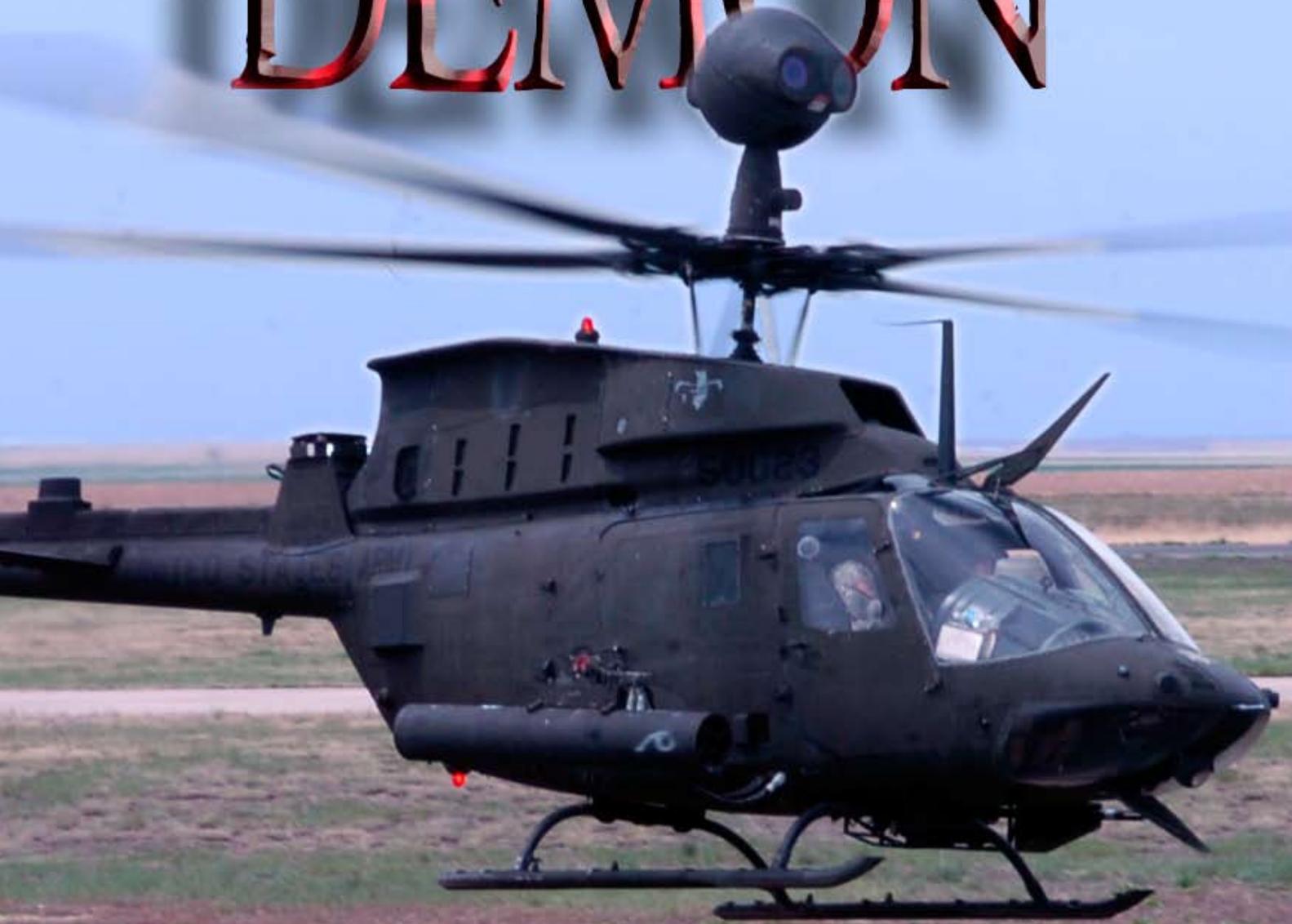


DEMON



Kiowa flight

CAV's Carson to Riley trek puts all of CAB's helicopters on one airfield

4 | **INCEPTION** Col. Farrington's state of the brigade

6 | **CHAPLAIN** Chaplain Bruce's state of our spirits



Ch. (Capt.) Bruce on attending worship services

BRIEFING

3 | **THE MOMENT** Keeping the post clean a personal responsibility

5 | **STANDARDS AND DISCIPLINE** Command Sgt. Maj Wallace speaks out on doing the right thing

7 | **AVIAITON NEWS** BAE delivers missile warning system early



CMWS delivered, Page 7

1-6 CAV

COVER STORY

8 | **Flight Home** 1-6 CAV makes trip from Carson to Riley



Aviation Future Quad A gives a glimpse of what is to come, page 14



Riley Rock: Lt. Dan Band performs at airfield, page 21

2-1 GSAB

10 | **HOT MISSION** GSAB provides gas station for Kiowa trek to Kansas



Gunfighters Unite: 1-1 has day of comradarie, page 22

CAB

14 | **AVIATION FUTURE** Convention gives CAB Soldiers look at new equipment

2-1 GSAB

16 | **GAS! GAS! GAS!** CBRN training prepares Fighting Eagles

Gas! Gas! Gas!: 2-1 GSAB conducts CBRN training, page 16



KIOWAS

20 | **BIGGER PUNCH** Kiowas getting Avenger's machine gun

HISTORY

26 | **PROUD PAST** Helicopters prove their worth during Korean Conflict

Brigade Commander.....	Col. Jessie O. Farrington
Brigade Command Sergeant Major.....	Command Sgt. Maj. Darrell E. Wallace
Brigade Public Affairs Officer.....	Sgt. 1st Class Jeff L. Troth
Demon Staff Writer.....	Pfc. Roland Hale

This is an official Army newsletter, authorized under the provisions of AR 360-1, and published by the CAB IID Public Affairs Office. Editorial views and opinions expressed herein are not necessarily those of the Department of the Army or the CAB IID. All submissions to the Demon are subject to editing. The Demon can also be found at: www.1id.army.mil.

Briefing

THE MOMENT



Photo by Pfc. Roland Hale

Trash Talk. Keeping the post clean isn't just a detail, it entails personal responsibility

I used to laugh at the Soldiers picking up trash on the side of the road. You know, the ones we all pass on our way to work – the ones creeping along the shoulder of the road at a snail's pace in the old Army trucks whose engines have an idle comparable to a small seismic event.

Thank God I'm not on that detail, I thought. With that in mind, I used drive behind the guy whose family throws their Burger King – happy meals and all – out of the car window and think, There's something for the guys on that detail. I didn't give it more than a moment's thought until I found myself creeping along

the side of the road, jumping out of the truck every 20 feet to pick up somebody's garbage. After a couple hours on the detail, I began to go half insane, thinking that every tiny rock in the distance was a gum wrapper that I had missed before our lunch break. After a week, I decided that there was nothing funny about the Soldiers picking up trash on the side of the road. Now, driving behind the Soldier throwing his trash out of his window, I think, Just wait until you

get tasked for a month of post police. A detail like this will probably never go away, and every Soldier will probably have it at some point or another in their career. However, even with people on detail to clean up after us, I think that keeping our post clean is a personal responsibility as well. Have pity on the Soldier who might have to pick up the scattered remains of your half eaten caesar salad, and take pride in the place that you call home.

I want to thank each and every one of you for the tremendous progress we have made during the RESET phase of our ARFORGEN cycle. I'm confident you will continue to MAINTAIN and TRAIN at a high level and hone those skills necessary to uphold the tremendous legacy you have established

As we rapidly build our readiness, I challenge you not to let your confidence give way to complacency. As fast as the DEMON Brigade is moving, with so many training requirements to accomplish and our preparation to once again meet the nation's call to support the Global War on Terrorism, we often lose sight of fundamentals/basics and consider cutting corners to get the mission done – DON'T. There is no excuse for cutting corners. We cannot afford to overlook the basic foundations that have gotten us this far since redeployment. We must continue to do the right thing at every turn. Continue to follow and enforce standard operating procedures, checklists, and regulations – STANDARDS and DISCIPLINE. I want to remind all DEMON leaders it is your responsibility to ensure the safety of those in your charge. Ask yourself, where are you most vulnerable and how can you mitigate the risk – everyday.

We have made the shift to collective training. Aerial gunneries are in full swing – 1-6 CAV is complete; 1-1 ARB and 1-2 ARB are currently on ranges at FRKS and FCCO, respectively; 2-1 GSAB and 3-1 AHB will conduct door gunnery at Smokey Hill Range in the

Safe/Ready. During 101 days of summer use risk mitigation on- and off-duty to ensure safety of Soldiers and their families. **Col. Jessie O. Farrington, Demon Brigade Commander, speaks about taking what we have learned and building on to it**



Photo by Sgt. 1st Class Jeff Troth

coming days; HHC CAB and the 601st ASB continue their outstanding support to the entire brigade. I expect to start seeing Platoon and Company level formations training together that will culminate at the end of the summer with monthly Battalion Level Battle Drills and exercises until we deploy. Following gunnery,

all units of the CAB will shift focus to preparing two Aviation Task Forces to conduct simultaneous deployments to the National Training Center and Joint Readiness Training Center.

WARNING-WARNING! We have also made the transition to the "101 days of summer". I encourage Leaders, Soldiers, and

Family members to take whatever time we're afforded this summer to enjoy your favorite sports and recreational activities. With these activities come hazards that we are not accustomed to.

I charge each Soldier to continue to use the battle buddy system this summer to help ensure we all have a fun, safe and well deserved summer season. Leaders must review the "101 days of summer" risk management campaign with their Soldiers to ensure we're all aware of typical summer hazards and measures to mitigate risk. Preserve what we've accomplished to date, don't leave our fellow Soldiers or Families without the care they deserve – don't leave a comrade or family behind.

Keep up the outstanding work! Stay focused and balanced during the increased TEMPO we'll experience this summer. Your Commander, your Family and our Army are very proud of each and every one of you. I am counting on you to take care of yourself, your fellow soldier, your unit and your family – **KEEP THEM SAFE. DEMONS YOU ARE THE BEST!!!**

Col. Jessie O. Farrington is the commander of the Combat Aviation Brigade

Right Thing. Leaders need to do the right thing and spot check their Soldiers to ensure that the BDE remains the best that it can be. **Command Sgt. Maj. Buddy Wallace, the first brigade CSM of the Demon Brigade, speaks about not letting small setbacks get you down**

We have had a recent run of alcohol related incidents. Four of the incidents involved Soldiers drinking underage and we even had some leaders get apprehended for DUI. If your Soldiers are doing this it is simply a matter of time before they get caught. Some individuals simply won't get it until they go through some hard times.

All of our newly assigned Soldiers have gotten the nonnegotiables – drinking and driving, drugs, domestic violence/child abuse and sexual assault. Leaders it is your charge to ensure that your Soldiers are doing the right thing in these areas as well as others. You have to get out to where your Soldiers are and spot check what they are doing! I am not telling you to hang out with them, but show up where they tend to gather and let them know you care! Be visible and accessible to them.

Ninety-nine percent of the Soldiers in this BDE are doing the right thing each and every day. And many leaders are making the required corrections in order to prevent accidents and injuries that result in lost man hours. Don't let small setbacks like these get you down, there are many great things happening in the Demon BDE everyday.



Photo by Sgt. 1st Class Jeff Troth

Our Soldiers are representing our BDE, our DIV and the Army in a very positive manner. DEMON 6 and I have heard nothing but great comments from organizations that our Soldiers come in contact with. We have received positive feedback about your Soldier's conduct and professionalism from the

organizations that they are assisting, no matter what their task was – from post police to our Soldiers going to Normandy for the 65th D-Day anniversary.

Leaders at all levels have selected Soldiers for these details who truly represent the quality of this BDE. It's you and our fantastic Soldiers that have built and

deployed this BDE, and have provided us with the great reputation. But, we can not sit back and rest on what we HAVE done. There is a lot to do ahead of us.

With the amount of tasks being completed daily in this BDE everyone is doing an awesome job at attacking leadership challenges at the appropriate level. This ensures that every mission you are performing will be completed and that the appropriate risk assessments were done.

We have some fantastic Soldiers within our ranks and I would ask our senior leaders to identify as well as encourage our NCOs to compete for induction into the SGT Audie Murphy Club. Any NCO that challenges him/herself with things like this will come out of it better off than when they started. Every company in this BDE has a few NCOs that simply need a little inspiration to take the necessary steps in order to become a great NCO and a SAMC member.

The contributions made by each of you in our formation are what make this BDE the best in the Army! At times it may seem as if there are not enough hours in a day to accomplish the task at hand but you manage to do it! Sure we have a few warts, but we can work with them to achieve a common goal. Keep doing your part and assist your Ranger Buddy and it will all come together.

DUTY FIRST!!!

Command Sgt. Maj. Buddy Wallace is the command sergeant major of the Combat Aviation Brigade

God's Will.

Chaplain (Capt.) Thomas Bruce talks about attending worship services and connecting with others spiritually. **The Combat Aviation Brigade chaplain speaks from the country's heartland**

"I don't need to go to church to worship God!" I can't tell you how many times I've heard this phrase. It seems to be the most popular opinion on this subject. The reasons people make this statement may vary. Most, I think, are stating their reason for not attending a service of worship with other believers.

Without contradicting their opinion I would like to ask, "Is worship the only reason we meet with people of our faith group?" "Do the sacred writings of your religion urge or even command it?" If so, it then becomes an opportunity to receive the good feelings that come when we do what we believe is the right thing. Aren't there other good reasons for having a worship assembly?

Within my religion of Christianity, I find another reason in the Bible. There we find that each believer is given a special gift. Scripture says, "Just as each of us has one body with many members, and these members do not all have the same function, so in Christ we who are many form one body, and each member belongs to all the others. We have different gifts, according to the grace given us..." (Romans 12:4-6a, NIV)."

You see each of us has different God given abilities. Considering that, the question is, "Can we say we don't need each other?" The answer is "no." Just like parts of the human body, people of faith truly depend on one another. If I'm not worshiping with other people, the body is divided. I am isolating myself from those who have other gifts that I need. The point is that we can become "spiritually challenged" people if we cut ourselves off from sources of help.

Another tragic consequence of



Photo by Pic: Roland Hale

Settling In Chaplain (Capt.) Thomas Bruce goes through a recent delivery of religious reading material that is available to all CAB soldiers

not assembling with like-minded people is that others will not benefit from our gift. Even if we're not aware of it, we have been selfish. We have failed to share our spiritual gift with others of our faith group. The bottom line is that practical religion involves both receiving and giving. If you won't go to worship for yourself, go for the sake of others. Think of how many lives you could touch.

A few years back a woman named Theresa boarded a plane in New York. She was seven months pregnant. Thirty minutes into the flight she doubled over in pain. Flight attendants announced they needed a doctor, and an internist volunteered. Theresa soon gave birth to a boy. The problem was that the umbilical cord was wrapped tightly around his neck. He wasn't breathing and his face was blue. Two paramedics rushed

forward. One of them specialized in infant respiratory procedures. He asked if anyone had a straw, which he wanted to use to suction fluid from the baby's lungs. The plane didn't stock straws but someone remembered having brought a juice box on board with them. The paramedic inserted the straw in the baby's lungs while the internist administered CPR. The internist asked for something he could use to tie off the umbilical cord. A passenger offered a shoelace. Then the little baby whimpered and the crew joyfully announced that it was a boy. Everyone cheered and clapped. The father later said that the people on board "were all god-sends." If that plane had been a worship service, would you have been there to help? Maybe your gift will be needed this week. See you at chapel.

Aviation News.

Army receives 1,710th missile warning system a year ahead of schedule for use in OIF and OEF. **CMWS provides pilots with persistent protection from MPADS**

BY BRANDON POLLACHEK
PEO IEW&S PAO

In a New Hampshire industrial plant, far away from the battlefields of Iraq and Afghanistan, a system that has provided Soldiers with a great amount of protection reached its original acquisition program objective April 30.

The Army accepted the delivery of the 1,710th Common Missile Warning System approximately one year ahead of schedule from BAE.

With CMWS systems installed on almost all Army aircraft in the combat zone, pilots flying missions in Operation Enduring Freedom and Operation Iraqi Freedom have been afforded a sense of security, which was not available to them prior to the devices inclusion as a part of the aircraft survivability equipment onboard.

The rate of aircraft crashing due to enemy shoulder-launched missiles decreased as quickly as the systems were introduced into theater.

The systems, managed by Project Director Aircraft Survivability Equipment, were fielded to aviation units on an accelerated timetable. Following the loss of a CH-47 Chinook helicopter to an enemy missile in November 2003, then acting Secretary of the Army R.L. Brownlee called for a plan "to equip all our helicopters in Iraq and Afghanistan with the most effective systems we have in development or procurement."

In response to Brownlee's direction, less than a year later, the first CMWS system was installed and now pilots are provided with persistent protection from the threat of Man Portable Air Defense Systems, which were prevalent on the battlefield in the early phases of OEF and OIF.

The CMWS, BAE Systems'



Photo by Chief Warrant Officer 4 Ron Porter

Test Fire A 1-1 ARB pilot fires off CMWS flares prior to a mission in during the unit's recent 15-month deployment to northern Iraq

Advanced Threat Infrared Countermeasures (ATIRCM) system, and the advanced IR countermeasures munitions flares comprise the primary components of the Army's suite of integrated infrared countermeasures.

"The Army is committed to ensuring Soldiers are fully equipped to perform their missions and have the best force protection capabilities possible," said Brig. Gen. Thomas Cole, program executive officer for intelligence, electronics warfare and sensors. "CMWS has proven to be a game changing system allowing aircraft to move throughout theater in a much safer manner. Whether providing close air support, transporting troops or conducting medical evacuations the CMWS has improved our effectiveness in all areas."

In addition to improved safety

figures, Army aviators are finding CMWS allows them to neutralize potential threats.

"The bad guys are finding out the hard way that shooting a missile at Army aircraft is a lose-lose situation for them," said Chief Warrant Officer 5 Pat Shores, a UH-60 pilot who flew with the 4th Infantry Division during OIF. "They have an extremely low probability of a hit, and due to the CMWS and similar systems, they also have a high probability being detected and destroyed after the shot."

Plans are for the APO to be extended as requests for the systems continue to come in. CMWS is in the early stages of partnering with the Advanced Threat Infrared Countermeasures to continue to advance the protection envelope for Army aircraft and crews.



OH Entourage Fighting Sixth ground crews tow an OH-58D Kiowa Warrior to the 1-6 CAV hangar at Marshall Army Airfield after its flight from Fort Carson

Flight Home

1-6 CAV makes trip from Carson to Riley, putting entire brigade on Marshall Army Airfield

STORY AND PHOTOS BY LAURA STRODA
1ST INF DIV PAO

It's hard to see the whole picture if pieces of a puzzle are missing. Since the 1st Combat Aviation Brigade arrived at Fort Riley three years ago, that's been the case. But on May 5, the final pieces of that puzzle began flying into place.

Nine OH-58D Kiowa Warrior helicopters flew from Fort Carson, Colo., to Marshall Army Airfield, which will be their new home as the CAB's final squadron joins the unit at Fort Riley.

The "Fighting Sixth" was the only element of the CAB not stationed at Fort Riley. Soldiers in the squadron trained at and deployed from Fort Carson and met up with the rest of the "Demons" in theater when the brigade deployed

to Iraq in September 2007. Now, the entire brigade will be able to train, fight and deploy again as a single unit.

"We fight as a team, so we should train as a team. That's the primary advantage of coming here to Fort Riley. We don't just show up on the battlefield together," said Lt. Col. Kenneth Chase, the 1st Squadron, 6th Cavalry Regiment commander.

Chase used the flight from Carson to Riley, as an example of units in the brigade working together to accomplish a mission. Chinooks and Black Hawks from the 2nd General Support Aviation Battalion, 1st Aviation Regiment, kept the Kiowas fueled on their flight at forward arming and refueling points.

Upon the 1-6 CAV's arrival at Fort Riley, they topped off the tanks one last time at the

airfield's FARP, which is manned by Soldiers of the 601st Aviation Support Battalion. Pilots from 3rd Attack Helicopter Battalion, 1st Aviation Regiment, were on stand-by at Fort Riley during the flight to provide recovery assets if necessary.

"Just bringing the squadron here today was a complete aviation brigade team effort," Chase said.

The "Fighting Sixth" is not only happy to be stationed at Fort Riley for the joint training opportunities with the rest of the CAB, Chase said, the Soldiers and Families are also excited about moving to the Central Flint Hills Region.

"Everyone that's come out here has got nothing but great things to

'We fight as a team, so we should train as a team. That's the primary advantage to coming here to Fort Riley.'

---LT. COL. KENNETH CHASE, 1-6
CAV COMMANDER

say about the community, mostly about the people they meet, and how friendly everyone is here," Chase said.

"Most of the squadron is coming off their third deployment and they're preparing for their fourth. That's a lot of sacrifice by the families, a lot of hardship. But the Soldiers are very good at what they do because of that," he continued. "I think all the good things we've heard about the Fort Riley community and how they embrace the Soldiers, will be a huge benefit once those families arrive."

Chase said most families have already visited the area to look for housing and the majority should be permanently moved to Fort Riley within a couple months.

The squadron is authorized about 375 Soldiers and by November all 30 of its helicopters will be housed at Marshall Army Airfield. The aircraft are currently going through reset and maintenance at Fort Bragg, North Carolina.



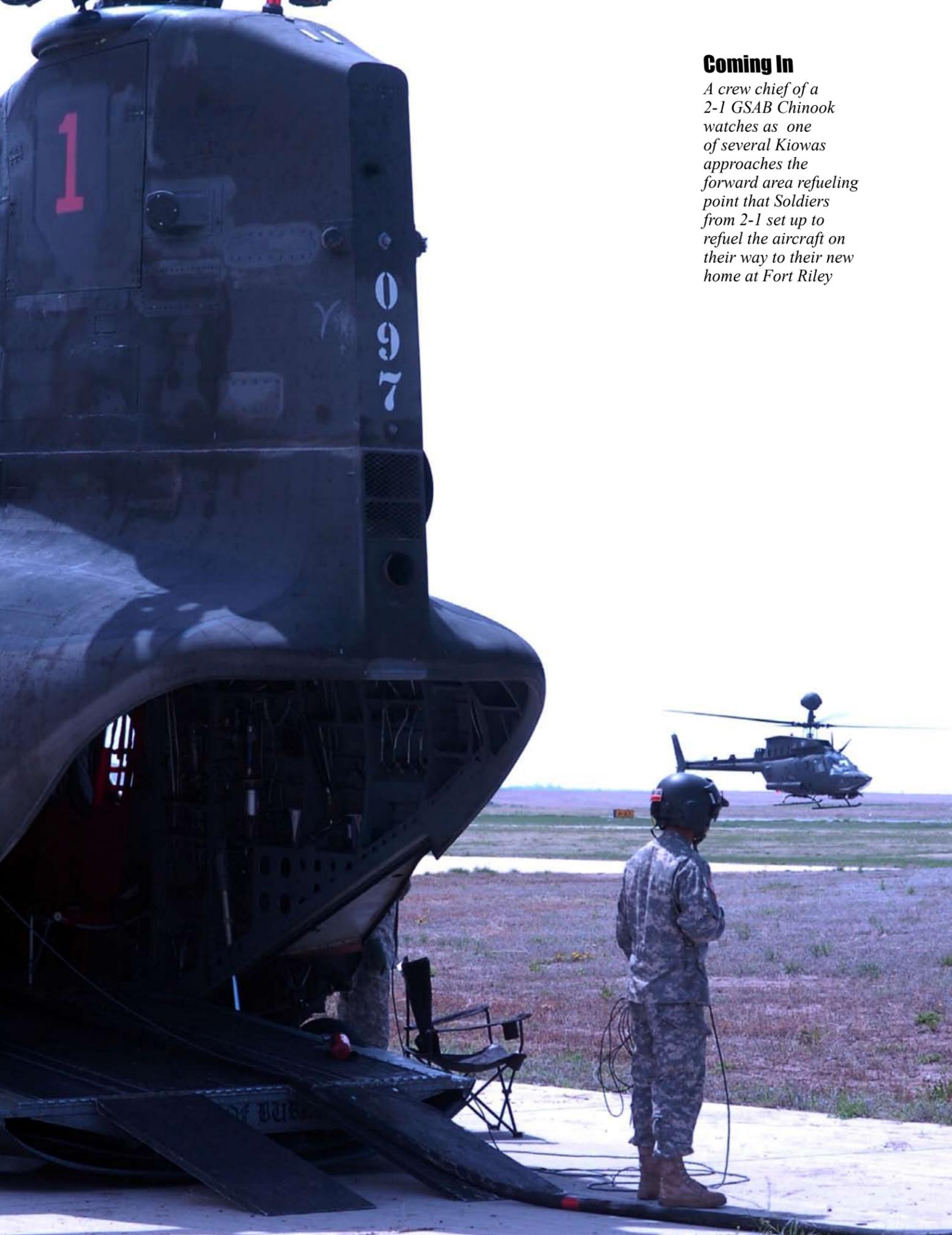
Check Up

After flying from Colorado to Kansas, Lt. Col. Kenneth Chase, 1-6 CAV commander, makes post flight checks on his Kiowa Warrior

58 Wheelies

The air and ground crew work together to get the OH-58D ready for movement to the hangar





Coming In

A crew chief of a 2-1 GSAB Chinook watches as one of several Kiowas approaches the forward area refueling point that Soldiers from 2-1 set up to refuel the aircraft on their way to their new home at Fort Riley

2-1 GSAB



Touch Down

Pv2 Justin Stahly directs the pilot of an OH-58 Kiowa Warrior safely onto one of two refueling pads at Kit Carson County Airport

A Hot Mission

2-1 GSAB performs a forward area refueling mission to help 1-6 CAV's Kiowa movement to Fort Riley

**STORY AND PHOTOS BY
PFC ROLAND HALE**

On May 4, two CH-47 Chinooks from 2nd General Support Aviation Battalion, 1st Aviation Regiment, lifted off from Marshall Army Airfield for Kit Carson County Airport in Burlington, Colo.

The aircraft were tasked to perform a forward area refueling mission in support of Saber Exodus, the movement of 1st Squadron, 6th Cavalry Regiment's helicopters

from Fort Carson to Fort Riley.

Nine OH-58 Kiowa Warriors were bound for their new home at Fort Riley, but had to make several stops to refuel because their tanks could not hold enough fuel for the entire trip. The Chinooks from 2-1 GSAB were waiting for them at Kit Carson on May 5 to provide a hot Forward Air Refueling Point, where the aircraft could refuel quickly for the next leg of their trip without shutting down their engines.

The 2-1 crew landed on site a day before the arrival of 1-6 CAV's

Kiowas in order to set up the FARP and run checks on their equipment. Besides the Company B flight crews, fuelers from Company E were on site to help with the operation.

Only one Chinook was needed for the actual refueling. The second aircraft stood ready to take over if any problems arose with the first.

"It's like setting up a gas station in the middle of nowhere," explained Chief Warrant Officer 3 Joshua Locke, pilot of the Chinook used for the refueling.

The Chinook served as a mobile gas station,

with two 800 gallon tanks stored inside. A pump was attached to the fuel tank and connected to hoses, which supplied fuel to two separate fueling pads.

Once the equipment was set up and positioned properly, the crew conducted a pressure test to ensure that there were no leaks in the hoses. Since this was a hot refuel, the Kiowa engines would still be running, and the chance of fire was increased.

Keeping safety in mind and to prevent fuel from hitting the ground, the fuelers placed drip pans beneath the connections of the hoses, and sand bags on top of the hoses to hold them in place.

'We made a plan, stuck to it, and it worked out well.'

---SGT. CHRISTINA BOOS,
A REFULER FROM ECHO
COMPANY, 2-1 GSAB



Ready to Roll Sgt. Christina Boos and Spc. Jaime Reyes finish refueling one of the first of the Kiowas to arrive, as Lt. Col. Kenneth Chase, pilot of the aircraft prepares to re-enter the cockpit



Solid Connection Chief Warrant Officer 3 Jess McGee (left) and Spc. Jaime Reyes connect fuel lines



After a successful pressure test, the equipment was certified that it was in working condition and that the proper safety equipment was on hand, said Locke.

With everything in place and tested, the FARP was ready for the Kiowas in the morning.

The Kiowas were scheduled to come at 30 minute intervals, in

Hooked Up

A fuel hose runs out of the back of the Chinook, where it is connected to a 90 gallon fuel tank. The FARP was set up so two Kiowas could be fueled at the same time

three pairs of two and one group of three. As each set came, they were directed to their designated spots by the fuelers on the ground.

Once they landed, the 2-1 crew had just enough time to refuel and get them back in the air before the next group arrived. Everyone worked rapidly and efficiently, maintaining consciousness of safety all the while.

The operation was successful, as each aircraft was refueled quickly and without problems.

It took about five to 15 minutes for each wave of Kiowas to get topped off and back in the air.

“This mission was unique because we had to make our FARP rather than have one that already exists,” said Sgt. Christina Boos, a fueler

from Co. E. “But we made a plan, stuck to it, and it worked out well.”

The mission provided the Kiowas with the fuel they needed in a location

where no other source of fuel was available.

“It was good because we had several elements working together to accomplish the mission of

the brigade,” said Chief Warrant Officer 3 Jess McGee, who helped with the mission. “It really shows our long range capability.”

Toppin' Off

A 2-1 GSAB Chinook helicopter's internal gas tank provides fuel for 1-6 CAV's OH-58 Kiowa Warriors during their flight from Fort Carson to Fort Riley





Chief Inspector Chief Warrant Officer 2 Nicholas Delnero inspects the cockpit of the new UH-72A Lakota

Aviation Future

Quad-A convention honors CAB Soldiers and offers glimpse of what is in store for Army aviation

**STORY AND PHOTOS BY
SGT 1ST CLASS JEFF TROTH**

Aviators from around the world, landed in Nashville, Tenn., for the Army Aviation Association of America (commonly referred to as Quad-A) annual convention.

Air and ground crews from Fort Riley's Combat Aviation Brigade joined other U.S. Army aviators, as well as pilots from Columbia, Turkey, the Netherlands and Saudi Arabia.

The convention kicked off with an award ceremony where the CAB claimed their trophy for winning Quad A's Outstanding Army Aviation Unit of the Year.

Col. Jessie Farrington, the CAB commander, accepted the award on behalf of all the Demon Brigade Soldiers.

"It wasn't the gear or any one individual that that made us effective on the battlefield it was our soul – our Soldiers that made us great," said Farrington. "They built this team, sustained our efforts and performed magnificently every day without rest."

The brigade was not the only Fort Riley winners. The CAB's 1st Attack Reconnaissance Battalion, 1st Aviation Regiment, garnered the title of Quad-A's Active Aviation Unit of the Year.

Quad-A holds the annual meeting to provide a professional forum to discuss the current state of Army

aviation as well as what lays in their flight path.

Maj. Gen. James Barclay III, aviation branch chief and commander of the U.S. Army Aviation Center of Excellence at Fort Rucker, Ala., kicked off the convention by talking about the 3 million combat hours U.S. Army aviators have flown in support of the Global War on Terrorism, as well as the future of Army aviation.

"While we do all the missions we have to prepare for the future," Barclay said. "How can we do it better?"

The convention was a showcase for doing things better as almost 300 military, government and industry organizations showed their wares. CAB Soldiers were shown an improved living container, the next generation of night vision goggles and new helicopters in the Army's arsenal, including a mock-up of the X2 Light Tactical Helicopter, which has counter rotating rotor blades.



Victory Cup Demon Brigade Soldiers take the stage after the CAB won Quad-A's Outstanding Army Aviation Unit of the Year at the Nashville convention

"Our focal point is the combat aviation brigades and giving them what they need to win the fight," said Barclay.

The CAB Soldiers and other aviators got a glimpse of the Army aviation's future at professional development sessions such as the Future Developments Panel, Integrated Warfighter Forum and breakout sessions for the future of aviation warrant officers and NCOs.

"As for the future of the aviation warrant officer, it looks incredibly bright," said Chief Warrant Officer 5 Jeffrey Reichard, the chief warrant officer of the aviation branch and a former 1st Attack Reconnaissance Battalion, 1st Aviation Regiment Soldier.

During his session, Reichard talked about upcoming changes in the aviation field. The aviation branch is looking at allowing warrant officer ones to attend the fixed wing course and sending flight school students, who are waiting for advanced aircraft training, to the armament course.

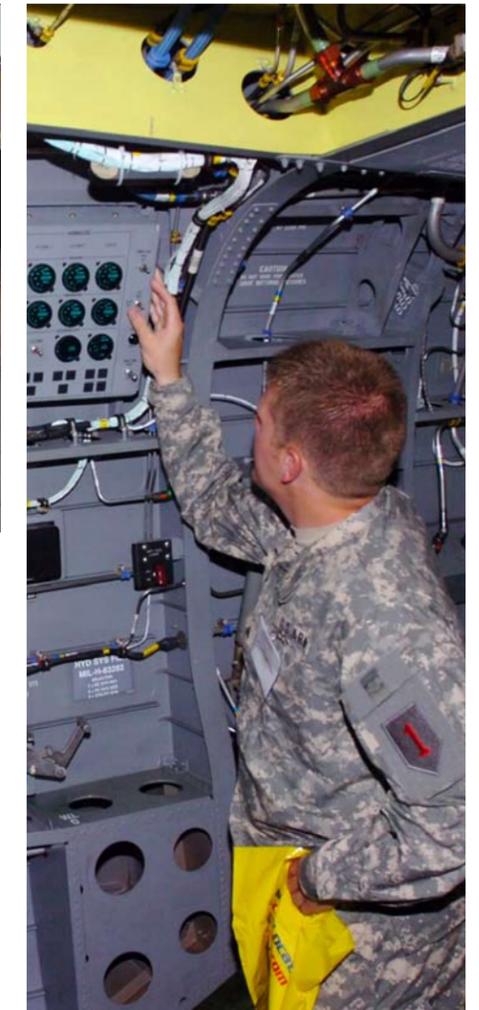
During his breakout session, Command Sgt. Major Donald Sanders, command sergeant major of the aviation branch at the U.S. Army Aviation Center of Excellence, told NCOs that aviation has exceeded its retention goal by almost five percent. He also talked about the future of aviation's

enlisted ranks.

"We just looked at the service extension for the Kiowa Warriors until 2020," Sanders said. "That means someone who works on Kiowas and is a sergeant now can retire in that MOS."

Even with all the changes and new equipment that lay ahead for the aviation community, Barclay said the future of Army aviation is the Soldiers.

"It is not about the machines, it is not about our technology," Barclay said. "It is about how we take care of our Soldiers and their families."



Chinook Changes Crew Chief Sgt. John Geiser checks out the upgrades in the CH-47F



Olympian Gear Chief Warrant Officer 2 Daniel Thomas talks with an Olympus Corporation representative about upgrades in aircraft electronics

Gas! Gas! Gas!

2-1 GSAB conducts Chemical, Biological, Radiological, and Nuclear Warfare training

**STORY AND PHOTOS BY
PFC ROLAND HALE**

The eyes burned first. Then, all at once, it hit them. Painful breaths, burning skin, the tear gas was all around them. Fortunately, this was not an actual attack. While the effects of the gas were painfully real, the whole thing was part

of a controlled training exercise. Beginning May 6, 2nd General Support Aviation Battalion, 1st Aviation Regiment conducted three days of Chemical, Biological, Radiological and Nuclear training. The training is an annual Army requirement, and 2-1 GSAB put as many Soldiers through it as possible.

The training refreshed knowledge about chemical warfare that Soldiers learn in basic training, introduced them to new material, and gave them a chance to gain confidence in their equipment.

Before entering the ominous gas chamber, the Soldiers were given several CBRN classes. Topics of instruction

included the detection of chemical agents, detection equipment, response procedures, reaction and medical treatment, and decontamination.

“The training was well planned,” said Pfc. Miguel Ajoy, a 2-1 Soldier who attended the training. “We knew what we were doing before we went in the chamber.”

Out the Door

2-1 Soldiers exit the gas chamber after verifying their equipment worked. Soldiers were put through the chamber in groups of 10 to 15



Chemical Detective

Spc. Dwayne Quinn demonstrates how to use detective paper to identify a chemical threat.



Tough it Out Sgt. Douglas Miller and Spc. Kevin Averre from HHC CAB exit the chamber deal with the consequences of un-masking off inside the gas chamber

Race the Clock

Soldiers from 2-1 GSAB and HHC CAB don their protective masks during CBRN training



The CBRN training was quite different than what Soldiers experienced during basic training, where the drill sergeants spent more time intimidating the recruits about the effects of the gas rather than focusing on teaching them about CBRN. Here, however, Soldiers spent about 15 minutes at each of the different class sites prior to entering the chamber, and another few minutes afterwards learning how to properly remove and dispose of contaminated clothing.

The instructors conducted the training in a more educational manner, with the emphasis on the Soldiers being prepared for CBRN warfare rather than solely familiarizing them with the effects of the gas.

“We want them to know how the gas effects them, but it’s not as intense as basic training,” explained Sgt. David Theis, a CBRN specialist with 2-1. “We have different regulations on how we can burn the gas, it’s not the same.”

Also, the Soldiers were much better equipped before going into the chamber, with nearly brand new masks and Mission-Oriented Protective Posture (MOPP) gear.

In the chamber, Soldiers spent about ten minutes familiarizing themselves with the gas and their equipment. The instructors led them in push-ups, sit-ups, and other activities to ensure that the Soldiers’ equipment was working properly. Any problems, such as a leak, would quickly have become



CBRN for Dummies

Spc. Kimberly Stevens, an instructor at the CBRN training site, demonstrates how to treat someone who has been exposed to chemical agents

evident, as the gas is almost impossible to bear, attacking the skin, nose, eyes, mouth and lungs.

After a few minutes in the chamber, the Soldiers were given the opportunity to remove their masks to further familiarize themselves with the effects of the tear gas. Some Soldiers accepted the invitation

and stayed in the chamber a few extra minutes, while others were content with a functional mask and left the chamber before de-masking.

“The equipment was good, it worked well,” said Ajoy. “I was thankful for that.”

After completing the training, the 2-1 Soldiers knew a little bit more

about CBRN warfare, its procedures and had confidence that in the event of a real CBRN threat their equipment would perform well.

“The most common thing we see is Soldiers not being sure about the equipment,” said Theis. “The chamber makes sure it works and gives them confidence.”

Bigger punch ahead

Avenger's machine gun retooled to replace Kiowa's XM296

STORY AND PHOTO BY KARI HAWKINS
REDSTONE ARSENAL PAO

The Army's Avenger air defense system is not part of the fire fight these days in overseas contingency operations in Iraq and Afghanistan. But its machine gun – the M3P .50 caliber – is gaining rave reviews from Army pilots thanks to a new application developed by AMCOM and Program Executive Office for Aviation workers.

In recent months, Avenger's M3P machine gun has taken on a new life as the machine gun of choice for OH-58D Kiowa Warrior units stationed in Iraq and Afghanistan. The M3P is providing Kiowa units with what they needed as outlined in two Operational Needs Statements from theater – a lightweight,

reliable gun system with a level of lethality greater than or equal to the helicopter's previous XM296 machine gun and a machine gun more suited for close fighting situations encountered in urban environments.

"This is a success story in that we were able to respond quickly to a need in theater with a system that we already had in our inventory," said Maj. Kirk McCauley, assistant product manager for Kiowa Warrior, PEO for Aviation.

"It speaks to the level of talent and expertise we have here at Redstone Arsenal. Employees brought their experience and know how to the table and came up with a simple, elegant and effective solution that used internal and inexpensive resources to provide exactly what we needed in record time."

Although the need for a more effective and reliable machine gun for the Kiowa helicopter wasn't submitted in an Operational Needs Statement until May 2007, the MOPP Shop had been working on ways to reuse Avenger M3P machine guns since 2004. When the 7th of the 17th Cavalry submitted the ONS for a new .50 caliber machine gun, the Kiowa product office team and the TRADOC capabilities manager at Fort Rucker investigated several solutions, identifying M3P as one of the best solutions.

The M3P, with its 1,100-round-per-minute rate of fire, ability to penetrate lightly armored vehicles and an effective range of 1,500 meters, quickly became the most viable option for the Kiowa helicopter and the MOPP Shop took the lead on integrating it to the Kiowa helicopter system.

At the time the M3P was being considered for a solution for the Kiowa, the Army's decision to reduce the total number of fielded Avenger air defense systems made it an available alternative.

"The Avenger system was being phased out because there is no current air threat," McCauley said. "They were being turned in and some 800 guns were being taken off and put in storage."

So far, 130 M3P machine guns have been fielded in theater. A total of 380 guns will be fielded to supply the entire fleet of Kiowa helicopters.

Since mid-January, 30 M3P guns used on Kiowa helicopters in theater have fired more than 100,000 rounds of ammunition.

"The report from theater is there are no gun problems now with Kiowa helicopters that have the M3P," Bridges said. "Pilots come back raving how accurate it is and how dependable it is."



At Gun Point David Forrest of AMCOM's Maintenance Operations Procedures and Prototype facility reassembles a M3P 50 caliber machine gun that was once used on an Avenger air defense system, but will soon be on an OH-58



Photos by Pfc. Roland Hale

CSI: Fort Riley

Gary Sinise brings his band to the 2-1 hangar for a welcome home concert

STORY BY PAULA NARDELLA, GARRISON PAO

On May 8, Soldiers, Family members and civilians got a chance to rock out for free with Gary Sinise and the Lt. Dan Band as Hangar 863 on Marshall Army Airfield was transformed into a concert venue.

"I think it's very, very important that we do everything we can to support our troops and let them know, and their Families know, that we care about them, and we appreciate what they're doing," said Gary Sinise, frontman and bass player for the group.

Originally made famous by the 1994 film "Forrest Gump," Sinise currently can be seen on the set of CSI: New York as Detective Mac Taylor. Despite his busy schedule, he said he enjoys putting on shows for Soldiers and their loved ones.

The concert was sponsored by TriWest Healthcare Alliance and

kicked off at 7 p.m. when the 11 member band performed songs from a variety of different bands and musicians.

Since it's formation in 2003, the group has tried to suit everyone's musical taste, and plays instruments not usually seen in a



Rocking Riley Jeff Vezain belts out a song at Marshall Army Airfield

Bass Master Musician/actor Gary Sinise strums out a tune during the Lt. Dan Band's USO stop at Fort Riley

rock band, such as saxophones and violins.

To show support for the Combat Aviation Brigade and 1st Sustainment Brigade Soldiers who recently returned from 15-month deployments to Iraq, a place right in front of the stage was roped off for them and their Families.

The fans told the band their first show at Fort Riley was a success in the form of cheers, screams, whistles and shouts, which coaxed the band back out on stage for a four-song encore.

Encore complete, Sinise accepted a gift on behalf of the band from Maj. Gen. Vincent K. Brooks, commanding general of the 1st Infantry Division and Fort Riley.

Once the concert was over, Sinise took a short break, then signed autographs and took photos with fans backstage.

The concert on post was part of a USO tour that included a show at Fort Leavenworth the night before. Over the summer, Sinise and the band are scheduled to perform at installations in the continental United States such as Fort Hood, as well as overseas posts in Korea and the Persian Gulf.

For more information on the band, visit www.ltdanband.com.

Photos by Sgt. 1st Class Jeff Troth



Through the Opening Outlaw quarterback Sgt. Kareem Fluker picks up a few yards with a dash up the middle during the flag football tournament



Burger Time Soldiers and their families take a break from the organization day activities for burgers and dogs



Kid Challenge Young Gunfighters race through a giant, blow up obstacle course as part of the 1-1 ARB's organization day



Wind Up Maj. Frederick Toti is ready to kick the ball into the goal during a soccer match



Knock It Out Lemont Rogers, a Company E family member, goes for the fence during the softball tournament



Pucker Up Anderson Dungan kisses a fish before he releases it back to the pond

Gunfighter Challenge

1-1 ARB Gunfighters take a day to enjoy the sun, comrades and families during an organization day at Frank Anneberg Park in Manhattan. The companies competed against each other in various sports.



Tin Cup Elation Cpt. Jerrami Patterson (right) and Cpt. Stephan Arnold react as Patterson sinks a long putt



Sorry Sir Sgt. 1st Class Justin Fauss (right) drops the 1-1 ARB Commander, Lt. Col. Paul Mele, into the drink at the dunking tank

Watchful Eye Chief Warrant Officer 2 Leonard Momeny shows students from the Riley Elementary School the passenger area of a Black Hawk

Guardian Care Pfc. Donald Benefield (left) and Spc. David Vanvolkenburg, both of Company B, 601st ASB, work on a UH-60



Photo by Pfc. Roland Hale



Photo by Sgt. Vito McMillan

Shooting For Top Sgt. Paul Itchue, 2-1 GSAB, fires his weapon during the weapons qualification portion of the IID NCO of the Year competition

Coming Together A construction worker nails border near the entrance to Marshall Army Airfields future DFAC

Digital Data Chief Warrant Officer 2 Patrick Burg, 1-1 ARB, checks his Apache's log book prior to a engine test start up

CAB CANDIDS



Photo by Sgt. 1st Class Jeff Troth



Photo by Sgt. 1st Class Jeff Troth



Photo by Sgt. 1st Class Jeff Troth

Photo by Sgt. 1st Class Jeff Troth

Setting the Stage

Helicopters demonstrate effectiveness in Korean conflict, pave the way for future of Army Aviation



Soldiers fighting in the Korean War load onto a H-19 Chickasaw helicopter. An ancestor of today's Black Hawks and Chinooks, the Chickasaw set the standard with the ability to transport troops and equipment to remote locations

The Korean conflict provided new challenges and opportunities for Army Aviation. Organic Army Aviation had acquired its first helicopters, thirteen H-13 Sioux, in 1947, shortly before the U.S. Air Force became independent of the Army. In Korea, the Army employed the O-1 Bird Dog and other improved fixed wing planes, but also helicopters. The Army used its H-13s primarily for medical evacuation, command and control, and transport of lightweight and valuable cargo. Because of the rugged terrain of the Korean peninsula, the value of helicopters came to be recognized

by all the services; the demand for both helicopters and trained aviators consistently exceeded the supply.

In 1951 the Army began organizing five helicopter transport companies and training warrant officer pilots. There was, however, an ongoing rivalry between the Army and the Air Force concerning responsibility and resources for the aerial support of ground forces. Because of this rivalry, and also because of the shortage of helicopters, only two Army transport companies were supplied in time to participate in the Korean conflict.

Transport helicopters nevertheless proved themselves by moving cargo and personnel during the final months of the war and then by participating in prisoner exchanges and other functions after the cessation of hostilities.

During the Korean conflict, the Department of Air Training at Fort Sill expanded, and in early 1953, it became the Army Aviation School. As a result of the expansion of both aviation and artillery training, Fort Sill became overcrowded, and the Army decided to move the Army Aviation School to a different post. When no satisfactory permanent Army post was found, a temporary post, Camp Rucker, Ala., was chosen.

The Army Aviation School began moving to Alabama in August 1954, and the first class began at Rucker in September. In March 1955, the Army Aviation Center was established at Rucker, and in October of that year the post was given permanent status with the name change from Camp Rucker to Fort Rucker.

Prior to the mid 1950s, the Army Air Forces/U.S. Air Force had provided primary training for Army Aviation pilots and mechanics. In 1956, DOD gave the Army control over all of its own training. Gary and Wolters Air Force bases in Texas, where the Air Force had been conducting this training, were also transferred to the Army. Lacking adequate facilities at Fort Rucker, Army Aviation continued primary fixed wing training at Camp Gary until 1959 and primary rotary-wing training at Fort Wolters until 1973.

In 1956, the Army Aviation Center began assembling and testing weapons on helicopters. These tests, conducted while the Air Force still theoretically had



H-13 Sioux helicopter in flight. This model of aircraft was used primarily for reconnaissance, observation and medevac

exclusive responsibility for aerial fire support, led to the development of armament systems for Army helicopters.

The first armed helicopter

company was activated in Okinawa in 1962.

It was deployed to Thailand and then to Vietnam, where it flew escort for lift helicopters. The

Department of Defense did not abolish mission restrictions on the Army's rotary-wing aircraft, and thereby technically authorize the Army to arm helicopters, until 1966.

The "Howze Board" or "Tactical Mobility Requirements Board" was established in 1962 to develop and test the concept of airmobility. After test exercises, war games, and concentrated study and analysis, the Howze Board recommended that the Army commit itself to organic airmobility – later known as air assault.

The Howze Board recommended the extensive use of helicopters to transport infantry troops, artillery, and supplies, as well as to provide local aerial fire support. These recommendations were tested by the 1st Air Assault Division (Test) from 1963 to 1965. In 1965 the 1st Cavalry Division (Airmobile) was organized and sent to Vietnam, where it repeatedly demonstrated the validity of the airmobile concept in actual combat.



One of the Army's few fixed winged aircraft, the O-1 Bird Dog performed missions such as spotting, communication, medevac and training

