

DEMON



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"A remarkable attention to every point of duty and a neatness in their dress are indispensable requisites." -- BARON VON STUBEN

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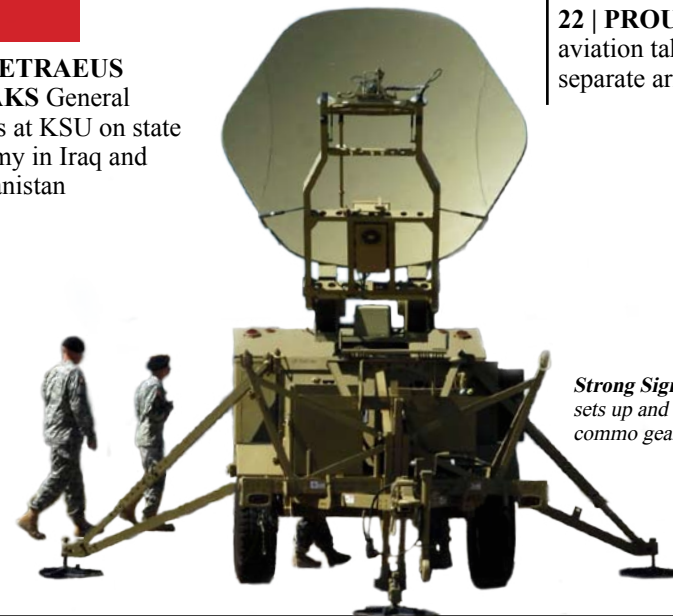
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On the back cover: (Photo by Sgt. 1st Class Jeff Troth) A CH-47 kicks up a dust cloud as it heads for the FARP after a mission



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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

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Dress Right. Looking out for your battle buddy continues off the battleground

One thing that we are told when we first join the Army is that in war the one person you can count on is the person next to you in the foxhole – they are going to be there to watch your back in a fire fight. We also must learn to watch each other as we walk around everyday.

For most of us we have not worn our Class As

in quite awhile. The now monthly payday activities will ensure that we not only fit into them, but also that they are squared away.

But we, as Soldiers, as professionals, should not wait until or that one day a month to ensure that someone's uniform is squared away. If you see someone is out of uniform or there is something wrong with their

appearance it is your job, your duty, as a Soldier to square them away.

Don't assume that they know they are missing their DUI on their beret – no one else might have told them yet.

If you tell someone tactfully that there is a problem with their appearance a thank you is sure to follow.

For some people a ribbon is a ribbon on their Class As. The placement is measured perfectly, but they are not used to unit awards and don't know that wheat grows up. Help them out.

With today's velcroed

and pinned uniform we stand even more chances of not being dressed right. Name and U.S. Army tapes are easily transposed, flags placed on the left shoulder and wings placed too high or too low. Double check your fellow Soldiers.

Rank doesn't have privilege here. Whether it is the sergeant major of the Army with confetti stuck in his eyebrow, a general with his name tape on the left side, or a SFC missing his rank, tell them, let them know that you are looking out for them – that you have their back.

Demons you are absolutely magnificent! It's been 5 months since our return from Iraq – awesome tour but now history.

Let's center our efforts on completing RESET and training this great brigade for future operations while balancing our precious time with those that provide abiding and unshakable support, our families. No easy task.

Since we commenced home station operations in mid-January, the CAB has RESET the majority of our tactical equipment, received nearly half of our aircraft fresh from the seven different RESET facilities and accounted for most of the equipment we left behind when we deployed. Furthermore, we have witnessed nearly half of our Soldiers receive much deserved training and education to further their careers. All tasks safely and professionally executed while we've continued to train our Soldiers in conducting, supporting and sustaining aviation operations.

We have passed through the RESET phase rapidly and successfully, and I want to thank all of you for your resilience and hard work. Care, leadership and attention to detail by each and every Soldier have kept us safe. Keep up the great work.

The sixth month following a deployment typically marks the beginning of the transition of a unit from its RESET phase of the Army Force Generation (ARFORGEN) model to the "Train/Ready" phase.

This next phase is

Train/Ready. Demon Brigade exits RESET but must remain vigilant as CAB enters collective task training phase of redeployment. **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

characterized by the shift in our training focus from individual Soldier tasks to collective platoon, company and battalion tasks. Our operations tempo (OPTEMPO) will increase during this transition. Specific events include aerial gunneries, convoy live fires, deployments to the National Training

Center and Joint Readiness Training Center, and more gunneries! Stay vigilant as you fly, maintain, and support the brigade and its training activities.

In light of the change in focus and increased OPTEMPO, we must sustain what we've built since our return. We have created an environment

in which Soldier and Family have the time and other resources available to continue to connect and flourish following our long deployment. Strong families keep our organization healthy. We must deliberately plan to sustain our Families and this will take resilience on the part of both Soldiers and Leaders. Family readiness is a precondition to Soldier readiness. We cannot expect to be efficient in the execution of our upcoming training events without our Families being ready to support us.

Finally, the Demon Brigade is not only a part of history; we are once again making history. I recently joined many Demons at Nashville, Tenn., and proudly accepted the Army Aviation Association of America's award for the "Outstanding Army Aviation Unit of the Year"! This recognition is yours – be proud you deserve it! The Big Red One, our Army and our nation deserve nothing short of the best from this brigade and its Soldiers! You are the best!

**DUTY FIRST!
DEMONS – NO WHERE
TO HIDE!**

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

Thank You. Team work has allowed the CAB to win the Super Bowl, it would not have been possible without every Soldier in the BDE. **Command Sgt. Maj. Buddy Wallace, the first brigade CSM of the Demon Brigade, speaks out on working together to accomplish mission**

Recently DEMON 6 and I had the honor of representing this great brigade in Nashville, Tenn., during the AAAA conference, where you were recognized as the Best Aviation Brigade in the Army. I am humbled and honored to stand next to the Soldiers, NCOs and Officers of this BDE. Think about what you have accomplished, the newest Aviation brigade in the Army won the Super Bowl. The many successes of this BDE are a direct result of Team Work. All of you have definitely exemplified No Mission too Difficult.

Thanks to all of you for doing everything it takes to get our Soldiers and Families cared for, Aircraft maintained, Soldiers trained, equipped and ready to deploy. It has taken everyone in this BDE – in the dining facility, on the flight line and everywhere in between – to get us where we are today.

We could not have done what we have accomplished with out you or your families. A huge thanks goes out to our Family members as well. I don't mean just your husbands, wives and children, this thanks also goes out to all our mothers, fathers, sisters and brothers, who support us in one form or another, and they are all



Photo by Sgt. 1st Class Jeff Troth

a part of this! Take the time to look them in the eye and thank them. Do not assume they know how you feel. They need to hear it!

As you can see by DEMON 6's article, we are up to our ears in tasks that must and will be accomplished. Don't allow the endless list of things needing your attention

to overwhelm you. More importantly do not attempt to do it all yourself. You can eat an elephant, it just has to be done one bite at a time, if not you will choke.

One area of success I want to highlight in the Demon BDE is schools. Since our return from Iraq, this brigade has graduated 1923 Soldiers from a wide

variety of courses. Our BDE currently has 120 SGTs who need to attend WLC, I challenge every NCO and leader in this BDE to work with and lead these NCOs and get this required training completed. There really is never a good time to drop what you are doing and go to school, but it is what we owe our Soldiers and the Army.

You may think you have been busy since our return, but I am here to tell you things are only going to speed up as this BDE gets ready for our next deployment. Many of you have been through this before. We will be looking to you for your experience.

With summer just around the corner, we now face a new set of challenges. We don't have to worry about Al-Qaida trying to shoot us down, it is motorcycles, ATVs, alcohol, time spent at the lake and back yard BBQs that we must watch out for. Be vigilant this summer and keep our Soldiers and Families safe. Safety never takes a day off, nor does leadership.

Everyone in the BDE is a critical member of our TEAM. No, we cannot do it without any one of you. Let's keep it all together and continue to work as a team to keep us safe and on track for our upcoming training events! You have proven how capable you are, now continue to stay focused and get our new team trained up and ready to deploy!

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 the meaning of life and asks, "Who are you going to live for?" **The Combat Aviation Brigade chaplain speaks from the country's heartland**

Have you ever wondered or felt confused about the purpose of your life or asked the question, "What am I living for?" You wouldn't be alone if you did. Thomas Aquinas wrote: "there is within every soul a thirst for happiness and meaning." We tend to stumble around in the dark looking for answers. When someone says, "I've always thought the purpose of life is..." they're really saying, "this is the best guess I can come up with." For thousands of years, brilliant philosophers have discussed and speculated about the meaning of life. A philosophy professor published the answers of some of the best-known philosophers to the question, "What is the meaning of life?" Some of them admitted that they just made up a purpose for life. Others were honest enough to say they were clueless. In fact, I think most people are drifting with the tide through life like a ship without a sail. H.G. Wells, historian and philosopher, said, at the age of 61, "I have no peace. All life is at the end of the tether."

The problem was that most of them started by presuming the answer to life's most perplexing question would be found within. In other words, their jumping off point was wrong. This approach assumed there was no Creator. Rick Warren points out in his book "The Purpose Driven Life", that if there were no God, and everything was a result of random chance, there would be no purpose to life.

One can really see that God created everything for a purpose. There is order, system and design to the whole of creation. Yale physicist and Nobel Laureate Professor Henry Margenau concludes that "there is only one



Photo by Pic: Roland Hale

Settling In Chaplain (Capt.) Thomas Bruce sets up shop in the CAB's unit ministry team office at Marshall Army Airfield

convincing answer" for the intricate laws that exist in nature, "creation by an omnipotent omniscient God." Ask yourself why ninety percent of all astronomers believe in God! Could it be because "the heavens declare the glory of God (Psalms 19:1)" as Scripture says. There's no branch of science that looks at a larger portion of God's handiwork than astronomy. Those who have looked to the farthest extent that humankind has been able to see in the universe have concluded that the hand that made it is Divine.

Pascal, the French physicist and philosopher, wrote: "there is a God-shaped vacuum in the heart of every man which cannot be filled by any created thing, but only by God the Creator."

Perhaps, in the quiet of your own heart you are saying, "yes, there is a vacuum; I am not satisfied with my life." The truth is, none of us

will be truly fulfilled until we invite God to show us the purpose for which He created us.

The Creator's instruction manual states that our purpose is to bring glory to God (see Isaiah 43:7 in any BIBLE). C. S. Lewis the brilliant Oxford professor and author said, "In commanding us to glorify him, God is inviting us to enjoy him." He means that we bring glory to God by getting to know and love him. We find the meaning of life by finding God. The alternative is human-centered and self-seeking (a dead end). The Scripture says, "The steps of a good man are ordered by the Lord (Psalm 37:23, NKJ)." That is to say, God should be the primary One that we take direction from.

So the question for each person is "Who are you going to live for- yourself or God?" It's time to settle this issue.

Aviation News. Thirty-five years after graduating from flight school, Army's first female aviator honored in Washington D.C. **Army's first female helicopter pilot flew with Big Red One at Fort Riley**

BY ALEX MCVEIGH
FORT MYER PAO

FORT MYER, Va. -- Members of "Freedom Team Salute" honored retired Col. Sally D. Murphy, the Army's first female helicopter pilot, Wednesday at Fort Myer Spates Community Club.

This year marks the 35th anniversary of Murphy's graduation from the Army Aviation school at Fort Rucker, Ala., when she became the Army's first female helicopter pilot. She joined the Women Army Corps in 1972, and entered the aviation school when women were first allowed in.

Murphy flew helicopters for the 1st Infantry Division at Fort Riley, Kan., and commanded the 62nd Aviation Company in Germany and the 78th Aviation Battalion (Provisional) in Japan.

Col. Laura J. Richardson, Fort Myer Military Community garrison commander, is one of thousands of women who have followed in Murphy's footsteps as a female aviator. She spoke at the event about how Murphy's shadow loomed over her during aviation training.

"From my own experience as a female helicopter pilot, I understand and appreciate the time, effort, knowledge and dedication it took Col. Murphy to become the Army's first female helicopter pilot," Richardson said. "More importantly, I appreciate the tough road that Col. Murphy forged, making it possible for me and other female Army aviators to follow along in a ready made path, making it so much easier for us."

After Richardson spoke, Judith Matteson of the U.S. Army Women's Museum spoke about the history of women aviators. She mentioned Bessie Coleman, civil aviator, who became the first



Courtesy photo

Spiritual Speak Retired Col. Sally Murphy checks out a Black Hawk during a ceremony honoring her as the first female helicopter pilot

African-American airplane pilot.

Col. David Griffith, director of Freedom Team Salute, mentioned the 1.9 million Soldiers that FTS has recognized before talking about Murphy's contributions to the military.

"Because of (Murphy), women make up 15 percent of the Army, and are present in 91 percent of the Army's occupations," Griffith said.

He then presented Murphy with her official commendation from FTS, and Murphy took the stage.

Her voice broke at times, but she managed to tell the story of how she became the first female Army aviator, from her childhood as a tomboy through her time in Military Intelligence, all the way to her service with Unmanned Aerial Vehicles.

"I love being in the Army, I love being an aviator, and I love being in intelligence," she said.

She spoke about how her husband, son and daughter-in-law are all currently serving in the Army, and that she is proud of all of them. She exited the podium to a standing ovation, and the audience of Soldiers, civilians and retired female Soldiers enjoyed a luncheon.

It was Richardson who pointed out the significance of honoring Murphy during Women's History Month, and at Fort Myer, the birthplace of military aviation. She concluded her remarks with a heartfelt thank-you.

"Thank you, Col. Murphy, for your steadfastness and courage, to go where no woman in the Army had ever gone before and to pave the way for the rest of us" Richardson said. "I know your efforts will continue to inspire future female Army aviators for generations."

Digital Age

The Uh-60M's dash replaces the round gauges of the earlier Black Hawk with digital monitors



New Nightmares

3-1 AHB is second active-duty unit in Army to receive new M model Black Hawk helicopters

STORY AND PHOTOS BY
SGT 1ST CLASS JEFF TROTH

New helicopters have landed at Fort Riley. The 3rd Assault Helicopter Battalion, 1st Aviation Regiment, received the first two of its 30 new UH-60M Black Hawks April 21. The rest are scheduled to arrive before December.

The 3-1 AHB is the second active duty Army unit to receive the new UH-60M Black Hawks, which at first glance the new UH-60M Black Hawks looks very similar to its "sibling" L model. But, open the door and look inside – the changes

are very obvious.

"The entire aircraft is a digital aircraft," said Maj. Robert Keeter, a pilot and the 3-1's S3. "It has a lot of upgraded computer systems."

The old round gauges with dials were replaced with four computer monitors that can display numerous functions to include instruments, radios or maps.

"The new Mike model has an integrated computer system that will let me pull up a map and as I am flying I can look at the map and I can see where I am," Keeter said. "The map has an integrated GPS that moves as I am flying."

In the earlier versions of the Black Hawk helicopter pilots a numeric location was displayed on their GPS and then they had to find that point on a map to figure out where they were. The new UH-60M allows the pilot to see their location and their destination, compared to having to steer toward their destination using a needle on the dash.

"The biggest improvement is situation awareness for the pilots," said Chief Warrant Officer 4 Matt Hastings, a 3-1 pilot. "We have four computer screens that will tell us exactly where we are at all times

and exactly where we are going. The digital battlespace is playing in front of us and we have multiple ways to plug into that."

Besides knowing where their aircraft is in relation to the ground and their objective, pilots can also use the UH-60M's map screen to pinpoint enemy activity.

"As I am flying if I see a threat, I can put that threat on the map and e-mail it to everyone else

'The biggest improvement is situation awareness for the pilots.'

---CHIEF WARRANT OFFICER 4 MATT HASTINGS,
3-1 PILOT

**In Bound**

A UH-60M Black Hawk comes in for its first landing at Marshall Army Airfield

Hand Off

Lt. Col. Andrew Cole (right), 3-1 AHB commander, receives the keys and log book to the battalion's first UH-60M from Maj. Bradley Bruce, the assistant program manager for UH-60M fielding



First Look

Chief Warrant Officer 4 Matt Hastings talks to Capt. Robert Lanier about the handling of the new UH-60M Black Hawk

flying and to the TOC (the tactical operation center),” said Hastings. “Now everyone knows that that threat is out there and its location.”

To help maneuver away

‘The new seats have some maneuverability – they can slide and turn – so the crew chiefs can interact with the passengers or cargo.’

---MAJ. ROBERT KEETER, THE 3-1’S S3

from that threat, the UH-60M has new composite spar wide-chord blades, which are wider than the earlier models, and provide more lift at higher altitudes.

The aircraft also has a partial auto-pilot that assists pilots when Mother Nature is not cooperating with them.

“The helicopter will fly the whole thing for you,” said Hastings. “So when we are in one of those really dark nights, or have bad visibility, the aircraft is taking care of it for us and everything is good to go.”

When the mission is over, the computers also help with the maintenance of the Black Hawk by

keeping track of more than 200 parameters from the new Black Hawk databus plus dedicated sensors and provide automated data collection and advanced mechanical diagnostics to determine the health of drive system gears, bearings, and shafts. A PCMCIA card logs the data and is used to transfer the flight data to the helicopters digital logbook.

“The new system and maintenance program is going to make less maintenance happen for our crew chiefs after we are done flying,” said Hastings.

Modifications to the Black Hawk don’t stop in the cockpit.



“The crew chiefs seats have been improved,” said Keeter. “The crew seats in the older aircraft are stationary facing out, you sit in one spot and that is where you are for the flight. With the new seats they have some maneuverability – they can slide and turn – so the crew chiefs can interact with the passengers or cargo easier.”

Their passengers will also be safer, as their seats have been redesigned and are now more crash worthy.

The UH-60M is a huge

improvement from the first Black Hawk that rolled off the assembly line in 1978. But one thing has not changed for this medium-lift helicopter – allowing its aircrew to accomplish their mission.

“When we deploy we are going to still have the long days, but once you are in the helicopter you are going to be much more relaxed,” said Hastings. “Once we learn this helicopter’s fullest capabilities and apply them we are going to work less hard.”



In Bound

The first two of 30 new UH-60M Black Hawks taxi to their parking spots after making their first landing at Marshall Army Airfield

Sit and Spin

Capt. Robert Lanier checks out the UH-60M’s new multi-directional crew chief seat

Nose Gear

3-1 AHB pilots look over the modifications on the new UH-60M Black Hawk after its arrival at Fort Riley

Satellite speak

Crusaders validate their equipment to ensure they keep the CAB talking

STORY AND PHOTOS BY PFC ROLAND HALE

One are the days when a general sent a runner over the ridge with orders for the captain of his cavalry. In today's age of technology, satellite communications have found their way into every corner of the battlefield. From reconnaissance to air assault, communication is vital to coordinate missions in such a

technological Army.

The Combat Aviation Brigade, 1st Infantry Division's mission of supporting ground troops would be greatly hampered if not for specialized equipment providing the transmission of essential communications.

On April 19, Soldiers of Company C, 601st Aviation Support Battalion, began a validation exercise of the company's Satellite Transmission

Terminals. The STTs are key components in the Co. C, Crusaders mission to provide satellite access for the CAB and other units.

The exercise served not only to ensure these vital communications systems were upgraded and operational, but provided useful hands-on training to the company's new Soldiers.

The STTs are essential to providing communication for the CAB, said Spc. Danny Tuggle, a Soldier who used the equipment during the Crusaders' recent 15-month tour to Iraq.

"Just imagine trying to run a DSL cable from here to Iraq," he said.

To begin the exercise, Soldiers towed their 10 STTs to the road behind the company building under the supervision of their NCOs and civilian contractors.

"The civilians are here to verify the equipment we're signing for is upgraded, to teach us a little more about the STTs, and to have everything turned in and ready to go," said Warrant Officer 1 Jason Horton, the OIC of the validation exercise.

Once in place, it took most of the first day to get the equipment situated correctly. Tuggle said it does not normally take so long, but the NCOs and contractors wanted to make sure the new Soldiers fully understood what they were doing. In order to get a solid signal, the Soldiers ensured the equipment was level. This was accomplished by adjusting the machines' three points of contact and manually raising the wheels of the STTs off the ground.

The Soldiers also practiced raising the dish of the STTs and programming in the coordinates of the designated satellite.

Once erected and pointed in the right direction, the Soldiers were shown how to read the machines' computers and familiarized themselves with all the control panels and operational procedures.

The operation of the STTs can be quite stressful – if it is aimed off target by even a degree, it



Ready, talk The STTs stand erected behind the company area, operational and ready to transmit their signal to a designated satellite

Eyes Front Sgt. Andy Gifford gives a block of instruction to a group of Soldiers on the operation of the STT



Gettin' Started

New knowledge fresh in their minds, two Soldiers discuss what they learned about the operation of the STT before activating it



will miss the satellite by about 20,000 miles, explained Pvt. Robert Ribaudo, a multi-channel transmissions systems operator and new Crusader.

“I find it fascinating,” said Ribaudo. “With training like this you literally see what you do. It gives you a more practical understanding.”

“They’re catching on really well,” said Sgt. Andy Gifford, NCOIC of the STT validation exercise. “The confused looks go away after a couple hours around the equipment.”

In addition to operating the equipment, Soldiers learned the proper procedures to maintain the equipment as well.

The STTs are programmed to run independently for 12 to 14 hours with minimal attention. Each machine requires refueling about twice a day, and the Soldiers were taught to check the fuel tank every six hours. They were also

‘By the time we’re ready to roll out (on our next deployment), our Soldiers will be very proficient at operating and maintaining this equipment.’

---WARRANT OFFICER 1 JASON HORTON, THE OIC OF THE VALIDATION EXERCISE



Looks Good

Pvt 2 Damien Yates checks the oil of his STT, making sure the levels are correct so the machine continues to run at optimal performance



Hammer time

Pvt. Robert Ribaudo pounds a stake into the ground, securing the ground lines connected to the STT. Much of the Soldiers work during the validation exercise went into setting up the STTs, giving them hands on experience with the equipment

shown how to check the system to make sure it is operating correctly and the equipment is producing a strong signal.

One of the Soldiers’ primary duties is sending out a communication status report on their satellite systems. This report gives specifics about the equipment’s activity, including temperature, settings, status, and how long it has been running, said Ribaudo.

“By the time we’re ready to roll out (on our next deployment), our Soldiers will be very proficient at operating and maintaining this equipment,” said Horton. “Our mission is to operate and manage major communications for the CAB.”

Validating their equipment and preparing their Soldiers to use it properly, the Crusaders of Co. C are doing everything they can to accomplish that mission.

“We support the war-fighter and we have a high standard of doing so,” said Horton, “and we’ll continue to meet this standard in supporting the warriors of the CAB as they fight for our freedoms.”



Satellite Lock

With their STT extended and transmitting, Soldiers monitor the equipment to ensure it is working properly

Petraeus Speaks, CAB Listens

BY SPC JASON KEMP, 1 ID PAO

Central Command's top general visited Kansas State University April 27 and discussed the military tactics used in the Global War on Terrorism.

Gen. David Petraeus, commander of U.S. Central Command, told the audience of approximately 3,000 the tactics that brought the United States success in Iraq may also aid forces in Afghanistan.

Petraeus' remarks were well-received by the crowd, which was an even mix of Fort Riley personnel, and K-State students and faculty.

The biggest applause of the day though, was not for Petraeus, but for the American Soldiers, or the heroes of the new generation as Petraeus put it.

"I felt pride overwhelming me. It is not every day that you get this type of appreciation from the

men and women that you serve," said Staff Sgt. William Spring, of the 41st Engineer Company, 1st Engineer Battalion.

Petraeus compared and contrasted the fighting in Afghanistan and Iraq saying there are differences in the two, but that tactics used in Iraq may work well in Afghanistan but with some unique challenges.

"In Afghanistan we are building, not rebuilding," Petraeus said.

Petraeus also spoke about the additional troops sent to Iraq.

"The popular understanding is that it was the surge, commonly seen as the United States sending 30,000 or so more combat troops into Iraq," he explained. "In truth, the surge was much more than that."

"The commitment of additional forces signaled to the Iraqi people the United States' commitment to seeing Iraq through the crisis, in many cases giving the Iraqis

confidence to stand up to the extremists themselves," said Petraeus.

The 1st Battalion, 28th Infantry Regiment, the "Black Lions" were praised for their hard work and heroism in Iraq during the Landon Lecture by Petraeus.

"I found the lecture to be informative, and it hit on the points that the Soldiers wanted to hear. His examples using the Black Lions in their mission of counterinsurgency in the streets of southern Baghdad during the surge hit home," said Spring. "Not just to the 1-28 Soldiers, but to all 1st Infantry Division Soldiers that have seen and walked the many streets of Iraq."



Command Presence Gen. David Petraeus talks about how the surge signaled the United States commitment to the Iraqi people

Visual Notes A CAB Soldier takes a video of Gen. David Petraeus during the CENTCOM commander's visit to Kansas State University



Mount Up

CAV cases colors for final time at the Mountain Post

BY CAPT JOSH ENGLAND

Troopers of the 1st Squadron, 6th Cavalry Regiment, couldn't have asked for a more beautiful day to say goodbye to the Mountain Post of Fort Carson, Colo. The Squadron cased their colors outside their hangar on Butts Army Airfield April 30 during a ceremony signaling the end of their time in Colorado.

With the massive front range of the Rocky Mountains piercing the bright blue Colorado sky the Fighting Sixth formed up wearing their traditional Stetsons and spurs. Flanked by two of the Squadron's OH-58D Kiowa Warriors the troopers came to attention as the 1-6 CAV Commander, Lt. Col. Kenneth Chase and Command Sgt.

Maj. Stephen Waller, 1-6 command sergeant major, cased the squadron colors for the final time at Fort Carson in true Cavalry fashion.

Once the colors were cased, Chase addressed the troops, and told them "it is time to strike camp, mount up and ride east."

Col. Jessie Farrington, commander of the 1st Combat Aviation Brigade, 1st Infantry Division, provided words of encouragement regarding the Squadron's recent deployment to Iraq and their future.

It is with fond memories that the Troopers say farewell to Fort Carson. The Squadron has called the post home since before the war in Iraq began. Most of the Soldiers that stood in the formation had served with the unit when it was

the 4th Squadron, 3rd Armored Cavalry Regiment in OIF I and III, and then deployed again with the CAB in September 2007.

With a portion of the squadron already at Fort Riley, and the rest to shortly follow, the traffic pattern at Marshall Army Airfield at Fort Riley will soon host a fourth Army airframe as the Kiowa Warrior is integrated into the Riley team. Joining the rest of the CAB, the Squadron looks forward to supporting the BCTs of the 1st Infantry Division, and bringing the pride and heritage of the Air Cav to Fort Riley.

Following the ceremony, the Squadron held a barbecue outside their hangar. Soldiers laughed, joked, and ate their fill. A fitting way to bid their farewell to Fort Carson, and the town of Colorado Springs which they have called home.

The Soldiers are ready for the new challenges they will face at Fort Riley and look forward to a new post with a new set of experiences and opportunities.



Final Farewell Lt. Col. Kenneth Chase and Command Sergeant Major Stephen Waller case the squadron colors



Welcoming Committee Command Sergeant Major Buddy Wallace and his wife Lefty (far left) along with Col. Jessie Farrington and his wife Sandi welcome Soldiers and their guests as they go through the CAB ball's receiving line



No Escape Command Sergeant Major Leeford Cain takes care of Nightmare business via his Blackberry at the ball

Having a Ball

After 15 months in Iraq, Soldiers of the Demon Brigade come together with family and friends for a night of formalities and fun



Raised Glasses Chief Warrant Officer 3 Jess McGee raises his glass for a toast



Gentlemanly Actions Master Sgt. Terry Curnutt seats his wife, Sanaa, before the dinner begins



Having A Ball Sgt. 1st Class Christopher Boyle takes his wife, Michelle, for a spin on the dance floor



Iron Speaker Command Sergeant Major Robert Blackwood, 1AD CSM, addresses the Soldiers and their guests at the ball

Photos by Sgt. 1st Class Jeff Troth



Photo by Sgt. 1st Class Jeff Troth



Photo by Sgt. 1st Class Jeff Troth

CLOCKWISE FROM LEFT:

Pep Talk Col. Jessie Farrington talks to brigade Soldiers prior to the 1 ID assumption of command

Watchful Eye 2-1 GSAB maintainers push a Black Hawk MEDEVAC helicopter out to the flight line

Stately Visit Chief Warrant Officer 3 Daniel West shows congressional staffers the cockpit of an Apache during their visit to Fort Riley

Morning Music Pfc. Brandon Hinthorn, 601st ASB, plays music at the CAB's Prayer Breakfast held at the Demon Diner, April 24

Solemn Dedication The CAB color guard battles 40+ MPH wind gusts during the new Kansas Veterans Cemetery's dedication ceremony

Hooker Maintenance Pfc. Jeremy Ganz and Staff Sgt. Ian MacDonald replace an engine cover after preflight checks of a CH-47 Chinook



Photo by Sgt. 1st Class Jeff Troth



Photo by Pfc. Roland Haid



Photo by Sgt. 1st Class Jeff Troth

CAB CANDIDS



Photo by Sgt. 1st Class Jeff Troth

Proud Past

Army Aviation began in balloons, but quickly grew wings and became a force to be reckoned with



U.S. Army pilots prepare to fire a Lewis machine gun from a Wright Model B

Army Aviation traces its origins back to the American Civil War. Both Union and Confederate forces used hydrogen-filled balloons to direct artillery fire, marking the beginning of U.S. military aeronautics and of aerial support of Army ground forces. The Army also used balloons during the Spanish American War and World War I, but airplanes replaced balloons for most military purposes during the latter conflict.

Army Aviation began in 1909 with the Army's acquisition of its first heavier-than-air "flying machine," an airplane built to Army specifications by the Wright brothers. During World War I, the Army's aircraft strength grew from a few dozen to more than 11,000 planes and the number of aviation personnel came to total more than 190,000. The Army Air Service was created in May of 1918.

After World War I, General William Mitchell and other Air Service leaders spoke out forcefully in favor of an independent air force. Since they envisioned aviation as a separate striking force, capable of independent operations, they opposed its remaining an arm of the ground forces.

Although Congress, as well as most Army leaders, rejected Mitchell's argument, the Air Service became a separate combat arm, equal in status to the infantry, cavalry, and artillery.

In 1926, the name of the air arm was changed to Army Air Corps, and then, in June 1941, the Air Corps and other Army air elements were merged to form the Army Air Forces, co-equal with the Army Ground Forces and the Army Service Forces.

During the 1930s, many

Army Air Corps leaders became preoccupied with strategic air operations. Like Billy Mitchell before them, they advocated using air power independently of the Army ground forces to destroy enemy targets behind the lines of combat. This Air Corps emphasis on strategic operations disturbed some ground forces leaders, who believed their aerial support needs were being neglected.

Aerial support was particularly vital for artillery fire adjustment. Partly because Air Corps fire support aircraft were not always available, the chief of field artillery and other artillery officers became interested in using light aircraft organic to the artillery units.

The Army experimented with using small organic aircraft for artillery fire adjustment and other functions in maneuvers at Camp

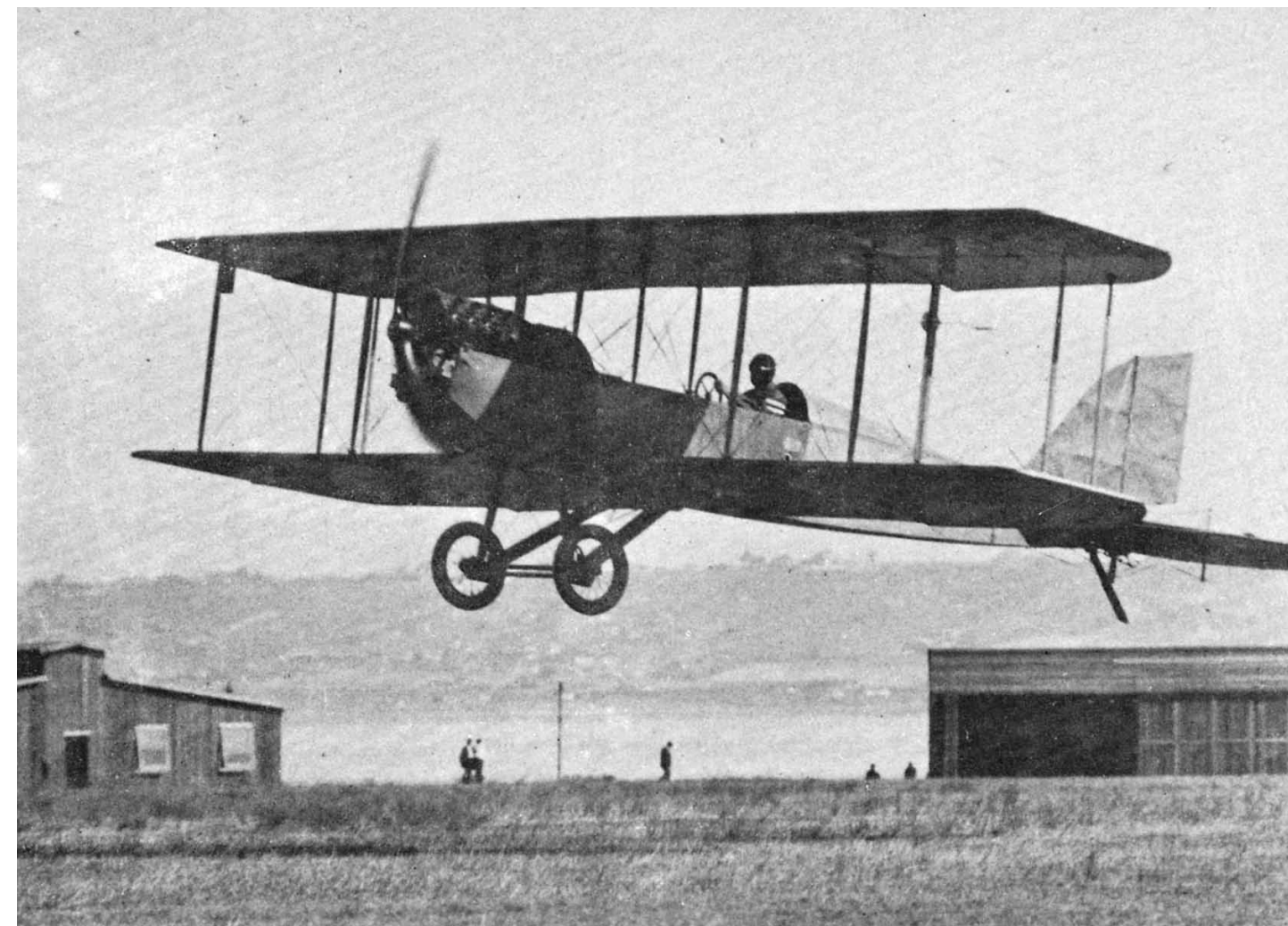
Beauregard, La., in August 1940. The tests were repeated on a larger scale in Army maneuvers in Louisiana, Tennessee, Texas, and the Carolinas in 1941. The Army's "Grasshoppers," as these light planes came to be called, proved to be much more effective than the larger Air Corps planes used for the same purposes.

Following a final series of experiments with organic Army spotter aircraft conducted in 1942, the secretary of war ordered the establishment of organic air observation for field artillery – hence the birth of modern Army Aviation – on 6 June 1942. It was this new World War II-era phenomenon with its few small single-engine spotter planes, organic Army Aviation, that eventually evolved into today's Army Aviation Branch. On the

other hand, the organization that was the Army Air Service and the Army Air Corps continued through World War II as the Army Air Forces, and finally became the U.S. Air Force in 1947.

Organic Army Aviation first entered into combat in November 1942 on the coast of North Africa. During World War II, L-4 Grasshoppers and a few larger L-5 Sentinels were used to adjust artillery fire, gather intelligence, support naval bombardment, direct bombing missions, and perform other functions.

Most training of both pilots and mechanics was conducted by the Department of Air Training within the Field Artillery School at Fort Sill, Okla., although the Army Air Forces conducted some primary training of organic Army Aviation personnel.



The U.S. Army's first "modern" airplane, a Burgess biplane rebuilt in 1914 to copy advances in European aircraft. The Wright designs were obsolete

