DEMON

Win Friends Influence People

CAB wins the hearts and minds of a new generation

Index

DEMON

VOL. 2, NO. 3 -- | 2008

4 | MAKE A DIFFERENCE The importance of knowing your Soldiers

6 | CHAPLAIN Chaplain Lee's take on the simple life

Chaplain Lee *turns the other cheek, Page 6*

BRIEFING

3 | THE MOMENT The pulse of the Combat Aviation Brigade

5 | STANDARDS AND DISCIPLINE Command Sgt. Maj. Wallace speaks out on leading your Soldiers

7 | ACROSS IRAQ Detainees released to Iraqi sheiks

Standing Proud, *Soldiers succeeding Page 7*

3-1 AA

22 | PUTTING IT TOGETHER 3-1 maintainers keep the battalion in shape

Chopper shop: *3-1 mechanics keep birds in the air, Page 22*

CAB QRF *meets the kids, page 14*

Lifeblood *Fuelers keep the Army airborne, page 18*

On the cover: (Photo by Spc. W. Michael Howard) Lt. Col. Donald R. Nitti poses with a group of Iraqi children at the close of the 601st mission to Al Sequoir

CAB QRF

COVER

14 | GIVING PEACE A HELPING HAND The 601st QRF wins friends and influences people

601st ASB

18 | 1,000,000 AND COUNTING The Speicher FARP tallies up its millionth gallon

26 | AVIATION'S BLACKSMITHS 601st keeps CAB aircraft flying

2-1 GSAB

8 | MIDNIGHT FLYERS 2-1's CH-47 Chinooks act as the enablers of Task Force Iron

1ID HISTORY

29 | BITTER PRIZE The 1ID's first military victory is hard won and hard kept

We got to move these refrigerators: *2-1 distributes supplies across MND-N, page 8*

Brigade Commander ..... Col. Jessie O. Farrington
Brigade Command Sergeant Major ..... Command Sgt. Maj. Darrell E. Wallace
Brigade Public Affairs Advisor ..... Maj. Enrique T. Vasquez
Brigade Public Affairs Officer ..... Sgt. 1st Class Jeff L. Troth
Demon Layout ..... Spc. W. Michael Howard

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

"Heat injuries are a threat in both training and combat. They kill Soldiers every year." -- COMMAND SGT. MAJ BUDDY WALLACE

Briefing

THE MOMENT

Photo by Spc. Michael Howard

The temperature is rising, and your risk of becoming a heat casualty is rising along with it. Hydration, education and involved leadership can save your life

Is it almost summertime already? Time flies, whether you're doing 20 or just getting through your initial obligation. Any way you look at it, it's going to get hot.

And heat kills, literally. Batteries, paint jobs, unwatered plants, dogs left in cars, or unacclimatized Soldiers — the single biggest environmental threat is heat. And it's unforgiving. Everybody is going to be exposed to a heat threat this summer.

When you're packing your full battle rattle with your sleeves down and your gloves on, you're a walking teapot.

As your body sweats to cool off, you're losing water. If you wait until you're thirsty enough to want to drink, it's too late — you're already behind the curve!

Do you realize that just a two percent decrease in your total body water will lower your functional IQ? Who can afford to lose intelligence?

A two percent decrease in your total body water will lower your functional IQ

So how can you tell if you're adequately hydrated? You've seen the charts that tell you how much to drink for a certain workload in a given environment. Some Soldiers think "more is better" — so as long as they continue to down water, they'll be okay. However, metabolic needs vary with the individual, and it's possible to become water intoxicated and die.

Look out for your battle buddy, and take care of yourself. Where else are you going to live?

Make a Difference.

Team Demon has continued to sustain a blistering pace and has the ability to surge when necessary. Your sacrifices are making a positive impact on Iraq. **Col. Jessie O. Farrington speaks out on the heroic everyman and the everyman heroes**

Demon Team, we continue to perform at a high level and the support to the Brigade Combat Teams is superb. We are conducting steady-state combat operations and are making a tremendous impact in Multi-National Division – North. Our success is directly attributed to daily actions of every Soldier in this Brigade.

We are starting to enter a new season; the heat is here and it creates worse conditions for us to operate. The heat will have an impact on every Soldier; whether refueling aircraft at one of our many FARPs, conducting maintenance on the flight line, or just being outside. It is critical that all leaders provide the proper supervision to continue safe operations.

Even though the season is changing, we will continue to conduct combat operations at the same pace; always with the ability to surge. I want you to pay particular attention to avoiding complacency; routine things cause accidents.

Photo by Sgt. First Class Jeff Troth

We are having a positive effect in Iraq and the level of violence continues to decline. We are taking the fight to the enemy in safe havens across MND-N and the enemy is on the run with no place to hide. We can only provide maximum combat power with the coordinated efforts of every Soldier; keep it up. Our Demon Strike package continues to reinforce the Division main effort and priorities in MND-N. Your ability to sustain the combat power is impressive; our maintenance status improves every week. Continue to pay attention to detail and conduct every step by the book.

I especially want to recognize two heroic members of the Demon Team. CPT DiGiorgio and 1LT Sickler were recently awarded the Distinguished Flying Cross for their actions in support of ground forces in Mosul. They took the fight to the enemy and did not stop until the enemy was destroyed or captured. 1LT Sickler has been wounded in a separate action since, but was quickly evacuated to Walter Reed in D.C., is being treated and is recovering well.

I want to extend sincere thanks to the families and our local communities back home for the great support. Your support is essential to ensuring the outstanding Soldiers in this formation continue to focus on their daily operations and remain safe. I am proud of all the men and women on this team and you are the key to their success.

There is No Mission Too Difficult or Sacrifice Too Great for the Demon Team. Duty First! Demons!

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

Standards and Discipline.

As the Combat Aviation Brigade team begins to hit its stride, leaders must make a good team better by encouraging and mentoring their Soldiers. **Command Sgt. Maj. Buddy Wallace speaks out on keeping Soldiers motivated and effective**

With almost seven months in combat, the teamwork and camaraderie of the CAB continues to grow. By this time NCOs and Soldiers should all know what standards and discipline are expected of them. I ask the enlisted and officer leadership to continue planning the mission in the safest manner possible. Many of our Soldiers if not most of them will be exposed to record high temperatures for longer periods of time. NCOs work with your officers to ensure work schedules include rest periods. Equipment too will require extra care. Metal on aircraft will endure more expansion, so closer and more detailed quality control air-frame inspections should be the norm.

Photo by Staff Sgt. Franklin Angelo

In addition, PT will become more of an outdoor activity with many Soldiers going on longer runs in the heat. I ask every Soldier, NCO and officer to ensure we are all hydrating and practicing good heat acclimatization. Soldiers should not just be drinking water but should augment their fluid consumption with electrolyzed (salts or minerals) sport drinks.

For those of you that don't know heat injuries are a major threat in both training and combat. They kill or disable Soldiers every year. The human body is a small radiator that is easily overloaded by exercise or work. Heat injuries kill or disable by "cooking" internal organs. Human organs cannot be trained to tolerate heat. When it occurs, organ damage is permanent and it cannot be overcome by willpower or motivation. Leaders keep a watchful eye on our Soldiers. Do not allow them to over do it! Every formation has one or two that will go full throttle until they become a heat injury. Be on the look out!

NCOs, you should know your Soldiers and how to motivate them by now.

I ask our senior NCOs to mentor and train the new sergeants and staff sergeants. Without proper mentoring and training this Army and the brigade cannot grow. We must grow our leaders and teach them to do the right thing.

The mentoring of our young NCOs should encompass the Army Values legacy. I want seniors to lead by example. It is shameful to see senior NCOs that are immoral and act unethical.

As an NCO it is your duty to report and make on-the-spot corrections when you see something wrong, including misconduct.

I cannot stress enough the importance of standards and discipline to unit cohesion.

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

Revenge is futile. Chaplain (Maj.) Suk Jong Lee talks about why there is little point in attempting to exact revenge. The Combat Aviation Brigade chaplain speaks from the land of Jesus' birth

"If someone has done you wrong, do not repay him with a wrong. Try to do what everyone considers to be good. Do everything possible on your part to live in peace with everybody. Never take revenge, my friends, but instead let God' anger do it. For the Scripture says, 'I will take revenge, I will pay back,' says the Lord." Romans 12:17-19 (Good News Bible)

Have you ever felt you were treated unfairly or being picked on by others, and you found yourself consumed with the thought of revenge? Absalom, the son of King David let his vengeful heart determine the course of his life which ended in tragic death of his own life. Amnon, Absalom's half-brother, was infatuated with Absalom's sister, Tamar and he ended up raping her. Two years after the incident, Absalom carried out his scheme to kill Amnon for dishonoring his sister (2 Samuel 13). I can only surmise what kind of life he had during those two years, but I bet he was a bitter man filled with anger and thoughts of revenge. The effect of Absalom's anger, however, didn't end at the murder of Amnon, but continued throughout his life until his death at the hand of David's servant when he plotted to overthrow his own father's throne.

Then, there is Joseph, the son of Jacob. His father favored him over other brothers and jealousy among his brothers caused him to be sold as a slave to an Egyptian. While working as a trusted slave, the wife of his master accused him of dishonoring her when he refused her advance, and he ended up in a prison.

Even though he suffered unjustly because of actions of others, he didn't seek revenge but waited for God to work out his circumstances. He eventually rose up to be the second man in charge in all of Egypt and was instrumental in saving people all over the region from starvation during seven years of drought. His brothers were scared, especially after their father Jacob died, that he would hate them and would repay them for all the evil they caused him. But when they came to ask for forgiveness, he told them, "Do not be afraid, for am I in the place of God? But as for you, you meant evil against me; but God meant it for good, in order to bring it about as it is this day, to save many people alive" (Genesis 50:19-20). Instead of being angry with them, he comforted them and promised to provide for them and their families.

Two families with two different outcomes because of the decision of one person in each family! One family was almost destroyed; while the other family was reconciled. We have a choice in dealing with difficult people in our lives – Absalom's way or Joseph's way.

Photo by Spc. Michael Howard

Waiting: *Chaplain (Maj.) Suk Jong Lee uses the example of the story of Joseph son of Jacob as an example of why revenge doesn't pay*

Across Iraq. After Iraqi detainees serve their sentences, Soldiers are releasing them to the custody of Iraqi Sheiks. How Soldiers are furthering U.S.-Iraqi relations and fostering the independence of the Iraqi people

BY SGT. BEN BRODY

After serving their sentences in U.S.-run prisons in Iraq, 25 detainees were released under the supervision of a local sheikh in Jurf as Sahkr on March 28.

Sheikh Sabah al-Janabi, captain of the Janabi tribe and leader of Jurf as Sahkr, said he is confident the men will return to peaceful, productive lives in the community.

"Almost all of the bad people here changed their mind, so we must give these men another chance to be good people," Sabah said. "I will see that these men will serve Jurf as Sahkr, their families and the future of Iraq."

The sheikh regularly meets with soldiers of Company A, 3rd Battalion, 7th Infantry Regiment, 4th Brigade Combat Team, 3rd Infantry Division, who are based out of Patrol Base Jurf, a compound near the village center.

Army Capt. Eric Tisland, commander of Company A, welcomed the former detainees back into the village and updated them on the changes Jurf as Sahkr has undergone since they were last home.

"In the past seven months, violence in Jurf has fallen dramatically, thanks to the Sons of Iraq chasing out the terrorists and criminals," Tisland told the men.

Sabah said he believes the men, some of whom attacked coalition forces and other Iraqis, will thrive under the new security conditions.

"This area was very difficult to live in a year ago. Everyone had to fight to survive, and the coalition forces didn't know who was good and who was bad, so they arrested many people" he said. "The people now just want to forget the past; it was very bad."

Also releasing detainees March 28 were two other units from the same brigade task force. Battery B, 1st Battalion, 76th Field Artillery, 4th Brigade Combat Team, 3rd Infantry Division, released eight detainees in Hak, Iraq, under the supervision of Sheikh Kamil, tribal head of the Janabi tribe in the Anzio area of operations.

Meanwhile, at Joint Security Station Haswah, 2nd Battalion, 502nd Infantry, also released eight detainees under the supervision of several tribal leaders from the area including Sheikh Kaither and Sheikh Faleh.

Photo by Sgt. Ben Brody

Reunion: *Iraqi citizens in Jurf as Sakhr, Iraq, greet former residents upon their release from prison March 28, 2008. Those returning to Jurf after serving their sentences swore to be responsible citizens and work under the supervision of town leader Sheikh Sabah al-Janabi*

Midnight Flyers

Introduced in 1964, the Army's biggest helicopter is still having a big impact in the MND-N theater of operations

STORY BY MAJ. ENRIQUE T. VASQUEZ

We got to move these color TVs *A CH-47 Chinook belonging to 2-1 GSAB, sits ready for take-off on March 5. The 2-1 "Fighting Eagles" are part of the Combat Aviation Brigade, 1st Infantry Division, from Fort Riley, Kan., flying in support of Task Force Iron, 1st Armored Division, in northern Iraq.*

Photo by Maj. Enrique T. Vasquez

From air assaults to passenger transport, the Army's biggest helicopters dominate the skies of northern Iraq. The CH-47 Chinooks belonging to 2nd General Support Aviation Battalion, 1st Aviation Regiment, "Fighting Eagles" transport troops into battle along with mail, passengers and cargo between bases within Multi-National Division-North.

The Fighting Eagles are part of the Combat Aviation Brigade, 1st Infantry Division, from Fort Riley, Kan., flying in support of Task Force Iron. Since the start of their deployment last fall, the 2-1 GSAB has moved over 2,400 tons of cargo, transported more than 30,000 passengers and flown numerous combat sorties.

The Chinook is the favorite mode of travel for ground unit commanders. Since the Chinook can carry 30 plus combat troops and all their equipment, it is the preferred rotary-wing aircraft for moving large amounts of cargo and Soldiers in northern Iraq.

"Ground commanders routinely request the Chinooks because of their unmatched capability to move larger groups of Soldiers and all of their equipment," said Maj. Scott Bovee, 2-1 operations officer.

Moving troops and cargo by CH-47 Chinook takes the talents of several crewmembers working together to ensure the mission is accomplished in a safe manner.

All Aboard *Soldiers climb aboard a 2-1 GSAB CH-47 Chinook for transport*

Photo by Sgt. 1st Class Jeff Troth

All Aboard *Passengers wait for more personnel to board a CH-47 Chinook helicopter belonging to the CAB*

Photo by Maj. Enrique T. Vasquez

"The crew is made up of two pilots, one crew chief, one flight engineer and one gunner. The crew chief makes sure the aircraft is ready to fly and that passengers and cargo are loaded safely," said Sgt. Joshua Velsor, Company B, 2-1, Chinook crew chief.

"The pilots fly the aircraft and the flight engineer advises the crew on the airspace around the aircraft. The flight engineer keeps an eye out for other aircraft and enemy on the ground," said Sgt. Gregory Moseley, Co. B. 2-1 Chinook flight engineer.

"The flight engineer is also responsible for any unscheduled maintenance that needs to be performed on the airframe and for ensuring the gunner remains trained," said Moseley.

A typical day for a CH-47 crew starts early. Crews come in and check the Chinook from top to bottom making sure the aircraft are safe and flyable.

"I normally wake up in the morning like around four, then after breakfast I come out check the technical manuals, get the bird ready. I and the other crewmembers then get with the pilots and start our run-ups and conduct pre-flight checks and make sure there are no problems with the birds," said Spc. Raymond Sauseda, Co. B, 2-1 Chinook crew chief.

"We look at the mission plans and check the routes being flown and go over where we will be going and load any equipment in preparation for our mission," said Sauseda.

Heavy Hauler *A CH-47 Chinook belonging to 2-1 GSAB, carries a center-of-cargo sling load*

Photo by Maj. Enrique T. Vasquez

Fast Movers *A CH-47 Chinook belonging to 2-1 GSAB, sits loaded with passengers and cargo before a mission on March 5*

As night falls *A CH-47 Chinook belonging to 2-1 GSAB Aviation Regiment, sits in front of an Iraqi sunset*

Going for a spin *Sgt. Joshua Velsor, CH-47 Chinook crew chief assigned to Company B, 2-1 GSAB, checks the forward rotor before a mission*

Safety First *Sgt. Gregory Moseley, CH-47 Chinook flight engineer assigned to Company B, 2-1 GSAB, conducts pre-flight checks*

Photos by Maj. Enrique T. Vasquez

Crews not only prepare the Chinooks for flight but also prepare the cargo being moved during the mission.

"As we receive cargo we load it onto the aircraft. Sometimes we receive pallets of mail, ammo and anything the Soldiers need moved. We also move Humvees and Gator carts, we just have to put the seats up and make sure the units prepare the vehicles properly," said Velsor.

A Chinook not only carries cargo inside the aircraft but it can also sling load cargo to the bottom of the helicopter. Cargo hooks located on the bottom of the aircraft help move large items such as, water and fuel blivets, and artillery pieces.

"You can either use a tandem load or a center-of-cargo sling load to move cargo. The tandem load takes a forward and aft line hooked and secured to the cargo. While the center-of-cargo sling load is just a sling connected to the center cargo hook of the helicopter," said Saucedo.

Chinook crews load passengers along with any equipment they may have.

"Not only do we move passengers but we usually move baggage like duffle bags, assault packs and personal gear," said Sauseda.

"Although a person has to carry his or her own bags, the crews are usually very helpful if you are carrying a ton of stuff.

The crews will help you load and unload your bags on the helicopter if needed. I take care of electronic equipment at several different forward operating bases, so the Chinooks allow me to go where I need to go," said Staff Sergeant Valentine Smith, 5th Battalion, 5th Air Defense Artillery Regiment.

With hundreds of Soldiers and civilian contractors requiring transportation in Iraq, the Chinook is the mode of travel many are using instead of moving by ground.

"I appreciate the fact that I don't have to ride in the ground convoys just to do my job," said Smith.

"I enjoy the service the helicopters provide, it's really convenient, because I do a lot of flying between Tikrit, Mosul, and Kirkuk. The service makes my job a whole lot easier," said Smith

Chinook air crews recognize the positive impact they have on the remote bases in northern Iraq.

"We pick-up a lot of passengers, cargo and supplies and move it to the different places we visit. It's good to see the places that you're bringing cargo to. It feels good to see the people, who need the cargo get it," said Sauseda.

"It makes me feel good to see Soldiers ride with us because it keeps them off the roads. By riding on a Chinook, Soldiers are kept from facing improvised explosive devices," said Velsor.

Giving peace a helping hand

The 601st ASB Quick Reaction Force wins hearts and minds on a sphere of influence mission to the village of Al Sequoir

STORY AND PHOTOS BY SPC. MICHAEL HOWARD

Protecting the many convoys that supply and equip Contingency Operating Base Speicher is an important mission, and Shadow Platoon out of the 601st Aviation Support Battalion is one group of Soldiers that understands both the importance of improving the security of COB Speicher and improving the situation of Iraq, one citizen at a time.

Shadow Soldiers risk their lives not only to protect these supply lines, but also to ensure that the efforts of coalition forces serving in Operation Iraqi Freedom continue through winning the hearts and minds of the Iraqi people, as evidenced in their sphere of influence mission Feb. 23 at Al Sequoir.

The 601st ASB Soldiers walked through the village, spoke with village leaders and distributed toys and clean water to the citizens. Such efforts support the latest push to win the Iraqi struggle for a free society by first winning the support of the Iraqis.

Speaking with Lt. Col Donald Nitti, Al Sequoir Police Chief Major Ghazi (full name not disclosed for security reasons) said the IP are more effective and patrolling a larger area than they were previously, that the tide is turning against al-Qaida in Iraq and the consciousness of the Iraqi people is rising against al-Qaida.

From the old to the young
Lt. Col. Donald R. Nitti and his Shadow Soldiers made the rounds of Al Sequoir, making an effort to win over all villagers, from the police chief to the children

Freelance Medic *Sgt. Kimberly LaCrosse performs a check-up for Adil, the Concerned Local Citizens group leader*

Give me! *A young Iraqi reaches for the camera during a 601st ASB visit to the village of Al Sequoir*

Factory rebates today only *Iraqi villagers load up on toy cars courtesy of the 601st ASB*

Saving Schools *Lt. Col. Donald R. Nitti speaks with Adil, the Concerned Local Citizens group leader, about the condition of the Al Sequoir school*

Open Channel *Sgt. Gyasi Moore reaches for his single channel ground to air radio to communicate with the rest of the 601st ASB QRF team*

"The situation is improving and now we are in very good shape. For the past five months, there has been no terrorist activity and very little trouble in our sector. It makes all of us happy, the Iraqis, the coalition forces, and the IP.," said Ghazi.

The QRF team found that on the civilian front, civilian leaders were every bit as determined to turn the country around. "I am really busy, sometimes it gets tiring, but I am doing it for my people because I care about this place because it is my home," said Adil, the Concerned Local Citizens group leader for the village. Adil wished to be identified by his first name because of the danger his position places him in.

CLC groups serve as watch groups, police forces, and eyes and ears for U.S. forces all over Iraq. Lately, al-Qaida in Iraq has stepped up attacks on the mostly Sunni groups who take up arms with American forces.

Though helping to change the attitudes of the Iraqi citizens toward the U.S. forces in Iraq and the information that the villagers provide regarding al-Qaida in Iraq make the mission tactically viable, the Soldiers enjoy the mission because of the face time it gives them with Iraqis. "I really enjoy it, and I know the Soldiers enjoy getting out of the base and talking with the locals, that way they know we're there for them and when they have intel for us, they scratch our back when we scratch theirs. They've been very helpful toward us," said Staff Sgt. Francis P. Becker, patrol leader for Shadow Platoon.

Shadow driver Pfc. Andrew Pruett said that for his quick reaction force, social interaction is the new kicking down the door. "How much do we interact? As much as possible. If we're outside the wire in the middle of nowhere and we see an Iraqi shepherd, and he's just out there doing his thing, we will go out of our way to go and talk to him, because it really is all about hearts and minds. We want to let them know that we're not just rolling around and they're just shadows and we don't notice them. We want them to know that we're there for them."

601st ASB

1,000,000 and counting

Millionaire *Spc. Kristopher D. Pope, a fueler with Company B of the 601st ASB, pumps COB Speicher's millionth gallon of fuel*

Photo by Spc. Michael Howard

Less than halfway through their tour in Tikrit, 601st ASB Soldiers become millionaires in their own right

STORY BY SPC. MICHAEL HOWARD

Photo by Spc. Michael Howard

1,000,000 *Col. Jessie O. Farrington receives the FARP's millionth gallon*

Chief Warrant Officer 4 Ronald C. Porter may not be a millionaire, but he did happen to be the pilot to receive Contingency Operating Base Speicher's millionth gallon of fuel, courtesy of the 601st Aviation Support Battalion's dedicated Forward Arming and Refueling Point Soldiers. How did it feel to be the lucky pumper?

"Pretty much a lot like pumping the first one and every one after," said Spc. Kristopher D. Pope, a fueler with Company B of the 601st ASB.

FURTHER VIEWING

For more photos of the CAB FARP fuelers' millionth gallon pumped, go to **www.dvidshub.net/units/CAB-1id**

When troops on the ground need the help of attack helicopters, it is essential those aircraft spend as little time away from the fight as possible. For the aircraft of the Combat Aviation Brigade, 1st Infantry Division, these "pit-stops" to restock fuel and ammunition are made possible by the Soldiers of the COB Speicher FARP.

The COB Speicher FARP is manned by the Soldiers of the 601st. In a best case scenario, pilots call the FARP over the radio with their arrival time and detail the needs of their aircraft, which range from refuelling, loading rockets, light maintenance such as un-jamming a gun or de-arming an aircraft for test flights. However, the fuelers and armers don't always receive that notice.

"We always have to be ready to go at a moments notice. In between missions, when all they need is fuel, we'll have them in and out within two minutes. As soon as they are ready to land, they'll call us up and let us know they're coming. We'll be out there waiting for them when they arrive and start fueling right away," said Sgt. Gary A. Ruiz, a fueler at the COB Speicher FARP.

With no warning, time from touchdown to takeoff usually depends on the needs of the aircraft and its pilots. If the pilots only need fuel, the time is roughly three minutes. The fuelers achieve this speed by "hot-fueling," or fueling the aircraft while its engines are still running. If they need rockets, missiles, or ammunition, the touchdown to takeoff time line is about five minutes, depending on what and how much they need.

'We're just a small piece of the pie, but we're important nonetheless.'

--- SPC. MARTIN C. BEREND, FUELER

Photo by Spc. Casimer Rzanca

Team Effort *601st ASB FARP Soldiers pose on the helipad*

The armament section's mission is twofold. They work on the aircraft outside of the standard refuel and rearm mission. Armament Soldiers can do aircraft or standard rearming, but either way, they work on weapon systems specifically. "They'll arm different kinds of missiles and rockets. They do the headspace and timing on the .50 caliber (machine gun). Armament only works on Apaches and Kiowas. For the Black Hawks and Chinooks, they don't come out," said Spc. Martin C. Berend, a fueler with Co. B, 601st.

When fueling, Soldiers attach a special nozzle, the D1, to the helicopter to begin fueling. The D1 keeps vapors from escaping; this reduces the chances of a fire breaking out.

While Soldiers are loading the aircraft with rockets and flares, a fire would be a calamity. With so much explosive potential, the FARP Soldiers use an array of safety measures to prevent disaster.

"The inherent danger brings about different challenges, mostly safety and issues with visibility so we have to practice vigilance in those situations, using our personal protection equipment," said Pope.

The Soldiers' PPE ranges from glow sticks to eye protection to hearing protection as well as their clothing, which is usually made of fire-retardant Nomex material.

"We double check these things for each individual. We also check our hoses, our fuel pumps, and our trucks, and ensure that those are in working order before we start operations," said Berend.

Berend said he didn't always enjoy his job as much as he does now, after a year and a half at the pump. Knowing the big picture and the part the FARP plays in the mission of the CAB makes his job much more fulfilling, he said.

"We're it. That's just the truth of the matter. I don't intend any cockiness, it's just that what we have, the brigade needs. We are that fuel that the squadron needs to accomplish their missions, no matter what those missions entail. These birds can't fly without us. We're just a small piece of the pie, but we're important nonetheless," said Berend.

Exhausting Work *After a phase maintenance-1, Spc. Corey Corr (left) and Sgt. Ryan Cox reassemble a UH-60 Black Hawk's exhaust assembly*

3-1AA

Putting it Together

The 3-1 maintainers work around the clock to ensure that their helicopters are ready for any mission

STORY AND PHOTOS BY SGT. 1ST CLASS JEFF TROTH

With a mission of transporting troops all over northern Iraq, the 3rd Assault Helicopter Battalion, 1st Aviation Regiment, has to ensure that their helicopters are ready for any mission. That responsibility falls on the Soldiers of Company D, 3-1 AA.

The Roughnecks work around the clock to maintain the fleet of almost 30 UH-60 Black Hawk helicopters the battalion uses on a daily basis to strategically move coalition forces around the battlefield.

"If something goes wrong during a flight, you can't just pull over, you can't pull over to the nearest cloud and say 'ok, it is broke, send a tow truck.' It doesn't work that way," said Spc. Cody Chandler, a UH-60 helicopter repairer.

The way it does work is that all the aircraft have scheduled maintenance schedules called phases.

"Phase maintenance is a timed maintenance. Every 360 hours the helicopters come in and everything gets taken apart and inspected to make sure there is nothing wrong going on with it," said Spc. William Gentry, a UH-60 helicopter repairer. "We do phases mostly, but we also do unscheduled maintenance. It just depends on the day."

This day, the Roughnecks have a Black Hawk in their hangar for

a Phase Maintenance-1 inspection. The tail rotor and main rotor systems have been removed and inspected to make sure that they are within specifications listed in the technical manuals.

Even the Black Hawk's blades are checked to ensure their pressure is correct. This means servicing for low pressure and venting of the blade if the pressure is too high. An improperly pressurized blade can cause the blade not to track properly, which can lead to serious or catastrophic damage to the aircraft.

'If something goes wrong during a flight, you can't just pull over to the nearest cloud.'

--- SPC. CODY CHANDLER, UH-60 HELICOPTER REPAIRER

"The PM-1 is not as in-depth as a PM-2, but we still take off the main rotor head, the main rotor seal and the whole tail rotor system," said Gentry. "We also check the aircraft for leaks, cracks and service all the tires and struts."

During the inspections the Soldiers check the parts and hardware for any wear-and-tear. When Chandler and his fellow mechanics found the Teflon peeling in two places on the damper race bearing, they checked the technical manuals to see if the part was still within operating tolerance.

"The Teflon allows no metal-to-metal contact. It allows for the parts to glide a lot smoother along the main mast," explained Chandler.

Measure twice, bolt once
Spc. Cody Chandler lines up bolt holes on the exhaust assembly before putting it back on the UH-60 Black Hawk. Company D, 3-1 AA are responsible for keeping the battalion helicopters airworthy

"With the small amount of peeling, it might have been able to go another 360 hours and not had any problems. But, the book says no peeling or chipping is allowed. If the part doesn't meet certain criteria we replace it."

He said that although a part may still have many hours left on it and would more than likely make it to the next phase, the mechanics don't take any chances with the parts or the aircraft they are responsible for.

With the rotors turning at over 250 revolutions-per-minute the smallest bit of peeling could quickly become a bigger problem. Less Teflon is going to equal more friction between the bearing and the main mast.

"Then you have even bigger problems and the whole transmission has to come out," Chandler said.

Sometimes a part requires a second set of eyes.

"I just found a bearing that might be out of limits, so I am having a TI (technical inspector) check it for me," said Gentry, while working on the tail rotor system.

"The Soldiers come to us (technical inspectors) because we have the technical expertise and knowledge," said Staff Sgt. Joseph Evans, a TI for the Roughnecks. "We are the final say, the final approval before a helicopter is released."

Before the Black Hawk rolls out of their hangar and back to the flight line the maintainers want to make sure that the helicopter is the best that it can be.

"You've got two pilots, two crew chiefs and whoever is sitting in the back, they all have family, and they are all counting on this aircraft," Chandler said. "I hope that if it is me in the helicopter, in the crew seat or as a passenger, that somebody else took as much time and care in their job as we do."

601st ASB

AVIATION'S BLACKSMITHS

Whether it is the Apache or Kiowa providing direct support, or Black Hawks and Chinooks circulating people and equipment, the CAB needs aircraft flying to support the ground Soldiers. 601st's Blacksmiths help keep those aircraft flying

STORY AND PHOTOS BY CAPT. KYLE RATLIFF

The Combat Aviation Brigade, 1st Infantry Division, exists to support the warfighter — the combat Soldier on the ground performing patrols, convoys and cordon and searches. Company B, the Aviation Support Company, in the 601st Aviation Support Battalion provides intermediate level maintenance to five battalions in the brigade.

The majority of these units are on COB Speicher, with 4-6 CAV at FOB Warrior along with twenty maintenance support Soldiers from Company B.

Each battalion has a Company D, which is a unit level maintenance company. They focus on scheduled and unscheduled (unexpected) maintenance that takes less than 24 hours or doesn't require a technical specialist, in addition to performing some aircraft phases.

Company B is responsible for providing the Demon Brigade with intermediate maintenance support for more than 100 aircraft. Whether it is a Chinook, Apache, Black Hawk or Kiowa Warrior, Company B "Blacksmiths" can fix it. Bravo is also the largest company in the brigade, with almost 300 Soldiers.

The director of the maintenance is Production Control. The PC officer directs the efforts and the focus of each maintenance asset, readjusting priorities and solving problems.

According to Chief Warrant Officer 4 Terry Anderson, PC officer, the greatest challenge of his job is that "everybody wants it now."

It is this sort of pressure to produce the finished aircraft or part that requires constant communication with all the sections in the company, plus coordination with civilian aircraft engineers to help solve unique problems with components.

'In Iraq, we do one year of normal maintenance every two and a half months.'

--- MAJ. ERIC PULS, CO B COMMANDER

Every aircraft is different, but on the most basic level, each type of aircraft follows a specific maintenance schedule. A Black Hawk has a "phase" due every 720 hours of flight time. During the phase, mechanics and technical specialists go over the aircraft in great detail, conducting repairs.

"A phase is more than just a tune-up," explains 1st Lt. Tania Miani, maintenance platoon leader. "It's a chance to dig deeper to see what might be wrong with the aircraft and fix problems and worn out parts that don't normally catch the eye."

Each phase team has a phase team leader who manages the flow of the maintenance, decides who does what tasks in what order and tracks the status of parts on order. There are different types of phases required at different hour levels for each aircraft. Each phase concentrates on different areas of the aircraft.

Tinkering
Spc. Joseph Farmer, an aircraft repairer from Shops Platoon, 601st ASB, works on an Apache rotor head

"I like the challenge of being a phase team leader, managing all the different aspects," says Sgt. Charles Hensler, "After the first few [the phase team] got into a routine."

That routine starts shortly after an aircraft arrives at the hangar. The mechanics quickly begin to disassemble and remove the major components. Within a few hours, the rotor blades, engines and covers have been removed. These are all pulled off to be cleaned and inspected.

This is where the other platoons begin their contribution to the phase. All parts are meticulously inspected and then, if necessary, sent to Shops Platoon for repair.

"A phase is hectic, and it's worse if there is more than one aircraft in," said Staff Sgt. Erick Barnett, Shops Platoon sergeant. "Sometimes a part will require a complete rebuild, sometimes it will be in good shape. It's always different."

At certain times during the teardown and inspections on the aircraft, the Avionics platoon descends on the aircraft en masse, armed with multimeters, voltmeters and other test sets. They work on radios and survivability equipment, as well as the computer systems that

help the aircraft fly.

The Apache and Kiowa Warrior helicopters' electrical and weapon systems are repaired by the Armament Platoon. They have the specialized knowledge for dealing with these helicopters unique weapons systems. Armament Platoon also runs the Forward Arming and Refueling Point, an ammunition store and a gas station.

While Shops is repairing engines, rotor blades, and hydraulic systems, the Maintenance platoon is removing and replacing parts, plus conducting multitudes of inspections. When the parts come back from Avionics or Shops, the Maintenance mechanics start the rebuilding process. Every aircraft is a precise puzzle that has to be put together exactly right to be flight worthy. Soldiers agree that one of the best rewards is to see an aircraft they put through phase pass the test flight and return to flying missions.

It's a huge responsibility to be doing this level of maintenance," said Maj. Eric Puls, the company commander. "We know if something isn't done right the consequences can be measured with lives."

Company B doesn't just do phase maintenance. In Iraq, Shops has fabricated parts for many different non-aviation organizations, as they have developed a well founded reputation for being able to build just about anything.

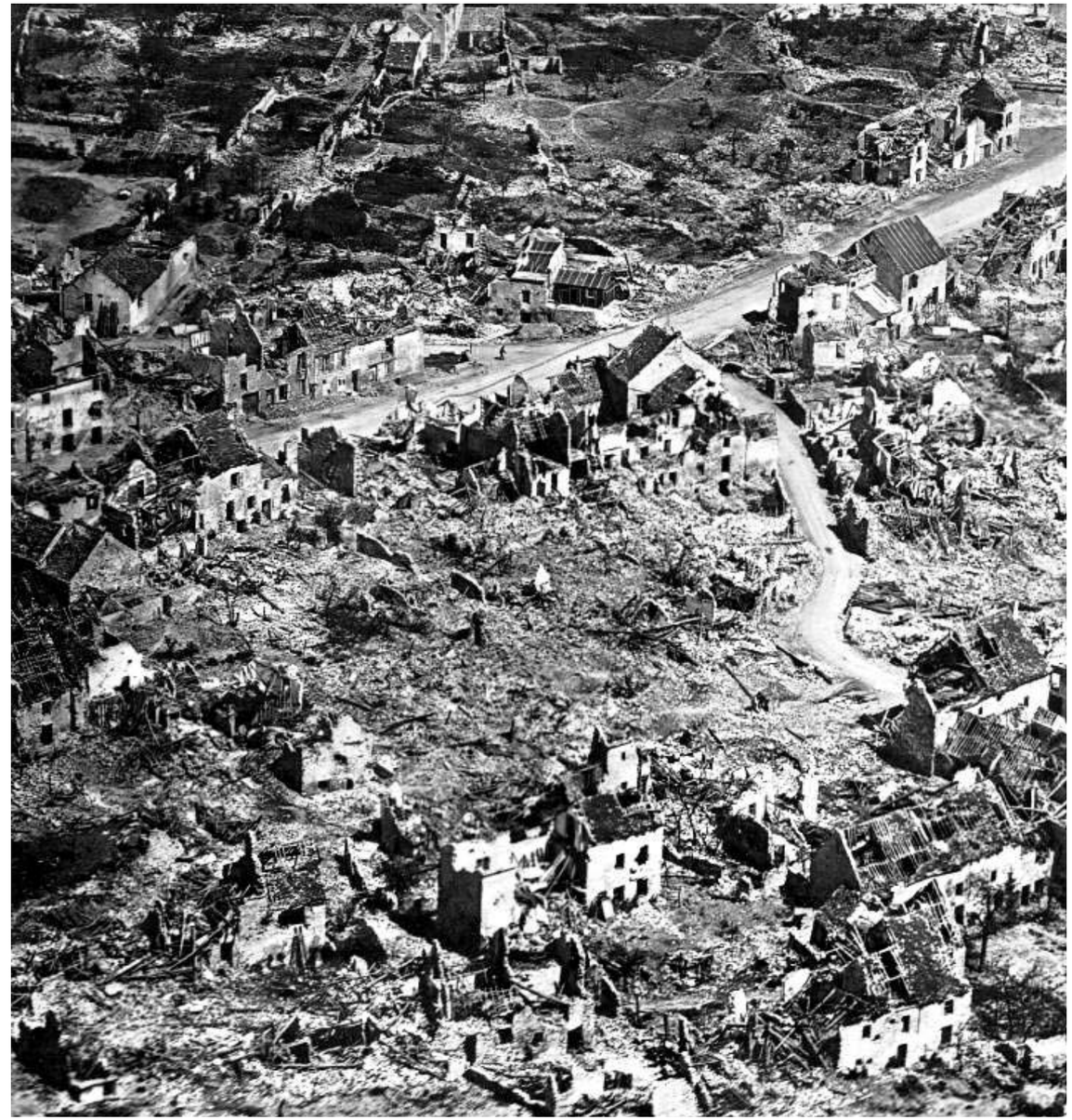
"The Soldiers are doing maintenance they couldn't have fathomed when we were back at Fort Riley," said Puls, referring to the unusual or rarely seen problems that are more frequent in Iraq due to the high number of hours the brigade is flying.

"In Iraq, the company does approximately one year of normal stateside maintenance every two and a half months," Puls said. "By the time we redeploy, that will be about six years of maintenance. Yes, we're busy."

'We know if something isn't done right the consequences can be measured in lives.'

--- MAJ. ERIC PULS, CO B COMMANDER

Refurbishing
A UH-60 Black Hawk is being dismantled and washed before phase maintenance



Bitter Prize

Skeleton *The once beautiful village of Cantigny was a shadow of its former self*

In their first major victory of WWI, the 1st Infantry Division seizes the ruined city of Cantigny in less than 45 minutes

BY SPC. MICHAEL HOWARD

The French army was defeated in April of 1917. This drastically increased the load on the shoulders of the British Army. The Russian Revolution in February further increased the strain on the Russian army, already in no condition to handle further setbacks. This meant that the support provided by American troops in Europe was needed more desperately than ever before.

In September the 26th Division, comprised of New England National Guardsmen, arrived in France as the second division of the American Expeditionary Force. The 42nd Division soon followed. The fourth Division to arrive in France was the 2nd Division. The 2nd Division was uniquely composed of both Army and Marine Regiment. Along with the 1st, the 2nd would play an important role in halting the German advance east of Paris.

As the Americans began to arrive in France, Germany countered by massing 192 divisions on the Western Front. German General Erich Ludendorff also shifted his youngest and fittest soldiers from Russia to the Western Front.

Ludendorff believed that if he could break the British and French armies before the entire complement of Americans arrived, the allies might be forced to surrender. To achieve his goal, Ludendorff launched an all out offensive, code named Michael, on March 21, 1918.

Ludendorff aimed 76 of his divisions at the destruction of the British Third and Fifth Armies. The Germans surprised the British and advanced 20 miles over three days. There was a real possibility that Ludendorff could separate the Allies and drive the British out of France. Pershing recognized the danger and offered to commit American forces where they could be most useful. Still, disagreement continued between the French and the Americans over the best way to use the extra manpower. French General Phillipe Petain continued to demand that the Americans be amalgamated into French units. After heated negotiations between Pershing and Petain, The 1st was sent to Gisors, northwest of Paris.

The Division began the 310-mile trip on April 7.

Upon their arrival, the division was moved to the Montdidier sector and became part of the First French Army. Pershing realized the 1st Infantry Division's exceptional importance. As the only fully trained unit in France, a decisive success from the 1ID could end all talk of amalgamation, as well as boost American morale and prestige.

Maj. Gen. Robert Bullard hatched the idea of a limited attack by the 1st Division. Bullard proposed that the 1ID capture the village of Cantigny. His plan was readily approved by the French commanders.

The plan for the attack was relatively simple. The assault force was to attack in open order, sweeping through Cantigny in the center and past the village on the north and south

Bum Rush *1st Infantry Division Soldiers rush the French village of Cantigny in their first major assault of World War I, on April 7*

and then on to a final objective line about 400 meters east. There it was to defend positions in an arc around the north and northeastern portions of Cantigny, securing the flank from counterattacks. When the assault was completed, the regiment was to defend along the objective line.

The French planned to support the attack, but an unexpected major German offensive threw a wrench into the works. Ludendorff led an assault that captured 400 allied guns and 45,000 French and British troops. The French informed Bullard that most of the artillery committed to support the American attack wouldn't be available.

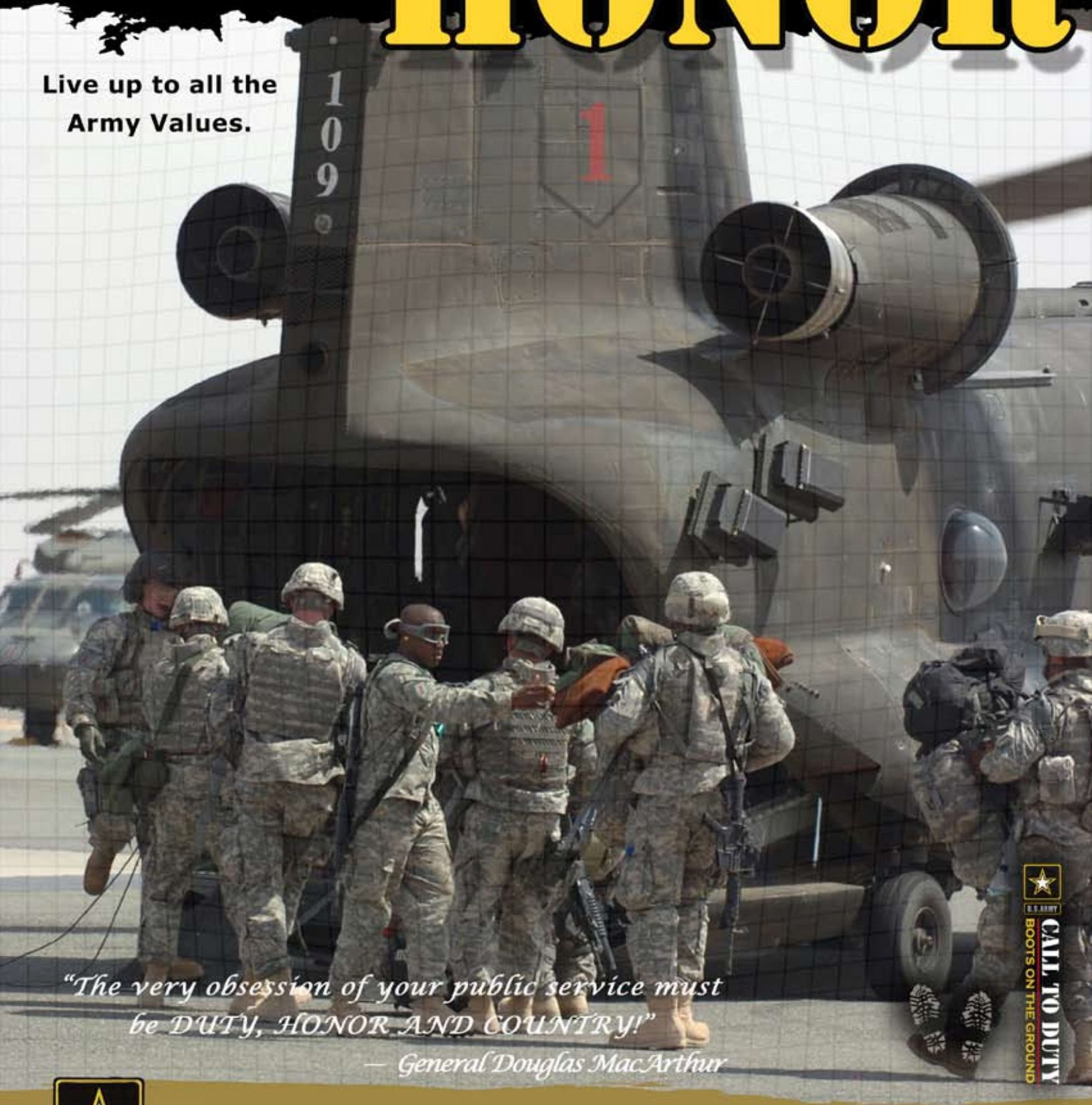
On the morning of May 28th, Col. Hanson Ely's 28th Infantry Battalion attacked Cantigny in a nearly flawless manner. Cantigny was secured in just 45 minutes and held for several days despite repeated German counterattacks. The 28th Infantry had demonstrated that the American Expeditionary Force was capable of holding its own against the best the Germans could throw at them. Cantigny effectively ended all discussion of American amalgamation.

Days after their victory at Cantigny, the 1ID and the rest of the division were sent to the Soissons sector. Along with the 2nd Infantry Division and the French 1st Moroccan Division, the 1st had been selected to lead Field Marshal Ferdinand Foch's counterattack in the region.

Hard to Hold *1st Infantry Division Soldiers hold the French village of Cantigny in their first major assault of World War I*

HONOR

Live up to all the Army Values.



"The very obsession of your public service must be DUTY, HONOR AND COUNTRY!"

— General Douglas MacArthur

U.S.ARMY
CALL TO DUTY
BOOTS ON THE GROUND

U.S.ARMY
ARMY STRONG.

ARMY VALUES