

DEMON



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Demon Staff Writer.....	Pfc. Roland Hale

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"Maintain excess water in your system for strength and alertness." -- STP 21-1-SMCT

Briefing

THE MOMENT



Photos - by Sgt. 1st Class Jeff Troth

Water Wisdom. Kansas heat can be dangerous, take precautions and hydrate yourself

For most of us we have seen and felt the heat of an Iraqi, but it has nothing on a Kansas summer with weeklong temperatures topping 100 plus degrees.

While training add body armor to your uniform and it rises the temperature another five degrees. Work in

a concrete environment, like a runway and the heat climbs even more. When you can't avoid these situations, there is only one way to battle the heat — drink plenty of fluids.

If you wait until you're thirsty enough to want to drink, it's too late — you're already behind the curve!

Be smart and plan ahead. Look at your activities for the next day, and if you are going to be outside hydrate the night before.

Some Soldiers think "more is better" — so as long as they continue to down water, they'll be okay. But, as with anything over indulgence can be deadly. Metabolic needs vary with the individual, and it is possible to become water intoxicated and die.

When we do need to be outside ensure that you have plenty of

liquids to replace what you are sweating out.

Leaders, this is where you come in. Part of planing for any mission when the temperature is high should include ensuring a water supply is on site, and everyone has a full canteen or hydration system.

There is nothing wrong with checking to make sure your Soldiers have a full canteen.

In fact as leaders it is our responsibility to guarantee the welfare of those who have been placed in our charge.

It has been my absolute honor and pleasure to have commanded what I consider the greatest Combat Aviation Brigade in our Army. The greatness came from you – the Demons – who have been directly responsible for all of our accomplishments, and from our Families, who have endured the hardships and have established the conditions for us to excel at mission accomplishment. Congratulations and thank you!

Over the last 2 years, we completed the building, training and validation of our readiness to conduct our wartime. We deployed and fought, answering our nation's call, for 15-months and, in the process, you – our operators, maintainers, refuelers and support Soldiers – upheld the safe and successful execution of nearly one-quarter of a million flight hours in combat. We did all of this without leaving a single combat casualty behind. Demons, you are outstanding warriors!

As a deserving culmination of your efforts leading up to and through OIF 07-09, the Demon Brigade was selected by our flagship professional organization, the Army Aviation Association of America (AAAA), as the "Outstanding Aviation Unit of the Year"; 1-1 ARB received AAAA's "Active Aviation Unit of the Year" honors and 2-1 GSAB received the coveted Ellis Parker award. The diligence and determination of the Demon Soldier were behind each and every one of these recognitions.

We then redeployed, reset and are in the process of regenerating our warfighting capability again. Our progression from individual

Final Ride. After being at the controls of the CAB for two years Demon 6 bids farewell to those that have made the brigade what it is and to those who carry on its heritage. **Col. Jessie O. Farrington, Demon Brigade Commander, address the Solders of the CAB leaving Fort Riley**



Photo by Sgt. 1st Class Jeff Troth

to unit collective task training has been phenomenal. We conducted five battalion/squadron aerial gunneries, Air Ground Integration for our Big Red One BCTs, aviation battle-drill training, individual and crew-served weapons qualifications, and had over 2200 Soldiers complete professional development schools. We are now ready and prepared to support two combat training center rotations simultaneously just 7 months after redeploying.

We've led an aggressive

air-ground integration effort for the Big Red One that provided organic and tenant units with uninterrupted, highly effective combat aviation training support. We have forged a lasting bond between ground and aviation combat formations, bolstered the readiness of both ground and aviation units and enhanced Fort Riley's reputation as a center of training excellence.

Don't forget that in the midst of regenerating our force and after having been

back from the fight only 3 months, we deployed an aviation task force in support of flood relief operations in North Dakota. We provided the right aviation assets with only 24 hours notice – an accomplishment no other aviation unit was prepared to do!

Demons – the accomplishments continue to mount! In light of the accolades and elation that come with everything we do, don't ever lose sight of the basics – leadership, standards, discipline and risk mitigation. Protect ourselves, care for our Families and preserve the exceptional reputation you've built for the Demon Team! I will never forget you! This has been the best experience of my Army Career for both Sandi and I. You have made me a better leader and commander. I will always have a camp fire lit, plenty of ammo when needed, and a good story to share with the Demons. Thank you all!

Sandi and I bid a humble farewell to a team that has brought so much enjoyment to our lives. We can all take great pride in having lived up to the standards of the Army's 1st Infantry Division – no mission too difficult, no sacrifice too great, duty first!

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

Held Accountable. A leaders responsibility is not to get a Soldier out of trouble, but to hold them to the standard, hold them accountable for their actions. **Command Sgt. Maj. Buddy Wallace, the first brigade CSM of the Demon Brigade, speaks about being a leader**

Shortcuts are great when you are driving and want to get someplace quick, but there is no place for them on the job. The Army Safety Program is like many other programs in our Army; it's only as good or effective as our Leaders make it.

It has been my experience that our Risk Assessments, as well as our Composite Risk Management practices, are not properly used and are only dusted off, or enforced when there is a problem. We do them on a regular basis, but it is just a pencil drill with everything being cut and pasted from the previous event's Risk Assessment.

A common problem or trend I see in the Army's Safety Program is that our leaders are getting themselves into trouble that usually involves an NCO that is junior in grade to them. They are not enforcing, or they are doing things the convenient way. This is a lack of experience and it is only magnified in our junior leaders.

We have turned into an Army of shortcuts constantly giving over to used excuses: "our OPTEMPO is too high" or "we are too busy, we will address that later" or even "that's the way we have always done it."

Although we are seeing an increase in accident rates throughout the Army, the problem of taking shortcuts



Photo by Sgt. 1st Class Jeff Troth

spans across every area, not just safety. The only reason we see the problem and its growing trend in the safety arena is that it's separately tracked and briefed at the highest levels. It is shocking at how difficult something as simple as equipment accountability is today.

When a piece of equipment is lost, stolen or misplaced the first course of action is for the investigator to not find anyone at fault. We address the system, do a little training, and we will say "it's all OK

now," because that seems to be the easiest answer.

We should and can do a much better job on our line of duty investigations, as well as our accident investigations. One of the many trends I see when something happens or something is lost is that the first order of business is to get the Soldier "OUT OF TROUBLE." That shouldn't be the case we need to address the problem.

It doesn't matter if it is an infantry squad in the back of an MRAP or a maintenance

crew ground guiding an aircraft into the hanger. We have a system of how to do things, as well as great safety check lists in place to address the move from start to finish.

I often see Leaders address an incident by changing the procedures in the SOPs that are in place to address certain situations. I have witnessed units that have changed their weapon clearing procedures when they experience a negligent discharge. The changes have evolved weapons clearing into weapons disassembly.

I see no mention on NCOERs when a Soldier is ran over by an aircraft or vehicle that is being ground guided. I see no action taken when a Soldier injures themselves when he/she is operating a motorcycle and they are not properly licensed or certified to ride, or they have chosen to operate the equipment wearing shorts and no helmet or other PPD.

I see many people running down the road with earphones on knowing exactly what the standard is. But the standard is useless without enforcement. Leaders at every level need to ensure that everyone in the formation is doing the right thing and is held accountable.

Many of you are doing the right thing day in and day out. Please keep it up. I now ask you to start holding your fellow NCOs and Leaders to the same standard. We can't afford to lose a single Soldier in our formation due to lack of leadership. Let's find a way to assist each other as well as hold one another accountable.

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

God's Will.

Chaplain (Maj.) Thomas Bruce talks about curses, and the sins of the father not being visited on the son. **The Combat Aviation Brigade chaplain speaks from the country's heartland**

A lot of Christians are hearing that Christian's can be under a generational curse. Some are told that poverty is an example of this. This just isn't true. I'd like to set the record straight.

On the contrary, every spiritual 'blessing' is for us who are in Christ Jesus (Eph. 1:3). "He whom the Son sets free is free indeed" (John 8:36). The only place in the New Testament where a curse is mentioned in relation to believers is where it tells us Christians are free of it, "Christ has redeemed us from the curse of the law..." (Gal 3:13). Because of this, no one who is united with/in Christ can fall under any curse. Those who live by faith in Christ have had their sins washed away.

If poverty is a curse, then we have whole continents that are cursed. Furthermore, we must admit the apostles had a curse, because they were poor. They say so themselves in 1 Corinthians 4:11-12 and Acts 3:6. Though actually, the Bible says the poor are rich in faith (James 2:5), which is needed to be pleasing to God.

Many misapply the Scripture by failing to quote the last clause, which makes the context clear. See Exodus 20:5-6: "You shall not bow down to them (images) nor serve them for I the Lord your God am a jealous God, visiting the iniquity of the fathers upon the children to the third and fourth generations of those who hate Me, but showing mercy to thousands, to those who love Me and keep My commandments."

The natural interpretation is that God would visit circumstantial punishments (not evil spirits) on those who hate Him. Note also Deuteronomy 5:9-10 "...punishing



Photo by Pic: Roland Hale

Movin On Up Chaplain (Maj.) Thomas Bruce stands as his wife, Denise, removes the old captain rank from his uniform during a promotion ceremony, promoting the chaplain to major

the children for the sin of the fathers to the third and fourth generation of those who hate Me, but showing love to a thousand generations of those who love me and keep my commandments."

We are told that God visits "the iniquity of the fathers on the children to the third and fourth generations" of those WHO HATE HIM. If one reads the Scripture carefully, they will find that curses where God is "visiting the iniquity on the third and fourth generation" are in reference to punishments for continual idolatry being practiced (Deut. 5:10) and not repented of.

We also have the principle in the Old Testament that God does not punish the innocent for the guilty. Ezekiel 18 addresses this issue: "The son shall not bear the iniquity of the father, neither shall the father bear the iniquity of the son: the righteousness of the righteous shall

be upon [the righteous], and the wickedness of the wicked shall be upon [the wicked]" (Ezekiel 18:20). Ezekiel makes it clear God does not punish the sons for their fathers' sins, but that "the soul who sins shall die [for its own sins]." Please also see Deuteronomy 24:16 where that same point is made forcefully. Just as God does not tempt anyone to sin (Jam. 1:13), He also does not force anyone to sin.

No Christian is enslaved to sin (Rom. 6:1-14). Scripture states that those who are in Christ have been delivered from all the power of darkness (Col. 1:12). We can be confident that the evil one cannot touch us (1 John 5:18) and that if we resist the devil (defensive), he will flee from us (James 4:7) because greater is He who is in us (God the Holy Spirit) than He who is in the world (1 John 4:4).

Aviation News.

U.S. Air Force rescue aids in 'Golden Hour' of Coalition Forces and Afghan local nationals. **Pararescue make a difference in Afghanistan's Helmand Province**

BY STAFF SGT STACIA ZACHARY
U.S. AIR FORCE CENTRAL PAO

Racing against the clock, rescue flights launch into action to retrieve wounded service members and other battlefield casualties. As the helicopters hover over a hostile area, the Guardian Angel team rushes out to retrieve the wounded - often risking their own lives "so that others may live."

The 129th Expeditionary Rescue Squadron responds to emergency medical evacuation calls within Helmand province. The detachment covers the dual role of providing casualty evacuation and personnel recovery/combat search and rescue in the Helmand province. They support Regional Command South, responding to calls for U.S. and coalition forces as well as Afghan national security forces and local nationals.

"As Air Force rescue crews, we use our personnel recovery and combat search and rescue skill-set to conduct CASEVAC quicker and better than anyone in theater," said Maj. Matt Wenthe, 129th ERQS detachment commander.

"The CSAR mission requires us to train going into hostile environments," the major said. "That training allows us to execute medical evacuations in areas other units cannot get into."

The rescue crews are trained for extraction in any environment.

"We can go into any mission-set to recover someone, regardless of the terrain," said Capt. John, 129th ERQS Combat Rescue Officer. "Whether they are Marines entrapped in an MRAP [mine-resistant ambush protected vehicle] or hanging from a 10,000 ft. cliff, my men can get to them and get them to safety."

The rescue teams must remain on high alert during their 12-hour



Photo by Air Force Staff Sgt. Shawn Weismiller

Guardian Angel Air Force Staff Sgt. William Lawson, pararescueman with the 129th ERQS, cares for a wounded Afghan national army soldier

shifts. When a medical report drops, the teams need to be ready.

"Things happen quick and the men have to be ready to move at a moment's notice," Wenthe said. "Our guys can be asleep or playing video games and 15 minutes later, flying into a hot zone recovering a seriously injured Soldier."

As per Secretary of Defense Robert Gates, teams need to respond within 60 minutes from the time a 9-Line medical alert drops, to wheels down and transferring a patient to a higher level of medical care - a concept commonly referred to as the "Golden Hour."

"Speed is what's saving lives," the major said. "Getting the Soldiers who are injured picked up quickly and to the higher care they need. If we are able to get to someone within the 'Golden Hour,' then survival is pretty certain."

Recently, a Marine on a foot

patrol in the Helmand province was seriously injured from the blast of an IED.

"If our CSAR guys hadn't gotten to the Marine when they did and start medical care on him, he wouldn't have survived - it's that simple," said Capt. Jac Solghan, Camp Bastion Role 3 Hospital Aeromedical Evacuation Liaison Team flight clinical coordinator.

Constantly on the move, the teams receive upwards of five calls per shift. They respond to all types of calls requiring care for anyone affected by the war.

"Per our creed, our role is to save a life in any condition," the CRO said. "With so many customers on the line who need our help, it's not a burden but a welcome opportunity to go out there and help the people who need us most."

Armed Apaches

Gunfighters fire ordnance for the first time since return from Iraq

STORY AND PHOTOS BY
SGT 1ST CLASS JEFF TROTH

During their 15-month deployment to Iraq last year, the pilots of 1st Attack Reconnaissance Battalion, 1st Aviation Regiment, knew that going to work meant strapping themselves into their AH-64 Apache helicopters that were loaded with three hellfire missiles, five rockets and 330 rounds of 30mm rounds. The pilots knew that every mission they flew in northern Iraq held the possibility of having to pull the trigger and unleashing their lethal arsenal to eliminate a threat against coalition forces or Iraqi civilians.

Since their redeployment in November the Apache pilots have been flying missions in Kansas, but have not flown with ordnance. That all changed in June when the 1-1 ARB held an aerial gunnery in the northwest corner of Fort Riley.

"We have flown all kinds of missions since

our redeployment," said Maj. Braum Barton, the 1-1 operations and training officer. "We have been doing air-ground integration with maneuver units, to include the infantry, and also support type units, doing convoy support and security. We have also done close combat attack training and air assault security missions, but no weapon system engagement, all simulated."

But before they slide into their Apaches and engaged their weapon systems, the pilots had to pull their chairs up to a desk for the first portion of the qualification – a 50-question test. The all encompassing Helicopter Gunnery Skills Test checks the pilots knowledge in categories that include weapon systems operation/ firing characteristics, identification/function/ operation of munitions, and emergency procedures for hangfires or misfires.

"You have to pass the HGST with a score of 80 or better," said Chief Warrant Officer 3

Christopher Niosi, a 1-1 instructor pilot. "But we were more concerned with maxing it instead of the minimum."

After maxing the written test the pilots are not quite ready to get off the ground. Simulator proficiency is another part of the gunnery. Once the ground work was passed the pilots finally took to the air for the opportunity to harmonize their aircraft.

"Harmonizing is getting the weapons and the guns set up," said Niosi. "The rockets are boresighted, then you go out and test fire and see if they are going where they need to go. If they are not, then adjustments are made to the weapon pylons."

The gunnery was a chance to ensure that the entire brigade was hitting the target, not just the pilots.

"The purpose was to qualify 23 aircrews," said Barton. "It also gave us a chance to train our enlisted personnel on FARP (Forward Arming

and Refueling Point) operations and overall TOC (Tactical Operation Center) operations, where they ran battle drills and tracked our aircraft during the gunnery."

Instead of flying all the way across Fort Riley to Marshall Army Airfield for fuel and more rockets, the Apache pilots were able to land their aircraft at the FARP and get topped off.

"When they were done with their engagements the TOC personnel directed them to the FARP and let them know what pad to land at, and let the FARP personnel know the aircraft was inbound and if they needed fuel or ammo or both," said Barton.

"When the helicopters touchdown, we are as efficient and productive as we possible can," said 2nd Lt. Coleman Harris, FARP OIC. "We have two Soldiers two per bird and then a fire guard for refueling and Delta Company sends soldiers out to rearm the birds. Once the birds take off

my ammo guys go out there and restock the pads so that when the next birds come in there is ammo for them."

That ammo was needed as each aircrew had seven iterations they had to fire in order to pass gunnery.

"The most important thing for me is that the guy I shot gunnery with was straight out of flight school," said Niosi. "He has never fired a gunnery at all, but he did an outstanding job. For the rest of the battalion it was refresher training."

"Seventy-five percent of the folks had deployed with us, but it has been about 5 months since they have pulled the trigger," said Barton. "So even for the senior guys it was good to get out there and do team oriented tactics and just get used to shooting again."

Despite seven days of bad weather 1-1 was able to qualify 22 out of 23 crews, the last crew didn't finish the gunnery because of emergency leave.

"The weather affected

Topped Off

After getting refueled and rockets restocked, two AH-64 Apaches wait at the FARP for their turn at the 1-1 ARB gunnery. This was the first time pilots have shot since returning from Iraq in November

us significantly. We had planned gunnery for three weeks based on a perfect world, and then we lost seven nights due to thunderstorms, hail, high winds," said Barton. "We were basically able to finish the gunnery at the last minute of the last day."

Whether they were air or ground crew all the 1-1 Soldiers worked together to finish the gunnery.

"I am really impressed by the Soldiers and NCOs, they did an outstanding job," said Harris. "The gunnery was definitely a great learning experience for the entire battalion. I hope that we have many more training experiences like this, it only better prepares us for our upcoming Iraqi deployment."

In Bound

An Apache pilot flies toward targets during gunnery qualification at Fort Riley





Photo by Sgt. 1st Class Jeff Troth

Firing Up A Black Hawk pilot scans the map on the multifunction display in the cockpit of a UH-60M

Pilots with class

3-1 AHB leads the way, train on new UH-60M

By Pfc. Roland Hale

Pilots from 3rd Assault Helicopter Battalion, 1st Aviation Regiment began training April 27 on their new helicopter, the UH-60M. The first of these helicopters arrived at Fort Riley on April 21, making 3-1 AHB the second active duty unit to receive them.

"It's still a Black Hawk, but it's 100 percent different," said Chief Warrant Officer 3 Jeremy McDonald, a pilot attending the course. "It's a pretty cool aircraft all around."

The M-model has many new features, including an autopilot system, an integrated cockpit, enhanced survivability, a new cabin section and logistics

initiatives.

In order to keep pilots at their home station as much as possible between deployments, a military training team (MTT) from Fort Rucker has come to here to provide the training.

The MTT has scheduled six classes, running six weeks each, between April and December to qualify all of 3-1 AHB's pilots to operate their new aircraft. Training includes academics, simulator operation and actual

flights (day and night) of the M-model.

In the three week academic segment of the class, the students learn about the new features of the M-model's cockpit, which are the most noticeable changes from previous models of the Black Hawk. The cockpit is very different, with computer screens, digital displays and buttons, rather than the former steam gauges and knobs, said Bill Conner, a civilian MTT instructor for the academic portion



Photo by Pfc. Roland Hale

Study Hour During class, MTT instructor Bill Conner pulls up an illustration of the multifunction displays found in the new helicopters



Photo by Pfc. Roland Hale

Simulation A Black Hawk pilot uses the T-BOS in class

of the training.

"We give them a 10 to 12 page list, A through Z, of new acronyms," said Conner. "It's a lot to learn, but helicopter pilots are always motivated; there's no question they'll do the best they can."

After completing the first week of academics with an exam, students move to the simulator portion of the course. In this stage, pilots train on the Transportable Black Hawk Operations Simulators (T-BOS) to get the feel of the new aircraft in a controlled environment, said Conner. Instructor pilots, from Fort Rucker and 3-1 pilots who are already M-model qualified, mentor the students through the T-BOS phase.

The pilots have nine hours of simulator time on the M-model before

they climb into a real cock-pit, said Kenneth Sparks, a flight simulator instructor.

The simulators provide the pilots with a realistic yet controlled environment to practice what they are taught, said John Lingrel, a civilian contractor working with the T-BOS.

Pilots training on the T-BOS are put in several emergency scenarios, ranging from engine failures to adverse weather conditions, said Lingrel. The instructors implement these

'It's still a Black Hawk, but it's 100 percent different.'

---CHIEF WARRANT OFFICER 3 JEREMY MCDONALD, A 3-1 ARB PILOT



Photo by Pfc. Roland Hale

Simulator Time Two 3-1 pilots attending the M-model transition course practice flying the aircraft with the simulator, discussing techniques with each other



Photo by Pfc. Roland Hale

Parking Space A M-model finds its new home on Marshall Army Airfield

scenarios from a separate computer, controlling the situation and observing the pilot.

“When a pilot messes up, their screen goes red and the instructor debriefs them,” said Lingrel. “The

learning curve would be much steeper if the pilots jumped right into a real live M-model. It’s a lot cheaper to have them mess up here rather than flying a real M-model.” Next, the 3-1 pilots begin

to operate the M-model. Students log around 20 hours of flight time before graduating, with two weeks of day flights followed by a week of night flights. In this stage, students apply what they

have learned about the M-model. Graduating from the course, pilots continue to train rigorously on the M-model, as they will be using these new aircraft to conduct live missions on their next deployment.



Photo by Sgt. 1st Class Jeff Troth

Heads Held High Lt. Col. Kenneth Chase leads the CAB formation through the streets of Abilene, Kans. Abilene is Gen. Dwight Eisenhower’s hometown, where he was shaped to lead the allied forces in 1944 and the country in 1953

D-Day Remembered

CAB marches in Ike’s hometown

BY 11D PUBLIC AFFAIRS OFFICE

On June 6, 1944, Allied forces under Gen. Dwight Eisenhower assaulted the coast of Normandy with 1st Infantry Division units leading the way on Omaha Beach. Sixty five years later, the 1st Inf. Div. remembered that pivotal moment in history, and the connection between “Ike” and the “Big Red One,” by marching in a parade through Eisenhower’s hometown of Abilene, Kan., on the anniversary of D-Day.

Maj. Gen. Vincent Brooks, commanding general of the 1st Inf. Div. and Fort Riley, said the day was all about remembering history.

“We are connecting the past to the present,” Brooks said. “There are Soldiers serving today in harm’s way just as there were Soldiers serving on that fateful day in 1944.”

Command Sgt. Maj. Jim Champagne, senior

noncommissioned officer of the 1st Inf. Div., added that for the individual Soldiers marching in the parade, it’s just one more reminder of their unit’s esteemed legacy.

“They’re reminded every day of their heritage and how proud it is to be a part of the Big Red One,” Champagne said.

When the parade reached its end at the Eisenhower Presidential Library, attendees were treated to a show by the Salina Symphony, who played patriotic songs and war tunes from the World War II era, followed by a roundtable discussion about D-Day, moderated by the 1st Inf. Div. museum’s historian and featuring accomplished veterans of World War II.

For veterans in attendance, like Dick Wallman, a World War II veteran who served in the European and Pacific theaters, the day was for remembering friends lost.

“It’s kind of hard to explain,” Wallman said. “I remember my buddies who were killed and buddies who were taken by Father Time; it’s a day to remember

them.”

Brooks said helping his Soldiers remember the “Greatest Generation” can help them overcome obstacles modern day troops face.

“We remind our Soldiers the history they are a part of and the legacy they are fulfilling,” Brooks said. “When we highlight events like this, it’s their history. We remind them that there were Soldiers once upon a time who also faced tough challenges.”

Through the sharing of common challenges, Wallman said service members from all eras share more. “We have a real strong bond, particularly nourished through the American Legion I belong to. We share a lot of experiences.”

Brooks added that Soldiers’ experiences then and now are all part of a legacy for the 1st Inf. Div.

“It’s a matter of showcasing the Big Red One and its intimate connection and human history as it was with D-Day as well,” Brooks said. “We carry on the honors and traditions of those regiments that fought on Omaha Beach.”

Shoot, move, communicate

Guardian NCOs spend two days training together honing their battle skills before training their soldiers and JRTC/NTC rotations



Objective in Sight

Sgt. Charles Sunkes fires at a target during the reflex fire range

STORY AND PHOTOS BY SGT 1ST CLASS JEFF TROTH

The radio cracks to life with a mission for your platoon. A convoy has been hit and there are injured Soldiers that need assistance. Your platoon climb into their vehicles and head out. The road is strewn with rocks, abandoned cars and houses. Finally you see the familiar shape of a hummer ahead.

As you near the vehicle an RPG detonates against one of the abandoned cars and AK-47s erupt from behind the rocks. Your drivers react quickly and speed out of the kill zone as the others in your platoon return fire.

You make it to the four wounded Soldiers, just as a .50 cal machine gun opens up on your convoy. As your Soldiers lay down suppressive fire, the combat lifesavers quickly triage the wounded, prepare them for transport and then load them into your vehicles. The pedal is put to medal and you are out of there and heading for safety.

The convoy halts, the injured Soldiers get out and walk back to their positions around their



Guardian Guards

Sgt. Carlos Roman provides protection so Staff Sgt. Timothy Cynar can perform triage on an injured soldier

disabled vehicle. Your portion of the training is done.

The training was a two-day event for the NCOs of the 601st Aviation Support Battalion that culminated with the convoy exercise.

"We spent a day and a half doing some focused training, hands on performance task oriented training for the NCOs, and the pinnacle of the event was the convoy," said Command Sgt. Major James Thomson, the command sergeant major for the 601st ASB.

"This was a way to get the NCOs together for a few days and hone our skills on shooting, moving and communicating," Thomson said. "It gives me the chance to show my NCOs what the standard is across the battalion, and now they go back and train all their Soldiers prior to our three CTC (Combat Training Center) rotations and the battalion FTX this fall."

Thomson's original intent for

the training was a week-long field training exercise for all of his NCOs. Since the battalion's November redeployment from Iraq, several of its NCOs have left the unit and regular mission requirements still exist for the Guardian Battalion.

"We are a support battalion and still have to provide support to the brigade. We also have 67 NCOs attending NCOES this month," said Thomson. "Because of the number of NCOs that are left and that are available, the training value wouldn't have been there to take this group of about 130 NCOs out to an FTX, so we scaled it down to a lane training exercise."

The 601st NCOs did a reflexive fire range, to hone their short range marksmanship training. Classes were taught on how to triage, treat and transport a casualty, how to lead a combat patrol, how to find your position using the Defense

Advanced GPS Receiver and how to operate a radio. They were also shown how to establish and operate a tactical control point, hasty recovery of a disabled vehicle and how to react to indirect fire, unexploded ordnance and IEDs.

The capstone event, the convoy training, gave the Soldiers the opportunity to put all the lessons learned into practice. The Soldiers drove down two separate lanes,

'This was a way to get the NCOs together for a few days and hone our skills on shooting, moving and communicating.'

---COMMAND SGT. MAJOR JAMES THOMSON, THE COMMAND SERGEANT MAJOR FOR THE 601ST ASB



Triage Team Sgt. Jose Rodriguez prepares to apply a tourniquet to an injured Soldier, as Sgt. Daniel Jones is ready to assist

each with unexploded ordnance for them to identify and call a situation report back to their headquarters. On each lane the Guardians had to react to opposition forces, but then the scenarios changed. On one route, one of their vehicles was disabled in the attack and they had to get all vehicles out of the area and then treat any injuries from the attack. On the other route was the

disabled vehicle with four injured Soldiers.

“Once we got out of the kill zone and stopped, what was going through my mind was what went through my mind the first time I was in Iraq, with the 172nd Stryker Brigade,” said SGT Ryan Olsen, a 601st Chinook maintainer. “I was just trying to take in what exactly was going on, where everyone was



Round Count

Sgt. Michael Doughty gets his basic combat load before rolling out for the convoy exercise

and what needed to be done.”

What they had to deal with was four Soldiers with a wide variety of wounds. Staff Sgt. Kimberly LaCrosse led a group of 601st medics in applied latex appliances to the “wounded” Soldiers to simulate different types of battlefield injuries. One Soldier was missing an arm; another’s eye was out of its socket; the third had a head injury and an open fracture on his leg; the final Soldier had no major visible injuries but was dazed and confused. The medics added to the confusion of all by yelling at the convoy Soldiers to hurry up and treat the injured.

“The casualties had realistic type of injuries,” said Olsen, who had to deal with the dazed driver. “The yelling, along with the OPFOR and the indirect fire, helped increase the stress, which adds to the realism.”

“The training was very good, especially the detailing of the bodies,” said SGT Phillip Ulrich,



a Chinook maintainer. “They did a very good job with that.”

No training is complete without an after action review. This was a chance for the NCOs to figure out how they could make the training even better for their Soldiers.

“We can make the classes a little bit more in depth, spread them out over a few days for the Soldiers,” said Olsen. “I think a dry run on the convoy would add to the training.”

“To make the training more realistic, we can use more OPFOR, there is never enough it is never real enough,” said Ulrich. “The OPFOR can also continue to fire as they are going through their scenario.”

The 601st NCOs know that the two days of training is going to help them with more than just preparing them to train their Soldiers.

“There were a lot of good classes that covered a lot of good stuff that we need to know,” said Ulrich. “They taught us everything that we need to know to come to go out and do a convoy mission.”



Commo Check

601st ASB sergeants get a hands on class on how to assemble, load and communicate using a military radio

Multi Tasking

During the reflex fire, NCOs walk toward their targets as they fire a single shot, increasing their short range marksmanship



SMACK! A CAB Soldier gets a solid hit on the ball during a late evening game at SACCO Softball Complex

Who's on First?

2009 MWR Softball season kicks off, breeds competition and pride among CAB Soldiers

STORY AND PHOTOS BY PFC ROLAND HALE

A burst of action, followed by a flurry of dust and bodies; commotion and cheers, followed by silence and anticipation. The crowd waits for the bark of the umpire's decision.

"HE'S OUT!!!"

Fort Riley's 2009 MWR softball season kicked off May 19, giving hundreds of

Combat Aviation Brigade Soldiers one more thing in common aside from the Big Red One patch – a new glove to break in.

Evenings at Sacco Softball Complex on Huebner Road are alive with the constant buzz of players, spouses, children and the wild exclamations of the umpires as a grand slam ends it all late in the eighth inning.

"Whether we win or lose it's a good experience for our team," said 1st Sgt. Mark Bowser, who plays for the 1st Attack Reconnaissance Battalion, 1st Aviation Regiment Gunfighter's team. "We've got Soldiers from different companies interacting in ways they usually don't. It builds a kind of team spirit within the battalion."

During the season, CAB teams compete with

each other and several other teams from around Fort Riley.

"It's healthy competition. Any organized sport is a team-builder, and it's good to get out there and compete with other Soldiers in the brigade," said Bowser.

CAB Soldiers participating in the softball league are bonding, creating a sense of unit cohesion and breeding the spirit of competition.

"Playing softball we get to know each other on a personal level. We learn to count on each other," said Spc. Marisol Pontious, who organized





Keeping Score An umpire updates the scoreboard after a run was scored during a softball game between two CAB teams



Close Call After catching the throw to first, a CAB Soldier eyes the base to see whether the runner is out or safe



Eye on the Ball A Soldier and softball player from the Roughnecks team keeps his eye on the ball in hopes of knocking it out of the park



Get Loose A Soldier playing with the HHC CAB team warms up with a buddy, throwing a ball back and forth before a game

Good Game Players meet in the infield after a game to congratulate one another in good sportsmanship



Base Hit! CAB Soldiers watch their team mates as they wait their turn to bat in a softball game

the HHC CAB team. “I started the team mainly so the Soldiers in the barracks would have something to do after work. Instead of sitting around, they can be out here (on the field) staying active and having fun.”

In addition to having fun, CAB Soldiers playing softball are given the chance to make important relationships. “These are the people that will be going down-range together,” said Pontious.

“It’s good to build strong relationships with something like this so you know the people that you’re going to be deployed with.”

The season is shared

by four leagues: the Battalion League, open for active duty soldiers at the battalion level; the American League, consisting of active duty Soldiers at the company level; the National League, for the families of Soldiers; and the Community Life League, open to family members, retirees and DOD civilians.

The CAB has six teams, out of 12, in the American League and two in the Battalion League.

The regular season concludes at the end of July. In August, the top teams compete in the post championships.



Hip Hop Staff Sgt. Adrian Garib and others found the easiest way over the vaults was to bound over them



Plowing Through (center) Spc. Jason Austin sends sand flying as he crawls under barbed wire

Just A Little Higher Pfc. Andrew Fetz gives it all he has to kick his legs over the inclined wall



High Step Spc. Cavin Mcken and other Soldiers wished for longer legs on some of the obstacles like the High Step Over



Wrong Way The Blacksmiths found out that some obstacles needed a second attempt

Blacksmiths pound it out

The Blacksmiths of Company B, 601st Aviation Support Battalion, got away from the airfield for a day of team building at the Fort Riley obstacle course.

But, before they could throw their bodies over and under the obstacles the Soldiers had to complete a ruck march.

Once at the course the company was given a safety brief on each of the obstacles and shown how to do it. Then it was the Blacksmiths turn.

The Soldiers assaulted the course three times, first in just their ACUs, they then added IBA and helmet, and finally in teams.



Still There Chief Warrant Officer 2 Juan Sablan looks back to check members of his platoon

Photos by Sgt. 1st Class Jeff Troth

Courtesy photo



Photo by Pfc. Roland Hale



Photo by Pfc. Roland Hale

CAB CANDIDS

65 Years CAB Soldiers joined other IID Soldiers on the cliffs overlooking Omaha Beach during the Big Red One memorial ceremony, as part of the D-Day anniversary events in France

Exact Science During payday activities, 1st Sgt. James Hamilton uses a ruler to ensure that the HHC, 3-1 AHB Soldiers' Class A uniforms are set up by the book



Photo by Pfc. Roland Hale

234 And Still Strong Soldiers from Co. D, 1-6 CAV, refurbished an old Kiowa helicopter for use during the Big Red One and Army Birthday celebration

Sweet Tooth Pv2 Melissa Welling puts the finishing touches on a caramel custard being served at the Food Service Refresher Course graduation

Watchful Eye A crew chief watches his Black Hawk's tail as the helicopter rolls out for an early morning mission



Photo by Sgt. 1st Class Jeff Troth

Coming of Age

Army Aviation demonstrate value on modern battlefield



Drop Off An UH-1 Huey lifts off from a landing zone after inserting 1st ID Soldiers into a Vietnam field

Both Army Aviation and the helicopter came of age during the conflict in southeast Asia. From the arrival in Vietnam of the first Army helicopter units in December 1961 until the completion of the disengagement and Vietnamization processes in 1973, it was America's "Helicopter War."

The most widely used helicopter, the UH-1 Iroquois or Huey, began to arrive in Vietnam in significant numbers in 1964; before the end

of the conflict, more than 5,000 of these versatile aircraft were introduced into southeast Asia. They were used for medical evacuation, command and control, and air assault; to transport personnel and materiel; and as gun ships. The AH-1 Cobra arrived in 1967 to partially replace the Huey in its gun ship capacity. Other important helicopters in Vietnam included the CH-47 Chinook, the OH-6 Cayuse, the OH-58 Kiowa,

and the CH-54 Tarhe.

Although the concept of airmobility had been developed with a mid-intensity European conflict in mind, Army Aviation and the helicopter had proven themselves during the low intensity conflict in southeast Asia. Afterwards, the Army turned its major attention back to the threat of a mid or high intensity conflict in Europe, and doubts reemerged about the value of helicopters in that sort of arena.

Some military leaders believed that the helicopter could not survive and perform an essential role in a heavy combat environment. In order to gain general acceptance and ensure further success, Army Aviation continued to develop new doctrine, tactics, aircraft, equipment, and organizational structure. New or radically modified aircraft adopted during the early 1980s consisted of the AH-64 Apache, the UH-60 Black Hawk, and the OH-58D version of the Kiowa.

The opposition to a separate aviation branch was a product in part of Army attitudes regarding the Army Air Corps and the U.S. Air Force.

In Army circles, both of these aviation organizations were believed to have been unreliable in performing their mission of supporting the ground forces - even after having been given resources to do so. Since Army Aviation had demonstrated its commitment to the support of the ground battle in Vietnam, however, opposition to a separate aviation branch began to wane.

Also, Army Aviation had grown in size and technological sophistication. This growth caused increasingly complex problems in training, procurement,



Delivery A Chinook delivers a load of ammunition to artillery troops in the field

doctrine development, proponent responsibility, and personnel management. Many non-aviators as well as aviators became convinced that these problems could be solved more effectively by the creation of an aviation branch.

Both DA and TRADOC conducted extensive studies of the separate-branch question during the early 1980s. By 1983, there was a near consensus among Army leaders, and the Secretary of the Army signed an order creating the Army Aviation Branch, with an effective date of 12 April 1983.

Aviation officer basic and advanced courses began at Fort Rucker in 1984, and a gradual consolidation of aviation-related activities followed. In 1986, the U.S. Army ATC Activity became part of the branch; the following year, an NCO academy was established at Fort Rucker. In 1988, the Army Aviation Logistics School, which had been dependent on the Transportation Center at Fort Eustis, was incorporated into the Aviation Branch.

Also in 1988, the Army Aviation Modernization Plan was given final approval and implemented. The modernization plan called for a gradual reduction in the number of Army aircraft as older models were replaced by modern ones. Aircraft adopted or planned during the late

1980s and early 1990s included the OH-58D Kiowa Warrior, the RAH-66 Comanche, and a new training helicopter.

Army Aviation's role of providing the indispensable vertical dimension to the modern battlefield has come to be universally recognized. During operations in Grenada, Panama, and the Persian Gulf region, Army Aviation played major and decisive roles.

One of the very first blows of Operation Desert Storm was

struck by Army Aviation. Apache helicopters destroyed Iraqi early warning sites shortly before allied bombs began exploding over Baghdad. Then, during the 100 hours of ground combat, Army helicopters dominated night-time operations.

The decreased military budgets following the end of the Cold War forced both the Army and Army Aviation to downsize. Army Aviation's response was to develop the "Aviation Restructure Initiative," a plan to decrease the size of the force while continuing to meet its mission and also overcoming existing deficiencies. The ARI aims to accomplish these goals through continued modernization of the fleet and reorganization of the force.

The post-Cold War environment provides new opportunities for Army Aviation to serve our country. Aviation is uniquely qualified for infiltration, reconnaissance, evacuation, and strike missions of unconventional warfare. Because of its unique combination of versatility, deployability, and lethality, Army Aviation is assuming additional missions and functions in the rapidly changing millennium.



Attack A Huey Cobra, an attack helicopter used in the Vietnam War, fires rockets toward a target



SG BONNER